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

HMAS CANBERRA (I)

Item number: 82/3

Title: June 1940 - June 1942. Duplicate



AWM78-82/3

AUSTRALIAN ARCHIVES
ACCESS STATUS

[82/3]

Duplicate

OPEN

WAR DIARY
REPORT OF PROCEEDINGS

H.M.A.S. "CHIBERRA"

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: [Signature] Date: 1 Nov 90

ENCLOSURE No. 4 To A.F. 768/1141/23

RESTRICTED

file
(72/51/50)
J.B. Bailey
29/11/60

THE COMMANDING OFFICER, H.M.A.S. "CANBERRA".

4th July, 1942.

1170/191.

THE REAR-ADMIRAL COMMANDING TASK FORCE 44.

H.M.A.S. "CANBERRA" - WAR DIARY - JUNE, 1942.

Submitted, the following War Diary of H.M.A.S. "CANBERRA" for the month of JUNE, 1942:-

Monday,
1st JUNE.

A.M. Midget submarines attack on Sydney harbour by 4 Japanese submarines. Proceeded to sea. U.S.S. "WILLIAM B. PRESTON" provided A/S protection.

P.M. Rendezvoused at entrance to swept channel with U.S.Ss "CHICAGO" and "PERKINS". Proceeded to rendezvous with C.T.F. 44.

Wednesday,
3rd June.

A.M. U.S.S. "HELM" transferred despatches to all ships. Rendezvous with Task Force 44:-

Cruisers. H.M.A.S. "AUSTRALIA" (Rear-Admiral J.G. CRACE, R.N) CTF 44.

H.M.A.S. "CANBERRA".

H.M.A.S. "HOBART".

U.S.S. "CHICAGO".

U.S.S. "SALT LAKE CITY".

Destroyers. U.S.S. "HENLEY" (Comdesdiv 7).

U.S.S. "HELM".

U.S.S. "BAGLEY".

U.S.S. "MUGFORD".

U.S.S. "PERKINS".

Carried out exercises by day, followed by Night Encounter. Proceeded for Moreton Bay on completion.

Thursday,
4th June.

A.M. Flag of Rear-Admiral J.G. CRACE transferred to H.M.A.S. "CANBERRA". Proceeded to sea for exercises.

P.M. H.M.A.S. "AUSTRALIA" and U.S.S. "HELM" detached to proceed to SYDNEY.

Friday,
5th June.

A.M. "CANBERRA" fuelled from Fleet Tanker "BRITISH SAILOR" off Pile Light. Remainder of force proceeded up river.

P.M. "CANBERRA" proceeded up river and berthed at Hamilton Wharf, BRISBANE.

Saturday,
6th June.

P.M. "HOBART" secured alongside.

Sunday,

7th - Friday

12th June.

At BRISBANE.

Saturday,
13th June.

Flag of Rear-Admiral V.A.C. CRUTCHLEY, V.C. D.S.C. RN, hoisted in "HOBART". Rear-Admiral J.G. CRACE, C.B. RN, hauled down Flag in "CANBERRA".

Rear-Admiral Crutchley, C.T.F. 44, hoisted Flag in "CANBERRA".

Sunday,
14th June.

Captain F.E. GETTING, R.A.N. assumed command.

Wednesday,
17th June.

Thursday,
18th June.

A.M. "CANBERRA" (C.T.F. 44), "SALT LAKE CITY", "HENLEY", "BAGLEY" proceeded to sea for exercises. Exercised Night Encounter and .A.A. alertness.

Friday,
19th June.

P.M. Anchored in Moreton Bay. Destroyers A/S patrol off Caloundra.

Saturday,
20th June.

A.M. Proceeded for Brisbane, carrying out close range A.A. firings on the way.

P.M. Secured Hamilton Wharf and fuelled.

Monday, 22nd June.....

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("CANBERRA" letter No. 1170/191 dated 4th July, 1942).

Monday,
22nd June. A.M. Proceeded for anchorage in Moreton Bay. Dummy dive bombing attack by shore-based aircraft in Moreton Bay.
 P.M. Anchored in N.W. Channel. "AUSTRALIA" escorted by U.S.S. "JARVIS", arrived. Transferred Flag of C.T.F. 44 to "AUSTRALIA". Carried out Fighter Direction Exercise with "CHICAGO" and shore-based aircraft.

Tuesday,
23rd June. A.M. Task Force 44 proceeded to sea for offensive sweep in Coral Sea:-
 H.M.A.S. "AUSTRALIA" (C.T.F. 44).
 " " "CANBERRA".
 " " "HOBART".
 U.S.S. "CHICAGO".
 " " "SALT LAKE CITY".
 " " "HENLEY" (Comdesdiv 7).
 " " "BAGLEY".
 " " "JARVIS".
 " " "PATTERSON".

Wednesday,
24th June. Cruiser-borne aircraft searched Frederick Reef and vicinity.

Thursday,
25th June. Aircraft from the force searched LIHOV Reef and Cays and carried out sector searches ahead.

Friday,
26th June. A.M. Proceeded for NOUMEA.

Saturday,
27th June. Operated aircraft.

Sunday,
28th JUNE. A.M. Aircraft from the force carried out A/S patrol. Arrived Noumea and fuelled in Great Roads from R.F.A. "BISHOPDALE". Weather during sweep generally favourable for operating cruiser-borne aircraft. Moderate S.E. Trades. T.F. 44 proceeded for BRISBANE. Exercised deployment procedure on passage.

Monday,
29th June. "CANBERRA" carried out full calibre reduced charge throw-off firing, using "AUSTRALIA" as target.

Tuesday,
30th June.



(Sgd.) F. GETTING

CAPTAIN.

ENCLOSURE No. 3 To A.F. 768/1141/23

THE COMMANDING OFFICER, H.M.A.S. "CANBERRA".

5th June, 1942.

1048/191.

THE REAR-ADMIRAL COMMANDING TASK FORCE 44.

H.M.A.S. "CANBERRA" - WAR DIARY - PERIOD 1st MARCH TO
31st MAY, 1942.

SECRET

Submitted the following War Diary of H.M.A.S. "CANBERRA" for the period 1st March, 1942, to 31st May, 1942:-

SUNDAY, 1st March, to Refitting at SYDNEY.
MONDAY 11th May.

TUESDAY, 12th MAY. A.M. and P.M. carried out D.G. Trials.
Secured to No. 2 Buoy on completion.

WEDNESDAY, 13th MAY At SYDNEY.
to FRIDAY 15th MAY.

SATURDAY, 16th MAY. A.M. Proceeded to sea for Full Power and
Blast Trials.
P.M. Returned to Harbour.

MONDAY, 18th MAY. A.M. Proceeded to sea to carry out Gunnery
trials. Proceeded for PORT PHILLIP on
completion.

WEDNESDAY, 20th MAY A.M. 20th. Anchored off MORNINGTON.
to MONDAY, 25th MAY. In PORT PHILLIP. Exercised General Drill
and carried out firings of 8", 4" and
close range weapons (sub-calibre). Carried
out Director Tests.

TUESDAY, 26th MAY. P.M. Proceeded alongside Prince's Pier,
PORT MELBOURNE, and fuelled.

WEDNESDAY, 27th MAY. A.M. Proceeded for SYDNEY.

THURSDAY, 28th MAY. P.M. Carried out Full Calibre 8" day and
night firings off SYDNEY and secured to
No. 1 Buoy on completion. Fuelled.

FRIDAY, 29th MAY. A.M. Yellow aircraft warning but no attack
developed.

SUNDAY, 31st MAY. 2245. Received S/M warning. Took A/S
precautions.



(SGD) G. D. MOORE

CAPTAIN.

THE COMMANDING OFFICER, H.M.A.S. "CANBERRA".

28th March, 1942

THE REAR ADMIRAL COMMANDING, H.M.A. SQUADRON.

H.M.A.S. "CANBERRA" - WAR DIARY - 1st to 28th February, 1942.

Submitted, the following War Diary of
H.M.A.S. "CANBERRA" for the period 1st to 28th February, 1942:-

Sunday, 1st February. Towards SUNDA STRAIT escorting convoy M.S.3.
R.A.A.F. aircraft carrying out search and patrol
in vicinity of convoy.
Weather favorable for operating ship borne aircraft.

Wednesday, 4th February. P.M. Catapulted aircraft to investigate
suspicious object and dropped two depth charges.

Thursday, 5th February. A.M. and P.M. Both aircraft used for A/S patrol,
and both exercised dropping messages on
forecastle.

Friday, 6th February. P.M. Rendezvous with H.M.S. "DRAGON" escorting
M.V. "WARWICK CASTLE" in position 11° 03' South
104° 15' East. H.M.S. "DRAGON" took over
escort of M.S.3.
Convoy report of M.S.3 has been forwarded
separately.
Proceeded for FREMANTLE escorting "WARWICK CASTLE".
Weather on passage unfavorable for operating
own aircraft.

Tuesday, 10th February. A.M. Arrived FREMANTLE and fuelled.
H.M.A.S. "PERTH" arrived in harbour.

Wednesday, 11th February. A.M. Sailing delayed owing to reported
suspicious crossing of loop.
P.M. Proceeded for SYDNEY. South to South West
swell experienced in Bight. Weather unsuitable
at first for operating own aircraft but improving
in BASS STRAIT.

Friday, 13th February. P.M. Sighted H.M.A.S. "ADELAIDE" westbound
escorting convoy M.S.4.

Saturday, 14th February. P.M. Sighted U.S.S. "PHOENIX" westbound
escorting convoy M.S.5.

Tuesday, 17th February. A.M. Arrived SYDNEY and proceeded alongside
GARDEN ISLAND.

Wednesday 18th February } Refitting at SYDNEY.
to }
Saturday, 28th February } Ship's Company granted 21 days leave each watch.



(SGD) G. D. MOORE

CAPTAIN.

("CANBERRA" Letter No. 484/191

dated 4th February, 1942)

Tuesday,
20th January.

A.M. Dutch destroyer "VAN NESS" joined Local Escort. R.N.N. "JAVA" and H.M.S. "THANET" parted company on arrival in LAMPUNG BAY and proceeded to BATAVIA to fuel.

As directed by Flag Officer, Java's 0741/19th January, 1942, I took command of the operation of transferring troops from M.S.2 to M.S.2A in RATAI BAY with the following ships acting under my orders - H.M. Ships "DRAGON" and "EXPRESS", H.M.A.S. "VAMPIRE", U.S.S. "STEWART", "BARKER" and "ISABEL", H.M.I.S. "JUMNA" and R.N.N. "VAN NESS" and "SOEMBA". Continuous A/3 patrol was carried out in the vicinity by the above units and aircraft of the N.E.I. Air Force. "CANBERRA", "EXPRESS" and "AQUITANIA" fuelled from Dutch Tanker "PENDOPO".

Wednesday,
21st January.

H.M.S. "DRAGON" proceeded for BATAVIA. Convoy M.S.2A proceeded for SINGAPORE. Dutch Ships "BOTH" (Commodore), "REYNST", "VAN DER LIJN", "SLOET van de BEELE", "VAN SWOLL", "REBEL" and British ship "TAISANG". Escort. H.M.A.S. "CANBERRA" (S.O. Escort), H.M.A.S. "VAMPIRE", H.M.I.S. "JUMNA" / R.N.N. "JAVA" and H.M.S. "THANET" joined Escort before sunset.

Thursday,
22nd January.

A.M. Entered BANKA STRAIT.

Friday,
23rd January.

A.M. Cleared BANKA STRAIT.

1000 G.H. Parted company with M.S.2A, leaving R.N.N. "JAVA" as S.O. Escort. N.E.I. aircraft carried out search and patrol in vicinity of convoy from 20th to 23rd January, using flying boats, bombers and fighters.

Reports of Convoys M.S.2 and M.S.2A are being forwarded separately.

At 1130 GH "JUMNA" reported a large formation of enemy aircraft steering North.

P.M. "CANBERRA" investigated with aircraft and boarding party a Dutch tug and five barges which had been reported as enemy by a HUDSON aircraft. Proceeded for BATAVIA via BANKA STRAIT on completion of this operation. Opened fire on 4 unidentified aircraft in vicinity of BANKA STRAIT. These altered course away and were probably Dutch. Passed Convoy B.M.10 bound SINGAPORE - 18 merchant vessels and the following escort:- H.M. Ships "EXETER", "ENTERPRISE", "DANAE", H.M.A.S. "YARRA", H.M.I.S. "SUTLEY", R.N.N. "TROMP" and two Dutch destroyers.

