

AWM78

**Reports of Proceedings, HMA Ships and
Establishments**

AWM78 Class 232 - [Fairmile Motor Launch] HMA ML
427

File number: AWM78/232/2

Title: AWM78 232/2 - February-September
1945. Duplicate



RCDIG1073675

[232(2)]

ML. 427 (d)

Declassification Authority—Defence Records
This record has been reviewed and has been
declassified by the Department of Defence
(Navy) with effect from: 1 Nov 1990
Authority Dig (N) Admin 18-13.
Reviewer: LCDR R. L. Smith (RANEM)

Signature: *R. L. Smith* Date: 1 Nov 90

ML 427

5
1

CONFIDENTIAL

DEPARTMENT OF THE NAVY
MINUTE PAPER

2026/7/1325

C.441/45.

*Copy
to*

SUBJECT: *Hma "M. H. 27" Report of Proceedings September 1945*

sec *WPM 25/10*

DPS

DTSR

DOD

DCNS

ISTNM

N.S.

*DNI
(NARO) 20/5*

[Signature]

2020/1/15

DEPARTMENT OF THE NAVY
MINUTE PAPER

CONFIDENTIAL

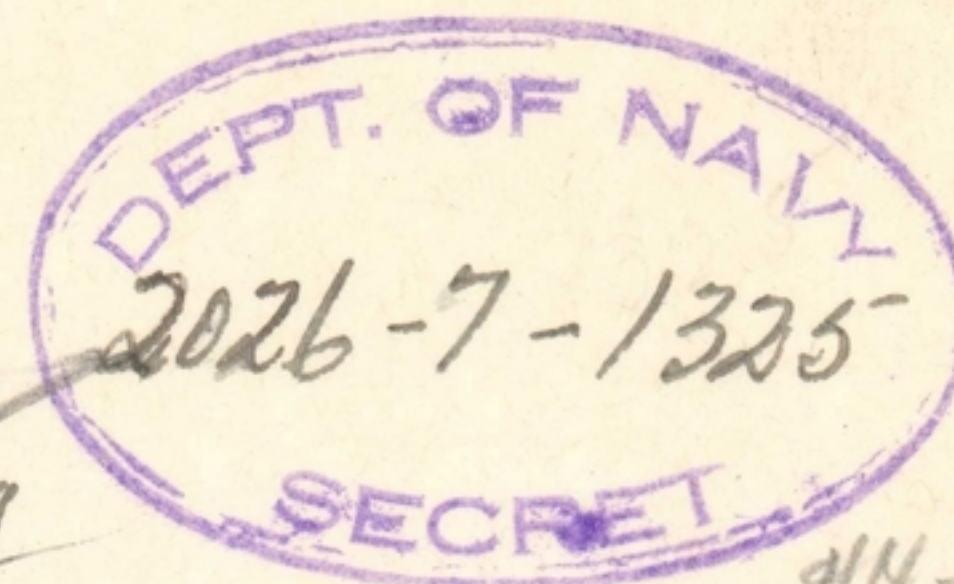
1

Subject: "K... .."

2

[Handwritten signature]

2/5



Dup
orig

HN 10
9
45

✓
THE COMMANDING OFFICER, H.M.A. "M.L. 427".

1st October, 1945.

THE SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(Through Naval Officer-in-Charge, NEW GUINEA)
REPORT OF PROCEEDINGS FOR SEPTEMBER, 1945.

HN
Submitted in accordance with C.N.O. 97/43 and
C.C.N.O. 19/45:-

2. From 1st to 8th of September, the M.L. lay at Madang awaiting tow to the mainland.
3. On A.M. 8th together with "M.L. 428", we were taken in tow by H.M.A.S. "Mulcra". Heavy weather resulted in reduced speed and breaking of tow and Finschafen was reached P.M. 9th.
4. The two M.L.'s. proceeded under their own power P.M. 11th and arrived at Milne Bay P.M. 13th to await arrival of "Mulcra" from Torokina.
5. A.M. 17th both M.L.'s. proceeded to Samarai for the rendezvous with "Mulcra". Tow was secured P.M. 18th in the lee of Doini Island and the three ships proceeded to Cairns.
6. Heavy weather was encountered and because of excessive parting of the tow the three ships proceeded under their own power to Port Moresby, in order to rig a new tow. Port Moresby was reached A.M. 20th.
7. Secured tow A.M. 22nd and proceeded to Cairns arriving there P.M. 26th. This part of the trip was very successful, no towing difficulties being experienced.
8. From 26th to 30th the M.L. lay at Cairns awaiting completion of "Mulcra's" loading.
9. Credit is due to the untiring efforts of "Mulcra" in overcoming all problems connected with the trip.
10. Health and morale of ship's company was good, unusual energy being displayed by all hands in getting the M.L. 'ship-shape' for entering Sydney Harbour.

23
10A
.....2

11. Efficiency Report.

Main Engines	- Starboard	- Very satisfactory.
	Port	- In bad state due to having been dismantled since early July.
A/S Engines & Equipment		- Satisfactory.
Batteries		- A/S and Radar Good. Main batteries deteriorating.
Guns		- Excellent Order.
Hull		- Dry rot throughout.
Naval Stores		- Very short. White Ensigns and Commonwealth Ensigns unprocurable.

