

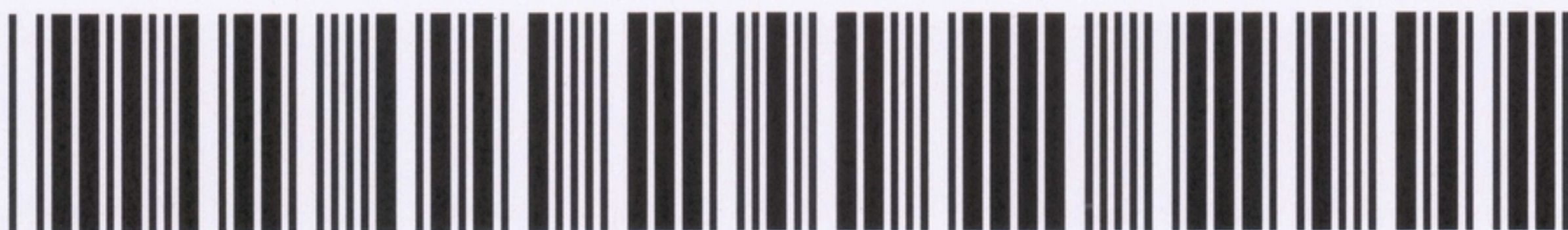
AWM78

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

AWM78 Class 238 - [Fairmile Motor Launch] HMA ML
802

File number: AWM78/238/1

Title: AWM78 238/1 - August 1943 -
December 1944



RCDIG1073784

238/1

M.L. 802

L. of P.

AUSTRALIAN WAR MEMORIAL
ACCESS STATUS
OPEN

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 1990

SECRET



2026/7/ 1221.

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. 'M.L. 802' -REPORT OF PROCEEDINGS.
December 1944

S.N.B. *Jan 26/1*

2.N.M. *28/2*

3.N.M. *3*

D. or P. *9/5 Loc 11/3*
Loc 11/3 ac 9/3.

D.R.M. *14/3*

D.N.I. *14/3*

Ops (N) *Jan 15/3*

N.S. *Jan 15/3*

D.E.(N) *20/3/45*

D.O.T.M. *18 21/3*

D.N.M.S. *in 24/3*

H.P.B. *27/3*

N.A.2.N.M. *27/3*

N.S. *Jan 28/2*

D.N.I. (N.H.R.O.)

St Parkin 24/4

Mr Slessor

Fitch

28/3K

292/3



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OBS (H)

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SUBJECT:

H·N·V·

~WX 803~

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-RECORD OF PROCEEDINGS-

KINDLE EYE

-J. GALT OF WOODBURY-

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DEPARTMENT OF THE NAVY.
MINUTE PAPER.

2026/7/1221.

133B

2644.

802

~~4/17/2~~ SUBJECT: HMA "M.L. ~~801~~" *Report of Proceedings December 1944*

~~S.O.C.C.~~ *17/2*

This M.P. is now on passage to Sydney for refit.

~~D.P.S.~~ *19/2*

~~D.T.S.R.~~ *22/2*

~~D.O.D.~~ *23/2*

~~D.C.N.S.~~ *23/2*

~~I.S.T.N.M.~~ *24/2*

~~N.S.~~ *21/2 D*

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. NG.269/3

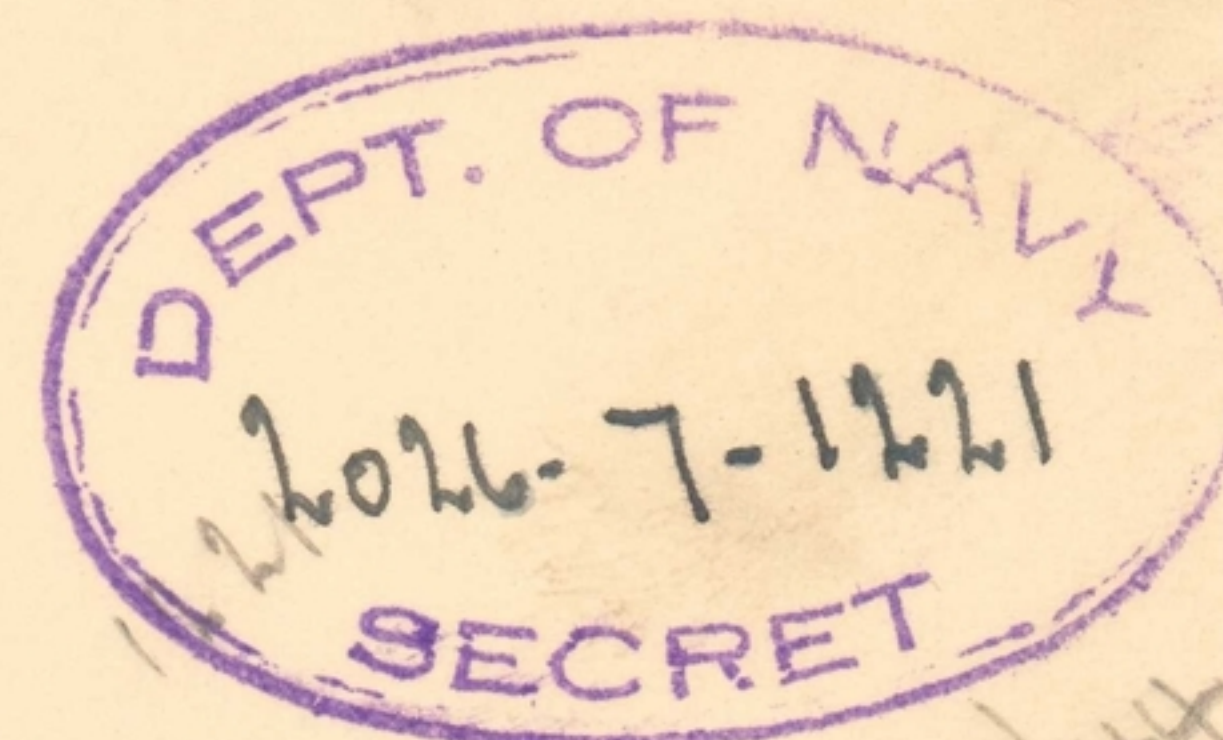
ACK BY. A.S. 1330Y

13 FEB 1945

INIT: *[Signature]*

The Secretary,
Naval Board,
MELBOURNE.

Office of N.O.I.C.,
New Guinea. Madang.
4th February, 1945.



H.M.A. M.L.802 - REPORT OF PROCEEDINGS - DECEMBER, 1944.

