

AWM78

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

**AWM78 Class 268 - [Motor Stores Lighter] HMA MSL
705**

File number: AWM78/268/1

Title: AWM78 268/1 - September 1945 -
February 1946



RCDIG1073934

268/1

AUSTRALIAN WAR MEMORIAL
ACCESS STATUS
OPEN

"M.S.L. 705" L. of P.

Classification 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: LCCB R. L. Smith (RANEM)
Signature: *R. Smith* Date: 1 NOV 90

RECEIVED
6 AUG 1946
D.O.T.M.
CONFIDENTIAL

202 D
288 B

2026/7/ 11914

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A. "MSL 705" REPORT OF PROCEEDINGS.

February 1946.

S.N.B. 11/7/46
2 N.M. 20.18/46

3 N.M. 24/46

D. of P.

D.R.E.

D.N.I.

Ops. (N) 55/6/5

N.5. 1/2/5
KAG

D.E. (N)

D.O.T.M. 26/8

D.N.M.S.

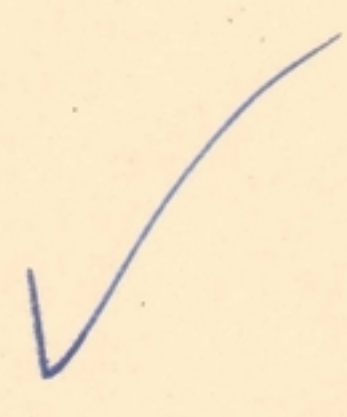
H.P.E. 12/8

N.A.2.N.M.

N.5. 14/8

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

for. } next months report should
SNC (Eng) 1 August 46 } give a full account of
SNC (Ship) } main circulating water pumps.
trouble.



26/8 E.
14/8 A

14/a



E

CONFIDENTIAL

DEPARTMENT OF THE NAVY
MINUTE PAPER

2026/7/1494

1950

C.441/45.

