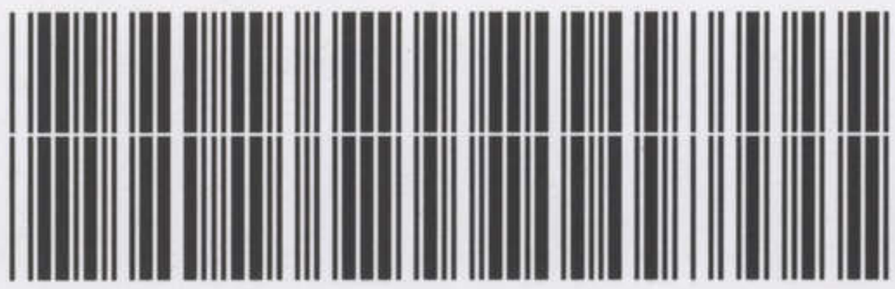
AWM78

Reports of Proceedings, HMA Ships and Establishments

HMAS DIAMANTINA (I)

Item number: 99/1

Title: April 1945 - July 1946



AWM78-99/1

[991]

"DIAMANTINA" L. of P.

APRIL 1945 – JULY 1946

589/202/ HGH

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

PART FILE

SUBJECT: H.M.A.S. "Diamantina" REPORT OF PROCEEDINGS. July 1946

File HW(5) 5/7/46

S.N.P. 18/8

2nd N.M. 19.8.

~~D.T.P.R.~~ REMARKS ATTACHED HEREUNDER.

~~3rd N.M.~~ 26/8

D. of P. 29/8

~~D.R.E.~~ 30/8

~~Ops. (N)~~ 2/9.

~~N.5.~~ 4/9

I 2nd N.M. (as to whether 2nd N.M. has seen remarks by SORF)

~~D.E. (N)~~ 6/9

~~D.O.T.M.~~ 11/9 2 N5

~~D.N.M.S.~~

~~H.P.R.~~ 18/9

~~A.A. 2nd N.M.~~ 18/9

N. 20/9.

~~D.N.I.~~ 24/9/46

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

29/8 E 19/9 E 25/9

2/19

DEPARTMENT OF THE NAVY

MINUTE PAPER.

589/202/464.

D.4520/12.43.—C.14053.

SUBJECT: "DIAMANTINA" - REPORT OF PROCEEDINGS - JULY, 1946.

2 N.M.

SUBMITTED:

"DIAMANTINA" had only 18 working days with full complement on board in which to prepare for acceptance into "E" Class Reserve.

2. With C. & M. party plus E.R. Complement, she will require a further 33 working days from 17.7.46 to complete preparation for Reserve.

3. Investigation at other ports indicates that frequently ships are not permitted to retain their full complements for a time sufficient to allow them to prepare for acceptance into Reserve. This results in Reserve Ship complements being required to carry on the work of preparation.

4. It is hoped that with the promulgation of C.N.O.235/46 - "Reserve Fleet Organisation", advance copies of which have already been circulated to Authorities concerned, adherence to the provisions of paragraphs 5, 6 and 10 will obviate this difficulty."

A.R. Kerkhal

S.O.R.F.

26/8/46.

PART FILE

DEPARTMENT OF THE NAVY 589/202/H6H. 8/8

MINUTE PAPER

C.441/45.

SUBJECT: HMAS "Diamantina" Reports of Proceedings July 1946

D.P.S

8/8/46

D.T.S.R 12/8

D.O.D 12/8.

DCNS

1st Lt

13/8

D. N. R. M.
28 AUG 1946
MINISTER OF NAVY

St 6339

RECEIVED
2 AUG PM 46
NAVY REGISTRY

DEPT. OF THE
589/202/464
NAVY

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

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

Date 1st August 1946 *Reference No.* DC 6/46

To The Secretary, Naval Board, Melbourne.

Subject LETTER OF PROCEEDINGS FOR MONTH OF JULY 1946.

H.G.

attached in Registration

Submitted :

For the consideration of the Board the enclosed copy letter of proceedings of duties performed by H.M.A.S. "Diamantina" for the month of July 1946.

Lieutenant R.A.N.
FIRST LIEUTENANT

5/8a

Original

589/202/4614

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

To. The Senior Officer, First Frigate Flotilla.

Date. 1st August 1946 Ref. No. DC 6/46

Subject. REPORT OF PROCEEDINGS FOR MONTH OF JULY 1946.
copies to SECRETARY NAVAL BOARD
COMMODORE COMMANDING HMA SQUADRON.

Submitted :

For your consideration and submission to the Naval Board, the following letter of proceedings of duties performed by H.M.A.S. "Diamantina" during the month of July 1946.

The month was spent alongside Nelson Pier Williamstown, placing the ship in a state of preservation preparatory to being accepted into "E" Class Reserve. The main burden of the work fell on the Engineroom Department, which for a time was assisted in the cleaning of fresh water tanks by upper deck personnel.

This practice however ceased on 17th when all personnel excepting the nominated Care and Maintenance Party and Engine room Branch were discharged to Lonsdale for leave and disposal or for demobilisation. The remaining personnel were discharged to N.R.D. Williamstown for victuals only, but continue to live and work on board.

All accounts on the ship closed on the above date, and now are in the last stages of finalisation.

Lieutenant Commander P.J.Sullivan R.A.N.R.(S) relinquished command and was discharged to Rushcutter for demobilisation on the 25th July.

Dockyard workmen commenced work on the ship on July 29th, but only engaged on such minor jobs as removing unnecessary wiring, and fittings from the forward superstructure which is to be removed during the refit.

The present bottleneck in placing the ship in an acceptable state of preservation lies with the stokers who have approximately one month's work cleaning bilges and tanks. Increased difficulties are experienced due to the fact that drafting is still taking place in the Engine room department, and no working parties can be obtained from either Lonsdale or N.R.D.Williamstown.

The health and conduct of the Ship's Company has been excellent.

FIGURES FOR THE MONTH

nil.

FIGURES SINCE COMMISSIONING 27TH APRIL

1945

Total distance steamed.	29,175 miles.
Total hours under way.	2741 hours
average speed	10.64 knots

Lieutenant R.A.N.
FIRST LIEUTENANT

PART FILE

589/202/ H611. 12/8

File HW(5) 5/7/46

5 AUG 1946
D.O.T.M.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. "Diamantina" REPORT OF PROCEEDINGS. June, 1946

S.N.B. 19/7

2nd N.M. 20/7.

3rd N.M. 25/7

D. of P.

D.R.E. 25/7

Ops. (N) 29/7

N.S. latter.

D.E.(N) 1/8

D.O.T.M. 6/8

DRRF
D.N.M.S.

H.P.B.

A.A.2nd N.M.

N.S. 12/8

D.N.I.

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

12/8
B.

Original

St 6339

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

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

Date 6th July 1946 *Reference No.* DC 6/46

To The Secretary, Naval Board, Melbourne.

Subject LETTER OF PROCEEDINGS FOR MONTH OF JUNE 1946.

Submitted :

For the consideration of the Board the enclosed copy letter of proceedings of duties performed by H.M.A.S. "Diamantina" for the month of June 1946.

Lieutenant Commander R.A.N.R.(S)
COMMANDING OFFICER

H.L.
attached on Registrar

V/E -

PART FILE
589/202/464

(12/7)

DEPARTMENT OF THE NAVY

MINUTE PAPER

C.441/45.

SUBJECT: HMAS "Diamantina" Report of Proceedings June, 1946

DPS WH 15/7

16/7/46

DTSR 17/7

DOD 19/7.

CNS

1ST NM

N.S. 19/7

589/202/464

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

To. The Senior Officer, First Frigate Flotilla.

Date. 6th July 1946 Reference No. DC 6/46

Subject. REPORT OF PROCEEDINGS FOR MONTH OF JUNE 1946.
COPIES TO SECRETARY NAVAL BOARD
COMMODORE COMMANDING H.M.A.SQUADRON.

Submitted :

For your consideration and submission to the Naval Board the following letter of proceedings of duties performed by H.M.A.S. "Diamantina" during the month of June 1946.

1946

June 1st	At sea Dreger towards Sydney with ASR 912 in tow.
June 2nd	0930 Hove to under the lee of Kitava Island making adjustments to the towing Bridle of the ASR. 1200 proceeded.
June 3rd	0600 entered Milne Bay via Kegawam Island and Shortland Reef. 1200 passed through and clear of China Straits.
June 4th	1500 arrived Port Moresby. Freshened nip of towing bridle of ASR. Took in 100 tons of fuel oil, completed with fresh water, and obtained a small quantity of flour and dehydrated potatoes.
June 5th	0700 took departure from Moresby.
June 6th	0600 arrived off Bramble Cay and proceeded through North East Channel.
June 7th 8th	Proceeding on passage inside the Great Barrier Reef.
June 9th	Anchored in Challenger Bay (Palm Island) to freshen the nip in the towing gear, and rest the crew of the ASR.
June 10th	0400 took departure from Challenger Bay and proceeded on passage. 1000passed Townsville 1800 passed Bowen 2000 entered Whitsunday Passage. 2200 passed out of Whitsunday Passage. 2359 cleared Northumberland Channel.
June 11th	0600 off Pine Island Light (Percy Islands) 1700 passed Cape Capricorn.
June 12th	0100 Lady Elliot Island abeam and cleared southern end of Great Barrier Reef. 0500 Rounded Break Sea Spit and proceeded direct for Sydney.
June 13th	At sea towards Sydney.
June 14th	2100 arrived Sydney and secured to Buoy.

June 15th 16th 17th	Secured at Number 6 Buoy.
June 18th 19th	De ammunitioned ship.
June 20th	Loading Squid equipment on Quarterdeck.
June 21st	Sailing deferred on account of gales off New South Wales Coast.
June 22nd	0900 wind and seas moderating a departure was taken for Melbourne. 1800 wind freshening and seas increasing causing vessel in very light condition to roll heavily. Jervis Bay was entered and ship anchored over night.
June 23rd	1000 departed Jervis Bay for Melbourne.
June 24th	At sea towards Melbourne.
June 25th	0800 arrived Melbourne and secured at Nelson Pier Williamstown.
June 26th to 30th	At Nelson Pier Williamstown getting ship in readiness to be placed in E Class Reserve.

GENERAL REMARKS

First half of the month H.M.A.S. "Diamantina" was on passage from Dreger Harbour to Sydney via the Trobriand Islands, Milne Bay, China Straits, Moresby, Bramble Cay, North East Channel and thence inside the Great Barrier Reef to Sydney with ASR 912 in tow.

ASR 912 prior to the commencement of the voyage had suffered damage to the underwater hull portion as a result of stranding on a coral reef in the New Britain area, and was dependant upon two wooden patches on her bottom for watertight and buoyancy integrity. Strong headwinds and rough seas were encountered practically throughout the voyage of 2500 miles.

On the first night out from Dreger most severe and adverse wind and sea conditions were experienced and ASR 912 shook herself free of the towing bridle. The ASR was again recovered, temporarily secured and towed back to Dreger where the bridle was secured and several adjustments made in the towing arrangements. The voyage was resumed that same evening and except for three hours spent under the lee of Kitava Island for adjustments to gear, freshening the nip etc., the passage, although slow in the circumstances, was continued non stop to Moresby. The strong prevailing South East winds made it a hard punch as far as China Straits when a following wind and sea became the order of things to Port Moresby.

On the run from China Straits to Port Moresby with a high following sea the ASR was yawing and sheering madly about, causing her bridle to slip around her hull thus shifting the towing point from the fore and aft line alternatively to either bow. The ASR was then instructed to pay out improvised sea anchors and a drogue over her stern until the desired result of keeping her steady was effected, and she behaved more reasonably. It was subsequently ascertained that it took three independant drogues made up of buckets chain, mats and timber etc., to steady her.

The call at Port Moresby was made to discharge a quantity of rubber tyres and tubes consigned to the Civil Administration on from Dreger. Opportunity was also taken here to overhaul the towing gear and complete with fresh water. On departure from Dreger, "Tarangau" was not in a position to supply us with many provisions, and therefore, N.O.I.C. New Guinea in my sailing orders made it optional for me to call at Brisbane. But having reached Port Moresby where I obtained 100 tons of Fuel oil and some flour, I considered that with reasonable luck I could proceed direct to Sydney and omit Brisbane. This would have the twofold effect of saving the time and expense of the long drag from Sea to Brisbane and and return to Sea, and also let the ship arrive in Melbourne with the minimum of fuel and stores to facilitate the paying off and refit.

A departure was then taken from Moresby and strong winds and seas were carried to Bramble Cay, thence southward through the North East Channel to Cape York during which short choppy seas were encountered in the shallow waters of the passage. Passage was then continued non stop down inside the Great Barrier Reef, until the Palm Islands were reached where the ship was anchored in Challenger Bay for the night to give the crew on the ASR a spell, and a hot bath and meal in "Diamantina".

It might be mentioned at this stage that the party on board the ASR were having a most unenviable time, being unable to make hot drinks or cook meals.

On resuming the voyage from the Palm Islands weather conditions became more reasonable for the remainder of the voyage to Sydney with the exception of the final stretch from Sugarloaf when a severe southerly wind came away for about 8 hours but blew itself out before reaching Sydney Heads, which were entered at 2100 on the 14th June, and ASR 912, with a great feeling of relief was delivered to H.M.A.S. "Rushcutter".

At sydney the ship was de ammunitioned, and 15 to 20 tons of Squid equipment loaded on to the quarterdeck for delivery to Williamstown Dockyard.

On Friday 21st June 1946 our E.T.D. from Sydney to Melbourne, southerly gales and rough seas were running on the New South Wales Coast, and therefore with the ship in very light trim, 500 tons of fuel oil short and no ammunition , I considered that from a stability point of view it would have been imprudent to have proceeded, and our departure was delayed 24 hours.

On Saturday 22nd conditions moderated considerably, and the weather reports and forecasts were encouraging, and the ship proceeded, but at dusk the sea rose again, and the ship began to roll heavily, and considering the safety of the stores on the quarterdeck I spent the night at Jervis Bay. On the following morning the voyage was resumed and weather conditions improved and remained reasonable to our port of destination.

The ship entered Port Phillip Heads at 0300 2nd July and secured at Nelson Pier at 0800 and discharged 108 tons of Fuel oil into the shore installation, and commenced preparation to enter E class reserve.

The health of the Ship's Company has been very good, although entering colder climate after a long spell in the New Guinea New Ireland and New Britain area most of the Ship's Company developed colds.

Main engines and auxiliary machinery have been satisfactory

FIGURES FOR THE MONTH

Distance Steamed	3291 miles
Hours under way	358 hours
Average speed	9·2 knots
Miles per ton of fuel	7·5
Miles per tone of fuel excluding auxiliary purposes	7·6

FIGURES SINCE COMMISSIONING 27th APRIL 1945

Total Distance steamed	29,175 miles
Total hours under way	2741 hours
Average speed	10'64 knots

Lieutenant Commander R.A.N.R.(S)
COMMANDING OFFICER

DEPARTMENT OF THE NAVY

MINUTE PAPER

589/202/H684

C.441/45.

SUBJECT: HMAS "Diamantina" Report of Proceedings May 1946

DPS WA 24/6

25/6/46

DTSR 27/6

DOD

IM 28/6

DCNS

1STNM 1/7

2/6 D. NS 1/7

Commonwealth of Australia

Department of The Navy.

file
5/7/46

Royal Australian Navy.

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

Date 6th June 1946 *Reference No.* DC 6/46

To The Secretary, Naval Board, Melbourne.

Subject REPORT OF PROCEEDINGS FOR MAY 1946.

H.U.
attached on Registration

Submitted :

For the consideration of the Board the enclosed copy report of proceedings of duties performed by H.M.A.S. "Diamantina for the month of May 1946.

Lieutenant Commander R.A.N.R.(S)
COMMANDING OFFICER

19/6 H.

PART FILE 24

589/202/ H6144

File H.N. 5/11/46

RECEIVED
18 JUL 1946
D.O.T.M.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. "Diamantina" REPORT OF PROCEEDINGS. May 1946

S.N.B. 1/7

2nd N.M. 2/7

3rd N.M.

D. of P. 9/7

D.R.E. 10/7

Ops. (N) 11/7

N.S.

D.E. (N) 17/7

D.O.T.M. 19/7

D.N.M.S. 22/7

H.P.

A.A. 2nd N.M. 24/7

N.5 25/7

D.N.I.

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

25/7 G

25/7 F

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

To. The Senior Officer, First Frigate Flotilla.

Date. 6th June 1946 Reference No. DC 6/46

Subject. REPORT OF PROCEEDINGS FOR MONTH OF MAY 1946.
COPIES TO SECRETARY NAVAL BOARD.
COMMODORE COMMANDING H.M.A. SQUADRON.

Submitted :

For your consideration and submission to the Naval Board the following letter of proceedings of duties performed by H.M.A.S. "Diamantina" during the month of May 1946.

1946.

May 1st 2nd	At anchor Simpson Harbour.
May 3rd	Secured on "Naruto" pumping her out.
May 4th	Stranded "Naruto" on the bank off Hot Sulphur Creek Simpson Harbour.
May 5th 6th 7th	At anchor Simpson Harbour.
May 8th	2100k embarked Captain Stewart R.A.N. (NOIC New Guinea) and proceeded towards Manus.
May 9th	At sea towards Manus.
May 10th	0800k arrived and anchored Manus. In company with Captain Stewart R.A.N. proceeded ashore to meet U.S.N. Captain in charge of the Base and thereafter to the aerodrome to meet Admiral Sir Louis Hamilton and his staff.
May 11th	Admiral Sir Louis Hamilton with staff and NOIC New Guinea embarked and at 1300k departure was taken for Dreger.
May 12th	Arrived Dreger.
May 13th	1700k departed Dreger for Rabaul.
May 14th	1700k arrived Rabaul. The First Naval Member disembarked.
May 15th	1400k departed Rabaul for Milne Bay via Kiriwina Kegawam and Shortland Reef.
May 16th	Rabaul towards Milne Bay.
May 17th	Arrived Milne Bay - cruised past Ahioma, Ladava, 1000k Gamadodo, and Modewa, and at 1500k passe throug China Straits.

May 18th	0900k arrived Moresby when the First Naval Member and his staff disembarked. 1430k departed Moresby with NOIC New Guinea on board for Dreger via Bartle Bay Mission.
May 19th	1400k anchored in China Strait in heavy rain to await better visibility.
May 20th	0515k departed China Straits and proceeded via Raven Channel for Bartle Bay. 1100k arrived off Bartle Bay where NOIC New Guinea landed in the Ship's motor boat to present the flag of H.M.A.S. "Arunta" to the local cathedral. 1430k on the return of NOIC New Guinea the ship proceeded towards Dreger.
May 21st	1600k arrived Dreger.
May 22nd to May 29th	At Dreger Harbour.
May 30th	1400k departed Dreger with damaged ASR 912 in tow for Sydney, with speed of advance 8½ knots . South East wind and sea,increasing, reduced speed to 6 knots. 2100k ASR had shaken off the towing bridle. 2300k ASR again taken in tow and it became necessary to return to Dreger.
May 31st	1100k arrived Dreger where towing bridle was again secured. 1600k departure Dreger with ASR in tow.

GENERAL REMARKS

During the first week of the month Engineer Lieutenant Commander K Bull, a party of Stokers and myself were engaged in surveying condition of the hull tanks and bulkheads of the "Naruto" also pumping sea water out to keep her afloat and generally endeavouring to improve her stability.

The second and third weeks of the month were employed by proceeding to Manus with Captain Stewart R.A.N. to meet and embark Admiral Sir Louis Hamilton the First Naval Member and his staff, and then conveying them for the Admiral's tour of inspection of Dreger, Rabaul, Milne Bay and Port Moresby, including on the return from Moresby to Dreger a call at Bartle Bay mission where Captain Stewart landed with a ceremonial party, and made the presentation in the cathedral.

589/202/464

The last week of the month was spent at Dreger in readiness to proceed to Australia for refit purposes, and in that regard a departure was taken from Dreger on the 30th May with ASR 912 in tow for Sydney. Adverse wind and sea conditions were met with immediately and knowing the ASR to have recently suffered damage by stranding and was carrying temporary hull patches which together with the fact that the towing bridle around her was not satisfactory a return was made to Dreger for better securing of the ASR, when another start was made and the voyage was resumed.

The health of the ship's company has been good and their behaviour excellent. Main Engines and auxiliaries have been satisfactory.

FIGURES FOR THE MONTH

Distance steamed	2838 miles
Hours under Way	270 hours
Average Speed	10·5 knots
Total fuel expended	485·3 tons
Miles per ton of fuel	5·8 miles.
Miles per ton of fuel excluding 78·4 tons for auxiliary purposes	7 miles

TOTAL FIGURES SINCE COMMISSIONING

27th April 1945.

Total distance steamed	25884 miles
Total hours under way	2383 hours
Average Speed	10·9 knots.

Lieutenant Commander R.A.N.R.(S)
COMMANDING OFFICER

589/202/ H6H

3/6/7 5/7

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. "Diamantina" REPORT OF PROCEEDINGS. April 1946

S.N.B. 3/6

2nd N.M.

Quite an interesting report
Jd. 4/5.

