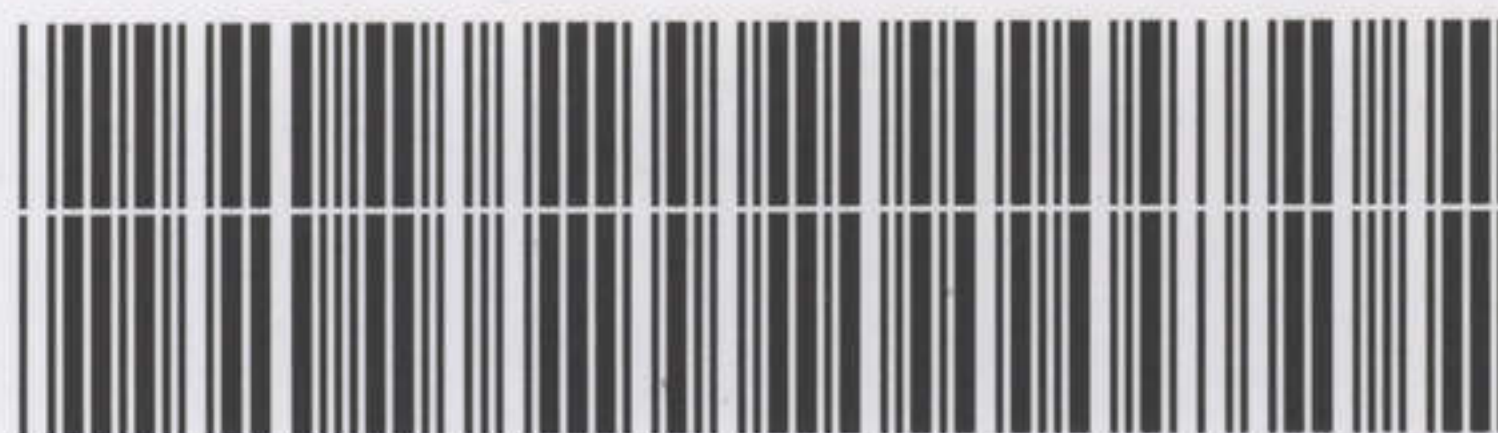


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS PERTH

Item number: 292/3

Title: September 1939 - February 1942. War
diary.



AWM78-292/3

"PERTH" WAR DIARY

[292/3]

SECRET

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Reviewer: LCDR R. L. Smith (BANEM)

Signature: *R. Smith* Date: 12 MAR 91

SECRET

1st October, 1945.

Sir,

I have the honour to submit herewith the War Diary of H.M.A.S. "PERTH" (Captain H.M.L. WALLER, D.S.O., R.A.N.), for the month of February, 1942.

(All times Local Time).

February:

- 1st. At sea, in company with H.M.A.S. "AUSTRALIA" (Flag of R.A.C.A.S.) and H.M.N.Z.S. "LEANDER", proceeding eastwards from Sydney to meet a convoy bound for Australia. At about 2330 received orders from R.A.C.A.S. to proceed independently to Melbourne. Set course for Bass Strait, speed 18 knots.
- 3rd. At 2000, when about 20 miles east of Wilson's Promontory, intercepted signal from merchant vessel, 40 miles south of Port Philip Heads, reporting the presence of a suspicious vessel. Worked up to full speed and prepared to fly off aircraft. Shortly afterwards this signal was cancelled. Reduced speed to 18 knots.
- 4th. Passed Port Philip Heads at 0400 and arrived Williamstown at 0700. Berthed alongside. Fuelled. All night leave granted to Ship's Company.
- 5th. No leave granted as ship had been warned to expect sailing orders. At about 1400 orders received to proceed to Fremantle with all despatch. Local leave granted during afternoon. Sailed at 1800, passed Port Philip Heads about 2030 and set course for Fremantle, speed 28 knots.
- Commander W.H. Martin, R.A.N., relieved Acting Commander C.R. Reid, R.A.N., as Executive Officer.
- 8th. After an uneventful and calm passage arrived Fremantle at 1215 and secured alongside. Fuelled. Granted all night leave.
- 9th. Sailed at 1100, with orders to proceed to Batavia. Speed 17 knots.
- 10th. At 0030 received orders to return to Fremantle. Altered course 1800. Arrived Fremantle at 1400 and secured alongside. Fuelled. Granted all night leave throughout the Ship's stay at Fremantle.
- 10th - 13th. At Fremantle. During this period H.M.A.S. "CANBERRA" was also in harbour. On 12th February, early in the forenoon, a suspicious crossing of the indicator loop was reported. Boom kept closed and motor boats sent to patrol close to it. Sailing of "CANBERRA" delayed. No submarine was located and "CANBERRA" sailed later in the day.
- 14th. Sailed at 0030 and proceeded southwards at 16 knots. A higher speed was not used in order to conserve fuel, as the next opportunity of fuelling was somewhat indefinite.
- 15th. At 1200, in position 50 miles south of Cape Leeuwin, made rendezvous with convoy of 5 empty tankers and one ship carrying general cargo ("S. JACOB"), escorted by H.M.A.S. "ADELAIDE". "ADELAIDE" proceeded to Fremantle to fuel. Convoy was bound for Oosthaven, Sumatra, and was to have been joined by one more tanker and 2 more merchant vessels off Fremantle.