3/4 SUBJECT: Atma "MSL 905" Report of Proceedings February 1946

~~SOCC~~ ~~MSM~~ 5/4

~~DPS~~ ~~WJ~~ 10/4

~~DISR~~ ~~WJ~~ 12/4

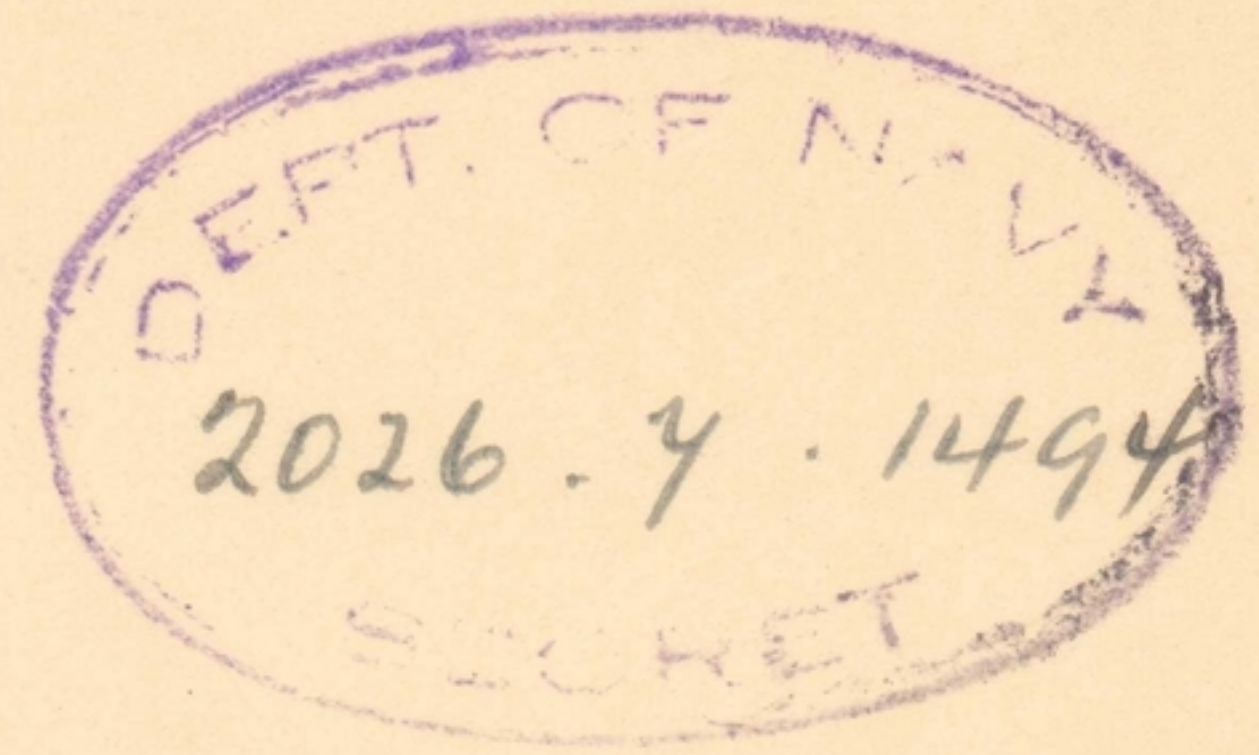
~~DOB~~ ~~Q~~ 15/4

~~DEVS~~ ~~WJ~~ 16/4

~~15/4~~ ~~WJ~~

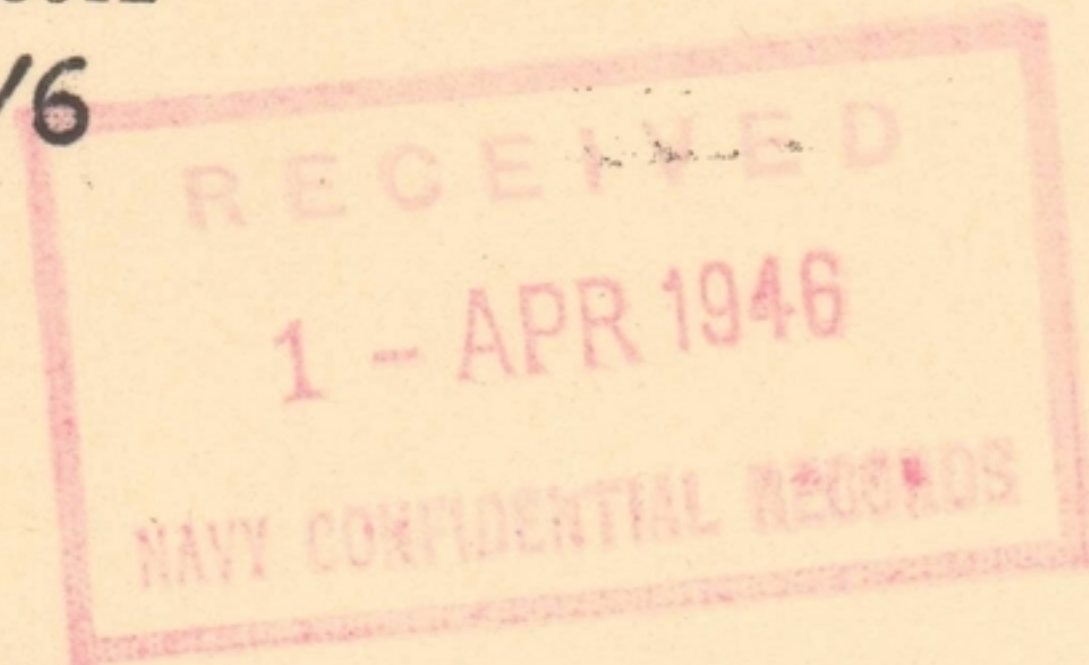
~~WJ~~ ~~WJ~~ 17/4

Royal Australian Navy.



IN REPLY PLEASE QUOTE

No. TAR. 30/6



Office of N.O.I.C. New Guinea,
H.M.A.S. "TARANGAU",
Dreger Harbour,
NEW GUINEA.

*file
TAR 612/224/30
SNC 4/2/46*

23rd. March, 1946.

The Secretary,
NAVAL BOARD.

MONTHLY REPORT OF PROCEEDINGS : MSL.705
FEBRUARY 1946

Submitted for the information of the
Naval Board, Report of Proceedings of H.M.A.M.S.L. 705
for the month of February, 1946.

A/CAPTAIN R.A.N.
Naval Officer-in-Charge.

4/5

FROM: THE COMMANDING OFFICER, H.M.A. M.S.L. 705
DATE: 9th March, 1946. Ref.No... RP.2/46
TO : The Secretary, Naval Board (through N.O.I.C. New Guinea)
SUBJECT: REPORT OF PROCEEDINGS - FEBRUARY 1946

111
NAVAL OFFICER-IN-CHARGE,
12 MAR 1946
NEW GUINEA

Submitted:

Tendered for information and consideration of the Naval Board is the following report of proceedings for the month of February, 1946.

Friday 1st February at sea between Madang and Dreger as escort for Japanese Tug "Hoto Maru" with two concrete barges in tow. Owing to "Hoto Maru's" slow S.O.A. the voyage took 38 hours. Secured at Dreger at 0315K on Saturday 2nd.

Commenced unloading cargo at 1300K Saturday 2nd., completing unloading at 1200K Sunday 3rd.

On Monday 4th, after embarking N.O.I.C. New Guinea for passage, proceeded to Lae, securing at 1810K same day.

Departure from Dreger Harbour was delayed on this occasion through steering chains jamming in gypsies on two occasions and also when the main water circulating pump (port side) carried away and became unfit for further use.

On Tuesday 5th loaded 149 drums of petrol for Dreger and on N.O.I.C. N.G. rejoining proceeded to Dreger at 2200K, securing at Dreger at 0610K 6th.

No working party was available to unload until Thursday 7th, when unloading was completed by 1445K.

Loaded cargo for Lae on Friday 8th, and proceeded for Lae at 1000K on Saturday 9th, securing at Lae at 1745K same day.

On Sunday 10th, unloaded Army cargo a.m. H.M.A.S. "Melinga" arrived and secured at Hospital Jetty at 1240K.

Monday 11th, and Tuesday 12th at Lae with working parties ashore collecting, crating and loading cargo for Dreger. Departed Lae at 0001K on Wednesday 13th, arriving Dreger at 0710K same day. At 1400K received orders to stand by H.M.A.S. "Macquarie" with fuel barge "Rocklea" in tow. Took over tow at 1638K and mooring of same was completed at 1810K.

In Dreger Harbour awaiting berth to unload until 1415K Friday 15th, when secured alongside H.M.A.S. "Melinga" and filled balance of hold space with dry provisions and canteen goods to allow her sailing at 1700K.

On Saturday 16th, on casting off at 1300K to shift fuel barge "Rocklea" the main circulating pump (starboard side) carried away; as the port side pump had carried away on Monday 4th, the ship was unable to proceed. Repairs were carried out by ship's staff and the ship was ready to proceed as from 1700K Monday 18th.

On Monday 18th, discharged all cargo ex "Melinga" and Lae.

On Tuesday 19th, received orders to proceed to Alexishafen for refit and cleared at 1330K securing Alexishafen 1710K on Wednesday 20th. Very heavy head seas and a foul current prevailed during this passage.

Thursday 21st, proceeded to Madang and delivered towing gear to acting Port Director, returning to Alexishafen p.m. and closing down on all engines for refit.

Main and Auxiliary Engines. g Have encountered trouble with all pump lines during the month and have been unable to pump bilges except by hand. Main fire fighting pump has fallen off in its output, due no doubt to fair wear and tear.

As the refit is still in hand, next month's report will include a report on the state of the engines found on refit.

