

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: AWM78/415/4

Title: AWM78 415/4 - January-December
1956. Duplicates

Refers to content as periodical reports



RCDIG1073959

[415/4]

TARRAMONGA. 1956

AUSTRALIAN WAR MEMORIAL
ACCESS STATUS
OPEN



~~SECRET~~

REFERENCE PAPERS / MATERIAL ONLY

December 1967
 Jan
 Feb
 March
 April
 May
 June
 November

1968

Feb
 May
 November

1969

Feb
 October
 November
 1970

DEPARTMENT OF THE NAVY

SYDNEY
 Reports of Proceedings
 of Duplication

CONFIDENTIAL

~~SECRET~~



CG 107 (1967)

CONFIDENTIAL

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

NEA125/1/16

10 MAY 1956

The Secretary,
Department of the Navy,
Navy Office,
MELBOURNE.

PERIODICAL REPORT - NORTH EAST AUSTRALIAN AREA -
QUARTER ENDED 31ST MARCH, 1956.

Submitted for the information of the Naval Board the following report on activities in the North East Australian Area for the Quarter ending 31st March, 1956.

2. GENERAL.

The drought which had forced heavy water rationing on "Tarangau", and was assuming serious proportions, finally broke on January, 15th and with a few hours heavy rain the dam was full. With the size of the existing dam, and the appalling state of the water reticulation system resulting in much waste, the problem of water shortage will always be present.

The quarter has been highlighted by the shipping strike in Australia and also by an unusual amount of shipping activity at Manus.

3. SHIPPING STRIKE.

The repercussions of this strike at "Tarangau" were quite extensive though fortunately it broke before the situation assumed serious proportions.

Shipping has been put back a period of about six weeks all told, causing delays in the new works construction and also in the provision of furnishings for the new married quarters.

Towards the end of the period the food position was getting serious, and two days before the arrival of the "Bulolo", stocks of frozen provisions were exhausted completely. Had the strike continued, a fairly large scale air lift of food from the mainland would have been necessary. ✕

4. OPERATIONAL.

(a) H.M.A.S. "COOTAMUNDRA".

"Cootamundra" with Lieut. Commander T. O'Byrne R.A.N.V.R. as Staff Officer Coastwatching and Lieut. Commander R. McKauge, D.S.C., R.A.N.V.R. embarked, carried out coastwatching cruise of the Bougainville area, Rabaul and Kavieng between the 7th and 22nd January. This was quite successful but due to the faulty refrigeration system in "Cootamundra" plans for a further cruise were cancelled.

On her return to Manus three cases of measles were diagnosed in her ship's company and she was placed in quarantine. This was most unfortunate as there is little pleasure in being immobilised in this climate, and plans for her passage south were hastened as much as possible.

CONFIDENTIAL

On 26th January, 1956, "Cootamundra", with S.D.B.'s 1324 and 1327 in tow, sailed for the South.

(b) M.S.L. 706.

In continuation of the turnover of duties of Staff Officer Coastwatching, Lieutenant Commanders O'Byrne and McKauge cruised through the Western Islands between the 14th February and the 21st February in M.S.L. 706.

(c) H.M.A.S. "SPRIGHTLY".

Due to the shipping strike it was not possible for "Sprightly" to bring the floating dock from Brisbane as had been planned but she arrived unencumbered on the 20th February to carry out a long awaited coastwatching cruise of the Solomon Islands.

With Lieut. Commander O'Byrne embarked she sailed on the 25th February for this cruise.

On the 2nd March a signal was received from the High Commissioner, Honiara requesting the assistance of "Sprightly" in recovering the Trading Schooner "Arakarimo". This vessel, on passage from the Gilbert Islands, had been missing for close to three months and eventually drifted up on the South Coast of Guadalcanal.

Weather conditions were poor but "Sprightly" was ordered to proceed with all dispatch to assist and arrived on the scene only to find that the craft was beyond salvage and that the island schooner "Myrtle", with Commander J. Maxwell R.A.N. (Rtd.) in command, had ascertained that only one dead body remained aboard. Lr.

Later, again at the request of the High Commissioner, she proceeded to the area from Honiara and brought back the survivors.

Throughout this period, communications with "Sprightly" were cut due to her defective main transmitter the only contact being by Telegram when she was in harbour.

"Sprightly" completed the remainder of the cruise uneventfully returning to Manus on the 19th March.

After a brief storing period she sailed for Sydney on the 22nd March with T.B. 6 in tow.

(d) The rescue of the "Habob".

At 1300 on March the 3rd a message was received from the District Officer at Baluan that the administration workboat "Habob" with 9 passengers and a crew of three aboard had broken down and drifted out to sea in the teeth of the northwest monsoon at 1000 on the previous day.

The M.S.L. was ordered to sea and was underway at 1400. She proceeded to the area, where the R.A.A.F. S.A.R. craft was already searching, and arrived at about 1900.

In the meantime, working together with the R.A.A.F. and the Rescue Control Centre at Port Moresby, plans were in hand for an air search to be laid on at dawn on the 4th.

However at 0300 on the 4th the M.S.L. sighted the "Habob", took her in tow and brought her back to "Tarangau" arriving at 2200 on the 4th.

~~CONFIDENTIAL~~

The passengers and crew, though hungry, were unharmed, and were returned to Lorengau next day. The "Habob" is at present under repair by base staff.

A copy of the signal (040830K) received from Discom Lorengau is attached.

(e) H.M.A.S. "ARUNTA".

"Arunta" arrived in the area on the 29th February for about a five week period which presented the ideal opportunity for me to carry out a frequently deferred visit to major ports and authorities in the area, in a vessel that would present an impressive appearance to the native eye.

A full report is attached as Appendix 'A'.

5. MAINTENANCE.

Due to the rusty and broken down condition of the water reticulation system the fresh water was becoming badly tainted and it was thought, that as the main header tank had never been cleaned out, it was likely to be heavily contaminated. Accordingly two hatches were cut in the tank, about ten inches of sludge were removed, and the interior scraped and cement washed. The hatches were then welded back into place and the tank tested with a full head of water.

Two days later the tank burst. Fortunately it was 1800 and traffic was light in the area, also the burst went in the direction of open land rather than in that of the nearby residences as a result the only casualty was one native who was carried, bike and all, on the crest of a wave for about 15 yards and deposited wet, indignant, but unharmed among the coconuts.

Temporary arrangements have been made to supply water to the depot while a tank from the Oil Fuel Installation is dismantled and re-erected in position.

See photographs attached.

6. NEW WORKS.

Of the major works at "Tarangau" the Ablution Block has been at a standstill for approximately eight months due to non receipt of material, but the new ratings accommodation block is nearing completion and, in the unlikely event of the furniture for it being received in the near future, will be ready for occupation by mid April.

Work on the ten new married quarters is proceeding well and three will be completed by early April, together with a boy house, and four more will be well under way. (see photographs attached).

The inability to obtain any information regarding the date by which the furniture for these residences may be supplied, is having a depressing effect on the volunteer labour.

7. SPORTING ACTIVITIES.

The M.W.L. proceeded to Rabaul on the 26th February with a combined Boxing Cricket and Basketball team aboard to compete against the Rabaul sporting Association.