Saturday,
24th January.

A.M. Arrived BATAVIA and berthed in TANJONG PRIOK harbour. Red air raid warning received whilst berthing and all clear given shortly afterwards. (Was impressed by the speed with which the N.E.I. aircraft and flying boats took the air on receipt of the warning).

The following H.M. Ships in company:- H.M.S. "ANKING", flying the broad pennant of Flag Officer, JAVA (Commodore J.A. COLLINS, C.B. R.A.N.), H.M. Ships "ENCOUNTER", "ELECTRA", "EXPRESS", "STRONGHOLD", "TENEDOS".

I called on Flag Officer, JAVA, at WELTERVREDEN.

Sunday,
25th January.

A.M. Proceeded for SUNDA STRAIT, escorted by "ELECTRA" and "EXPRESS".

P.M. "ELECTRA" and "EXPRESS" proceeded for rendezvous with B.M.11. "CANBERRA" proceeded for FREMANTLE.

Thursday,
29th January.

A.M. Arrived FREMANTLE and fuelled.

Friday,
30th January.

P.M. Proceeded to sea for 8" sub-calibre firings at Pattern VI target.

On completion proceeded for SUNDA STRAIT, escorting convoy M.S.3 :-

"CHARON" (Commodore).
"MANGOLA".
"MERULA".
"MARELLA".
"ELSA".

"ANTILOCHUS".
"MANVANTARA".
"ERLING BROVIG".
"HERBORG".
"MARPESSA".
"SEIRSTAD".

H.M.A. A/S tues.

Page.3.

("CANBERRA" Letter No. 484/191 dated 4th February, 1942).

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H.M.A. A/S tugs "HEROS" and "St GILES" carried out duties of A/S escort until convoy was clear of swept channel. R.A.A.F. aircraft carried out A/S patrol and clearing search.

Saturday,
31st January.

Escorting M.S.3. R.A.A.F. HUDSONS carrying out A/S patrol and clearing search.



(SGD.) G. D. MOORE

CAPTAIN.

RESTRICTED

SECRET

(file 72/51/50)
Bailey

THE COMMANDING OFFICER, H.M.A.S. "CANBERRA".

4th February, 1942.

484/191.

THE REAR-ADMIRAL COMMANDING, H.M.A. SQUADRON.

H.M.A.S. "CANBERRA" - WAR DIARY - 1st to 31st JANUARY, 1942.

Submitted, the following War Diary of H.M.A.S. "CANBERRA" for the period 1st to 31st JANUARY, 1942:-

Thursday, 1st January. With Convoy Z.K.5. SYDNEY to PORT MORESBY.

Friday, 2nd January. A.C.B. and A.C.B.2 carried out continuous inner A/S patrol in vicinity of Convoy during daylight hours.

P.M. H.M.A.Ss "WARREGO" and "SWAN" provided additional A/S protection.

Saturday, 3rd January. P.M. Arrived PORT MORESBY. Catalinas and cruiser-borne aircraft maintained A/S patrol until all ships had entered harbour. H.M.A.S. "WARREGO" maintained A/S patrol in vicinity of harbour entrance. Troops from "AQUITANIA" were disembarked using "ACHILLES", "SWAN" and all available boats in the Squadron. "PERTH" fuelled from "CANBERRA".

Photographs of arrival of Z.K.5 at PORTMORESBY are attached.

Sunday, 4th January. A.M. "AUSTRALIA" (Flag), "PERTH" and "ACHILLES" proceeded for MOUMEA. H.M.A.S. "WESTRALIA" escorting S.S. "MARELLA" arrived in harbour and proceeded to sea independently P.M.

P.M. "CANBERRA" and H.M.T. "AQUITANIA" proceeded for SYDNEY. H.M.A.Ss "WARREGO" and "SWAN" for DARWIN.

Thursday, 8th January. A.M. Arrived SYDNEY and fuelled.

Saturday, 10th January. P.M. Proceeded for FREMANTLE, escorting Convoy M.S.2 H.M.T. "AQUITANIA". Shore-based aircraft providing clearing search and A/S patrol in vicinity of convoy. Conditions favourable for own aircraft.

Thursday, 15th January. A.M. Arrived FREMANTLE and fuelled. H.M.A.S. "HOBART" in harbour.

Owing to damage to turbine blades as reported in my 0846Z/15th January, 1942 to A.C.N.B., port inner tail shaft was disconnected.

Friday, 16th January. A.M. Anchored in GAGE ROADS. Sailing of "AQUITANIA" delayed owing to large numbers of troops breaking out and remaining absent without leave.

P.M. Proceeded for rendezvous, escorting "AQUITANIA". Weather on passage good but frequent rain-squalls on 18th and 19th January.

Monday, 19th January. A.M. Rendezvous with Local Escort - H.M.Ss "DRAGON", "EXPRESS" and "THANET" and R.N.N. "JAVA" - off SUNDA STRAIT. Convoy orders for M.S.2A received from "EXPRESS". A.C.B. carried out A/S patrol in vicinity of convoy A.M. and P.M.

Tuesday, 20th January.....

RESTRICTED

(See file 72/51/50)
JJB early 30/11/60

THE COMMANDING OFFICER, H.M.A.S. "CANBERRA".

3rd January, 1942.

361/191.

THE REAR-ADMIRAL COMMANDING, H.M.A. SQUADRON.

H.M.A.S. "CANBERRA" - WAR DIARY - 1st TO 31st DECEMBER, 1941.

SECRET

Submitted, the following War Diary of H.M.A.S. "CANBERRA" for the period 1st to 31st December, 1941:-

- Monday, 1st. = Undocked and proceeded alongside GARDEN ISLAND.
- Tuesday 2nd to Friday 5th. At SYDNEY.
- Saturday, 6th. 20th Minesweeping Flotilla arrived. "WARRIGO" and "SWAN" berthed alongside "CANBERRA".
- Monday, 8th. Japan declared war on the United States of America and the British Empire. "CANBERRA" ordered to revert to 4 hours' notice.
- Wednesday, 10th. 0000. General Recall. Ready to proceed A.M. to investigate reports of gunfire off coast, but sailing cancelled by F.O.C.A.S. Signal 2206Z/9.
- Thursday, 11th. P.M. Proceeded to sea and carried out the following firings at a towed Battle Practice Target:-
(a) 8" sub-calibre day firing.
(b) 8" full calibre day firing.
(c) 8" full calibre night firing.
(Remained on patrol during the night.
- Friday, 12th. A.M. Carried out 4" H.A. and close range firings at a Drogue target, proceeding alongside Garden Island on completion.
P.M. Proceeded to sea on patrol with "PERTH" in company to cover movements of shipping in the TASMAN. Aircraft searches carried out in favourable weather.
- Sunday, 14th. Proceeded for BRISBANE, "PERTH" in company, at 25 knots, in accordance with F.O.C.A.S. Signal 2342Z/13.
- Monday, 15th. A.M. Arrived BRISBANE. "CANBERRA" and "PERTH" berthed at Newstead Wharf and fuelled.
P.M. Hoisted the Flag of the Rear-Admiral Commanding, H.M.A. Squadron, Rear-Admiral J.G. CRACE, C.B. R.N. Proceeded to sea on patrol with "PERTH" in direction of NEW CALEDONIA to cover convoy and shipping movements.
- Wednesday, 17th. P.M. A.C.B. and A.P.A. carried out an air search for U.S.S. "PENSACOLA" and convoy 4002, SUVA to BRISBANE. "CANBERRA's" aircraft sustained minor damage whilst being recovered. A separate report has been forwarded.
- Thursday, 18th. A.M. In vicinity of NEW CALEDONIA. "PERTH's" aircraft carried out search and was subsequently sent in to NOUMEA with signals.
P.M. Recovered aircraft and proceeded to the south-west.

Friday, 19th.

("CANBERRA" Letter No. 361/191. of 3rd January, 1942).

~~SECRET~~ RESTRICTED

Friday, 19th. P.M. Provided additional escort for U.S. Convoy 4002. Escort H.M.A.S. "CANBERRA", "PERTH", H.M.N.Z.S. "ACHILLES", U.S.S. "PENSACOLA". Convoy. U.S.S. "CHAUMONT" (Commodore). U.S.S. "REPUBLIC". U.S.A.Ts "HOLBROOK" and "MEIGS". S.Ss "COAST FARMER", "BLOEMFONTEIN", "ADMIRAL HALSTEAD".

Saturday, 20th. Passed Free French A.M.C. "CAP DES PALMES" - NOUMEA TO SYDNEY.

Sunday, 21st. A.M. H.M.A.Ss "WARREGO" and "SWAN" joined Escort, providing additional A/S protection. Aircraft from Escort providing inner A/S patrol. Shore-based "HUDSONS" outer patrol. A/C from "CANBERRA" and "PENSACOLA" sent in to BRISBANE.

P.M. "CANBERRA" and "ACHILLES" parted company with Escort and proceeded for BRISBANE.

Monday, 22nd. A.M. Arrived MORETON BAY and fuelled from Fleet Tanker "FALKEFJELL". "ACHILLES", "PERTH", "PENSACOLA" and convoy followed into harbour.

P.M. "ACHILLES" proceeded for AUCKLAND. "CANBERRA" and "PERTH" proceeded for SYDNEY.

Tuesday, 23rd. P.M. R/V with "ACHILLES". Squadron proceeded for SYDNEY.

Wednesday, 24th. A.M. Squadron arrived SYDNEY. Flag of Rear-Admiral Commanding H.M.A. Squadron transferred to "AUSTRALIA". Captain G.D. MOORE, R.A.N., relieved Captain H.B. FRANCOMB, M.V.O. R.A.N. in command of "CANBERRA".

Thursday, 25th. "CANBERRA" shifted alongside GARDEN ISLAND from No. 3 buoy.

Saturday, 27th. Fuelled. Embarked spare aircraft "SEAGULL" A2-22.

Sunday, 28th. A.M. Proceeded in company with Squadron for PORT MORESBY, escorting Convoy ZK.5. Escort. "AUSTRALIA" (RACAS), "CANBERRA", "ACHILLES", "PERTH". Convoy. "AQUITANIA" (Commodore), "SARPEDON", "HERSTEIN".

Wednesday, 31st. P.M. Aircraft from "AUSTRALIA" and "CANBERRA" carried out search ahead of Convoy. "HUDSONS" and "CATALINA" aircraft carried out searches in vicinity of Convoy whilst on passage. Weather conditions generally good for operating ship-borne aircraft.



(SGD.) G. D. MOORE

CAPTAIN.

RESTRICTED

(See file 72/51/50)
Moseley 30/11/60

THE COMMANDING OFFICER, H.M.A.S. "CANBERRA".

3rd December, 1941.

216/191.

THE REAR-ADMIRAL COMMANDING, H.M.A. SQUADRON.

H.M.A.S. "CANBERRA" - WAR DIARY - NOVEMBER, 1941.

Submitted, the following War Diary of H.M.A.S. "CANBERRA" for the period 1st to 30th November, 1941:-

Saturday,
1st November.

At Sydney.

Sunday,
2nd November.

A.M. Proceeded for JERVIS BAY, escorting H.M.T. "QUEEN MARY".

A.M. Anchored in Darling Roads. H.M.A.S. "BALLARAT" under my orders carrying out A/S Patrol to seaward. R.A.A.F. aircraft carried out continuous perimeter patrol.

Monday,
3rd November.

A.M. Proceeded with H.M.T. "QUEEN MARY" to rendezvous with H.M.T. "QUEEN ELIZABETH". Convoy U.S.13 then proceeded for FREMANTLE at 28 knots. Commodore (Captain R.C. GARCIA, R.A.N.) in "QUEEN ELIZABETH".

Tuesday,
4th November.

A.M. Passed units of 20th M.S.F. in BASS St.

Wednesday,
5th November.

A.M. Recovered man overboard from "QUEEN ELIZABETH". P.M. Passed H.M.A.S. "SYDNEY" east-bound for Rendezvous with H.M.A.S. "ADELAIDE" and S.S. "ZEALANDIA".

Friday,
7th November.

A.M. Arrived FREMANTLE. U.S.13 anchored in GAGE ROADS. Weather on passage favourable for high speed maintained.