Monthly Figures:

Distance steamed during month	640 miles
Hours under way	95 hours
■ Average speed for month	■ 6.7 knots
Gallons of fuel expended during month	535 galls
Gallons of fuel expended per hour	5.6 galls
Total distance steamed since commissioning	7,942 miles
Date of Commissioning	5 July 1942
Total distance steamed since acceptance	8,927 miles
Total hours under way	1,260 hours

■ As 38 hours were run at dead slow speed on escort duty, speed and fuel consumption figures are greatly effected.

Crew:

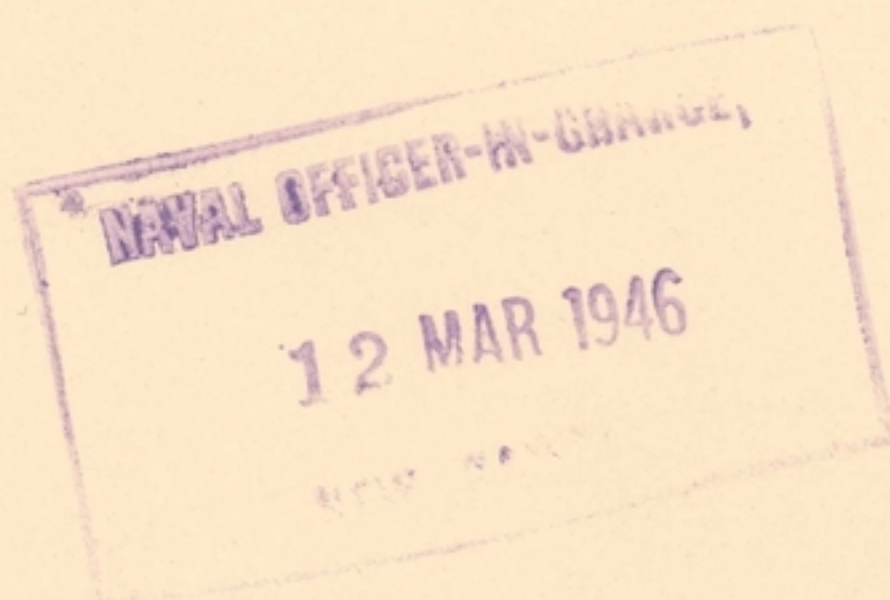
Health of the crew is satisfactory for this period of the year. One case of "tropical ear" necessitating 4 days hospital treatment and three cases of "tropical sores" treated on board, covers sickness for the month.

Morale of the crew is good.

All the seamen of the original crew have been drafted and the crew now consists of young A/B's and O/D's.

This report has been **extended** to the 9th March 1946, on which day refit was completed, satisfactory trials held and the command handed over to Lieutenant R.E. Godson R.A.N.R.

The crew at all times have given satisfaction. Worthy of particular mention is M/M IV E.A. Heaney, who has been in charge of the engineroom from acceptance, in April 1945, to date.



R. A. N. V. R.

Lieutenant R.A.N.V.R.

2026/7/ 149H

RECEIVED
15 MAY 1948
D.O.T.M.
CONFIDENTIAL

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "WALLABY" REPORT OF PROCEEDINGS.
January 1946.

S.N.P. 29/3

2 N.M. 4/4

3 N.M.

D. OF P. March 13/4
for

D.R. 16/4

D.N.I. later

Ops. (N) 17/4

N.5. 7/4

10/2) 29/4/46

D.E. (N)

D.O.T.M. 10/5

D.N.M.S. 21/5

H.E.E. 13/5

N.A. 2 N.M. 1/5

N.5. 24/5

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

been. 13-5-46.
S.N.E. (E) - re corrosion of propeller shaft.
Shaft can corrode to 3/4 dia without loss of strength
from a design point of view. Spare shaft is carried.
Increase of lubrication will check corrosion. AFO. 4505/49.
could also be followed with advantage

24/5
10/5
J.

24/3



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[Faint, illegible handwriting]

23/3
CONFIDENTIAL

182B

DEPARTMENT OF THE NAVY
MINUTE PAPER

2026/7/189H

C.441/45.

SUBJECT: Stma "MSL 705" Report of Proceedings January 1946

~~SOCC~~ To be reduced to Harbour Craft status on 27th March (NG. 250055 Feb).
MPL 21/3