Although poorly organised on the Rabaul side, all matches were well attended and the behaviour of the ships company on and off the field was excellent.

CONFIDENTIAL

CONFIDENTIAL

--4--

8. MISCELLANEOUS.

M.V. DAROA.

No decision has been made as to the fate of this vessel and no work is being carried out on her.

CLEANING OF SCRAP.

Work is proceeding very well on the cleaning of the area and it is estimated that all scrap will be cleaned by the 1st June.

M. J. Clark

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

CONFIDENTIAL

CONFIDENTIAL

H.M.A.S. TARANGAU,
R.A.N. Post Office No.3,
C/- G.P.O.

10 MAY 1956

The Secretary,
Department of the Navy,
Navy Office,
MELBOURNE.

TOUR OF NEW GUINEA BY N.O.I.C. N.E.A. IN H.M.A.S. ARUNTA.

Sir,

I have the honour to submit for the information of the Naval Board the following report on my recent tour of New Guinea in H.M.A.S. "Arunta".

Thursday 1st March.

Accompanied by S.O.(I) N.E.A. A/Lieut. Commander I.T. McKenzie, R.A.N.R. I departed Momote at 0715K for Port Moresby, arriving there via Lae at 1140K.

The following personnel greeted me on arrival, Major R. Bryant representing the Administrator's Department Colonel Lynch Commanding Officer Area Command, Squadron Leader Druary R.A.A.F. and P.O.M. (E) McColl.

The Commanding Officer Pacific Islands Regiment had provided a guard and band in my honour and on completion of the inspection we proceeded with Colonel Lynch to Murray Barracks where light refreshments had been prepared.

Accommodation pending the arrival of H.M.A.S. "Arunta" had been arranged at the Hotel Papua and during the afternoon Mr. K. Donavan Regional Director of Security called to pay his respects.

At 1630 in company with Colonel Lynch and Major Bryant a visit was made to the Public Service Club where an opportunity was taken to discuss arrangements for Arunta's stay in Port Moresby.

Colonel Lynch invited S.O.(I) and myself to dine with him and on completion we went out to the Pacific Islands Regiment Headquarters at Tarama Barracks for a social evening with Colonel Wamsley and members of the Officer's Mess.

Friday 2nd March.

At 0730K H.M.A.S. "Arunta" berthed at the main wharf and was met by S.O. (I) N.E.A. and P.O.M.(E) McColl.

As it had been suggested that the Commanding Officer of "Arunta" and myself combine official calls I joined "Arunta" at 0900.

Major Bryant called at 0930 to present the Administrator's compliments to the C.O. "Arunta" and to arrange official calls to be paid to the Assistant Administrator, Mr. Wilson and the Acting Chief Justice, Mr. Justice Gore.

The Administrator Brigadier D.M. Cleland, C.B.E. being absent on an official visit to Dutch New Guinea and the Chief Justice Sir Beaumont Phillips was undergoing urgent Medical treatment in Australia.

CONFIDENTIAL

CONFIDENTIAL

Accompanied by C.O. Arunta official calls were paid on the Acting Administrator at 1045 and the Acting Chief Justice at 1130K returning on board at 1215.

Colonel Lynch, Colonel Wamsley, Squadron Leader Drury and Mr. K. McCarthy, Executive Officer Department of Native Affairs, were entertained on board for lunch.

Prior to the luncheon Mr. K. Donavan and Mr. I. McDonald, Chairman of the Copra Marketing Board, paid a brief visit to the ship.

At 1500K accompanied by S.O. (I) I visited the Director of Education, Mr. W. Groves and discussed various matters appertaining to the European School at Lombrum which required attention.

Mr. Vidgen a senior official of the Department of Works was visited at 1600 and much useful information as to the supply of furniture for housing at Manus was obtained.

The Acting Administrator, Mr. Wilson and Mrs. Wilson entertained myself, Captain and Officers "Arunta" plus a considerable number of the leading citizens to a most enjoyable cocktail party from 1730 to 2000.

Saturday 3rd March.

During the forenoon Mr. Justice Gore entertained the C.O. "Arunta" and myself for morning tea and returning on board with us for lunch.

Other luncheon guests were the Acting Administrator Mr. Wilson, Mr. T. Grahamslaw, Chief Collector of Customs and Naval Agent and Mr. Johns, Manager of the Port Moresby Freezing works.

Approximately 90 guests were entertained on board to cocktails from 1830 to 2030.

Sunday 4th March.

The ship proceeded to Jacquinet Bay via China Straits at 1130K.

Excellent facilities both transport and otherwise provided by the Army and Civil Administration did much towards making "Arunta's" stay in Port Moresby such a pleasant one.

Tuesday 6th March.

The ship arrived Jacquinet Bay at 0900 Tuesday the 6th of March and was met by Mr. J. Young Whitford the Patrol Officer in charge of the Station at "Pomio".

Mr. and Mrs. Young Whitford, Mr. K. Jones, Planter Mr. D. McKenzie, Co-operative Officer and Rev. Father O'Brien were entertained on board for lunch and shown over the ship.

During the afternoon the local natives were also shown over the ship and appeared to be very impressed with what they saw.

Unfortunately heavy rain which fell continuously throughout the day marred the proceeding somewhat.

Mr. and Mrs. Young Whitford entertained the Captain and Officers in their residence to a most enjoyable

CONFIDENTIAL

CONFIDENTIAL

buffet supper before the ship proceeded to Rabaul at 2300K.

Wenesday 7th March.

"Arunta" secured alongside the main wharf Rabaul at 0930 and was met by Mr. Sneddon, Chief Clerk to the District Commissioner, Lieut Commander Rhoades (Ret.) who is now Chief Produce Inspector of the Territory and Major D. Barrett, Commanding Officer of the local P.N.G.V.R. Unit.

Mr. J. Foldi, District Commissioner called at 1100K and invited myself and C.O. Arunta and officers to buffet supper at his home in the evening..

Once again the Administration and Army placed adequate transport at the disposal of the ship.

The Harbour Master, Captain Donahue called at 1130 and stayed for lunch.

Mr. Keith Cummings, President of the New Guinea Club called at 1600 and extended an invitation to myself and all officers to avail themselves of the club facilities.

A most enjoyable evening was spent at the home of the District Commissioner where he entertained all officers plus the leading citizens of the town.

Thursday 8th March.

At 1120 accompanied by the C.O. "Arunta" / returned the District Commissioner's call and then visited the New Guinea Club as the guests of the President.

Mr. Max Orken, District Officer had lunch on board and then we drove to the Agricultural Research Station at Keravat where considerable experimental work on cocoa production is being carried out.

Mr. Orken proved to be a most informative guide who possessed a vast knowledge of the surrounding country and its potentialities.

Approximately one hundred guests were entertained on board for cocktails at 1830.

Friday 9th March.

Arunta shifted berth to Coconut Products Ltd., Wharf at 0730 so that the "Sinkiang" carrying much needed food stuffs from Australia could begin discharging.