Submitted for the information of the Naval Board.

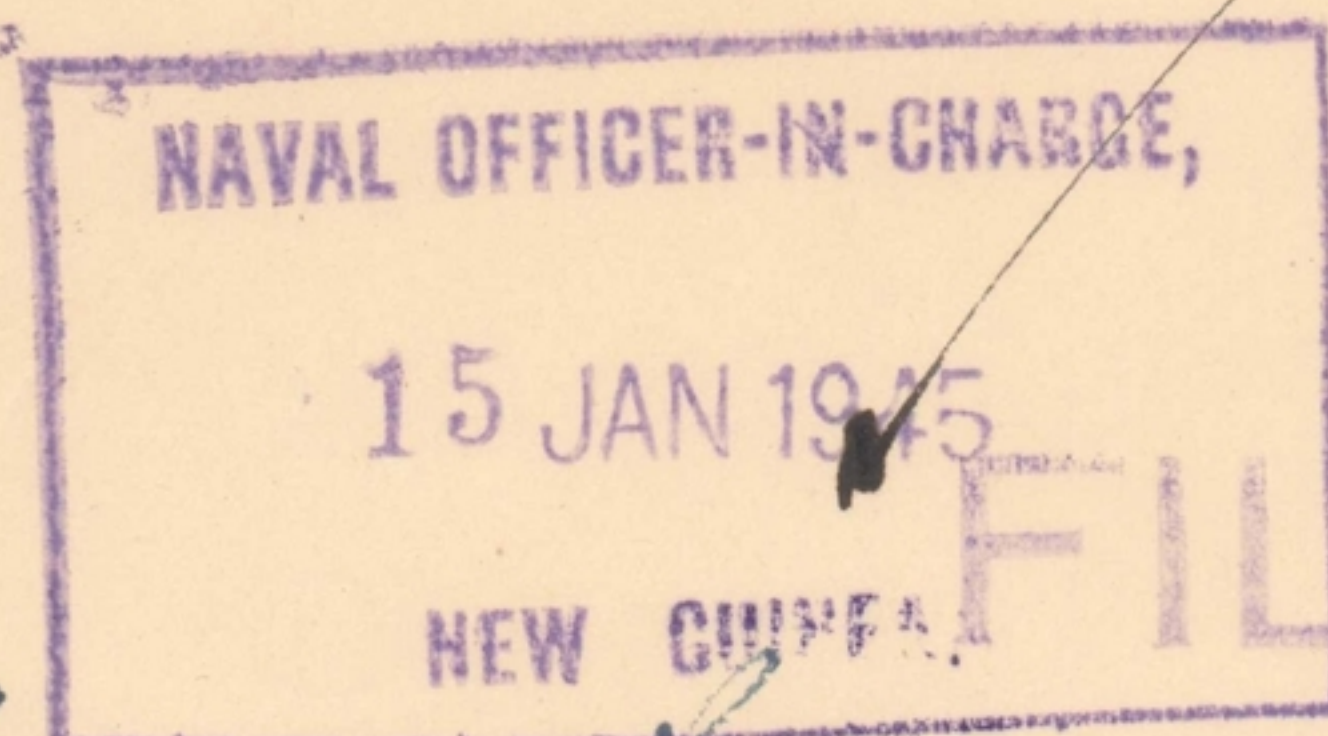
2. H.M.A. M.L.802 is being relieved by H.M.A.M.L.804 at Jacquinot Bay, and will return to Madang for repairs before returning to mainland. If possible H.M.A. M.L.802 will proceed in company with H.M.A.S. "Ararat".

[Signature]
A/ Captain R.A.N.
Naval Officer in Charge
New Guinea.

Copy to:

C.O. H.M.A.S. "RUSHCUTTER"

29



~~2/10/45~~
FILE NO. F.R.

H.M.A. "M.L.802".

FILE NO. **NS 269/3** *10 Jan 45*

From: Commanding Officer H.M.A. "M.L.802".

To: P.O.D.B. New Guinea.

Subject:- Monthly Report of Proceedings - Dec. 1944.

Herewith is Report of Proceedings for December 1944, original & one copy. Copy has been forwarded direct to Navy Board.

COMMANDING OFFICER,
P.O. Santos Lt. (RNVR)
H.M.A. M.L. 802.

H. M. A. M. L. 802. Report of Proceedings

December, 1944.

From 1st to 11th Dec. M. L. 802 was at Alenishafen undergoing engine overhaul. Satisfactory engine trials were carried out on 11th. On 12th & 13th. ship remained in Madang while ship was stored. On 14th-15th passage was made from Madang - Langemak. On route an exhaust was burnt out on the starboard motor, necessitating a stay in Finschafen from 16th-18th. On 19th-20th. passage was made uneventfully from Finschafen to Jacquinot Bay, New Britain.

From the time of arrival in Jacquinot Bay to the end of the month, patrol in the vicinity of Jacquinot Bay was carried out seven nights out of eight. During daylight reconnaissance trips were made along the coast as far as Wide Bay accompanied by Army Officers of the 5th Div viz:- 24th. Brigadier Sandover & staff a trip of 45 miles calling at plantations.

26th. Similar Operation.

26th-27th. Major General Ramsay & party.
Similar Operation.

28th. Similar Operation with Brigadier Sandover & party.

On 30th-31st. Army War Photographers accompanied vessel on normal patrol & photographed vessel & ships company etc for war record purposes.

Major defects are:

1. Asdic defective - no underwater fitting.
2. Five out of seven water tanks leaking.
3. Vibration in port shaft.
4. Bilge pumps have to be used very frequently.
5. Main refrigerator defective.

2.

Exercises of stations, gunnery & S.P. drills have been carried out nightly.

Health, discipline & conduct of ship's company are very satisfactory.

Distance steamed during Dec. - 1567 miles.

Hours under way - 140 hours.

✓ Average speed - 11.2 knots.

Total distance steamed since 15/7/44 - 9568 miles.

Total hours " " " - 915 hours.

Average fuel consumption/mile - Dec. - 2.95 galls.

COMMANDING OFFICER,

P. J. Shortus Lt. (R.A.N.R.).
H.M.A. M.L. 802.

24/10 5/3
CONFIDENTIAL
SECRET

23/11
2026/7/ 1221.
DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT:

H.M.A.S.

"H.L.'s 802, 819
11 1359.

REPORT OF PROCEEDINGS.

November 1944.

S.N.B.

27/10

2 N.M.

2/11/45

3 N.M.

27/11

D. of P.

from 1/12
50cc

D.R.M.