Saturday,
8th November.

P.M. Proceeded escorted U.S.13 for Rendezvous.

Monday,
10th November.

P.M. Collected mail from both Transports.

Tuesday,
11th November.

A.M. Arrived Rendezvous "N.P". Lat. 11035'S. 990 25'E. H.M.S. "CORNWALL" took over escort duties. "CANBERRA" proceeded for FREMANTLE. A report of this operation has been forwarded separately.

Saturday,
15th November.

A.M. Carried out full-calibre 8" firings off FREMANTLE at towed targets.

A.M. Arrived FREMANTLE and fuelled.

Sunday,
16th November.

P.M. Proceeded for position 350 S. 1360E escorting S.S. "KATOOMBA". Weather on passage unsuitable for operating aircraft. Fresh westerly winds and rough seas.

Thursday,
20th November.

A.M. Parted company with S.S. "KATOOMBA" and proceeded for MELBOURNE. Weather moderating.

P.M. Proceeded in accordance with A.C.H.Q. MELBOURNE's 1305Z/20/11 to search for suspicious vessel (to the south-west of TASMANIA) smoke of which was sighted from HOBART.

Friday,
21st November.

A.M. Surface and air search negatived.

Proceeded.....

("CANBERRA's" Letter No. 216/191 of 3rd December, 1941).

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RESTRICTED

JB 30/11/60
Saturday,
22nd November.

Proceeded for MELBOURNE in accordance with A.C.H.Q.
MELBOURNE's 0037Z/21/11.

Arrived WILLIAMSTOWN and fuelled. First Naval Member
came onboard.

P.M. Proceeded for SYDNEY.

MONDAY,
24th November.

P.M. Arrived SYDNEY and secured alongside GARDEN
ISLAND.

Thursday,
27th November.

A.M. Docked at COCKATOO ISLAND.

Sunday,
30th November.

Carried out Inclining Experiment.



506 fco 9/12.
550 fco 6/12.
506 fco 9/12.

DR. S. FARNHAM

CAPTAIN.

MA

Rear-Admiral Commanding,
H.M. Australian Squadron.

THE COMMANDING OFFICER, H.M.A.S. "CANBERRA".

5th November, 1941.

21/191.

THE REAR-ADMIRAL COMMANDING, H.M.A. SQUADRON.

H.M.A.S. "CANBERRA" - WAR DIARY - PERIOD 4th OCTOBER TO 31st OCTOBER, 1941.

Submitted, the following War Diary of H.M.A. Ship under my command for the period 4th October to 31st October, 1941:-

MONDAY, 6th October. 0600. General Recall sent out.
Noon. Proceeded on patrol in accordance with your 0041Z/6th October to cover shipping in TASMAN SEA. Weather conditions were unsuitable for operating aircraft until Wednesday 8th October, when one search was carried out P.M.

Set course for SYDNEY on completion.

A separate report on this patrol has been forwarded.

Strong West to South-West winds and heavy seas were encountered when returning to SYDNEY, necessitating a reduction of speed and causing minor damage to ship's fittings on Forecastle.

FRIDAY, 10th October. A.M. Arrived SYDNEY and fuelled.

THURSDAY, 16th October. Noon. Proceeded to sea and carried out the following gunnery firings:-

(a) 2 runs 8" sub-calibre at 2 Pattern VI targets.

(b) 5 runs 4" short barrage at drogue target.

(c) 2 runs close-range weapon firings at drogue.

On completion set course for AUCKLAND "trailing" S.S. "MARIPOSA".

SUNDAY, 19th October. A.M. Arrived AUCKLAND and fuelled.

MONDAY, 20th October. P.M. "ACHILLES" sailed with "MARIPOSA".

TUESDAY, 21st October. P.M. Proceeded for SYDNEY.

THURSDAY, 23rd October. P.M. In Latitude 33° 53'S Longitude 164° 05'E sank floating mine by gunfire. Details are contained in my 2059Z/24th October.

SATURDAY, 25th October. A.M. Arrived SYDNEY and fuelled.

WEDNESDAY, 29th October. Inspection of Damage Control organisation by Squadron Engineer Officer.

FRIDAY, 31st October. At SYDNEY.

(Sd) H.B. FARNGOMB.

CAPTAIN.



RECEIVED
28 OCT 1941
NAVY CONFIDENTIAL RECORDS



The Commanding Officer H.M.A.S. "CANBERRA"

3rd October 1941.

6153/191/91.

The Rear Admiral Commanding H.M. Australian Squadron.

(Copy to The Secretary Naval Board, Melbourne).

WAR DIARY H.M.A.S. "CANBERRA" - 1st SEPT. - 3rd OCT. 1941.

Wednesday 3rd Sept.

A.M. Left FREMANTLE to carry out 9" practice firing at towed target and close range firing at sleeve target. Returned to harbour P.M. to land damaged Walrus Aircraft No. L2322. A separate report on this accident has been forwarded. Left FREMANTLE for rendezvous with Convoy U.S.12A.

Saturday 6th Sept.

A.M. Made rendezvous with Convoy U.S. 12A comprising H.T.'s "QUEEN MARY" (Commodore) and "QUEEN ELIZABETH" escorted by H.M.A.S. "SYDNEY". Proceeded towards FREMANTLE. Strong W to S.W. winds and heavy swell were experienced, causing minor damage to ship's fittings and necessitating a reduction in speed.

Monday 8th Sept.

A.M. Arrived FREMANTLE and fuelled. Walrus Aircraft L.2322 returned after repairs.

Tuesday 9th Sept.

P.M. Left FREMANTLE with Convoy U.S. 12A for TRINCOMALEE. The customary report on this Convoy has been forwarded separately.

Monday 15th Sept.

A.M. Arrived TRINCOMALEE and fuelled. H.M.S. "CORNWALL" in harbour.

Tuesday 16th Sept.

A.M. Left TRINCOMALEE and subsequently set course for COLOMBO. Convoy U.S. 12A, escorted by H.M.S. "CORNWALL" sailed for Red Sea.

Wednesday 17th Sept.

A.M. Carried out test over De-gaussing range.
P.M. Arrived COLOMBO and fuelled.

Friday 19th Sept.

A.M. Left COLOMBO and carried out 4" long range and short range firings at sleeve target. Set course for FREMANTLE on completion.

Saturday 27th Sept.

Arrived FREMANTLE and fuelled.



(See file 72/51/50)
J. Bailey 30/11/60

~~SECRET~~
~~RESTRICTED~~

The Commanding Officer, H.M.A.S. "CANBERRA".

3rd September, 1941.

5939/191/89

The Secretary, Naval Board, Navy Office, Melbourne.
(Copy to The Rear-Admiral Commanding H.M.A. Squadron).
WAR DIARY FOR THE PERIOD 13th JULY to 31st AUGUST, 1941.

Sunday 13th July.

Left COLOMBO for FREMANTLE.

Sunday 20th July.

Arrived at FREMANTLE and fuelled.

Monday 21st July.

Left FREMANTLE escorting M.V. "DUNTROON" to the vicinity of the Gulf of St Vincent.

Friday 25th July.

Parted company with "DUNTROON" and proceeded to MELBOURNE.

Saturday 26th July.

Arrived at PORT MELBOURNE and fuelled.

Monday 28th July.

Stored and ammunitioned ship.

Thursday 31st July.

Left PORT MELBOURNE, and after carrying out Gunnery Exercises proceeded out of PORT PHILLIP astern of H.T. "MARNIX VAN ST ALDEGONDE". On clearing Swept Channel made rendezvous with H.M.A.S. "SYDNEY" escorting H.T.'s. "JOHAN VAN OLDENBARNEVELT" and "KATOOMBA". Formed Convoy (U.S.11B) and set course for FREMANTLE.

Wednesday 6th August.

Arrived at FREMANTLE and fuelled. Weather on passage was good, with the exception of two days of heavy S.W. swell. As the result of this, speed had to be reduced.

Friday 8th August.

Left FREMANTLE for SINGAPORE with Convoy (U.S.11B) consisting of H.T.'s. "MARNIX VAN ST ALDEGONDE" (Commodore F.E.H.G. HOBART R.N.R.)
"JOHAN VAN OLDENBARNEVELT"
"SIBAJAK"

The customary report on this convoy has been forwarded separately.

Wednesday 13th August.

Passed through SUNDA STRAITS.

Thursday 14th August.

Arrived at SINGAPORE. Berthed in KEPPEL HARBOUR and fuelled. Good weather was experienced during the passage with the usual S.E. swell.

Friday 15th August.

Shifted berth to Naval Anchorage.

Wednesday 20th August.

Left SINGAPORE with the intention of escorting "SIBAJAK" to the vicinity of MELBOURNE as a modified convoy (C-in-C CHINA message 0531/19th August) and then proceeding direct to SYDNEY. On rendezvousing with "SIBAJAK" outside KEPPEL HARBOUR she reported her windlass had broken down, which necessitated her undergoing repairs before sailing, estimated to take four days. "CANBERRA" was then sailed for FREMANTLE independently, (C-in-C message 0921GH/20th August).

Monday 25th August.

Carried out H.A. and close range firing at smoke burst targets.

Tuesday 26th August.

Arrived at FREMANTLE and fuelled.

Friday 29th August.

Carried out route march through the streets of FREMANTLE, six platoons taking part.

Saturday 31st August.

At FREMANTLE,

CAPTAIN.

RESTRICTED

~~SECRET~~
-5 AUG P.M.
INIT. *AWM*

(See file 72/51/50)
Bailey 20/1/60

DEPT. OF NAVY
589.201.779
~~SECRET~~

The Commanding Officer, H.M.A.S. "CANBERRA".

11th July, 1941

5546/191/36

The Commander in Chief, East Indies Station, Colombo.
Copy to: The Secretary, Naval Board, Navy Office, Melbourne.
The Rear Admiral Commanding H.M. Australian Squadron.

WAR DIARY FOR PERIOD 10th JUNE - 12th. JULY 1941.

Submitted for information the attached War Diary
of H.M.A.S. "CANBERRA" for the period 10th June to 12th July
1941.

(~~Ed.~~) H.B. Farncomb

CAPTAIN.

678
5.8.VIC

D.C.N.S. 14/7/4

D.N.I. 14/7/4

WAR DIARY OF H.M.A.S. "CANBERRA" FOR
PERIOD 10th JUNE - 12th JULY 1941.

Tuesday 10th June. At MOMBASA.

A.M. Proceeded from anchorage and secured alongside KILINDINI WHARF. Fuelled.

Wednesday 11th June.

A.M. Shifted berth to anchorage in KILINDINI HARBOUR.

Friday 13th June.

P.M. H.M. Ships "BARHAM" and "LATONA" arrived.

Saturday 14th. June.

A.M. H.M. Ships "BARHAM" and "LATONA" sailed.

P.M. Sailed for TANGA.

Sunday 15th June.

A.M. Anchored in TANGA Harbour.

P.M. Sailed for ZANZIBAR.

Monday 16th. June.

A.M. Anchored in ZANZIBAR Roads.

P.M. Sailed and proceeded so as to give cover to S.S. "BENALBANOCK" (Northbound with important military stores) between 9°S. 43°E. and 3°S. 45°E.)

Thursday 18th June.

P.M. Set course for COLOMBO via the EIGHT DEGREE CHANNEL.

Monday 23rd June.

A.M. Carried out two runs 4" H.A. firing at a Smoke Burst Target.

Tuesday 24th June.

P.M. Arrived at COLOMBO and secured to No. 7 Buoys. Fuelled. Ships in company H.M. Ships "GLASGOW", "ENTERPRISE", and "TARANTULA".

Wednesday 25th June.

A.M. H.M.S. "GLASGOW" sailed.

Friday 27th June.

A Court Martial (President, Captain J.C. ANNESLEY, D.S.O., R.N.) assembled on board H.M.A.S. "CANBERRA".

Saturday 28th June.

A.M. Docked in COLOMBO Dock.
Court Martial continued on board H.M.S. "ENTERPRISE".

Monday 30th June.

H.M.S. "ENTERPRISE" sailed.

2.

Saturday 27th Sept. (Cont'd).

H.M.A.S. "SYDNEY" and Convoy U.S. 12B in harbour.

P.M. Left FREMANTLE for SYDNEY. Fresh to Strong
S.W. to S. winds and heavy swell experienced.