At 0930 visited the Malaguna Native Technical Training School and was shown its activities by the Principle Mr. G. Harrington. This school trains Native Artisans and is doing much to alleviate the shortage of skilled labour in the Territory. The pupils attending the school serve a specified time apprenticed to a certain trade and on completion possess a high degree of skill and competence.

The school itself which was built by the pupils is a credit and speaks much for the thorough training they receive.

After embarking 40 selected observers "Arunta" proceeded at 1500 for exercise off Rabaul. The party who had been invited at the request of the Administration comprised European, Asiatic and Native members of Rabaul and surrounding districts. Several of the Natives wore decorations awarded to them for gallantry in the last war.

CONFIDENTIAL

CONFIDENTIAL

The exercises which comprised of gunnery, squid and torpedo created a vast impression on the observers and the District Commissioner expressed his appreciation for the opportunity of letting the public see the Navy at work. He also stated that the Natives would spread the word far and wide of what they had seen and by doing so would raise the prestige of the Australian Administration even higher.

After transferring the observers to the Administration trawler the "Arunta" proceeded to Kavieng at 1830K.

Saturday 10th March.

Arunta berthed at the main wharf at 0830 and was met by Mr. Hayes, District Officer, Mr. McGoldrich, Customs and R.S.L. Secretary, and Inspector Graham, Police.

Mr. T. Aitcheson, District Commissioner called at 0900 and extended a welcome to Kavieng. He also expressed how pleased the residents of the town were that they been included in the programme because it had been many years since the last visit by one of the larger units of the Australian Fleet.

At 1130 accompanied by C.O. "Arunta" I proceeded to the township where at the request of the District Commissioner I took the salute at a march past by members of the Papua New Guinea Constabulary.

On completion of the march past visited the Kavieng Club to meet prominent members of the local community, including several members of the Coastwatching Organisation who had come in for the visit.

Entertained the following townspeople at a small luncheon party on board, Mr. T. Aitcheson, District Commissioner, Mr. A. Maccartney, Manager Commonwealth Bank, Mr. J. Connor, Manager Colyer Watson, and Mr. L. Cope, Manager Burns Philp.

1730 attended reception given by District Commissioner at Kavieng Club for all Officers.

Sunday 11th March.

Accompanied by C.O. "Arunta" and S.O.(I) proceeded to Piera Plantation for lunch as guests of Mr. and Mrs. J. Stanfield. The journey some seventy miles each way was most interesting and was marred only by the abnormal number of punctures experienced both going and coming. Mr. Stanfield's Plantation is highly mechanised and their magnificent home lacks nothing in modern amenities.

Fifty guests were entertained on board for cocktails at 1830.

Monday 12th March.

After embarking a combined group of European, Asiatic and Native locals as observers "Arunta" proceeded at 1345 for exercises off Steffen Straits.

With the exception of the torpedo the exercises were the same as Rabaul and once again the observers were visibly impressed.

The District Commissioner, Mr. Aitcheson expressed his appreciation for the opportunity of observing the exercises and stated that it would create a very good impression amongst the local Asiatic and Native population whose loyalty was sometimes not what it should be.

CONFIDENTIAL

CONFIDENTIAL

A local Native Brass Band which has only been formed over the past two months gave several creditable performances during our stay in Kavieng. The most impressive one being the playing of the ship off the wharf when she proceeded for exercises.

Tuesday 13th March.

"Arunta" arrived Manus at 0900K and I disembarked for the duration of her stay.

Saturday 17th March.

After embarking P.N.G. classes for training and some local natives as observers "Arunta" proceeded for exercises at 0830K.

Accompanied by S.O.(I) N.E.A. I joined "Arunta" at 1200 and at 1330 the ship proceeded to Madang.

Sunday 18th March.

Arrived Madang at 0900 and as the wharf was occupied by the M.V. Aeros, "Arunta" anchored.

At 0915 official calls were paid by Mr. L. Williams, District Commissioner and Captain Evans, Harbour Master.

On completion of the calls I landed with Mr. Williams for a drive around Madang.

The Aeros cleared the main wharf at 1300 and Arunta weighed and proceeded alongside at 1330.

Spent a most enjoyable afternoon playing golf with Mr. Williams and inspecting the proposed site for the Coastwatcher's Memorial Light.

On completion of dinner I accompanied the C.O. "Arunta" to a football match, Arunta v Madang, being played under flood-lights. From observations it was obvious that the game was enjoyed by both spectators and players.

Monday 19th March.

Arrangements had been made for C.O. Arunta and myself to visit the highland centre of Goroka some forty minutes flying from Madang and accordingly we left Madang airstrip in a D.C. 3 aircraft at 1130.

The trip is rather a nerve wracking one in that the pilots fly along the valleys so as to avoid climbing over mountain ranges of up to 15,000 feet. Well known landmarks from the last war are passed en route, the more important ones being the Ramu Valley and Shaggy Ridge.

Goroka is situated in a valley 5,600 feet above sea level and enjoys a climate of mild day and cold nights; Because of the temperate climate and rich soil the Goroka area is rapidly making a name for itself as a producer of coffee and vegetables.

The District Commissioner of the Eastern Highlands District Mr. Seale proved to be a most hospitable host during our short stay, and with him we managed to see a considerable amount of the locally cultivated area. After an uneventful flight we returned on board at 1400.

CONFIDENTIAL

At 1600 accompanied by Commanding Officer, Arunta paid a visit to the local oval where a cricket match, Arunta v Madang, was being played.

Prior to the cocktail party on board the District Commissioner held a small reception for myself and all Officers at his home.

Approximately 80 guests were entertained on board for cocktails at 1830.

Tuesday 20th March.

Prior to proceeding for exercises at 0800 Arunta embarked approximately 60 observers. The group was a composite one made up of Europeans, Asiatics and Natives.

The exercises were very successful with the exception of the torpedo which disappeared after being observed to blow at the end of its run.

During the search the Qantas aircraft which had taken us to Goroka on the previous day made several runs over the area without making a sighting.

Before returning to harbour the District Commissioner Mr. Williams thanked the Commanding Officer Arunta and myself on behalf of the observers for being given the opportunity to witness the mornings exercises. He also stated that this type of demonstration created a terrific impression with the Asiatic and Native population.

On completion of transferring the observers to the Administration trawler, Arunta proceeded to Hollandia.

Wednesday 21st March.

Berthed K.P.M. Wharf at 1400 and at 1430 the Commanding Officer Royal Netherlands Naval Barracks, Lt.Cdr B.B. Bakker and the Commanding Officer of the Frigate Johan Mauritz Van Nassau, Lt. Cdr. A.F. Elbers paid official calls on myself and Arunta.

At 1630 accompanied by Commanding Officer Arunta called on C.Z.M. Netherlands New Guinea Commodore A.C.M. De Neeve, R.N.N.

C.Z.M. Netherlands New Guinea returned calls on Arunta and myself at 1700.

1800 accompanied by Arunta called on His Excellency the Governor of Netherlands New Guinea, Dr. J. Van Baal.

Commodore De Neeve entertained all Officer to a cocktail party in the Johan Mauritz Van Nassau from 1930 to 2030 and afterwards all were invited to the Officers Mess in the Naval Barracks.

Thursday 22nd March.