~~DES~~ 25/3

~~DTR~~

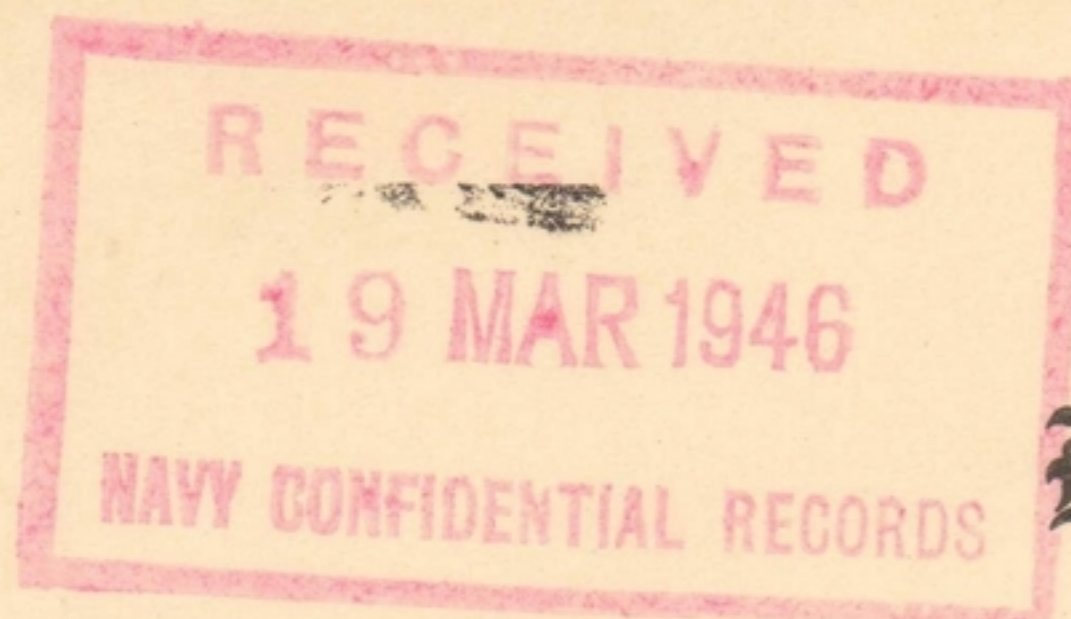
~~DD~~ 27/3

~~BCNS~~ 29/3

~~ISTAM~~ 31/3 ml

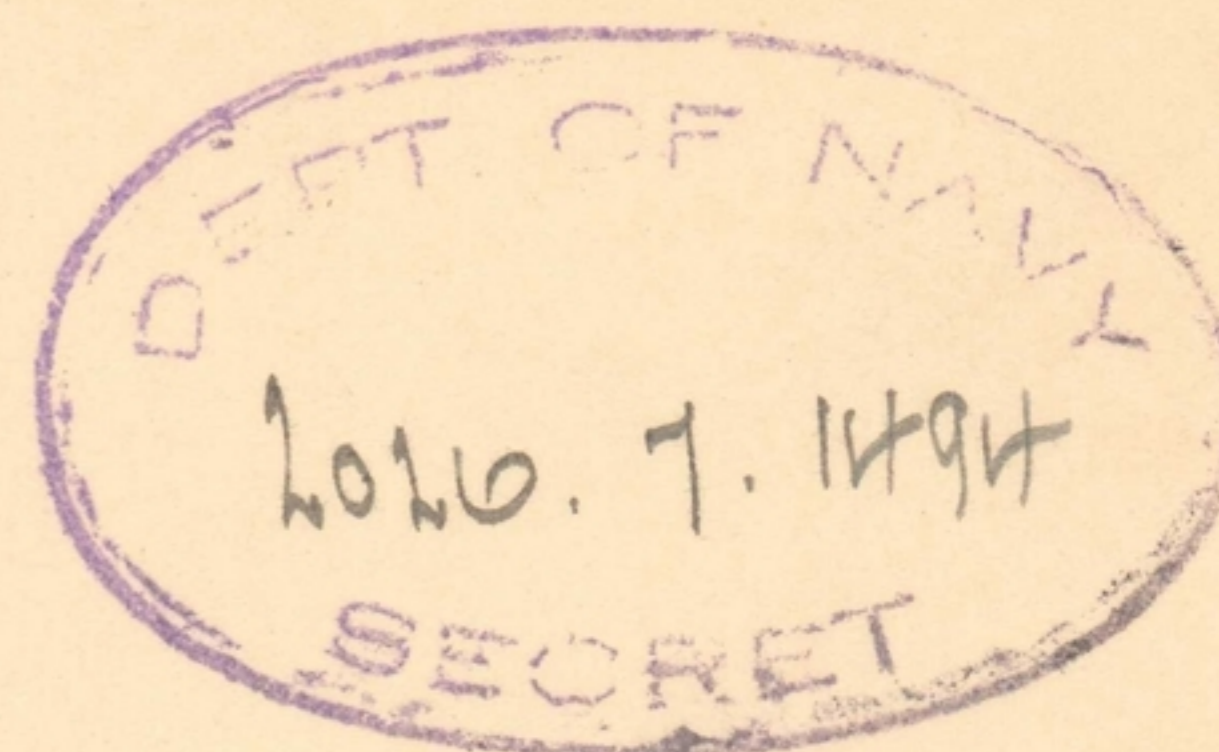
~~NA~~ 26/3

St 4539



Royal Australian Navy.

Orig.



IN REPLY PLEASE QUOTE

No. TAR. 30/6

Office of N.O.I.C. New Guinea,
H.M.A.S. "TARANGAU"
Dreger Harbour,
NEW GUINEA.
6th. March, 1946.

HN
The Secretary,
NAVAL BOARD.

REPORT OF PROCEEDINGS - M.S.L. 705
JANUARY 1946

Report of Proceedings of H.M.A. "M.S.L.705"
for the month of January, 1946, is submitted for the in-
formation of the Naval Board.

M. Newson
A/CAPTAIN R.A.N.
Naval Officer-in-Charge

a/sf

3016

FROM: Commanding Officer, H.M.A. "M.S.L.705".

DATE: 4 February, 1946.

TO: The Secretary, Naval Board through Naval Officer in Charge
NEW GUINEA.

SUBJECT: REPORT OF PROCEEDINGS - JANUARY, 1946.

Submitted:

Tendered for information and consideration is the following report of proceedings for the month of January, 1946.

2. On the first of the month the vessel was standing by in Dreger Harbour to unload cargo, but owing to excessive rain, was not able to unload cargo until the second instant.

3. On third January departed Dreger for Milne Bay for slipping and back loading. Arrived Milne Bay on Sunday sixth and vessel was slipped on Tuesday eight January.

4. On slip from eight January until a.m. Saturday twelfth, when vessel was unslipped.

5. Proceeded to Ahima at 0630 on Monday 14 and loaded a full cargo of stores for Dreger Harbour. Departed Milne Bay at 1200K on 15 for Dreger Harbour stopping for one night at Oro Bay en route. Arrived Dreger Harbour at 0615K on Friday 18 January. Cargo unloaded on Monday 21. Departed for Oro Bay and Tufi at 2115K same day arriving Oro Bay at 1415K on 22. Cleared Oro Bay for Tufi Government Station at midnight 22, arriving Tufi at 0715K and leaving for return trip to Oro Bay at 0900K. Secured alongside "A" jetty, Oro Bay at 1610K same day.