Friday 3rd Oct.

A.M. Arrived SYDNEY.

(Sgd) H.B. FARNCOMB.

CAPTAIN.

Wednesday 2nd July.

A.M. Undocked and secured at No. 7 berth.
H.M.S. "CERES" arrived.

Friday 4th July.

A.M. Sailed, and carried out close range H.A. firings at a sleeve target.
On completion proceeded towards rendezvous with H.T. "ELLENGA" off the end of the MADRAS Swept Channel.

Sunday 6th. July.

P.M. Rendezvoused with H.T. "ELLENGA" and assumed duties of Ocean Escort. Set course for a rendezvous in position 10° North 92° 30' East.

Wednesday 9th July.

A.M. Rendezvoused with H.M.S. "DANAE" in position 10° North 92° 30' East and turned over the duties of Ocean Escort. Set course for FREMANTLE.

Thursday 10th July.

A.M. Course was altered to proceed towards COLOMBO (C. in C. E.I.'s signal T.O.O. 0436z/10 July.)

Saturday 12th July.

A.M. Arrived ~~at~~ COLOMBO and fuelled.

WEATHER EXPERIENCED

On Passage ZANZIBAR to COLOMBO (16th to 24th June.)

16th - 19th. Moderate South East Trades when clear of the African Coast.
Flying - possible.
Taking off the sea - not practicable.

20th - 24th. South West Monsoon (force 2 - 3) veering to West (force 2 - 3)
Flying - possible.
Taking off the sea - not practicable.

On Passage COLOMBO - MADRAS - TEN DEGREE CHANNEL - COLOMBO (4th - 12th July.)

4th - 6th. South West Monsoon force 3 - 5.
Flying - possible when under the lee of the CEYLON and INDIAN Coast.
Taking off the sea - not practicable.

7th - 9th. South West Monsoon force 6, Moderate Swell.
Flying - not practicable.

10th - 12th. South West Monsoon force 3 - 5.
Flying - possible.
Taking off the sea - not practicable.

RECEIVED
18 AUG P.M.
NAVY CONFIDENTIAL RECORDS

(see file 72/51/50.) Bailey 30/11/60

RESTRICTED

DEPT. OF NAVY
589/201/179.
CONFIDENTIAL

The Commanding Officer, H.M.A.S. "CANBERRA".

10th. June, 1941

5367/191/32

The Commander-in-Chief, East Indies Station.

Copy to: The Secretary, Naval Board, Navy Office, Melbourne.
The Rear Admiral Commanding H.M.A. Squadron.

WAR DIARY FOR THE PERIOD 3rd. MAY - 9th. JUNE, 1941.

Submitted for information the attached War Diary of
H.M.A.S. "CANBERRA" for the period 3rd. May - 9th. June, 1941.

(Sgt.) H.B. Farncomb
CAPTAIN.

H.M.A.S. 14/8

ACK'D BY FORM
A. S. 1330

Init. 12.8.41
Date

sent 15/8

sent 15/8

H.M.A.S. "CANBERRA" - WAR DIARY.

PERIOD 3rd MAY 1941 - 9th JUNE 1941.

Saturday 3rd. May.

1630. Left ADEN. Proceeded for a rendezvous with H.M.S. "LEANDER" and convoy U.S. 10B in position 9° 20' N. 72° 10' E.

Sunday 4th. May.

A.M. Passed H.M.S. "VULCAN" and exchanged identities.

Wednesday 7th. May.

0600. Intercepted a "Disguised Raider" Distress Message from S.S. "BRITISH EMPEROR". She reported being shelled in position 8° 30' N, 56° 25' E.

1000. Rendezvoused with H.M.S. "LEANDER" and convoy U.S. 10B (H.T.'s "AQUITANIA" (Commodore), "MAURETANIA" and "ILE De FRANCE"). Assumed duties of Senior Officer of Ocean Escort and proceeded for PERTH with convoy.
Full Calibre Throw Off Firings, which were to have been carried out by both cruisers, were cancelled (G. in C. E.I. signal 0356z/7.) H.M.S. "LEANDER" proceeded towards SOCOTRA as part of the Raider Searching Force.

Thursday 8th. May.

1500. Carried out air reconnaissance ahead of convoy.
1600. Intercepted a "Warship" Distress Message from a ship calling herself S.S. "TAMERLANE". This ship was sighted by H.M.S. "CORNWALL" and identified as a GERMAN Armed Merchant Raider. H.M.S. "CORNWALL" engaged and sank her at 1655 in position 30° 38' N, 56° 45' E. Subsequent investigation proved her to have been the German Raider "NUMBER 33", the ship which had sunk S.S. "CLAN BUCHANAN" and S.S. "BRITISH EMPEROR".

Saturday 10th. May.

0830 Passed H.T. "QUEEN MARY" bound east.
1830 Passed H.T. "QUEEN ELIZABETH" bound east.

Sunday 11th. May.

0500 Parted company with the convoy and proceeded for ADEN. The convoy proceeded independently for SUEZ.
1130 Passed H.T. "SELANDIA" bound SUEZ with South African troops.
1600 Arrived ADEN and secured to buoys in the Inner Harbour. Fuelled 1996 tons.
Ships in company - H.M. Ships "CAPETOWN", "KING GRUFFYD", "BOTLEA" and Free French Sloop "SAVORGHAN DE BRAZZA".
1830 H.M. Ships "CAPETOWN" and "BOTLEA" Sailed.

Monday 12th. May.

0930 H.M.T.S. "CLIVE" arrived

Tuesday 13th. May.

0930 H.M.I.S. "CLIVE" and H.M.S. "KING GRUFFYD" sailed.

Wednesday 14th. May.

0930 Left ADEN. Carried out three runs 4" H.A. Firings at a sleeve target at 1030..

1130 Proceeded for the patrol area (between the Equator Lat. 2° N., and Longitudes 55° E and 62° E) via the GUARDAFUI Channel.

Saturday 17th. May.

0400 Arrived in the patrol area.

2340 Received C. in C. E.I. signal 1838z/17 giving a D/F position of an enemy "target" as being within 200 miles of 7° 10'S, 73° 20'E (This position was subsequently amended to 7° 50'S, 73° 40'E). H.M.A.S. "CANBERRA" was ordered to form part of Force "V", with H.M. Ships "CORNWALL" and "GLASGOW".

Tuesday 20th. May.

0100 H.M.A.S. "CANBERRA" ordered to patrol in the Eastern quarter of the original patrol area.

0900-1200 Carried out an air reconnaissance. Nothing seen.

Wednesday 21st. May.

A.M. Search for enemy "target" was abandoned.

2000 Proceeded for PORT VICTORIA, SEYCHELLES.

Sunday 25th. May.

1030 Arrived SEYCHELLES and anchored in PORT VICTORIA Harbour.
Fuelled 1392 tons from S.S. "BRITISH GENIUS". On the way in a line of soundings was run from a position West of DENIS ISLAND. (C. in C. E.I. 0956/24)

1500 Catalina Flying Boat "Y" arrived from DIEGO GARCIA.

Wednesday 28th. May.

0900 Left PORT VICTORIA and proceeded for a position, Equator, 50° East (Position A) at 15 knots. On the way out a further line of soundings was run to a position West of DENIS ISLAND.

Thursday 29th. May.

1730 Arrived at Position "A" and proceeded towards the EIGHT DEGREE Channel at 12 knots.

Sunday 1st. June.

1300 Course was reversed (to 251°) for 24 hours in accordance with C. in C. E.I. signal 0808z/1st. June.

Monday 2nd. June.

1200 Proceeded towards a rendezvous with H.M.S. "GLASGOW" and S.S. "DUCHESS OF YORK" in position 00° 50' N, 70° 00' E.

Wednesday 4th. June.

1230 Rendezvoused with H.M.S. "GLASGOW" and S.S. "DUCHESS OF YORK". Took over duties of Ocean Escort and proceeded for MOMBASA with "DUCHESS OF YORK" in company.

Friday 6th. June.

0930 Carried out Rangetaking and Inclination exercise on S.S. "DUCHESS OF YORK".

Saturday 7th. June.

0930 Carried out Rangetaking exercise on S.S. "DUCHESS OF YORK".

Monday 9th. June.

0900 H.M.A.S. "CANBERRA" and S.S. "DUCHESS OF YORK" arrived at MOMBASA.

SECRET

~~SECRET~~

(See file 72/51/50)
Bailey 30/11/60.

The Commanding Officer, H.M.A.S. "CANBERRA".

2nd May, 1941

5321/191/78.

The Secretary, Naval Board, Navy Office, Melbourne.

Copy to: The Rear Admiral Commanding H.M.A. Squadron.
Commander-in-Chief, East Indies.

WAR DIARY FOR THE PERIOD 26th MARCH - 2nd MAY, 1941.

Submitted for information the attached
War Diary of H.M.A.S. "CANBERRA" for the period 26th March -
2nd May, 1941.

(Sgd) H.B. FARNCOMB.

CAPTAIN.

H.M.A.S. "CANBERRA" - WAR DIARY.

Period 26th March, 1941 - 2nd May, 1941.

Wednesday 26th March. At MAURITIUS.

A.M. Exercised the Anti-Scuttling Party onboard S.S. "OLCADES".

Thursday 27th March.

0930 Sailed for the NAZARETH and SAYA DE MALHA BANKS to carry out reconnaissance in accordance with Commander-in-Chief, East Indies signal 0642Z/26 March.

Friday 28th to Monday 31st March.

Proceeded as requisite for carrying out ship and air reconnaissance of the NAZARETH and SAYA DE MALHA BANKS. Nothing was seen except a large patch of oil fuel in the position where S.S. "KETTY BRØVIG" had been sunk on 4th March. Conditions for operating aircraft, and visibility, were very good.

Tuesday 1st April.

0830 Arrived at PORT LOUIS, MAURITIUS and moored ship. Fuelled 810 tons from S.S. "OLCADES".

Friday 4th April.

0630 Sailed in company with H.T. "TALAMBA" (carrying MAURITIUS troops) for PORT VICTORIA, SEYCHELLES.

0930 Carried out a Throw-short firing and Rangefinder and Inclination exercise on H.T. "TALAMBA".

Monday 7th April.

0730 Arrived at PORT VICTORIA, SEYCHELLES and fuelled 427 tons from R.F.A. "APPLELEAF".

0800 H.M.S. "GLASGOW" arrived.

1345 Weighed and proceeded for the position 5° 30' South 45° East (vide Commander-in-Chief East Indies' signal 0730/7th April).

Wednesday 9th April.

Patrolled in the area 4° 30' South 45° East to give cover to Convoy W.S.6 bound north.

Thursday 10th April.

Completed patrol and set course for PORT VICTORIA, SEYCHELLES.

Saturday 12th April.

0715 Arrived at PORT VICTORIA, SEYCHELLES and fuelled 789 tons from R.F.A. "APPLELEAF".

H.M. Ships "HERMES" and "ENTERPRISE" in harbour.

1400 Sailed for COLOMBO.

Monday 14th April.

0430 Ship was diverted to carry out a reconnaissance of the CHAGOS GROUP (vide Commander-in-Chief, East Indies' signal 2250/13th April) where D/F bearings of an enemy transmission had been obtained.

Tuesday 15th and Wednesday 16th April.

Carried out ship and reconnaissance of the area bounded by latitudes 5° 20' South and 7° 20' South and longitudes 65° 30' East and 69° 30' East and the whole of the CHAGOS GROUP except SPEAKER'S BANK. Set course for COLOMBO P.M. Wednesday 16th April, having seen nothing except the R.A.F. Tender "ANNE" which was at DIEGO GARCIA.

Friday 18th April.

1000 Arrived at the outer end of the COLOMBO Swept Channel.

1100 Secured in COLOMBO Harbour. Fuelled 1304 tons from lighters.

Wednesday 23rd April.

1045 H.M.S. "CORFU" arrived.

1800 H.M.I.S. "RAMBAS" arrived.

Thursday 24th April.

1000 Proceeded as requisite to carry out 4" H.A. firings. On completion of firings, course was set for rendezvous with Convoy U.S.10 in position 3° 10' North 84° 25' East.

Friday 25th April.