12. Monthly Figures.

Distance steamed during month	-	1010 miles
Hours under way during month	-	112½ hours
Hours under way on one engine	-	112½ hours
Average speed for month	-	8.99 knots
Gallons of fuel expended during month		1942 gallons
Gallons of fuel expended per hour	-	17.3 "
Date Commissioned	-	14th March, 1943.

Lieutenant, R.A.N.V.R.
COMMANDING OFFICER, H.M.A. "M.L.427".

2026-7-1325.

DEPARTMENT OF THE NAVY.
MINUTE PAPER.

SECRET

3844.

1/1/49

SUBJECT: AMA "M.L. 427" Report of Proceedings. August 1945.

S.O.C.A

D.P.S.

D.T.S.R.

D.O.D.

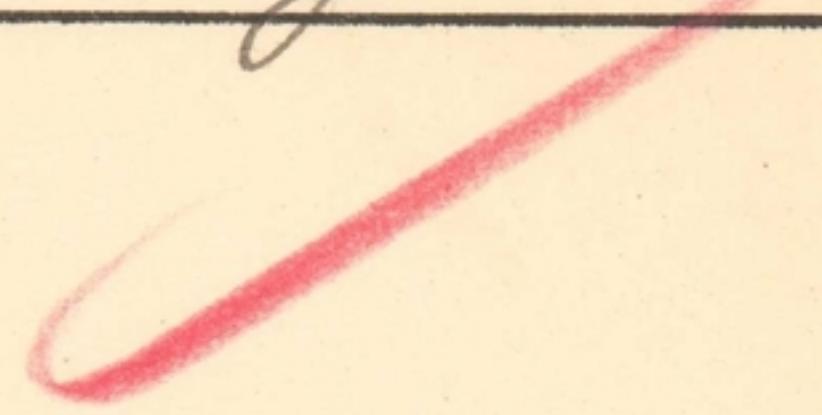
D.C.N.S.

1st N.M.

N.S.

DNV
(INXRO) 2/1/49

Dup



DEPARTMENT OF THE ARMY

MINUTE PAPER



Faint, illegible text or markings across the top of the page, possibly bleed-through from the reverse side.

21
5

Copy.

RECEIVED
10 SEP 1945
NAVY CONFIDENTIAL RECORDS

DEPT. OF NAVY
2026-7-1325
SECRET

orig

HN 10
9
45

FROM Commanding Officer, H.M.A. M.L. 427
DATE 1st September, 1945.
TO THE SECRETARY, NAVAL BOARD, through N.O.I.C. New Guinea.
SUBJECT REPORT OF PROCEEDINGS FOR MONTH OF AUGUST, 1945.

HM

Submitted in accordance with N.O. 97/43 and C.O.N.O. 19/45.

2. From 1st to 7th August, top overhaul of starboard engine was carried out at Treasury Island. Port motor still awaiting new big end bearing.

3. On 7th August, A/Lieutenant Commander E.M. Howitt R.A.N.V.R. left to join H.M.A.S. "LITHGOW" for pilotage duties. Lieut. M.R. Bromell R.A.N.V.R. assumed temporary command.

4. Sailed A.M. 9th for Torokina arriving P.M. the same day.

5. P.M. 13th towed by U.S. Army F.S. 386 to Finschafen. Last 24 hours made under own power as tow parted three times. Arrived Finschafen A.M. 16th.

6. Sailed A.M. 17th for Madang in company with M.L. 428 arriving P.M. the same day.

7. Warrant shipwright officer inspected hull p.m. 23rd and submitted report to S.O.(E).

8. P.M. 26th sailed for Alexishafen to have port propeller removed in preparation in preparation for towing to Sydney. The poor quality of the tools loaned by the M.L. Base made this impossible so returned to Madang P.M. 28th. Here portion of gear box was removed to enable the shaft to turn freely without turning the crankshaft. This was necessary because the engine was disassembled.

9. For the remainder of the month the ship lay in Madang awaiting tow.

10. Health and morale of ship's company remained good.

11. Efficiency Report

Main engines - Starboard	-	very satisfactory.
Port	-	awaiting big end bearing.
A/S engines and equipment	-	satisfactory.
Batteries	-	A/S and Radar good. Main batteries deteriorating.
Guns	-	excellent order.
Hull	-	Dry rot in evidence in large number of places.
Naval stores	-	in short supply.

12. Monthly Figures

Distance steamed during month	438 miles
Hours under way during month	62½
Hours under way on one engine	62½
Average speed for month	7.03 knots
Gallons of fuel expended during month	1320
Gallons of fuel expended per hour	21.2
Date Commissioned	- 14th March, 1943.