6. On 24 and part of 25 were spent at Oro Bay collecting cargo and departure for Dreger was made at 1815K arriving Dreger at 0745K next morning and completed discharging Cargo by 1230K.

7. Cleared for Madang at 1200K on Sunday 27, arriving at Madang at 0820K next day. Took in cargo on 29 and 30 and 31 January, proceeding at 1550K as escort for Tug "HOTO MARU" with barges in tow for Dreger.

8. MAIN ENGINE. Has performed satisfactorily during the month. Engine hours now total 1165 since acceptance. Engine is in need of a routine inspection and refit of worn parts.

AUXILIARY ENGINES. Have given little trouble, but are in need of routine refit.

HULL AND FITTINGS. The vessel was slipped at Milne Bay on 8 January and then unslipped on 12 January. On inspection the underwater section of the hull was in good condition. Borers were present in only two places. One in the stern and one in the deadwood aft. Both these places were treated with a blowtorch. The antifouling paint put on at Morts Dock in June, 1945 was in good condition throughout.

Underwater fastenings. The galvanised screws securing the wooden sheathing to the hull shows signs of actual corrosion. It is my opinion that they should not require renewing, under normal weather conditions, for a further period of six months. The metal strengthening plates on each side of the keel showed active corrosion, and were deeply pitted in the after section. These were chipped and redlead.

Propellor shaft. The diameter of this shaft has been reduced from 4" to 3³/₄", immediately ahead of the propellor, as a result of corrosion, despite the fact that Zinc's are fitted on the shaft aft of the outer main bearing. The hull was painted and the underwater portion given two coats of antifouling mixture before unslipping. The vessel is still fitted with an undersized propellor as the spare propellor of the correct size only arrived on board on 2 February, 1946.

NAVAL OFFICER-IN-CHARGE
NEW GUINEA
- 7 FEB 1946 -
9461

9. MONTHLY FIGURES.

Distance steamed during month	1345 miles
Hours underway	172 hours 27 minutes
Average speed for month	7.8 knots
Gallons of fuel expended during month	992 gallons
Gallons of fuel expended per hour	5.7 gallons
Total distance steamed since commissioning	7302 miles <i>JP</i>
Average speed since commissioning	8 knots
Total hours underway since commissioning	895.25 hours
Date commissioned	5 July 1945
Total distance steamed since acceptance	8287 miles (corrected)
Total Hours underway since accepted	1165 hours (Corrected).

10. Previous advices as to living accommodation and ventilation still stand. The health and morale of the crew is satisfactory.

Dated. 10.10. 4/5/46.

Lowthendson Lieut RANVR.
Commanding Officer,
H.M.A. "M.S.L. 705".

30/

124A

CONFIDENTIAL

2026/7/ 149A

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT:

H.M.A. ~~---~~ "M.A.L. 705"

REPORT OF PROCEEDINGS.

November 1945

S.A.B. In 29/11

2 N.M. 30/11

3 N.M.

D. of P.

D.R.E. 15/11

D.N.I.

Ops. (N)

N.5.

D.E. (N)

D.O.T.M.

D.N.M.S.

H.P.B.

N.A.2.N.M.

N.5.

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

NA 1/5 for remarks re parts marked /
Action taken on file
603.217.2064



21/1
CONFIDENTIAL

DEPARTMENT OF THE NAVY
MINUTE PAPER.

2026/7/149H 1100
25/1

D.4526/12.43.—C.14053.

SUBJECT: Arma 'MSL' 705 " Report of Proceedings November 1945

25/1

See MPM 18/1

~~DPS~~ 21/1

~~D.T.S.R.~~ 22/1

~~DDP~~ 24/1

~~BCNS~~ 25/1

~~ISTAN~~ 28/1

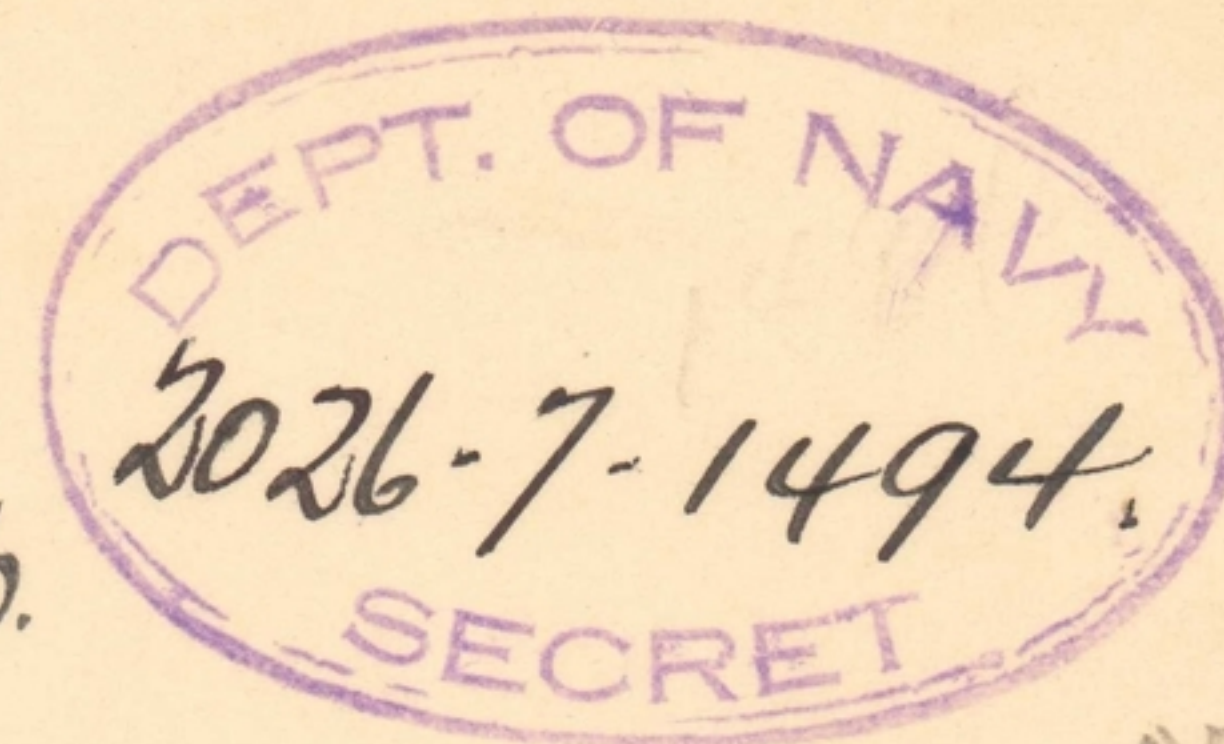
22/1 E. 29/1

St 4539

ACK. BY. A. 10339

Royal Australian Navy.

