

AWM78

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

**AWM78 Class 263 - [Fairmile Motor Launch] HMA ML
827**

File number: AWM78/263/1

Title: AWM78 263/1 - June-October 1944



RCDIG1073929

"M.L. 827" L. of P.

[263/1]

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 (M) Admin 18-13.
Reviewer: LCDR R. L. Smith (RANEM)

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



DEPARTMENT OF THE NAVY

2026/7/1198

MINUTE PAPER

SECRET

SUBJECT: H.M.A.S. *ML 827* *October* - REPORT OF PROCEEDINGS.

(MIL 806 September)

October 1944

S.N.B.

2.N.M.

3.N.M.

~~E.C.D.~~

D. OF

D.N.I.

Ops (N)

D.E.(N)

D.O.T.M

H.A.B.

N.A.2.N.M.

~~N.5.~~

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

D.E.(N) *REG.*

NS

1/2 11/15

1/2 27/15

728 W. i. v. 11. 11. 11.

[Faint handwritten signature]

一、關於「中國」的定義。中國是一個多民族、多語言、多文化的國家，其疆域範圍在歷史上曾多次變動。在現代國際法上，中國的領土範圍應以1911年辛亥革命前的疆域為準。

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4/12
DEPARTMENT OF THE NAVY
MINUTE PAPER

2026/7/1198

364A-

SUBJECT:

H.M.A. "M.K 827"

Report of Proceedings

October 1944

D.P.S. *[Signature]* 23/11

↓
D.T.S.R. *[Signature]* 2/12

D.O.D. *[Signature]* 2/11

D.C.N.S. *[Signature]*

for *[Signature]* 2/12

N.S.

28/10

Head of it action taken on file 1893/2/165 J.N. 6/12

Please extract para. 6 and send it to

D.C.H.B. with reference to N.S.N. 048784

(1893/2/165) of 3 Oct. and his A.A. 222/44

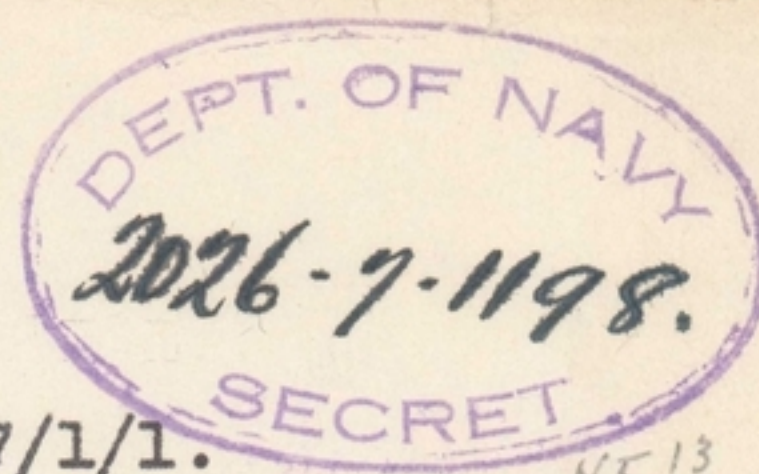
of 5th Oct.

[Signature] 5/12.

RECEIVED
22 NOV 1944
CONFIDENTIAL
From: Commanding Officer, H.M.A. "M.L.827".

Date: 31st October, 1944.

Reference No. 827/1/1.



To: The Secretary, Naval Board, Navy Office, Melbourne, through Staff Officer (Fairmiles), New Guinea, and N.O.I.C., New Guinea.

Subject: PROCEEDINGS FOR THE MONTH OF OCTOBER, 1944.- H.M.A. "M.L.827".

Submitted in accordance with A.C.B. 0238, Section 2(4)(J), the following report of proceedings for the month of October, 1944.

HN
1. Operations.

The month was spent from 1st October to 15th October, under the operational orders of C.N.B. Manus (U.S.N. Base 3205).

The entire period was devoted to the collection of mainland ex indentured native labourers marooned in the Auwa, Matty, Ninigo group, and Hermit group of islands. They were formerly on plantation.

This duty was necessary because the above natives had no food and tribal fighting between them and local natives had occurred.

187 natives were transported in groups of 60 after they had first been collected at Longan (Ninigos) and Maron (Hermits).

2100 gallons of Japanese fuel (in drums) was used so as to avoid the need to return to base.

The ship's water supply was augmented from rainfall and 170 gallons was still left after 11 days without embarking water.

A whale boat was towed with native food.

The operation was completed. Major J.K. McCarthy, M.B.E. of Angau was embarked.

On October, 15th, M.L.827 was ordered to Madang, arriving p.m. October, 16th. Engine and armament defects were made good, trials completed and the ship made ready for sea and war. M.L.827 proceeded to Langemak on October, 31st to take part in operation "Battle Axe".

2. State of Ship.

At 1200k, 31st October, M.L.827 was ready in all respects except for 2½ feet of copper sheathing missing on Starboard side.

This ship should be slipped when convenient for examination of the hull.

Refer reports for August and September (damage in dock to false keel and use of Oregon timber without copper).

Trouble may later be developed in the white metal A Bracket bearings poured by U.S.N. Staff at Manus.

3. Engines.

Following wiring replacement and fitting of a new distributor rotor and the removal of water accumulation from the fuel tanks, the engines are now operating satisfactorily. Starboard generator is burnt out and is not being used.