M. R. Bromell
Lieutenant R.A.N.V.R.
COMMANDING OFFICER

12
9/1

9/8

SECRET

DEPARTMENT OF THE NAVY

2026/7/1325

MINUTE PAPER

SUBJECT: *Atma "M.L. H27" Report of Proceedings July 1945.*

SOCC

DPS

DTRK

DOD

DcNS

ISTNAI

NS

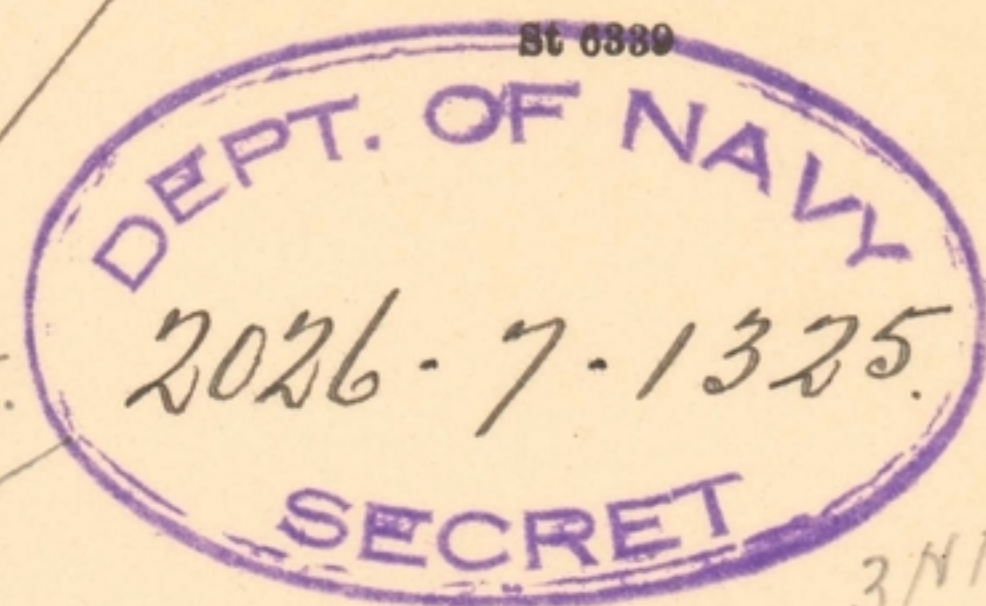
WUP

Commonwealth of Australia.



Department of the Navy.

Sup.
Dig.



3/M/10
7/45

Royal Australian Navy.

From Commanding Officer. H.M.A. M.L. 427

Date 1st August 1948 Reference No. _____

To The Secretary Department of Navy

H.N.

Subject Report of Proceedings July 1948.

Submitted in accordance with C.C.O. 99/43. and A.C.B. Section 2(4) the following Report of Proceedings of H.M.A. M.L. 427 for the month of July 1948.

On July 4th. orders were received to proceed in company with M.L. 816 to Torokina to join the Buka Passage Force accordingly M.L. 427 proceeded at 1730 hours 4th July. Bad weather was encountered from the south east and the two ships took shelter at Abbingi Harbour on the morning of July 5th. The trip was resumed on July 6th. and Jacquinot Bay was reached that afternoon. After fuelling and watering the vessels departed for Torokina at 1610 hours July 7th.

Moderate weather was experienced but one exceptional sea tore off 8 feet off the bows on the starboard bow at 0420 hours July 8th.

However, Tokohina was reached at 1100 hours 8th July without further incident. At the time of the mishap the vessel was proceeding at 1100 R.P.M.

Repairs were (proc) completed at Tokohina and on 13th July orders were received to join H.M.A.S. NIAMA at Treasury Island. M.L. 457 accordingly proceeded and arrived at Treasury 1400 hours July 14th.

July 16th M.L. 457 proceeded at 1400 hours with H.M.A.S. NIAMA to patrol between Shortland Islands, Jauro Islands & Tokohi Harbour.

However at 1730 hours whilst steaming at 1400 R.P.M. No 3 Big End Bearing of the Port motor failed and 457 returned to harbour.

Engineers immediately started stripping the motor to locate the extent of the damage which proved to be the failure of the complete No. 3. Connecting Rod bearing. On Examination it was found that one half of the bearing had been completely cracked through evidently for some hundreds of running hours if not since the motor was originally assembled. The bearing is held on board in case that it is ever required for examination.

A signal was sent to N.O.I.C. Tokohina requesting that a new bearing be obtained at the M.L. Base Alexishafen. The reason for this being that the U.S. Base at Treasury Island had all repair facilities even to the changing of motors.

After a delay of 10 days the bearing arrived at Treasury but it was found that Alexishafen had sent the wrong bearing even though the signal had quoted the type and Number of the Hall Scott motor.

N.O.I.C. Torokina was immediately notified (28 July) but up to the present nothing more has been heard of the bearing.

On July 28th I learned that the U.S. Navy repair bases at the Russell Islands and Tulagi had assorted stocks of spares for Hall Scott motors as their crash boats have the same type motor installed as M.L. 429. I requested N.O.I.C. Torokina to confirm this from COM. NAV. FAC. NORFOLK and then to allow me to fly down for the spare bearing as only 5 hours flight was involved for the round trip. Permission was refused.

At present, we are anchored at Treasury Island awaiting the arrival of the bearing from Alexishaven. With the facilities placed at our disposal here by the U.S. Navy base repairs can be effected very quickly, in fact in less time than it has taken to obtain the bearing from our own base.

The ship's auxiliary lighting plant which was requested from Alexishaven in June arrived on board her "Paluma" on the 28th July. The plant was a picture to look at. The carburettor & venturi were smashed, the magnets broken, water pump was broken and the drive shaft completely rusted & seized. It would have been impossible to wreck the plant more fully with a mallet hammer.

A report per air courier was sent to N.O.I.C. New Guinea & N.O.I.C. Torokina.

Complete neglect was evident in the carriage of the plant between Macaung and Treasury Islands.

11/7

SECRET

DEPARTMENT OF THE NAVY.
MINUTE PAPER.

2026/7/1325

3644.