D.N.I.

(Later)

Ops.

(N)

5/18/12

N.S.

1/12

D.E. (N)

A/M's. KAG 4/1/46

D.O.T.M.

11/20/1/46

D.N.M.S.

21/3

H.P.E.

20/3

N.A.2.N.M.

2/3

N.S.

27/3

D.N.I.

(N.H.R.O.) *

22/11

27/3E

27/3



AUSTRALIAN WAR MEMORIAL

RCDIG1073784

23/

955

SECRET

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1221

3644.

SUBJECT: HMA "ML 802" Report of Proceedings November 1944
"ML 819" and "ML 1339"

S.O.C.C. 23/1

ML 802 - RCNB signal 291221 Nov. instructed NOIC New Guinea to sail this vessel to Sydney for refit. She should arrive during Feb.

ML 819 has arrived at Brisbane and is undergoing refit.

HDML 1339 was off-loaded at Milne Bay from U.S.A. and, although not completely fitted out has been used for urgent operational work. Vessel will be sailed to the mainland for refit on relief by another HDML being dispatched early in Feb.

D.N.S. is requested to remark on para. 7 of ML 1339 report. //X

D.P.S. 23/1

D.T.S.R. 26/1



D.N.S.

Enquiries re it were taken up on separate papers. Stores position in New Guinea has materially improved since 1339's report for Dec 44 and particularly since the advent of "Whangpu". It is noted that ML 1339 was to be paid off at Sydney. 12/10.

D.O.D.

HDML 1339 is to pay off at Brisbane 4/1/45

DCNS

1st Lt. R 22/1
2/1

From. The Commanding Officer, H.M.A.M.L. 802.

Date. 5 December, 1944.

ACK. BY. A.S. 1330Y

To.

16 JAN 1945

INIT.

THE Secretary, Naval Board, Melbourne
Through Officer-in - Charge, MLs New Guinea, and
Naval Officer-in-Charge, New Guinea.
Copy to the Commanding Officer, H.M.A.S. RUSHCUTTER.

SUBJECT. REPORT OF PROCEEDINGS FOR THE MONTH OF NOVEMBER 1944.

Submitted in accordance with the provisions of C.C.N.O.97/43 and ACB 0238 Section 2 (4) (j), the following report of proceeding for the month of November 1944:

2 On 1st. ML 802 was on passage from Madang to Langemak arriving at 0630K. Proceeding to Finchafen at 1530K. On the 2nd proceeded at 0400 in company with R.T. Tancred for Aware arriving at 1300K Thence proceeding with Tancred at 1320 to Gasmata arriving at 0830 on 3rd. 1255 departed Gasmata in company with Tancred and 30 barges. ~~XX~~ Barges were forced to return to Gasmata owing to heavy weather, ML 802 returning with them. A fresh departure was made at 1635 in indifferent weather and bad visibility. Arrived Jacquinot Bay at 0820 on 4th.

From the 5-21st the vessel was based on Jacquinot Bay and carried out nightly anti-barge patrols as far as Crater Point eleven nights out seventeen. The patrols were uneventful. On 11th and 12th reconnaissance work was carried out with Army officers, calling at Pomdiera, Cutarp Plantation, Baien, Kiep Plantation, Marau Plantation. Again on 15th and 16th similar work was carried out calling at Baien, Sampom, Marau, Cutarp and Pormis.

On the 17th endeavour was made to assist ML 827 aground, but sea conditions made this impossible. On 18th, 19th and 20th assistance was rendered in salvage operations and 21st after the loss of ML 827 an unsuccessful search for the hull was carried out.

Command was ~~relinquished~~ relinquished by Lt. BM Close and assumed by Lt. V.I. Shortus on 22nd.

On 22nd, 23rd, and 24th passage was made to Madang via Langemak, leaving Jacquinot Bay at 1200K and arriving at Langemak 0715 on 23rd.

Departing Langemak at 1800 23rd and arriving Madang at 0640 on 24th.

The vessel commenced engine overhaul and refit at Alexishafen on 26th and remained there for the remaining period of the month.

3 Prior to refitting, major defects were:-

- (1) Engine overhaul.
- (2) Auxiliary charging motor and pumps defective.
- (3) Excessive vibration of port shaft.
- (4) Excessive leakage into petrol compartment.
- (5) Asdic dome defective.

Of these (1) and (2) have been completed, ~~(3)~~ (3) and (4) cannot be ~~remedied~~ remedied without slipping and it is not known whether a new dome is available in respect of (5). Apart from a few minor defects, the ship is otherwise in a satisfactory state.

Exercises of stations and practices were carried out frequently during the month. The health, discipline and conduct of the ships company are satisfactory.

4 Distance steamed during month. 2509 miles.
Hours under way. 233 hours.
Average speed. 10.7 knots.
Total distance steamed since 15/4/44 8001 miles.
" hours " " " 775 hours.
Average fuel consumption per mile 2.89 gallons.
No records available prior to 15/4/44.

John F. Bottomley.
Lieutenant R.A.N.V.R.
for Commanding Officer.