Auxiliary machinery is satisfactory.

4. Health.

Good.

5. Welfare and Personnel.

Morale of the ship's company is excellent. Enthusiasm shown in drills and training is having good results.

6. Hydrographic Information.

4
A clear passage with depths of water over 4 fathoms was surveyed and plotted between Longan Island and Pihun Island. This represents a passage over Ninigo Lagoon. There is a good anchorage for small ships inside the Lagoon off Pihun. This ship proceeded there

for the purpose of embarking fuel from a former Japanese benzine dump. Particulars of the passage will be supplied if required.

With regard to the approach to Pak Island anchorage (East of Manus), vide letter of proceedings for July and Navy Office Letter 1893/2/165, I respectfully submit that the information supplied regarding the safety of the western approach can be supported by four other officers. In connection with the eastern approach there are very many dangerous reefs and the entrance if any is extremely difficult to negotiate. In 1936, the schooner "Posiedon" grounded while attempting the entrance. A lead line was used extensively across the western entrance and its approaches and no submerged reef other than the submerged extension of the Ulaon atoll which does not complicate the entrance, could be detected. It is suggested that if an aerial photograph could be obtained from C.N.B. Manus the matter could be put beyond doubt. Information contained in A.H.P.3 has been noted.

7. Statistics: October.

| | |
|---|---------------------|
| days at sea | 18 |
| October engine hours | Port 159, Stbd. 159 |
| Miles per gallon of fuel | 2.7 miles |
| Distance steamed during October | 1960 " |
| Total distance steamed | 9736.6 " |
| Average speed | 12.2 Knots |
| Total Engine hours to 31st October, 1944. | Port A 685 B 159 |
| | Stbd. A 680 B 159 |

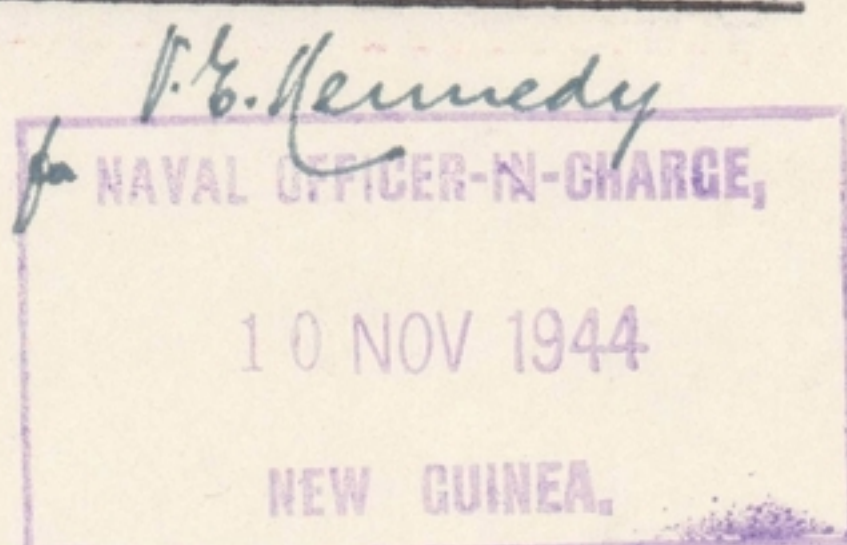
(Sgd.) Ian F.G. Downs.
Commanding Officer,
H.M.A. "M.L. 827".

11.

The Naval Officer-in-Charge,
NEW GUINEA.

Submitted.

[Signature]
Lieutenant, R.A.N.V.R.
STAFF OFFICER (FAIRMILES)





DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/ 1221

SECRET

SUBJECT: H.M.A.B.M.L's 827; 1338; 1339- REPORT OF PROCEEDINGS.

August 1944

S.N.B.

2.N.M.

3.N.M.

D.O.B.

D. of P.

SE(N) is requested to remark on para 3 of ML 827 report.
ML 827 was lost on 20 Nov. 1944.
H.M.L. 1338 is now refitting in Brisbane.

D.N.I.

DRM

Ops (N)

D.E.(N)

D.O.T.M.

DNMS

H.E.B.

N.A.2.N.M.

N.5.

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

para. 3. - This was obviously a ship on the part of SNSO Sydney. - Replacement shafts which are being manufactured locally are the 2 piece variety (each length approx 11ft) in lieu of the original U.K. 1 piece (22ft) type, & are certainly not 24" too long.

NOIC Sydney is to be informed by letter of the following extract " etc "

E.O.M.L. & K.A.G. 16/2/45

No Peer 2 of H.M.L. 1338.
The statement is incorrect & in any case Malacca is a well run well equipped vessel. The good effect of exposure of the body to the heat of the sun is largely a myth.

see 656 201 343.
Jmm 2/12/44

14
23/12/44
Mr. Llesse
Zit

10/13
24/12/44
8/30

19/12/44
H. H.

SECRET



11 MAR 1945 1338-1339

Refined 1945



21/11

27/11

DEPARTMENT OF THE NAVY

356B

MINUTE PAPER

2026/7/1221

SUBJECT:

Report of Proceedings for

M/L 827, 1338, 1339.

August 4th

21/11
H/N

D.P.S. 22/11

D.T.S.R.

Para 6. Remarks re mails are a refreshing change.
I got just a little sick of the New Guinea blarney
re mail having put up with mails about one way
three months at the best and again receiving one
week's worth after arriving in Australia.