1400 Rendezvoused with H.M.A.S. "AUSTRALIA" and Convoy U.S. 10. (comprising H.T.s "QUEEN ELIZABETH" (Commodore), "QUEEN MARY", "MAURETANIA", "ILE DE FRANCE"). Took charge of TRINCOMALEE portion of the Convoy U.S.10 (H.T.s "QUEEN ELIZABETH" and "QUEEN MARY") and parted company with the remainder. Proceeded for TRINCOMALEE at 25 knots.

Saturday 26th April.

0600 Arrived off the entrance to TRINCOMALEE Harbour in company with the Convoy. Between 0600 and 0900 both transports anchored in the Harbour and H.M.A.S. "CANBERRA" secured alongside the Oil Wharf in CHINA BAY. Fuelled 565 tons.

Sunday 27th April.

1500 H.M.A.S. "CANBERRA" sailed in company with H.T. "QUEEN ELIZABETH". H.T. "QUEEN MARY" remained behind to complete fuelling. Set course for PERIM at 25 knots.

Monday 28th April.

0030 H.T. "QUEEN MARY" was sighted astern overtaking.

0600 H.T. "QUEEN MARY" took station on the starboard beam of H.T. "QUEEN ELIZABETH".

Tuesday 29th April.

A.M. Received Commander-in-Chief, East Indies' signal reporting a Raider Distress Message, together with various amplifying reports. These indicated that a raider had attacked S.S. "CLAN BUCHANAN" in position 5° 24' North 62° 46' East at 0102Z/28th April.

P.M. Carried out aircraft reconnaissance ahead of the Convoy with negative results.

Wednesday 30th April.

1600 H.M.I.S. "PARVATI" sunk by a mine in position 13° 11' North, 42° 54' East (off ASSAB, and close to Convoy route in RED SEA).

Commander-in-Chief East Indies (T.O.O. 1530Z/30) instructed H.M.S. "NIZAM" bound ADEN to SUEZ to sweep convoy route with T.S.D.S. between Lat. 13° 08' North and 14° 30' North on 1st May.

Thursday 1st May.

A.M. No mines found by "NIZAM".

1730 Convoy formed in to line ahead in order "QUEEN MARY" "QUEEN ELIZABETH", and streamed paravanes.

1800 Received instructions from Commander-in-Chief, East Indies (T.O.O. 1440/1) to remain with Convoy to lat. 14° 30' North, taking station ahead of column to give additional paravane protection.

1930 Exchanged identities with H.M.I.S. "NETRAVATI".

2000 Passed PERIM. Increased speed to 27 knots. Ships in line ahead.

Friday 2nd May.

0040 Parted company with Convoy and proceeded for ADEN at 25 knots. Convoy proceeded independently for SUEZ.

1030 Arrived outer end ADEN Swept Channel.

Secured in No. 4 Berth.

Fuelled 2110.75 tons.

Ships in harbour: H.M.S. "CERES", H.M.S. "BOTLEA", French sloop "SAVORGNAN DE BRAZZA".

~~SECRET~~

RESTRICTED

(See file 72/51/50)
J Bailey 30/11/60

The Commanding Officer, H.M.A.S. "CANBERRA"

24 th. March, 1941.

5107/191/74.

The Secretary, Naval Board, Navy Office, Melbourne.
Copy to: The Rear-Admiral Commanding H.M. Australian Squadron.
Commander-in-Chief, East Indies.

WAR DIARY FOR THE PERIOD 6th. FEBRUARY- 25th. MARCH 1941.

Submitted for information the attached War Diary of
H.M.A.S. "CANBERRA" for the period 6th. February - 25th. March
1941.

(Sd) H.B. FARNCOMB,

CAPTAIN.

H.M.A.S. "CANBERRA" - WAR DIARY.

PERIOD 6th. FEBRUARY 1941 - 25th. MARCH 1941.

Friday 6th. February - at FREMANTLE

Landed a Company of 5 Platoons of Young Seamen for a 9 mile Route March.

Changed two 4" guns (vide my signal T.O.O. 0940/18 th. January.)

Monday 10th. February.

0730(z-8) H.M.A.S. "HOBART" and Convoy U.S.9 arrived at Fremantle. H.M.A.S. "HOBART", H.T. "MAURETANIA" and Dutch H.T. "NIEUW AMSTERDAM" secured alongside; H.T.s "AQUITANIA" (Commodore) and "QUEEN MARY" anchored in GAGE ROADS.

Tuesday 11th. February.

0730 H.M.A.S. "HOBART" sailed.

A.M. Changed one 4" gun (vide my signal T.O.O. 0940/18th. January.)

Wednesday 12th. February

P.M. Sailed in company with, and as escort of, Convoy U.S.9 (H.T.s "AQUITANIA" (Commodore) "QUEEN MARY" "MAURETANIA" and "NIEUW AMSTERDAM") and proceeded for a rendezvous South of SUNDA STRAIT.

Sunday 16th. February.

1450 Rendezvoused with H.M.S. "DURBAN" in position $8^{\circ}12'S$, $104^{\circ}E$.
1515 H.T. "QUEEN MARY", escorted by H.M.S. "DURBAN" parted company and proceeded for SINGAPORE. Remainder of the Convoy and escort proceeded for a rendezvous off CAPE COMORIN.

Thursday 20th. February.

0830(z-5) Rendezvoused with H.M.S. "LEANDER" in position $6^{\circ}44'N$, $77^{\circ}27'E$. Turned over the Convoy to H.M.S. "LEANDER" and proceeded for COLOMBO at 0915. The Customary Convoy Report has been forwarded separately.
1100 Catapulted the aircraft for a navigation exercise.
1500 Arrived at the entrance to COLOMBO swept channel. Secured in COLOMBO harbour at 1600. Fuelled 1600 tons.
Ships in company - H.M. Ships "COLOMBO" (in dry dock) "TARANTULA" and "WIDNES".

Friday 21st. February.

P.M. Received a "Warship Raider" report from British S.S. "CANADIAN CRUISER" in a position South West of the SEYCHELLES.

Saturday 22nd. February.

1000 Sailed, having embarked Squadron Leader HARRISON, R.A.F., and Mr. MOHAMMED HASSAN DIDI (the MALDIVIAN Representative at COLOMBO) and proceeded for MALE, MALDIVE ISLANDS. It was intended that a reconnaissance should be carried out there with a view to establishing an Air Base.
1640(z-5) Intercepted message from H.M.S. "GLASGOW" reporting that a Pocket Battleship had been sighted by her aircraft at 0818 G.M.T. in position $8^{\circ}30'S$, $51^{\circ}35'E$ steering 120° at 18 knots.
1828 Received C. in C. E.I. signal 1224 of 22nd. February ordering H.M.A.S. "CANBERRA" to proceed towards the SEYCHELLES, via the ONE AND A HALF DEGREE CHANNEL, at 25 knots.

From the 22nd.- 26th. February, H.M.A.S. "CANBERRA" took part in a search operation for the Pocket Battleship, proceeding in the general direction of the SEYCHELLES and patrolling to the Eastward of that group.

Wednesday 26th. February.

0930 Arrived PORT VICTORIA, SEYCHELLES, and fuelled 1100 tons from R.P.A. "APPLELEAF". Ships in company H.M. Ships "EMERALD" (proceeding to sea) and "HERMES".

A.M. Transferred Squadron Leader HARRISON, R.A.F. and Mr. DIDI to H.M.S. "HERMES" in accordance with instructions from C. in C. E.I.

1615 Sailed and proceeded for a rendezvous with H.M.S. "LEANDER" in position 4°S, 74°E (C. in C. E.I. signal 2026z/25th. February.)

Friday 28th. February.

1830 Altered course and speed as necessary to proceed towards position EQUATOR, 80°E, thence for a new rendezvous with H.M.S. "LEANDER" in position 1°30'S, 75°E (C. in C. E.I. signal 1144z/28th. February.)

Sunday 2nd. March.

1600(z-5) Rendezvoused with H.M.S. "LEANDER" and after a short conference on board that ship, proceeded towards a position 8°S, 63°E at 18 knots, ships being spread to visibility distance. (C. in C. E.I. signal 1534z/28th. February.)

Period Monday 3rd. March to Friday 7th. March.

The operations carried out in company with H.M.S. "LEANDER" during the period 3rd. - 7th. March and the report of the interception and sinking of the German S.S. "COBURG" and "KETTY BRØVIG" have been forwarded separately under cover of my letters No. 5098/191/73 of 9th. March 1941 and the Commanding Officer, H.M.S. "LEANDER"'s letter No. 0210/- of 9th. March 1941 respectively.

Saturday 8th. March.

0930(z-4) Arrived at PORT LOUIS, MAURITIUS in company with H.M.S. "LEANDER" Fuelled 1835 tons from oiler "OLCADES". Landed 17 German prisoners of war and 33 Chinese, ex "KETTY BRØVIG". Ships in company H.M. Ships "LEANDER" and "CITY OF DURBAN"

Sunday 9th. March

2200 H.M.S. "CITY OF DURBAN" sailed.

Monday 10th. March.

0600 Sailed in company with H.M.S. "LEANDER" and proceeded for a patrol in the vicinity of a position 33°S, 50°E in company with H.M. Ships "LEANDER" and "CITY OF DURBAN". This patrol, in search of an enemy supply ship, continued without incident until P.M. Sunday, 23rd. March, when H.M.A.S. "CANBERRA" proceeded for PORT LOUIS, MAURITIUS.

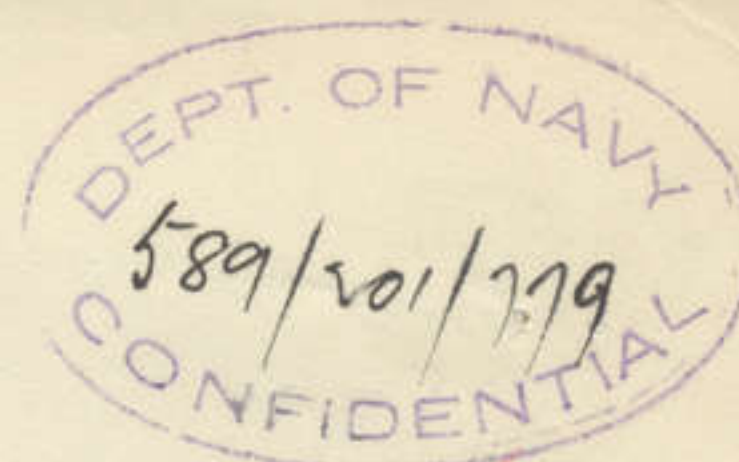
Tuesday 25th. March.

Arrived at PORT LOUIS, MAURITIUS and anchored in the ROADS. Fuelled 2163 tons.

~~SECRET~~

RESTRICTED

(See file 72/51/50)
Bailey 30/11/60



The Commanding Officer, H.M.A.S. "CANBERRA".

12th February, 1941.

5029/191/67

The Secretary, Naval Board, Navy Office, Melbourne.

Copy to:- The Rear-Admiral Commanding H.M. Australian Squadron.
Commander-in-Chief, East Indies.

WAR DIARY FOR THE PERIOD 23rd DECEMBER - 5th FEBRUARY, 1941.

Submitted for information the attached War Diary
of H.M.A.S. "CANBERRA" for the period 23rd December - 5th February,
1941.

(Sgd.) H.B. Farncomb

CAPTAIN.

HN

H.M.A.S. "CANBERRA" - WAR DIARY.

PERIOD 29th December, 1940 - 5th February, 1941.

Saturday, 29th December, 1940.

Flag of Rear Admiral Commanding H.M. Australian Squadron shifted to H.M.A.S. "RUSHCUTTER."

0645 Slipped and proceeded with Convoy U.S.S. (H.Ts. "AQUITANIA", Commodore, "QUEEN MARY", "DOMINION MONARCH", and "AWATEA"). All ships streamed paravanes until clear of the 100 fathom line. The customary convoy report has been forwarded separately.

Monday, 30th December.

1930 Rendezvoused with H.T. "MAURETANIA" in position 39° 45'S 142° 20'E.

Thursday, 2nd January, 1941.

1530 Identified H.S. "MANUMBA" in position 36° 05'S 115° 12'E.

1700 All ships streamed paravanes.

1100 Catapulted Aircraft with signals for District Naval Officer, West Australia.

Friday, 3rd January.

0530 Arrived at the Entrance to FREMANTLE Swept Channel - led the Convoy in until abreast ROTHEST ISLAND when transports were given orders to proceed independently.