DEPT. OF DEFENSE
(NAVY)
1st October, 1943.

Original - 1943/10/20

1st

I have the honor to submit herewith the War Diary of
H.M.A.S. "PERTH" (Captain H.M.A. Walker, D.S.O., R.A.N.), for the
month of February, 1943.

(All times local time)

February:

1st

At sea, in company with H.M.A.S. "AUSTRALIA" (Flag of
R.A.C.A.S.) and H.M.A.S. "TAMAR", proceeding east-
wards from Sydney to meet a convoy bound for Australia.
At about 2300 received orders from H.M.A.S. to proceed
independently to Melbourne. Set course for base 0900.
Speed 15 knots.

2nd

At 0800, when about 20 miles east of Wilson's Promontory,
intercepted signal from merchant vessel, 40 miles south
of Port Phillip Heads, reporting the presence of a
unusual vessel. Worked up to full speed and prepared
to fly off starboard. Shortly afterwards this signal was
cancelled. Reduced speed to 15 knots.

3rd

At 0800, when about 20 miles east of Wilson's Promontory,
intercepted signal from merchant vessel, 40 miles south
of Port Phillip Heads, reporting the presence of a
unusual vessel. Worked up to full speed and prepared
to fly off starboard. Shortly afterwards this signal was
cancelled. Reduced speed to 15 knots.

4th

At 0800, when about 20 miles east of Wilson's Promontory,
intercepted signal from merchant vessel, 40 miles south
of Port Phillip Heads, reporting the presence of a
unusual vessel. Worked up to full speed and prepared
to fly off starboard. Shortly afterwards this signal was
cancelled. Reduced speed to 15 knots.

5th

At 0800, when about 20 miles east of Wilson's Promontory,
intercepted signal from merchant vessel, 40 miles south
of Port Phillip Heads, reporting the presence of a
unusual vessel. Worked up to full speed and prepared
to fly off starboard. Shortly afterwards this signal was
cancelled. Reduced speed to 15 knots.

6th

At 0800, when about 20 miles east of Wilson's Promontory,
intercepted signal from merchant vessel, 40 miles south
of Port Phillip Heads, reporting the presence of a
unusual vessel. Worked up to full speed and prepared
to fly off starboard. Shortly afterwards this signal was
cancelled. Reduced speed to 15 knots.

7th

At 0800, when about 20 miles east of Wilson's Promontory,
intercepted signal from merchant vessel, 40 miles south
of Port Phillip Heads, reporting the presence of a
unusual vessel. Worked up to full speed and prepared
to fly off starboard. Shortly afterwards this signal was
cancelled. Reduced speed to 15 knots.

8th

At 0800, when about 20 miles east of Wilson's Promontory,
intercepted signal from merchant vessel, 40 miles south
of Port Phillip Heads, reporting the presence of a
unusual vessel. Worked up to full speed and prepared
to fly off starboard. Shortly afterwards this signal was
cancelled. Reduced speed to 15 knots.

9th

At 0800, when about 20 miles east of Wilson's Promontory,
intercepted signal from merchant vessel, 40 miles south
of Port Phillip Heads, reporting the presence of a
unusual vessel. Worked up to full speed and prepared
to fly off starboard. Shortly afterwards this signal was
cancelled. Reduced speed to 15 knots.

10th

At 0800, when about 20 miles east of Wilson's Promontory,
intercepted signal from merchant vessel, 40 miles south
of Port Phillip Heads, reporting the presence of a
unusual vessel. Worked up to full speed and prepared
to fly off starboard. Shortly afterwards this signal was
cancelled. Reduced speed to 15 knots.