D.O.D.

25/4

D.C.N.S.

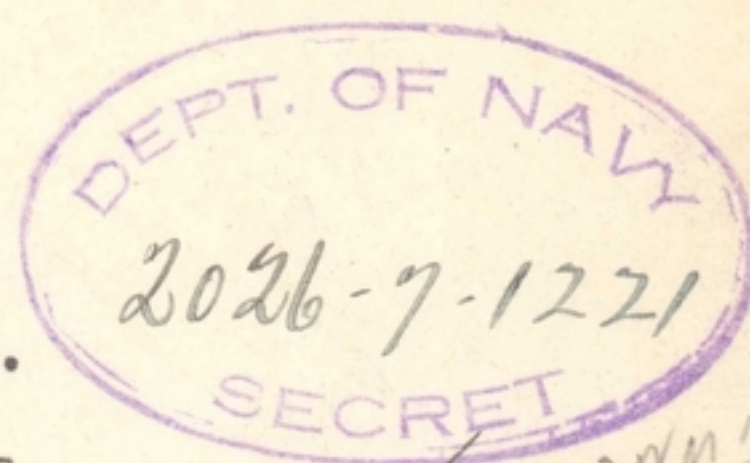
27/11

22/11/5

20/11/5

S/N M 22/11
N.5

23/11



FROM: The Commanding Officer, H.M.A. M.L. 827.
DATE: 2 September, 1944. Ref. No: 827/1/1.
TO : The Secretary, Naval Board, Through Officer-in-Charge,
New Guinea.
Copy for the Commanding Officer, H.M.A.S. "Rushcutter".
SUBJECT: REPORT OF PROCEEDINGS FOR THE MONTH OF AUGUST.

Submitted in accordance with C.C.N.O. 97/43 and
ACB 0238 Section 2 (4)(j), the following report of proceedings of
H.M.A. M.L. 827 for the month of August, 1944.

2. The month was spent entirely in Seeadler Harbour,
Manus Island waiting for docking and repairs. The ship was finally
docked on August 30th.

Engine Overhaul:

As there appeared to be no possibility of the ship
being docked owing to the waiting list of ships with higher priority,
it was arranged to commence a full five hundred hour engine overhaul.
Assistance was obtained from U.S.S. "Medusa" and valves and valve
seats were recut in that ship.

3. Repairs to Ship in Dock:

The damage reported at the enquiry into grounding on
August 8th was found in dock to be correct.

Repairs were immediately commenced. Main difficulty
facing the repair party was the fact that the shafts supplied from
Sydney were two feet 8 inches too long, secondhand and bent at the
ends. These shafts will have to be cut and new key-ways tooled.

It is anticipated that the ship will be out of the
dock by September 6 and that engines will be reassembled and the
ship ready for sea by September 30.

It is understood that pressure of work has prevented
U.S.S. "Medusa" from completing the work on our engine heads. The
false keel was damaged by a hydraulic jack in dock which split and
broke the timber. No timber was placed between the lifting pillar
of the jack and the keel.

4. Asdic Gear:

A new dome will have to be fitted as insulation of the
underwater unit is most unsatisfactory. The unit has been stowed.

5. Radar:

Delivery has been taken of new Radar gear. This
equipment, including aerial, will have to be wired and fitted.

6. Health:

Gastro-Enteritis in mild and severe forms has been
general in this area. Some members of the Ship's company were sick.
At the close of the month all of them were well.

A/B Raymond Perkins O.N. B/2485 was despatched to Milne
Bay via Madang on August 6 following discharge to U.S. Navy Hospital
Manus on 25 July. Diagnosis in hospital at Manus was psycho-Neurosis.
I am of the opinion that this rating should be able to recover
rapidly if he makes an effort to do so. Domestic trouble coupled
with an absence of mail was a contributory cause. The mail service
is now much better.

7. Welfare:

Work aboard ship, recreation and swimming at Rara Island and
visits to American and R.A.A.F. installations have maintained
morale in very difficult circumstances.

At least one member of the Ship's company is well
overdue for leave. The crew is one man short. An addition, A/B
Cross W.R. O.N. F/5102 has arrived in New Guinea on draft to this
ship for S.D. duties, but for reasons not known he has been
appropriated for duties elsewhere.

8. Inquiry:

An inquiry was assembled aboard H.M.A.S. "Shropshire" on August 10, regarding the grounding of this ship on July 25 and the relevant subsequent events. Captain H.A. Showers A.D.C. R.A.N. was President.

9. Statistics:

Days at sea ... Nil.

Engine Hours .. Nil.

Distance steamed .. Nil.

Total distance steamed since commissioning 7,738 miles at an average speed of 10.6 knots and not including tow between Brisbane and China Strait via Cairns. Total Engine hours Port A 526 $\frac{1}{4}$, Starboard A 507, Port B 526 $\frac{1}{4}$, Starboard B 507.

Hours underway including tow, above 730 hours.

10. Forward Gun:

The Rolls-Royce two pounder gun removed in June, 1944, has not been replaced. A dummy gun made of wood has been mounted.