His Excellency the Governor Dr. J. Van Baal returned our call at 1115 and extended an invitation for myself, Commanding Officer Arunta and five Officers to lunch with him at his weekend cottage which is appropriately named "Skyline". The cottage is situated on a peak overlooking Hollandia and commands a magnificent view.

CONFIDENTIAL

The Official Residence in Hollandia is the one that was occupied by General MacArthur when he had his headquarters at Lake Sontani.

Approximately 90 guests were entertained on board for cocktails at 1900.

Thursday 22nd March.

At 0830 Arunta with Johan Mauritz Van Nassau in company sailed for Biak. Whilst on passage opportunity was taken to carry out simple tracking and communications exercises.

Friday 23rd March.

Arunta berthed main wharf Sorido Lagoon at 0930 after having been escorted by five Fire Fly MK 4 aircraft of the Royal Netherlands Naval Fleet Air Arm.

Commander Van Dor Star N.O.I.C. Biak called at 1000 and myself accompanied by Commanding Officer Arunta returned the call at 1045.

Called on Administrator Mr. H. Veld Kamp at 1115 and then attended an R.P.C. at the Officers Mess.

Commander Van Der Star entertained myself, Commanding Officer Arunta and several Dutch Officers to a most enjoyable luncheon party.

An after dinner party in our honour was held in the Officers Mess at 2030 and continued later at the Biak Club.

Sunday 25th March.

Commander Van Der Star took myself and Commanding Officer Arunta for a most interesting tour of the township and surrounding districts. One point of interest was a huge cave where U.S. Forces wiped out 3,500 Japanese troops who had taken refuge there. The method used for the extermination was vast quantities of petrol ignited by high explosives.

On completion of the tour we visited the K.L.M. Airlines Hotel which is a magnificent modern building and is reported to have cost £130,000.

Approximately 60 guests were entertained on board to cocktails at 1900.

Monday 26th March.

Arunta proceeded from Biak at 0830 and was farewelled by a large gathering of Naval personnel and school children.

A very good Royal Netherlands Navy Brass Band played God Save the Queen as the ship steamed past the wharf.

During the afternoon a message was received ordering Arunta to proceed with despatch to Manus for fuel and to await further instructions.

Tuesday 27th March.

Arunta berthed main wharf Lombrum at 2000 and immediately commenced fuelling and storing.

I disembarked from Arunta at 2030.

CONFIDENTIAL

CONFIDENTIAL

GENERAL COMMENTS.

During the period under report, Arunta with myself and Staff Officer (Intelligence) N.E.A. embarked visited six New Guinea and two Dutch New Guinea ports. Without exception the hospitality and facilities offered to both Arunta and myself left nothing to be desired.

The demonstration firings carried out by Arunta at the request of the Administration were invaluable as a moreale bouster and for creating an impression with the Native and Asiatic population. ?

Every District Commissioner and European who watched the firings were emphatic that such demonstrations meant more to the Natives and Asiatic population than all the Wireless and paper talk about Australia's intention in New Guinea.

The behavior and bearing of Arunta's Ship's company was at all times above reproach and they can be justly proud of the many fine tributes which were passed on to me personally.

The Dutch proved to be excellent hosts and it was quite evident that much preparation had gone into the organisation for our visits to Hollandia and Biak.

Both Dutch Naval and Civil Administration Officials made a point of stressing how valuable such visits are for the strengthening of relationship between the two countries. It was also evident that they are very conscious of Australia being their closest neighbour and that they would welcome much closer co-operation.

In conclusion I would like to say how gratifying it was to be able to tour the North Eastern Area in such a fine ship as the Arunta whose boundless co-operation did much towards making the trip such a success.

I have the honour to be

Sir,

Your obedient servant.

M. Clark

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

CONFIDENTIAL

CONFIDENTIAL

NEA 125/1/20

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

26 JUL 1956

The Secretary,
Department of the Navy,
Navy Office,
MELBOURNE.

PERIODICAL REPORT - NORTH EAST AUSTRALIAN AREA - QUARTER
ENDED 30TH JUNE, 1956.

Submitted for the information of the Naval Board
the following report on activities in the North East Australian
Area for the quarter ending 30th June, 1956.

Sinking of T.B. 6

2. As stated in the last quarterly report H.M.A.S. "Sprightly" sailed with T.B. 6 in tow on the 22nd March.
3. A signal was received on the 23rd reporting that it had been necessary to stop and pump out the T.B. which was making water, and the next that was heard ~~was heard~~ was a signal on the 28th stating that the T.B. was in a sinking condition followed shortly by the report that she had sunk.
4. The result of the Board of Inquiry on this matter has not been communicated to me, and it can only be assumed that the sea opened up the planks from the stem piece.
5. This was a most unfortunate occurrence as every possible step had been taken, and much time expended, on making her seaworthy for the tow.

Native Trade Store. (Photograph attached).

6. A much felt need at Tarangau has been some form of store to meet the requirements of the native labour line.
7. In the past they have bought their goods from the Chinese store at Papitali, some five miles distant, but recently a native trading licence has been taken out in the name of the Welfare Committee, and the Trade Store was opened on the 21st April.
8. The store is operating as a branch of the canteen, buying its goods primarily from Rabaul, and present indications are that it should gross about £5,000 a year.

The Visit of U.S. Destroyer Division 17.

9. Destroyer Division 17, consisting of the Fletcher class destroyers Gregory, Porterfield, Halsey-Powell and Marshall, arrived at Manus at 0700 10th April en route from Sydney to the Phillipines.
10. They required 1400 tons of fuel, an amount which involved the refilling of the oil fuel lighter, and consequently some lengthy period was involved.
11. All four destroyers berthed alongside the main wharf and the lighter was moved by means of the Motor Refrigerator Lighter and one 45 foot tow boat. The arrangements worked well, and all destroyers completed fuelling by 0200 on the 11th and sailed at 0600.

CONFIDENTIAL

*on other file
it was proposed
that FOIC NEA
be asked for a
report on this
subject*

CONFIDENTIAL

12. Heavy rain marred an extensive sporting programme, however, of the sport played Tarangau suffered a defeat in basketball but claimed a clear victory in a .22 rifle shoot.

13. A beer bar was set up in the cinema for junior rates and was well patronised, while officers, Chief and Petty Officers, entertained their opposite numbers in the evening.

14. Overall the visit was completely successful, testing the fuelling organisation thoroughly, and cementing good relations between the U.S. Navy and the R.A.N.

Anzac Day April, 25th.

15. The major celebration in the area for this day was held at Lorengau where a march and service was followed by an excellent buffet lunch supplied by the residents.

16. About 60 Navy, 30 Army, 20 R.A.A.F., and 120 natives were transported from Lombrum to Lorengau in Naval small craft, and the naval chaplain officiated at the service.

17. The whole proceedings was conducted without a hitch, was much enjoyed by all, and the unexpected arrival of the naval native labour line of 120 was capably borne by the serving of an excellent lunch for them without cost.

Funeral of S.A. (S) A.W. Jennings, O.N. R.49106.

18. Supply Assistant (S) A.W. Jennings, O.N. R.49106, who had been in hospital since his arrival on the island a few weeks previously, had to have an emergency operation on the night of Wednesday 25th April, and died on the morning of the next day.