Leup.



DEPT. 21/12/46

- 8 JAN 1946

IN REPLY PLEASE QUOTE

No. NG. 269/109.

INIT. *[Signature]*

SECRET

Office of the N.O.I.C.
New Guinea, Madang.
2 January, 1946.

The Secretary, Naval Board,
Navy Office,
MELBOURNE, S.C.1.

H.M.A. "M.S.L. 705" - REPORT OF PROCEEDINGS - NOVEMBER, 1945.

HM.

Forwarded for the information of the Naval Board.

2.
slipping.

M.S.L. 705 is at present en route to Milne Bay for

[Signature]

A/Captain, R.A.N.
Naval Officer in Charge,
NEW GUINEA.

[Signature]

FROM: Commanding Officer, H.M.A. "MSL705".
DATE: 8 December, 1945.
TO: The Secretary, Naval Board, through N.O.I.C. New Guinea.
SUBJECT: H.M.A. "MSL705" REPORT OF PROCEEDINGS, NOVEMBER, 1945.

269/109.

NEW GUINEA
2 DEC 1945

Submitted for information the following reports of proceedings for the month of November 1945.

2. Top overhaul of Main Engines completed on 5 November when proceeded to Madang for loading for Wewak and Aitape. Leaving Madang on 8 November arrived Wewak late p.m. 9, after overnight stop at Manam Island
3. Departure from Wewak delayed awaiting provision of Army barges to act as ship-shore communication at Aitape, Departed Wewak early a.m. 14 Nov. with three army barges and one F.S.B. in Company. Arrived Alii Is. (Off Aitape) late p.m. same day.
4. Great difficulty was experienced in working barges at this port owing to the heavy surf on the beach. Our cargo for Angau was unloaded into native canoes and the greater proportion ultimately reached the beach in a very damp condition.
5. Army barges were only able to work the beach in the early hours of the morning so that loading was greatly delayed, as we could not load in the heavy swell off Aitape. I proceeded to Seleo Is. 12 miles off and loaded cargo in more sheltered waters.
6. Departed Aitape early a.m. Sunday 18 Nov. after embarking Port Director and his staff. Wewak was reached p.m. the same day.
7. Departed ~~Wewak~~ early a.m. 20 Nov. for Madang direct arriving at 0945K 21 November.
8. On completion of discharge and loading left for Manus at midnight 23 Nov arriving Seadler Harbour Sunday 25 November at 1145K. A watchkeeping officer was lent me for this journey from ML1342.
9. After discharging Cargo, embarked party from ANGAU with stores and departed for Hermit Is. on Tuesday 27 Nov. arriving Hermit Is off Luff Village at 1400K on 28 Nov.
10. ANGAU officers landed and made inspection and took a census of natives. Only some seventeen natives remain in that island and are all congregated in Luf village at the Eastern End of the island. The plantations are deserted but the accommodation and buildings are in fair order, but are suffering from lack of maintenance. Fresh beef was obtainable on this Island and the change in diet was appreciated. Deer are plentiful on the neighbouring island of Luf.
11. Food and medical stores were landed for these natives and after inspection had been made of the other islands departure for Manus was made at 1300K 30 Nov. and we were still at sea at the end of the month arriving Manus at 1345K on 1 December.
12. Main Engine : Has performed satisfactorily during the month. Fuel consumption has varied considerably owing to different grades of fuel supplied at various points.
Auxiliary : In satisfactory condition.
Hull & Fittings: Shrinkage is still taking place in the hull and upper works. Sea and Rainwater still find their way below and made conditions very uncomfortable in the messdecks and wardroom.
The vessel is much overdue for slipping as the last slipping was on 28 June, 1945, in Sydney. The hull is not coppered.
Fuel Stove: This stove has been unsatisfactory when there is no wind to drive the exhaust fan fitted to the top of the galley stack. The provision of a blower, and the necessary power supply to run it, is urgently required. The present the stove backfires and several severe burns have been suffered by the seaman acting as cook.

Action on.
603
247
2064

W

17. This hull is still fitted with an undersized propeller and no spare propeller has yet come to hand although promised from the south in June 1945 and again for the end of October 1945.

18. MONTHLY FIGURES.

Distance steamed during month.	1161 Miles.
Hours under way.	157 Hrs 45 mins.
Average speed for month.	7.3 knots.
Gallons of fuel expended during month	1129.6 galls.
Gallons of fuel expended per hour	7.1 galls.
Total distance steamed since commissioning	4992 Miles.
Average speed since commissioning	7.3 knots
Total Hours underway since commissioning	690 Hrs. 45 Mins.
Date Commissioned	5 July 1945.
Total distance steamed since acceptance.	5577 Miles.
Total hours under way since acceptance.	759 Hours.

19. The ventilation in the accommodation leaves much to be desired as there is no power to run exhaust fans, continuously and natural ventilation is inadequate. The quarters are most cramped and uncomfortable and are unsuitable for sleeping, as a result most of the crew sleep on the open deck which is far from suitable in view of the heavy rains experienced.

The health of the crew can be classed as satisfactory in view of the living conditions, although most of the crew have developed sores on the legs which have responded to treatment.