3rd N.M. 6/6

D. of P. 12/6

D.R.E. 14/6

Ops. (N) 17/6

N.S. 17/6

NAI
~~A.E.(N)~~ 25/6

D.O.T.M. 2/7

D.N.M.S. 3/7

H. 5/7

A.A.2nd N.M. 5/7

5/7

N.E. 8/7

~~DNI~~

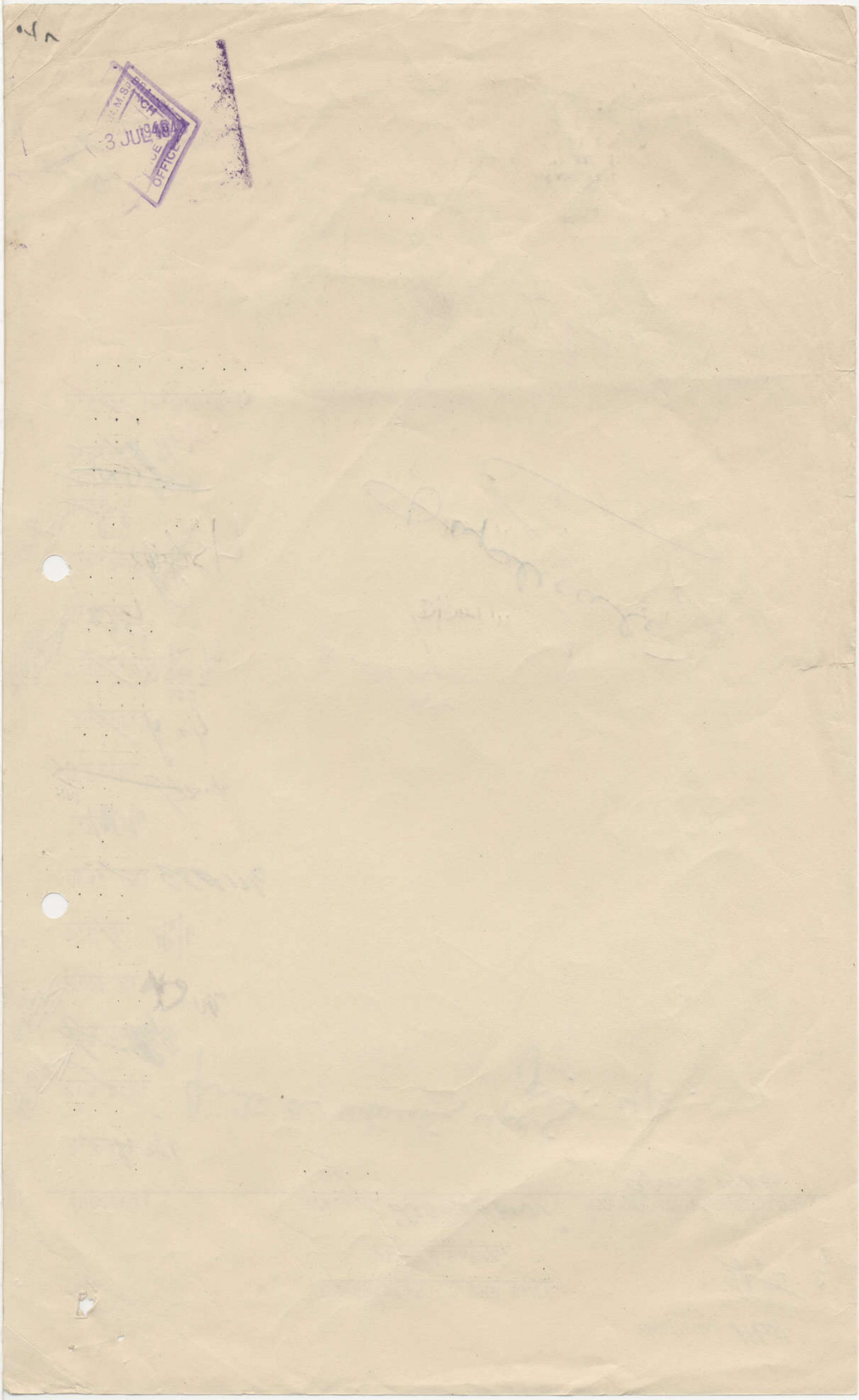
D.N.I. 9/7.

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

Duplicate

B/6

8/7 H.



27/5/1
30/5

DEPARTMENT OF THE NAVY
MINUTE PAPER

589/202/46H

C.441/45.

SUBJECT: HMAS "Diamantina" Report of Proceedings April, 1946

DPS 27/5.

28/5/46

DTSR 29/5

Diamantina's use of Visual Passage reported —
DOD Delaware's April report of proceedings is confirmed.
30/5

DCNS 30/5

1STAM 31/5

29/5 D

NP 31/5

St 6339

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

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

Date 10th May 1946 *Reference No.* DC 6/46

To The Secretary, Naval Board, Melbourne

Subject REPORT OF PROCEEDINGS FOR APRIL 1946.

A.H. attached on Registration

Submitted :

For the consideration of the Board the enclosed report of proceedings of duties performed by H.M.A.S. "Diamantina" for the month of April 1946.

Lieutenant Commander R.A.N.R.(S)
COMMANDING OFFICER

2nd/3B

589/202/464

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

To. The Naval Officer in Charge, New Guinea.

Date. 9th May 1946 Reference No. DC 6/46

Subject. REPORT OF PROCEEDINGS FOR MONTH OF APRIL 1946
COPIES SECRETARY NAVAL BOARD
COMMODORE COMMANDING H.M.A.SQUADRON
S.O. 1st FRIGATE FLOTILLA

Submitted :

For your consideration and submission to Naval Board the following letter of proceedings of duties performed by H.M.A.S. "Diamantina" during the month of April 1946.

1946 April 1st and 2nd	Anchored in Simpson Harbour.
April 3rd	0415 Proceeded at 18 knots from Simpson Harbour to rendezvous with H.M.A.S. "Quiberon", who had a very serious appendicitis case on board. At 1233 Quiberon was sighted in approximate position 6 degrees 20 minutes South, 152 degrees 57 Min.E By 1245 a breeches buoy had been rigged and Surgeon Lieutenants L.R.Finlay Jones and C.G. Alderman were transferred to Quiberon. Diamantina then returned to Rabaul at 11 knots.
April 4th to April 11th	Anchored in Simpson Harbour at 0115. Completing with fuel and water and collecting provisions as same became available.
April 12th	1200k returned to Blanche Bay and examined and reported to N.O.I.C. Rabaul on the possibilities of anchoring Liberty Ships close inshore and adjacent to Japanese P.O.W.Camps for the purpose of facilitating the embarkation of Japanese P.O.W. 1500k took departure for Kavieng to embark Major Shand and ANGAU officer for an inspection of the outlying islands and atolls to eastward and north ward of New Ireland for the purpose of searching for possible airmen forced down or ship wrecked crews that might be still at these previously unvisited islands.
April 13th	1100k arrived off Kavieng and embarked ANGAU officer and proceeded towards Nuguria.
April 14th	1130k arrived off Nuguria and entered through a small passage and anchored in the lagoon. Proceeded in motorboat with ANGAU officer four miles up the lagoon and landed at a native village where a roll call was made and the natives interrogated, the result of which was the discovery that they had no knowledge that the war

was over and did not seem very interested to know who won. The Japanese had not bothered to visit this island though it was ascertained that several Jap fighter planes and two bombers or transport planes had crashed into the sea nearby or on the reefs, the occupants being killed.

	1800	departed Nuguria for Namatanaai
April 15th	0730	arrived at Namatanai
	1200	departure Namatanai
April 16th	0700	arrived at Tench Island
	0930	departed Tench Island
	1400	arrived at anchorage in Hamburg Bay Emirau
	1800	departed Emirau.
April 17th	0700	arrived TingWon Island
	0930	departed Tingwon Island
	1400	arrived Kavieng Harbour - anchorage via Nissel Passage.
April 18th		At anchorage Kavieng Harbour.
April 19th	1400	departure Kavieng via Nusa Channel and Steffan straits.
April 20th	0700	arrived Simpson Harbour Rabaul.
April 21st		At anchor at Rabaul.
April 22nd	1830	departed Rabaul for Massava Bay
	2200	arrived and anchored at Massava Bay
April 23rd and 24th		At Massava Bay positioning mooring buoy to facilitate fuelling and watering of ships.
April 25th	1530	departure for Rabaul
	1915	arrived anchorage Rabaul.
April 26th to 28th		At anchor Rabaul
April 29th		Made inspection of Japanese Tanker "NarutO" and supervised the transfer of 1200 tons of fuel oil from British Ambassador to "Naruto".
April 30th		Diamantina secured on Naruto.

GENERAL REMARKS.

The month opened with Diamantina at anchor in Rabaul Harbour.

On the night of the 3rd a signal was received from N.O.I.C. Rabaul to raise steam for maximum speed immediately. This was done and at 0415 the ship proceeded at 18 knots to rendezvous with Quiberon who was making for Rabaul at 22 knots with an acute appendix case on board. Before leaving Rabaul, Surgeon Lieutenant C.G.

589/202/464

Alderman from "Deloraine" was embarked and he and Surgeon Lieutenant L.R.Finlay Jones were both transferred to Quiberon at 1245 in a breeches buoy. The evolution was carried out by both ships steaming at 12 knots. From the first line across, the transportation of the two medical officers from Diamantina to Quiberon, to the last line cast off took 15 minutes.

From the 4th to the 11th a Japanese working party chipped and red leaded the focsle and quarterdecks

At 1500 on the 12th took departure from Rabaul to make inspection of the outlying islands of Nuguria, Tench, Tingwon for possible survivors from crashed aircraft and torpedoed or ship wrecked crews, in conjunction with an ANGAU officer (Major Shand) on board to interrogate and check over the native population on each of these islands, which have not been visited since the cessation of hostilities.

On the 13th Kavieng was approached from northward after having made passage around New Hanover, and there Major Shand of ANGAU was embarked. Thence the ship proceeded on to Nuguria arriving off the southernmost ISLAND OF THE group, thence proceeded along the west coast outside the reef until a narrow passage one cable wide was found giving entry to the lagoon, and the motor boat went ahead sounding. The lagoon was entered and the ship anchored in 6 fathoms one mile south of the entrance.

Major Shand and myself proceeded by motorboat for a four mile trip to the native village on the southern most Island. The natives were mustered and interrogated in pidgin English by the ANGAU and were informed that the war was over. However they did not bothe to enquire which side won, and did not seem very interested. The lagoon (unsurveyed) is easily navigated, the shallow patches being easily discernable by their bright colour. Angau and the natives informed me that Diamantina was the first steamer or ship of any size to enter the lagoon - the only other vessel was a 200 ton trading schooner in 1938 collecting copra.

DNI.

Several crashed Japanese fighter planes and one or two bomber or transport planes had crashed on the reef and calculated back by native mathmatics it would appear that the date of their crashes would be about the time of the Coral Sea Battle. Most of the occupants of the planes were killed in landing, the few survivors being taken off by Japanese submarine a few days later.

The natives produced an American W/T testing instrument and book of W/T frequencies which it was stated was found on the reef in a watertight box. This was taken possession of by ANGAU.

That same day at 1800 a departure was taken for Namatanai, New Ireland where ANGAU landed for four hours to inspect an ANGAU administration camp. Departure was then taken for a furthe overnight passage northward to Tench Island where ~~where~~ ANGAU landed on the beach from the whaler and mustered the population on the shore. Here it was necessary for the ship's medical officer to examine and dress the wound of a native boy who had a hole blown in his chest as a result of fiddling with a detonator of a fuse or primer washed up on the shore.

589/202/464

On departure from Tench the next call was to be made at Tingwon Islandshaving 24 hours to cover 80 miles, so, as a matter of interest to the Ship's Company Diamantina called at Emirau island anchoring in Hamburg Bay for 4 hours, and a party of officers and men proceeded ashore. Emirau is at present uninhabited as the local native ves have been transferred to Mussau during the American occupation of Emirau.

Arrived at the northern most of the Tingwon Group at 0700 on the 17th and the ANGAU officer landed on the beach and mustered the native population of the village and returned on board at 0930 when a departure was taken for a return to Kavieng north about of New Hanover island. Steffan Straits at this stage not having been swept for mines, nets and other obstructions.

At 1600 entered Kavieng Harbour via Nissel Passage and anchored off the township and disembarked the ANGAU officer. Two units of the 20th Mine Sweeping Flotilla "Deloraine" and "Echuca" having swept Steffan Straits in the meantime a departure was taken for the return to Rabaul via Steffan Straits, at which port Diamantina anchored at 0700 on the 21st.

On the 22nd proceeded to Massava Bay to supervise the laying of mooring buoys to be used in the fuelling and watering of troop ships.

The last two days of the month were spent in inspecting the Japanese Tanker "Naruto" and a report to N.O.I.C. Rabaul was made.

The conduct of the Ship's Company has been excellent and their health good.

The main and auxiliary machinery has been satisfactory.

The ship having been kept rather constantly on the move during the month, only limited opportunities for sport and recreation have been available, but the voyage around the islands has been of sufficient interest to all hands and compensated for the lack of sport.

FIGURES FOR MONTH

Distance steamed	1450 miles
Hours under way	134 hours
~~Time under way~~ Average speed	10·8 knots
Total oil fuel expended	269·5 tons
Miles per ton of fuel	5·4 miles
Miles per ton of fuel excluding 40 tons auxiliary	6·3 miles

FIGURES SINCE COMMISSIONING

Total distance steamed	23046 miles
Hours under way	2113 hours
Average Speed	10·9 knots

Lieutenant Commander R.A.N.R.(S)
COMMANDING OFFICER

CONFIDENTIAL

RECEIVED
22 MAY 1946
D.O.T.M.

2026/7/1536

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Diamantina" REPORT OF PROCEEDINGS. March 1946

S.N.B.

2 N.M.

3 N.M.

D. of P.

D.R.M.

D.N.I. (Later)

Ops. (N)

N.5.

D.E. (N)

D.O.T.M.

D.N.M.S.

H.P.B.

N.A.2.N.M.

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

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26/4

CONFIDENTIAL

C.441/45.

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/1536

267A

SUBJECT: HMAS "Diamantina" Report of Proceedings March 1946

DTSR 30/4

DOD 1/4

DCNS 1/5

DISTAM 2/5

AS 3/5

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18 APR AM46
NAVY REGISTRY

Orig

St 6339

DEPT. OF NAVY
2046. 7. 1536
SECRET

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

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

Date 8th April 1946 *Reference No.* DC 6/46

To The Secretary, Naval Board, Melbourne.

Subject REPORT OF PROCEEDINGS - MARCH 1946.

Submitted :

For the information and consideration of the Board copy letter of proceedings H.M.A.S. "Diamantina" for the month of March 1946.

Lieutenant Commander R.A.N.R.(S)
COMMANDING OFFICER

HN

22 C.

1

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

To. The Naval Officer in Charge, New Guinea.

Date. 8th April 1946. Reference No. DC 6/46

Subject. REPORT OF PROCEEDINGS FOR MONTH OF MARCH 1946.
COPY SECRETARY, NAVAL BOARD.

Submitted :

For your consideration and submission to the Naval Board the following letter of proceedings of duties performed by H.M.A.S. "Diamantina" during the month of March 1946.

1946. March 1st.	1213K arrived Oro Bay and conferred with C.O. "Air Chief" on subject of towing him to Dreger.
March 2nd	0800k departed Oro Bay for Dreger with A.S.R. in tow.
March 3rd	Arrived Dreger. Secured on R.F.A. Tanker Serbol and completed with fuel oil. Average speed Oro Bay to Dreger 5·6 knots.
March 4th	At Dreger on 4 hours notice for steam.
March 5th	2200k Embarked N.O.I.C. New Guinea and took departure for Milne Bay.
March 6th	0900 Ship's Surgeon recommended return to Dreger to disembark Captain Stewart who was suffering with a poisoned foot. 1800k arrived Dreger Harbour and disembarked N.O.I.C New Guinea , and embarked Commanders Mather and Cairns. 2300k resumed voyage to Milne Bay.
March 7th	At sea towards Milne Bay. Speed of advance 10·3 knots.
March 8th	0930 Anchored off Ladava.
March 9th	0830 Proceeded to Modewa where Commandera Mather and Cairns visited fuel oil installations. 1115K resumed return passage to Dreger.
March 10th	1740k Arrived Dreger. Speed of advance 11·1 knot
March 11th	1800k Departure for Rabaul. Speed of advance 10 knots.
March 12th	At sea towards Rabaul.
March 13th	0745k anchored Simpson Harbour, Rabaul.
March 14th to March 21st	At anchor Rabaul Harbour.
March 22nd	1700k embarked General Basil Morris and staff for Kavieng, East coast of New Ireland (Namatamai) and return to Rabaul via Cape St. George.

March 23rd	0700 arrive at Southern entrance Steffan Straits disembarked General Morris and Staff into Ship's motor cutter for 16 miles passage to Kavieng. Diamantina proceeded north of New Hanover Island to rendezvous off Kavieng. 1600 arrive off Kavieng 1825 embarked General Morris and Staff and proceed at easy steam for Namatanai.
March 24th	0700k anchored Namatanai 0830k General Morris and Staff disembarked ashore. 1600k General Morris and Staff embarked and ship proceeded south about to Rabaul.
March 25th	0815k Anchored Simpson Harbour Rabaul and disembarked General Morris and Staff.
March 26th	0835 departure Rabaul (Simpson Harbour) to carry out examination of the approaches off Kokopo. 1600k anchored in Karavia Bay.
March 27th	Karavia Bay making plan of previous day's work.
March 28th	1000k called on Chinese Colonel in charge of Chinese Prisoner of War Camp. 1030k proceeded to Kokopo area and checked over plan made for N.O.I.C. Rabaul. 1400k returned to Rabaul and anchored.
March 29th to March 31st	At anchor Simpson Harbour Rabaul.

GENERAL

Between 1st and 3rd "Air Chief" (A.S.R. 918) with engine defect was towed to Dreger.

On the 4th took departure with Captain Stewart R.A.N. on board for Milne Bay to make his inspection of the closing down of Ladava. Captain Stewart embarked with an injured foot, the Ship's Surgeon examined the foot which had become most painful and septic at daylight on the 5th, and advised Captain Stewart that he would not be able to put that foot to the ground for a week.

Therefore being unable to fulfill his mission at Milne Bay, N.O.I.C. New Guinea with reluctance ordered the Ship's return to Dreger, and informed Commanders Mather and Cairns to meet Diamantina on arrival at Dreger, and proceed in her to Milne Bay, and make an inspection for him.

On return to Dreger on the 10th Diamantina was ordered to proceed to Rabaul on the 11th for surveillance duties.

On the 13th arrived at Rabaul and reported to N.O.I.C. Rabaul, Commander A.Fowler.

22nd to 25th embarked General Basil Morris and Brigadier and Aide, and proceeded to Steffan Straits where the General and Staff were disembarked into the Ship's Motor Boat for the 16 mile trip to Kavieng, the motor cutter being in charge of Sub Lieutenant R.L.Opie.

The Straits being mined and netted by the Japanese, Diamantina proceeded north about New Hanover to Kavieng, and there met the motor cutter and embarked the General.

From 160^{0} to 1830 standing off Kavieng, strong northerly wind and rough seas prevailed which I considered at times too sever for the motor cutter to tackle, which however it ultimately did with success as a result of capable handling by Sub Lieutenant R.L.Opie. Diamantina, during the interval between 1600 and 1800 to short boards on and off shore navigating between the three Japanese minefi ds known to exist off Kavieng by holding them by short transmissions on the Asdic.

With darkness closing in fast I personnally was much relieved when the motor cutter returned and was hoisted inboard, and Diamantina moved out into the open water. Course was then set and easy speed ordered to coincide with a daylight arrival at Namatanai,

At 0700k on the 24th the ship anchored close inshore between a gap in the reefs quite visible from the ship. At 0800k General Morris requested that I also disembark and accompany him on his inspection of the natives who came from far and wide to see the General. With a view to assisting the occasion Diamantina dressed ship with every flag that could be mustered including the General's Angau flag at the mast head which pleased the General, and also the natives.

After much saluting and handshaking, the natives made liberal gifts of fruit and vegetables to the Ship which were passed on and enjoyed by the Ship' Company as a welcome change from tinned foods.

The General's inspection over, the voyage to Rabaul via Cape St. George was resumed and the ship arrived back at Rabaul on Schedule at 0815k Monday.25th March. General Morris before disembarkation expressed his pleasure for the voyage.

On the 26th March orders were received from N.O.I.C. Rabaul to proceed to the vicinity of Kokopo and make a sweep of the approaches and sketch of the local reefs in which operation apparently was associated with the Government's decision on the site of the proposed new capital. An Asdic sweep was carried out accordingly and the approaches found to be quite clear of obstruction and carrying good water to reefs fringing the foreshore. Also an examination of the two breaks in the reef showed good water up to the beach with a possible view to wharf construction. A plan of examination has been submitted to N.O.I.C. Rabaul.

On the 28th being anchored adjacent to the Chinese prisoner of war camp, who are awaiting repatriation to China, a call was made to the Colonel in charge who through an interpreter expresse his appreciation of the gesture. I was able to give him details of damage sustained and reconstruction work commenced at Hong Kong as a result of my being there in H.M.A.S. "Goulburn" in November last.

The Ship's Company has indulged in a liberal amount of Field games and recreation, e.g. football and hockey against and Australian Military team, basketball against a Chinese soldier team (and got beaten). Also swimming and cricket and whaler sailing. All are in excellent health and condition and have been free of sickness since our departure from Australia.

The main and auxiliary machinery has been most satisfactory. The new propellers and docking in Brisbane has improved the running economy to the tune of 6 tons of fuel a day. The ship has been operated on one boiler and with 114 revolutions has given 12 kn

FIGURESS FOR THE MONTH

Distance steamed	2385 miles
Hours under way	218 22/60 hours
Average Speed	10•9 knots
Average distance per ton of fuel	8•28 miles.

TOTAL FIGURES SINCE COMMISSIONING

Distance steamed	21,596 miles
Time under way	1979 hours
Average Speed	10•9 knots

P. Sullivan

Lieutenant Commander R.A.N.R.(S)
COMMANDING OFFICER

RECEIVED
18 APR. 1946
D.O.T.M.

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2026/7/ 1536

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Diamantina" REPORT OF PROCEEDINGS. February 1946

S.N.O. 27/3

2 N.M.

3 N.M.

D. of P.

D.R.E.

D.N.I.

Ops. (N)

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D.E. (N)

D.O.T.M.

D.N.M.S.

H.P.B.

N.A.2.N.M.

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

29/4 C.

20/3

178A

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

20216/7/1536

C.441/45 4/9/3.

SUBJECT: HMAS "Diamantina" Report of Proceedings February 1946

DPS 21/3

DTSA RP 24/3

DOD 26/3

DCNS 26/3

1STCM 4/3

NS 27/3

178A

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18 MAR AM 48
NAVY REGISTRY

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DEPT. OF NAVY
2046. 7. 1536
SECRET

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

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

Date 11th March 1946 *Reference No.* DC 6/46

To The Secretary, Naval Board, Melbourne.

