

AWM78

Reports of Proceedings, HMA Ships and Establishments

AWM78 Class 415 - RAN Administrative Authority - Naval
Officer in Charge - North Eastern Area, New Guinea.
[HMAS TARANGAU]

File number: AWM78/415/2

Title: AWM78 415/2 - July 1953 - December
1954. Duplicates

Refers to content as periodical reports



RCDIG1073957

[415/2]

AUSTRALIAN WAR MEMORIAL
ACCESS STATUS
OPEN

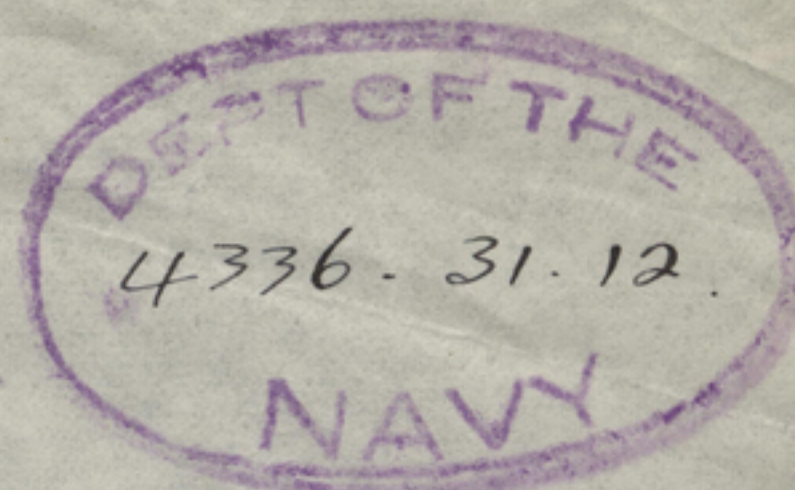
TERRA MGRU. 1953-54.

146

STUART
R of P's
Dups
1940

II

NC.166.1.43



JN1
5/11/53

Office of the
Naval Officer in Charge,
North Eastern Area,
R.A.N. Post Office, No.3,
c/- G.P.O.

9 SEP 1953

The Secretary,
Naval Board,
Navy Office,
MELBOURNE.

PERIODICAL REPORT - NORTH EAST AUSTRALIAN AREA

1 JULY TO 31 AUGUST, 1953.

ORGANISATION OF THE NORTH EASTERN AREA

No changes.

H.M.A. SHIPS IN THE AREA AND ON PASSAGE (NEW GUINEA WATERS ONLY)

S.D.M.L. 1327 Completed Intelligence Cruise and returned to
Lombrum on 16 July, 1953.

M.S.L. 708 The M.S.L. sailed for Madang on 6 July. After
loading potatoes and vegetables she returned to
Manus, arriving on 10 July. On 9 August the
vessel again sailed for Madang for potatoes and
vegetables. Delay in the delivery of these items
retarded her return until 15th August.

CONSTRUCTION AT MANUS

Construction continued throughout the period.
Japanese War Criminals ceased work on the 28th July in preparation
for their transfer to Sugamo Prison on 31st July. With their
departure internal re-organisation of the Works Unit was necessary.
The 2nd Airfield Construction Squadron assumed responsibility for
the repair and maintenance of roads within the Naval Area and
also a number of natives were transferred from Tarangau to the
Works Unit, while the duties of all members of the Works Unit were
re-allotted.

The transfer of the War Criminals resulted in a
decrease in the number of Works projects in hand. It involved a
direct loss of 77 workmen, many of whom were skilled and semi-
skilled tradesmen. To offset this a request, to which a reply has
not been received was made to recruit an additional 45 Native Lab-
ourers (My message 270602 July, refers). At the same time compos-
ition of the Complement of the Works Unit, within the approved
number of 93, was recast, emphasis being placed on the requirement
for skilled wood tradesmen and this new complement has been approv-
ed (Navy Office Letter 4012/131/48 (08671) of 21 August, 1953.).

At present this new complement shows the following
deficiencies in skilled tradesmen, E.R.A.'s 6, Joiner/Shipwrights
12, Plumbers 2, Painter 1, and of the 6 Electrical ratings allowed
none are borne, although one has been appropriated.

.....2/

CONSTRUCTION AT MANUS (continued)

As mentioned in the previous report for May and June a R.A.A.F. Officer Flight Lieutenant G. PURDY has been attached to the Works Unit. On the 31 August he assumed duties as Supervising Works Engineer responsible to the Commanding Officer 2nd A.C.S. for all Naval Construction.

It is expected that progress on all projects will continue evenly as soon as the Electrical ratings arrive and always provided that the supply of materials through the Department of Works can be speeded up to a reasonable period.

STORES BUILDINGS

Although the final Victualling Store was scheduled for completion mid July it was not finalised until the end of August. The delay was caused through non completion of wiring (See paragraph on numbers borne in Works Unit) and a general lack of concentration amongst the Japanese.

The Armament Stores similarly delayed were completed on 7 August.

EUROPEAN HOSPITAL

Some outstanding materials were received in "MANGOLA" and "MALEKULA". However progressive work in sections of this building is delayed through non arrival of material some of which was ordered last November.

The job is 45% completed and the estimated date of completion, depending on the arrival of materials, is 31 August, 1954.

POWER HOUSE

Work continued. The overhead ganties is over 50% completed. The remainder of the building requires other attention in headworks and framing, some external sheeting and general joinery work.

The flexible mountings for two Belliss and Morcom Generators are expected shortly.

The estimated date of completion, of the complete Electrical Project is 31 December, 1954.

WATER SUPPLY

The supply of filter sand is awaited; it is understood that it will arrive on the "MALEKULA" in mid September.

To summarise the progress made on this project the Pump House is complete; the superstructure of the Water Point is 90% completed and the plumbing of this section 65% completed; Filter No.1 has been completed except for the plumbing which is but 15% completed; the erection of Filter No.2 is proceeding; the Treatment House is progressing, Decking is 70% completed; Surveys have been made and pipelines ordered.

Estimated date of completion of the project is 30 May, 1954 which does not include pipelines.

WHARF

Construction is 94% completed, wiring is 60% completed. It is anticipated that it will be finalised by 30 November, 1953.

TANK FARM

At the end of the period 13 tanks are available for use i.e., 23, 31, 30, 32, 33, 35, 36, 38, 39, 40, 45, 47, 48,.

During the period tanks 37 and 47 were tested but with only partial success on tank 37 Test of tank 24 was unsuccessful. Repairs to tanks 37 and 24 were made but the second test of Tank 37 was unsuccessful.

The bottom of tank 49 is removed for repairs as was done to tank 37.

Concrete supports were laid to the new section of the 12" pipe line, the new loop line and to the pipeline to tanks D9 and D10.

Shortage of welders has delayed progress internally in the tanks.

The lighter loading point will be commenced on completion of the Main Wharf and the necessary pipe line salvaged and installed.

WIRELESS STATION.

Clearing of the site continued.

MAINTENANCE TARANGAUTEMPORARY RATINGS QUARTERS

These continue to demand heavy maintenance.