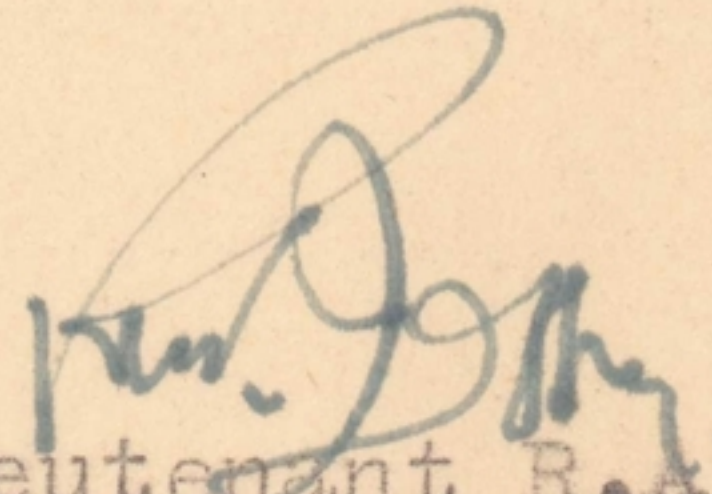
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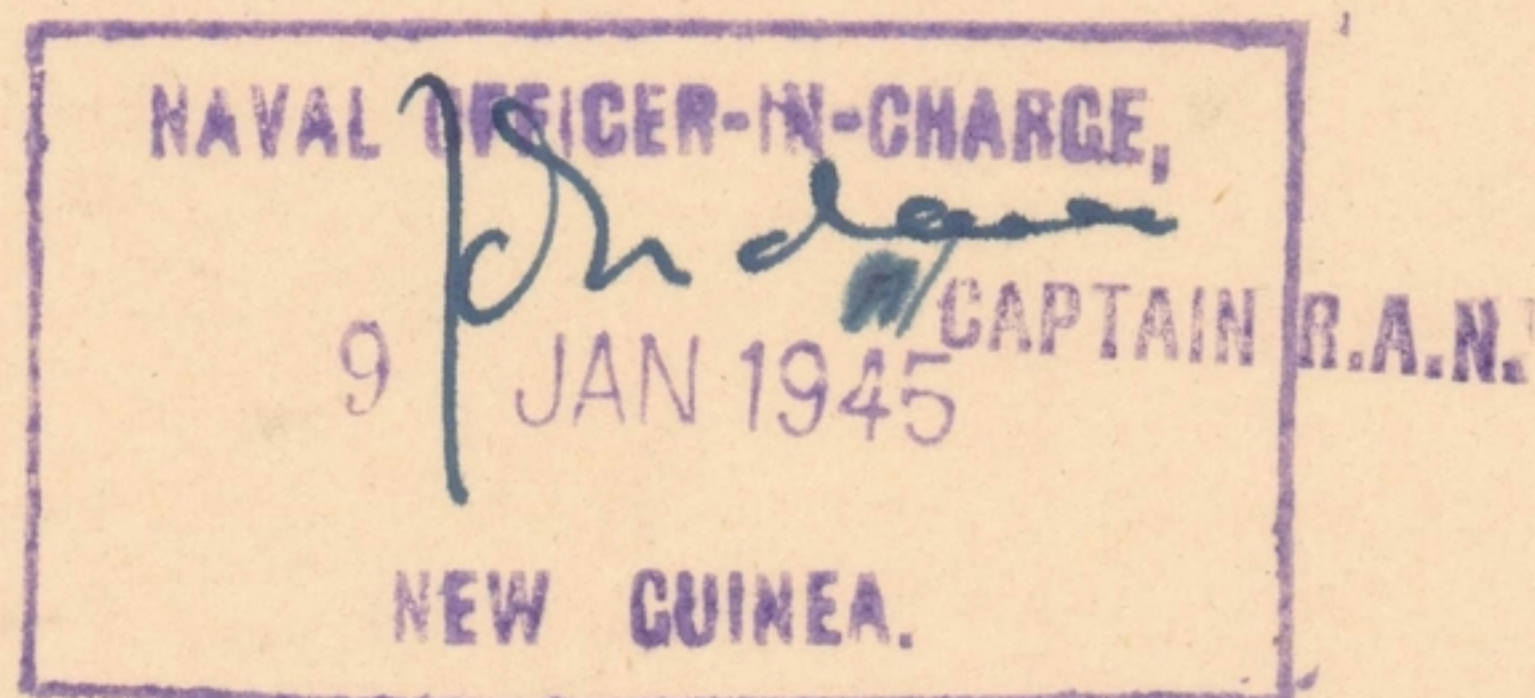
The Naval Officer-in-Charge, New Guinea.

Submitted in accordance with A.C.B. 0238 Section 2 (4) (9)
the following remarks on the above report.

This vessel has now completed top overhaul and other defects
and will return for duty at Jacquinot Bay.

It has not been possible to fit another dome as there are
none available in New Guinea.


Lieutenant R.A.N.V.R.
Staff Officer, Fairmiles.



From: Commanding Officer, H.M.A. "M.L.802"

Date: 1st November, 1944.

To: The Secretary, Naval Board, Navy Office, Melbourne through
O.C.M.L.'s, New Guinea, and N.O.I.C., New Guinea.
Subject: REPORT OF MONTHLY PROCEEDINGS FOR THE MONTH OF OCTOBER, 1944.

Submitted in accordance with Confidential Commonwealth Navy Order 97/43 and A.C.B. 0238, Section 2(4)(J), the following report of proceedings of H.M.A. "M.L.802" for the month of October, 1944.

2. From the first to the fifth the ship was stationed at Langemak under the orders of Port Director. At 1605/5 slipped and sailed with U.S.S. "Monterey" and P.C. 1121 for Hollandia at 14 knots. When 20 miles East of Madang, the U.S.S. "Monterey" increased to 16 knots and at 2210 the exhaust extension became red hot and dangerous so proceeded to Madang on one engine for repairs. This was completed along with an electrical survey and several other minor repairs by the 9th, and the period 9th to the 17th ship was employed on local patrol etc. at Madang.

Sailed at 1910 with Port Director, Biak (Lieutenant Wright, U.S.N.) for Langemak and returned to Madang after landing Port Director at Dreger Harbour arriving at 0500/18.

From the 18th to the 21st was spent in fitting Rolls Gun (ex 806) alongside Whang Pu.

Slipped at 1800/22 and proceeded to Cape Gloucester with Army and Naval Intelligence Officers. Arrived on the 23rd and returned to Madang on the 24th.

Sailed on the 27th for Lae with Naval Intelligence Officer to Lae for conference with Army G.H.Q. Left Lae on return a.m. 28th for Madang Calling at Langemak for fuel and stores.

29th and 30th engines were adjusted and gun trials carried out.

Sailed at 1400 for Langemak in company with Vendetta, Barcoo, and Swan to confirm with operation "Battle Axe".

3. Morale and health of ship's company is excellent and ship is in good repair and condition.

4.	Distance steamed during month.....	1382
	Total distance since 15th April, 1944.....	5492
	Average speed.....	10.5
	Total hours underway since 15th April, 1944.....	542
	Fuel consumption per hour at 1400 revs.....	38 gals.

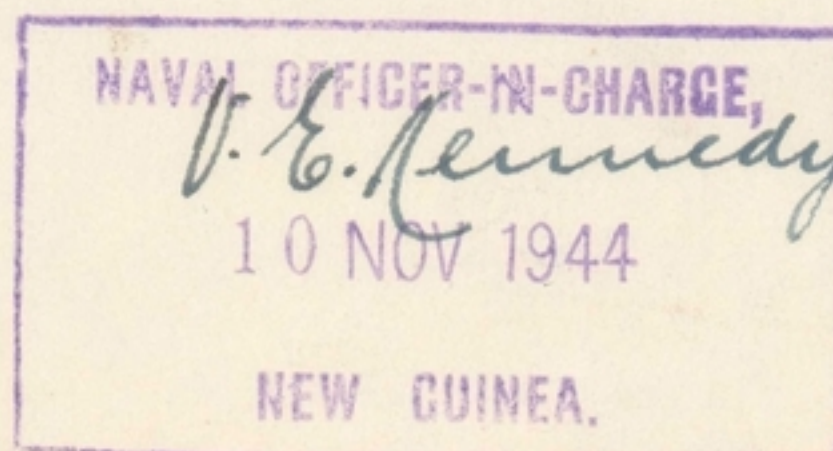
(Sgd.) B. Close
Lieutenant, R.A.N.V.R.
Commanding Officer, "M.L.802".