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February:

- 16th. Orders received that tankers were to proceed into Fremantle. Commodore of Convoy transferred to S.S. "S. JACOB".
- 17th. In accordance with arrangements made with H.M.A.S. "ADELAIDE", before she parted company on 15th February, "ADELAIDE" rejoined convoy at 0830 and "PERTH" then proceeded at high speed to Fremantle to complete with fuel. At the same time convoy was broken up, the five tankers proceeding into Fremantle and "S. JACOB" continuing to the northward, escorted by "ADELAIDE". "PERTH"'s aircraft carried out a reconnaissance to north and west of the convoy during the forenoon.
- Arrived Fremantle at 1430, fuelled. Due to slight delay in fuelling arrangements "PERTH" did not sail until 1800, and contact with "ADELAIDE" was not made until after dark, about 2200. "ADELAIDE" then parted company and "PERTH", escorting "S. JACOB", proceeded on course for Geethaven. Speed of advance about 10 knots.
- Whilst at Fremantle information had been received that the remaining two merchant vessels, due to have joined the convoy off Fremantle, were not yet ready to sail, but would overtake "PERTH" and "S. JACOB" later.
- 18th. The first of these two merchant vessels joined from astern at about 1000.
- 19th. The remaining merchant vessel overtook the convoy at about 1000, completing the convoy to 3 ships. Due to lack of accommodation in "S. JACOB", Commodore was transferred to the latest arrival.
- 20th or 21st. At 1100 a strange vessel was sighted to the westward. Closed up to 1st degree of readiness and closed to investigate. Vessel turned out to be Phosphate Company's vessel, southward bound from Christmas Island.
- 21st. At 2100 signal was received ordering "PERTH" to reverse course of convoy and return with it to Fremantle.
- 22nd. At 0900 received signal from A.C.N.B. to Admiralty asking if "PERTH" was still required in ABDA Area. This was followed, at 1400, by a signal from C.C.C.F. to "PERTH" ordering her to disperse convoy, with orders to return to Fremantle, and to proceed to Batavia with all despatch. Dispersed convoy and set course for Sunda Strait, speed 28 knots.
- As no knowledge was possessed of the state of navigational lights in Sunda Strait and along the Java Coast and whether passage of Sunda Strait was possible during darkness, W/T silence was broken at 1700 and a signal made to C.C.C.F. asking him to inform us of a suitable E.T.A. at Batavia. No reply to this signal was received.
- After dark a signal was received from A.C.N.B. giving a report from a coast watcher on Christmas Island of an unidentified force of four destroyers, one submarine and two transports seen approaching the Island during the afternoon. Although "PERTH"'s course was taking her close to Christmas Island, it was decided to take no action until daylight, before which time further information on the unidentified force might be expected. Arrangements were made to fly off the aircraft for a reconnaissance early the next day.

February:

23rd.

By daylight no further information on the force reported off Christmas Island the day before had been received, so course was altered to pass 50 miles east of Christmas Island at about noon, and it was decided to fly off the aircraft for a reconnaissance at 0900. At 0700 vessels were sighted to the N.E. Assumed 1st degree of readiness and closed them. They turned out to be the U.S. ships "BLACK HAWK" and "HOLLAND", with one submarine and two destroyers, bound from Christmas Island to Darwin. As this was obviously the force reported by the coast watcher the previous day, course was altered to pass 10 miles east of Christmas Island at 1200, when course was laid direct for Sunda Strait.

Java Head light was sighted at 1830. During the day various movement signals, referring to movements through Sunda Strait during the night, had been intercepted, but none had contained any mention of "PERTH". W/T silence was again broken, therefore, and a signal passed to C.C.C.F. and "MARYBOROUGH" (who, from signals mentioned above, was obviously on patrol in Sunda Strait) giving "PERTH"'s E.T.A. at Tandjoeng Priok as 0630 (-7 $\frac{1}{2}$)/24. Speed was reduced to conform to this time.

24th.

Reached examination vessel off Tandjoeng Priok at 0630 and was boarded by Dutch officer who explained the safe passage through the protective minefields. Anchored outside the harbour, to await a pilot, at 0800. Weighed at 0900 and proceeded into harbour, securing alongside the oiler "WAR SIRDAR" at 1000 in the outer harbour. Fuelled.