Subject REPORT OF PROCEEDINGS - FEBRUARY

HN

Submitted:

For the information and consideration of the Board copy letter of proceedings H.M.A.S. "Diamantina" for the month of February 1946

D Sullivan

Lieutenant Commander RANR(S)
COMMANDING OFFICER

9/3D

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

To. The Naval Officer in Charge, New Guinea.

Date 10th March 1946 DC 6/46

Subject. REPORT OF PROCEEDINGS FOR MONTH OF FEBRUARY 1946.
COPY SECRETARY, NAVAL BOARD.

Submitted :

For your consideration and su bmission to the Naval Board the following letter of proceeding of duties performed by H.M.A.S. "Diamantina" during the month of February 1946.

1st Feb.	1200K departure from Sydney for Dreger Harbour calling at Brisbane for docking purposes en route.
2nd Feb.	At sea towards Brisbane.
3rd Feb.	1625K arrived at Brisbane and secured at A.U.S.N. Company wharf.
4th Feb.	At Brisbane.
5th Feb.	0845K slipped from wharf and proceeded downstream. 1030K entered Cairncross Graving Dock in company with H.M.A.S. "Maryborough" and a Brisbane Harbour Board Hopper.
16th & 17th Feb.	Dock flooded and ship secured afloat in dock over the week end.
18th Feb.	Undocked and proceeded up river and secured at A.U.S.N. Company Wharf.
23rd Feb	0900K slipped and proceede downstbeam to Cairncross Dock. 1000K entered Cairncross Dock.
24th Feb.	1500K undocked and proceeded to Shell Company Wharf and completed with fuel oil.
25th Feb.	0750K slipped from She 11 Company Wharf and proceeded to sea towards Dreger Harbour via Jomard Passage.
26th Feb	1500K passed Frederick Reef.
27th Feb.	At sea.
28th Feb.	1000K passed through Jomard Passage when instructions were received from N.O.I.C., New Guinea to proceed to Oro Bay and take A.S.R. 918 in tow to Dreger Harbour. The course was then set for Oro Bay via Goschen Strai

GENERAL

The passage from Sydney to Brisbane was made by the inshor route to minimise the effect of the strong southerly set running down the New South Wales coast. Fine weather and moderate seas, conditions were carried as far as Byron Bay and after passing the New South Wales-Queensland border strong north to north west winds , rough head seas were encountered to Brisbane, speed of advance being 11·6 knots.

Between 15th and 18th February the ship was in Cairncross Dock, when the ship's bottom was scrubbed clean and treated under the direction of the Naval Overseer's staff Form AS 238 not yet to hand.

Both propellers were found to be in a damaged condition as previously reported by my predecessor Commander Rose R.A.N.V.R.. The port propeller shaft was also bent and the Asdic dome required renewing a slight distortion was also discerned in the after lower corner of the rudder. The new propellers, carried aboard from Sydney were fitted, and the port propeller shaft renewed, this work was completed on the 13th . No spare Asdic dome being available in Brisbane a new one was ordered from Sydney but did not become available in Brisbane until the 22nd February.

With the anti fouling on for 7 days I was apprehensive that being left too long dry would deteriorate and to meet this exingency until the dock was flooded the hull was hosed and a light spray played on it during the daylight hours. This had the desired ef effect and the paint was reasonably good when the dock was flooded on t 16th.

H.M.S."Artifex" required the dock so the Asdic raft was temporarily blanked off until the ship was re-docked on the 23rd, when the new Asdic dome was fitted and the ship undocked on the 24th.

BRISBANE TO DREGER HARBOUR VIA JOMARD PASSAGE

A direct route via Frederick Reef to Jomard Passage was followed and reasonable wind and sea conditions prevailed as far as Frederick Reef when cyclonic conditions were experienced to Jomard. During this part of the journey the wind was force 6/7 with blinding squalls reaching gale force and the sea became very rough, a sharp change of wind from south east through north to north west with a low barometer indicated that the centre of the blow was passing ahead of the ship.

Accordingly our direct course was maintained and conditions moderated as we entered New Guinea waters. The ship behaved splendidly throughout.

On passing through Jomard Passage on the 28th February instructions were received from N.O.I.C., New Guinea to proceed to Oro Bay and take A.S.R. 918 in tow to Dreger Harbour. The passage to Oro Bay was then made via Goschen Straits .

With so much loss of time in Brisbane occasioned by the delayed arrival of the Asdic dome from Sydney it was disappointing to have sailed from that port without the docking report which has not reached the ship to date.

Owing to the uncertain weather conditions in the Coral Sea during February both boilers were used for providing steam, but on entering New Guinea waters the ship reverted to one boiler which to date has provided ample power for all purposes. This gives, with a clean bottom, 12 knots on 114 revolutions ; most of the speeds of advance are made at between 10 and 11 knots.

The health and conduct of the Ship's Company has been very good, the usual crop of requestmen for demobilisation is ever present, but in most cases are settled good humouredly.

Field games have been indulged in at Brisbane and Dreger the ship being very proud of it's Cricket Team's good record of succes against other ships and establishments and the R.A.A.F.

The main engines and auxiliary machinery have been satisfactory.

FIGURES FOR THE MONTH

Distance steamed	1585 miles
Hours under way	142 36/60 hours
Average speed	11·1 knots
Average dist. per ton of fuel	5·9 miles

TOTAL FIGURES SINCE COMMISSIONING

Distance steamed	19,211 miles
Time under way	1760 36/60 hours
Average speed	10·9 knots.

D. Sullivan

Lieutenant Commander R.A.N.R.(S)
COMMANDING OFFICER

CONFIDENTIAL

2026/7/ 1536.

DEPARTMENT OF THE NAVY

MINUTE PAPER.

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

S.N.O. 28/3

S.N.M. 4/3

C.N.O. 11/3

D. of P. of Ops 12/3

D.N.E.O. 13

D.N.I. 18/3

Ops. 18/3

N.S. 18/3

D.E.(N). 25/3

D.O.T.M. 26/3

D.N.M.S. 28/3

H.P.E. 29/3

N.A.S.N.M. 29/3

N.S.

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

21/2

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026-7-1536

C.441/45.

SUBJECT: HMAS "Diamantina" Report of Proceedings January 1946

D.P.S. 21/2

T.S.R. 22/2

D.O.D. 26/2

D.C.N.S. 26/2

N.S. 28/2

Orig.

DEPT. OF NAVY
SECRET

2046	7	1536

RECEIVED
18 FEB PM 46
NAVY REGISTRY

Commonwealth of Australia.
Department of The Navy.

Royal Australian Navy.

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

Date 11th February 1946 Reference No. DC 6/46

To The Secretary, Naval Board, Melbourne.

Subject REPORT OF PROCEEDINGS - JANUARY 1946.

HN

Submitted :-

For the information and consideration of the Board the following Report of Proceedings for the month of January 1946.

The whole of the month was spent in Sydney Harbour secured to No. 5 Buoy from the 1st to the 4th and thence on H.M.A.S. "Quality" alongside Garden Island.

This formed part of the 45 days recreational period, and the Ship's Company was granted 21 days leave in addition to travelling time to the various states of the Commonwealth. Advantage was taken of the opportunity to convert the ship to peace time colours, and a reasonable amount of maintenance work was performed in addition to several major defects being made good by Dockyard Staff.

The health and conduct of the Ship's Company has been very good.

Total figures	17623.5 miles
Time under way.	1618 3/60 hours
Average Speed	10.8 knots.

Lieutenant Commander R.A.N.R.(S)
COMMANDING OFFICER

Dup.

No. 18
9/45

(Letter from The Commanding Officer, H.M.A.S. "DIAMANTINA" dated 14th January, 1946 - Ref. D.C. 5/46.)

In circulation GB 12/2/46

REPORT OF PROCEEDINGS - DECEMBER, 1945.

11.

B.S. 298/250/239.
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with Confidential Commonwealth Navy Order 97/45.

W.T. Shaw.
A/Commander.
for A/Rear-Admiral.A.O.D.

D.N.I

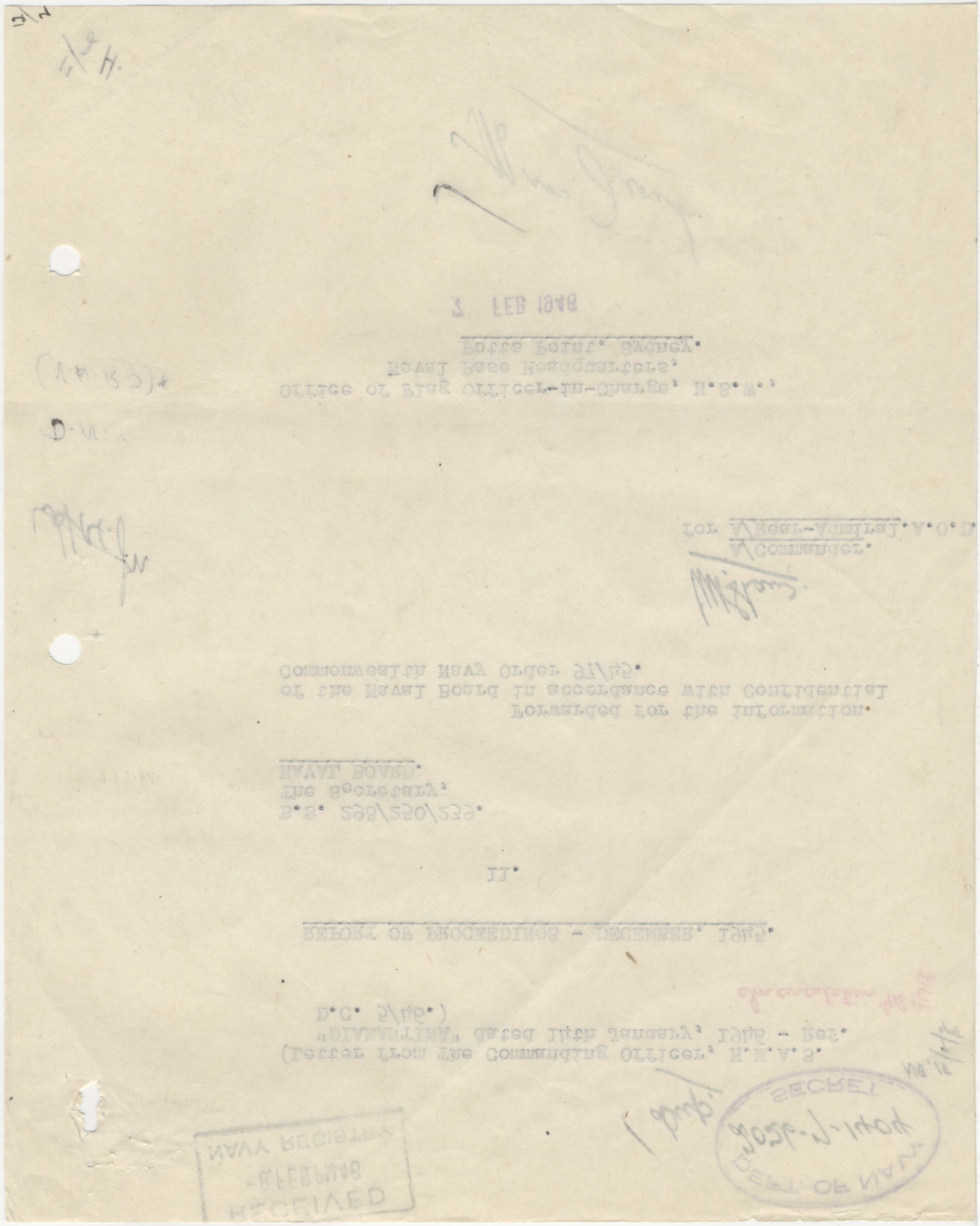
(N.H.R.O)

Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
Potts Point, Sydney.

7 FEB 1946

Miss Finch

11/2 H.



Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

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

Date 14th,January,1946. *Reference No.* D.C.5/46.

To The Flag Officer-in-Charge, Sydney.
(Copy to the Secretary, Naval Board, Navy Office, Melbourne).

Subject REPORT OF PROCEEDINGS - DECEMBER, 1945.

Submitted,

In accordance with Confidential Commonwealth Navy Order 97 of 1945, copies of the monthly Report of Proceedings for the month of December,1945, covering the activities of H.M.A.Ship under my command, are forwarded herewith.

D J Sullivan
CDR
Lieutenant R.A.N.R(S)
~~For~~ Commanding Officer, ~~A.O.I.~~.

H.M.A.S."DIAMANTINA" - REPORT OF PROCEEDINGS.

DECEMBER, 1945.

1945.
Dec.1. At Sea from Madang towards Wewak.

2.)
3.) At single anchor off Wewak.

4. 1330K embarked 2 Officers and 100 men of 6th,Division A.I.F. for passage to Madang and 2 Officers for Sydney.
1400K Departure from Wewak and proceeded at easy steam on one boiler for a daylight arrival at Madang.

5. 0730K arrived Madang and secured at Liberty Wharf and disembarked passengers. 1300K embarked following pasengers for Sydney.

Navy.	4 Officers	52 ratings.
Army.		13 other ranks.
Air Force	1 Officer	12 other ranks.
1 Distressed Norwegian Seaman.		

1600K departure from Madang and proceeded at easy steam for daylight arrival at Langemak.

6. 0700K arrived Langemak and embarked one rating for detention on the mainland.

7.)
12.) At sea towards Sydney via Jomard Passage.

13. 0715K entered Sydney heads and at 0745 secured alongside "Queenborough" at No,5 bouy. Disembarked Naval,A.I.F. and R.A.A.F. personnel.

14.)
31.) Secured to No,5 Buoy Sydney Harbour.

The voyage from New Guinea to Sydney was in compliance with Naval Board message for leave granting purposes, and in addition to the Ship's Company of 147, the passengers who numbered 78, making a total of 225 hands on board all told, with the exception of the officers.

The limited cooking facilities for a 7 day passage was the only reason that I did not embark a further 80 ratings. The voyage was favoured with reasonable weather conditions and the fine co-operative spirit of the Ship's Company, Naval A.I.F. and R.A.A.F. passengers more than counteracted any discomfort of overcrowding.

The speed of advance was set at 11 knots for economy of fuel purposes. To minimise signal traffic and facilitate the disembarkation of troops on arrival, Caloundra Head, Moreton Bay was closed to V/S range in passing and signal traffic passed through the signal station.

Recreation facilities were on the meagre side during the early part of the month but the arrival of the ship in Sydney on 13th,December for leave purposes more than counterbalanced the absence of recreational sports and games.

The efficient and co-operative assistance of our parent ship "Kuttabul" and the various Railway Transport Officers in getting the interstate leave parties away with the minimum dealy after our arrival was greatly appreciated by the ship's Company.

The Main Engines and Auxiliary Machinery has been satisfactory.

The health and conduct of the Ship's Company has been excellent.

MONTHLY FIGURES.

Distance steamed	2339 miles
Time under way.	205.75 hours
Average speed	11.3 knots.

TOTAL FIGURES SINCE COMMISSIONING.

Distance steamed	17625.5 miles.
Time under way.	1615,43/60 hours.
Average speed.	10.8 knots.

D.J. Sullivan

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. NG. 269/98.

DEPT. OF NAVY
2026-7-1404.
SECRET

Dup.

N5 18/9/45

RESTRICTED

ACK. BY. A.S. 1330Y
17 DEC 1945
INIT

Mr. Kelly 19.5.65

Office of the N.O.I.C.
New Guinea, Madang.
10 December, 1945.

Intercalation on 18/12/45

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

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

Forwarded for the information of the Naval Board.

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

R Pearson.

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

12 F

H.M.A.S."DIAMANTINA"

LETTER OF PROCEEDINGS FOR NOVEMBER,1945.

At the beginning of the month the ship was lying in Rabaul Harbour but departed at 0913K on 2nd, November for Emirau, and also had on board a R.M.S.Officer for work on several mines reported ashore on Tsoi Boto (off the east coast of New Hanover). An L.C.M. was in tow.

2. The L.C.M. was towed on 60 fathoms of 3½ inch wire and an average speed of 10.3 knots was maintained for the 256 miles passage without any discomfort to the five ratings on board. The ship anchored in Hamburg Harbour,Emirau at 0915K on the 3rd,November,1945.

3. At Emirau, the L.C.M. was loaded with one 30cwt motor truck, 400 super feet of building timber and 500 feet of 2 inch galvanised piping with sundry fittings, all of which was surplus and abandoned stores left on the island.

4. The ship departed from Emirau at 0600K on 6th, November,with the L.C.M. in tow and anchored off the coast of New Hanover the same day at 1213K, in a position three quarters of a mile north west of the small island of Ungalik. Though the chart showed Ysabel Passage to be navigable, numerous shoals at the north west entrance were detected by Asdic and it was decided not to hazard the ship by attempting to navigate down the passage.

5. On the 7th,the L.C.M. under command of one of the ship's officers and carrying the R.M.S.party, proceeded fifteen miles down Ysabel Passage and contacted natives on the East Islands. Several miles of beaches were inspected on foot and passages from island to island were made in native canoes to locate mines reported by the natives.

6. Two Japanese Contact mines, type J3, were located on the south east side of Ungakum, towed by canoes into Ysabel Passage and sunk by rifle fire, one in ten feet and the other in forty feet of water,the L.C.M. then returning to the ship.

7. On the 8th,the L.C.M. again proceeded down Ysabel Passage and one Japanese contact mine,type J3 was located on an uncharted islet about one mile north west of Tsoi-vuka. This mine was exploded with a counter charge.

8. "Diamantina" departed from Ungalik at 0859K on the 9th November, towing the loaded L.C.M. at a speed of nine knots and arrived at Rabaul at 1016 on 10th,November.

9. During the voyage the following navigational data was obtained and this has been sent direct to the Hydrographic Branch, Sydney. On Chart Aus.047 the stranded wreck shown off Cape Matanalem, New Hanover has been fixed as being 2.2 miles in a direction of 041 degrees from it's charted position. An uncharted, but very conspicious, stranded wreck lies one mile in a direction 090 degrees from the east point of Nemto Island, East Islands, New Hanover.

10. Embarking Commander R.S.Pearson R.A.N. for Madang, the ship departed from Rabaul at 0952K on 21st November and arrived at Torokina 0709K on 22nd,November.

11. At Torokina, Lieutenant-Commander P.J.Sullivan, R.A.N.R.(S) joined from H.M.A.S. "Westralia" and assumed duties as Commanding Officer, H.M.A.S."Diamantina" from 2200K on 22nd November from Commander.M.G.Rose,R.A.N.V.R. who was then discharged to "Westralia" for onward passage to Australia for demobilisation.

12. In closing this, my final Monthly Report of Proceedings, I wish to place on record my sincere appreciation of the loyalty, efficiency and devotion to duty of the officers and

ratings who have served under my command during the past seven months, i.e. since commissioning the ship on 27th,April 1945.

1945.
Nov.22. Lieutenant-CommanderP.J.Sullivan,R.A.N.R.(S) arrived at Torokina in H.M.A.S.Westralia at 2000K and repaired on board H.M.A.S."Diamantina", relieved Commander M.G.Rose,R.A.N.V.R. who at 2200K embarked in H.M.A.S."Westralia" for passage to Australia.

23. At 1400K took departure from Torokina for Dreger Harbour with Commander Pearson R.A.N. as passenger.

24. At sea towards Deger Harbour.

25. Arrived at Dreger Harbour at 0704 and secured alongside H.M.A.S."Ping Wo" and discharged into that ship five reels of electric cable, being cargo from Rabaul. 1600K completed with fresh water, embarked Naval Officer-in-Charge, New Guinea and proceeded on passage to Madang.

26. 0700K arrived at Madang, disembarked N.O.I.C.New Guinea and Commander Pearson, completed with fuel oil ex S.S."O.B.Sorensen" and anchored in Madang Harbour, the ship reverting to four hours notice for steam.

27.)
29.) At anchor Madang Harbour.

30. 1600K took departure from Madang for Wewak.

GENERAL REMARKS.

Since taking over command at Torokina on the 23rd, November the policy, of fuel economy and boiler preservation has been pursued and the short passages made have been performed on one boiler and speed of advance at 11 to 11½ knots, which under the circumstances appears to be quite satisfactory and the ship, handled patiently, manoeuvred quite well in harbour with this power.

My one inspection of the ship to date which included mess-decks,storerooms magazine bilges, galley and pantries etc, indicated that the ship has been kept in a clean and tidy condition.

The health of the ship's company and their conduct is excellent.

The main engines and auxiliary machinery are satisfactory.

MONTHLY FIGURES.

Distance steamed	1346.5 miles
Time under way.	117 58/60 hours.
Average speed.	11.3 knots.
Average distance per ton of fuel.	4.81 miles.

TOTAL FIGURES SINCE COMMISSIONING.

Distance steamed.	15286.5 miles.
Time under way.	1410 23/60 hours.
Average speed.	10.8 knots.

P.J.Sullivan

Lieutenant-Commander,R.A.N.R.(S).

St 4539

Royal Australian Navy.

DEPT. OF NAVY
2026-7-1404.
SECRET

IN REPLY PLEASE QUOTE

No. NG.269/98.

RESTRICTED
SECRET
Mr. Reddy
19.5.65

Office of the N.O.I.C.
New Guinea, Madang.
17 November, 1945.

NS. 18/9/45

In circulation
27.11.45

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

Ack'd By Form
A S 1000
Init. M
Date 26.11.45

H.M.A.S. "DIAMANTINA" - REPORT OF PROCEEDINGS - OCTOBER, 1945.

Forwarded for the information of the Naval Board.

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

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

27/11 J.

Royal Australian Navy.

RESTRICTED

No. 269/98.

Office of the N.O.I.C.
New Guinea, Madang.
17 November, 1945.

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

H.M.A.S. "DIAMANTINA" - REPORT OF PROCEEDINGS - OCTOBER, 1945.

Forwarded for the information of the Naval Board.

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

28/11

H.M.A.S."Diamantina".

31st,October,1945.

REPORT OF PROCEEDINGS FOR OCTOBER,1945.