0730 Carried out 9" full calibre firing.

0930-1130 Transports anchored or secured alongside as follows :-

In GAGE ROADS - H.Ts. "AQUITANIA" and "QUEEN MARY."

In FREMANTLE HARBOUR - H.Ts. "MAURETANIA", "DOMINION MONARCH" and "AWATEA."

1300 H.M.A.S. "CANBERRA" secured alongside in FREMANTLE HARBOUR. Embarked 1199 tons oil fuel.

P.M. Embarked Walrus Aircraft ex H.M.A.S. "HOBART" for transference to COLOMBO.

Divers were sent to inspect the points of tow of the paravanes of H.Ts. "AQUITANIA" and "QUEEN MARY."

Saturday, 4th January.

1000 Conference of masters held on board H.M.A.S. "CANBERRA" to discuss action should enemy forces be encountered at night.

A.M. H.Ts. "AWATEA", "DOMINION MONARCH" and "MAURETANIA" moved to an anchorage in GAGE ROADS.

Saturday, 4th January. (Cont.)

A.M. & Divers employed working on the paravanes of H.Ts. "AQUITANIA",
 P.M. "QUEEN MARY" and "MAURETANIA".

Sunday, 5th January.

0700 Convoy U.S.S. weighed and proceeded for COLOMBO.

Monday, 6th January.

0530 Met and spoke British S.S. "TYNDAROS" in position 27° 29'S
 109° 48'E. Ship identified herself by the new Merchant
 Ship Identification Procedure.

A.M. Exercised the convoy in making emergency turns.

Tuesday, 7th January.

1500 Catapulted Aircraft for reconnaissance ahead of the Convoy.

1959. Received raider distress message from British S.S.
 "WANGANELLA" in position 35° 05'S 114° 44'E. This was
 subsequently proved to have been sent out in error.

Wednesday, 8th January.

A.M. Exercised the Convoy in making emergency turns.

Catapulted the Aircraft to exercise the spare Aircraft's
 crew.

P.M. No reconnaissance flight was made due to an engine failure
 of the Aircraft.

Thursday, 9th January.

A.M. Catapulted the Aircraft to exercise the spare crew in
 heightfinding exercises and in photography.

1500 Catapulted aircraft for reconnaissance ahead of the Convoy.

Friday, 10th January.

A.M. Catapulted the Aircraft to exercise the spare crew in
 bombing.

1430 Catapulted the Aircraft for reconnaissance ahead of the
 Convoy.

1900 Exercised emergency turns at dusk.

Saturday, 11th January.

1345 Catapulted the Aircraft for reconnaissance ahead of the
 Convoy and to find H.M.S. "CAPETOWN" in order to inform her
 of the presence of H.T. "QUEEN MARY." The Aircraft
 subsequently proceeded for COLOMBO but had to make a forced
 landing at BARBERY. The Aircraft was damaged on taking
 off next morning. The customary report has been forwarded.

Saturday, 11th January. (Cont.)

1400 H.T. "QUEEN MARY" parted company from the convoy and proceeded for TRINCOMALEE.

Sunday, 12th January.

0540 Catapulted spare aircraft with orders to find the other Aircraft and then to land at COLOMBO.

0645 Arrived at the outer end of the COLOMBO Swept Channel. The convoy was ordered to proceed into harbour independently and all transports were secured by 1100.

1215 H.M.A.S. "CANBERRA" secured alongside GUIDE PIER, COLOMBO Harbour. Fuelled 1440 tons oil fuel.

Ships in Company. H.M. Ships "WIDNES" and "TARANTULA."

Monday, 13th January.

1520 H.M.S. "ANTENOR" arrived.

1555 R.S. "MANUHA" arrived.

1700 H.M.S. "CAPETOWN" arrived.

1740 Ordered to raise steam forthwith (Commander-in-Chief, East Indies signal, time of origin 1733/13th January). General recall was issued for the Ship's Company.

2053 Slipped and proceeded towards the reported position of H.M.I.S. "HIRAVATI" escorting the rock breaker "NAUTILUS", in order to render assistance as it was reputed that tow had parted and the weather was bad. The whole Ship's Company except 7 ratings were on board when the ship sailed, three hours after the recall went out. Commander-in-Chief East Indies informed me that he was most pleased with the quick departure.

Tuesday, 14th January.

1043 Identified H.S. "MANUHA" in position 7° 02'N 77° 42'E.

1125 Sighted and identified H.M.I.S. "HIRAVATI" who had rock breaker "NAUTILUS" in tow, in position 7° 10'N 77° 56'E. Closed and found all was well.

1240 Proceeded for COLOMBO.

1530 Arrived at the end of COLOMBO Swept Channel.

1715 Secured alongside GUIDE PIER. While securing damage was done to the stem of the ship. This has been reported separately under cover of my letter number 4902/106/3 dated 16th January, 1941.

Wednesday, 15th January.

1100 H.M.I.S. "HIRAVATI" arrived with tow.

NOTE.- During the period 12th - 15th January work had been proceeding in the transference of troops from the ships in which they had arrived at COLOMBO into the ships in which they were to proceed to SUEZ. Troopships had also been arriving from TRINCOMALEE.

Thursday, 16th January.

0750 H.M.S. "ANTENOR" proceeded out of harbour.

1108 H.M.S. "CAPETOWN" proceeded out of harbour followed by the reformed convoy U.S.S. (H.Ts. "NIEUW ZEELAND" - Commodore, "LANCASHIRE" - Vice-Commodore, "DOMINION MONARCH," "DILWARA," "ROMNA," "RAJULA," "NEVADA," "DEVONSHIRE," "KHEDIVE ISMAIL," "SLAMAT," "INDRAPONERA," "CHRISTIAAN HUYGENS," "JOHANN de WITT").
Note - H.T. "NEVADA" was delayed in sailing.

1254 H.M.A.S. "CANBERRA" slipped and proceeded out of harbour where she awaited H.T. "NEVADA" until 1400 when both ships proceeded so as to rejoin the convoy.

1900 H.M.A.S. "CANBERRA" took station 2 miles on the port bow of the convoy (night station).

1945 Passed Japanese S.S. "MANTAI HARU" in position 7° 00'N 79° 21'E. She was spoken by H.M.S. "ANTENOR".

Saturday, 18th January.

1130 Parted company with convoy U.S.S. Set course for COLOMBO.

1242 Passed and spoke Norwegian S.S. "KRONVIKEN" in position 9° 24'N 72° 00'E.

1325 Passed and spoke Greek S.S. "EMBIKIOS NICOLAOS" in position 9° 19'N 72° 09'E.

Sunday, 19th January.

1600 Carried out 3" Reduced Charge Full Calibre firing at a B.P.T. towed by R.F.A. "APPLELEAF."

1645 Arrived at the end of COLOMBO Swept Channel.

1904 Secured to No. 3 Buoy COLOMBO HARBOUR.

Ships in company - H.M. Ships "HECTOR," "TARANTULA," and "WILKES."

Tuesday, 21st January.

0900 H.M.S. "LEANDER" arrived.

1400 H.M.S. "HECTOR" left harbour.

Thursday 23rd January.

0845 Slipped and proceeded for the following gunnery practices which were carried out during the day:-

- (a) A.A. 3 close range qualifying firings.
- (b) 4" H.A. firings at a sleeve target.
- (c) 8" full calibre full charge long range day firings.
- (d) 8" full calibre night firings.

2000 Proceeded at requisite for the night.

Friday 24th January.

0730 Recovered aircraft and set course for FREMANTLE.

1400 Passed and spoke S.S. "LEANA".

1422 Received Commander-in-Chief, East Indies signal 0752/24 giving the news of the bombing of S.S. "MANDASOR" in position 4° 18'S 61° 00'E.

1505 On instructions from Commander-in-Chief, East Indies, altered course to 235° and increased speed to 25 knots to carry out the search for the raider that had attacked S.S. "MANDASOR".

NOTE:- The details of this operation between 24th and 28th January have been reported separately under cover of my letter number 4918/191/66 dated 27/1/41.

Tuesday 28th January.

0700 Catapulted aircraft to search SUVA DIVA ATOLL and the EQUATORIAL CHANNEL (Maldiva Islands).

0842 Anchored in ADDU ATOLL harbour. Fuelled 1084 tons from R.F.A. "PEARLEAF".

0930 Recovered aircraft.

1225 H.M.S. "LEANDER" arrived.

1420 Proceeded. Set course for FREMANTLE.

Friday 31st January.

0930 Carried out 4" H.A. firings at a smoke burst.

Monday 3rd February.

1335 Arrived at the end of the Swept Channel to FREMANTLE.

1600 Secured alongside the wharf in FREMANTLE harbour - fuelled 1668 tons. West Australian ratings sent on three days leave.

Wednesday 5th February.

0640 H.M.A.S. "SYDNEY" arrived in harbour.

1601 H.M.A.S. "SYDNEY" sailed.

(See file 72/51/50)
J.B. Bailey 30/11/60

SECRET

RESTRICTED

The Commanding Officer, H.M.A.S. "CANBERRA."

26th November 1940

4652/191/60.

Copy to :- The Rear Admiral Commanding H.M. Australian Squadron.
(Copies to) - The Secretary, Naval Board, Navy Office, Melbourne.
Copy to :- Commander-in-Chief, East Indies.
WAR DIARY FOR THE PERIOD 18th OCTOBER - 27th NOVEMBER 1940.

Submitted for information the attached War Diary of
H.M.A.S. "CANBERRA" for the period 18th October - 27th November,
1940.

(Sgd) H.B. FARNCOMB.

CAPTAIN.

H.M.A.S. "CANBERRA" - WAR DIARY.

Period 18th October 1940 - 27th November 1940.

Friday, 18th October. COLOMBO.

H.M.S. "CALEDON" proceeded to sea for exercises A.M. and returned to harbour P.M.

Saturday, 19th October. COLOMBO.

H.M.A.S. "HOBART" proceeded into dry dock.

Monday, 21st October. COLOMBO.

0930 H.M.S. "RANCHI" arrived.

1630 H.M.S. "CALEDON" slipped and proceeded as Ocean Escort to Convoy U.S. 5A. (Dutch ships "JOHAN DE WITT" (S5) and "NIEUW ZEELAND" (S6).) which followed out of harbour at 1700.

Wednesday, 23rd October. COLOMBO.

0900 H.M.A.S. "WESTRALIA" sailed for BOMBAY.

Thursday, 24th October. COLOMBO.

Embarked a draft of naval and military ratings for passage to BOMBAY and eventual return to AUSTRALIA.

Friday, 25th October. COLOMBO.

0900 Slipped and sailed. (Carried out 8" sub calibre, High Angle and Torpedo firings.) Proceeded for COCOS ISLAND and rendezvous in position GL (12° 30'S 96° 00'E) at 0600Z on 30th October.

At 1630 a signal was received from Commander-in-Chief, East Indies amending the position of the rendezvous to 8° 20'S 92° 15'E at 0300Z on 30th October. It was then decided that time would not permit of the visit to COCOS ISLAND and course was set direct for the new rendezvous.

1700 Spoke British S.S. "DESMOULEA" bound SINGAPORE to COLOMBO.

Saturday, 26th October.

1215 Spoke Dutch S.S. "KENTAR" bound SINGAPORE to DURBAN.

2000 Received Rear Admiral Commanding H.M. Australian Squadron message 0623Z of 26th October amending rendezvous GL to its original position and time. It was then decided to close COCOS ISLAND group during the afternoon of 29th October and course and speed were adjusted accordingly.

Monday, 28th October.

0131 Received from Commander-in-Chief East Indies message 1930Z of 27th October asking if H.M.A.S. "CANBERRA" had sighted the CHAGOS GROUP since leaving COLOMBO. Replied in the negative. It subsequently transpired that natives of the group had reported the sighting of a three funnelled cruiser approaching from the North on a Southerly course.

Tuesday, 29th October.

1430 Passed NORTH KEELING ISLAND and proceeded south to the main group of the COCOS ISLANDS which were passed at about 1530. Course and speed were adjusted as necessary to patrol in the vicinity of the rendezvous GL.

Wednesday, 30th October.