1917 SUBJECT: Atma "M/J #27" Report of Proceedings June, 1915.

SOCC

D.P.S

D.T.S.R

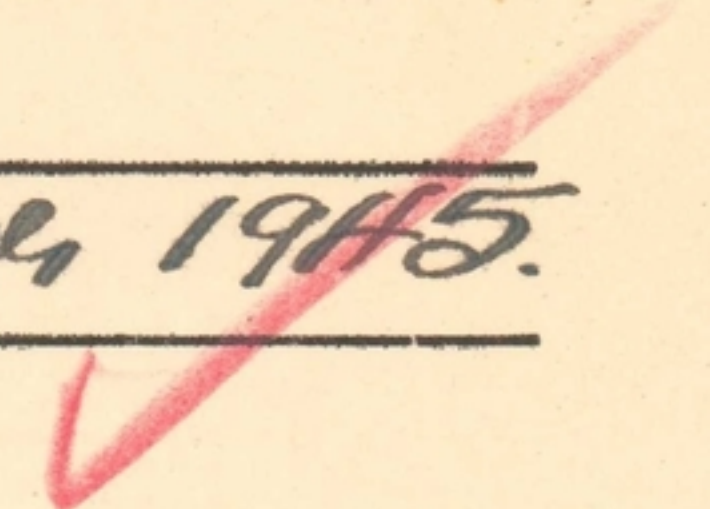
DoD

DCNS

ISTNM

NS

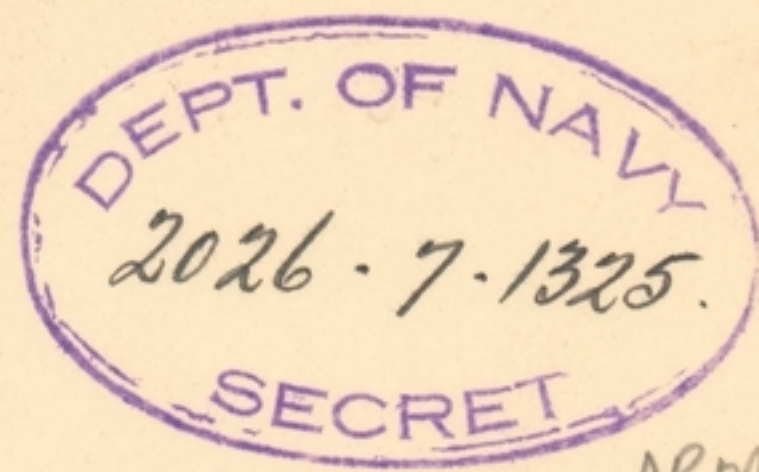
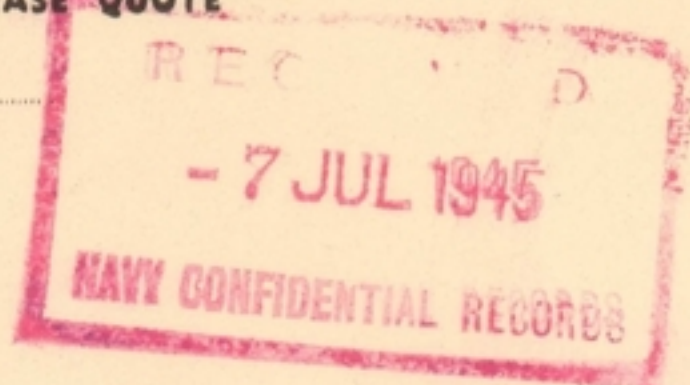
oup



Royal Australian Navy.

REPLY PLEASE QUOTE

No.



DRM. 26/6

FROM. Commanding Officer. H.M.A. M.L. 437.

DATE. July 15th 1945.

To. Secretary, Naval Board, Melbourne. Through
HM. N.O.I.C. New Guinea.

SUBJECT. Report of Proceedings. H.M.A. M.L. 437.

1. Submitted in accordance with C.B. No. 97/43 and A.C.B. Section 2.(4)(V). The following report of Proceedings of H.M.A. M.L. 437 for the month of June 1945.
2. On June 2nd M.L. 437 arrived at Tuckhaven for docking. On the trip from Madang, during moderately fresh weather, two planks on the starboard side deck over the tank compartment completely disintegrated, due to wet rot.
3. On opening, the rest of the decking, plierwrights of the Maintenance and Repair Base of the U.S. Army found extensive rot throughout the tank compartment. The main transverse beam had completely rotted away and several longitudinal beams were also in a badly decayed state.

Several other bad patches of rot were located in the ship's side above the water line. The after bulkhead of the wheel house was also in a bad state of decay.

The tank compartment has been practically rebuilt and strengthened with tie rods and an additional stowson for 20 feet amidships has been added

10/D

2.
Royal Australian Navy.

REPLY PLEASE QUOTE

No.

The decking has been renewed in several places. The skin of the ship has not been repaired as high priority (American) work on the dry dock precluded this being done.

However it is my firm opinion that the ship is now in a better condition than when it arrived in New Guinea. When the vessel was dry docked, the bottom was found to be in excellent condition and no work was necessary on it. Shafts, bearings, propellers & copper were first class.

The health of the crew has been excellent and the fitting of the Diesel stove has made a very considerable improvement in the food being turned out by the galley.

A. Main Engines - Very good condition and a credit to Chief M.M. Dolling.

Guns - Excellent.

Hull - As per report.