19. He was buried in the Lorengau cemetery with Naval Honours on the afternoon of Friday 27th.

Photograph attached.

H.M.A.S. WOOMERA.

20. On the 2nd May "Woomera" arrived with full cargo of Naval and R.A.A.F. stores. During the following week, and for the next three weeks, she was employed dumping scrap and unserviceable materials from the base.

21. I cannot speak too highly of the efforts of this ship, she is only small, with light derricks, but she undertook awkward cargoes of up to six tons in one lift and the heavier weights were dumped by parbuckling them over the sides.

22. Some damage was caused to her bulwarks by this, but, by her efforts, a tremendous difference has been made to the appearance of Tarangau.

23. Loading of free freight commenced on Monday 28th May, and she sailed for Sydney on the following Monday with a very full cargo indeed.

24. She will be a welcome sight on her next visit towards the end of the year.

H.M.A.S. "Sprightly"

25. "Sprightly", with the floating dock (A.D.301), in tow, arrived on the 15th May.

26. At this time the only local craft serviceable was the Motor Water Lighter, and the need for the dock had become acute. No time was wasted in preparing it for service and even before the "Sprightly" sailed, on the 19th May, the workboat had been docked and work commenced on her refit. It is anticipated that the dock will be fully employed for at least six months on the harbour craft.

CONFIDENTIAL

CONFIDENTIAL

M.W.L. 255.

27. This craft proceeded to Lae and Finschhafen during May to recruit natives for the labour line, and then in June proceeded to Lae to embark furniture (for the new residences) that had been shipped from Hong Kong.

28. It was interesting to note, and has been reported separately to the Director of Naval Intelligence, that the packages of furniture were marked with a stick-on label on the outside.

"Care - We shall March Again"

Harbour Signal Station. (Photograph attached)

29. The old American signal tower on Ponam Island was dismantled, shipped to Lombrum, and erected on the heights above the base, in a very short time during May.

30. It commands an excellent view of the whole harbour and will be a useful adjunct to the base communication system.

Oil Fuel Installation - Papatalai.

31. Towards the end of May work commenced on improving the means of embarking and disembarking fuel from the Oil Fuel Installation at Papatalai.

32. As a first step the old wharf had to be destroyed and, to start with, after a small amount of demolition, this was set afire. The old oil soaked timber blazed well and for three nights provided a spectacular sight.

33. On completion, the Motor Water Lighter and Motor Stores Lighter commenced pulling the piles, and, with the exception of three dolphins which will be retained, the area was cleared by the 15th June.

34. Work is now going ahead to construct a small rubble bund, and pontoon-supported pipe line, which it is hoped will be completed in time to fuel the ships of the fleet in late October. //

H.M.A.S. "Swan". (Photograph attached)

35. The cadet training ship "Swan" after an extensive tour of New Guinea ports arrived at Manus on Friday 8th June.

36. A Heavy sporting and entertainment programme had been arranged and a most enjoyable weekend ensued.

37. I was most impressed with the appearance of the ship and the bearing of her company and feel sure that this method of training young naval officers will prove of considerable value.

38. "Swan" sailed for Rabaul at 0800 on Monday 11th June.

H.M.A.S. "Kimbla".

39. "Kimbla" arrived on the 27th June having serviced moorings at Port Moresby, Samarai and Rabaul whilst on passage. She will remain for about one month to service the moorings in Seeadler Harbour.

New Works.

40. The new 72 man accommodation block for junior ratings was occupied on the 15th June, and, though the majority of the furniture has not yet arrived, it has been fitted out with old stocks and is most satisfactory. It is very comfortable and cool and I am sure, that when the remaining blocks are constructed, Tarangau will be one of the best equipped establishments for the accommodation of junior rates.

CONFIDENTIAL

CONFIDENTIAL

ref.
1947

41. The ablution block is still at a standstill through lack of equipment, but work is going ahead well on the construction of the laundries.

New Residences.

42. The construction of the ten new residences, primarily by voluntary labour, is progressing very well indeed. Six are already occupied, two more will be ready in the first week of July, and the remainder by early August.

43. Although using mainly makeshift furniture, the complete new outfits will be issued after the arrival of the "Malaita" in July and then, I feel, these will be some of the most comfortable residences on the island.

Sporting Activities (Photographs attached)

44. Interpart sport has continued with plenty of support from the ship's company and, I am glad to say, the new cricket ground is now in use and a great improvement on the old facilities.

45. The visit of the "Swan" provided added incentive and, in mid June, advantage was taken of the trip of the M.W.L. to collect furniture from LAE, to send a combined Rugby and tennis team to compete against the locals.

46. This is in keeping with my principle of sending a sporting team to the Territory once every quarter to publicize the presence to a permanent Naval base in the Territory.

M.V. "Daroa"

47. Work on the "Daroa" is still in abeyance pending the final decision of the Naval Board and the company.

48. Two directors of the company, Mr Frame and Mr Furley, inspected the vessel and discussed the matter with me at the beginning of May, and, towards the end of June, Mr. Best, a Burns Philp engineer, carried out a thorough investigation on costs to complete the vessel, the result of which is not yet known.

Conclusion.

49. Although rather short of personnel, works on the base is proceeding very satisfactorily and the improvements are noticeable.

50. Morale is high and the health of the ship's company satisfactory.

51. Throughout the quarter H.M.A Ships have been active in the area and the interest of the local populace has been maintained.

(SGD.) M.J. CLARK

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

CONFIDENTIAL

CONFIDENTIAL

#336 - 131 - 27

NEA 125/1/21

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

19 NOV 1956

The Secretary,
Department of the Navy,
Navy Office,
MELBOURNE.

PERIODICAL REPORT - NORTH EAST AUSTRALIAN AREA
QUARTER ENDED 30th SEPTEMBER, 1956.

Submitted for the information of the Naval Board the following report on activities in the North East Australian Area for the quarter ended 30th September, 1956.

2. The quarter was highlighted by the large number of official visitors to the establishment most of whom came in late June or early July.

VISIT OF UNITED STATES MILITARY ATTACHE.

3. Colonel Walker W. Milner arrived at Manus on the 5th July, and remained until Monday 9th July.

4. During his stay he was shown over the three service establishments and also paid a visit to the Administration centre at Lorengau.

5. Showing great interest and application he took down voluminous notes few of which could have proved of any value.

VISIT OF HIS EXCELLENCY THE GOVERNOR GENERAL.

6. Tarangau was honoured by a visit from His Excellency the Governor General, Field Marshal Sir William Slim, G.C.B., G.C.M.G., G.C.V.O., G.B.E., D.S.O., M.C., accompanied by the Acting Administrator Mr. Wilson, his Military Aide Lt. Col. M. Martin, and his A.D.C. Flying Officer J. MacNeil, together with the Secretary to the Acting Administrator Mr. P. Broman.

7. Arriving by air at 1045 on the 10th July, and after inspecting the R.A.A.F. at Momote and the Pacific Islands Regiment at Nutt Point, His Excellency was received at the Naval Base by a guard of 48 P.N.G. ratings under Lieutenant E.D. Wilder, G.B.E. R.A.N.