At noon I landed with Captain Waller and proceeded to Navy Office, Batavia. On arrival we learnt that C.C.C.F. was on a visit to Bandoeng and, finding no members of the operations staff present, we returned to the ship.

Air raid warning received at 1415. Attack developed on the harbour at 1530. One plane, making a shallow dive attack at "PERTH" from right ahead was deterred in this by a timely salvo of barrage fire from 'B' turret, which inspired the pilot to release his bombs prematurely and beat a hasty retreat. This plane was, however, hit by fire from the pom-poms and retired emitting smoke and obviously badly damaged. The bombs, unfortunately, fell on two merchant vessels moored ahead of "PERTH", but luckily little damage and four casualties were caused. The small size of the bombs dropped in this raid was most noticeable, particularly in one stick which fell close to H.M.S. "EXETER" and actually sank a boat at the lower boom without damaging the ship.

Due to the air raid and slow speed of oiling, fuelling was not completed until after dark, when "PERTH" shifted berth to alongside in the 3rd harbour.

25th.

H.M.A.S. "HOBART" arrived early and secured alongside "WAR SIRDAR". Air raid warning received at 0900, attack on the harbour developing about an hour later. Three fighters made a low flying machine gun attack on the wharf near "PERTH". "WAR SIRDAR" hit by bomb, forcing "HOBART" to move out to the anchorage outside the harbour. This precluded the transfer of two officers (Pay.Lieut-Commander P.O.L. Owen, R.A.N., and Rev. Mathieson, R.A.N.) who had been taking passage in "PERTH" for "HOBART", and who had actually embarked in the motor boat for transfer when the air raid warning necessitated postponing the boat trip. Subsequent events rendered this transfer impossible.

February:

25th
(contd)

At 1230, soon after the conclusion of the air raid, orders were received for all ships in harbour to raise steam and report when ready to proceed.

Sailed at 1500 in company with H.M. Ships "EXETER", "JUPITER", "ELECTRA" and "ENCOUNTER", with orders to proceed eastwards at 20 knots. H.M.A.S. "HOBART" was expected to overtake us later, after fuelling, but she did not do this.

26th.

During the night orders were received to join the Allied Squadron in the Eastern Java Sea at a rendezvous to be appointed by Rear-Admiral Doorman, R.N.N., in command of this Squadron. A later signal gave this rendezvous as Sourabaya Harbour.

Arrived at the approaches to the Western Entrance of Sourabaya at 1200 and anchored 2 miles north of the dockyard at 1800. Captain Waller proceeded to a conference on shore with Rear-Admiral Doorman and the Commanding Officers of the other Allied ships. An oiling berth alongside had been made available, but as orders were received to be ready to sail at 1800 there was insufficient time to fuel.

Sailed at 1930 in company with the Dutch Cruisers "DE RUYTER" and "JAVA", U.S.S. "HOUSTON", H.M.S. "EXETER", two Dutch destroyers, four U.S. destroyers, H.M. Ships "JUPITER", "ELECTRA" and "ENCOUNTER". Cleared the protective minefield at 2200 and set course to the eastward, along the north coast of Madura Island, at 20 knots.

27th.

Course was altered 180° at about 0100. At daylight the Squadron was off Sourabaya but course was continued to the westward for some hours and then again reversed for Sourabaya. During the forenoon enemy aircraft were continuously shadowing us, and a few bombs were dropped by single, high flying planes, but no big attacks were made and no hits scored.

The subsequent movements of the Squadron, with a report on the day and night engagements which took place between Sourabaya and Bawean Island, formed the subject of a separate report submitted by Captain Waller on arrival at Batavia on 28th February.

28th.

At 0230 "PERTH" and U.S.S. "HOUSTON" were in position 6° 16' S. 110° 51' E. (approx.), proceeding to Batavia at 28 knots. As it was not known what had happened to the destroyers attached to the Squadron, a general W/T signal was made ordering all Allied warships to proceed to Batavia, this having been Rear-Admiral Doorman's intention for all ships after an engagement in the Eastern Java Sea.

Enemy aircraft were observed shadowing "PERTH" during the forenoon.

The examination vessel outside Tandjoeng Priok was reached at 1130; after passing through the protective minefields a pilot was embarked, "PERTH" entered harbour and secured at 1430 alongside in 2nd Harbour. U.S.S. "HOUSTON" followed "PERTH" into harbour and secured alongside in 3rd Harbour.

The subsequent movements of H.M.A.S. "PERTH", covering her sailing from Tandjoeng Priok and final action, will form the subject of a separate report.