At the beginning of the month, the ship was lying off Ocean Island in connection with the surrender and occupation of the island. As this operation commenced during September, a copy of the full report has already been forwarded as "Appendix L" to the Monthly Report of Proceedings for September. The ship departed from Ocean Island at 1800/L on 2nd,October, arriving at Nauru at 0600/L on 3rd,October.

2. After Brigadier Stevenson had been landed to inspect the Army Camp and had returned to the ship,"Diamantina" departed from Nauru at 1030/L on 3rd,October,. Torokina was reached at 0917/L on 6th,October.

3. The passage was noteworthy for the strength of the Equatorial current, of similar strength to that experienced during the passage from Nauru to Torokina in the middle of last month. From noon on the 3rd, to noon on the 4th, the set and drift were 246 degrees, 52.5 miles (or 2.2 knots), from noon of the 4th, to noon of the 5th, 258 degrees, 51.6 miles (or 2.1 knots) and from noon of the 5th, to 2309/L of the 5th, 243 degrees, 23.4 miles (or 2.1 knots).

4. H.M.A.S."Townsville" was observed in Torokina Harbour on arrival and H.M.A.S."Shepparton" arrived later during the day. While at Torokina, Brigadier J.R.Stevenson, D.S.O. and his military staff disembarked, also oil fuel was obtained.

5. The ship departed from Torokina on the 7th,October, at 1202/L and arrived at Jacquinot Bay at 0741/K on 8th,October., Jacquinot Bay was left the same day at 1752/K and the ship arrived at Madang on the 10th,October, at 0717/K. When entering Vitiaz Strait from the eastern end H.M.S."Apollo", proceeding on a north-westerly course, was identified at 1107/k and H.M.S."Formidable", proceeding on a south-easterly course was identified at 1304/K, both on 9th,October,.

6. During the ship's stay of eighteen days at Madang

H.M.A.Ships "Stuart" and "Sprightly" left harbour, H.M.A.Ships "Manoora","Kanimbla", "Dubbo", "Bunbury", "Cowra","Lithgow" "Bungaree" and "Birchgrove Park" arrived and departed and H.M.A.S. "Kalgoorlie" arrived.

7. "Diamantina" departed from Madang at 0759/K on 28th,October, and proceeded via the north-coast of New Britain arriving at Rabaul at 1246/K on 29th,October. On passage a ten charge pattern of depth charges were fired in accordance with Commonwealth Navy Order 414 of 1945.

8. On arrival at Rabaul H.M.S."Formidable" was sighted in harbour, but sailed a few hours later. H.M.A.S. "Kiama" arrived in harbour the next day, the 30th.

9. There has been an increase in minor sicknesses but generally the standard of health has remained satisfactory. The conduct of the ship's company has also been very good.

10. The following matches were played, all at Madang :-

Date.	Game.	Versus.	Result.	Score.
13th	Aust.Rules	80th Transport Coy.	Won.	12 -6 to 8 - 14
17th	Aust.Rules	80th Transport Coy.	Won.	14 -6 to 12 - 9
19th	Aust.Rules	R.A.A.F.	Won.	14 -7 to 4 - 7
21st	Aust.Rules	Combined Army.	Lost.	9 -7 to 10 - 10
21st	Rugby League	H.M.A.S."Kalgoorlie"	Lost.	5 to 9
21st	Cricket	H.M.A.S."Cowra"	Won.	8 for 292 to 41 and 4 for 112
21st	Water Polo	H.M.A.S."Cowra"	Won.	3 to 0
23rd	Aust.Rules	H.M.A.S."Kalgoorlie"	Won.	12 - 8 to 4 - 2
23rd	Rugby League	H.M.A.S."Cowra"	Won.	23 to 0
26th	Aust.Rules	H.M.A.S."Cowra"	Won.	8 - 6 to 6 - 8
26th	Rugby League	H.M.A.S."Kalgoorlie"	Lost.	0 to 9
26th	Water Polo	H.M.A.S."Cowra"	Lost.	1 to 6
27th	Cricket	H.M.A.S."Madang" 1st,XI	Lost.	125 to 7 for 143.

11. MONTH OF OCTOBER.1945.

Distance steamed.	1,925.0 miles.
Time under way.	215 10/60 hours.
Average speed.	8.94 knots.
Average distance per ton of fuel.	5.45 miles.

27th,APRIL TO 31st,OCTOBER, 1945.

Distance steamed.	13,940.1 miles.
Time under way.	1,292 25/60 hours.
Average Speed.	10.78 knots.

Lieutenant-Commander,R.A.N.V.R.
In Command.

2026/7/ 1404

CONFIDENTIAL

DEPARTMENT OF THE NAVY.

MINUTE PAPER

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

S.N.P. 20/11

2 N.M. 29/11

3 N.M. 3/12

D. of P. 18/12

D.R.M. 11/12

D.N.I. (Later)

Ops. (N) 12/12

N.5. 12/12

D.E. (N) 15/12

D.O.T.M. 21/XII

D.N.M.S. 11

H.T.B. 7/1

N.A.2.N.M. 7/1

N.5. — To forward Sailing Directions & OCHB

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

This is final
Moots (enclosures
plan)

20/10/1657

8/1 e

14/-

24 DEC 1945

:BMcP.

10 JAN 1946

0561

The Officer-in-Charge,
Hydrographic Branch,
Box 4115, G.P.O.,
SYDNEY. N.S.W.

SAILING DIRECTIONS.

I am directed by the Naval Board to forward herewith for information and retention - Sailing Directions - which has been received from H.M.A.S. "DIAMANTINA" with Report of Proceedings for September, 1945.

Secretary, Naval Board.

Encl:

N5

RECEIVED
15.OCT.AM45
NAVY REGISTRY

St 6339

DEPT. OF NAVY
2026.7-1404.
SECRET

Orig

N5 18/9/45

Checked for indexing

HM.

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

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

Date 7 October,1945. *Reference No.* D.C. 5/3/13.

To The Secretary, Naval Board, Navy Office,Melbourne.

Subject MONTHLY REPORT OF PROCEEDINGS - SEPTEMBER,1945.

Submitted,

For the information of the Naval Board, in accordance with C.C.N.O. 97 of 1945, one copy of the Monthly Report of Proceedings for H.M.A.S."Diamantina" for the month of September, 1945.

Lieutenant-Commander, R.A.N.V.R.
In Command.

2026/7/1404

D.N.I

(N.H.R.O)

Pls attach duplicate copy of

R. of P.

Original copy has become detached during circulation

J.R

N5 (V. B2)

13/11

Now attached

J.R 20/11

18/10

578A

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/1404

C.441/45.

17/10 SUBJECT: HMAS "Diamantina" Report of Proceedings September 1945

D.P.S. 18/10

D.T.S.R. 26/10 Intention

D.O.D. 29/10

29/10

DCNS

1STNM 30/10

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H.M.A.S. "DIAMANTINA".

MONTHLY REPORT OF PROCEEDINGS SEPTEMBER 1945

The month opened with the ship on passage from Madang to Torokina, which was reached at 0731L on 1st September. At 0541L that day the ship struck a submerged object, considered to be a waterlogged tree, the incident being reported to Naval Officer-in-Charge, Torokina (see appendix J attached hereto). On arrival, H.M.A.S."Lithgow" and "Dubbo" were noted as being present in the harbour.

2. At about 1230L on 6th September orders were received to embark Commander A.E.Fowler, R.A.N., Naval Officer-in-Charge, Torokina as Senior Officer present afloat and sail in company with H.M.A.M.L.816, to rendezvous at sea off the South coast of Bougainville with Lieutenant General Kanda, General Officer Commanding Japanese Forces in the Solomons.

3. The ship departed from Torokina the same day, 6th, at 1646L and anchored at 1845L in Gazelle Harbour off the east side of Motupina Point, M.L. 816 securing alongside "Diamantina". The ships proceeded from Gazelle harbour at 0416L on 7th September and arrived off the Mivo River at 0715L. To the eastward lay a minefield; though no current Q.F.A. message contains any mention of it, its approximate limits were obtained from 2nd Australian Corps through N.O.I.C., Torokina.

QF 134

4. "Diamantina" remained clear of the mined area and M.L. 816 was despatched to rendezvous at 0800L off Moila Point with the Japanese. The M.L. met two barges and led them to "Diamantina" where one barge, flying a white flag, came alongside and disembarked a Japanese envoy, a Naval first lieutenant.

5. The envoy explained that Lieutenant General Kanda had received orders from Lieutenant General Sturdee, General Officer Commanding First Australian Army, to be at the rendezvous twenty four hours later. This change of plans had not been communicated to this ship except by the Japanese envoy.

6. The envoy after delivering his message, boarded his barge and both barges departed back to Buin. "Diamantina" closed the coast and anchored one mile off the mouth of the Mivo River and M.L.816 returned north to Gazelle Harbour.

7. Next morning, 8th September, M.L. 816 returned to lead the barges again and at 0808L the Japanese surrender party was embarked on "Diamantina". The party consisted of Lieutenant General Kanda, Vice Admiral Samejima, Major General I.Makata, Commander I. Ikegame and Lieutenant Commander M.Shinkawa.

8. The Japanese officers were received by Commander Fowler and then conducted to the ship's sick bay for their temporary accomodation. To prevent any act of hari-kiri the drugs and surgical instruments had previously been placed under lock and key.

9. The ship proceeded at 0810L and berthed alongside the pontoon at Torokina at 1145L. Commander Fowler then led the Japanese officers ashore and handed them over to Army authorities. During the afternoon the ship completed with furnace oil and water.

10. "Diamantina" sailed from Torokina at 1625L on 8th September as Senior Naval Officer of the Nauru-Ocean Island Occupation Force, and following the surrender ceremony of Nauru on board the ship returned to Torokina at 0857L on 19th September. The first phase (Nauru) of this operation is fully reported in Appendix K, attached hereto.

11. The ocean currents during the ten days at sea were extremely variable. On the eastward passage from the north end of Buka to Nauru there was no current, but while lying off the west side of Nauru the ship was always set off shore in a westerly set. At times the ship would have to be steamed two miles to recover the drift of one hour ; at other times the deck log shows that main engines were not used during an entire four-hour watch.

12. On the return passage from Nauru a strong westerly set was obtained. In the 18 hours to noon of the 17th September the set and drift were 244°, 29 miles (or 1·6 knots), during the 24 hours to noon of the 18th they were 251°, 55 miles (or 2·3 knots) and for the 12 hours to midnight of the 18th they were 242°, 18·5 miles (or 1·5 knots).

13. While in harbour routine maintenance to main engines and boilers was carried out and furnace oil was taken to capacity, the ship departing from Torokina at 1940L on 22nd September. The ship arrived off Nauru at 0805L on 25th, put mail aboard a barge from ashore and left again at 0855L.

14. On the 26th a derelict U.S. barge was sighted about 20 miles west of Tarawa and a seaboat's crew was sent away to board it. Inspection showed the barge was in a very rusty condition and had been stripped of all useful fittings including the engine, so it was sunk by Bofors gunfire.

15. Tarawa was reached at 1523M on 26th September and left at 0959M on 29th September. This was the first visit of a King's Ship since before the war and was much appreciated by the Resident Commissioner of the Gilbert and Ellice Islands Colony, the Government Officers and the Gilbertese natives. Calls were exchanged with the Resident Commissioner, Colonel V.Fox-Strangways. The enclosed sailing directions for the Gilbert Group were obtained at Tarawa and were forwarded for the information of the Hydrographic Branch.

16. The ship arrived close off Ocean Island at 0800L on 30th September for the second phase of the Nauru-Ocean Island Operation, this being reported separately in (vide Appendix L attached hereto).

17. The health of the Ship's Company has remained very good, there being only 10 man-days lost through sickness during the month. The morale and conduct have also kept at a high standard, in spite of the uncertainty of demobilisation, there being only two punishments

18. The following matches were played :-

Date	Game	at	Versus	Result	Score	
21st	Aust.Rules	Torokina	42nd A.L.C.Coy.	Lost	10-13	12-15
21st	Cricket	Torokina	11th Aust Inf.Bde.	Won	170	130
27th	Cricket	Tarawa	Gilbert and Ellis Islands Natives	Wom	190	152
also						
4th	Cricket	Torokina	Seamen defeated miscellaneous.		156	56
5th	Cricket	Torokina	Miscellaneous defeated Seamen.		66	64
19th	Cricket	Torokina	Seamen defeated Stokers.		147	75

19. Month of September, 1945.

Distance steamed	3,615·6 miles
Time under way	410 hours
Average Speed	8·82 Knots
Average distance per ton of fuel	5·02 miles

27th April to 30th September, 1945

Distance steamed	12,015·1 miles
Time under way	1077 15/60 hours
Average speed	11·15 knots

Lieutenant Commander R.A.N.V.R.
COMMANDING OFFICER

Appendix J.

Commanding Officer, H.M.A.S. "DIAMANTINA".

1st September 1945 D.C. 5/4/1

Naval Officer in Charge, TOROKINA.

Striking of Submerged Object.

The following report of this ship's striking of an underwater object is submitted.

2. At 0541L today, 1st September, when in D.R. position 6° 23' S, 154° 34' E, a slight bump aft was felt. This is considered to have been caused by striking a semi-submerged object such as a waterlogged tree, many of which have been previously sighted in these waters.

3. This opinion is based on the following facts, viz.
(a) No A/S contact of the object was obtained,
(b) The echo sounder was immediately switched on and showed no bottom at 150 fathoms.
(c) The draught on arrival at Torokina two hours later was 9'8" forward (or 14'2" including A/S Dome Type 144Q) and 14'10" aft, yet the A/S Dome was not touched.

4. Soundings of tanks have revealed no leaks in the Ship's hull. Inspection on arrival at Torokina by a Ship's Officer diving with the use of Salvus Breathing Apparatus revealed no damage to the rudder and no marks on the hull, but the tips of two blades of each propeller are slightly bent and a small piece is missing from the tip of one blade.

5. The Ship's Engineer Officer, Engineer Lieut. Comdr. K.S.Bull R.A.N.R.(S) advises that, in his opinion, the slight damage to the propeller blades will have a slight effect on the Ship's speed, estimated at less than half a knot.

Lieutenant Commander R.A.N.V.R.
COMMANDING OFFICER

St 4539

In circulation

Royal Australian Navy.

DEPT. OF NAVY
2026-7-1404
SECRET

Kup.

H.P. 17/9/45

IN REPLY PLEASE QUOTE
No. NG 269/98

AGR. BY. A.R. 1930
17 SEP 1945

RESTRICTED

Office of N.O.I.C.
New Guinea. Madang.
11th September, 1945.

M. Kelly
19.5.65

The Secretary,
Naval Board,
MELBOURNE.

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

H.M.A.S. "DIAMANTINA" - REPORT OF PROCEEDINGS - AUGUST 1945

Submitted for the information of the Naval Board.

J.W. Banwood.
A/Commander R.A.N.
for Naval Officer in Charge
New Guinea.
A.O.D.

Mrs Olsson
Mrs Smith

19/9 1

RESTRICTED

H.M.A.S."DIAMANTINA".

MONTHLY REPORT OF PROCEEDINGS. AUGUST 1945

The month opened with the ship lying in Manus Harbour while boiler cleaning was progressed. Owing to a defect in the Diesel Generator it was necessary to clean the boilers one at a time in order to keep steam for the generation of power and lighting.

2. On 1st August the ship proceeded alongside the Mount Hood Jetty and embarked 18,208 rounds of 40 mm. ammunition for shipment to Torokina. The ship proceeded over the D.G. range on 3rd August and new settings were obtained for the D.G. coils.

3. On arrival at Manus it was ascertained that the local U.S. Naval Authorities had facilities to fit two single Bofors guns on the after end of the forecastle deck in place of the existing two twin Oerlikons. A signal (T.O.O. 210418Z July) was accordingly sent to Naval Board requesting permission to fit the Bofors guns and Naval Board's approval by signal (T.O.O. 251124Z) was received on 31st July.

4. Commander Naval Base, Manus, then requested approval to Commander Service Force, 7th Fleet, for the release of the guns. "Diamantina" had not been informed of any reply by the forenoon of 5th August, and so as not to wait further at Manus for an indefinite period, requested permission to sail that day and return to the ship's operational arrea. This approval was given and the ship topped up with Furnace Oil and then sailed at 1356K on 5th August, arriving at Torokina at 1108L on 7th August without further incident.

5. Though our previous visits to Torokina have been very pleasant owing to the splendid co operation given by both N.O.I.C. and his staff and the staff of 2nd Australian Corps, it was with much pleasure that it was learned the ship's stay was to be very brief and that the ship was required fornimmediate operational duties.

6. After discharging portion of the 40 mm. ammunition which had been brought from Manus, "Diamantina" left Torokina at 1353L on 8th August for Saposa to carry out the first part of operation B.6. The ship carried out a satisfactory bombardment of enemy positions on Bonis Peninsular along the south side of Buka Passage. Separate and detailed reports on the action are attached hereto as Appendices G and H.

7. Immediately on completion, the ship proceeded to Torokina, arriving at 1324L on 9th August. Four tons of meat were taken on board to store the cold room to capacity and the ship sailed again at 1828L the same day, for Choiseul Bay, arriving at 0828L on 10th August, for the second part of operation B.6.

8. The Ship's stay at Choiseul Bay was utilised in exploration ashore with Lieut. Col. D.B.Goslett, G.I. Ops, 2nd Aust. Corps accompanied by an armed party, and in selecting a site for ammunition and oil dumps, also a supply dropping ground. Full details relating to this work are also included in the attached Appendix G,previously mentioned.

9. Receiving instructions by W/T from N.O.I.C.Torokina to return to Torokina with despatch, "Diamantina" sailed from Choiseul Bay at 1756L on 11th August. A speed of 14 knots was maintained and Torokina was reached at 0655L on 12th August.

10. The ship reverted to four hour's notice for steam, expecting to be in harbour overnight, but at about 1730L received orders to proceed to Lae. Recalling a few liberty men who were visiting friends at various military camps, the ship weighed anchor and proceeded at

2130L. A fine weather passage was experienced across the Solomon Sea. Two warships were sighted about 1800L on 13th August, challenged and identified as H.M.S. Black Prince and Undauhted. Lae was reached at 0646K on 14th August.

11. H.M.A.S. "Mulcra" alongside a wharf was not ready to receive the ship during the forenoon, so the ship anchored in the outer anchorage and did not get alongside "Mulcra" until 1303K. The hands worked well and quicklyembarked 310 rounds of 4" H.E. Mark XVI ammunition, enabling Lae to be left at 1420K.

12. The ship proceeded at 17 knots and helped by a favourable current reached Langemak at 1815K. After taking on 251 tons of furnace oil and 40 tons of water the ship left at 2049K on the same day, 14th August and proceeded at 16 knots to arrive at Madang next day, 15th at 0652K.

13. During the forenoon the news of Japan's unconditional surrender was received. The next day the 16th the remainder of the Torokina 40 mm. ammunition (10,048 rounds) was landed together with two tons of Angau Trade goods ex Torokina which ~~which~~ had not been landed at Choiseul Bay as intended owing to the ship's departure from there before the arrival of landing barges.

14. During the next two weeks H.M.A.S. Mulcra, Reserve and Vendetta were observed to arrive in harbour and H.M.A.S. Reserve was seen to depart.

15. The fortnight was spent quietly, the Commanding Officer calling on N.O.I.C. New Guinea on several occasions and obtaining progressive information on the projected occupation of Nauru and Ohean Island, the ship's company painting, overhauling and keeping the ship in a tip-top condition of cleanliness and efficiency, and 85% of the Ship's Company discussing their chances of early demobilisation from every probable and improbable angle.

16. The ship departed from Madang at 1356K on 30th August for Torokina and was on passage at the end of the month.

17. The following games were played during the month, all at Madang, viz.

Date	Game	Versus	Result	Score
27th	Cricket	HMAS Mulcra	Won	158 to 101
28th	Aust.Rules	RAAF Madang	Lost	8-7 to 15-1
also 26th	Cricket	Miscellaneous ratings defeated the Seaman 2 wickets for 90 against 77.		

18. The health and conduct of the Ship's Company have both continued to be of a very high standard.

19. Month of August 1945

Distance steamed	2333.9 miles
Time under way	169.7 hours
Average speed	13.8 Knots
Average distance per ton of fuel	5.67 miles

27th April to 31st August 1945

Distance steamed	8,399.5 miles
Time under way	667 15/60 hours
Average speed	12.59 Knots

LIEUTENANT COMMANDER R.A.N.V.R.
COMMANDING OFFICER.

Appendix G.

The Commanding Officer, H.M.A.S. "DIAMANTINA".

12 August, 1945. D.C. 5/3/10.

Naval Officer-In-Charge, TOROKINA.

OPERATION B.6 - REPORT OF PROCEEDINGS.

After embarking Lieut. Colonel D. B. Coslett, G.I. Ops., 2nd Aust. Corps, the ship departed from Torokina on 8th August at 1353L for the Saposa area, coming to anchor off Freddie Beach at 1700L. Lieut. Colonel Coslett and I went ashore to 23rd Aust. Infantry Brigade Headquarters to co-ordinate the details of R/T. communications between Taiof O.P. and "Diamantina", and Taiof O.P. and the Heavy A.A. guns on Soraken. Two Accredited War Correspondents, Messrs. R. Johnson (Morning Group) and J.E. Brennan (Bulletin) were embarked that evening from Freddie Beach.

2. Weighing anchor at 0726L on 9th August, the ship proceeded to a firing position off the east coast of Taiof. Repeating the procedure adopted for the bombardment of 18th July, which proved so satisfactory, "Diamantina" anchored in 13 fathoms so as to keep a constant range during the firings. Two shackles of cable were kept on the windlass and the cable party was kept closed up ready to weigh anchor at a moment's notice. Occasional engine movements were required to keep the ship at right angles to the line of fire.

3. Four targets, viz. 87th Naval Garrison Unit H.Q., Air H.Q., Barge Point and Camp Area, were engaged and a total of 148 rounds of 4" H.E.D.A. was expended. Communications were very satisfactory. The Army O.P. on Taiof reported that the shooting was very good and all targets had been well straddled. A report, in which I concur, from Lieut. W.T. McKendrick, is attached hereto and gives the gunnery details of the bombardment.