1200 Met H.M.A.S. "PERTH" (Flying the flag of Rear Admiral Commanding H.M. Australian Squadron) and convoy U.S.6. (H.M. Transports "AQUITANIA" - Commodore - "QUEEN MARY" and "MAURETANIA")

1245 Assumed the duties of Senior Officer, Ocean Escort.

H.M.A.S. "PERTH" proceeded for COCOS ISLANDS and H.M.A.S. "CANBERRA" and the Convoy for BOMBAY, speed 22 knots.

(Note. The usual report of the Convoy has been forwarded under separate cover.)

2200 "AQUITANIA" reported a man overboard. The Convoy was ordered to stop and H.M.A.S. "CANBERRA" proceeded to assist in the search for the missing man. Nothing was seen and the search was abandoned after an hour.

Thursday, 31st October.

"AQUITANIA" reported that a careful muster of the whole Ship's Company had been made and that no one was missing. A sentry had made a mistake the previous night in reporting a man overboard.

Saturday, 2nd November.

1800 Received a signal broadcast from British S.S. "CITY OF JOHANNESBURG" reporting the sighting of a suspicious vessel in position 5° 37' N 88° 04' E. This report was subsequently cancelled and signal received from Commander-in-Chief East Indies stating that the ship sighted was probably H.M.S. "DANAE."

Sunday, 3rd November.

1145 Passed and spoke British S.S. "EL HIND" bound COLOMBO to BOMBAY.

Monday, 4th November.

0700 Arrived off the entrance to BOMBAY Swept Channel in company with U.S.6. All ships anchored in the harbour by about 1000 except "QUEEN MARY" who was anchored about 10 miles out.

0800 Catapulted the aircraft for a navigational flight.

1100 Proceeded alongside ALEXANDRA DOCK wall - fuelled 1964 tons.

1400 H.M.S. "ANTENOR" arrived. Other ship in company H.M.S. "HECTOR."

Tuesday, 5th November.

1000 Shifted billet to the Naval Anchorage.

Wednesday, 6th November.

1245 Weighed and proceeded for FREMANTLE.

Passed and spoke the following ships during the day

1020 Swedish S.S. "DANAHOLM" bound CALCUTTA to BOMBAY.

1230 U.S.A. ship "MINDANAO" bound MANILA to BAHRIN.

1400 British S.S. "ASHRIDGE" bound COCHIN to BOMBAY.

Friday, 8th November.

0700 Passed and exchanged identities with H.M.S. "RANCHI."

2130 Passed and spoke S.S. "ISIPINGO" bound MOMBASA to COLOMBO.

Sunday, 10th November.

2328 Commenced search for the Raider that had attacked Norwegian S.S. "OLE JACOBS" in position $6^{\circ} 29'N$ $90^{\circ} 16'E$ at 1341 G.M.T. (Commander-in-Chief East Indies signal 1624Z/11 November.)

NOTE. A full report of the operations for the period 1830 10th November - 1830 14th November has been forwarded under cover of my letter number 3919/190/9 of 19th November, 1940.

Monday, 11th November.

0836 Received a distress signal from British S.S. "AUTOMEDON" stating that she was being attacked by an armed raider in latitude $4^{\circ} 18'N$ (Longitude jambed) bearing 008° from H.M.A.S. "CANBIERRA" which made her longitude approximately $90^{\circ} E$

Tuesday, 12th - Wednesday, 13th November.

Continued search with ship and aircraft.

Thursday, 14th November.

1830 Abandoned search in accordance with Commander-in-Chief East Indies signal 1112Z of 13th November, and set course for FREMANTLE.

Wednesday, 20th November.

0600 Arrived at the entrance to FREMANTLE Swept Channel.

0700 Catapulted the aircraft which proceeded to MAYLANDS Aerodrome.

0907 Secured at "A" wharf in FREMANTLE Harbour. Fuelled 2741 tons.

1700 Received a Raider Distress message from British S.S. "MAIMOA" in position $31^{\circ} 50'S$ $100^{\circ} 21'E$. Recalled the Ship's Company from short leave and prepared for sea in anticipation of orders.

2200 Recovered aircraft.

2230 Slipped and proceeded in accordance with Naval Board signal 1107Z of 20th November and my 1340Z of 20th November. 80 ratings were left behind on sailing.

(4)

Thursday, 21st November.

2309 Received distress message from S.S. "PORT BRISBANE" in position 29° 22'South 95° 36'East.

2322 Altered course towards the new position and increased to 26 knots.

Friday, 22nd November.

0730 Sighted a lifeboat in position 30° 41' South 100° 19'East. Closed it and found it to be unnamed and empty. It was probably from "MAIMOA" as ship was about 70 miles N.N.W. of her position at that time.

1827 Sighted 3 lifeboats in position 29° 05'S 95° 30'E. These boats were from S.S. "PORT BRISBANE" and contained 1 officer, 3 engineers and 23 other ratings who were taken onboard and the boats were then left with their plugs out to sink.

Saturday and Sunday, 23rd and 24th November.

Carried out searches throughout these days - a detailed report of operations has been forwarded under cover of my letter number 4651/190/12 dated 26 November.

1500 Turned East and proceeded for FREMANTLE at 21 knots.

Monday, 25th November.

1218 Received Naval Board signal (time of origin 0414Z of 25th November) instructing me to proceed to FREMANTLE with despatch.

1250 Increased speed to 28 knots.

Wednesday, 27th November.

1150 Catapulted Aircraft to take signals to FREMANTLE.

1600 Arrived off the Entrance to FREMANTLE Swept Channel.

1911 Secured alongside A Wharf FREMANTLE Harbour.

H.M.A.S. "CANBERRA" - WAR DIARY.

Period 28th August 1940 - 17th October, 1940.

Wednesday, 28th August.

Undocked P.M. and proceeded to Chowder Bay - Fuelled 2210 tons.

Thursday, 29th August.

Shifted billet A.M. to No. 2 Buoy.

Friday, 30th August.

Sailed in company with H.M. Transport "AQUITANIA" (T1) to rendezvous KQ in position 38° 50'S 149° 00'E.

Saturday, 31st August.

0545 - Met the remainder of Convoy U.S.4 - H.M. Transports "MAURETANIA" (Commodore - T2), "ORCADES" (T3) and "EMPRESS OF JAPAN" (T4) - escorted by H.M.A.S. "PERTH" (Flying the flag of Rear Admiral Commanding H.M. Australian Squadron) and H.M.S. "ACHILLES" (Flying the Broad Pendant of the Commodore Commanding New Zealand Division).

0645 - H.M.A.S. "PERTH" and H.M.S. "ACHILLES" parted company and H.M.A.S. "CANBERRA" assumed the duties of Senior Officer, Ocean Escort.

Note :- The customary report of the Convoy has been forwarded under separate cover.

Monday, 2nd September.

0515 - Sighted an unknown merchant ship (of approximately 6000 tons) which passed very close to "T2". This was subsequently reported to the N.C.S.O. FREMANTLE for investigation.

Tuesday, 3rd September.

1100 - Catapulted aircraft with signals to be taken to D.N.O. Western Australia.

Wednesday, 4th September.

0700 - Arrived off the entrance to the Swept Channel of Fremantle. The Mark Ship for the Swept Channel failed to arrive in time on account of bad weather. H.M.A.S. "CANBERRA" streamed paravanes and swept ahead of the convoy.

"T1" anchored in GAGE ROADS where she fuelled from R.F.A. "KURUMBA." The remaining ships of the Convoy secured alongside in FREMANTLE HARBOUR.

1350 - H.M.A.S. "CANBERRA" secured alongside - fuelled 914 tons.

Thursday, 5th September.

0900 - H.M.A.S. "CANBERRA" slipped and proceeded in company with Convoy U.S.4. All ships were clear of the Swept Channel by 1430. Set course for rendezvous AE in position 8° 06'N 75° 58'E.

Passed S.S. "SKOTAAS" south bound.

Sunday, 8th September.

Entered the East Indies Station.

Monday, 9th September.

Received news that a disguised enemy raider had attacked the British S.S. "ATHELKING" in position $21^{\circ} 48'S$ $67^{\circ} 40'E$.

Tuesday, 10th September.

Received news of the British S.S. "BENARTY" being attacked by aircraft in position $18^{\circ} 40'S$ $70^{\circ} 54'E$.

1830 - Passed and spoke S.S. "STENTOR" bound BATAVIA.

Thursday, 12th September.

0730 - "T1" hauled out of the line to bury a man who had died onboard.

0810 - Exchanged identities with H.M.A.S. "WESTRALIA" bound south from COLOMBO.

1830 - Passed and spoke S.S. "CITY OF BOMBAY" and "LISS".

Friday, 13th September.

1345 - Met H.M.S. "COLOMBO" and transferred the duty of Ocean Escort to her.

1430 - Parted company with the Convoy and proceeded for COLOMBO.

Saturday, 14th September.

0700 - Arrived at COLOMBO and secured to buoys. Fuelled 1310 tons.

H.M. Ships "CARLISLE" and "WIDNES" in harbour.

Sunday, 15th September.

0800 - Slipped and sailed for FREMANTLE - speed 22 knots.

Wednesday, 18th September.

Entered the Australian Station.

Thursday, 19th September.

1230 - Passed and spoke Greek S.S. "KATE" bound north in position $21^{\circ} 00'S$ $104^{\circ} 30'E$.

Friday, 20th September.

0600 - Intercepted Raider Distress Message, re-broadcast from DURBAN, stating that French S.S. "COMMISSAIRE RAMEL" had been gunned in position $28^{\circ} 20'S$ $74^{\circ} 20'E$.

Passed S.S. "SCOTIA" in position $29^{\circ} 30'S$ $108^{\circ} 30'E$.

(3)

Saturday, 21st September.

0600 - Met H.M.A.S. "PERTH" (Flying the flag of Rear Admiral Commanding H.M. Australian Squadron) and convoy U.S.5 (Dutch S.S. "INDRAPOERA" (S3 - Commodore), "SLAMAT" (S4), "NIEUW HOLLAND" (S1) and "CHRISTIAAN HUYGENS" (S2).

0900 - Secured alongside in FREMANTLE HARBOUR - fuelled 1822 tons.

Sunday, 22nd September.

0930 - H.M.A.S. "PERTH" sailed and H.M.A.S. "CANBERRA" assumed the duty of Senior Officer, Ocean Escort.

(Note :- The usual Convoy Report has been forwarded under separate cover.)

1100 - H.M.A.S. "CANBERRA" slipped and anchored in GAGE ROADS at 1200.

1300 - Proceeded in company with Convoy U.S.5. - H.M.A.S. "WARREGO" carrying out an A/S patrol ahead until 0615 on 23rd September.

Wednesday, 25th September.

Entered the China Station.

Thursday, 26th September.

Entered the East Indies Station.

2315 - A soldier was lost overboard from "S3". "S4" stopped and searched for him for 2 hours but without success. H.M.A.S. "CANBERRA" stood by "S4" and both ships rejoined the Convoy next morning.

Tuesday, 1st October.

0600 - Catapulted aircraft for navigational flight.

1000 - Arrived off the entrance to COLOMBO Swept Channel in company with U.S.5 - all ships secured to buoys in the harbour - fuelled 1182 tons.

H.M. Ships "SHROPSHIRE" and "CARLISLE" in harbour and H.M.S. "WIDNES" in dry dock.

Wednesday, 2nd October.

0614 - H.M.S. "CARLISLE" sailed for ADEN.

1100 - 1300 - H.M.S. "SHROPSHIRE" and Convoy U.S.5 sailed for ADEN - H.M.S. "SHROPSHIRE" took over the duty of Senior Officer Ocean Escort.

Thursday, 3rd October.

0900 - Slipped and sailed. Proceeded for rendezvous in position 27°00'S 109°50'E to meet H.M.A.S. "PERTH". Instructions were also received from Commander-in-Chief, East Indies that the French S.S. "DALNY", bound SAIGON to DIEGO SAUREZ, was to be sent in to COLOMBO under an armed guard if she was sighted - she was, however, not seen.

Sunday, 6th October.

Entered the Australian Station.

Wednesday, 9th October.

1330 - Met H.M.A.S. "PERTH" (Flying the flag of Rear Admiral Commanding H.M. Australian Squadron) and Convoy U.S.5A. (Dutch Ships "JOHAN DE WITT" (S5) and "NIEUW ZEELAND" (S6)). Took over the duties of Senior Officer, Ocean Escort.