B. Distance Steamed - (183) 183 miles.

Hours underway - 21³/₄ hours.

one Engine - NIL.

Average Speed for month - 10¹/₂ knots.

Gallons fuel used.

Distance steamed since Commissioning - NOT AVAILABLE ON BOARD.

Average Speed

Total Hours - 2348 hours.

Date Commissioned.

14th March 1913.

COMMANDING OFFICER,
Ercewfourth
 H.M.A. W.L. 4270.

SECRET

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1325.

17/6

3644

17/6 SUBJECT: *AMA "M", #27 " Report of Proceedings May 1945*

SocC

D.P.S

DTSR

DOD

lop

DCNS

1st NM

NS



Original Sup.
 DEPT. OF NAVY
 2026.7.1325
 SECRET

IN REPLY PLEASE QUOTE

No. _____

FROM The Commanding Officer, H.M.A. M.L. 427.
 DATE 1st June, 1945.
 TO Secretary, Naval Board, Melbourne. Through N.O.I.C.
 New Guinea.

REPORT OF PROCEEDINGS FOR MAY 1945.

Submitted in accordance with C.C.N.O. 97/43 and A.C.B. 0238, Section 2 (4) (V), the following Report of Proceedings of H.M.A. M.L. 427.

2. Under instructions of Senior Officer, M.L.'s routine patrols were carried out during the month of May. The patrol areas were Mushu and Kairiru Islands and from Wewak Point to the Murik Lagoons near the mouth of the Sepik River.

The only patrol of note was on the afternoon of the 16th May. Under instructions of S.O. Wewak Force, M.L. 427 picked up 6 natives who had escaped from Mushu Island two nights previously. These natives knew the exact locations of all Japanese bivouac areas and defended points on both Mushu and Kairiru Islands. With these natives on board to point out the positions, M.L. 427 first proceeded into Mushu Bay and engaged and knocked out 4 Japanese Machine gun posts at close range. In at least two of the posts it was known that all Japs were killed. M.L. 427 then proceeded into Kairiru Straits and strafed the Jap Bivouac area but only one Japanese was seen and he was killed on the beach with a direct hit from the 40 mm. Bofors. The Japs engaged M.L. 427 with mortars and gunfire but evasive action was taken and no damage to personnel or ship was sustained by M.L. 427.

HN
 The positions of the big guns were pin pointed and two days later with M.L. 427 to act as spotting, H.M.A.S. "DUBBO" bombarded the gun positions with fair success. The three guns on Kairiru Island were identified by the Army Bombardment Liaison Officer as 6 inch Japanese Naval guns. H.M.A.S. "DUBBO" was successful in obtaining 3 direct hits on each of the guns and M.L. 427 then closed the range to 400 yards and strafed the area. The Japanese did not return any fire and I think this indicated both a shortage of ammunition and trained gunners.

1/6 K.
 The only other item of interest was that at the Dove Bay (Wewak) landing by elements of the 6th Division, A.I.F., M.L. 427 acted as pilot ship for the landing craft from the assembly point to the departure point (1500 yards from beach) and

then acted as Control Ship.

3. The morale of the ship's crew is extremely good and as Commanding Officer, I am very pleased with the behaviour of the whole ship's company when under fire and in rather difficult circumstances. The gunnery has been very good, well controlled and extremely accurate.

The overall health of the crew is also good.

The decking amidships is still in a very bad condition and in some places the rot is through both thicknesses of planking. Acting on instructions from the B.E.O. steps are being taken to remove all paint from the decks. As the state of the ship and the facilities at our disposal will prevent the burning off of the paint, the work will have to be done by hand scrapers.

Total hours for month	101
Oil consumed	59 gallons
Petrol	3240 "
Distance covered	1020 miles

Ernest Hawitt

Lieutenant R.A.N.V.R.
COMMANDING OFFICER .

SECRET

DEPARTMENT OF THE NAVY.
MINUTE PAPER.

2026/7/1325

17/5

3644.

SUBJECT: *Hma "m L #27" Report of Proceedings April, 1945.*

✓ S.OCC
Dec 1945

D.P.S

D.T.S.R

D.O.D

D.C.N.S

I.S.T.N.M

N 5

Commonwealth of Australia

Department of The Navy.

RECEIVED
14. MAY AM 45
NAVY REGISTRY

Royal Australian Navy

DEPT OF NAVY
2026.7.1325
SECRET

From The Commanding Officer H.M.A.L. 427.

Date 3rd. May 1945. Reference No.

To The Secretary, Naval Board through The Naval Officer in Charge - New Guinea.

Subject Report of Proceedings for April 1945.

(1). Submitted in accordance with C.C.N.O. 97/43 and A.C.B. 0238, Sec. 2(4) (V). The following report of proceedings of H.M.A.M.L. 427, for the month of April 1945.

(2). The present C.O. assumed command on 1st. April 1945, and ship proceeded to Alexisshafen for top engine overhaul and hull repairs.

(3). Engine overhaul was very satisfactory, but no repairs to the hull or woodwork were carried out. The vessel was not slipped to find the hull leak (the leak could not be located internally). M.L. repair base stated that they had no timber with which to carry out repairs. Permission was obtained to remove the Y gun as the deck in the vicinity was found to be defective with rot. The after bulkhead in the wheelhouse is also bad with rot. I have taken steps to localise the rot.