4. "Diamantina" departed from her firing position at 1008L, proceeded direct to Torokina and arrived at 1324L, where the two war correspondents disembarked. After taking on four tons of meat to fill the refrigerated stowage to capacity and receiving my orders for the second part of Operation B.6, the ship sailed again at 1828L, bound for Choiseul Bay.

5. b Steering 180° for three miles, then 147° to Mutupina Point, then 206° for thirty miles, the numerous reefs were cleared. Courses were then steered to pass between Shortland Island and Treasury Islands, thence north into Bougainville Strait. Thanks to the oil drum buoys laid two days previously by H.M.A.S. "LITHGOW" to mark the narrow passage between the reefs, Emerald ~~Bay~~ Entrance was easily negotiated into Choiseul Bay and at 0828L on 10th August, the ship anchored in thirteen fathoms four cables north of Buturu Island.

6. Present in harbour were H.M.A.S. "LITHGOW" and M.Ls. 804, 808, 818 and 820, the combined force then coming under the orders of "Diamantina". During the forenoon I held a conference which was attended by Lieut. G.S.H. Champion, R.A.N.R(S). of "Lithgow", Lieut. Commander E.M. Howitt, R.A.N.V.R. and Lieut. Commander K.D. Kershaw, R.A.N.V.R., together with Lieut. Colonel Goslett.

7. It was decided that one frigate or A.M.S. was sufficient for the anti-barge night patrol with two M.Ls. for close inshore work, "Diamantina" with M.Ls. 808 and 818 and "Lithgow" with M.Ls. 804 and 820 to patrol on alternate nights. This "mothering" is to extend further, "Diamantina" and "Lithgow" to bake bread for their own "children", make shower baths available and assist with general maintenance.

8. Verbal reports on the engagement between M.Ls. and two Japanese barges during the night of 8th/9th August disclosed that in the melee, confusion was caused and at one stage the M.Ls. were firing on each other. This is thought to be due to the inexperience of the M.L. Commanding Officers in this type of close range barge night action, and to correct the weakness the patrol for the night of 10th/11th August was cancelled and M.L. excercises arranged in lieu.

9. During the afternoon of 10th August, the M.Ls, ~~under the~~ under Lieut. Commander Howitt, proceeded out of harbour and carried out exercises in closing and engaging, in order to develop the spirit of a disciplined force and to sterilise the notion that each M.L. was free to engage as and when he chose. Similar exercises were also arranged to take place during the night, but had to be cancelled at 0750L owing to minor defects developing in the M.Ls.

10. Lieut. Colonel Goslett and I, accompanied by a small armed party in case of any stray Japanese, landed on the mainland directly east of the anchor berth and explored the feasibility of establishing a small base but found no site which could be recommended. We landed again before breakfast next day, the 11th, this time on Siposai Island, and chose a site on the east side of the island which site is recommended as suitable.

11. On Siposai there is a small coral causeway running across the beach with the remains of a jetty. This could be repaired by available native labour but is not considered a priority job as stores can be landed from barges direct on to the good sandy beach. Close to the jetty are the concrete blocks of what was once a house and which could be utilised as a foundation for a store shed.

12. Within fifty yards of the jetty are the remains of a copra drying shed, the concrete walls of which are standing from one foot to four feet high, and which was selected as the site for the ammunition dump. The ground in the vicinity is level and grassy

with little undergrowth and partly devoid of trees requiring little clearing and is an obvious site for a supply dropping ground of 200 yards in length.

13. During the forenoon, Sergeant Selms of the A.I.B. came aboard, and with him we again landed on Siposai and arranged for the necessary native labour for putting a log floor in and a roof over the ammunition dump, clearing a small area for tents and clearing the supply dropping ground.

During the first landing on Siposai a mark similar to that of a japanese two-toed sandal was observed freshly made in the sand covering a bunker and during the second landing was inspected by Sergeant Selms and a police boy, and a fresh track of beaten down ferns leading from the bunker was also located by the police boy. The general opinion is that a lone Japaanese may be still on the island, but the evidence was not conclusive.

14. There is no fresh water on the island, though it may possibly be obtained by sinking a well. Two old Japanese wells were discovered, but they were filthy.

15. After receiving your signal (T.O.O. 102242z) to return to Torokina, Sergeant Selms had to return to his camp to pass on to his Corporal the orders for the native labour and to collect his gear. A party including Lieut. Colonel Coslett, Lieut. Commanders Kershaw and Howitt, Lieut. Champion and myself accompanied him and inspected a small stream in the mangroves running into the river.

16. This has good tasting, clear, fresh water and can be transported to Siposai Island and the M.Ls. by barge. A logged track would require to be made for about 100 yards into the mangroves for the use of natives to carry this water to the barge. The position is on the left bank of the Sui River (Shown on Admiralty Chart No. 656 as the Mulanabuli River) about two miles up from its mouth at Choiseul Bay and can easily be reached by barge.

17. After the party returned to the ship andSergeant Selms and one native had embarked, "Diamantina" sailed at 1756L and arrived at Torokina at 0655L on 12th August,

Lieutenant Commander, R.A.N.V.R.
COMMANDING OFFICER.

Appendix H.

The Gunnery Officer, H.M.A.S. "DIAMANTINA".

9th August, 1945. DC 5/3/13

The Commanding Officer, H.M.A.S. "DIAMANTINA".

REPORT ON BONIS PENINSULA BOMBARDMENT.

NARRATIVE.

Ship was in position 176659(Ordnance Map ICO/019/4845 - Taiof Island) at 0830L. R/T. Communication with the O.P. on Taiof Island was established before the ship was in position and the first ranging shot was fired at 0842L.

As all targets were obscured an aiming point was selected at 186788 - prominent tree on the crest of a hill and as near to the line of fire as practicable. Four targets were engaged, 16 rounds being expended on ranging all four targets and 132 rounds in the target areas. Ammunition allocated for the shoot was expended by 1008 at which time the engagement was broken off. Guns Crews remained closed up until ship was clear of Taiof Island as return fire had been experienced on a previous occasion, in this area.

At 0850, five aircarft (Venturas) bombed adjacent targets on Sohana Island and return A. A. fire was observed.

TARGET 1. H.Q. - 87th Naval Garrison Unit at 180799 (Ordnance Map LHQ/020/3196).

The first ranging shot was fired by "X" gun at 0842 at a gun range of 14500 yards and with left deflection on. Target was found for "line" on the sixth ranging shot and the target area was "found" after the eighth round. Both guns were on the target with the next round and the whole area recovered by four "rapid"broadsides", each of five rounds, from each gun.

Report from O.P. - Good Shooting,
All in Area, Consider sufficient.

TARGET 2. Air Headquarters at 183799.

First ranging shot was fired by both guns at 0921L with a correction for lineonly. Target area was found on next ranging shot and "pin pointed". Four salvos of five rounds"rapid broadsides" from both guns were given immediately and all rounds fell on the target area.

Report from O.P. - Good shooting, Good straddlesm
Target completed.

PART 11.

At 1350L ship was proceeding up the east coast in the vicinity of Cape Putputan and close inshore. Huts at target 33 were engaged by all close range weapons and severely damaged. Ship proceeded at 1435L and closed the coast at 1450L, huts and caves were engaged by all close range weapons at 194125 (ORD. Map ICO/019/4861) and extensive damage done.

Guns crews of all close range weapons were instructed to treat these engagements in the nature of a practice shoot. Bofors crews were to use both automatice and single shot firing to demonstrate the advantage ~~when laying of~~ the latter when laying and training on fixed targets. In future when these weapons are being used for this type of work on the areas "safe" from enemy aircraft sights will be set to infinity and not to the maximum effective range of the weapons.

Faults occurred in both power mountings of the twin Oerlikons. Fall damage was not assessed.

W. J. M. Kellaway

Lieutenant, R.A.N.V.R.
GUNNERY OFFICER.

St 4539

ACK. BY. A.S. 1330Y
22 AUG 1945
INIT.

Royal Australian Navy.

Dep.

DEPT. OF NAVY
2026.7-1404
SECRET

IN REPLY PLEASE QUOTE

No. ~~N.G.~~ 269/98.

Office of the N.O.I.C.
New Guinea, Madang.
I7 August, I945.

3 NM 7/8/45

RESTRICTED

In circulation 15/8/45

The Secretary,
Naval Board,
MELBOURNE.

REPORT OF PROCEEDINGS - H.M.A.S. "DIAMANTINA".
JULY, 1945.

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

Forwarded for the information of the Naval Board.

A/Captain R.A.N.
Naval Officer-in-Charge
New Guinea.

HS
29/8.

H.M.A.S. "DIAMANTINA".

Mr. Kelly 19.5.65

MONTHLY REPORT OF PROCEEDINGS - JULY, 1945.

SECRET RESTRICTED

On arrival at Torokina on 29th June, it was officially learned that the Ship would be required to provide transport for the Governor General, His Royal Highness the Duke of Gloucester and the month of July opened with all hands busily engaged in extra painting and cleaning of what was a new and already very clean Ship.

2. The destination for the passage with the Duke of Gloucester was Saposa Island, fifty miles North up a coast line which was not accurately surveyed and which had, in the present war, been traversed only by Army Landing Craft and certainly not be any H.M. or Merchant Ship of the size and draught of "Diamantina".

3. In order to investigate a safe route and discover a good anchorage for the two days the Duke of Gloucester would be at Saposa, the Ship left Torokina at 0755L on 1st July. A suitable route was found passing to seaward of a minefield off Cape Moltke (vide QF 70), then inshore of the numerous small islands and hidden reefs, some not shown on the latest U.S. chart, passing about a mile to a mile and a half off the Headlands.

4. A very good anchorage with good shelter was found in 15 fathoms about one and a half miles south-east of Saposa Island and a half ~~of~~ mile to the westward of what the A.I.F. calls Freddie Beach.

5. The Ship's unexpected presence was appreciated by the Military Group ashore, 23rd Infantry Brigade (Brigadier Potts, D.S.O., M.C.) and passage was requested and willingly given, for wounded cases. Instead of about six hours sea passage in a small craft, the wounded soldiers had only three hours passage and reached hospital a full day earlier than would otherwise have been the case, the Ship returning to Torokina by 1727L.

6. Eight stretcher cases were carried, two in the Sick Bay cots, four on the Sick Bay deck and two in the Wardroom, as well as five walking wounded.

7. On the 4th July H.M.A.S. "Kiama" proceeded to sea wearing the Governor General's flag, taking the Duke of Gloucester to Motapena and returning with him later in the day.

8. Thursday, 5th July was the great day when the Ship was to embark the Duke of Gloucester for passage but during the forenoon news was received that His Royal Highness was returning immediately to Canberra on account of the Prime Minister's death early that morning. The cancellation of the Royal visit was a disappointment keenly felt.

Pm ??

9. The programme, however, was adhered to in all other respects, and the Ship leaving Torokina on the 5th July at 1500L and arriving at Saposa at 1815L. Embarked for the passage were the following, viz., Lieutenant General Sturdee, C.B., C.B.E., D.S.O., General Officer Commanding First Australian Army and Lieutenant General Savige, C.B., C.B.E., D.S.O., M.C., General Officer Commanding 2nd Australian Corps, with their aides-de-camp, Brigadier Dawkins, D.D.M.S., 2nd Australian Corps, and Commander A.E. Fowler, R.A.N., Naval Officer In Charge, Torokina, all disembarking at Saposa except Commander Fowler.

10. While at anchor during the 6th July, the 23rd Infantry Brigade co-operated in entertaining a party of ratings, 50 of whom landed by barge on Freddie Beach. The jeep track was the worst road I have ever seen, ruts in the black mud up to two feet deep, making walking a real hardship. To add to the ratings' discomfort, heavy rain fell and they arrived at a 25 pounder field battery in a deplorable condition.

11. The personnel of the battery put on a 20 round shoot at enemy positions for the benefit of the ratings and then rationed them all for their supper. Altogether, the ratings spent, some declared, the best day of their lives, and they realised, as never before, the truth of the stories of the conditions of the A.I.F. in the jungle.

12. Commander Fowler and I accompanied Brigadier Potts, D.S.O., M.C., Commander 23rd Australian Infantry Brigade, in jeeps to the same area but it is extremely doubtful if our mode of transport was any better than that of the ratings on foot. At one stage both jeeps were bogged and it was a case of disregarding gold braid and red tabs while we all got our shoulders under logs to lever the jeeps on to firmer ground.

13. On the 7th July, the Ship proceeded to sea and carried out a satisfactory bombardment of Sohana Island from the west, a more detailed report of which is attached hereto (Appendix A) together with the report (Appendix B) by the Ship's Gunnery Officer, Lieutenant W.T. McKendrick, R.A.N.V.R., with which I concur.

14. The Ship returned to Torokina arriving at 1606L on the 8th July, carrying Lieutenant Generals Sturdee and Savige, Brigadiers Potts and Dawkins, and Commander Fowler. Assistance was again rendered by giving passage to wounded soldiers from 23rd Brigade, eight stretcher cases and one walking case.

15. "Diamantina's" next operation was again in the Saposa Area and was for the purpose of locating, if practicable, an anchorage off the east caost of Taiof Island suitable for the Ship to use as another firing position for bombarding Sohana. This operation was completed, successfully, with valuable assistance provided by H.M.A.S. "Lithgow" and M.L. 816, and is reported separately in Appendix C attached hereto.

16. Leaving Torokina on 17th July at 0759L, the Ship again proceeded to Saposa area for a more ambitious operation, covering a number of bombardments. These are reported separately in the attached Appendices D, E and F. Following these bombardments the Ship proceeded direct to Manus, arriving at 0740K on 21st July.

17. Among the many ships in harbour were, H.M.A. Ships "Kanimbla", "Westralia", "Goulburn", "Bendigo" and Tamworth and H.M. Ships "Montclare" and "Flamborough Head". During the Ship's stay at Manus, H.M.A. Ships "Maryborough","Reserve", "Cessnock" and "Toowoomba" also entered harbour.

18. After fuelling to capacity, boiler cleaning was taken in hand, the boiler hours to 21st July being, 784 for No. 1 Boiler and 709 for No. 2 Boiler. Two hundred and fifty rounds of Mk. XVI 4" ammunition were taken onboard, and the U.S. Naval Base rendered valuable assistance in making good defects in the Refrigerating Machinery and the Diesel Generator.

19. On 30th July, aparty of two officers and 27 ratings, i.e. all Bofors and Oerlikon crews, was landed and undertook a two day course at the 7th Fleet A.A. Training Centre, Los Negros in 40 m.m. and 20 mm. guns.

20. The health and conduct of the ship's company continue to be good. At both Torokina and Manus officers and ratings have availed themselves of the facilitirs for swimming and surf bathing. Lieutenant J.K. Church, R.A.N.V.R., as Sports Officer, has been untiring in his efforts to organise competitive games with other ships and units.

The following games have been played during the month :-

JULY.	WHERE.	GAME.	VERSUS.	RESULT.	SCORE.
3rd	Torokina	Rugby League	H.M.A.S. "DUBBO"	Won	9 to 3.
9th	Torokina	Rugby League	H.M.A.S. "KIAMA"	Lost	3 to 12.
10th	Torokina	Aust. Rules	H.M.A.S. "LITHGOW"	Lost	- 4.8 to 6.3
15th	Torokina	Aust. Rules	42nd A.L.C. Coy.	Lost	-12.5 to 12.20
16th	Torokina	Rugby League	H.M.A.S. "KIAMA"	Lost	- 3 to 11.
26th	Manus	Aust. Rules	H.M.A.S. "MARYBOROUGH"	Lost	- 5.10 to 7.4
28th	Manus	Aust. Rules	H.M.A.S. "MARYBOROUGH"	Lost	- 5.7 to 7.7
31st	Manus	Aust. Rules	H.M.A.S. "CESSNOCK"	Won	-13.3 to 7.6.

21. Month of July, 1945.

Distance steamed	1,028.7 miles.
Time under way	92 29/60 hours.
Average Speed	11.12 knots.
Average distance per ton of fuel	3.48 miles.

27th April to 31st July, 1945.

Distance steamed	6,065.6 miles.
Time under way	498 3/60 hours.
Average Speed	12.18 knots.

.....

APPENDIX "A"

CONFIDENTIAL.

The Commanding Officer, H.M.A.S. "DIAMANTINA".

10th July, 1945. D.C. 5/3/1.

The Naval Officer-In-Charge, TOROKINA.

BOMBARDMENT OF SOHANA ISLAND.

The following report of proceedings of this Ship's passage to the Buka Area and of her bombardment of Sohana Island is submitted as follows.

2. After embarking Lieut. General Sturdee, General Officer Commanding 1st Australian Army, and Lieut. General Savige, General Officer Commanding 2nd Australian Corps, with their staff officers, and Commander A.E. Fowler, R.A.N., Naval Officer-In-Charge, Torokina, the Ship proceeded from Torokina at 1500L on the 5th July, 1945, and arrived at an anchorage off Saposa Island at 1815L.

3. On 6th July, Brigadier Potts, Commander 23rd Infantry Brigade, came aboard and a conference was held regarding the target for this Ship to bombard.

4. Several targets were rejected as being more suitable for A.M.S's. or M.L's., with their shorter range guns or because of the navigational hazards.

5. Sohana Island was selected as the most suitable target because

(a) It had not been shelled before

(b) It contained in its small area of approximately 800 yards by 400 yards, several coastal defence and A.A. gun emplacements and a bivouac area.

(c) It was outside the range of any other Ship which had previously bombarded in the Buka Area.

6. The Ship proceeded next day, 7th July, passing south of MIK MIK Island and turning to the northward arrived at the firing position about 3½ miles to the westward of Cape Lalahan and a mile to seaward of the minefield (QF 97), where a bombardment of SOHANA Island to the eastward was carried out at ranges up to 15,000 yards with an expenditure of 103 rounds of 4inch H.E. D.A.

7. Spotting was carried out by an ART. R. aircraft and his detailed reports were of valued assistance in achieving the good results reported by him.

8/-

8. As this was the Ship's first action of any kind against the enemy, NX.35125, Captain C.B. WARD of the Royal Australian Artillery, was carried on board as Liaison Officer together with two Army Signalmen for R/T. work with the aircraft. Captain Ward's and his men's co-operation was of a high standard.

9. A fuller report on this bombardment drawn up by my Gunnery Officer, Lieutenant W.T. McKendrick, R.A.N.V.R., who took charge of the shoot, is appended hereto.

10. On the return passage to Saposa, during the afternoon, opportunity was taken to investigate by the judicious use of slow speed, Asdics and Echo Sounder a possible channel between TAIOF Island and MIK MIK Island. A safe channel was found, which made a saving of 22 miles over the morning's outward passage and a covered and previously uncharted reef was discovered in approximately 5° 38' S., 154° 38' E.

11. On 8th July, the ship returned to base, again with Generals STURDEE and SAVIGE on board, also Brigadier POTTS. Assistance was also given to the Army by giving passage to nine wounded, eight of whom were stretcher cases.

Lieutenant Commander, R.A.N.V.R.
COMMANDING OFFICER.

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DEPARTMENT OF THE NAVY.

MINUTE PAPER

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SUBJECT: H.M.A.S. "Diamantina" REPORT OF PROCEEDINGS. July 1945

S.N.S. 29/9

2 N.M. 22/10

3 N.M. 3/9

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D.E. (N) NAT. 2/10

D.O.T.M. 6/10

D.N.M.S. 11/10

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N.A.2.N.M. 13/10

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

Miss Woods

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D.N.M.S. BRANCH 10 OCT 1945 NAVY OFFICE

D.N.M.S. BRANCH 15 OCT 1945 NAVY OFFICE

D.N.M.S. BRANCH 15 OCT 1945 NAVY OFFICE

Commonwealth of Australia.

Department of The Navy.

Orig.

Royal Australian Navy.

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

Date 2nd August, 1945. *Reference No.* D.C. 5/3/8.

To The Secretary, Naval Board, MELBOURNE.

Subject MONTHLY REPORT OF PROCEEDINGS.

HN.

Submitted herewith in accordance with C.C.N.O. 97/43, one copy of Monthly Report of Proceedings for H.M.A.S. "DIAMANTINA" covering month of July, 1945.

Lieutenant Commander, R.A.N.V.R.
COMMANDING OFFICER.

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MINUTE PAPER.

2026/7/1404

3644.

SUBJECT: HMAS "Diamantina" Report of Proceedings July 1945

D.P.S. 18/8

D.T.S.R. 22/8

D.O.D. 22/8

D.C.N.S. 25/8.

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H.M.A.S. "DIAMANTINA".

MONTHLY REPORT OF PROCEEDINGS - JULY, 1945.

SECRET

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12. Commander Fowler and I accompanied Brigadier Potts, D.S.O., M.C., Commander 23rd Australian Infantry Brigade, in jeeps to the same area but it is extremely doubtful if our mode of transport was any better than that of the ratings on foot. At one stage both jeeps were bogged and it was a case of disregarding gold braid and red tabs while we all got our shoulders under logs to lever the jeeps on to firmer ground.

13. On the 7th July, the Ship proceeded to sea and carried out a satisfactory bombardment of Sohana Island from the west, a more detailed report of which is attached hereto (Appendix A) together with the report (Appendix B) by the Ship's Gunnery Officer, Lieutenant W.T. McKendrick, R.A.N.V.R., with which I concur.

14. The Ship returned to Torokina arriving at 1606L on the 8th July, carrying Lieutenant Generals Sturdee and Savige, Brigadiers Potts and Dawkins, and Commander Fowler. Assistance was again rendered by giving passage to wounded soldiers from 23rd Brigade, eight stretcher cases and one walking case.

15. "Diamantina's" next operation was again in the Saposa Area and was for the purpose of locating, if practicable, an anchorage off the east caost of Taiof Island suitable for the Ship to use as another firing position for bombarding Sohana. This operation was completed, successfully, with valuable assistance provided by H.M.A.S. "Lithgow" and M.L. 816, and is reported separately in Appendix C attached hereto.

16. Leaving Torokina on 17th July at 0759L, the Ship again proceeded to Saposa area for a more ambitious operation, covering a number of bombardments. These are reported separately in the attached Appendices D, E and F. Following these bombardments the Ship proceeded direct to Manus, arriving at 0740K on 21st July.