8. After lunch at my residence His Excellency inspected the Ship's Company and addressed them briefly, then proceeded on an inspection of the Naval base.

CONFIDENTIAL

9. He departed for the Administration Centre at Lorengau at 1435, returning at 1845, and at 1900 a small garden party of all residents and wives, together with Wardroom Officers and the Commanding Officers of the R.A.A.F. and P.I.R., was given at my residence, and His Excellency found time to converse with all the guests before retiring at about 1930.

10. His Excellency dined at my residence, and having stayed the night, departed by air at 0900 the following day.

VISIT OF THE MINISTER FOR THE ARMY.

11. Six hours after His Excellency the Governor General had departed, the Minister for the Army Mr. J.O. Cramer, accompanied by his secretary, arrived, and remained until the 13th July.

12. Again a full round of inspection was organised and the Minister commented favourably on the facilities available to the Navy opposed to the other services.

VISIT OF THE THAI AND INDONESIAN MILITARY ATTACHES.

13. At 1155 on the 12th July, while the Minister of the Army was carrying out his inspection, the Thai Military Attache Colonel Prapat, and the Indonesian Military Attache Lieut. Colonel Roekmito, arrived and, as my residence was already occupied by visitors, they were accomodated in the Wardroom.

14. A complicated process of inspection of the area, in a different part from that being inspected by the Minister for the Army, then ensued with reasonable success and the reactions of the attaches were reported separately under cover of my letter N.E.A. 3/40/5 of 18th July, 1956.

OTHER VISITORS. during the quarter were:-

15. Lieut. Commander V.G. Keeran, R.A.N. Officer in Charge of T.A.S. Trials.

Commander G. Cree, R.N. Staff of U.K. Service Liaison Officer.

Commander L.M. Hinchliffe, D.S.C., R.A.N.)

Commander (S) F. Irvine, R.A.N.

Commander (E) G.P. Hood, R.A.N.

R.A.N. Complements Committee.

Commander F. Green, R.A.N.R. Director of Movements.

16. It is of interest to note that the only accommodation available for important visitors to Manus, whether they be civilians or whether they belong to either of the three services, is the residence of the Naval Officer in Charge.

CONFIDENTIAL

H.M.A.S. KIMBLA.

17. Having serviced moorings in New Guinea ports "Kimbla" arrived at Manus at 0600 on the 27th June.
18. Her programme was much restricted in time, but she went to work with a will and, working long hours, managed to complete the majority of that required.
19. Some of the lighter work was deferred for completion by local craft, and, after loading to capacity with free freight, "Kimbla" sailed for Sydney at 0500 on the 18th July.
20. The time allowed was insufficient for the moorings at Seeadler Harbour to be serviced efficiently, and the matter will be raised on separate papers.

MOVEMENTS OF ATTACHED CRAFT.

21. M.W.L. 255. As no aircraft passage was available without special charter the M.W.L. proceeded to Rabaul with a cargo of native labour repatriates on the 28th June.
22. On the 14th July, at the request of the District Commissioner, the M.W.L. proceeded to the Western Islands to investigate a reported outbreak of polio. The outbreak was confirmed and after landing the medical officer, the M.W.L. returned.
23. On the 18th July, the M.W.L. sailed on a three week coastwatching cruise of the New Britain Area and this has been reported on separate papers.
24. Advantage was taken of this cruise to recruit more native labour.
25. M.S.L. 706. As the type of native recruit received of late had been in poor health and of weak physique, the M.S.L. was sent to the Finschhafen Area on the 23rd July to recruit labour. There is a good type of native in this area but they are much in demand, and in the event, only 30 natives, about 60 percent of the requirement, were obtained.
26. On the 28th August, the M.S.L. proceeded to Rabaul to recruit native labour and to embark canteen stores.
27. MARINGO. In accordance with normal practice "Maringo" with a P.N.G. crew, sailed from Lombrum at 0630 on Saturday 4th August, and proceeded 40 miles down harbour to land a picnic party on Ponam Island.
28. The party was landed and she commenced her return journey at about 1315. At about 1420 the engine broke down and could not be restarted. No radio contact could be made with Lombrum.

CONFIDENTIAL

29. After taking stock of the situation, the P.N.G. coxswain, Leading Seaman MUYU, observed that an almost westerly drift was being made and which from their position would carry them into the open sea. He therefore improvised a most effective sea anchor in the form of a canvas drogue constructed from an old piece of canvas with a couple of spreaders. This considerably reduced the wind drift during the afternoon.

30. About nightfall he noticed an off shore breeze and decided to rig two jury sails, by using the drogue canvas and another piece of canvas which he found on board, by this means he sailed the "Maringo" a distance of approximately two miles towards the passage into Ponam where he arrived at about 2230 Saturday night.

31. When nearing the Island the wind freshened considerably and difficulty was being experienced in controlling the emergency sailing arrangements, resulting in frequent drifting periods and as he was approaching the Reef in complete darkness it was extremely difficult to accurately determine the true position.

32. To prevent beaching the "Maringo" on a Reef and to act as a guide to the depth of water a $1\frac{3}{4}$ cwt. sinker was taken from the bilge, where it is used for ballast, and it was secured to a section of the anchor chain, then suspended over the side of "Maringo" to a depth of approximately 20 feet. After touching bottom with the sinker the anchor was laid out and the sinker laid on the bottom at short stay to assist in holding. It was in this position that they remained until found by the M.S.L. on Sunday 5th.

33. A rough sketch of events is attached and I consider the actions of the native coxswain reflect great credit on the whole P.N.G. division.

34. I have informed them accordingly.

HIGHER RATES TRAINING.

35. Classes both for Leading Seaman and Petty Officer have been instituted and considerable keenness is being shown.

36. Tarangau is an ideal place for an ambitious man to study and it is considered that quite a large percentage should achieve a pass.

NEW RESIDENCES.

37. The ten new residences approved for construction by voluntary labour have all been completed and the last one was occupied on August 4th.

38. They are very attractive and comfortable and the project has proved a complete success.

39. On completion of this ten, whilst voluntary labour was still available, work was commenced on a further six residences in anticipation of approval in the 1956/57 works programme.

40. With the exception of furniture, one further house is completed, and foundation work is well advanced on another two. Owing to the shortage of timber, plumbing fittings etc. it will not be possible to go further than the outside framework but demands for the necessary material have been placed and the work will go forward until the final decision in the works programme is known.

CLEARANCE OF SCRAP.

41. This has been held up for a few months owing to shortage of personnel but to date the vast majority of the area is clear and the appearance of the depot is much enhanced.

OIL FUEL INSTALLATION - PAPITALI.

42. During the quarter work proceeded in building a retaining wall for the shore approach of the new pontoon oiling jetty, this was fabricated from old pontoons with the top and bottom removed. The pontoons were welded together with straps and filled with rock, rubble and green coral sand. At present consolidation is taking place quite satisfactorily. Whilst this work proceeded a new deadman and chain was placed to take the stern mooring of ships and the valve manifold from the adjacent pipe line removed and refitted, at the same time a quantity of old pipe in the vicinity was removed.