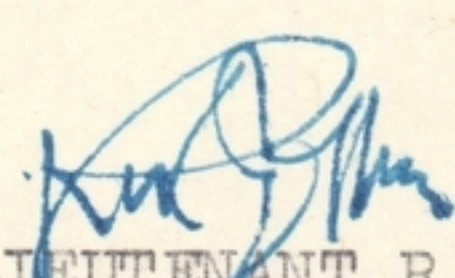
(Sgd.) I. DOWNES
COMMANDING OFFICER
H.M.A. M.L. 827.

II.

The Naval Officer-in-Charge,
NEW GUINEA.

Submitted.




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

28.9



284A
334B

Secret

DEPARTMENT OF THE NAVY.

2026/7/1198

MINUTE PAPER.

SUBJECT: H.M.A.S. M.L. 827 - REPORT OF PROCEEDINGS.

S.N.B.

2.N.M.

3.N.M.

D.O.D.

D. of P.

D.N.I.

Ops(N).

D.E.(N).

D.O.T.M.

H.P.B.

N.A.2.N.M.

N.5.

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

July 1944

10/10
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14/10
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24/10
27/10/44

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File

17/10/44

13/11

2026/7/1198

DEPARTMENT OF THE NAVY.
MINUTE PAPER.

3644

~~SECRET~~ A13/9

SUBJECT: "M.L. 827" - Report of Proceedings - July 1944

W. of P. A. 11/4/9. An interesting report.

~~Secy~~ 11/4/9

D.O.D. Please arrange for the hydrographic information in this report to be extracted for C.T.G. 70.5 20/9.

~~O.C.N.S.~~

2) H of N Action taken on 1993 2/165. Request pages 2 to 9 (inclusive) of this Report be copied and sent to CTG 70.5 with covering Memo "Forwarded for information. Extract of Report of Proceedings of M.L. 827 for Month of July 1944" 22/9

1/81 N.M.

Lim

A 26/9

~~D.T.S.R.~~
A.R(N)
NS

Presume a forward pass will be fitted how these vessels are returning to the mainland. 6/10

26/9 20/9

NS

Royal Australian Navy.DEPT. OF NAVY
SECRET

2026-7-1198

IN REPLY PLEASE QUOTE

No. F.R. 016/B/43/1

Office of the N.O.I.C.,
New Guinea. Madang.
24th August, 1944.

RECEIVED

11 SEP 1944

NAVY CONFIDENTIAL RECORDS

The Secretary,
Naval Board,
MELBOURNE.M.L.827 - REPORT OF PROCEEDINGS FOR MONTH OF JULY, 1944.Submitted for the information of the Naval Board the
above report.2. The minutes and report of the Board of Inquiry are
being forwarded under separate cover.Captain R.A.N.
NAVAL OFFICER IN CHARGE.
NEW GUINEA.

Ack'd By Form

A. S. 1944

Init.

Date

Checked for
IndexingHN.
11/9/44

CONFIDENTIAL

FROM : Commanding Officer, H.M.A.M.L. "827".

Date : 1st. August, 1944 Ref. No. 827/2/3.

TO : The Secretary, Naval Board, Navy Office, 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 MONTH OF JULY, 1944

Submitted in accordance with A.C.B. 0238 Section(2) 4 j.
the following Report of Proceedings for the month of July, 1944.

MOVEMENT OF SHIPS

- July 1. En route Langemak from Madang. Seven army passengers and stores. Arrived and berthed Langemak 0800K.
2. At Langemak.
3. To Rooka (Umboi Is.) under direction of D.S.O.(I), N.G. Lieut. J.W.P. Smith additional for Intelligence Duties, also Capt. P. Figges, A.I.F.
4. Carrying out reconnaissance, Rooka Island.
5. Returned to Langemak and berthed 1300K.
6. At Langemak. New wireless set fitted.
7. Departed for Admiralty Islands 1230K.
8. Arrived Seeadler Harbour (Admiralty Is.) 1200K. Proceeded Inrim Plantation.
9. Awaiting orders in Seeadler Harbour.
14. Departed for Anchorite (Kaniet Group) and Sae Islands 0700K. Arrived Anchorites 1700. No anchorage in weather conditions. Hove to for night.
15. Embarked 12 natives and 1 Phillipine evacuees from Islands. Proceeded to Sae Group 1150. Arrived Sae Is. 1310. Reconnaissance of Island. Departed from Hermit Group 1350. Arrived Hermit Group 1650. Entered by western entrance and anchored off Luf Is. at 1850K.
16. Departed for Ponam Is. 0830K. Arrived Ponam 1750K.
17. At Ponam Is. Obtained fuel and water.
18. To Lessau Bay via Sori, Harengau and Marengau Is. Arr. 1600K.
19. Departed 0700K. Called at Bipi, Mbuke and Johnson Is. and anchored off Mok Is. N.W. of Baluan Is. at 1650K.
20. Departed 0700K. and proceeded Pak Is. via Lou and Rambutyo Is. for reconnaissance. Arrived Pak 1655K.
21. Proceeded to Ndrova Group, arrived 0930K., dep. 1200K. for Kelana Harbour then to Hyane Harbour and Lorengau, arriving 1700. To Inrim Plantation. 1840K. departed.
22. To Mokerang Is. Fuelled and embarked water. To Inrim 2330K.
- 23-24. Engine overhaul.
25. Grounded diving trials.
- 26-31. At Lorengau awaiting orders.

OPERATIONS.

2. The ship was detached from the Madang Flotilla during the whole of the month and operated under the direction of D.S.O.(I), N.G.