11.

The Naval Officer-in-Charge,
NEW GUINEA.

Submitted.

LIEUTENANT, R.A.N.V.R.
STAFF OFFICER (FAIRMILES)



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2026/7/1221

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DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.B. "ML's 802. 426. 1339" - REPORT OF PROCEEDINGS.

and 816 "

September 1944

S.N.B.

2.N.M.

3.N.M.

D.O.D.

D. of P.

DR(M)

D.N.I.

Ops (N)

D.E.(N)

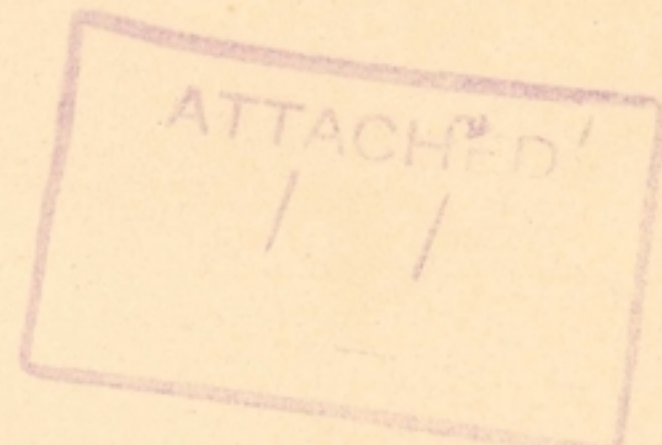
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~~SECRET~~DEPARTMENT OF THE NAVY
MINUTE PAPER

SUBJECT:

H. M. A " M L's 802, 426, 1339. a 816 "

Report of Proceedings - September 1944

~~D. P. S.~~~~D. T. S. R.~~

3/11

~~D. O. D.~~

4/11

~~D. C. V. S.~~

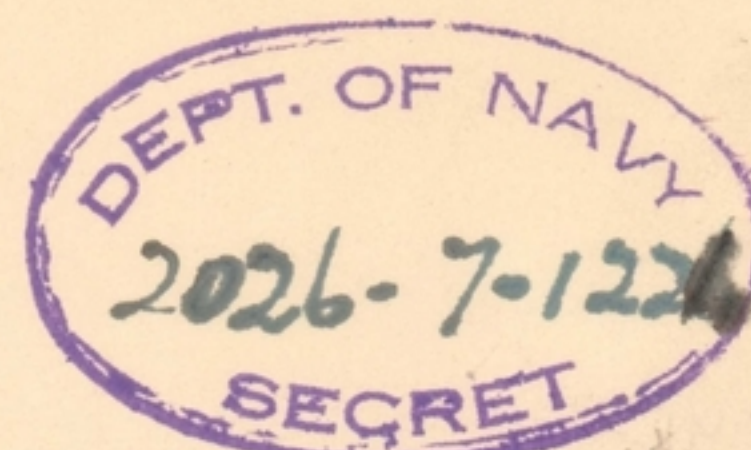
per 4/11

151

11/9/44

Ns-

8.
2/11



FROM :- C.O. ML 802

To :- Secretary, Navy Board, Navy House Melbourne; through NOIC New Guinea, copy to C.O. HMAS Rushcutter.

Date:- 1.10.44

Subject:- Report of Monthly proceedings for the month of Sept. 1944.

HN.

Submitted in accordance with C.C.N.O. 97/43 and A.C.N.B. 0238 Section 2 (4)n (j) the following report of proceedings for the month of September, 1944.

(2) During the period 1st. - 16th. ship was awaiting repairs to port propellor and propellor shaft and was doing local runs off Madang on one engine.

Proceeded on Sept. 16th. from Madang to Alexishafen and entered U.S. Dock at 0800/17. U.S.S. Otus sent repair crew to work on shafts etc. This was completed and ship undocked at 0815/19 and after doing trials proceeded to Madang to have A/S dome and auxilliary engine fitted. This was completed on 23rd. and ship sailed with mail for Saidor en-route to Langemak.

Left Langemak at 0435/28 and after rendezvous with U.S. Submarines Permit and Sea Wolf proceeded to escort them to a position 25 miles N.W. of Tolikiwa Island. On completion anchored off Baru Village on Tolikiwa Island for the night. Several sick natives were treated here.

Sailed at 0630/29 and rendezvoused with U.S. Submarine "Flounder" about 25 miles N.W. of Tolikiwa Island and escorted her to a position fifteen miles off Langemak. Arrived Langemak 1900/29.

The whole of the 30th. was occupied in awaiting fuel and water at Langemak.

(3) During the month three ratings were despatched on leave and with the exception of two cases of fever of unknown origin the health and welfare of the crew were good. The condition of the ship is good.

(4) Distance steamed during month = 610 Miles.
Total distance steamed since 15.4.44 = 4156 Miles.
At average speed of 11 Knots.
Total hours underway since 15.4.44 55 Hours.
No records available prior to 15.4.44

11

The Naval Officer in Charge
New Guinea.

B. Close, Lieut. RANVR.
Commanding Officer

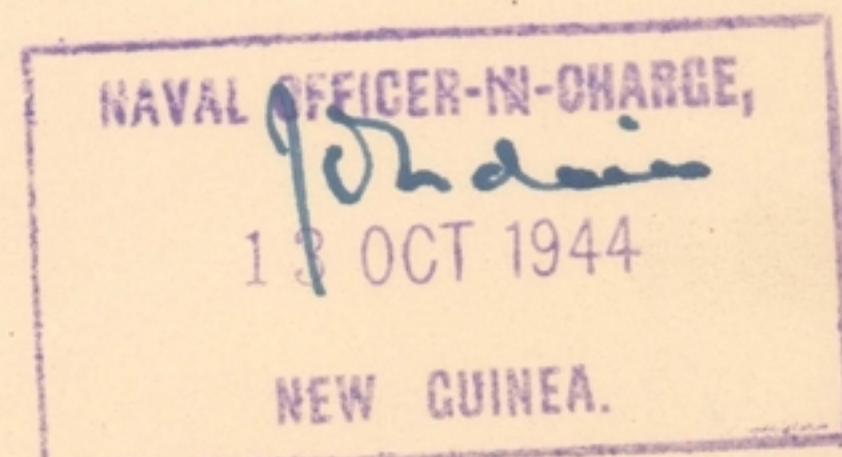
Lieut R.A.N.R.