SPORTING ACTIVITIES.

43. Interpart competitions in the following sports have been held during the period:- tennis, softball, basketball, Australian Rules, Volleyball, waterpolo, cricket. A rifle-shooting club formed in the establishment holds weekly competition amongst its members. A swimming carnival, held on 14th September, was won by the seamen. A double tennis championship in September aroused considerable interest.

44. Team competitions in indoor-sports (snooker, table-tennis and darts) are very popular and help considerably to fill in time on non-picture nights.

45. In addition to interpart-cricket during the week, a number of depot teams are enrolled in the inter-island cricket competition. Cricket and Australian rules are without doubt the most popular sports in the establishment.

M.V. "DAROA".

46. Work on the "Daroa" is still in abeyance pending the final decision of the Naval Board and the company.

CONCLUSION

47. The complement has been further depleted.

48. Morale is high and the health of the ship's company satisfactory.

49. Throughout the quarter H.M.A. Ships have been active in the area and the interest of the local populace has been maintained.

(SGD.) M.J. CLARK

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

NEA 125/1/22

RECEIVED
C 25 FEB AM
NAVY DEPT

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

20 FEB 1957

The Secretary,
Department of the Navy,
Navy Office,
MELBOURNE.

PERIODICAL REPORT - NORTH EAST AUSTRALIAN AREA.
QUARTER ENDED 31st DECEMBER, 1956.

Submitted for the consideration of the Naval Board the following report on activities in the North East Australian Area for the quarter ended 31st December, 1956.

2. Again, as for the September Quarter, the number of official visitors was high - these are dealt with in detail in the following paragraphs.

AMERICAN BRIGANTINE VARUA (CAPTAIN W. ROBINSON).

3. This craft, engaged on a scientific cruise of the Pacific Islands, visited Manus from 2nd to 4th October during which time she was replenished with fuel, water and victuals.

U.S.N. DESTROYER DIVISION 112 (CAPTAIN M.C. THOMPSON, U.S.N.).

4. An operational visit for fuel and water was paid on 22nd and 23rd October. The Division comprised four Gearing Class Destroyers :-

U.S.S. OZBOURNE (DD346) Leader.
U.S.S. HOLLISTER (DD788)
U.S.S. ARNOLD J. ISBELL (DD869)
U.S.S. FRANK KNOX (DD742)

H.M.A. FLEET UNITS - TORPEDO TRIALS.

5. Facilities were afforded the following units of H.M.A. Fleet which were present at Manus during the period 1st - 4th November in connection with Admiralty and R.A.N. Tropical Torpedo Trials.

H.M.A.S. MELBOURNE (CAPTAIN G.G.O. GATACRE, R.A.N.),
wearing the flag of F.O.C.A.F. (REAR ADMIRAL
D.H. HARRIES, C.B.E.).
H.M.A.S. QUADRANT (CDR. I.H. CARTWRIGHT, R.A.N.).
H.M.A.S. TOBRUK (CAPTAIN R.I. PECK, R.A.N.).

On 3rd and 4th November an Admiral's Inspection of Tarangau was carried out.

H.M.A.S. FREMANTLE (LT.CDR. J.G. YULE, R.A.N.).

6. H.M.A.S. FREMANTLE made an operational visit in connection with the visit to Manus by His Royal Highness, the Duke of Edinburgh. She replenished with fuel, water and victuals

H.M.A.S. WAGGA (LT.CDR. J. SCOTT-HOLLAND, R.A.N.).

7. On 24th December, H.M.A.S. WAGGA arrived assigned to the operational control of N.O.I.C.N.E.A. and remained in harbour until 31st December preparatory to a Coastwatching Cruise on 6th January, 1957.

N.Z. AIR FORCE SUNDERLAND FLYING BOAT.

8. A N.Z. Air Force Sunderland Flying Boat landed in Lombrum Bay P.M. 8th December for refuelling. The aircraft was carrying the Right Honorable the Minister of State for the Colonies in the British Government who was en route from Tulagi to Guam. Base staff laid a R.A.A.F. aircraft mooring in Lombrum Bay for the purpose of this visit. The flying boat departed A.M. 9th December.

VISIT OF HIS ROYAL HIGHNESS THE DUKE OF EDINBURGH.

9. All efforts were concentrated on the preparation and production of detailed organization schedules for the visit of H.R.H. the Duke of Edinburgh to Los Negros on Wednesday, 14th November. The visit was a most successful and enjoyable one, and well justified the efforts of the three Armed Services and Administration officials.

The following is a list of the members of the Royal Household, distinguished visitors, and duty personnel associated with the Royal Visit, who visited Lombrum.

Lt.Cdr. Michael Parker, Privale Secretary.
Inspector Kelly.
Mr. K.B. Ready, Public Relations Officer.
Wing Cdr. F. Williamson, Equerry.
The Minister for Territories (HON. Paul Hasluck, M.H.R.)
H.H. The Administrator (Brig. Cleland)
Tour Directors, Mr. Jungwirth, Mr. Cumming.
District Commissioner, Manus District, Mr. J.P. White
and Mrs. White.

Officer Commanding P.I.R. Major J. Mackie, A.R.A.
Officer Commanding R.A.A.F. Fl/Lt. B. Hawthorne and
Mrs. Hawthorne.

Mr. K. Reilly, Commonwealth Transport Officer, Dept.
of Supply, Melbourne.
Mr. R. Maynard, Administration Transport Officer,
Dept. of Administration, Pt. Moresby.
Representitives of the Australian Associated Press,
Australian Broadcasting Commission,
P.M.G. Sound Recording Staff.

Arrangements were made by the R.A.N. to transport approximately sixty Europeans from Lorengau to Lombrum for the occasion. European residents of Los Negros Island and planters from islands south of Manus were also present.

The high-light of His Royal Highness's visit was a native display arranged by the Administration and which embodied Canoe Races, a Welcome Dance and Tribal Dances.

Luncheon was provided by N.O.I.C. at his residence for His Royal Highness and members of the Royal Household, C.O. P.I.R., C.O. R.A.A.F. and his wife, the District Commissioner, Manus and his wife. The date of the visit by His Royal Highness coincided with the Birthday of Prince Charles and after the Royal Toast, and with the permission of His Royal Highness, the health of Prince Charles was toasted in champagne.

MOVEMENTS OF ATTACHED CRAFT.

10. Attached craft have been employed as follows during the period under report.

M.W.L. 255.

Coastwatching cruise to New Ireland and New Britain during October.

Cruise to Baluan and Lou Islands with recreation leave parties, at the same time testing the evacuation and embarkation points of the Volcanic Area.

The M.W.L. was used as a Torpedo recovery vessel for the Torpedo Trials, a service for which she proved to be very satisfactory.

Owing to the absence of suitable "Tugs" the M.W.L. together with the M.R.L. were used for all towing services including towing the O.F.L. from its moorings to alongside Main Wharf or BULOLO, when replenishing or fuelling. Shifting of H.M.A.S. FREMANTLE from alongside Main Wharf to anchorage at short notice.

During the visit of H.R.H. the Duke of Edinburgh the M.W.L., together with other craft, transported about 500 persons from Lorengau to Lombrum and return.