The above War Diary has been compiled from notes made by me six months after being captured, when events were still fresh in my memory, and which I was able to retain throughout my imprisonment.

I have the honour to be,

Sir,

Your obedient servant

(Sgt.) J. A. Kasper

Lieutenant-Commander, R.N.

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

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.....

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

Date ... 3rd February, 1942.

No. 191/3.

To Rear-Admiral Commanding, H.M.A. Squadron.

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WAR DIARY - JANUARY, 1942.

- 1st Ship was in company with "Australia" (flag of F.O.C.A.S.), "Canberra" and "Achilles" forming escort of convoy ("Aquitania", "Sarpedon" and "Herstein") from Sydney to Port Moresby. Noon Position (-10) 16° 36' S 152° 30' E.
- 2nd "Swan" and "Warrego" joined convoy escort at 1500. Noon Position (-10) 13° 25' S 149° 43' E.
- 3rd Flew off aircraft at 0950 for inner A/S patrol ahead of convoy. Aircraft recovered at 1210. Noon Position (-11) 9° 54' S. 147° 03' E. Entered Port Moresby at 1510 and secured alongside "Canberra" to take in oil fuel. Ships boats used for disembarking troops from "Aquitania".
- 4th Shifted berth from alongside "Canberra" to anchorage at 0030. Weighed at 0630 and proceeded in company with "Australia" and "Achilles" for Noumea. Noon Position (-11) 10° 43' S. 147° 56' E.
- 5th Carried out fire distribution exercise at smoke burst targets during the forenoon. Noon Position (-11) 15° 59' S. 152° 44' E.
- 6th Carried out range and inclination exercise during the forenoon. Noon Position (-11) 21° 24' S. 158° 02' E.
- 7th Carried out range and inclination exercise followed by manoeuvres during the forenoon. Noon Position (-11) 22° 36' S. 165° 43' E. Passed through Bulair Passage at 1530 and Anchored in Great Road, Noumea, at 1700. Weighed at 1840 and proceeded alongside Oiler "Falkefjell" which had gone alongside "Australia". Slipped at 2330 and proceeded to anchorage.
- 8th At Noumea. Leave granted from 1315 to 1800.
- 9th Sailed at 0800 in company with "Australia" (flag of F.O.C.A.S.) and "Achilles". When clear of Bulair Passage set course 143°,

speed of

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- speed of advance 15 knots.
Noon Position (-11) 22° 56' S. 166° 24' E.
- 10th Carried out range and inclination exercise during the forenoon, followed by the firing of two salvoes throw-off at "Achilles" to test rangefinders.
Noon Position (-11) 27° 54' S. 170° 41' E.
- 11th Noon Position (-12) 32° 13' S 175° 04' E.
At 1330 sighted "Leander" escorting convoy Z S 6 ("Rangitira", "Wahine" and "Port Montreal"). Altered course to the north ward and remained ahead of it during the day, closing to three miles ahead of it at sunset.
- 12th At daylight the squadron started to draw further ahead of the convoy. Carried out range and inclination exercise during the forenoon. Noon Position (-12) 28° 01' S. 176° 48' E. Closed to three miles ahead of the convoy at sunset.
- 13th Drew ahead of convoy after daylight. Carried out range and inclination exercise during the forenoon. Noon Position (-12) 22° 44' S 177° 08' E. With "Achilles" parted company from "Australia" at 1800 and joined convoy to act as escort for "Rangitira", who left convoy at 1900 and proceeded to Lautoka.
- 14th Left "Rangitira" off Navula Passage at 0800 and proceeded to Suva in company with "Achilles". Arrived at 1300 (-13). Oiled from Oiler "Falkefjell". Gave leave from 1400 to 1800.
- 15th Sailed at 0600 in company with "Australia" (flag of F.O.C.A.S.), "Leander", "Achilles" and F.S. "Le Triomphant". The latter parted company at 1100 and returned to Suva. Noon Position (-13) 19° 18' S. 177° 28' E.
- 16th Exercised manoeuvres and range and inclination exercise during the forenoon. At 1100 "Australia" fired two salvoes 8" full calibre throw off at "Perth", and "Perth" fired two salvoes 6" full calibre throw off at "Australia" to check range finders. Noon Position (-12) 22° 31' S. 170° 51' E.
- 17th Exercised H.A. firing at smoke burst targets and manoeuvres. "Achilles" detached at 1130 to proceed to Auckland.
Noon Position (-11½) 27° 01' S 165° 18' E.
- 18th Noon Position (-11) 30° 41' S. 159° 00' E.
- 19th.....