Two main operations were carried out. The first, from July 3-6 inclusive, was a reconnaissance of Rooke (Umboi) Is., a report on Luther anchorage particularly, and a general report on the existing state of affairs. This was carried out and a full report submitted to D.S.O.(I) N.G.

On July 7th., M.L.827 departed for Seeadler Harbour (Admiralty Is) with instructions to embark Lieutenant W.R. Smith and convey him to various parts of the Admiralty and Western Islands for Intelligence purposes. M.L.827 arrived Seeadler at 1200K, July 8th. but Lieutenant Smith was not ready to proceed until July 14th. when he was embarked together with Captain J.K. McCarthy A.I.F. (Angau), and four Manus natives. M.L.827 departed for the KANIET Group 140 miles N.W. by West of Manus.

Admiral
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The Islands were reached at 1700, but as no Allied force had been there since the outbreak of the war it was considered to be unwise to carry out any further operation owing to the approaching darkness. We then lay 2 miles off the Islands on the Western side of the fringing reef until dawn on July, 15th. After careful reconnaissance during which a number of natives were sighted, two of our Manus natives (who were carried for this purpose) were landed in a rubber boat to contact natives on the Eastern side. The surf and swell was extremely heavy and unfortunately it was necessary for us to operate on the weather side of the Island.

Owing to the depth of the water (which is up to 36 fathoms within two or three yards of the reef all round the Island any boat operations are very hazardous in bad weather because the reef is like a sharp wall and the fall is extremely steep. After two hours it was established that no Japanese were on the Island which was populated by 12 natives who had been brought there by W.R. Carpenter & Co. in 1939 to act as plantation labourers, one Filipino, and one indigenous native - the last of his race. As all of these people were starving I decided to attempt to evacuate the whole population and this was successfully done by 1150K. The Filipino (Pedro Billanulta, born 1870, Alien Registration No. (New Guinea R.1357) informed us that although the islands had been bombed by aircraft he had not been in contact with either Japanese or Allied forces and that no strangers had been there since the M.V. "Duranbar" (W.R. Carpenter & Co.) about 1940. There have never been any Europeans in the small Kaniet attols and Billanulta was the overseer of the small plantation. The indigenous native was Lasa, originally the chief of the Kaniet and Sae people who have been gradually dying out during the past 30 years. All these people were eventually landed at Ponam Is. and handed over to the Australian New Guinea Administration Unit.

It should be noted that the cost of repatriation of these 12 native labourers and of the Filipino, would, under the native Labour Ordinance of 1936-42 be the responsibility of W.R. Carpenter & Co. and it is suggested they be charged through A.N.G.A.U. for the evacuation. It is considered that this ship was able to forestall the death of these people by Starvation.

(see 15th July 1944)

3. The even smaller Sae Group which lies thirty miles below the equator was then visited. No population of any kind was evident. This island was then found to be totally uninhabited. M.L.827 then proceeded to the magnificent Hermit Lagoon harbour, fifty miles S. by W. of the Kaniet Gp., and anchored off the N.W. anchorage at 1830K.

4. On July 16th. we proceeded back to the main Admiralty Group and anchored at Ponam Is. where United States Carrier Aircraft landing strip and base is situated, arriving 1800K. July 17th. was spent at Ponam obtaining fuel and water which had to be pumped aboard by hand. July 18th. departed on reconnaissance of Admiralty Islands. The following Islands were visited (and the harbours inspected), while Lieutenant Smith disembarked for intelligence duties, between July 14 - 21.; -

Manus Island, Hus, Harengau, Sori, Marengau, Pahi, Sisi Lin, Sisi Mandriau (Bipi), Mbuke, Vogali, Baluan, Mok, Pom, Lou, Horno, Pak, Ndrowa and Los Negros. The following sections of Manus Is. were visited; -

Inrim, Bundralis, Nares Harbour, Sopa Sopa, Lessau, Kali Bay, Kelama, Kyane Harbour and all parts of Seeadler Harbour.

This ship was not required to make any detailed report as Lieut. W.R. Smith was carried for this purpose and was afforded every possible opportunity to make his investigations, which I understand, were of a confidential nature.

The Admiralty charts for the western and south western sections caution mariners that numerous and uncharted reefs exist and that the depths on the reefs charted are not known. It would appear to be almost an understatement. The area between Sisi Liu and Kali Bay, and from Sisi Mandrian, south to the Reef would appear to be a mass of uncharted shoals.

Vessels drawing more than ten feet would be well advised not to pass between Sabben Islands and the mainland without a very good local knowledge. Several reefs with less than 2 fathoms were sounded in this area.

Fortunately I had some knowledge of it before the war and although considerable care was necessary, the navigation of the ship in the areas that had to be visited was not as difficult as I had expected.

PAK ISLAND. Slip and Harbour for Small Ships.