SHORE REFRIGERATION

Overhaul of Shore Refrigeration has been completed and the plant is again operative.

WARD ROOM MESS BLOCK

Owing to the unsuitable material used and dry rot, sections of the flooring between Ante room and Billiard Room was replaced.

BOOM AREA

Contractors continued to clear scrap and approximately 600 tons and 300 tons were shipped in S.S. "LAUTOKA" and S.S. "SULA" respectively.

ATTACHED CRAFT.

Generally speaking, the age of these crafts is now becoming apparent.

M.S.L. 708 - This vessel is now considered unseaworthy. The engine is misaligned and it is considered that there is a transverse dislodgement of the hull framing (My letter N.G. 24/48/3 of 4 September, 1953, refers.)

ATTACHED CRAFT (continued)

The Oil Fuel Lighters require urgent docking.

S.D.M.L. 1327 - Commenced refit on 6 July, 1953, and much work was necessary.

S.D.M.L. 1324 - As reported previously the starboard engine of this S.D.M.L. had broken down. Engine was lifted from the vessel and a detailed report is being forwarded. Meanwhile the Port Engine, with only 120 running hours, has developed major defects including one fractured cylinder liner. A detailed report of this is also being prepared.

M.R.L. 251 This is being brought forward in seagoing conditioned to replace M.S.L. 708. Due to long time in the area, and the lack of maintenance personnel in past years, much work is involved.

DOCKINGS

<u>NAVY</u>	<u>DATE DOCKED</u>	<u>DATE UNDOCKED</u>
T.B.6	30.6.53	23.7.53
A.W.B. 409	7.8.53	11.8.53
S.D.M.L. 1327	23.7.53	28.7.53
<u>ADMINISTRATION</u>		
EROS	28 28.7.53	7.8.53
<u>PRIVATE CRAFT</u>		
MELISSA	7.8.53	11.8.53
ROS	28.7.53	7.8.53
KERAVYA STAR	19.8.53	REMAINS DOCKED

OIL FUEL TRANSACTIONS

Oil fuel transactions are shown on the attached schedules.

MALARIA

There were two cases of Malaria in July and no cases in August.

SPORTS

The Inter Island Cricket Competition ended with the R.A.A.F. Momote team as Premiers.

Three Inter Service Australian Rules matches between R.A.A.F. and Navy and one cricket match have all resulted in victories for the Navy.

The Inter part sport competition continues.

HEALTH AND MORALE

Health remains good.

Difficulties have been experienced with the supply of fresh vegetables from local sources and the slow turn round of MALEKULA has meant that supplies of fresh meat ordered for a six week period have to be stretched to eight or nine weeks. The main source of supplies of vegetables from the New Guinea Mainland failed, the contractor for one reason or the other could not keep up his contract.

HEALTH AND MORALE (continued)

It has been necessary to fly vegetables from Townsville. This is very expensive, vegetables are being obtained however in increasing quantities from Wau and Mount Hagen and it is hoped this source will in time cope adequately with all our requirements.

Morale was lowered considerably by the surprisingly sudden decision to impose Territory Duties on Canteen supplies and particularly when it was discovered it had been done without the knowledge of the Naval Board. Some alleviation of the anomalous position is expected daily, but the long wait has not yet ended.

VISITORS

During the period visits to the Area were paid by the 2nd Naval Member Commodore D.H. Harries, C.B.E., Captain (E) Clarke O.B.E. D.S.C. R.A.N. and Staff Officers. Also Dr. Coombes the Governor of the Commonwealth Bank and party.

Lieutenant J.W. Homewood, R.A.N., Mr. Massey Stanley, Journalist, United States Air and Military Attaches, Commander (F.P. Lord, R.A.N. also visited

JAPANESE WAR CRIMINALS

A major change, which affects the furthering of the construction, was the departure of the S.S. "HAKURYU MARU" with the Japanese War Criminals on the 31st July, 1953. They had been attached to this establishment since its commissioning as H.M.A.S. "SEADLER" on 1st January, 1950, and, it must be said, that in expiation of their crimes, they did some excellent work in the construction of the base.

POLICE BOYS - REPATRIATION

The departure of the Japanese War Criminals entailed the transfer of their guards to several places within New Guinea.

This was done within 10 days of the Japanese departure by using "MALEKULA" and backloading vegetable charter aircraft with Police Guards and their dependants. It was necessary to charter an aircraft from Lae to Port Moresby, to transport some police to their Headquarters at Sogeri.

In all 85 Police plus 32 dependants were transferred.

TRAINING.

A training class for advancement to Leading Seamen was commenced. At the examination on the 12 August 5 of the seven candidates passed. (My letter M.G. 33/28/7 of 2 September, 1953 refers.)

LOCAL

The volcanic activity south of Lou Island has subsided.

RAINFALL

Rainfall for July was 1245 points and for August 789 points.

SHIPPING

MALEKULA, MANGOLA, LAUTOKA, SULA, and HAKURYU MARU called during these months.

SHIPPING (continued)

MALEKULA with 1127 tons and MANGOLA with 700 tons for the services. Lautoka with 300 tons for the R.A.A.F. on her first visit and she again called to load scrap on her passage to Japan where she has been sold. S.S. SULA loaded scrap iron and HAKURYU MARU Japanese War Criminals.

MAILS.

Now appear regular and one large mail being received on Mondays and a further smaller one on Wednesdays. Papers in limited numbers of the preceding Sunday are received on Friday's Courier.

A/CAPTAIN, R.A.N.
NAVAL OFFICER IN CHARGE,
NORTH EASTERN AREA.

4336. 31. 12

Base Engineer's Office
H.M.A.S. "TARANGAU"

7th. September, 1953.

TWO MONTHLY TRANSACTION - FURNACE OIL FUEL AND AUTOMOTIVE DIESEL DISTILLATE.
JULY - AUGUST - 1953

The following are the Automotive Diesel Distillate Transactions in Tons for O.F.I. 1207.

DATE	SHIP	RECEIPTS	ISSUES
18-8-53	O.F.I. Lombrum Point (Storage Tank)	-	8.79

There were Nil Furnace Oil Fuel Transactions for Oil Fuel Installation - Manus.

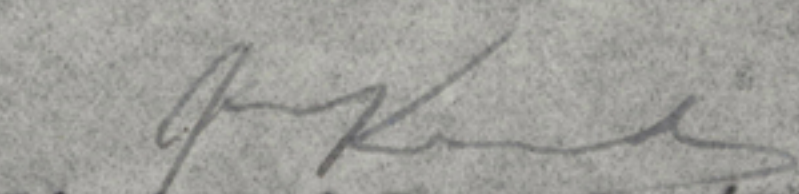
The following are the Bulk Automotive Diesel Distillate Transactions in Tons for O.F.I. Lombrum Point (Storage Tank)

DATE	SHIP	RECEIPTS	ISSUES
18-8-53	O.F.I. 1207	8.79	-
31-8-53	TARANGAU	-	8.79

The following are the Drummed Automotive Diesel Distillate Transactions for Oil Fuel Installation, Lombrum Point (Drum Store)

DATE	SHIP	RECEIPTS	ISSUES
31-7-53	TARANGAU	-	10648
1-8-53	Dept. of W. & H.	17248	-
31-8-53	TARANGAU	-	8800

There were Nil Furnace Oil Fuel and Nil Automotive Diesel Distillate Transactions for Oil Fuel Installation, Port Moresby.