Submitted.

[Signature]
Lieut R.A.N.V.R.

Staff Officer Fairmiles.

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A. B. 7880
Init
26.10.44
Date



RECEIVED
26 OCT 1944
NAVY CONFIDENTIAL RECORDS

DEPT. OF NAVY
2026-7-1221
SECRET

From Commanding Officer H.M.A. M.L. 802.

Date 31st August, 1944.

To Secretary, Navy Board, Navy Office, Melbourne, through
SO(F) Madang and N.O.I.C. New Guinea.

Copy to: Commanding Officer, H.M.A.S. "Rushcutter".

Subject: Report on monthly proceedings for August, 1944.

Submitted in accordance with CCNO 97/43 and ACB 0238
Section 2 (4) J the following report of proceedings of H.M.A.M.L.
802 for the month of August 1944.

2.

During the period 1st to 6th ship was stationed at
Port Moresby waiting for slipping.

August 7th Ship proceeded with N.O.I.C. and party including two
Angau officers and six Australian nurses to Kapa Kapa mission,
thence to Hula Hula mission, anchored the night.

August 8th Proceeded with N.O.I.C. and party calling on route at
Kapa Kapa mission arriving Port Moresby 1730/8.

August 12th Slipped with Army officers aboard to carry out target
towing for coast artillery, returned to harbour 1100/12.

August 13th 0930 Slipped and proceeded with party of seven officers
from H.M.A.S. "Basilisk" to Kapa Kapa mission returning to Port
Moresby at 1730/13.

August 14th Ship was slipped. Bottom scraped and a thorough
inspection of all underwater fittings by ships staff and BEO.

August 16th. Slipping completed. A/S batteries taken back aboard
fully charged.

August 19th. 1130 proceeded to Milne Bay arriving 1130/20. Speed
on passage 12 knots.

August ~~20th~~

21st Slipped 1230 with Captain Esdaile aboard for passage
to Madang. Proceeded through Jackdaw passage at 1500. At 2357
ship grounded on small coral patch $9\frac{3}{4}$ miles east of Tufi leads
during rain squall. At 0130 ship was refloated, damage sustained;
port propellor turned and port shaft slightly bent. Proceeded
to Langemak on starboard engine arriving at 2130/22.

August 23rd Proceeded to Dredger harbour for fuel thence to Finschaven
where U.S. Army diver inspected ships hull and underwater fittings
reporting damage as stated above. Report rendered to N.O.I.C.
NG through SO (F) Madang.

At 1800 Slipped and proceeded to Madang on starboard
engine speed 10 knots; Captain Esdaile aboard. Arriving Madang
0915/24.

August 24 to 31 Waiting for docking in US Navy floating dock at
Alexishaven.

During intervening periods crew were employed painting
ship and daily upper deck maintenance of ship's fittings and all
armament. From 1st to 5th a party of six hands and Commanding
Officer were landed every afternoon for drill at Basilisk in
preparation for opening of War Graves Cemetery at Port Moresby.

2.

Three members of the crew were granted 14 days leave; reliefs obtained from H.M.A.S. "Basilisk" through N.O.I.C. Port Moresby. Health and welfare and general conduct of ship's company was excellent.

Distance steamed during month..850 miles.
Total distance steamed since 15/4/44....3546 miles.
Average speed11.6 knots.
Total hours under way since 15/4/44370 hours.
No records available prior to 15/4/44.

(Sgd.) J.F. Bottomley
Sub Lieutenant R.A.N.V.R.
Commanding Officer.

II.

The Naval Officer in Charge,
New Guinea.

Submitted.


LIEUTENANT R.A.N.V.R.
Staff Officer Fairmiles.



Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.M.L. 802.

Date 31 July, 1944.

Reference No.

The Secretary, The Naval Board, Navy Office, Melbourne; through
To O.C.M.L's New Guinea and N.O.I.C. New Guinea.

Copy to The Commanding Officer, H.M.A.S. "Rushcutter".

Subject REPORT ON MONTHLY PROCEEDINGS FOR JULY, 1944.

Submitted in accordance with C.C.N.O. 97/43 and A.C.B. 0238
Section 2, (4) j, the following report of proceedings of H.M.A.M.L.802
for the month of July, 1944.

2. During the period 1 to 6 July the ship was completing re-fitting of new engines at Milne Bay. On 7 July proceeded on engine trials dropping Captain McDonald on route on a grounded Liberty ship in the vicinity of Jackdaw passage. At 1225 on 8 July slipped and proceeded to Port Moresby for operations, slipping and repairs. Arrived Port Moresby at 1325 on 9 July. 10 to 11 July the A/S batteries were landed to B.E.O. for charging and Dome removed and stowed on deck. This was necessary owing to A/S Generator being defective. (Awaiting spare parts from South). Slipped AM 11 July with convalescent party from 128 AGH and anchored on western side of Dragua Is., returning PM. And again on 12 July with convalescent party to Manubada Is.

3. At 0530 on 16 July proceeded to Yule Is. with three missionaries, Major Baxter (Angau) and NOIC Port Moresby and four Australian Army nurses, returning at 1835 to Port Moresby. On July 24 proceeded to sea to swing compasses, Lieut Pearce USNR (CA) on board to carry out swinging. On July 28 proceeded to search in vicinity of Pyramid Point for reported drifting motor boat, unable to locate. Proceeded at 0800 on 29 July to Kapa Kapa mission with Major Hall Angau and NOIC Port Moresby, anchored for the night and returned to Port Moresby July 30 PM.

4. Put to sea on the 31 July for one hour to stand by for a Douglas transport aircraft expected to crash in vicinity of Manubada Is. Aircraft landed safely, returned to harbour.

5. During intervening periods crew employed scraping and painting upper deck and ships side; from 24 to 31 July a party of six hands and 1st. Lieutenant were landed every afternoon for drill at Basilisk for ceremony at the opening of War Graves Cemetery at Port Moresby in the near future. Health, welfare and conduct of ship's company was excellent; but ship requires various repairs and slipping. Suggest transfer to Madang where more personnel are available for Ships repairs as so far no work has been carried out by base owing to an acute shortage of repair and maintenance staff.