M.S.L. 706.

Transportation of stores between Rabaul and Lombrum.

Embarkation of P.I.R. troops when proceeding on and returning from patrols of the mainland.

M.R.L. 251.

Although intended principally for refrigeration purposes, it has been necessary to use this craft for towing the O.F.L. during the absence of the M.W.L., and for the transportation of personnel from Lorengau to Lombrum during the visit of H.R.H. the Duke of Edinburgh.

T.B. "TARANGAU".

This craft has been unserviceable most of the quarter, but was in serviceable condition during the visit of H.M.A. Fleet and during the Torpedo Trials. It is at present undergoing a local refit in the floating dock.

WORKBOAT AND MARINGO.

General purpose boats including such duties as Guard Boat, routine trips between Lorengau and Lombrum and for recreational trips.

HOUSING.

11. Of the 5 new temporary residences for which approval has been given for construction by voluntary labour, two have been completed, one is near completion and the remaining two should be completed during the ensuing quarter. The erection of the temporary residences has done much to alleviate the housing problem but even so, at this stage the waiting list on the housing roster has grown to 18 and the prospects of all the applicants being allocated a house during their 12 months service in Tarangau are remote.

CLEARANCE OF SCRAP.

12. There has been a progressive clearance during the quarter of scrap remaining in one or two isolated parts of the depot and along the foreshore. The seaplane apron has been completely cleared of such material.

OIL FUEL INSTALLATION - PAPITALI.

13. Recently, careful checks have been made when topping up the Oil Fuel Lighter and a discrepancy is obvious between the Oil Fuel Lighter Calibration and the Tank Calibration, as the tanks are not individually calibrated, but have one standard table for them all, reliance is being placed on the Lighter Calibration and the discrepancies reported on Form A.S. 148, with this explanation. There is a number of leaking joints in the Main Line, in low points, where it is impossible to drain, and these are being repaired by concrete boxing. Work is progressing on the Floating Bridge for Refuelling, but the necessity of Air Pressure Testing all cubes is tedious and causes considerable slowing up of the work.

WATER RETICULATION.

14. The water system is still a source of periodical trouble, leaks are frequent and there are only about two lengths of serviceable pipe left. A lot of time is spent salvaging and patching old lengths for use as replacements when a section gets beyond repair by clamps. Recently the upper race at the treatment plant collapsed and it has been replaced by 12" line which is working satisfactorily. The installation of a New Flow Measuring Device to enable correct treatment is long overdue and the water is at times well overtreated and at other undertreated. Attempts have been made to locate suitable sand beds for renewal of filtration sand without success.

OIL FUEL INSTALLATION - PORT MORESBY.

15. The Caretaker (P.O.M.(E) McColl) has sent his wife and children south to Brisbane, and the house has been closed up. P.O.M.(E) McColl has been found accommodation with the Army, this being a very satisfactory arrangement especially from the communication viewpoint, as messages can be sent through the Army net in the event of emergency, and daily communication is possible.

On the subsequent lease of this Installation being completed P.O.M.(E) McColl will be despatched in accordance with D.E. 18/56.

TRANSPORT.

16. The new Transport has been much appreciated and has expedited many tasks. Very few troubles are obvious at this early stage but the rough condition of the roads renders the installation of a Wheel Alignment and Camber Gauge imperative if excessive tyre wear is to be avoided.

POWERHOUSE.

17. The new Belliss and Morcom Diesel Generator has arrived and installation will be commenced early in the New Year. Its ultimate installation will be welcomed.

REFRIGERATION.

18. The Bulk Refrigeration Plant is cause for constant worry and concern and until such time as the two new refrigerator chambers are received, and installed, there will be an ever present possibility of a breakdown in one of the existing chambers with the consequent loss of large quantities of meat. The condition of the existing chambers, due to saturation of insulation and rotten woodwork, is extremely precarious and occasions the need for constant repair work.

FLOATING DOCK, A.D. 301.

19. During the quarter the dock was raised without mechanical trouble on four occasions. Maintenance has been carried out continuously between dockings, by a permanent chipping and painting party. One of the electric pump starter switches has proved defective and is at present in the hands of the Electrical Department. The dock is still operated on an alternate switch.

DENTAL SURGERY.

20. Transfer of the Dental Surgery from the old location to the Hospital Area was effected between 10th and 14th December, 1956. Operation was begun in the new surgery on 17th December.

The new site presents many favourable features. The space with tiled floor and straight painted walls is easily maintained in a surgically clean condition. The natural and the artificial lighting are both adequate. Hot water is an advantage. Ample office and waiting space is available. The new surgery has been found cooler than the old.

Completely new surgical equipment has been installed and is operating efficiently with the exception of a faulty X-Ray Plant which has been returned for renewal.

TELEPHONE SYSTEM.

21. The telephone system in Tarangau is antiquated and requires constant maintenance. The underground cables have proved to be unsatisfactory in most cases, so aerials are being used. The system was commented on by F.O.C.A.F. in his report of inspection. A new system has not yet been proposed, however, due to the need for economy and lack of staff to install a modern system.

CINEMA.

22. The acoustics of the cinema are bad. Many measures have been tried in order to effect improvement but without marked success. This was commented on in F.O.C.A.F.'s report, and a suggestion made that a sound engineer be sent to Tarangau to give advice. The cinema equipment is old and kept going by sustained maintenance. The purchase of new 16mm equipment is being looked into. The main disadvantage at the moment seems to be the lack of supply of good 16mm films from the "Territory" resources and the high cost of rental.

DELIVERY OF MATERIALS FOR NEW CONSTRUCTION AND STORES.

23. There is a considerable time lag between the approval given to various projects and the ultimate delivery of construction

23 CONT.

materials. This is also applicable to supplies of furniture and miscellaneous stores, supply of which is arranged through the Department of Works.

SPORTS.

24. The following sports have been played on an inter-part basis throughout the quarter :- Softball, volleyball, basketball, soccer, waterpolo, Aust. Rules, tennis, cricket, badminton, indoor sports (Snooker, darts and table tennis).

Games were arranged against H.M.A. Fleet during their visit early in November.

The new Cricket Ground, completed earlier this year is now in excellent condition. The Australian Rules ground is only 120 yards long and poorly drained. It is proposed shortly to alter the alignment of the field and increase its length to 160 yards.

The two tennis courts at Tarangau have been badly sited. They lie half a mile and three quarters of a mile respectively from the living area and are half a mile apart. Their concrete surfaces are in poor condition and drainage on one court is poor and difficult to improve. A proposal has been forwarded to build a set of three illuminated courts in an excellent position near the living area.

PERSONNEL.

25. The unavailability of the full authorised complement of ratings has been felt progressively as the numbers borne dwindle. The need for overall reductions is understood and appreciated, and is accepted as a necessity, but it is stressed that there is a limit to which reductions can be effected without serious loss of efficiency resulting. This applies particularly so in H.M.A.S. "Tarangau" to the Electrical and Stores (S) Branches, the commitments of which are considerable.

26. The health and general conduct of the ships company has been very satisfactory during the quarter. Morale is of a high standard.

(SGD.) M.J. CLARK

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

AWM 78 . i