Lieutenant Commander (E) R.A.N.
Base Engineer Officer.

Office of the
Naval Officer in Charge,
North Eastern Area,
R.A.N. Post Office No. 3,
c/- G.P.O.

NG. 166-1-44
The Secretary,
Naval Board,
MELBOURNE.

22 NOV 1953

5 NOV 1953

PERIODICAL REPORT - NORTH EAST AUSTRALIAN AREA
1 SEPTEMBER TO 31 OCTOBER, 1953.

ORGANISATION OF THE NORTH EASTERN AREA.

Acting Captain J.K. WALTON, A.D.C., R.A.N.,
assumed duties as Naval Officer in Charge, North East Australian
Area, from Acting Captain J.A. WALSH, O.B.E., R.A.N., on 29th
September, 1953.

H.M.A. SHIPS IN THE AREA AND ON PASSAGE (NEW GUINEA WATERS ONLY)

H.M.A.S. KANGAROO - H.M.A.S. KANGAROO arrived at Port
Moresby on 1st October, on passage to
Manus on 3rd October she found the
M.V. KOONAWARRA broken down with
defective engines and towed her to
Samarai. The remainder of her voyage to
Manus was completed without incident,
arriving on 7th October.

Whilst at Manus she carried on with her
intended programme of servicing
navigational aids until the 17th October
when she embarked a Guard of P.N.G.
ratings and sailed for Lae to attend the
unveiling of the Cross of Sacrifice at
the War Memorial Cemetery by His
Excellency the Governor General, Field
Marshal Sir William Slim, G.C.B.,
G.C.M.G., G.B.E., D.S.O., M.C., K.St.J.
She returned to Manus on 23 October.

On 31st October, KANGAROO with the
Naval Officer in Charge, North Eastern
Area, embarked proceeded to Ninigoes
Group to investigate alleged poaching
of shell by the Japanese.

M.R.L. 251

- After a local overhaul this vessel
successfully completed trials on 7th
September and was sailed for Madang on
9th September to load potatoes and
vegetables. Troubles were experienced
and her port engine stopped owing to
clogged filters. Other defects developed
and after her arrival at Madang on 11th
September it was necessary to fly a
complete clutch assembly to that Port.
On 12th September she sailed from Madang
arriving without further incident at
Manus on 13th September.

M.R.L. 251 (Continued). - M.R.L. 251 sailed for Madang on 12th October on the monthly vegetable trip, she returned on the 16th October.

On the 23rd October she was sailed to Lae to load timber for the R.A.A.F. Construction Unit and to Madang to load fresh vegetables. She was at this latter port when the period under-report closed.

S.D.M.L. 1324

- After extensive repairs to this vessel she was given a thorough and successful trial on 30th October and was sailed for the Hermit Islands on 31st October to investigate alleged poaching of shell by the Japanese.

CONSTRUCTION AT MANUS.

Construction continued. Good progress was generally maintained except for certain jobs which were unfortunately delayed by the non-arrival of material.

EUROPEAN HOSPITAL.

As reported to Naval Board in my message D.T.G. 220140, October, 1953, certain sections of this job were halted through lack of material, mainly plumbing. At the end of the period the lining and ceiling of the theatre block had been completed.

POWER HOUSE.

Construction continued on this project and a high rate of progress was maintained throughout the period. The Gantry has been completed, ancillary footings and duct work has been progressing nicely. The headwork, framing, external sheeting and general joinery work reported previously have been completed.

WATER SUPPLY.

The supply of filter sand expected in MALEKULA in mid September did not eventuate despite the assurances of the Department of Works.

Construction continues to progress.

WHARF.

Construction proceeds to schedule.

TANK FARM.

On receipt of Naval Board's message reducing the number required in the Tank Farm to 13 furnace tanks, 3 Avgas and 2 distillate, work had progressed to such an extent on Tanks 24 and 49 that they were completed and Tanks 19 and 20 were connected to the main 12" line. All this has been reported fully in my letter NG 195-2-96 of 28th October, 1953.

WIRELESS STATION.

No work was done.

MAINTENANCE - TARANGAU.

As reported previously heavy maintenance continued on the ratings' temporary quarters.

BOOM AREA.

Contractors continued to clear scrap and approximately 110 tons were shipped in S.S. ISABEL.

SERVICING AIDS TO NAVIGATION AND BUOYS.

Since her arrival, KANGAROO apart from her trip to Lae, has made good progress in lifting and servicing harbour buoys.

ATTACHED CRAFT.

M.R.L. 251.- Defects have developed in all trips of this vessel as reported in earlier paragraphs. This accentuates the need for constant maintenance which has always been hampered by lack of maintenance personnel.

DOCKINGS.

<u>NAVY</u>	<u>DATE DOCKED</u>	<u>DATE UNDOCKED</u>
M.S.L. 708	8th September, 1953.	25th September, 1953
M.R.L. 251	25th September, 1953.	6th October, 1953.
M.R.L. 253	6th October, 1953.	17th October, 1953.
M.W.L. 253	21st October, 1953.	To be undocked 10th November, 1953.

ADMINISTRATION

N I L

PRIVATE CRAFT.

KERAVIA	19th August, 1953.	8th September, 1953.
BUDA	17th October, 1953.	21st October, 1953.
WALRUS	17th October, 1953.	21st October, 1953.

OIL FUEL TRANSACTIONS.

Oil fuel transactions are shown on the attached schedules.

MALARIA.

Two European and one Native rating contracted Malaria in October, there were no cases in September.

SPORTS.

The Interpart sporting competition continues with unabated enthusiasm and interest.

The Inter Island Cricket Competition commenced on the 18th October.

HEALTH AND MORALE.

Health remains good.

Morale was lifted by Naval Board's message D.T.G. 060234, October, 1953, informing that service in this Area would be tax free. Details are eagerly awaited.

VISIT OF HIS EXCELLENCY THE GOVERNOR GENERAL TO TERRITORY.

His Excellency the Governor General, Sir William Joseph Slim, G.C.B., G.C.M.G., G.B.E., D.S.O., M.C., K.St.J visited the Territory from 18th October until 25th October.

VISIT OF HIS EXCELLENCY THE GOVERNOR GENERAL TO TERRITORY.
(Continued).

The main purpose of his visit being to unveil the Cross of Sacrifice at each of the War Memorial Cemeteries at Port Moresby, Lae and Rabaul.

The Naval Officer in Charge, North Eastern Area, was included in the official party as Naval Representative and laid Wreathes on behalf of the Navy at each Cemetery.

A Guard of 22 Papua New Guinea ratings was provided at Lae where it, once again, impressed by its smartness and bearing.

VISITORS.

Air Vice Marshall J.E. HEWITT, C.B.E. and the A.O.C. N.E.A., Air Commodore I.D. McLACHLAN, D.F.C., A.D.C., visited Lombrum on 7th September and inspected all construction in the Naval Area.