The morale of the crew has improved as a result of the reintroduction of Hard Lying Money for these craft.

W. R. Anderson
Lt. RANVR
Commanding Officer.

24/10

2026/7/ 189H

CONFIDENTIAL

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT:

H.M.A.S. "MAJ 705" REPORT OF PROCEEDINGS.

November 1945.

S.N.B. 8/9/11

2 N.M. (later)

3 N.M. { N.A. (3rd) & D.S.N. pl investigate fully & report on remarks on hull which & recommendations. These vessels have generally been reported on very favourably at 15/11/45

D. of P. 24/1/46 916 for SMC (Eng) re propeller - Spare propeller was consigned to Ad. Sup. G-1 for onward despatch to N.O.1.C N.G. on 15/11/45.

D.R.E. SMC (Ship) Hull & ventilation
D.N.I. SMC (Elec) Ventilators - The generator has ample output to run the fans but naturally cannot be run continuously. These vessels were not designed for prolonged voyages being primarily intended for which one generator was adequate 18/11/45

Ops. (N)

N.5.

D.E. (N) 18/11/45

D.O.T.M.

D.N.M.S.

H.P.B.

N.A.2.N.M.

N.5.

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

9/10

3/1

87^B

CONFIDENTIAL

DEPARTMENT OF THE NAVY
MINUTE PAPER

2026/7/149H

0.441/45.

12/12/12 SUBJECT: SSma "MSL 705" Report of Proceedings November 1945

~~SOCC~~ ~~[scribble]~~

~~D.P.S. [scribble]~~

~~D.T.S.R. [scribble]~~

~~D.O.S. [scribble]~~

~~[scribble]~~

~~[scribble]~~

~~[scribble]~~

H/N.

FROM: Commanding Officer, H.M.A. "MSL705".
DATE: 8 December, 1945.
TO: The Secretary, Naval Board, through N.O.I.C. New Guinea.
SUBJECT: H.M.A. "MSL705" REPORT OF PROCEEDINGS, NOVEMBER, 1945.

DEPT. OF NAVY
Orig. 2026-7-1494
SECRET

RECEIVED
NAVY
NOV 10 1945

Dec 7
12
45

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HH

and copies
19

W
X
H

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Total distance steamed since acceptance.	5577 Miles.
Total hours under way since acceptance.	759 Hours.

19. The ventilation in the accommodation leaves much to be desired as there is no power to run exhaust fans, continuously and natural ventilation is inadequate. The quarters are most cramped and uncomfortable and are unsuitable for sleeping, as a result most of the crew sleep on the open deck which is far from suitable in view of the heavy rains experienced.

The health of the crew can be classed as satisfactory in view of the living conditions, although most of the crew have developed sores on the legs which have responded to treatment.

The morale of the crew has improved as a result of the reintroduction of Hard Lying Money for these craft.

W. Henderson St. RANVR
Commanding Officer.

26/11

48^b

CONFIDENTIAL

2026/7/ 149H

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "MSL 705" REPORT OF PROCEEDINGS.
September 1945

S.N.B. *23/11*

2 N.M. *26/11*

3 N.M. *28/11*

D. of P. *WPM SOCC 12/12*

D.R. *1/12*

D.N.I. (Date)

Ops. (N) *20/12*

N.S. *1/12*

D.E. (N) *27/12*

D.O.T.M.

D.N.M.S.

H.P.B.

N.A.2.N.M.

N.5.

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

Main Engine A.

The later report does not indicate that the filtering of oil fuel is still a trouble. Present filter is Auto Klean. If trouble recurs then an additional filter can easily be fitted

*27/12:
S.N.C. (Eng)*

SNC (Ship)

Call for further report of 27/12

27/10

13A

CONFIDENTIAL

DEPARTMENT OF THE NAVY
MINUTE PAPER

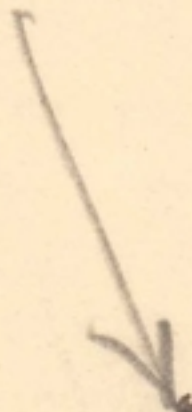
2026/7/149H

C.441/45.

~~4/19/10~~ SUBJECT: ~~Atma~~ "M/S 705" ~~Report of Proceedings~~ September
..... 1915

~~SOCC~~ ~~NRN~~ 25/10

~~DPS~~ ~~Rev~~ 10/11



~~DTSA~~ ~~R.~~ 5/11

~~DOD~~ ~~2/11~~

~~DCNS~~ ~~22/11~~

~~ISTAM~~ ~~2/11~~

~~net~~

21

28⁵

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1494

3048...

SUBJECT:

M.S.L.'s - COMPLEMENT

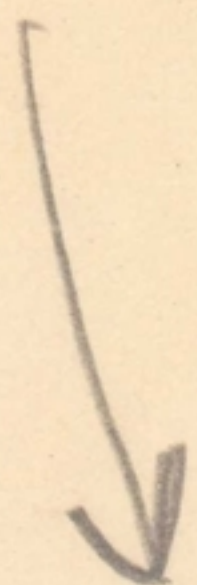
~~D.P.S.~~ *Blue* 10/11

Unfortunately the increased complement approved for M.S.L.'s on long passages renders uncomfortable living conditions inevitable. No extra accommodation can be provided.

However, the complement is reduced to four or five when the M.S.L. is engaged in normal harbour duties and, in any case, it is anticipated that M.S.L.'s in the Northern area will be paid off progressively as commitments decrease.

[Signature]
for D. OF P.

8th November, 1945.



Soce

Do the conditions
described in the last
paragraph of this report
really exist? If so is
anything being done about it?

Kue
29/10.

D.P.S.

30/10 A.

St 4539

ACK. BY. A.B. 1330Y
22 OCT 1945
INIT.

DEPT OF NAVY
SECRET
2026 7 1494

only
Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. NG 269/109

SECRET

Office of the N.O.I.C.
New Guinea, Madang.
16th October, 1945.