Apart from the known anchorages in the Admiralty Group which are nearly all shown on reliable plans and charts, sailing directions, or publications of the Allied Geographical Unit, the only harbour not completely covered would appear to be the anchorage that exists between the small Uluman atoll lying off the north west corner of Pak Is. and the island of Pak. There is an easy approach free from hazards and the anchorage is free from reefs or nigger-heads with depths of water from 20 to 3 fathoms and a bottom of broken coral, sand and weed. A current of about 2.4 knots causes ships to ride with the tide in either an easterly or westerly direction, depending upon the state of the tide which rises and falls about 3 feet. There is swinging room for ships up to 150 feet in length in the most protected part of the anchorage. In the South East season ships should approach from the western side of the atoll and steer a course parallel with the steep shore of Pak Is. so as to pass into the anchorage which is between Uluman atoll and the main island. In all except extremely bad North West weather, the reef, which extends to the west of Uluman and the atoll itself, should give adequate protection. A boat slip and steel rails would be capable of reconstruction to take larger ships and I should think M.L.'s could be slipped there if reconstruction was carried out. There is five feet of water off the jetty and 3 fathoms within 3 yards of the jetty.

6. LESSAU BAY:

This is the site of a former mission station and is just south of Sopa Sopa plantation. The anchorage is excellent in a South East season with plenty of room, clear bottom of sand, and swinging room for 3 vessels up to 200 feet in four fathoms. A plan of this harbour was made and will be submitted later. Fresh water is available.

7. RAMBUTYO:

The small anchorages described by the Allied Geographical Publications are all very disappointing.

8. NDROVA:

There is quite a good harbour, but the rapid change of depth from 30 fathoms to a few feet makes it an awkward anchorage. This appears to be the chief difficulty in all of the islands. There are extremely few areas where the coast slopes gradually.

9. SHOWING THE FLAG:

As this was the first time since Japanese occupation that an Australian or Allied ship had covered the outlying harbours and the islands lying off Manus, together with the Hermit Group and Rambutyo Group, the opportunity was taken to co-operate with Major J.K. McCarthy of A.N.G.A.U. by showing the flag and carrying out small ceremonies ashore with the Commonwealth Blue Ensign. It is believed that this was not only opportune but extremely necessary and it is submitted that M.L.'s are most suitable for this type of work in an area like the Admiralty group which consists of over 300 separate Islands, and which are now under Allied influence.

10. VISTIT OF N.O.I.C. NEW GUINEA TO MANUS:

On July 10, M.L. 827 acted as transport over the extensive Seeadler Harbour area for the Naval Officer in Charge, New Guinea, who arrived by aircraft at Los Negros at 1330K.

11. HEALTH:

Able Seaman Perkins O.N. B/2485 was admitted to U.S.N. Base Hospital as a mental patient on 25 July. He had previously shown signs of eccentric behaviour. Perkins has seen considerable overseas service. He is known to be extremely home-sick and the absence of mail (This ship has had no mail, either personal or official for six weeks) caused him to have a breakdown. His general health appears to be good, but he is unable to control his depressions and suffers from anervous disorder of which only a Medical officer could classify. The Commanding Officer was in hospital between July 25 and 29 with gastric enteritis. The remainder of the Ship's company are in good health and morale is good. Food supplied has been excellent.

12. STATE OF THE SHIP:

WIRELESS: The N.O.I.C. Langemak arranged for the W/T equipment to be put in working order on 6 July and the set - which was out of order for 2 months - has been satisfactory ever since.

*Action taken
on 603/294/1259*

FORWARD GUN: The ship has still no forward gun. A dummy has been made

ENGINES: The 500 hour overhaul is due and it is hoped that it can be carried out locally. Part of the overhaul has already been commenced.

13. STATISTICS FOR JULY:

Number of Days at Sea - 15. Nights - 1.
Engine Hours to 2400K, July 31 - Port A.526½ Star. A 507.
Port B.526½ Star. B 507.
Distance steamed during July - 1,034 Miles.
Hours under way " " - Stbd. 149 Port 130.
Average distance per gallon of fuel - 2 miles.
Total distance steamed since commissioning 7,786 miles.
Average speed - 11.6 knots.
Total hours under way - 730 hours.

14. GROUNDING July 25:

It has been requested to the Port Director (R.A.N.) that an enquiry be held by Officers from other Australian ships in Seeadler Harbour as soon as possible. A report was submitted through R.A.N.L.O. on 25 July together with a report on damage done. It will be submitted that no inefficiency, negligence or blame can be attributed to the Ship's Officers for the grounding.

(Sgd) I.F. Downs.
COMMANDING OFFICER
H.M.A. M.L. 827.

II.

The Naval Officer-in-Charge,
NEW GUINEA.

Submitted in accordance with A.C.B.0238(z) (4) the following remarks on this report.

2. A Board of Enquiry was convened by C.T.F. 74 on 10th. August, 1944. The findings of this Board are not yet known.

(Sgd) *[Signature]*
Lieutenant R.A.N.V.R.
Staff Officer, Fairmiles, N.G.

1 JUL 1944
19/44/17

SECRET.

S. 1203 (Revised—July, 1943.)

REPORT OF ATTACK ON U-BOAT

Ship ML827 Date 19/6/44 Time of sighting or 1st contact 2148
Lat. 03° 55' S Long. 144° 49½ E Depth of water 204 fms. Duty A/S night
Patrol.

Detecting Devices fitted:

A/S Weapons fitted:

R.D.F. type(s) _____ H/F D/F type _____ Ahead throwing weapon _____
Asdic type 134 A Frequency C E/S type _____ charge pattern.

INSTRUCTIONS.

1. All times to be Ship's Time. (K)
2. When data is not known accurately, leave a blank in the appropriate space or indicate that information is approximate.
3. Underline the appropriate entry in this report wherever suitable.

A.—Warning of U-boat's presence.