On Thursday, 29th October, the newly appointed A.O.C. N.E.A., Air Commodore P.G. HEFFERNAN, O.B.E., A.F.C., visited the Naval Area and inspected construction.

RAINFALL.

Rainfall for September was 1165 points and for October 1090 points.

SHIPPING.

M.V. AROS, MALEKULA, S.S. ISABEL, M.V. MOROVA, M.V. SUVA, M.V. SINKIANG, CERION, VIRIA called during the period. The following vessels carried cargo for Navy and R.A.A.F.

M.V. MALEKULA	1285 tons.
M.V. SUVA	780 tons.
M.V. VIRIA	25 tons.
M.V. CERION	140 tons.

M.V. MOROVA called in an emergency out of fuel and had been reduced to burning her lubricating oil to make the port.

Advice was received that BULOLO will be including Manus in its round trips from Sydney; the base will then receive a 3 to 4 weekly service. This will be of great assistance especially in the supply of materials for construction projects.

The French Naval Escort Vessel (2nd Class) COMMANDANT AMYOT D'INVILLE called at Port Moresby on 7th September sailing on the 9th September 1953.

(Sgd) J.K. WALTON.

A/CAPTAIN, R.A.N.
NAVAL OFFICER IN CHARGE
NORTH EASTERN AREA.

4336-31-12

BASE ENGINEER'S OFFICE,
H.M.A.S. "TARANGAU"
16th NOVEMBER, 1953.

TWO MONTHLY TRANSACTIONS - FURNACE OIL FUEL AND AUTOMOTIVE DIESEL
DISTILLATE. SEPTEMBER + OCTOBER 1953.

The following are the Automotive Diesel Distillate Transactions in Tons for O.F.L. 1207.

DATE	SHIP	RECEIPTS	ISSUES
23/9/53	M.V. Malekula	152.93	-
25/9/53	H.M.A.S. "TARANGAU"	-	6.56
29/9/53	No.1 Tank O.F.I.LOMBRUM-	-	84.48
29/9/53	No.2.Tank O.F.I.LOMBRUM-	-	61.63

The following are the Furnace Oil Fuel Transactions for Oil Fuel Installation MANUS.

DATE	SHIP	RECEIPTS	ISSUES
8/10/53	H.M.A.S. "KANGAROO"	-	55.22
19/10/53	M.V.SINKIANG	-	82.23
24/10/53	H.M.A.S. "KANGAROO"	-	88.16
31/10/53	H.M.A.S. "KANRAROO"	6	.02

The following are the Bulk Automotive Diesel Distillate Transactions in Tons for O.F.I. Lombrum Point (Storage Tanks)

DATE	SHIP	RECEIPTS	ISSUES
29/9/53	O.F.L. 1207	146.11	-
1/10/53	M.V.MOROVA	-	1.73
16/10/53	H.M.A.S. "TARANGAU"	-	21.81
26/10/53	H.M.A.S. "TARANGAU"	-	24.93
29/10/53	H.M.A.S. "TARANGAU"	-	15.93

The following are the Drummed Automotive Diesel Distillate Transactions in Gallons for O.F.I. Lombrum Point (Drum Store)

DATE	SHIP	RECEIPTS	ISSUES
28/9/53	H.M.A.S. "TARANGAU"	-	10472
29/10/53	H.M.A.S. "TARANGAU"	-	1232

The following are the Furnace Oil Fuel Transactions for Oil Fuel Installation Port Moresby.

DATE	SHIP	RECEIPTS	ISSUES
1/10/53	H.M.A.S. "KANGAROO"	-	66.49

There were Nil Diesel Distillate Transactions for Oil Fuel Installation Port Moresby.

[Signature]
Lieutenant Commander (E) R.A.N.
BASE ENGINEER OFFICER.

RECEIVED
B 15 MAY AM
NAVY REGISTRY

N.E.A. 125-1-4

4336/31/17

Office of the
Naval Officer in Charge,
North Eastern Area,
R.A.N. Post Office No. 3,
C/- G.P.O.

12 MAY 1954

The Secretary,
Naval Board,
MELBOURNE.

PERIODICAL REPORT - NORTH EAST AUSTRALIAN AREA.
1 MARCH, 1954 TO 30 APRIL, 1954.

ORGANISATION OF THE NORTH EASTERN AREA.

There were no changes in the organisation of the North Eastern Area.

H.M.A. SHIPS IN THE AREA AND ON PASSAGE (NEW GUINEA WATERS ONLY).

H.M.A.S. VENGEANCE
H.M.A.S. BATAAN

VENGEANCE flying the Flag of the Flag Officer Commanding H.M.A. Fleet with BATAAN in company arrived Manus on 20 April and after fuelling and watering sailed for Rabaul on 22 April. Both ships stayed at Rabaul from 23 April to 26 April sailing for Honiara the centre of administration of the B.S.I.P. where they arrived on the 29 April.

H.M.A.S. ANZAC

ANZAC (Captain 10th Destroyer Squadron) arrived on Saturday, 24 April after visiting Hollandia, Capital of Netherlands New Guinea from 19 April to 23 April. Ship was refuelled and watered sailing on 26 April via Lae and Samarai for the return trip to Australia.

H.M.A.S. HAWKESBURY

On 1 March HAWKESBURY sailed for a cruise of the Bismark Archipelago, visiting Nares Harbour at the western end of Manus, the Purdey and Vitu Islands Unea Island, Garove Island, Observation Island, inspecting Kreis (or Circular) reef and Doppo reef on the return passage to Manus. Ship secured alongside Lembrum wharf on 6 March. On the 11 March HAWKESBURY proceeded to assist in a search for a missing aircraft and patrolled a search area until a report was received that the aircraft had been located when she returned to Manus arriving on 14 March. On 23 March HAWKESBURY sailed on her final cruise in the area covering Marebe, Kiriwina Island, Weeklark Island, Misima Island, the Calvados Chain, Milne Bay, Samarai, Port Moresby and from this latter port to Australia. The ship sailed from Port Moresby on the 15 April.

S.P.C. 1324 S.P.C. 1324 sailed on a cruise on 23 April calling at Marien Harbour (Umboi Island) Arawe and Kandrian being at this latter place when the period of the report closed.

M.R.L. 251 Vessel completed the monthly vegetable runs to Madang in March and April. During the March trip the M.R.L. took the launch Jabiru in tow to Madang when it had broken down off Baga Bag Island.

CONSTRUCTION.

PERSONNEL.

Shortages of personnel and materials continue to dog the construction efforts. Although the appropriations of technical ratings to the area appear generous on paper the numbers actually available for work are always many less caused by the floating element of the draft "in" and draft "out". As a typical example 2 painters were appropriated to Tarangau but for a period of 2 months no painters were borne.

POWER HOUSE.

Progress has been maintained but all works ancillary to the actual erection of the main generating plant has now been completed and little further progress can be made without the "Erector".

POWER RETICULATION.

Re-coppering continued throughout the period.

HOSPITAL.

X Internal painting commenced with the arrival of a painter. The continuity of construction on this project more than any other has been delayed by the non arrival of essential material, e.g. hot water services and air conditioning plant.