(4). On the 19th. April vessel ordered to Aitape to join Wewak force. Two inshore patrols were carried out from Nightingale Bay towards the Sepik River, but no opposition was met. A third patrol was carried out by M.L. 427 completely circling Kairiru Island and then Mushu Island. After this a close inshore patrol was carried out from Cape Puss along the coast to Wewak. Results were (1) Bivouac Area on West side of Kairiru was strafed and set on fire and evidently fuel dump hit, as Army intelligence confirmed that the fire and explosions were still continuing at midnight. The only other incident of note was that a range of 2000 yards the enemy opened up with 105's, but while their line of direction was good their elevation was poor. These were the only patrols carried out in April.

(5). Since leaving Madang the morale of the crew has vastly improved. The food situation at Madang was rather grim, but since arriving at the present scene of operations, we have been receiving very good rations from the Army including fresh provisions. The health of the crew is also quite good.

Engine hours for the month	95 hours.
Total hours	650
Oil Consumed	42 gallons
Petrol	3489
Distance Covered	650 miles

COMMANDING OFFICER.
Lieut. RANVR.
H.M.A. M.L. 427.

HN

15/5 R

15/4

SECRET

DEPARTMENT OF THE NAVY.
MINUTE PAPER.

2026/7/1325.

3644.
HMA

SUBJECT: HMA "M.L.H.27" Report of Proceedings March 1945.

S.O.C.C.

D.P.S.

D.T.S.R.

D.O.D.

D.C.N.S.

I.S.T.N.M.

N.S.

RECEIVED
11 APR 1945
NAVY REGISTER

Commonwealth of Australia. ✓

Department of The Navy.

St 6330

DEPT. OF NAVY
2016-7-1325
SECRET

Royal Australian Navy.

From Commanding Officer H.M.A.M.L. 427

Date April 3rd, 1945 ✓ Reference No. _____

To A.C.N.B. through N.O.I.C. New Guinea. ✓

Subject Report of Proceedings March.

1. Submitted for the information of the Naval Board the enclosed report of proceedings of M.L. 427, during March 1945.

A.G. Lowley

A/Lieut. Commander.
COMMANDING OFFICER
H.M.A.M.L. 427.

AN

3
NF

M.L.427. Report of Proceedings March 1945.

1. Offensive patrols reported last month have been maintained during March, and the limits extended from Wide Bay to Adler Bay, after Air Force bomb line was moved from Cape Archway.
2. Close inshore patrols have experienced virtually no enemy opposition. The heavy coastal gun at Adler Bay has refused to reveal its location, although M.L. has progressively gone very close. It is considered it will not fire until a worthwhile target is sighted.
3. Enemy aircraft have been sighted several times but no attack has come. Patrols by M.L.'s are only a few minute's flying time from Kokopo Strip. Two hit and run night raids on Henry Reid Bay area were experienced but bombs fell on shore and caused few casualties.
4. A beached barge located West of Jammer Bay was frequently hit by Bofors fire and considered rendered useless.
5. Several daylight strafing runs were made the most successful being one carried out on an enemy position on Waitavelo. Army troops which occupied the position some hours later found thirty two dead. A field dressing station was found to contain large quantities of blood soaked wool, bandages etc, suggesting that wounded had been treated there and later evacuated inland.
7. On March 17th. M.L.427 proceeded to Gasmata to assist a flying boat which had grounded on a reef. The plane, successfully refloated, was flown to Milne Bay for repairs. M.L.427 conveyed the cargo of fifty bags of mail and eighteen passengers back to Jacquinot Bay.
8. General Ramsay of 5th. Aust. Division, and Staff were carried to Wide Bay area on March 19th.
9. March 23rd. General Blamey and Staff, press reporters and photographers were carried to Wide Bay area and landed to inspect Japanese positions which had been captured previously. Air cover was provided by R.N.Z.A.F. planes from Torokina, and R.A.A.F. planes from Hoskins, Dobadura and Jacquinot Bay. Sixty cases of fresh meat were also taken and landed close to front line positions, where troops expressed great appreciation. General Blamey and party were then re-embarked and returned to Jacquinot Bay without incident. The C. in C. expressed his thanks for provision of a vessel for him, by the Navy.
10. M.L. 427 accompanied H.M.A. Swan to the Eber Bay area where shore targets were shelled by Swan. The Range was too great for the M.L. to participate. Army and R.A.A.F. personnel acting as observers were later transferred to M.L.427 and taken to Wide Bay, whilst Swan returned to Jacquinot Bay.
11th.
The capture and occupation of all enemy positions of note in Wide Bay marks the close of one phase of land operations. The objective—the anchorage at Henry Reid Bay— is now firmly held, and it is possible that, the enemy having moved inland, M.L. operations will be restricted. The approach of the S.E. season will also produce heavy sess. weather on this coast.
12. March 28th. M.L. 427 returned to Madang for 500 hour overhaul which is in progress at time of submission of this report.
13. During the temporary absence of the Commanding Officer in hospital, the First Lieut., Lieut. E. Trickett R.A.N.R., carried out the duties of C.O. in an efficient and creditable manner.

14. Captured Enemy Documents.

Army Intelligence Officers have recovered many documents, letters, diaries etc. some of which refer to M.L.'s operating and to their barge traffic.

a. One document recording barge movements shows no barges entered the area after Feb, 16th co-inciding with M.L. patrols being started. A barge expected to arrive on March 4th. did not, and may possibly be the one referred to as rendered useless in para. 5., at Jammer.

b. Inaccuracies.