1. H/F D/F _____
2. Ships torpedoed _____
3. Torpedo tracks _____
4. H.E. Slow Rhythmic beat
5. Aircraft sighting report _____
6. Time 2130K

B.—Nature of Initial Contact.

1. R.D.F. _____
2. Sighting _____
3. Asdic (H.E.) 2130 Contact by
Transmission
4. Time 2148
5. Range 400 yds. Bearing S 60 E
6. Obtained by BYRNE W.J.
Rating AB H.S.D. O/N F2395

C.—At Time of Initial Contact.

1. Course S 60 E Speed 12 knots of ship.
2. Course _____ Speed _____ of convoy or other unit screened.
3. Range _____ Bearing _____ from convoy or other unit screened.
4. Wind NNW Force 1 Sea and swell 10 A U-boat visible at 1 miles.

D.—Attack on Submerged U-boat.

1. U-boat dived at _____ Bearing _____ Range _____
2. At this time U-boat was estimated, visually, by R.D.F., to be steering S 60 E Speed 2 Kts.
3. Asdic contact obtained at 400 yards.

E.—Details of Attacks.

| | 1st Attack. | 2nd Attack. | 3rd Attack. | 4th Attack. | 5th Attack. |
|--|----------------------|----------------------------|-------------------|-------------|-------------|
| 1. Time ... | <u>2156</u> | <u>2213</u> | <u>0745/30/44</u> | | |
| 2. Weapon used (include type of pistol and explosive) | <u>CHAP MK III</u> | <u>R.D.F. MK VIII S.I.</u> | <u>do.</u> | | |
| 3. Reason for choice ... | <u>NO OTHER TYPE</u> | <u>CARRIED</u> | | | |
| 4. Echo pitch ... | <u>SLIGHT</u> | <u>MODERATE</u> | <u>nil</u> | | |
| 5. H.E. or other noises ... | <u>LOW</u> | <u>LOW</u> | <u>nil</u> | | |
| 6. Apparent movement of target | <u>OPENING</u> | <u>OPENING</u> | <u>nil</u> | | |
| 7. Depth of target (state whether estimated or measured) | <u>UNKNOWN</u> | <u>RIGHT</u> | | | |

| E.—Details of Attacks—continued. | 1st Attack. | 2nd Attack. | 3rd Attack. | 4th Attack. | 5th Attack. |
|--|--------------|-------------------------|-------------------|-----------------|-------------|
| 8. Attacking speed ... | 12 KE. | 12 KE. | 18 KE. | | |
| 9. Rate of approach ... | 10 KE. | 10 KE. | 18 KE. | | |
| 10. Range of losing contact ... | 80 ym. | 80 ym. | No contact | for this attack | |
| 11. Other ships in contact ... | nil | nil | | | |
| 12. Time to fire obtained by ... | RECORDER | | Visual on a slick | | |
| 13. Attacks with non-contact charges: Number of depth charges fired/dropped ... | 3 | 5 | 1 | | |
| Depth settings ... | 60, 170, 210 | 100, 150, 200, 250, 300 | 250 | | |
| 14. Attacks with contact charges: Did bombs explode? ... If so— Interval bombs fired to first explosion ... | | | | | |
| Number of explosions ... | 3 | 5 | 1 | | |
| 15. Failures (state reason if known) ... | | | | | |
| 16. Result of attack ... | NOT | KNOWN | | | |

F.—Attack on Surfaced U-boat.

- | | |
|--|---------------------------------------|
| 1. Weapon(s) used | 6. Number of hits and position |
| 2. Range on opening fire | 7. Hits were seen to—burst, penetrate |
| 3. Range obtained by—estimation, rangefinder, R.D.F. | 8. Illumination used |
| 4. Type of shell and fuze | 9. With what effect? |
| 5. Number of rounds fired | 10. Result of attack |

G.—Commanding Officer's Assessment of Damage.

NOT KNOWN. Consider charges were dropped over targets.

H.—Brief Narrative. (To be forwarded on a separate sheet.)

Include, where applicable, remarks under the following headings:—

- Asdic conditions, including prevalence of non-subs.
- Anti-Asdic tactics.
- Use made of Echo Sounding Set.
- Reason for abandoning hunt.
- Evidence of damage.
- Description of U-boat.
- Mistakes made.
- Lessons learnt.
- Suggestions.

ON SEPARATE SHEET

COMMANDING OFFICER.
H.M.A. M.L. 827.

NARRATIVE.

1 JUL 1944

1... Circumstances.

M.L. 827 (S.O.) and M.L. 816 on routine A/S Patrol between Manam Island and the mouth of the Ramu River and acting on instructions from S.O.M.L. Madang Flotilla (Lt. Champion H.A.N.R.) Using A.T.U. Transmission interval 2500 yards. M.L. 816 at visibility range to starboard two points abaft the beam using beam oscillator.

2... Warning by H.E. Contact.

S.D. Operator A/B Ferguson O/N 3 6601 reported H.E. at 2130. The O.C.S. Sub Lieutenant D.L. Price H.A.N.R. confirmed this H.E. and called me. The H.E. then ceased. Both Sub lieutenant Price and the S.D. Operator described the H.E. as slow and rhythmic. And we established that M.L. 816 was not responsible as she maintained her station. H.E. was heard for one minute. Recorder was then switched on and C.O. called.