WATER POINT AND RETICULATION.

The Water Point treatment plant and pumping station has been completed.

Piping for construction of the new rising main is expected in MANGOLA (See Shipping).

TRANSMITTING STATION.

The building only of the Transmitting Station has been completed.

BOOM SHED - REHABILITATION.

This is being done by Tarangau staff and progress is slow being hindered by the many calls of maintenance.

TANK FARM.

Dismantling of a distillate fuel tank continued throughout the period, a slow process.

Repairs to approaches and roads were necessary owing to washaways with the heavy rain.

OIL LIGHTER LOADING POINT.

Construction of this project made fair progress but was delayed by frequent breakdowns of the pile driver. A new pile driver will be required for the construction of the oil jetty and it is understood that this will be supplied.

P.N.G. MARRIED QUARTERS.

The P.N.G. Married Quarters have been completed except for painting. 10 "flats" are available.

MAINTENANCE.

BUILDINGS.

Maintenance makes heavy demands on Tarangau staff.

ROADS.

All roads within the depot area are in an extremely poor condition and the Naval Board has been requested to approve of a plan for gradually sealing them all.

ATTACHED CRAFT.

No major breakdowns occurred during the period.

DOCKINGS.

NAVY

	<u>DATE DOCKED</u>	<u>DATE UNDOCKED</u>
T.B. 5	2 March	29 March
T.B. 6	6 April	9 April
S.P.C. 1324	20 April	23 April

ADMINISTRATION.

Pontoon Cargo Lighters 2 in No.	29 March	6 April
------------------------------------	----------	---------

PRIVATE CRAFT.

Los Negros	9 April	20 April
Hollydene	23 April	24 April
Kathleen (Ketch)	28 April	30 April

OIL FUEL TRANSACTIONS.

Oil Fuel transactions are shown on the attached schedules.

MALARIA.

There was one naval case of Malaria during the period.

SPORTS.

Interest quickened (not that it has ever lagged) with the opening of the Blood Sports Season.

Preparations for Fleets visit added new zest to training etc. However despite the efforts the Fleet were victors in most of the competitive efforts. The teams were slightly compensated by the visit of the ANZAC later in the week when revenge was obtained.

An interesting sporting event was a soccer game between ANZAC and the P.N.G. Division, the latter winning 3 to 1. The wincses of the spectators as the P.N.G. Division made full blooded bare footed kicks at the wet and heavy ball were audible.

HEALTH AND MORALE.

Health remains good. With the latest advice from the Naval Board all are now happy with the Income Tax concessions.

VISIT OF THE FLEET.

Pleasure was felt at the visit of the Flag Officer Commanding H.M.A. Fleet (Rear Admiral R. R. Dowling, C.B.E. D.S.O.) and units of his Fleet both from the welcome change that new faces bring but also as an opportunity to test the facilities of the establishment.

With the latter the establishment was able to water and oil all vessels to their requirements. VENGEANCE had however been misinformed as to the availability of fresh vegetables and fruit. It was possible to supply some quantities of fruit but no where near the requirements.

Sporting facilities were adequate but the shore canteens were unable to cope with more than 500 each night.

VISITORS.

The Minister for the Navy and Air, the Honourable William McMahon, M.P. visited the area between the 14th and 15th March.

RAINFALL.

Rainfall for March was 1059 points and for April 1852 points.

The season appeared to change with the arrival of the South East Trades early in April, however within a fortnight had reverted to the North West seasonal conditions with heavy downpours of rain. April's rainfall is the highest recorded for this month.

SHIPPING.

The following ships called at Lembrum during the month:--

<u>ARRIVED</u>	<u>DEPARTED</u>	<u>SHIP</u>	<u>REMARKS.</u>
2 March	3 March	M.V. Busama	300 drums of aviation fuel for R.A.A.F.
19 March	21 March	M.V. Veria	Drummed petrol for R.A.A.F.
7 April	8 April	M.V. Malekula	280 tons Cargo
13 April	14 April	M.V. Bulele	86 tons Cargo
18 April	19 April	M.V. Sinkiang	5 tons stores unloaded. 196 tons scrap loaded.

It is interesting to note that Sinkiang sailed from Sydney after Mangola which has 300 tons of urgently awaited stores onboard, and will have completed the round journey before Mangola's arrival at Manus.

(SGD.) J. A. WALSH
A/CAPTAIN, R.A.N.
NAVAL OFFICER IN CHARGE.
NORTH EASTERN AREA.

4336-71-17
Base Engineer's Office,
H.M.A.S. "TARANGAU"
11th, MAY, 1954.

TWO MONTHLY TRANSACTIONS - FURNACE OIL FUEL AND AUTOMOTIVE DIESEL DISTILLATE,
MARCH - APRIL, 1954

The following are the Furnace Oil Fuel Transactions for Oil Fuel Installation Manus

<u>Date</u>	<u>Ship</u>	<u>Receipt</u>	<u>Issue</u>
11.3.54	H.M.A.S. Hawksbury	-	191.22
14.3.54	H.M.A.S. Hawkesbury	-	93.93
20.4.54	H.M.A.S. Bataan	-	236.08
21.4.54	H.M.A.S. Vengeance	-	941.09
21.4.54	H.M.A.S. Vengeance	-	220.00
24.4.54	H.M.A.S. ANZAC	-	496.31

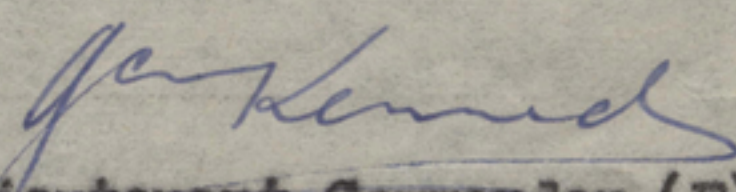
The following are the Bulk Automotive Diesel Distillate Transactions in tons for
Oil Fuel Installation Lombrum Point, (Storage Tanks)

<u>Date</u>	<u>Ship</u>	<u>Receipt</u>	<u>Issue</u>
2.3.54	H.M.A.S. TARANGAU	-	13.53
5.3.54	H.M.A.S. TARANGAU	-	15.23
7.3.54	H.M.A.S. TARANGAU	-	9.00
26.3.54	H.M.A.S. TARANGAU	-	38.46
5.4.54	H.M.A.S. TARANGAU	-	15.91
11.4.54	H.M.A.S. TARANGAU	-	27.61
26.4.54	H.M.A.S. TARANGAU	-	13.16

The following are the Furnace Oil Fuel Transactions for Oil Fuel Installation
Port Moresby.

<u>Date</u>	<u>Ship</u>	<u>Receipt</u>	<u>Issue</u>
15.4.54	H.M.A.S. HAWKSBURY	-	251.29

There were NIL. Automotive Diesel distillate Transactions for Oil Fuel Installation
Port Moresby


Lieutenant Commander (E) R.A.N.
BASE ENGINEER OFFICER.

4336/31/52

VEA. 125. 1. 9

Office of the
Naval Officer in Charge,
North Eastern Area,
R.A.N. Post Office No.3,
C/- G.P.O.