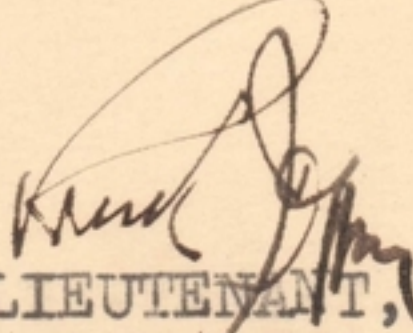
6. Distance steamed during month 688 miles.
Total " " since 15 April 2696 "
Average speed 11½ knots.
Total hours under way since 15 April 265 hours.
Hours under way in month of July - 61 hours.
No records available prior to 15 April, 1944.

(Signed) John F. Bottomley,
SUB LIEUTENANT, R.A.N.V.R.
COMMANDING OFFICER H.M.A.M.L.802.

11.

The Naval Officer in Charge,
New Guinea.

Submitted.


LIEUTENANT, R.A.N.V.R.
STAFF OFFICER FAIRMILES.

FROM: The Commanding Officer, H.M.A.S. L.802

DATE: 1st May, 1944.

TO: The Secretary, Naval Board, Melbourne
Through Officer-in-Charge, M.L's, New Guinea, and
Naval Officer-in-Charge, New Guinea
Copy to Commanding Officer, H.M.A.S. "RUSHCUTTER".

SUBJECT: REPORT OF PROCEEDINGS FOR THE MONTH OF April, 1944.

Submitted in accordance with the provisions of C.C.N.O. 274
97/43 and A.C.B.) 0238 Section 2 (4) (j), the following report of
proceedings for the month of April, 1944.

2. 5th to 7th. At Kwiera for repairs etc.
8th. At Kwato on patrol.
9th. China Straits Pilot patrol.
10th to 14th. Kara Kope patrol.
3. 15th. Lt. E. Husbands relinquished command
Lt. B. Close assumed command.
16th to 17th. Milne Bay patrol.
18th to 19th. Escorted submarine (USN) S47 to area exercises
"B" for aircraft exercises.
20th to 24th. Slipped at 0500 and proceeded to stand by Liberty
ship aground 1 mile south of Leila-Gana Island.
26th to 27th. Escorted submarine (USN) S47 to area exercise
"B" for aircraft exercises.
4. 28th. 0800 Rendezvoused with LCT 170 south of Killerton
Islands. Routed at 7 knots to pilot LCT to Lae; LCT has no compass.
1700 making good only three knots and owing to visibility of 300 yds
had to keep station ahead of LCT by stopping and going slow ahead on
one engine periodically. 1950, while approx 2 miles south of Ipototoe
light visibility reduced to 200 yds with heavy continuous rain, wind
force 5. Heaved to till daylight.
29th. At 0736 raised Ipototoe light and continued to
Lae; LCT having engine trouble and making maximum of 4 knots. M.L.802
giving engine trouble owing to low speeds. Impossible to leave LCT for
more than five minutes without losing her owing to visibility and her
lack of compass. At 1815 LCT requested we lead her to shelter to
effect engine repairs so anchored the night in Tufi harbour.
5. 30th. Weighed anchor at 0500 and proceeded and passed
Mitre Rock at 1900.
1st May. Arrived Lae at 1100 hours and entered to repair e
engine. M.L.802 unable to proceed at more than 1000 revs owing to
excessive continuous slow running average speed of advance- 5 knots.

(Sgd) B. Close Lt. R.A.N.V.R.

LL.

The Naval Officer-in-Charge
New Guinea.

Submitted.

K. Breydon

Lieutenant Commander R.A.N.R.
Officer-in-Charge M.L's

per R.A.N.R.

Commonwealth of Australia.

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Department of the Navy.

From : The Commanding Officer, H.M.A. M.L.802.

Date : 1st April 1944.

To : The Secretary, Naval Board, Navy Office, Melbourne.
Through Officer-in-Charge, M.Ls., New Guinea, and
Naval Officer-in-Charge, New Guinea.

(Copy to Officer-in-Charge, M.L. School, H.M.A.S. "Rushcutter")

SUBJECT : REPORT OF PROCEEDINGS FOR THE MONTH OF MARCH 1944.

Submitted in accordance with the provisions of C.C.N.O.
97/43 and ACB 0238 Section 2 (4) (j) , the following report of
proceedings for the month of March 1944.

March 1-4th. At Ladava making good engine defects.
March 5th. 1420. Slipped and proceeded to Buna, Com ander McKinnon,
Lieutenant H.J. Hughes and Lieutenant Childs taking
passage.
March 6th. 0655. Secured alongside H.M.A.S. "Warramunga". Commander
McKinnon and Lieutenant Childs left ship. (Buna
anchorage.)
1015. Slipped from "Warramunga" and proceeded to Lae.
2000. Secured alongside M.L. "801" at Lae anchorage.
2230. Proceeded on A/S Patrol.
March 7-10th. A/S patrol duties (Lae).
March 11th. 0400. Proceeded as A/S escort for S.S. "Katoomba" to
Finschafen. Developed engine defects owing to
water in fuel. 1700. secured alongside oil wharf;
proceeded to pump water from fuel tanks, dismantle
and clean carburettors and filters.
March 12th. Fuelled ship and proceeded on A/S patrol. A/S
patrol abandoned owing to more water being present
in fuel tanks, taken aboard at last fuelling. Developed
A/S defect : returned to harbour.
March 13-14th. Eliminating water from entire fuel system.
March 15th. 1400 Slipped and proceeded to Milne Bay.
March 16th. 1645. Severe shock felt throughout ship; submerged object
hit by port propeller (See separate report upon this
incident rendered March 17th.) Proceeded to Milne
Bay on Starboard engine.
1845. Secured alongside H.M.A.S. "Koopu".
March 17th. 28th. At Milne Bay waiting to go on Slipway.
March 29th. Proceeded to Balasana Slipway.
March 29th. 31st. On Balasana Slipway.

(Sgd.) E.F.M. Husbards
Lieutenant O.C.M.L. '802'

II.

The Naval Officer-in-Charge,
NEW GUINEA.

Submitted.

Lieutenant Commander RANR.
OFFICER-IN-CHARGE, M.Ls. N.G.

DEPARTMENT OF THE NAVY

2026/7/1124

MINUTE PAPER

SUBJECT: Amma "M.L. 802" - Report of Proceedings, August, 1943

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2 NM ~~Aug~~ 9/10

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DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: W.L. 802 - Report of Proceedings, August, 1943



[Handwritten notes and signatures, including dates like 10/10/43, 10/11/43, and 10/12/43, and names like J. H. ...]