3... We then stopped both engines and commenced an all round sweep to Port. No results were obtained. The ship then proceeded North for 15 minutes searching in all round turns to Port, stopping to listen for H.E. and altering about 40 degrees either side of a mean northerly course. At 2145 we commenced a course of S 60 E with frequent all round sweeps with the low oscillator. At 2155 a loud echo with slight low doppler was obtained on the low oscillator. A/B W.J. Byrne H.S.D. and the A.S.C.O. considered the target a submarine and all hands (who were sleeping at their stations) closed up. Navigation lights were switched on and a warning flare fired to notify M.L. 816. (M.L. has been without A/T or W/T for a month.) We then attacked at twelve knots. Range was only 400 yards and the recorder was already lined up for that speed. Only three charges were used. Course was S 60 E and target had no left or right movement. After running out 600 yards a 180 degrees turn was made. Engines were slowed and with a mean line of advance of *N 60 W* a search 30 degrees either side was commenced with 816 on starboard beam. At 2210 an all round sweep with low oscillator (low was giving much better results than beam) was made and at 2211 an echo bearing S 40 E and very similar to the first was picked up. The echo was sharp clear and metallic and very loud, doppler moderate low. Range was again only 400 yards. The same attacking speed was used with Recorder and it was believed from the trace that the pattern was truly on the target. Target drew off to the right and estimated course of submarine was S 10 W. A five charge pattern was used. On this occasion we ran out 800 yards, but could not obtain a further contact. The search was continued within two miles of the attack until dawn.

In order to obtain a further check on our position and to cover a likely area,

M.L. 816 was despatched on a steady bearing and speed to the west in limit of Aris Island. Calcium flares were dropped with each pattern

2. (contd.)

and functioned well. An electric light was made into a buoy and also dropped to illuminate the area. Guns remained closed up throughout "Y" Gun was reloaded in two minutes ten seconds after second attack. The A.S. generator was slightly damaged after the first attack when the relay contacts were thrown together and the batteries shorted back. The generator could not be used until the following day. The batteries were very weak between 0400 and 0600. At 0600 M.L. 816 was despatched to inform S.O.M.L. at Mansa Bay. At 0735 the area of the search was increased from the flares which we had dropped in a group and at 0745 a slick was found on the water in position 03 degrees

57.0 minutes south and 144 degrees 47.6 minutes east. It is emphasized that this was not an oil slick, but the patch remained unbroken when the ship passed through it, and no other similar patches were sighted. Depth of water from chart was over 200 fathoms. The extent of the slick was 80 by 50 yards. The batteries being low the transmissions were very weak and no contact was obtained. M.L. 827 then dropped a single deep set charge in the centre of the slick without apparent result.

At 0830 M.L. 816 returned with orders to stand by with us until satisfied that there was nothing further in the area. The search was then resumed in the direction of Aris Island from the position of the second attack. At 0940 S.O.M.L. signalled us to rejoin the flotilla which was engaged in a coastal reconnaissance. We found no further trace of the target in the area, but I feel sure that we had attacked a submarine.

Combined procedure tables were used with lamp but this was too slow.

It was understood later that U.S. Navy P.T. boats have made a submarine report in this area, but I have no details.

Tracer similar to 20mm Gerlikon and a search light were sighted definitely off the mouth of the Ramu River at 2320. As this was in the P.T. boat sector we could not investigate this. M.L. 816 reported a flashing light from Aris Is. at 2100.

REMARKS ...

- 1... Deep water weak reverbs flat sea, strong echoes, and no non sub echoes were found on patrol.
- 2... Under orders.
- 3... None.
- 4... Failed to cut on and off in first attack. (Short range)
Failed to co ordinate 816 in second attack. Only the use of navigation lights prevented accident.
- 5... R.T almost essential. M.L.'s can carry out efficient a.s. attacks in good weather.
- 6... That half the number of charges carried should be fitted with M.L. VII star pistols for deep water which is common to the area.
That training gear should be fitted.
That more than one primer tool be allowed on establishment.
That illuminated stop watch dials be specified for A.S. work.
Third set of earphones for use on bridge seems necessary.

Traces.....

The Recorder Traces were photographed as it was observed that in these conditions of climate the roll of paper used proved itself unable to hold the trace for more than a few hours. It was dried and put in the refrigerator, but at 0700/21st June no signs of the trace were available.

The photographs were taken with a enlarger and they may show good results.

The A.S.C.O. (Sub Lieutenant D.L. Price, the H.S.B., (A/B W.J. Byrne) and myself have endeavoured to produce a likeness of the traces in the attached sketch.

A plan of the action is attached.

I consider the target attacked was a submarine, because of the nature of the initial H.S., the nature of the echoes and the movement in the second attack... when the target made its own cut ons by movement. Efficiency of the crew was ~~highly satisfactory~~ very satisfactory. A.S.C. War Correspondent Frederick Simpson was aboard

The roll of film will be forwarded. Requested that the two ~~personal~~ personal negatives be returned.

*His
Official
Capacity*

To: S.O.M.L. Madang Flotilla.

It is requested that this report be forwarded to the proper quarters for criticism and advice, and that an effort be made to ascertain the time and position of alleged reporting of ~~the~~ submarine by U.S. P.T boats.

James Simpson
.....

(I.F.G. Downs)

LIEUTENANT R A N V R

Commanding Officer M.L. 627.

AWM 78