20 JAN 1955

The Secretary,
Naval Board,
Navy Office,
MELBOURNE.

PERIODICAL REPORT - NORTH EAST AUSTRALIAN AREA.
QUARTER ENDED 31 DECEMBER, 1954.

ORGANISATION OF THE NORTH EASTERN AREA.

Acting Commander R. Kerruish, R.A.N., relieved Acting Commander D.H. Stevens, R.A.N., as Deputy Naval Officer in Charge, North Eastern Area, assuming duties on the 25 October, 1954.

H.M.A. SHIPS IN THE AREA AND ON PASSAGE (NEW GUINEA WATERS ONLY).

A After an initial visit by H.M.A.S. ANZAC on the 2 October, and H.M.A.S. HAWKESBURY on the 4 October, to land shore personnel and equipment for "SATEX", the Fleet arrived at Manus on Tuesday 5 October, 1954. Visiting ships were H.M.A.S. SYDNEY, flying the flag of Rear Admiral R.R. Dowling, C.B.E., D.S.O., Flag Officer Commanding the Australian Fleet, H.M.A.S. QUADRANT (Captain T.K. Morrison, O.B.E., D.S.C., A.D.C., Captain(F) 1st Frigate Squadron), H.M.A.S. TOBRUK (Captain J.S. Mesley, M.V.O., D.S.C., Captain(D) 10th Destroyer Squadron), H.M.A.S. ANZAC and H.M.A.S. HAWKESBURY. On the same day H.M.S. THOROUGH secured at Lombrum Jetty.

On Wednesday 6 October, H.M.A.S. SPRIGHTLY with O.F.L. 1205 in tow and in company with M.W.L. 255 arrived.

R.F.A. FORT CHARLOTTE arrived on Monday 11 October, preceeding the arrival of units of the Far Eastern Fleet on Tuesday 12 October. They consisted of H.M.S. BIRMINGHAM (Rear Admiral G.V. Gladstone, C.B., Flag Officer Second in Command, Far Eastern Station), H.M.S. DEFENDER, H.M.S. CONSORT, H.M.S. COMUS, H.M.S. CONCORD, H.M.S. COCKADE and the R.F.A. WAVE PREMIER. On the same day H.M.S. TACTICIAN joined THOROUGH. Exercise "SATEX" was completed and after exchanging mutual salutes the Fleets departed on Wednesday 20 October, accompanied by the two Submarines. The R.F.A. FORT CHARLOTTE sailed on the 21 October.

H.M.A.S. HAWKESBURY was detached from the Fleet to proceed to Ocean and Nauru Islands. On 22 October she hove to briefly off Libir Island then proceeded to Nauru arriving on 25 October. She sailed from Nauru on 28 October for Ocean Island arriving on 29 October and sailing for Buin on Monday 1 November.

Arrangements had been made for M.W.L. 255 to rendezvous with HAWKESBURY at Buin. On arrival at Buin HAWKESBURY was immediately diverted to the Feed Islands to

4336/31/52

take over a Japanese Sampan and crew who had been apprehended by a planter there. The Sampan was taken under control and turned over to M.W.L. 255. HAWKESBURY then proceeded on a patrol covering Tanga and Green Islands. On Monday 8 November she intercepted a Japanese Tuna fishing vessel, the FUKUSEI MARU, but found nothing suspicious, other vessels of a similar type were sighted. HAWKESBURY completed her patrol on 9 November and proceeded to Kavieng. She sailed for Manus on 11 November via Tench, Emiran and Massau Islands arriving on 12 November.

On 22 November HAWKESBURY was placed in Quarantine after a suspected case of diphtheria was discovered. The suspicions proved false and the quarantine was lifted.

HAWKESBURY with the Naval Officer in Charge, North Eastern Area, The Director of District Services, Mr. A. Roberts and the District Commissioner, Mr. M. English, embarked, sailed on the 25 November for the Hermit Islands. However, the Administration trawler M.V. POSEIDON requested assistance, having broken down. HAWKESBURY was re-directed and towed the Administration vessel to Longan in the Ninagoes. She then visited the Far Western Islands, Wuvulu (or Mati) and Aus, sailing for Wanimo on 28 November. After visiting the Army Post at Wanimo she sailed to Madang and Wewak, leaving this latter port on Friday 3 December, returning to Manus via the Hermit Islands and arriving on the 5 December.

On the 9 December HAWKESBURY sailed via Madang and Samarai for Sydney. During the periods she was attached to this Area HAWKESBURY covered most of the area during cruises. Her duties were performed admirably and her Commanding Officer and Ship's Company have left behind many appreciative friends, throughout the Territory.

H.M.A.S. SPRIGHTLY with O.F.L. 1208 and M.W.L. 253 in tow sailed from Manus for Sydney on the 31 October.

H.M.A.S. KANGAROO came under the operational control of the Naval Officer in Charge, North Eastern Area, on Monday 8 November, arriving at Port Moresby on the 10 November where she was employed until the 19 November. KANGAROO left Port Moresby for Manus calling at Samarai enroute and arriving finally on the 25 November. The remainder of her time has been spent pulling piles and servicing the navigational aids etc. in Seeadler Harbour.

H.M.A.S. VENGEANCE called at Manus on the 26 November on passage from Japan to Australia. Some free freight was loaded.

H.M.A.S. WAGGA reported for duty on Thursday 23 December, sailing to Port Moresby for fuel where she remained at the end of the period.

Local craft were employed as follows:-

- | | |
|---------------|---|
| M. R. L. 251. | Routine vegetable run to Madang in October and November. |
| M. S. L. 706. | Voyage to Lae and Finschaven returning time expired native labour. Vessel sailed on the 23 October returning on 2 November. |
| M. W. L. 255. | Sailed for Buin on Monday 1 November with water for HAWKESBURY. After discharging 52 tons on the 5 November she sailed to Kieta and remained until the 7 November when the vessel proceeded to the Fead Islands, taking over a Japanese Sampan and crew from HAWKESBURY. She entered Rabaul on the 9 November, where the Japanese were turned |

(OVER)

over to the local Civil Authorities. M.W.L.255 sailed for Manus on the 10 November arriving on the 12 November.

On the 8 December the vessel sailed for the Ninigo Islands on a P.N.G. Division Training cruise where she took over the M.V. POSEIDON and towed it to Manus, arriving on the 10 December.

JAPANESE FISHING ACTIVITIES.

Public interest in the Territories was aroused by the arrest in the Feads Group of a Japanese Sampan and crew.

The Japanese activities, which have been gradually intensifying over the past three years, consist of two distinct categories, one legal the other illegal. The large majority come under the former, fishing for Tuna and other pelagic fish in the Coral, Solomon and Bismark seas, and generally in the South West Pacific. The latter, in small numbers, dive for trochus, green snail and other shell on the more remote island reefs of the area. An added incentive against the latter activity is that they do not consider the size of the shell taken, and taking considerable quantities of immature shell as they do, kill the bearing capacity of reefs for years.

Reports of these activities, in detail, have been forwarded on other papers.