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- 19th Carried out range and inclination exercises followed by manoeuvres during the forenoon. At 1233 "Perth" attacked an A/S contact, later classified as "non-sub". Passed Sydney Heads at 1400 and secured to No. 1 buoy. Embarked oil fuel, ammunition and provisions.
- 20-22nd In Sydney. Stores and provisions embarked. On 21st three Wirraway aircraft carried out dummy dive-bombing attacks on the ships of the squadron in harbour. Concentration communication exercises carried out with "Leander".
- 23rd Sailed at 1050 in company with "Australia" (flag of F.O.C.A.S.- and "Leander". At 1230 carried out H.A. firing at sleeve target, followed by exercising manoeuvres. At 1615 exercised H.A. barrage fire at sleeve target. At 1830 carried out full calibre simultaneous firing at B.P.T., "Perth" and "Leander" concentrating. At 2030 squadron acted independently to carry out single ship full calibre firing at B.P.T. "Perth" fired at 2230 and then returned to harbour, passing Sydney Heads at 2345 and securing to No.3 buoy.
- 24-26th In Sydney. Embarked oil fuel and provisions. Carried out concentration ^{communication} exercises with "Leander" daily, (except Sunday 25th). On 24th aircraft carried out an A/S patrol of the harbour approaches from 1230 to 1430.
- 27th Sailed at 1130 in company with "Australia" (flag of F.O.C.A.S.), "Leander" and "Adelaide". Carried out H.A. firing at sleeve target at 1230. At 1616 "Perth" obtained an A/S contact and counter-attacked with one charge. Later classified as "non-sub".
- 28th Exercised manoeuvres and carried out range and inclination exercise during the forenoon. Catapulted aircraft at 1025 to investigate smoke reported on the horizon, but nothing was seen. Aircraft returned at 1135. Noon Position (-11) 32° 18' S. 157° 57' E.
- 29th Exercised manoeuvres and range and inclination exercises during the forenoon. At 1130 sighted convoy consisting of S.S. "Mariposa" and S.S. "President Coolidge", escorted by U.S.S. "Phoenix". Noon Position (-11) 31° 00' S. 164° 54' E. Squadron took station ahead of convoy. At 1400 "Adelaide" was detached to join convoy escort.
- 30th At 0500 speed was increased and Squadron gradually drew ahead of convoy. During

the forenoon.....

"Perth's" 191/3
of 3rd February 1942.

Page 4.

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the forenoon "Perth" carried out A/S trials to test maximum range of both sets. Noon Position (-11) 34° 04' S. 158° 18' E. At 1700 "Leander" carried out single ship 6" full calibre throw off firing at "Australia", followed by Squadron dummy torpedo attacks.

31st

Passed Sydney Heads at 0905 and secured to No. 1 buoy. Embarked oil fuel and fresh provisions. Sailed at 1730, in company with "Australia" (flag of F.O.C.A.S.) and "Leander". Cleared outer end of searched channel at 1845 and set course 080° for rendezvous with "Achilles".

MONTH'S STEAMING:-

Days at Sea	- 24
Steaming Time	- 20 days 8.7 hours.
Distance Steamed	- 8699 miles
Average Speed	- 17.8 knots.



A handwritten signature in blue ink, appearing to read "H.M.L. Waller".

(H.M.L. Waller)
CAPTAIN.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.....

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

Date ... 7th. January, 1942.

No. 191-3

To The Rear Admiral Commanding, H.M.A. Squadron.

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WAR DIARY - DECEMBER, 1941.