Secretary,
Naval Board,
MELBOURNE.

(Copy to Commanding Officer, H.M.A.S. "RUSHCUTTER".)

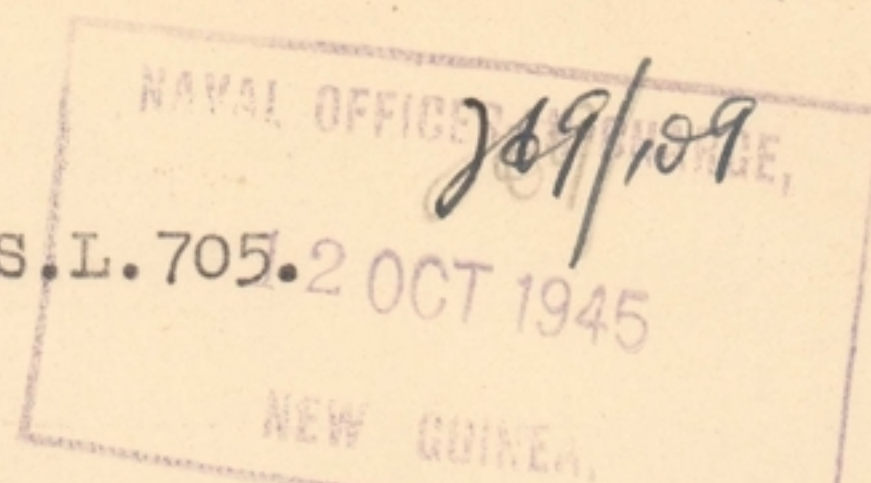
HM.
H.M.A.M.^SL.705 - REPORT OF PROCEEDINGS - SEPTEMBER 1945.

Forwarded for the information of the Naval Board.

2. H.M.A.M.L.705 is at present at Alexishafen making good defects which developed in the main engine whilst on passage to New Guinea.

J. M. Sawood
A/Commander, R.A.N.
for Naval Officer in Charge,
New Guinea.
A.O.D.

FROM Commanding Officer, H.M.A.M.S. L.705.2
DATE 8th October, 1945.
TO Secretary Naval Board, through Naval Officer in Charge,
New Guinea.
SUBJECT - REPORT OF PROCEEDINGS OF H.M.A.M.S.L.705 -



Submitted.

Tendered for information and consideration of the Naval Board is the following Report of Proceedings since this Ship commissioned on 5th July, 1945.

2. This ship commissioned in Sydney on 5th July, 1945. After storing ship and loading Cargo departed for Brisbane 0900K on 14th July 1945, arriving Brisbane 1030K/17 July.

Very heavy weather was met with on this passage as a result 17 days were spent in Brisbane having defects made good. (See N.O.I.C. Brisbane letter to Secretary, Naval Board No. Q182/1/189 of 9th August, 1945).

Departing Brisbane on 3rd August for Townsville via Sandy Straits arriving Townsville on 8th August. Overnight stops were made in Sandy Straits and at Marble Island.

On completion of defects arising on passage departure from Townsville was made on 19th August, 1945 for Port Moresby via North East Channel. Port Moresby was reached on 2nd Sept at 2200K. Heavy weather was met with on this stage of the voyage.

Departing Port Moresby by Inshore Route, Milne Bay was reached at 0900K 11th September. Departing Milne Bay on 13th September for Madang, via Lae and Langemak, arriving Madang 18th September.

After discharging full Cargo and taking on Cargo for Langemak, departure for Oro Bay was made on 21st September arriving Langemak 2130/22.

Owing to defects in fuel lines and water pumps departure from Langemak was delayed until 27th September, Oro Bay was reached at 0015K/28.

After loading, departure was made for Lae at 1000K/30 arriving Lae 0815 1st October.

Whilst at Townsville a fatality occurred on board when Petty Officer R/M Browne was electrocuted. A Court of Enquiry was duly held and its findings submitted to Naval Board.

A. MAIN ENGINE.

The Lister Blackstone 160 HP Diesel Engine installed has performed satisfactorily but the ship has been without the use of main engine on numerous occasions owing to dirty fuel supplied and the inadequate fuel filter system installed.

No provision at present exists for the filtering of fuel before it reaches the main tanks or the "day" tank or the main engine filter. As a result when the main engine filter become clogged the engine has to be stopped whilst filters, lines and injectors are pulled down and cleaned.

This fault resulted in the ship reaching Port Moresby with the main engine running on only two cylinders and the ship drifting in the open sea for 4½ hours off Madang on 22nd September, 1945.

AUXILIARY ENGINES.

Engines have performed satisfactory.

HULL

Shrinkage has taken place in the deck and upper works resulting in copious leaks in Engine Room, Mess Decks, Wardroom and Wheelhouse. The decks have been recaulked on three occasions with unsatisfactory results.

601
217
2064

B.

	<u>JULY</u>	<u>AUGUST</u>	<u>SEPTEMBER.</u>
Distance steamed during month	606	1906	1044
Hours under way during month	84	261	143
Hours under way on one engine	84	261	143
Average speed per month	7.3	7.3	7.3
Gallons of fuel expended during month	420	1305	715
Gallons of fuel expended per hour	5.1	5.1	5.1

Total distance steamed since commissioning 3555 miles.

Average speed since commissioning 7.3 kts.

Total hours under way since commissioning 488 hours.

Date Commissioned 5th July, 1945.

Ship was accepted in Melbourne and sailed under the Blue Ensign to Sydney taking 78 hours on passage. This increased hours of engine to 566.

CREW.

The health of the crew is good considering the conditions under which they are living. Owing to the lack of space in the forward mess deck it is too small for messing the 8 ratings borne, so that meals have to be eaten on the upper deck.

COMMANDING OFFICER
W. H. Anderson
Lieut. R.N.R.
H.M.A. M.S.L. 705

AWM 78