"SATEX"

Operation "SATEX" enlivened the area considerably in the early weeks of October and all hands worked long hours. The Fleets requirements of fuel and water were met and water was in short supply owing to drought conditions. Canteen facilities appeared adequate. The fuelling requirements could not have been completed without the assistance of H.M.A.S. SPRIGHTLY.

The Victualling and accommodating of the many extra personnel, Naval and Air Force, was achieved successfully. The limited M.H.Q. was established at Momote and functioned well.

CONSTRUCTION.

Personnel.

With the changes of the 2nd Airfield Construction Squadron the Supervising Works Engineer now has the added duties of commanding the detachment of the Squadron remaining at Momote. This decrease of effectual supervision given to Works projects and these changes have resulted in some uneven progress.

The numbers borne remained reasonably steady during the period but still below the numbers desired.

POWER HOUSE .

The engine beds for the Mirrlees and Belliss and Morcom Generators from the old power house have been poured and all associated ducts and elevated floor construction completed. Work has progressed on the plumbing work for the installation of the cooling system.

The pre-fabricated steel work for floating blocks and the resilient mountings for the Belliss and Morcom have not been received. It was hoped to obtain the services of the Department of Works expert in January to supervise the pouring and setting up of the floating blocks. The non-receipt of this material prevents any further progress on the project. The impellor of the cooling system ^{Pumps} despatched to Australia for repairs over six months ago has not been returned.

(OVER)

POWER RETICULATION.

The re-coppering of the low tension reticulation is now 80% completed.

As reported in the previous quarterly report, the changeover to the 11KV network is still delayed pending receipt of the appropriate switch fuses, lightning arrestors and similar gear which have been outstanding since July, 1953. (Navy Office letters 23822 of 9 July, 1953 and 27955 of 7 August, 1953, are relevant).

HOSPITAL.

The external drainage is completed. It was hoped that the hospital would be complete by January, 1955, but the supply of special terrazzo tiling and associated copper taping required to complete the theatre block has not been received. (Report for the quarter ended 30 September, 1954, and Navy Office letter 21094 of 1 July, 1954, refers). However, it is at present intended to occupy the remainder of the hospital during January.

WATER POINT AND RETICULATION.

The installation of the new suction line has progressed 20%.

W/T STATION.

The non-arrival of underground cable and special keying lines is preventing the completion of the Transmitting Station. All masts have been erected.

The Central Receiving Station building is 70% completed, external sheeting and internal joinery remains to be done.

OIL LIGHTER LOADING POINT.

This project was completed early in October.

NEW SHIP'S COMPANY QUARTERS.

The laying of the underground sewerage lines prior to commencement of foundation construction is 80% completed.

ROADS.

A coral pit has been found and the natives have agreed to the working of the deposit. This should be ready for use, provided there are no breakdowns of equipment, early in 1955.

CONSTRUCTION PROGRESS - 1954.

The forecast of the anticipated progress for 1954 made in my report N.E.A.125/1/1 of 15 January, 1954, proved optimistic. Lack of specific materials, as reported earlier, has prevented the completion of the Power House and the New Hospital. The water pumping and treatment station have been completed, but the new reticulation is well behind schedule. Work has finally commenced on the Ship's Company's Living Quarters, but three months behind the original forecasted date.

The Oil Fuel lighter loading point was completed six months behind schedule.

Fair progress has been made on the Central Receiving Station and Transmitting Station, but delays have been occasioned initially by faulty earth-moving plant and later lack of materials.

(OVER)

The main cause for the slow rate of progress is the non-delivery of materials. The lack of personnel is accepted always and allowance is made for this in planned construction, but no allowance can be made for the non-delivery of material. As well as delaying the work rate this disheartens the teams pushing ahead with various jobs, and whilst awaiting materials locally trained and useful ratings are replaced by normal drafting with untrained men. This decreases progress and efficiency. It is essential therefore that every effort be made to keep the required material up to the project.

With so many factors to be considered no effort will be made to forecast the rate of progress in 1955.

MAINTENANCE.

Major maintenance was necessary during 1954. This included replacement of the Wet Canteen flooring, constant repairs to the temporary ratings living quarters and the Wardroom. The latter, in particular, being a new building completed by the Department of Works prior to their departure, was unexpected. Areas of flooring and bearers infected with dry rot and framework infected by white ants all required replacing.

MALARIA.

There were five Naval cases of malaria during the period under report.

SPORTS.

During the period of "SATEX" all playing fields and facilities were turned over to the Fleet.

The local sporting competitions continued through the period with unabated interest.

A Boxing Team was despatched as crew of the M.S.L. 706 to Lae to defend the New Guinea Boxing Shield won in 1953. Of twelve bouts fought our team won ten, the method of point scoring was difficult to understand, as despite this overwhelming victory the final point score was Navy 32 - Lae 29. However the Shield was safely defended.

HEALTH AND MORALE.

Health remains good, morale is high. The very welcome Christmas present in Navy Circular 124 ITEM was a great booster for the latter.

MAILS.

Have been satisfactory. A big Christmas mail arrived by air on Christmas Eve.

VISITORS.

Many notable visitors visited the area during the period. Some of the more prominent were the Chief of the Naval Staff, Vice Admiral Sir John Collins, K.B.E., C.B., the respective Flag Officers of the visiting Fleets, Captain J. Smallwood, R.N., British Naval Liaison Officer, the Fourth Naval Member, Commodore D. McI. Russell, Captain H. McPherson, U.S.N., United States Naval Attache, The Bishop of New Guinea, Bishop Hand, Air Vice Marshall A.L. Walters, C.B.E., A.F.C., Air Commodore P.G. Heffernan, A.F.C., the Air Officer Commanding North Eastern Area and the Chief Staff Officer Home Command, Air Commodore F. Headlam.

(OVER)

A tragic accident during the exercise was the death of the Netherlands Naval Attache, Commander T. Brunsting, R.N.N. whilst inspecting H.M.S. DEFENDER. His body was returned to Manus and he was buried with all honour and ceremony at Lorengau Cemetery on Saturday, 16 October.

RAINFALL.

The average rainfall in October and November was well below normal, the level in the dam was at a dangerous low by Mid-October and stringent rationing was brought into force.

The onset of the North West Monsoons was expected in November but failed to materialize with its usual force until the 21 December, when it was heralded with gale force winds and heavy rain which continued to the end of the period breaking the drought. The monthly rainfall was : October 564 points, November 647 points and December 1800 points - 1700 points of December's rainfall fell between the 21 and 31 of the month.

ARMY.

The advance party of the Company of the Pacific Islands Regiment to be stationed at Manus arrived early in December, to prepare Nutt Point for the main force which is expected to arrive in mid-January.

SHIPPING.

The following ships called at Lombrum during the quarter :-

<u>ARRIVED.</u>	<u>DEPARTED.</u>	<u>SHIP.</u>	<u>REMARKS.</u>
17 October.	17 October.	M.V. BULOLO.	195 tons unloaded
25 October.	26 October.	S.S. MEKLONG.	Nil.
10 November.	12 November.	M.V. MELEKULA.	293 tons unloaded
11 December.	12 December.	M.V. BULOLO.	280 tons plus 150 tons dieselene unloaded.
13 December.	15 December.	M.V. TARRA.	60 tons of Army Stores.