- 1st On passage to Auckland. Exercised gunnery drills and fire repair parties. Noon Position $34^{\circ} 05' S$ $160^{\circ} 06' E$. Information received that S.S. "Mariposa" would sail from Auckland a day earlier than expected, so speed was reduced in anticipation of a rendezvous being appointed.
- 2nd Carried out gunnery drills. Noon Position $33^{\circ} 52' S$ $167^{\circ} 32' E$. Rendezvous position north-east of North Cape received and speed adjusted accordingly.
- 3rd Sighted S.S. "Mariposa" at 0806 and took station ahead of her. At 1105 sighted unknown merchant vessel, which was satisfactorily identified as the S.S. "Glenstrae". Flew off aircraft for dusk reconnaissance. Noon Position $33^{\circ} 42' S$ $172^{\circ} 19' E$.
- 4th Flew off aircraft for dawn reconnaissance. During forenoon carried out range and inclination exercise on "Mariposa". Exercised short range weapons at smoke burst target. Noon Position $33^{\circ} 40' S$ $161^{\circ} 52' E$.
- 5th Carried out range and inclination exercise on "Mariposa" during the forenoon. Noon Position $33^{\circ} 57' S$ $151^{\circ} 33' E$. Passed Sydney Heads at 1310 and secured to No. 1 buoy. Fuelled. Aircraft proceeded to Rathmines.
- 6th At Sydney. Ammunitioned and provisioned. Aircraft returned from Rathmines.
- 7th At Sydney. Sunday routine.
- 8th At Sydney. Began keeping A.A. defence watch closed up in harbour in view of Japan's entry into the war.
- 9th Sailed at 1500 for exercises. Carried out 4" H.A. firing at sleeve target, 6" day full calibre at B.P. Target and 6" night sub-calibre at B.P. Target. From 2200 to 0100 carried out several night encounter exercises with the Free French destroyer "Le Triomphant". At 0105 received orders to proceed E.S.E. with all despatch in company with "Le Triomphant" Set course

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"Perth's 191-3
of 7th January, 1942.

Page 2.

110° and worked up to 28 knots. At 0940 reduced to 20 knots and at 1000 began a patrol to the north-westward. At 1040 received orders to steer for Sydney. Noon Position 35° 17' S 155° 45' E. Passed Sydney Heads at 2300 and secured to No. 1 buoy.

11th Dec 1941 At Sydney. Fuelled and ammunitioned.

12th At noon received orders to raise steam.

Sailed at 1645, followed by "Canberra". At 1900 took station on "Canberra" at outer end of searched channel and set course to the eastward. Object to cover shipping in the Tasman, especially S.S. "Largs Bay" sailing from Sydney to Auckland at 2130.

13th At 1015 asdic detected "hydrophone affect". Avoiding action taken and one depth charge dropped. Noon Position 35° 21' S 154° 51' E. At 1300 "Canberra" set course to the north-eastward in accordance with instructions received from F.O.C.A.S.

14th Lord Howe Island in sight at dawn 35 miles to the south-eastward. Exercised R.D.F. ranging on "Canberra" to calibrate rangefinders. At 1115 set course for Brisbane at 25 knots. Noon Position 29° 43' S 159° 59' E.

15th Passed Cape Moreton at 0330. "Canberra" ahead. Entered Brisbane River at 0700 and secured alongside Newstead Wharf at 1030. F.O.C.A.S. hoisted his flag in "Canberra". Sailed at 1440. Anchored in Moreton Bay at 1715 to await "Canberra". Weighed at 1830 and proceeded ahead of "Canberra". Passed Cape Moreton at 2200, at which time "Canberra" had overtaken "Perth". Took station ahead of "Canberra". At 2300, when clear of searched channel set course 080° at 19 knots.

16th Carried out range and inclination exercise with "Canberra", followed by R.D.F. ranging exercise to calibrate rangefinders. Noon Position 26° 41' S 158° 26' E.

17th At 0815 asdic detected an echo. Avoiding action taken and one depth charge dropped. Not considered to be a submarine. Carried out range and inclination exercise and R.D.F. ranging exercise to calibrate rangefinders, with "Canberra". Noon Position 25° 11' S 166° 42' E. Both ships flew off aircraft at 1450 to carry out a reconnaissance to locate U.S.S. "Pensacola" and a convoy. Aircraft returned at sunset with blank report. At 2000 course was set towards

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"Perth's" 191-3
of 7th January, 1942.

Page 3.

New Caledonia.

18th Jan. 1941.

At daylight ships were about fifteen miles South-west of Amédée Light; where "Perth's" aircraft was flown off for reconnaissance of north-east coast of New Caledonia between Tyo Pass and Cape Baye and southwest coast between St. Vincent's Pass and Port Buvai. Aircraft returned at 0815 with blank report. Aircraft flown off again at 1100 to take signals for transmission into Noumea and returned at 1545.

Noon position 22° 31' S 165° 36' E, ships being in the vicinity of this position until 1630 when course was set to the southwestward at 19 knots.