17. Among the many ships in harbour were, H.M.A. Ships "Kanimbla", "Westralia", "Goulburn", "Bendigo" and Tamworth and H.M. Ships "Montclare" and "Flamborough Head". During the Ship's stay at Manus, H.M.A. Ships "Maryborough","Reserve", "Cessnock" and "Toowoomba" also entered harbour.

18. After fuelling to capacity, boiler cleaning was taken in hand, the boiler hours to 21st July being, 784 for No. 1 Boiler and 709 for No. 2 Boiler. Two hundred and fifty rounds of Mk. XVI 4" ammunition were taken onboard, and the U.S. Naval Base rendered valuable assistance in making good defects in the Refrigerating Machinery and the Diesel Generator.

19. On 30th July, aparty of two officers and 27 ratings, i.e. all Bofors and Oerlikon crews, was landed and undertook a two day course at the 7th Fleet A.A. Training Centre, Los Negros in 40 m.m. and 20 mm. guns.

20. The health and conduct of the ship's company continue to be good. At both Torokina and Manus officers and ratings have availed themselves of the facilitirs for swimming and surf bathing. Lieutenant J.K. Church, R.A.N.V.R., as Sports Officer, has been untiring in his efforts to organise competitive games with other ships and units.

The following games have been played during the month :-

JULY.	WHERE.	GAME.	VERSUS.	RESULT.	SCORE.
3rd	Torokina	Rugby League	H.M.A.S. "DUBBO"	Won	9 to 3.
9th	Torokina	Rugby League	H.M.A.S. "KIAMA"	Lost	3 to 12.
10th	Torokina	Aust. Rules	H.M.A.S. "LITHGOW"	Lost -	4.8 to 6.3
15th	Torokina	Aust. Rules	42nd A.L.C. Coy.	Lost -	12.5 to 12.20
16th	Torokina	Rugby League	H.M.A.S. "KIAMA"	Lost -	3 to 11.
26th	Manus	Aust. Rules	H.M.A.S. "MARYBOROUGH"	Lost -	5.10 to 7.4
28th	Manus	Aust. Rules	H.M.A.S. "MARYBOROUGH"	Lost -	5.7 to 7.7
31st	Manus	Aust. Rules	H.M.A.S. "CESSNOCK"	Won -	13.3 to 7.6.

21. Month of July, 1945.

Distance steamed	1,028.7 miles.
Time under way	92 29/60 hours.
Average Speed	11.12 knots.
Average distance per ton of fuel	3.48 miles.

27th April to 31st July, 1945.

Distance steamed	6,065.6 miles.
Time under way	498 8/60 hours.
Average Speed	12.18 knots.

.....

8. As this was the Ship's first action of any kind against the enemy, NX.35125, Captain C.B. WARD of the Royal Australian Artillery, was carried on board as Liaison Officer together with two Army Signalmen for R/T. work with the aircraft. Captain Ward's and his men's co-operation was of a high standard.

9. A fuller report on this bombardment drawn up by my Gunnery Officer, Lieutenant W.T. McKendrick, R.A.N.V.R., who took charge of the shoot, is appended hereto.

10. On the return passage to Saposa, during the afternoon, opportunity was taken to investigate by the judicious use of slow speed, Asdics and Echo Sounder a~~s~~ possible channel between TAIOF Island and MIK MIK Island. A safe channel was found, which made a saving of 22 miles over the morning's outward passage and a covered and previously uncharted reef was discovered in approximately 5° 38' S., 154° 38' E.

11. On 8th July, the ship returned to base, again with Generals STURDEE and SAVIGE on board, also Brigadier POTTS. Assistance was also given to the Army by giving passage to nine wounded, eight of whom were stretcher cases.

Lieutenant Commander, R.A.N.V.R.
COMMANDING OFFICER.

APPENDIX "A".

CONFIDENTIAL

The Commanding Officer, H.M.A.S. "DIAMANTINA".

10th July, 1945. D.C. 5/3/1.

The Naval Officer-In-Charge, TOROKINA.

BOMBARDMENT OF SOHANA ISLAND.

The following report of proceedings of this Ship's passage to the Buka Area and of her bombardment of Sohana Island is submitted as follows.

2. After embarking Lieut. General Sturdee, General Officer Commanding 1st Australian Army, and Lieut. General Savige, General Officer Commanding 2nd Australian Corps, with their staff officers, and Commander A.E. Fowler, R.A.N., Naval Officer-In-Charge, Torokina, the Ship proceeded from Torokina at 1500L on the 5th July, 1945, and arrived at an anchorage off Saposa Island at 1815L.

3. On 6th July, Brigadier Potts, Commander 23rd Infantry Brigade, came aboard and a conference was held regarding the target for this Ship to bombard.

4. Several targets were rejected as being more suitable for A.M.S's. or M.L's., with their shorter range guns or because of the navigational hazards.

5. Sohana Island was selected as the most suitable target because

(a) It had not been shelled before

(b) It contained in its small area of approximately 800 yards by 400 yards, several coastal defence and A.A. gun emplacements and a bivouac area.

(c) It was outside the range of any other Ship which had previously bombarded in the Buka Area.

6. The Ship proceeded next day, 7th July, passing south of MIK MIK Island and turning to the northward arrived at the firing position about 3½ miles to the westward of Cape Lalahan and a mile to seaward of the minefield (OF 97), where a bombardment of SOHANA Island to the eastward was carried out at ranges up to 15,000 yards with an expenditure of 103 rounds of 4inch H.E. D.A.

7. Spotting was carried out by an ART. R. aircraft and his detailed reports were of valued assistance in achieving the good results reported by him.

8/-

APPENDIX "B".

GUNNERY OFFICER H.M.A.S."DIAMANTINA"

7th JULY 1945

THE COMMANDING OFFICER H.M.A.S."DIAMANTINA"

REPORT ON SOHANA ISLAND BOMBARDMENT.

NARRATIVE

At 1050L the ship was in positionE S 5°28½', E 154°29½', Chart 2926, awaiting the arrival of the spotting aircraft. A Reconnaisance aircraft in the vicinity offered to act as spotting plane but a request was made for an "Art'y R" aircraft for the shoot. This request was passedand a rendezvous made for 1200L, the ship moving away to stand out of range of the coastal defence guns known to be in the area-- one on Cape Lalahan and the other on the South end of Madehas Island. The "Art'y R" aircraft was contacted at 1150L and the shipmoved into position ready to engage the target at 1220L. Military map ICO/019/4855 of Buka Island was used from then on as being the only large scale map of the area.

SERIES 1

The first ranging shot was fired by "B" gun at 1221L with the ship in position 061765 and with 11000 yards range on the sights. The first three rounds fell unobserved, but the next two were observed and corrected with right feflection equivalent to 600 yards, the fifth ranging shot falling on the target area. The next round (down 200) landed on another target, and 2 ranging shots were at once fired from "X" gun. As the ship had drifted in close to the minefield, it was decided to move out to a safer position but before doing so five rounds rapid broadsides were fired (1237L) by "B" gun and all fell in the target areaat Target 8.(Coastal Defence Gun)

SERIES 2

At 1303L the ship was in approximate position 030765 and ready to bombard. Range on sights was estimated and set at 13000 yards, deflection 45 right and "X" gun fired 10 ranging shots mostly unobserved. During these firings the spotting plane was heavily engaged be A.A. fire from the Bonis Plantation area, and this combined with low cloud made spotting difficult.

SERIES 3

At 1326L it was decided to range again, this time with "B" gun and an initial range of 14000 yards and deflection 45 right was set, the fifth round landing on the target area. "X" gun ranged immediately and the target was found at the third round. Five rounds were fired in rapid broadsides from both guns and all landed in areaof targets 6,7 and 9 (Coastal Defence Guns) Range was increased by 200 yards and deflection equivalent to 100 yards left was added (left 8) in an attempt to cover the north east end of the island. Six rounds of a five rounds rapid broadsides were unobserved but believed to have fallen o the island and four fell in the sea about the north east jetty. (two near misses) A further five round rapid broadsides with a correction of down 400 yards, and five rounds fell in the sea over the target. After two single ranging rounds it was decided that the ship had drifted to northward sufficient to throw out for line.

SERIES 4

At 1412 both guns were ranged again on 14300 yards and a corrected deflection to allow for the drift of the ship. The target was found on the fourth roundwhich scored a direct hit on Target 8 and both guns covered targets 7 and 9 with five rounds from each. Ten more rounds were fired and all landed over targets 7 and 9 and in an area 50 yards by 150.

Four misfires occurred in electric firing during ranging shots, but all were cleared by percussion firing and on each occasion "bad shot short" was reported necessitating a repeat. Gun drill was good, and ammunition supply maintained from magazines leaving ready use stowages complete in case of emergency. As return fire was expected from Coastal guns on Cape Lalahan and Madahas Island officers of quarters of both guns were duplicated, one keeping a constant lookout with instructions to switch to quarters control, without instructions from the G.C.O. and if necessary to lay on the target to identify.

Full advantange was taken of progress Radar ranges on these points to ensure that rapid alteration could be effected if need arose. In dangerous waters this precaution will always be taken. It was estimated that 80 to 90 per cent of broadsides fell on the target area.

NUMBER OF ROUNDS FIRED.	"B" GUN	53
	"X" GUN	50
State of Sea		11.
Wind - Easterly		2
Visibility		C/7 to BC/7.
Rate of fire in rapid broadsides		12 rounds a minute
R/T. communication was good.		

PROCEDURE

An effort was made to select a suitable aiming point on Cape Lalahan as near to the line of fire as possible. This aiming point (prominent tree) 113778 120 feet high was used throughout and right and left corrections made to correct for line. Estimates of distance to right and left of target were made from the spotting aircraft in yards and it was found in the first five rounds fired that a deflection of right or left 15 equalled approximately 200 yards right or left of the target.

The aiming point being at a height of about 120 feet above sea level necessitated the range on the sights being reduced to compensate for the extra elevation thus given. This explains why the initial range on the sights was 11000 yards for series one for a geometric or map range of 12000 yards, and 14000 yards in Series 3 for a range of 15100 yards. The drift of the ship to northward caused loss of target at end of series three, but engine movements to reposition the ship in line allowed the target to be easily engaged in the new ranging of Series 4.

LESSINS LEARNT

The method of ranging with one at a time was found to be very satisfactory. This is considered advisable when the aiming point is used to engage an obscured target, as the second gun should be ranged with at least three on imformation gained from the first gun ranging. In this case with "B" gun ranged on the target a correction for deflection Between right 8 and right 15, and a correction for range of of up 200 or 300 was all that was necessary to bring the fall of shot together.

The position of the ship is important when the first gun is on for line, and where possible the dropping of a marking buoy amidships would greatly assist in keeping the ship on a steady bearing with the aiming point. Corrections for range could be made to compensate for the drift away from the buoy. The buoys position could be plotted on the chart and used for future engagements of the same or adjacent targets.

In future when return fire is anticipated the ranging gun should go th rapid broadsides immediately the target is found, so as to take the full element of surprised created. The second gun should then range and fire for full effect.

Full reliance cannot be placed on charts and ordnance maps of this area. The following comparisons will illustrate.

ORDNANCE MAPS

	ICO/019/4865 BUKE PASSAGE	LHQ/020/3196 BUKA DROME
Cape Lalahan (south)	112775	117770
Sohana Island (North)	169795	174794
Madehas Island (North)	134779	138776

W. J. McKenzie

LIEUTENANT R.A.N.V.R.
GUNNERY OFFICER

CONFIDENTIAL

APPENDIX "C".

Bougainville Area

The Commanding Officer, H.M.A.S. "DIAMANTINA".

13th July, 1945. D.C. 5/3/2.

The Naval Officer-In-Charge, TOROKINA.

REPORT OF PROCEEDINGS - OPERATION B.1.

Operation B.1, the surveying and sweeping of a channel up the east coast of TAIOF Island, having been successfully completed, the following report on its conduct is submitted.

2. H.M.A.S. "Diamantina", with H.M.A.S. "Lithgow" and M.L. 816 in company, departed from Torokina at 0800 L on 11th July, 1945, and arrived at the anchorage off SAPOSA Island at 1220L.

3. On arrival, I convened a conference of Commanding Officers and outlined my plan of the operation, but owing to heavy rain and poor visibility the work could not be commenced that afternoon.

4. Leaving "Lithgow" at the anchorage to overhaul her Cropesa gear, I proceeded at 0800L on 12th July, with M.L.816, to the westward and anchored in a position about half a mile to the south east of the southern end of TAIOF.

5. M.L.816 was ordered to steam on northerly and southerly courses from S.E. of SEVAN Island to eastern cape of TAIOF Island, taking soundings by hand lead line up to 15 fathoms every quarter of a mile. "Diamantina's" position at anchor being accurately fixed, the positions of the soundings were charted by simultaneous use of gyro bearings and the mutual exchange of Radar ranges between the two vessels, R/T. on 2990 Kcs. being employed for this.

6. "Diamantina's" motor boat under the First Lieutenant was also used, but the soundings obtained by it were not charted as the Radar echoes from the boat were extremely small and their ranges could not be read with any reasonable degree of accuracy.

7. The motor boat, however, was useful at very close ranges and was able to sound over a 2 fathom patch half a mile to eastward of the south end of TAIOF and establish the 10 fathom line round it.

8. After lunch the motor boat proceeded to "Lithgow" to procure 2 one cwt. concrete sinkers and with these connected by 6 fathoms of 1½ inch wire a 45 gallon oil drum painted yellow, the motor boat buoyed the reef on its south side in a depth of 3 fathoms.

9. M.L. 816 requested permission to investigate the existence of a navigable channel to the northward of the east cape of TAIOF during the afternoon, which I approved. M.L. 816, however, drew fire from enemy guns (thought to be 75 mm.) on what appeared to be SOHANA Island, and retired at speed to the southward of the cape, which was just out of range.

10. On the forenoon of 13th July, "Lithgow" was sent to sweep a passage and reported a clear channel up to about 3½ cables from the shore of TAIOF on the northerly run. When sweeping on the southerly run to eastward of the channel "Lithgow" reported nigger heads under 5 fathoms which parted both sweeps. All gear was however, recovered and no mines were found.

11. The attached tracing from Army Grid Map No. 4845, which is on a larger scale than any available marine chart, shows the soundings and the area proved clear of mines, also the buoy laid by "Diamantina".

12. The group sailed at 1145L on 13th July and arrived back at Torokina at 1600L on the same day.

13. It is my conclusion that much valuable survey work could be done by M.L's. controlled by a frigate or A.M.S. during periods of inactivity between other operations, through the Commanding Officer of M.L.816 reports that the excessively slow running while taking soundings carbons up the engines and oils up the spark plugs, thus prohibiting full speed if it is required.

14. Here is what is probably the war's strangest fish story. On 12th July, at about 1920L, while at anchor about 1½ miles S.E. of SAPOSA, some of the ratings of "Diamantina" while fishing from the stern hooked a six foot shark. The Officer of the Day gave permission for the Quartermaster to kill it with his pistol and on being hauled inboard the shark was cut open.

15. The contents of the shark's stomach included a number of bird's feathers and a tiny roll of thin paper which was revealed as a partly decypherable pigeon message sent by Saposa Detachment to 42nd A.L.C. Company and dated 7th July. To prove this story, which might otherwise not be believed, the pigeon's message is enclosed in an envelope herewith. It might be said that the pigeon got its message through even to the death.

Lieutenant Commander, R.A.N.V.R.
COMMANDING OFFICER.

Appendix D.

The Commanding Officer, H.M.A.S. "DIAMANTINA".

22 July 1945. D.C. 5/3/7.

The Naval Officer-In-Charge, TOROKINA.

REPORT OF PROCEEDINGS - OPERATION B.2.

The follwing report is submitted on the conduct of Operation B.2, viz., the bombarding of Japanese shore positions on Sohana Island, the Bonis Peninsula and Buka Island.

2. Leaving Torokina at 0759L on 17th July, "Diamantina" proceeded to Saposa arriving at 1115L. Military personnel carried on passage included Brigadier McDonald, Corps Commander Royal Australian Engineers, 2nd Australian Corps, also Major J.C. Tatchell, Staff Officer 11, Royal Australian Artillery.

3. During the forenoon of 18th July, the ship proceeded up the channel previously swept clear by H.M.A.S. "Lithgow" and got into a suitable firing position off the east coast of Taiof Island, with the east cape of the island just obscuring the view of the Japanese gunners on out target island, Sohana.

4. The guns on Sohana were believed to be of 75 mm. calibre and "Diamantina's" firing position was chosen just beyond the range of such guns. To assist pin-point firings, the ship was anchored in 15 fathoms with two shackles of cable on deck, and the occasinnal use of the main engines enabled the ship to be kept broadside to the line of fire. Spotting corrections were passed by R/T. by Major Tatchell, who was observing from the Observation Post on Taiof.

5. According to reports by Major Tatchell who returned on board in the afternoon, about 80 of the 92 rounds expended fell in the target area with one salvo of ten rounds so closely clustered round one enemy gun pit that the smoke of each burst intermingled with the others.

6. Prior to the bombardment Taiof O.P. had observed two enemy guns of larger size than 75 mm. elevated from their pits and fire towards Australian Army positions on Soraken Peninsula. A few minutes after "Diamantina" had ceased her bombardment and proceeded from her firing position, one gun only was observed on Sohana to elevate and open fire.

7. This fire was directed blindly to the still unseen "Diamantina" and a few splashes were observed about 400 yards abeam when the ship was half a mile south of her firing position, thus confirming that the guns on Sohana were larger than 75 mm. Also, as the gun which had received the

the 10 rounds salvo all round it was not observed from Taiof O.P. to elevate after the bombardment it is considered highly probable that it was put out of action.

8. After returning to the Saposa anchorage, the ship proceeded to sea at 1759L. At about 1900L, H.M.A. H.D.M.L. 1327 was sighted on her return passage to Torokina and identified.

9. Proceeding at seven knots up the west coast of Buka and then down the east coast, during the night, a 271 contact was obtained bearing 345° (Red 170) range 15,000 yards at 0420L on the 19th July. It gradually closed to 12,000 yards still on 345° and it was thought it might be a Japanese supply submarine proceeding south to Buka Passage.

10. Course was altered towards it and as soon as the ship had turned the contact suddenly opened to 12,500 yards still bearing 345° and then was lost. If the contact had been a submarine its behaviour might be interpreted as its having sighted "Diamantina" turn, executed a similar turn to the same side and then dived.

11. This was rejected as most improbable as "Diamantina" could not possibly have been seen at a range of six miles, also at her low speed of 60 revolutions her hydrophone effect would be negligible except at very close range. The contact was, therefore, finally interpreted as having been either a rain squall or a side echo from the land; a close search of the area was, however, carried out with both Radar and Asdic without result until 0530L and then abandoned.

12. The selected firing position for the further bombardments was reached at 0745L, and was about eight miles north east of Sorum and eight miles east of Lonahan. It was selected as being suitable from which to engage targets in both these areas and also at Haheila, without having to shift. A further reason for its selection was that it was out of range of any estimated or known enemy guns.

13. Fire was opened at 0845L and ceased at 1236L, a total of 174 rounds of 4" being expended. The coast line has few prominent features and much time was spent in selecting suitable aiming points near the targets (all of which were invisible to the ship) and identifying them to the Officers of Quarters, layers and trainers.

14. During the bombardment of Targets 23 and 21, several splashes of 75 mm. shells fired at "Diamantina" were observed, but all fell short. At about 1045L however, a much larger splash was seen about 500 yards short of the ship. Compared with the other splashes it was estimated as being caused by a 150 mm. shell. Owing to no richchet it is considered that the gun was a high trajectory gun, and probably a howitzer.

15. It was considered advisable to shift a half mile further out, and then targets 30 and 28 were engaged. While firing at No. 28, two gun flashes were observed at the top of the cliff, one just to the left and one just to the right of the aiming point. These are estimated as from two 75mm. guns, situated 100 to 200 yards apart, and it is thought they were firing at the observing aircraft.

16. Results were very good. The aircraft reported one salvo of five rounds from each gun, i.e. ten rounds, to have all fallen in an area 30 yards by 15 yards, and also reported destruction and much damage to all the hut targets. The satisfactory results and the high standard of gun drill are largely due to the efficient training of guns' crews by the Gunnery Officer, Lieutenant W.T. McKendrick, R.A.N.V.R., whose untiring zeal has been noteworthy. His reports on all actions are fully endorsed by me and are appended hereto.

17. During the afternoon the ship closed the coast and followed it close inshore at slow speed in a northerly direction from south of Cape Putputan, into the bay and up to Cape Iltopan. Only by steaming 200 yards off shore at extremely slow speed were the huts at Target 33 observed, a few yards from the beach, but well screened by trees. The terrain consisted of cliffs about 200 feet high, overgrown by vegetation, and bordered by a narrow shelf of beach, 200 yards off which "Diamantina" stood (distance ascertained by Asdic) in water that had no bottom at 150 fathoms.

18. Further targets, Nos. 34, 35 and 36 could not be seen but huts, including a large new one and some in caves, were discovered at Grid Reference 194125. Considerable damage or complete destruction was caused to all huts seen. Port side Bofors, Oerlikons and Vickers engaged first and then the ship was turned round to enable the starboard weapons to have a share.

19. On rounding Cape Kotopan half a dozen natives were surprised on the beach a quarter of a mile away and ran for cover. Fire was not opened on them. When Cape Iltopan was reached, without sighting any further targets, the ship's company was secured from Action Stations at 1615 after having been closed up since 0730 (except for a short break for dinner in relays).

20. Course was then set towards Manus which was reached at 0740K on 21st July.

Lieutenant Commander, R.A.N.V.R.
COMMANDING OFFICER.

APPENDIX "E".

The Gunnery Officer, H.M.A.S. "DIAMANTINA".

~~17~~ 18 July, 1945.

The Commanding Officer, H.M.A.S. "DIAMANTINA".

REPORT ON SOHANA ISLAND BOMBARDMENT.

NARRATIVE.