1430 - H.M.A.S. "PERTH" proceeded for FREMANTLE and H.M.A.S. "CANBERRA" and the convoy for a rendezvous with H.M.S. "CALEDON" in position 2°15'N 80°30'E. On the 11th October, instructions were received from Commander-in-Chief, East Indies that H.M.A.S. "CANBERRA" was to escort the convoy to COLOMBO arriving on 17th October.

(Note :- The usual report of the convoy had been forwarded under separate cover.)

Saturday, 12th October.

Entered the East Indies Station.

Thursday, 17th October.

0730 - Catapulted aircraft for a navigational flight.

0730 - Arrived off the entrance to COLOMBO Swept Channel in company with U.S.5A - All ships berthed in harbour by about 1000 - fuelled 1992 tons.

H.M. Ships "CALEDON" and "WIDNES" and H.M.A.S. "WESTRALIA" in harbour.

1630 - H.M.A.S. "HOBART" arrived.

H.M.A.S. CANBERRA - WAR DIARY.

PERIOD- 16th. July to 27th August ,1940. (cont.)

THURSDAY 1st. August. to SATURDAY 3rd. August.

Nothing of interest to report.

SUNDAY 4th. August.

0730 Commenced undocking.

0840 Left SIMONSTOWN for FREMANTLE at 24 knots.
Embarked aircraft from WYNBERG before sailing.

MONDAY 5th. August to MONDAY 12th. August.

Nothing of interest to report.

TUESDAY 13th. August.

0715 Secured alongside at FREMANTLE.
Completed with oil fuel, 2096 tons.
1630 Slipped and sailed for SYDNEY at 26 knots.

WEDNESDAY 14th. to FRIDAY 16th. August.

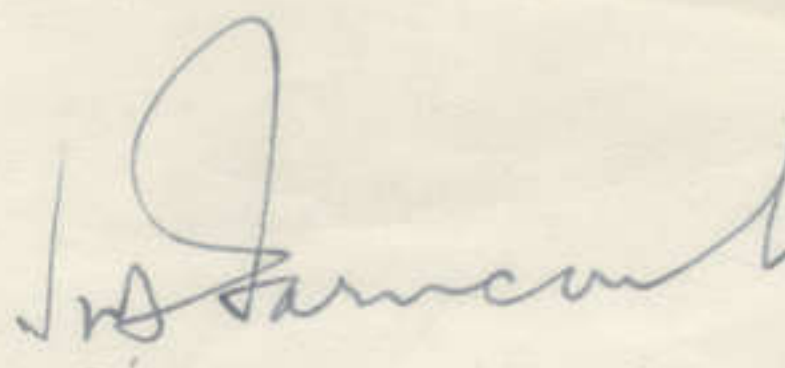
Nothing of interest to report.

SATURDAY 17th. August.

0700 Entered Sydney Harbour.
0840 Secured in COCKATOO DOCK.

SUNDAY 18th. August - Tuesday 27th. August.

In COCKATOO DOCKYARD carrying out repairs to Port Outer
'A' Bracket bearing, and examination of all bearings
and shafts.


CAPTAIN.

H.M.A.S. "CANBERRA" -WAR DIARY.

PERIOD 16th. July - 27th. August, 1946.

TUESDAY, 16th. July.

A.M. Landed Seagull Aircraft A2/22 at SIMONSTOWN to enable repairs to be carried out at WYNBERG aerodrome.

WEDNESDAY, 17th. July.

1700. H.M. Transports "QUEEN MARY" and "AQUITANIA" escorted by H.M.S. "CUMBERLAND" arrived SIMONSTOWN from CAPETOWN (en route from FREETOWN).
H.M.S. "CUMBERLAND" subsequently returned to CAPETOWN.

THURSDAY, 18th. July.

A.M.

H.M. Transport "MAURETANIA" escorted by H.M.S. "CUMBERLAND" arrived SIMONSTOWN FROM CAPETOWN.
In consequence of the sinking, on the 13th. July of the British ships "KING JOHN" and "DAVISIAN" by an armed merchant raider in positions $20^{\circ}00'N$. $60^{\circ}00'W$., and $18^{\circ}00'N$ $54^{\circ}30'W$., respectively, the Commander-in-Chief, South Atlantic ordered certain dispositions for the protection of trade and the interception of the raider should she proceed into the South Atlantic.
"CANBERRA" was instructed (Commander-in-Chief South Atlantic, t.o.o. 1232/18/7) to leave SIMONSTOWN A.M. 19th. July, and proceed at a speed of advance of 16 knots as follows: Through positions $34^{\circ}30'S$. $17^{\circ}30'E$; $15^{\circ}00'S$. $00^{\circ}30'E$; $15^{\circ}00'S$. $1^{\circ}45'W$; $34^{\circ}30'S$. $17^{\circ}30'E$; thence back to SIMONSTOWN. Object was to provide protection against a possible raider on the southern half of the (CAPETOWN) FREETOWN Trade Route.

FRIDAY, 19th. July.

0800. Slipped and left SIMONSTOWN basin.

SATURDAY, 20th. July.

0800. Spoke S.S. "AUTOMEDON" bound North from CAPETOWN.
Carried out range and inclination exercises with her.

SUNDAY, 21st. July.

2100. Spoke S.S. BRITISH UNITY bound South.

MONDAY, 22nd. July.

1340. Sighted a merchant vessel bearing Red 20⁰, 15 miles, and altered course to investigate.
1421. The vessel (S.S. "DRAMATIST") made a "Raider Distress Message" giving her 1400 position ($18^{\circ}42'S$. $3^{\circ}45'E$.) adding in plain language, "Being pursued".
1433. "DRAMATIST" MADE IN PLAIN language "Being pursued by three funnelled naval vessel".

H.M.A.S. CANBERRA - WAR DIARY.

PERIOD 16th. July to 27th. August, 1940.(contd.)

MONDAY 22nd. July.

1442. "CANBERRA" gained touch with "DRAMATIST" by V/S and ordered her to stop making distress messages. "CANBERRA" broadcast in Merchant Navy Code Recoded (at 1505): "Alleged enemy is a British Warship."

A full report of this incident was forwarded to Senior Naval Officer, SIMONSTOWN.

TUESDAY 23rd. July.- WEDNESDAY 24th. July.

Nothing of interest to report.

THURSDAY 25th. July.

1330. Spoke "S.S. CAPE WRATH" bound for DURBAN.

FRIDAY 26th. July.

P.M. Carried out H.A. Firing at S moke Burst.

SATURDAY 27th. July.

Nothing of interest to report.

SUNDAY 28th. July.

0900. Anchored in SIMON'S BAY.

1015. Secured in basin.

In consequence of vibration which had commenced on the 21st. July in the Port Outer Propeller Shaft divers were sent down to investigate. It was found that there was excessive wear in the 'A' bracket bearing and that the shaft had dropped. Senior Naval Officer SIMONSTOWN, therefore decided that the ship would be docked as soon as the dock could be made available.

MONDAY 29th. July.

Received news of the interception of an armed merchant cruiser by H.M.S. "ALCANTARA" in the vicinity of TRINIDAD ISLAND (South Atlantic).

TUESDAY 30th. July.

1200. Entered dry dock.

It was ultimately discovered that the wood and bush of the Port Outer 'A' bracket bearing had been worn completely down, together with the liner of the propeller shaft.

WEDNESDAY 31st.

After consideration of various alternatives by Senior Naval Officer SIMONSTOWN, Commander-in-Chief South Atlantic, and Commonwealth Naval Board, it was decided that the ship should return to SYDNEY at the best possible speed on three shafts in order to make good defects. Meanwhile certain other work was carried out in dock.

RESTRICTED

(See file 72/51/50)
Boulton 30/11/60

~~SECRET~~

The Commanding Officer, H.M.A.S. "Canberra".

15th July, 1940

3233/191/45

The Secretary, Navy Board, Melbourne.
(Copy to Rear Admiral Commanding Australian Squadron)
War Diary.

Submitted for information the attached War Diary
for H.M.A.S. "Canberra" for the period 2nd June to 15th July,
1940.

2. A copy of the Diary for the period 29th June
to 15th July has been forwarded to the Commander in Chief,
South Atlantic Station.

(Sgd.) H.B. Farncomb

CAPTAIN.

H.M.A.S. "CANBERRA" - WAR DIARY.

PERIOD 2nd June to 15th July, 1940.

SUNDAY, 2nd June. - MONDAY, 3rd June.

At Port Melbourne.

TUESDAY, 4th June.

1045: H.M.A.S. "CANBERRA" left Port Melbourne.
1130: H.M.A.S. "PERTH" joined H.M.A.S. "CANBERRA" in Port Phillip and both ships proceeded in company to Sydney. Exercises were carried out en route.

WEDNESDAY, 5th June.

1600: Secured alongside Garden Island.
1645: H.M.A.S. "PERTH" proceeded alongside H.M.A.S. "CANBERRA".
H.M.A.S. "CANBERRA" commenced a 14 days refit and gave 9 days leave.

THURSDAY, 6th June.

Captain H.B. Farncomb, R.A.N. relieved Captain W.R. Patterson, R.N., in command.

FRIDAY, 7th June.

0800: The flag of Rear Admiral J.G. Grace was transferred to H.M.A.S. "PERTH".

TUESDAY, 11th June.

Commenced hostilities with Italy.

THURSDAY, 20th June.

0930: Shifted berth to Chowder Bay where tests of Degaussing equipment were carried out.
Completed refit and Leave Period.

FRIDAY, 21st June.

1300. Left Sydney for Port Phillip en route to escort R.M.S. "STRATHMORE" to Capetown and then join the South Atlantic Station.

SUNDAY, 23rd June.

0020: Anchored off northern side of Symonds Channel, Port Phillip.
a.m. carried out Director Test.
1100: Sailed for rendezvous with R.M.S. "STRATHMORE" off Neptune Island.
p.m. carried out H.A. and Machine Gun firings outside Port Phillip.

TUESDAY, 25th June.

0800: Met R.M.S. "STRATHMORE" 5 miles 180° from Neptune Island (Spencer Gulf Area). Set course for Fremantle with her in company.

THURSDAY, 27th June.

1630: Catapulted Aircraft which proceeded to Albany, on route to Pearce Aerodrome.

FRIDAY, 28th June.

0900: Detached "Strathmore" to proceed independently to Fremantle.

0915: Exchanged identities with H.M.A.S. "Adelaide".

1045: Carried out 8" Full Calibre Firing at Battle Practice Target.

1400: Arrived Fremantle. H.M.A.S. "Parramatta" in harbour.

Completed with 1130 tons oil fuel and fresh provisions.

SATURDAY, 29th June.

0740: Left Fremantle.

Set course for Capetown at 18 knots in accordance with the following route instructions, escorting "Strathmore". The latter had on board 403 troops for the United Kingdom.

From the outer entrance of Fremantle swept channel through positions,

| | |
|----------------|-------------|
| 31° 56' 48" S. | 115° 09' E. |
| 29° 00' S. | 70° 00' E. |
| 35° 00' S. | 30° 00' E. |
| 37° 00' S. | 20° 00' E. |
| 33° 53' S. | 17° 59' E. |

Thence via Capetown Scept Channel.

SUNDAY, 30th June. - WEDNESDAY 10th July.

Uneventful passage to Capetown in good weather. Various exercises were carried out in conjunction with "Strathmore". Entered East Indies Station 1530 Z -6, 2nd July, in position:

30° 00' S.
88° 40' E.

Entered South Atlantic Station at 0230 Z-3 on 9th July, in position:

26° 25' S.
32° 55' E.

THURSDAY, 11th July.

0845: Secured alongside Collier Pier, Capetown.

FRIDAY, 12th July.

0700: Slipped and proceeded to sea with instructions to escort "Strathmore" until dusk, 13th July, on her route to Freetown, and then proceed to Simonstown.
0730: "Strathmore" slipped and proceeded.

SATURDAY, 13th July.

1100: Spoke Norwegian Tanker "Liss" bound for Capetown.

1830: Parted company from "Strathmore" in position:

Lat. $27^{\circ}00$ S.

Long. $10^{\circ}15$ E.

and set course for Simonstown.

SUNDAY, 14th July.

Nothing of interest to report.

MONDAY, 15th July.

0945: Secured alongside West Wall, Simonstown Basin.

(Sgd.) H.B. Farncomb

CAPTAIN.