DOCKINGS.

NAVY.

	<u>DATE DOCKED.</u>	<u>DATE UNDOCKED.</u>
T.B. 5	26.10.54	11.11.54
A.W.B. 409	26.10.54	11.11.54
T.B. 6	11.11.54	16.11.54
S.D.B. 1324	17.11.54	22.11.54
M.R.L. 251	22.11.54	26.11.54
M.B. MARINGO	29.12.54	31.12.54
Big Pontoon, Dock Gangway Pontoons.	17.,12.54	29.12.54
	13.12.54	17.12.54

(OVER)

ADMINISTRATION.

Cargo Pontoon Lighters. 6.12.54 10.12.54

PRIVATE.

Duali, 29.11.54 6.12.54

OIL FUEL TRANSACTIONS.

Due to delay in the rendering of Oil Fuel transactions from Port Moresby these will be forwarded under cover of a separate letter.

(SGD:) J. A. WALSH

A/CAPTAIN, R.A.N.
NAVAL OFFICER IN CHARGE,
NORTH EASTERN AREA.

(336-31-52)

Base Engineer's Office,
H.M.A.S. "Tarangau"
7th. February, 1955.

TRANSACTIONS-FURNACE OIL FUEL AND AUTOMOTIVE DIESEL DISTILLATE
QUARTER ENDING 31st. DECEMBER. 1954.

The following are the Bulk Automotive Diesel Distillate Transactions in Tons for Oil Fuel Installation Lombrum Point. (Storage Tanks.)

<u>DATE</u>	<u>SHIP</u>	<u>RECEIPT</u>	<u>ISSUES.</u>
2/10/54	H.M.A.S. Tarangau	-	36.87
6/10/54	O.F.L. 1205	275.08	-
6/10/54	H.M.A.S. Sprightly	-	63.75
9/10/54	H.M.A.S. Tarangau	-	14.26
11/10/54	R.F.A. Fort Charlotte	-	3.97
16/10/54	H.M.A.S. Tarangau	-	15.25
22/10/54	H.M.A.S. Tarangau	-	10.72
23/10/54	H.M.A.S. Tarangau	-	5.54
27/10/54	H.M.A.S. Tarangau	-	2.18
29/10/54	H.M.A.S. Tarangau	-	10.88
29/10/54	H.M.A.S. Tarangau	-	23.82
10/11/54	M.V. Malekula	150.6	-
16/11/54	Vide A.D. 176	-	.77
18/11/54	H.M.A.S. Tarangau	-	28.02
21/11/54	H.M.A.S. Kangaroo	-	.27
21/11/54	H.M.A.S. Tarangau	-	8.16
29/11/54	H.M.A.S. Tarangau	-	13.33
3/12/54	H.M.A.S. Tarangau	-	13.39
10/12/54	H.M.A.S. Tarangau	-	8.97
17/12/54	H.M.A.S. Tarangau	-	5.43
24/12/54	H.M.A.S. Tarangau	-	4.65

The following are the furnace oil fuel Transactions for Oil Fuel Installation Manus.

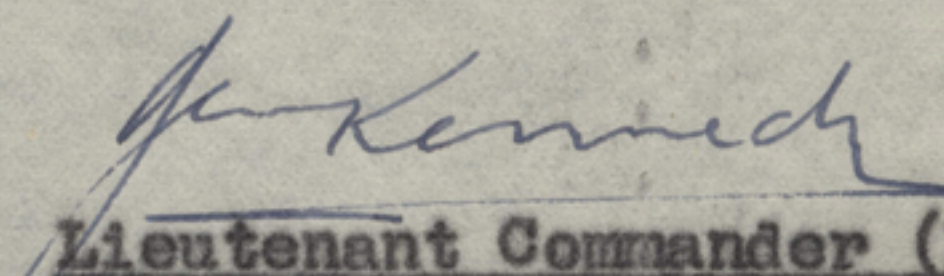
<u>DATE</u>	<u>SHIP</u>	<u>RECEIPT</u>	<u>ISSUES</u>
2/10/54	H.M.A.S. Anzac	-	463.82
4/10/54	H.M.A.S. Hawksbury	-	260.9
5/10/54	H.M.A.S. Sydney	-	1171.69
6/10/54	O.F.L. 1205	621.71	-
6/10/54	H.M.A.S. Quadrant	-	212.98
6/10/54	H.M.A.S. Tobruk	-	222.81
7/10/54	H.M.A.S. Anzac	-	190.92
7/10/54	H.M.A.S. Sydney	-	330.12
11/10/54	R.F.A. Fort Charlotte	-	306.21
12/10/54	H.M.S. Cockade	-	63.83
12/10/54	H.M.A.S. Arunta	-	61.18
12/10/54	H.M.A.S. Sydney	-	717.72
12/10/54	H.M.S. Concord	-	35.59
12/10/54	H.M.A.S. Quadrant	-	66.01
12/10/54	H.M.A.S. Tobruk	-	65.38
12/10/54	H.M.A.S. Anzac	-	95.27
12/10/54	H.M.S. Comus	-	38.86
12/10/54	H.M.A.S. Hawksbury	-	80.17
13/10/54	R.F.A. Wave Premier	-	2605.00
19/10/54	H.M.A.S. Tobruk	-	45.82
19/10/54	H.M.A.S. Anzac	-	45.88
19/10/54	H.M.A.S. Arunta	-	48.52
19/10/54	R.F.A. Fort Charlotte	-	126.08
19/10/54	H.M.S. Birmingham	-	458.02
19/10/54	H.M.S. Defender	-	37.54
20/10/54	R.F.A. Wave Premier	-	506.31
29/10/54	O.F.L. 1208	-	29.38
12/11/54	H.M.A.S. Hawksbury	-	439.36
23/11/54	H.M.A.S. Hawksbury	-	99.28
25/11/54	H.M.A.S. Kangaroo	-	74.57
17.11.54	A.D. 176	-	70.77
4.12.54	H.M.A.S. Hawksbury	-	210.37

The following are the Automotive Diesel Distillate Transactions in gallons for Oil Fuel Installation - Port Moresby.

<u>DATE</u>	<u>SHIP</u>	<u>RECEIPT</u>	<u>ISSUE</u>
15/11/54	H.M.A.S. Kangaroo	-	44.

The following are the Furnace Oil Fuel Transactions in Tons for Oil Fuel Installation - Port Moresby.

<u>DATE</u>	<u>SHIP</u>	<u>RECEIPT</u>	<u>ISSUE.</u>
15/11/54	H.M.A.S. Kangaroo	-	86.56
15/11/54	Vide A.D. 176		73.37
24/11/54	Vide A.D.176		47.16
29/12/54	H.M.A.S. Wagga		66.5
30/12/54	Vide A.D. 176		10.55


Lieutenant Commander (E) R.A.N.
Base Engineer Officer.

AWM 78



REFERENCE PAPERS / MATERIAL ONLY

~~DEPARTMENT OF THE NAVY~~

~~CONFIDENTIAL~~



CG 107 (1967)