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DEPARTMENT OF THE NAVY

2026/4/1124

MINUTE PAPER

Mr

SUBJECT:

H. M. A. L. 802 - Report of Proceedings Aug 43

D. R. S. as marked. 29/9.

D. R. S.

With regard to final paragraph of C.O.'s report - instructions covering this matter are included in "M.L. general & Technical Instructions" which have been prepared at Navy Office & are now awaiting final approval

R. D. Dowd
1/10/43

1st N. M. 7/10

N4

[Signature]

DEPT. OF NAVY
SECRET

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("RUSHCUTTER's" letter F.S. 3/16/305 of 16th. September, 1943.)

REPORT OF PROCEEDINGS - M.L. 802.

Checked for
CONFIDENTIAL

B.S. 2844/250/121
The Secretary,
Naval Board.

II
27 SEP 1943
INIT. *mbf*

Forwarded for the information of the Naval Board.

Naval Base Headquarters,
Potts Point, SYDNEY.
22nd. September, 1943.

J. Denison
CAPTAIN R.A.N.
A/Rear-Admiral.

St 6339
2507

Commonwealth of Australia

Department of The Navy.

CONFIDENTIAL

Royal Australian Navy.

From The Commanding Officer, H.M.A.S. "RUSHCUTTER".

Date 16 SEP 1943 Reference No. F.S. 3/16/305

To The Naval Officer-in-Charge, SYDNEY

Subject REPORT OF PROCEEDINGS - M.L. 802

The attached report of proceedings from M.L. 802 is submitted in accordance with your signal T.O.O. 110116/August.

2. M.L's have been told to forward reports of proceedings at the end of each calender month and on returning to Sydney for overhaul.

3. Running on one engine when speed of convoy allows, is concurred in.



A handwritten signature in dark ink, appearing to be 'Henry Ashman'.

a/Commander, R.N.

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.M.L. 802
Date 5th September, 1943 Reference No.
To The Commanding Officer, H.M.A.S. "RUSHCUTTER".
Subject REPORT OF PROCEEDINGS - AUGUST 14th to AUGUST 31st 1943

August, 14th (at Twofold Bay)

0900 Slipped and proceeded in accordance with N.O.I.C.S.
130203z.

1325 Rendezvous with O.C. 116, took station "S".

1745. Took night station "A".

August, 15th

0645. Proceeded independantly to Jervis Bay.

0840. Secured alongside at Jervis Bay.

1005. Commenced fuelling.

1255. Completed fuelling.

August 16th and 17th

At Jervis Bay.

August, 18th

0420. Slipped and proceeded, according to N.O.I.C.S. 160215z

0700. Arrived at rendezvous, C.O. 118 not in sight, proceeded to southward in order to overtake convoy if ahead of time. Awaited convoy in position 10 miles East of Montague Island.

1250. Sighted smoke from C.O. 118 to northward.

1450. Joined C.O. 118, took station "S".

August, 19th

0605. Proceeded independently to Twofold Bay.

1112. Secured alongside Eden Wharf.

August, 20th

1340. Commenced fuelling.

1435. Completed fuelling.

August, 21st.

0850. Slipped and proceeded in accordance with N.O.I.C.S.
200611z.

1515. Joined O.C. 118, took station "S".

1820. Took night station "A". Intermittent asdic defect.

August, 22nd

0615. Proceeded independantly to Jervis Bay.

1503. Anchored in Jervis Bay. Thoroughly overhauled
asdic installations.

1708. Weighed anchor and proceeded alongside.

August, 23rd

0900. Commenced fuelling.

1230. Completed fuelling.

August, 24th

1235. Slipped and proceeded in accordance with N.O.I.C.S.
230611z.

1345. Ship pounding in heavy sea, propellors racing
dangerously, turned 180° and returned to Jervis Bay owing
to inclemency of weather.

August, 25th

0600. Slipped and proceeded in accordance with N.O.I.C.S.
241224z.

0655. Defect in asdic re-appeared, turned 180° and returned
to Jervis Bay. Signalled for base A/S staff assistance.

0720. Secured alongside at Jervis Bay.

August, 26th

1045. Base A/S staff arrived, proceeded to sea, but defect
not apparent, installation thoroughly inspected and tested
throughout the day. New amplifier installed. Defect

presumed to be rectified.

1700. Secured alongside, Base A/S staff left ship.

August, 27th

0715. Slipped and proceeded in accordance with N.O.I.C.S.
260703z.

0730. Asdic defect again present turned 180° and returned
to Jervis Bay.

0740. Secured to buoy. Signalled N.O.I.C.S. for
instructions.

1115. Slipped and proceeded to Sydney in accordance with
telephone instructions from S.O.O.

1722. Entered Sydney Heads.

1745. Secured alongside Rushcutter.

August, 28th

0935. Slipped and proceeded to sea with base A/S staff.

1220. Secured alongside Rushcutter, A/S defect not
apparent during trip, presumed to have been rectified.

August, 29th

1800. Assumed A/S watch Obelisk Bay.

August, 30th

0730. Completed A/S watch, proceeded to sea for A/S trials,
no defect apparent.

1030. Secured alongside Rushcutter.

1315. Slipped and proceeded to Gore Bay for fuel.

1415. Commenced fuelling.

1445. Completed fuelling.

1500. Slipped and proceeded with base A/S staff for A/S
trials. No defect apparent.

1625. Secured alongside Rushcutter.

August, 31st

1523. Slipped and proceeded in accordance with N.O.I.C.S.
300220z.

1700. Recurrence of A/S defect. Turned 180° and returned

to Sydney.

1835. Secured alongside Rushcutter.

GENERAL.

Leaks which were apparent in the hull in the early part of the month have nearly all been stopped by the ship's staff, there being only a few minor leaks at present.

It was found that when proceeding at low speed on both engines during convoy escort (below 1100 revs.) for a prolonged period that the engines ran too cold and the sparking plugs got oiled up and when high speed was required it was a considerable time before the engines could be made to run at all smoothly and give their normal power output. I therefore decided to do all convoy escort work on one engine, running at from 1000 - 1400 revs, as requisite and changing over engines each hour. By this method it is possible to attain maximum speed far more quickly in a case of emergency also it effects a considerable saving in fuel and engine hours.

(SGD) E. HUSBANDS. Lieut. R.A.N.V.R.

Commanding Officer,
H.M.A.M.L. 802

AWM 78