One diary referred to nightly shelling of their positions by "Destroyers". The M.L.'s regard this as flattery.

Another contains a highly imaginative account of an attempted landing. In fact, M.L.'s strafed beach defences, but the diary describes "destroyers" covering a number of landing craft with troops coming ashore. He describes how the enemy were driven off successfully, by two companies who fought a gallant (if theoretical) "battle."

He regrets that a Captain and several men were killed, so to that extent at least the Strafe was worth while.

It is apparent that M.L. activities directed at certain points had the desired effect of causing the enemy to prepare for two beach landings in the final assault, whereas the army moved inland and attacked from points in the rear, successfully.

15. General.

Health of ship's company is good although the last two months have been somewhat strenuous. Due to the interesting nature of patrols largely, morale is high. No tropical complaints have been reported.

16. A leak which developed has caused a little concern as it appears to be caused by a faulty plank. It has not been located but it is being dealt with during present over haul.

17 Main engines and auxiliaries have performed excellently during the first 500 hour period.

Total Hours for month	158
Total hours since refit	557
Miles covered March	2212.
Fuel Consumption	6432 gals.
Oil Consumption	47 gals.

C. G. Lowry

Commanding Officer
H.M.A.S. 427

2/19/13
SECRET

DEPARTMENT OF THE NAVY.
MINUTE PAPER.

2026/7/1221

20/2

3644

SUBJECT: HMA "M/H27" Report of Proceedings February 1945.

SOCC

DPS

DTSR

DO D

[Handwritten signature]

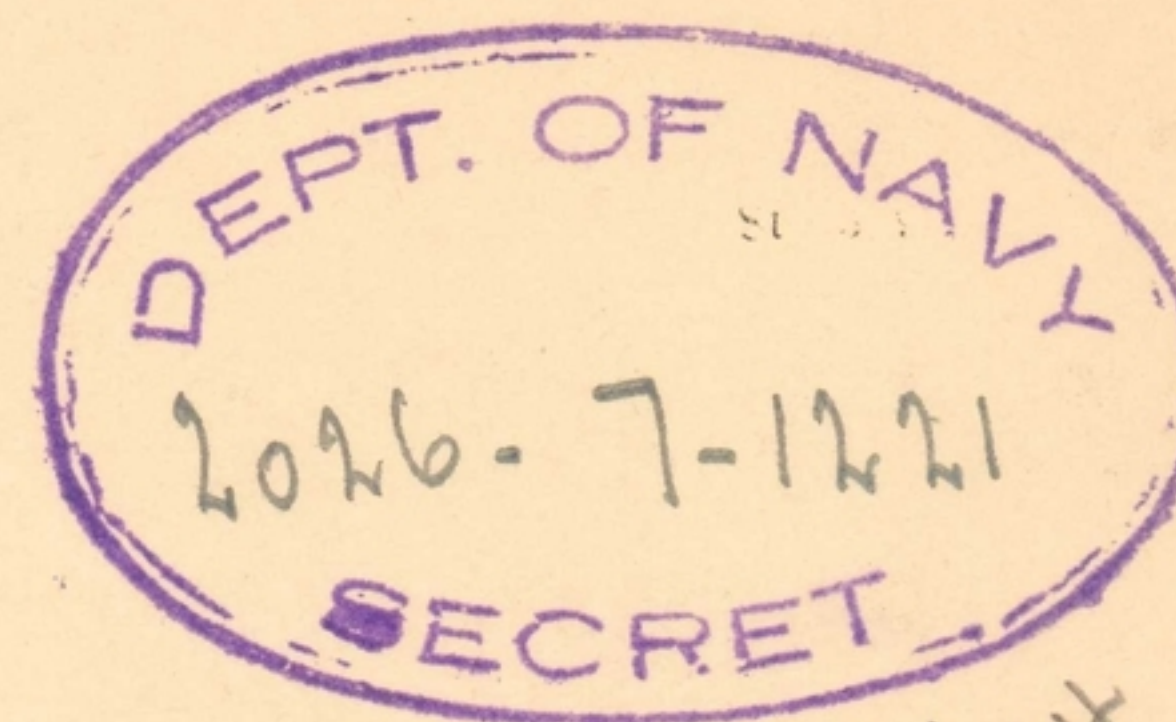
DCNS

ISTNN

N 5

Commonwealth of Australia.

Department of the Navy.



N5 11/2/44



Royal Australian Navy.

From Commanding Officer H. M. A. M. h. 427.

Date 2nd March 1945 Reference No. _____

To The Naval Board through NOIC New Guinea.

Subject Report of Proceedings FEB.

- Submitted for the information of the Naval Board, duplicate copy of Report of Proceedings for February.

HN

173 J

COMMANDING OFFICER,
A. G. Gowerley
 H. M. A. M. h. 427

Duplicate

From Commanding Officer H.M.A.S. 421
Date 2nd March 1945

To The Naval Board through N.C.I.C. New Guinea
Subject Report of Proceedings February

Submitted for the information of the Naval Board a Report of Proceedings of H.M.A.S. 421 for February 1945.

February 1st Sullage and stowing at Thursday Island.

February 2nd, 3rd On passage Thursday Island to Koroisby. 1300 revolutions were used on engines throughout and H.M.A.S. 421 passed through boom at Koroisby three minutes before E.T.A.
Ship fuelled and watered

February 4th-5th On passage Koroisby to Milne Bay.