At 0850L ship was in position 177664 (Ordnance Map I.C.O./019/4845 - Taiof Island) and in R/T communication with the O.P. on Taiof Island. Ship was ready to engage at 0900L and the first ranging shot was fired one minute later.

1. A distant aiming point (175825) was selected as near to the line of fire as possible, selection being limited by the proximity of the eastern cape of Taiof Island. These targets were engaged ~~until~~ with forty six rounds of H.E.D.A. from each gun. The engagement was broken off at 1008L. Five minutes after weighing anchor to proceed to Saposa, return fire was reported from Sohana Island, one round falling well clear and short on the port quarter and others in the vicinity of the Soraken Peninsular. The rounds fired ~~on the~~ at the ship appeared to be "tired" rounds at extreme range and estimated to be of 105 mm or larger - probably fired from gun with a high trajectory.

TARGET 1 - Gun position at 171794 (Ordnance Map IHQ/020/3196).

The first ranging shot was fired by "B" gun at 0901L with range estimated at 13500 yards and with left deflection on. The first round was unobserved but the remaining ranging rounds were observed and corrected for line and range, the seventh observed round being on the target area and the remainder were corrected in an effort to pinpoint. (Range 14550, deflection 82 left). Two salvoes of five rounds rapid broadsides were then fired in the target area. "X" gun was then ranged, found the target on the second round and both guns were given two salvoes of five rounds rapid broadsides and a third with a down correction of 100 yards. All broadsides fell in the target area.

TARGET 2 - Gun position at 171790.

A "down" correction on target was made to both guns and the target area was covered immediately. Rapid broadsides were given and repeated, all rounds falling on the target area and four on the target itself.

TARGET 3 - Camp area at 169788, to 171785.

A left deflection correction was made to both guns and rapid broadsides given immediately, all rounds falling in the area. Two more salvoes of rapid broadsides with down

correction were reported to have covered the target from North to South all in the camp area.

REMARKS.

As on the previous occasion, the method of ranging with each gun separately was found to be most satisfactory and in this case the target was found by "X" gun after one round.

Target 1 is reported to be on the west of a ridge and situated in a sunken pit, making it an extremely difficult target for a direct hit with a low trajectory gun. Both guns (targets 1 and 2) are reported to elevate from pits and fire together, and rounds from both were recorded by the O-P at 0830L. After the bombardment, gun at target 1 only was elevated to return fire indicating that damage was sustained from the four direct hits recorded on target 2.

Over fifty Japanese were observed working in the centre of the Island and when the first ranging round fell on the Island (jetty at 173794) these were seen to make for the camp area. As thirty rounds are known to have fallen in this target area some damage and casualties must have resulted.

Communications were generally good but long delays were experienced in passing the corrections for ranging shots from the O P, over twenty minutes being spent in correcting the first eight rounds. Communications can be reduced to a minimum if spotting and ~~raging~~ranging corrections are given as soon as observed. Interest and efficiency at the guns are assured if long delays are avoided. Gun drill was good, laying and training accurate and ammunition supply well maintained.

Selection of a distant aiming point reduced the possibility of the movement of the ship throwing guns out for line and consequently all shots were correct for line when once ranged. Corrections for line on the ranging shots could only be made by trial and error as the aiming point was not identified until later. One misfire was cleared by percussion firing.

Sea	10
Wind	SE force 2
Visibility	C/7.
Conditions	Good.

W. J. M. Kendall

Lieutenant R.A.N.V.R.
GUNNERY OFFICER.

APPENDIX "F".

The Gunnery Officer, H.M.A.S. "DIAMANTINA".
~~18~~th July, 1945.

The Commending Officer, H.M.A.S. "DIAMANTINA".

1 - REPORT ON BOMBARDMENT OF SELECTED TARGETS IN VICINITY OF EASTERN ENTRANCE TO BUKA PASSAGE.

2 - REPORT ON CLOSE RANGE BOMBARDMENT OF SELECTED TARGETS ON EAST COAST OF BUKA ISLAND.

PART 1.

NARRATIVE.

Ship was in position 154° 4~~8~~9 E.; 5°19 S. at 0745L and in communication with Torokina Aircraft Base. Spotting aircraft was in the vicinity at 0820L and R/T. communications tested.

Four targets were engaged after being identified by the spotting aircraft and a total of 174 rounds fired. Return fire was recorded from coastal batteries but only that from position 184839(O.R.D. Map ICO/019/4855) was pinpointed. The first round falling short appeared to be a spent shell and probably of a calibre of 130 mm. fired from a high trajectory gun. Other rounds were reported by gunnery lookouts at quarters to be of a 75 mm. calibre or larger, (all rounds fell short).

At 1045 L ship moved to position 154° 4~~8~~9 E.; 5° 18 S. and firing continued until 1236L when engagements with main armaments were broken off.

SERIES 1 - Target 23 - A.A. Guns.

The first ranging shot was at 0854L using a prominent tree adjacent to the target(concealed), as an aiming point - range 15500 yards, deflection 10 right. The target was pinpointed by "X" gun and "B" gun ranged with a single round. Two salvoes of five rounds rapid broadsides were all in the target area. A down correction of 50 yards with ten rounds rapid broadsides was knowmto find the target which was reported to be "well covered - huts destroyed - full extent of damage not assessed". When going down to investigate, the spotting plane was subjected to A.A. fire, presumably from the area adjacent to Buka passage.

x PROBABLY FLASHLESS CORDITE USED.

SERIES 2 - Target 21 - Huts (20 +)

The first ranging shot was fired at 0952L - range 15500 yards, deflection zero. Target was found by "X" gun on the fourth ranging shot and both guns were on after the next round. Tenrounds rapid broadsides followed by a further six were all on the target but here again the aircraft was unable to make a full assessment of the damage sustained.

SERIES 3 - Target 30 - Huts (2o plus)

An adjacent aiming point was selected and the first ranging shot was fired at 1040L - range 14900 yards, deflection 15 right. It was decided to move further north east out of range of shore batteries and "B" gun was re-ranged with a corrected range and deflection. The target was found after the third round and both guns were on after the next round. Two salvoes of rapid broadsides (5 and 6 rounds each) with a 25 yard correction was reported by the aircraft either to destroy or damage all huts in the target area. A further right deflection was given to cover the second group of huts further up the coast and with both guns ranging the target was found with 2 fifty yard corrections for range. The second of two salvoes of five rounds rapid broadsides were reported to have fallen "in an area 30 yards X 15 yards" and all broadsides were on the target.

SERIES 4 - Target 28 - A.A. Guns.

The aircraft was engaged by this target and mussle flash gave correct position for ranging. Both guns were ranged as soon as possible and the target area found after six rounds. With 17925 yards on the range dial (limit 18000 yards) pinpointing was difficult and most rounds fell short. The target is situated on top of a cliff and several rounds were observed to fall near the target all others on the face of the cliff. In view of this only eight rounds independent were fired from each gun after the ranging shots.

REMARKS.

All targets were well engaged and good results reported during and after each series. Both guns were topped up during the engagement and topped up and checked from time to tiem by the O.A. and Q.O. One damaged round from a hot gun was lowered over the side and the only misfire was cleared by percussion firing. Two bad shots short were reported and the previous high standard of drill at the guns was maintained.

Sea	10
Wind	SE. force 1.
Visibility	B/8 to BC/8
Conditions	Good.

APPENDIX "B".

GUNNERY OFFICER H.M.A.S."DIAMANTINA"

7th JULY 1945

THE COMMANDING OFFICER H.M.A.S."DIAMANTINA"

REPORT ON SOHANA ISLAND BOMBARDMENT.

NARRATIVE

At 1050L the ship was in positionX S 5°28½', E 154°29½', Chart 2926, awaiting the arrival of the spotting aircraft. A Reconnaisance aircraft in the vicinity offered to act as spotting plane but a request was made for an "Art'y R" aircraft for the shoot. This request was passedand a rendezvous made for 1200L, the ship moving away to stand out of range of the coastal defence guns known to be in the area-- one on Cape Lalahan and the other on the South end of Madehas Island. The "Art'y R" aircraft was contacted at 1150L and the shipmoved into position ready to engage the target at 1220L. Military map ICO/019/4855 of Buka Island was used from then on on as being the only large scale map of the area.

SERIES 1

The first ranging shot was fired by "B" gun at 1221L with the ship in position 061765 and with 11000 yards range on the sights. The first three rounds fell unobserved, but the next two were observed and corrected with right feflection equivalent to 600 yards, the fifth ranging shot falling on the target area. The next round (down 200) landed on another target, and 2 ranging shots were at onefired from "X" gun. As the ship had drifted in close to the minefield, it was decided to move out to a safer position but before doing so five rounds rapid broadsides were fired (1237L) by "B" gun and all fell in the target areaat Target 8.(Coastal Defence Gun)

SERIES 2

At 1303L the ship was in approximate position 030765 and ready to bombard. Range on sights was estimated and set at 13000 yards, deflection 45 right and "X" gun fired 10 ranging shots mostly unobserved. During these firings the spotting plane was heavily engaged be A.A. fire from the Bonis Plantation area, and this combined with low cloud made spotting difficult.

SERIES 2

At 1326L it was decided to range again, this time with "B" gun and an initial range of 14000 yards and deflection 45 right was set, the fifth round landing on the target area. "X" gun ranged immediately and the target was found at the third round. Five rounds were fired in rapid broadsides from both guns and all landed in areaof targets 6,7 and 9 (Coastal Defence Guns) Range was increased by 200 yards and deflection equivalent to 100 yards left was added (left 8) in an attempt to cover the north east end of the island. Six rounds of a five rounds rapid broadsides were unobserved but believed to have fallen on the island and four fell in the sea about the north east jetty. (two near misses) A further five round rapid broadsides with a correction of down 400 yards, and five rounds fell in the sea over the target. After two single ranging rounds it was decided that the ship had drifted to northward sufficient to throw out for line.

SERIES 4

At 1412 both guns were ranged again on 14300 yards and a corrected deflection to allow for the drift of the ship. The target was found on the fourth roundwhich scored a direct hit on Target 8 and both guns covered targets 7 and 9 with five rounds from each. Ten more rounds were fired and all landed over targets 7 and 9 and in an area 50 yards by 150.

Four misfires occurred in electric firing during ranging shots, but all were cleared by percussion firing and on each occasion "bad shot short" was reported necessitating a repeat. Gun drill was good, and ammunition supply maintained from magazines leaving ready use stowages complete in case of emergency. As return fire was expected from Coastal guns on Cape Lalahan and Madahas Island officers of quarters of both guns were duplicated, one keeping a constant lookout with instructions to switch to quarters control, without instructions from the G.C.O. and if necessary to lay on the target to identify.

Full advantange was taken of progress Radar ranges on these points to ensure that rapid alteration could be effected if need arose. In dangerous waters this precaution will always be taken. It was estimated that 80 to 90 per cent of broadsides fell on the target area.

NUMBER OF ROUNDS FIRED.	"B" GUN	53
	"X" GUN	50
State of Sea		11.
Wind - Easterly		2
Visibility		C/7 to BC/7.
Rate of fire in rapid broadsides		12 rounds a minute
R/T. communication was good.		

PROCEDURE

An effort was made to select a suitable aiming point on Cape Lalahan as near to the line of fire as possible. This aiming point (prominent tree) 113778 120 feet high was used throughout and right and left corrections made to correct for line. Estimates of distance to right and left of target were made from the spotting aircraft in yards and it was found in the first five rounds fired that a deflection of right or left 15 equalled approximately 200 yards right or left of the target.

The aiming point being at a height of about 120 feet above sea level necessitated the range on the sights being reduced to compensate for the extra elevation thus given. This explains why the initial range on the sights was 11000 yards for series one for a geometric or map range of 12000 yards, and 14000 yards in Series 3 for a range of 15100 yards. The drift of the ship to northward caused loss of target at end of series three, but engine movements to reposition the ship in line allowed the target to be easily engaged in the new ranging of Series 4.

LESSONS LEARNT

The method of ranging with one at a time was found to be very satisfactory. This is considered advisable when the aiming point is used to engage an obscured target, as the second gun should be ranged with at least three on information gained from the first gun ranging. In this case with "B" gun ranged on the target a correction for deflection between right 8 and right 15, and a correction for range of up 200 or 300 was all that was necessary to bring the fall of shot together.

The position of the ship is important when the first gun is on for line, and where possible the dropping of a marking buoy amidships would greatly assist in keeping the ship on a steady bearing with the aiming point. Corrections for range could be made to compensate for the drift away from the buoy. The buoys position could be plotted on the chart and used for future engagements of the same or adjacent targets.

In future when return fire is anticipated the ranging gun should go th rapid broadsides immediately the target is found, so as to take the full element of surprised created. The second gun should then range and fire for full effect.

Full reliance cannot be placed on charts and ordnance maps of this area. The following comparisons will illustrate.

ORDNANCE MAPS

	ICO/019/4865 BUKE PASSAGE	LHQ/020/3196 BUKA DROME
Cape Lalahan (south)	112775	117770
Sohana Island (North)	169795	174794
Madehas Island (North)	134779	138776

M. T. McKendrick

LIEUTENANT R.A.N.V.R.
GUNNERY OFFICER

APPENDIX "C".

CONFIDENTIAL

The Commanding Officer, H.M.A.S. "DIAMANTINA".

13th July, 1945. D.C. 5/3/2.

The Naval Officer-In-Charge, TOROKINA.

REPORT OF PROCEEDINGS - OPERATION B.1.

Operation B.1, the surveying and sweeping of a channel up the east coast of TAIOF Island, having been successfully completed, the following report on its conduct is submitted.

2. H.M.A.S. "Diamantina", with H.M.A.S. "Lithgow" and M.L. 816 in company, departed from Torokina at 0800 L on 11th July, 1945, and arrived at the anchorage off SAPOSA Island at 1220L.

3. On arrival, I convened a conference of Commanding Officers and outlined my plan of the operation, but owing to heavy rain and poor visibility the work could not be commenced that afternoon.

4. Leaving "Lithgow" at the anchorage to overhaul her Oropesa gear, I proceeded at 0800L on 12th July, with M.L.816, to the westward and anchored in a position about half a mile to the south east of the southern end of TAIOF.

5. M.L.816 was ordered to steam on northerly and southerly courses from S.E. of SEVAN Island to eastern cape of TAIOF Island, taking soundings by hand lead line up to 15 fathoms every quarter of a mile. "Diamantina's" position at anchor being accurately fixed, the positions of the soundings were charted by simultaneous use of gyro bearings and the mutual exchange of Radar ranges between the two vessels, R/T. on 2990 Kcs. being employed for this.

6. "Diamantina's" motor boat under the First Lieutenant was also used, but the soundings obtained by it were not charted as the Radar echoes from the boat were extremely small and their ranges could not be read with any reasonable degree of accuracy.

7. The motor boat, however, was useful at very close ranges and was able to sound over a 2 fathom patch half a mile to eastward of the south end of TAIOF and establish the 10 fathom line round it.

8. After lunch the motor boat proceeded to "Lithgow" to procure 2 one cwt. concrete sinkers and with these connected by 6 fathoms of 1½ inch wire a 45 gallon oil drum painted yellow, the motor boat buoyed the reef on its south side in a depth of 3 fathoms.

9. M.L. 816 requested permission to investigate the existence of a navigable channel to the northward of the east cape of TAIOF during the afternoon, which I approved. M.L. 816, however, drew fire from enemy guns (thought to be 75 mm.) on what appeared to be SCHANA Island, and retired at speed to the southward of the cape, which was just out of range.

10. On the forenoon of 13th July, "Lithgow" was sent to sweep a passage and reported a clear channel up to about 3½ cables from the shore of TAIOF on the northerly run. When sweeping on the southerly run to eastward of the channel "Lithgow" reported nigger heads under 5 fathoms which parted both sweeps. All gear was however, recovered and no mines were found.

11. The attached tracing from Army Grid Map No. 4845, which is on a larger scale than any available marine chart, shows the soundings and the area proved clear of mines, also the buoy laid by "Diamantina".

12. The group sailed at 1145L on 13th July and arrived back at Torokina at 1600L on the same day.

13. It is my conclusion that much valuable survey work could be done by M.L's. controlled by a frigate or A.M.S. during periods of inactivity between other operations, through the Commanding Officer of M.L.816 reports that the excessively slow running while taking soundings carbons up the engines and oils up the spark plugs, thus prohibiting full speed if it is required.

14. Here is what is probably the war's strangest fish story. On 12th July, at about 1920L, while at anchor about 1½ miles S.E. of SAPOSA, some of the ratings of "Diamantina" while fishing from the stern hooked a six foot shark. The Officer of the Day gave permission for the Quartermaster to kill it with his pistol and on being hauled inboard the shark was cut open.

15. The contents of the shark's stomach included a number of bird's feathers and a tiny roll of thin paper which was revealed as a partly decypherable pigeon message sent by Saposa Detachment to 42nd A.L.C. Company and dated 7th July. To prove this story, which might otherwise not be believed, the pigeon's message is enclosed in an envelope herewith. It might be said that the pigeon got its message through even to the death.

Lieutenant Commander, R.A.N.V.R.
COMMANDING OFFICER.

Appendix D.

SECRET

RESTRICTED

M. Kelly 19.5.66

The Commanding Officer, H.M.A.S. "DIAMANTINA".

22 July 1945. D.C. 5/3/7.

The Naval Officer-In-Charge, TOROKINA.

REPORT OF PROCEEDINGS - OPERATION B.2.

The following report is submitted on the conduct of Operation B.2, viz., the bombarding of Japanese shore positions on Sohana Island, the Bonis Peninsula and Buka Island.

2. Leaving Torokina at 0759L on 17th July, "Diamantina" proceeded to Saposa arriving at 1115L. Military personnel carried on passage included Brigadier McDonald, Corps Commander Royal Australian Engineers, 2nd Australian Corps, also Major J.C. Tatchell, Staff Officer 11, Royal Australian Artillery.

3. During the forenoon of 18th July, the ship proceeded up the channel previously swept clear by H.M.A.S. "Lithgow" and got into a suitable firing position off the east coast of Taiof Island, with the east cape of the island just obscuring the view of the Japanese gunners on our target island, Sohana.

4. The guns on Sohana were believed to be of 75 mm. calibre and "Diamantina's" firing position was chosen just beyond the range of such guns. To assist pin-point firings, the ship was anchored in 13 fathoms with two shackles of cable on deck, and the occasional use of the main engines enabled the ship to be kept broadside to the line of fire. Spotting corrections were passed by R/T. by Major Tatchell, who was observing from the Observation Post on Taiof.

5. According to reports by Major Tatchell who returned on board in the afternoon, about 80 of the 92 rounds expended fell in the target area with one salvo of ten rounds so closely clustered round one enemy gun pit that the smoke of each burst intermingled with the others.

6. Prior to the bombardment Taiof O.P. had observed two enemy guns of larger size than 75 mm. elevated from their pits and fire towards Australian Army positions on Soraken Peninsula. A few minutes after "Diamantina" had ceased her bombardment and proceeded from her firing position, one gun only was observed on Sohana to elevate and open fire.

7. This fire was directed blindly to the still unseen "Diamantina" and a few splashes were observed about 400 yards abeam when the ship was half a mile south of her firing position, thus confirming that the guns on Sohana were larger than 75 mm. Also, as the gun which had received the

the 10 rounds salvo all round it was not observed from Taiof O.P. to elevate after the bombardment it is considered highly probable that it was put out of action.

8. After returning to the Saposa anchorage, the ship proceeded to sea at 1759L. At about 1900L, H.M.A. H.D.M.L. 1327 was sighted on her return passage to Torokina and identified.

9. Proceeding at seven knots up the west coast of Buka and then down the east coast, during the night, a 271 contact was obtained bearing 345° (Red 170) range 15,000 yards at 0420L on the 19th July. It gradually closed to 12,000 yards still on 345° and it was thought it might be a Japanese supply submarine proceeding south to Buka Passage.

10. Course was altered towards it and as soon as the ship had turned the contact suddenly opened to 12,500 yards still bearing 345° and then was lost. If the contact had been a submarine its behaviour might be interpreted as its having sighted "Diamantina" turn, executed a similar turn to the same side and then dived.

11. This was rejected as most improbable as "Diamantina" could not possibly have been seen at a range of six miles, also at her low speed of 60 revolutions her hydrophone effect would be negligible except at very close range. The contact was, therefore, finally interpreted as having been either a rain squall or a side echo from the land; a close search of the area was, however, carried out with both Radar and Asdic without result until 0530L and then abandoned.

12. The selected firing position for the further bombardments was reached at 0745L, and was about eight miles north east of Sorum and eight miles east of Lonahan. It was selected as being suitable from which to engage targets in both these areas and also at Haheila, without having to shift. A further reason for its selection was that it was out of range of any estimated or known enemy guns.

13. Fire was opened at 0845L and ceased at 1236L, a total of 174 rounds of 4" being expended. The coast line has few prominent features and much time was spent in selecting suitable aiming points near the targets (all of which were invisible to the ship) and identifying them to the Officers of Quarters, layers and trainers.

14. During the bombardment of Targets 23 and 21, several splashes of 75 mm. shells fired at "Diamantina" were observed, but all fell short. At about 1045L however, a much larger splash was seen about 500 yards short of the ship. Compared with the other splashes it was estimated as being caused by a 150 mm. shell. Owing to no richchet it is considered that the gun was a high trajectory gun, and probably a howitzer.

15. It was considered advisable to shift a half mile further out, and then targets 30 and 28 were engaged. While firing at No. 28, two gun flashes were observed at the top of the cliff, one just to the left and one just to the right of the aiming point. These are estimated as from two 75mm. guns, situated 100 to 200 yards apart, and it is thought they were firing at the observing aircraft.

16. Results were very good. The aircraft reported one salvo of five rounds from each gun, i.e. ten rounds, to have all fallen in an area 30 yards by 15 yards, and also reported destruction and much damage to all the hut targets. The satisfactory results and the high standard of gun drill are largely due to the efficient training of guns' crews by the Gunnery Officer, Lieutenant W.T. McKendrick, R.A.N.V.R., whose untiring zeal has been noteworthy. His reports on all actions are fully endorsed by me and are appended hereto.

17. During the afternoon the ship closed the coast and followed it close inshore at slow speed in a northerly direction from south of Cape Putputan, into the bay and up to Cape Iltopan. Only by steaming 200 yards off shore at extremely slow speed were the huts at Target 33 observed, a few yards from the beach, but well screened by trees. The terrain consisted of cliffs about 200 feet high, overgrown by vegetation, and bordered by a narrow shelf of beach, 200 yards off which "Diamantina" stood (distance ascertained by Asdic) in water that had no bottom at 150 fathoms.

18. Further targets, Nos. 34, 35 and 36 could not be seen but huts, including a large new one and some in caves, were discovered at Grid Reference 194125. Considerable damage or complete destruction was caused to all huts seen. Port side Bofors, Oerlikons and Vickers engaged first and then the ship was turned round to enable the starboard weapons to have a share.

19. On rounding Cape Kotopan half a dozen natives were surprised on the beach a quarter of a mile away and ran for cover. Fire was not opened on them. When Cape Iltopan was reached, without sighting any further targets, the ship's company was secured from Action Stations at 1615 after having been closed up since 0730 (except for a short break for dinner in relays).

20. Course was then set towards Manus which was reached at 0740K on 21st July.

Lieutenant Commander, R.A.N.V.R.
COMMANDING OFFICER.

APPENDIX "E".

The Gunnery Officer, H.M.A.S. "DIAMANTINA".

~~17~~ 18 July, 1945.

The Commanding Officer, H.M.A.S. "DIAMANTINA".

REPORT ON SOHANA ISLAND BOMBARDMENT.

NARRATIVE.

At 0850L ship was in position 177664 (Ordnance Map I.C.O./019/4845 - Taiof Island) and in R/T communication with the O.P. on Taiof Island. Ship was ready to engage at 0900L and the first ranging shot was fired one minute later.

1. A distant aiming point (175825) was selected as near to the line of fire as possible, selection being limited by the proximity of the eastern cape of Taiof Island. These targets were engaged with forty six rounds of H.E.D.A. from each gun. The engagement was broken off at 1008L. Five minutes after weighing anchor to proceed to Saposa, return fire was reported from Sohana Island, one round falling well clear and short on the port quarter and others in the vicinity of the Soraken Peninsular. The rounds fired that the ship appeared to be "tired" rounds at extreme range and estimated to be of 105 mm or larger - probably fired from gun with a high trajectory.

TARGET 1 - Gun position at 171794 (Ordnance Map IHQ/020/3196).

The first ranging shot was fired by "B" gun at 0901L with range estimated at 13500 yards and with left deflection on. The first round was unobserved but the remaining ranging rounds were observed and corrected for line and range, the seventh observed round being on the target area and the remainder were corrected in an effort to pinpoint. (Range 14550, deflection 82 left). Two salvoes of five rounds rapid broadsides were then fired in the target area. "X" gun was then ranged, found the target on the second round and both guns were given two salvoes of five rounds rapid broadsides and a third with a down correction of 100 yards. All broadsides fell in the target area.

TARGET 2 - Gun position at 171790.

A "down" correction on target was made to both guns and the target area was covered immediately. Rapid broadsides were given and repeated, all rounds falling on the target area and four on the target itself.

TARGET 3 - Camp area at 169788, to 171785.

A left deflection correction was made to both guns and rapid broadsides given immediately, all rounds falling in the area. Two more salvoes of rapid broadsides with down

correction were reported to have covered the target from North to South all in the camp area.

REMARKS.

As on the previous occasion, the method of ranging with each gun separately was found to be most satisfactory and in this case the target was found by "X" gun after one round.

Target 1 is reported to be on the west of a ridge and situated in a sunken pit, making it an extremely difficult target for a direct hit with a low trajectory gun. Both guns (targets 1 and 2) are reported to elevate from pits and fire together, and rounds from both were recorded by the O-P at 0830L. After the bombardment, gun at target 1 only was elevated to return fire indicating that damage was sustained from the four direct hits recorded on target 2.

Over fifty Japanese were observed working in the centre of the Island and when the first ranging round fell on the Island (jetty at 173794) these were seen to make for the camp area. As thirty rounds are known to have fallen in this target area some damage and casualties must have resulted.

Communications were generally good but long delays were experienced in passing the corrections for ranging shots from the O P, over twenty minutes being spent in correcting the first eight rounds. Communications can be reduced to a minimum if spotting and ~~reging~~ ranging corrections are given as soon as observed. Interest and efficiency at the guns are assured if long delays are avoided. Gun drill was good, laying and training accurate and ammunition supply well maintained.

Selection of a distant aiming point reduced the possibility of the movement of the ship throwing guns out for line and consequently all shots were correct for line when once ranged. Corrections for line on the ranging shots could only be made by trial and error as the aiming point was not identified until later. One misfire was cleared by percussion firing.

Sea	10
Wind	SE force 2
Visibility	C/7.
Conditions	Good.

M. J. M. Kendrick

Lieutenant R.A.N.V.R.
GUNNERY OFFICER.

APPENDIX "F".

The Gunnery Officer, H.M.A.S. "DIAMANTINA".

~~18~~19th July, 1945.

The Commanding Officer, H.M.A.S. "DIAMANTINA".

1 - REPORT ON BOMBARDMENT OF SELECTED TARGETS IN VICINITY OF EASTERN ENTRANCE TO BUKA PASSAGE.

2 - REPORT ON CLOSE RANGE BOMBARDMENT OF SELECTED TARGETS ON EAST COAST OF BUKA ISLAND.

PART 1.

NARRATIVE.

Ship was in position 154° 49 E.; 5°19 S. at 0745L and in communication with Torokina Aircraft Base. Spotting aircraft was in the vicinity at 0820L and R/T. communications tested.

Four targets were engaged after being identified by the spotting aircraft and a total of 174 rounds fired. Return fire was recorded from coastal batteries but only that from position 184839(O.R.D. Map ICO/019/4855) was pinpointed. The first round falling short appeared to be a spent shell and probably of a calibre of 150 mm. fired from a high trajectory gun. Other rounds were reported by gunnery lookouts at quarters to be of a 75 mm. calibre or larger, (all rounds fell short).

At 1045 L ship moved to position 154° 49 E.; 5° 18 S. and firing continued until 1236L when engagements with main armaments were broken off.

SERIES 1 - Target 23 - A.A. Guns.

The first ranging shot was at 0854L using a prominent tree adjacent to the target(concealed), as an aiming point - range 15500 yards, deflection 10 right. The target was pinpointed by "X" gun and "B" gun ranged with a single round. Two salvoes of five rounds rapid broadsides were all in the target area. A down correction of 50 yards with ten rounds rapid broadsides was knowmto find the target which was reported to be "well covered - huts destroyed - full extent of damage not assessed". When going down to investigate, the spotting plane was subjected to A.A. fire, presumably from the area adjacent to Buka passage.

x PROBABLY FLASHLESS CORDITE USED.

SERIES 2 - Target 21 - Huts (20 +)

The first ranging shot was fired at 0952L - range 15500 yards, deflection zero. Target was found by "X" gun on the fourth ranging shot and both guns were on after the next round. Tenrounds rapid broadsides followed by a further six were all on the target but here again the aircraft was unable to make a full assessment of the damage sustained.

SERIES 3 - Target 30 - Huts (2o plus)

An adjacent aiming point was selected and the first ranging shot was fired at 1040L - range 14900 yards, deflection 15 right. It was decided to move further north east out of range of shore batteries and "B" gun was re-ranged with a corrected range and deflection. The target was found after the third round and both guns were on after the next round. Two salvoes of rapid broadsides (5 and 6 rounds each) with a 25 yard correction was reported by the aircraft either to destroy or damage all huts in the target area. A further right deflection was given to cover the second group of huts further up the coast and with both guns ranging the target was found with 2 fifty yard corrections for range. The second of two salvoes of five rounds rapid broadsides were reported to have fallen "in an area 30 yards X 15 yards" and all broadsides were on the target.

SERIES 4 - Target 28 - A.A. Guns.

The aircraft was engaged by this target and mussle flash gave correct position for ranging. Both guns were ranged as soon as possible and the target area found after six rounds. With 17925 yards on the range dial (limit 18000 yards) pinpointing was difficult and most rounds fell short. The target is situated on top of a cliff and several rounds were observed to fall near the target all others on the face of the cliff. In view of this only eight rounds independent were fired from each gun after the ranging shots.

REMARKS.

All targets were well engaged and good results reported during and after each series. Both guns were topped up during the engagement and topped up and checked from time to tiem by the O.A. and Q.O. One damaged round from a hot gun was lowered over the side and the only misfire was cleared by percussion firing. Two bad shots short were reported and the previous high standard of drill at the guns was maintained.

Sea	10
Wind	SE. force 1.
Visibility	B/8 to BC/8
Conditions	Good.

PART 11.

At 1350L ship was proceeding up the east coast in the vicinity of Cape Putputan and close inshore. Huts at target 33 were engaged by all close range weapons and severely damaged. Ship proceeded at 1435L and closed the coast at 1450L, huts and caves were engaged by all close range weapons at 194125 (ORD. Map ICO/019/4861) and extensive damage done.

Guns crews of all close range weapons were instructed to treat these engagements in the nature of a practice shoot. Bofors crews were to use both automatice and single shot firing to demonstrate the advantage ~~when laying of~~ the latter when laying and training on fixed targets. In future when these weapons are being used for this type of work on the areas "safe" from enemy aircraft sights will be set to infinity and not to the maximum affective range of the weapons.

Faults occurred in both power mountings of the twin Oerlikons. Fall damage was not assessed.

W. J. McKendrick

Lieutenant, R.A.N.V.R.
GUNNERY OFFICER.

11 SEP 1945
D. of P.

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2026/7/ 1HOH

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Diamantina" REPORT OF PROCEEDINGS. June, 1945.

S.N.B. 7/8

2 N.M.

3 N.M. 29/8

D. of P. 31/8.

D.R.M. 1/9

N.I.S.-Dit 2/9

D.N.I.

Ops. (N) 4/9

N.S. 5/9

D.F. (N) 8/9

D.O.T.M. 13/9

D.N.M.S. 15/9

H.P.B. 19/9

N.A. 2 N.M.

N.S.

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

Mr Olson
Miss Zirk

H 20/9

31/7

RESTRICTED
SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/1404

SUBJECT: HMAS "Diamantina" Report of Proceedings June, 1945

D.P.S 31/7.

D.T.S.R RP 31/8

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Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

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

Date 20th July, 1945. *Reference No.* D.C. 5/3/5.

To The Secretary, Naval Board, MELBOURNE.

H/N.

Subject MONTHLY REPORT OF PROCEEDINGS.

Submitted herewith in accordance with C.C.N.O. 97/43, one copy of Monthly Report of Proceedings for H.M.A.S. "DIAMANTINA" covering month of June, 1945.

Lieutenant Commander, R.A.N.V.R.
COMMANDING OFFICER.

30/7A.

H.M.A.S. "DIAMANTINA".

MONTHLY REPORT OF PROCEEDINGS - JUNE, 1945.

The month commenced with the ship lying in the South Brisbane Dry Dock, which she left on 2nd June. In addition to the customary cleaning and painting of the ship's bottom, cleaning of propellers and examinations of underwater fittings, the soft iron plates (fitted during building owing to the shortage of zinc) were replaced by zinc plates.

2. Other underwater work consisted of the substitution of the A/S. dome with a Type 144Q dome, the fitting of sluice valve and Sword to complete installation of A/S. Type 147B and the removal of the S/A. diaphragms.

3. On 6th June, the ship carried out an A.A. Close Range Shoot, a day 4" full calibre shoot and a night 4" full calibre shoot, all in Moreton Bay. During the day shoot, defects were revealed in the forward 4" Mk. XX mounting, separately reported in my letter D.15/5/1 of 9th July to Naval Board.

4. The ship sailed from Brisbane at 0715L on 9th June and arrived at Sydney at 1504K on 10th June, securing alongside Garden Island, where the forward 4" Mk. XVI[X] gun and defective Mk. XX mounting were replaced.

5. On 14th June, at 0632K, the ship proceeded to sea and after gun trials of the new 4" gun anchored in Jervis Bay at 1705K on the same day. Other ships at Jervis Bay included H.M.S. "Guardian", Lewes" and "Wakeful".

6. On 15th June the ship was at sea from 1129K to 1719K, carrying out an A.A. shoot with all close range guns and 4" barrage.

7. The ship left Jervis Bay on 16th June at 0727K and carried out a A.A. shoot with 4" barrage firing, also a 4" full calibre shoot using a Battle Practice Target towed by H.M.S. "GUARDIAN". On completion of the firings, "Diamantina" proceeded to Sydney, arriving the same day at 1725K and securing alongside Kurraba Oiling Wharf.

8. After fuelling to capacity, the ship left at 0702K on 17th June for Cairns. An inshore route was taken, passing not more than six miles off prominent headlands, to Breakwater Light Vessel and then a route inside the Barrier Reef from Lady Elliot Island, via HILLSBOROUGH Channel and Whitsunday Passage, arriving at Cairns at 1522K on 21st June. No other vessels, either naval or merchant, were seen in the port.

9. Deck cargo for Madang, consisting of three large cases of naval workshop machinery, and totalling about 4½ tons, was loaded on the quarter deck.

10. Opportunity was taken to land libertymen for a final run ashore in their own country and the ship sailed on 22nd June, at 0820K, taking the Grafton Passage through the Barrier Reef.

11. Proceeding across the Coral Sea at a speed of 16 knots, China Strait and Raven Channel were passed through before dark on 23rd June and the ship arrived at Madang on 25th June, anchoring at 1100K.

12. An amusing incident occurred on 24th June, about 1045K, when a U.S. merchant ship was overtaken. Wishing to exercise the signalmen in the International Code, so seldom used during this war, I ordered the hoist VH, denoting "You should hoist your signal letters", which was hoisted at the port

yard with the International Code Pennant at the dip at the starboard yard.

13. No reply was made until we ordered her with a lamp to do so, and then the only acknowledgement was a repetition of the hoist V.H. Feeling that the White Ensign was being slighted, I crossed ahead to pass down the other side and then come up from astern with the intention of overtaking again within hailing distance.

14. It seemed to take a long time to pass through her wake, and then it was realised that she was following "Diamantina" in a tight circle, having decoded VH from the wrong book, and obeying its WIMS meaning of "Follow me".

15. Not wishing to delay my passage playing "Ring-a-ring-a-roses"", I proceeded, but was eventually successful in establishing her identity as M.V. EDWARD CHAMBERS and informing her of her error.

16. At Madang, opportunity was taken to bring pay and victualling matters up to date, the accounts for which were being borne in H.M.A.S. "MADANG".

17. In view of the ship's projected bombardment operations at Bougainville, additional 4" H.E.D.A. ammunition was embarked sufficient to complete filling of magazine bottle racks in addition to full ready use stowages. The deck cargo was landed and the ship left Madang at 1705K on the 26th June.

18. The ship put in at Langemak on 27th June, from 0739K to 1725K, where oil fuel was topped up, and U.S. Charts of Bougainville procured and then proceeded to TOROKINA, arriving at 1025L on 29th June. The U.S. charts were the only up-to-date charts of Bougainville waters and according to the Admiralty Charts the ship, on arrival, anchored in a position five miles inland.

19. The conduct and health of the ship's company has continued to be of a high standard during the month. Though the ship is fitted with a large Sick Bay complete with operating table and ample space for drugs and instruments, also an ablution compartment for the exclusive use of patients, no Medical Officer is carried.

20. The absence of a Medical Officer has necessitated landing one specialist rating at Brisbane for observation on 31st May, and after a period of 46 days, to 16th June, his relief has not yet joined, and landing two ratings at a Military Hospital at Cairns, on 21st June, depriving the ship of their services for 23 days, until they rejoined on 14th July.

One lost
two lost
subject

21. As none of H.M.A.S. "Kiama", "Lithgow", "Dubbo", "San Michele" and M.Ls. 427, 428, 816 and 1327 carries a Medical Officer and as none is stationed ashore at H.M.A.S. "Lusair", it is submitted that a Medical Officer could be usefully employed in "Diamantina", which is, at present, the senior ship at Torokina.

22. <u>Month of June, 1945.</u>

Distance steamed	3,802.0 miles.
Time under way	305 37/60 hours.
Average speed	12.44 knots.
Average distance per ton of fuel -	8.15 miles.

<u>27th April to 30th June, 1945.</u>

Distance steamed	5,036,9 miles.
Time under way	405 39/60 hours.
Average speed	12.42 knots.

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DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Diamantina". REPORT OF PROCEEDINGS.
27th April, 1945 to
31st May 1945.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/1HOH.

SUBJECT: HMAS "Diamantina" Report of Proceedings 27th April 1945 to 31st May 1945

D.P.S 25/7.

D.T.S.R RP 30/7

D.O.O 31/7

DCNS

for 1st NM 31/7

N5

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

HH.

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

Date 18th July, 1945. *Reference No.* D.C. 5/3/3.

To The Secretary, Naval Board, MELBOURNE.

Subject MONTHLY REPORT OF PROCEEDINGS.

Submitted herewith in accordance with C.C.N.O. 97/43, one copy of Monthly Report of Proceedings for H.M.A.S. "DIAMANTINA" during period 27th April to 31st May, 1945.

Lieutenant Commander, R.A.N.V.R.
COMMANDING OFFICER.

H.M.A.S. "DIAMANTINA".

MONTHLY REPORT OF PROCEEDINGS - APRIL/MAY, 1945.

After completing her acceptance trials and being formally handed over for His Majesty's Service, H.M.A.S. "Diamantina" (Lieutenant Commander M.G. ROSE, R.A.N.V.R.) was commissioned at 0800K on 27th April, 1945, while lying at anchor in TYROOM ROADS, Hervey Bay, Queensland.

2. The Ship sailed at 1103K on the same day, rounding Breaksea Light Vessel and taking an inshore route to Sydney. Though the sea and swell never exceeded 22, there was much sea-sickness among the Ship's Company, including myself and four of the other seven officers, this being attributed to living ashore for several months on the very good food, of which there seemed to be no shortage, in Maryborough, where the ship was built.

3. At 2105L, the engine room had to reduce speed due to air pump trouble which persisted during the remainder of the passage, necessitating several reductions to slow speed. The cause was difficult to diagnose but the remedy adopted at Garden Island has proved quite effective, this consisting of fitting the air pump shuttle valves with piston rings, thus ensuring steam tightness.
As a result, the passage was lengthened by about seven hours, the ship securing to KURRABA OILING JETTY at 1610K on 29th April.

4. During the stay of twenty five days in Sydney, various defects of a fairly minor nature were made good by Garden Island Dockyard Staff and the electrical installations were completed, the latter being principally the internal work for A/S. sets 144 Q and 147 B performed by the base staff of H.M.A.S. "RUSHCUTTER".

5. Gun mountings of port and starboard twin Oerlikons and port and starboard Bofors were replaced and an additional Bofors gun was mounted on the forward gun shelter, necessitating the removal and landing of the M/F. D/F. loop aerial, and the provision made in the forward 4" magazine for additional Bofors ammunition stowage.

6. Both 4" Mk. XVI[X] guns and Mk. XX mountings were taken off at Garden Island and the mountings were proof tested by the Gun Mounting Department and the guns inspected by the Staff from Spectacle Island.

7. An inclining test was conducted by Mr. Atkinson, Naval Architect from Navy Office, the ship was de-permed and ranged for D.G. and the magnetic compasses were adjusted. The ship was ammunitioned to her full wartime outfit. While at Garden Island the LORAN equipment was installed.

8. All ships' officers visited the various officers of Shore Establishments and were successful in establishing useful contacts in regard to their particular departmental duties.

9. Concurrently with the above mentioned work by Shore Staffs and the arduous work of the Ship's Officers in establishing their various departments and setting them to work smoothly, every opportunity was taken to train the ship's company in their action duties and full advantage was taken of the excellent facilities available at H.M.A.S. "RUSHCUTTER", "WATSON" and "PENGUIN", and the G.I.C., at Woolloomooloo.

10. The following is a summary of the training undertaken:-
(a) Dome Trainer - 4" Gun Layers and Trainers, and A.A.3's.
(b) Spotting Table - 4" Layers, Trainers and Captains of guns, and control, T.S. and gun communication personnel.
(c) Bofors Gun Drill on board and Bofors shoot at Maroubra.
(d) Oerlikon Gun Drill.
(e) 4" Gun drill.
(f) Fire Discipline and Fire Control Film - Gun's crews, lookouts and searchlight operators.
(g) 4" Communications - T.S., Radar and gun communication personnel.
(h) Hedgehog Drill.
(i) Depth Charge drill.
(j) Night Vision Film and Eye Test - Lookouts.
(k) Aircraft Recognition - 4" Layers and Trainers and A.A.3's.
(l) Rdar - all R.P's.
(m) Fire Fighting - Damage Control parties.
(n) Loran - Commanding Officer, First Lieutenant, Navigator and Assistant Navigator:; also Radio Mechanician at Flinders for two week's course.
(o) V.S. System of Signalling - V/S. ratings.
(p) A/S. Attack Teacher - Commanding Officer, A/S. C.O., all O.O.W's. and all S.D's.

11. The ship left Sydney at 1630K on 24th May and arrived at Brisbane at 1035K on 26th May, and then entered the South Brisbane Dry Dock on 29th May, her first docking since she was launched on 6th April, 1944.

12. While at Brisbane innoculations and vaccinations were brought up to date for nearly all the ship's company, i.e. all except a few for whom Medical History Documents were not yet held on board.

13. The general health of the ship's company has been excellent and the conduct of the ratings has also been of the same standard.

14.

27th April to 30th April, 1945.

Distance steamed	-	685.3 miles
Time under way	-	53 15/60 hours
Average speed	-	12.87 knots
Average distance per ton of fuel	-	8.25 miles.

Month of May, 1945.

Distance steamed	-	549.6 miles.
Time under way	-	46 47/60 hours.
Average speed	-	11.75 knots
Average distance per ton of fuel	-	4.7 miles.

27th April to 31st May, 1945.

Distance steamed	-	1,234.9 miles.
Time under way	-	100 2/60 hours.
Average Speed	-	12.34 knots.