February 6th-8th In Milne Bay awaiting tow to Madang arranged by local S.C.C.

February 9th-10th In tow H.M.A.S. Broome to Langemank Bay which was reached at 1900 K/M and departed at 2200 K/M.

February 11th Arrived Madang

The above passages were all without incident and opportunity was taken to exercise ship's company at various alarm stations.

February 12-14th were spent at Madang stowing, fueling etc. Main batteries gone out just prior to sailing and it was indeed fortunate that a spare set was available. It is considered

that the old batteries should have been replaced at time of refit as they had then been in service nearly five years.

February 15th

Departed Madang for Jacquinot Bay calling at Kaugemaak Bay for fuel.

February 17th Arrived Jacquinot Bay without incident.

February 18th Fuelled & watered ship. Commanding Officer left in M.H. 504 for patrol of Wide Bay area & selection of forward base.

February 19th Generals Sturdee, Ramsay and staffs taken to forward Army Headquarters and returned to Jacquinot Bay at noon.

February 20th Proceeded to Wide Bay for anti base patrol, reconnaissance and army co-operational duties. Night patrol completed in heavy rain and poor visibility. Several lights in Jap. area shot out.

February 21st. At 1430K. Japanese Troop area, and headquarters buildings on Waitavale Plantation were strafed. Three very large fires were started. These burned until twelve hours later, and copious smoke was still rising thirty six hours afterwards. A machine gun post on Tungen Point opened fire when M.H. 427 was only fifty or sixty yards from shore. His bursts were high however, and a solid burst from all ship's guns silenced the gun, a very

observers close to Japanese positions, reported
46 m.m. and mortar fire directed at H.T.
#24, but if correct the fire was extremely
inaccurate, and apart from one or two splashes,
nothing was noted from the ship. So feeble
was the opposition that speed was cut to ten
knots and the H.T. was always within one
hundred yards of the shore. Commanding
Officer was able to take a whole roll of film
during the attack, copies of which will be
submitted when developed. Several areas
were strafed, but casualties caused, which are
certain, cannot yet be checked as our troops
are not yet in possession.

During hours of darkness night patrol was
carried out to Cape Archway on St George Channel.
No barges were met, but several lights on shore
were shot out.

Feb. 22nd Hours of darkness. Proceeded to investigate
H.T.B. report that a 3" naval gun existed
in Janna Bay, where 46 naval personnel
are known to be based. Janna Bay was
penetrated to a depth of about half a
mile with no result. It was decided to
strafe the navy encampment but after
about ten rounds the Bofors jammed, and
almost at once an enemy automatic
gun judged to be a 46 m.m. (possibly twin)
opened fire from astern at the mouth of
the bay, between H.T. #27 and the open sea. Half
of the ship's guns were fired at the gun, and
the Bofos jammed in safety.

February 23rd Night patrol from ^{Busan} Busan River to
Cape Arkway paying attention to
possible and known barge hide-outs
but with no results. James Bay closed
to 3/4 mile to tempt gun to open up
but this also without result.

February 24th proceeded Jacquinet Bay for fuel &
stores. S.O. Radar adjustments
effected by use of hand book, no
trained personnel being available.

February 26th Returned to Wide Bay area where
night and day patrols were carried
out until February 28th. Very little
enemy activity but several lights
shot out and an early morning strafe
organized. M. L. closes the beach before
dawn and when cooking fires can be
discerned in the Japanese camp, about
ten minutes is allowed and then the area
strafed. This appeals very much to the
ship's company. Location of these areas
is relayed to army batteries who then
shell with 25 pdr. The only patrol of
note was an offensive action against
Japanese installations etc. in Henry Reed
Bay. Two very large fires were started
and are still burning at time of making
this report 36 hours later. Jap. Headquarters
area, recently moved, were thoroughly
strafed at virtual point blank range.

Summary.

044. 427, arrived in area of operation
20th February. By 25th eleven offensive day and
night patrols completed.

② One enemy machine gun port has been
silenced.

③ Five very large fires caused in enemy
supply dumps, store houses.

④ Barge traffic has ceased as far as
can be ascertained.

⑤ Casualties, have doubtless been caused
amongst enemy personnel.

⑥ Co operation has been given Fifth
Army artillery units, and appreciation
expressed by them for same.

General

① A new base established at Brown Island
has proved satisfactory and saves ten
hours running each day to the old base.

② Health of personnel is good. No sickness.

③ Morale is high.

④ Guns, radar, asdic, main engine, fire
equipment, cooking stove all in excellent
order.

⑤ Ship and fittings in a disappointing
condition, considering a complete refit was
recently carried out. Much dry rot is in
evidence, corroded shackles were not replaced,
main batteries proved defective, and refrigerator
runnyed as unserviceable over twelve months
ago was not replaced. Over forty (40) electrical
defects have been made good by ship's staff.

Miles steamed February	1680 miles
Miles since leaving Bushane	3822
Total mileage on new engine	4800
Average speed	12 knots
Fuel consumed February	5600 gals.
Oil consumed February	65 gals.
Total engine hours	395 hours.

Engines are stopped for long periods during night patrols at strategic points in order to achieve quietness.

COMMANDING OFFICER,
A. J. Crowley
 Asst. Comdr.
 H.M.A. M.L. 427.

AWM 78.