19th

At daylight course was altered to the westward. "Canberra" parted company at 0630 and proceeded to the southwest to attempt to make contact with "Achilles". "Canberra" rejoined "Perth" about noon, having been unsuccessful. Noon Position 25° 05' S 161° 11' E. At 1230 course was altered to the E.S.E. at 21 knots. At 1840 the U.S.A. convoy, escorted by U.S.S. "Pensacola" and with "Achilles" in company, was sighted to the E.N.E. and "Canberra" and "Perth" closed the convoy and took station on it for the night.

20th

Flew off aircraft at 0745 for a reconnaissance to the north-westward, aircraft returning at 1100. "Canberra" "Achilles" and "Perth" gave close cover to the convoy during the day, forming close escort to it at 1700 for the night. Noon Position 26° 09' S 160° 16' E. Suspicious ship sighted to the southward at about 1730, but on investigation by "Canberra" was found to be the Free French A.M.C. "Cap des Palmes". At 1840 obtained a firm asdic contact which was attacked with three depth charges. This was subsequently proved to have been a whale.

21st

Flew off aircraft at 0645 for outer A/S patrol ahead of the convoy. Aircraft recovered at 0830, shore based Hudson aircraft having arrived to take over the patrol. "Perth" remained as close escort to the convoy all day, "Canberra" and "Achilles" giving close cover and subsequently proceeding ahead at 1900. "Warrego" and "Swan" joined the convoy escort at 0940. Noon Position 26° 50' S 156° 26' E.

22nd

Convoy arrived at outer end of Brisbane searched channel at 0430, at which time "Perth" proceeded ahead. Anchored in Moreton Bay at 0800 and at 1100 proceeded alongside oiler "Falkefjell" which was

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"Perth's" 191-3
Of 7th January, 1942.

Page 4.

alongside "Canberra".

"Achilles" sailed at 1230. "Pensacola" passed on her way up to Brisbane at 1120. Slipped from alongside oiler at 1645 and proceeded to sea. Rendezvoused with "Canberra" at outer end of searched channel at 2115 and course was set to the S.S.E. at 16 knots.

23rd

Carried out range and inclination exercises and calibration of rangefinders by R.D.F. with the "Canberra" during the forenoon. Noon Position $30^{\circ} 23'S$ $155^{\circ} 42\frac{1}{2}'E$. "Achilles" sighted at about 1645 and at 1750 course was set for Sydney. "Achilles" joined up at about 1815.

24th

Passed Sydney Heads at 0800 and secured to No. 1 buoy. Fuelled and embarked ammunition, provisions and petrol.

25th

Christmas Day routine.

26th

Ship moved by tugs to Cockatoo dock at 0615. Inclining experiment carried out during the forenoon. Ship undocked at 1345 and was towed by tugs to No. 1 buoy, securing at 1500.

27th

Board of enquiry sat on damaged auxiliary jib of crane. Dockyard work carried out to make crane serviceable without auxiliary jib. Leave granted till 2330 only.

28th

Sailed from Sydney at 0900 in company with "Australia" (Flag of F.O.C.A.S.) "Canberra" "Achilles" and convoy consisting of "Aquitania" (Commodore) "Sarpedon" and "Herstein". Convoy bound for Port Moresby. Cleared searched channel at 1200 and set course 054° , 13 knots. Noon Position $34^{\circ} 05'S$ $151^{\circ} 41'E$.

29th

Noon Position $30^{\circ} 34'S$ $154^{\circ} 38'E$.

30th

At 1700 obtained a firm contact and counter attacked with two depth charges. Contact later classified as "non-sub". Noon Position $25^{\circ} 59'S$ $155^{\circ} 03'E$.

31st

Noon Position $21^{\circ} 14'S$ $154^{\circ} 15'E$.

MONTH'S STEAMING:-

Days at Sea - 24
Steaming Time - 20d. $4\frac{1}{2}$ hrs.
Distanced Steamed 8855 miles
Average Speed - 18.3 knots



C.S.O. 219
JCO 19/2
B14/2

H.M.L. Waller
(H.M.L. Waller)
CAPTAIN

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.....

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

Date ... 8 December, 1941.

No. 191-3

To The Rear Admiral Commanding, H.M.A. Squadron.

WAR DIARY - NOVEMBER, 1941.

1st - 19th	Alongside Garden Island, Sydney.
19th- 20th	Docked in Sutherland Dock, Cockatoo Island, for T.A. and Inclining Tests and bottom scraping.
12th	Embarked torpedoes.
13th-14th	Embarked ammunition.
15th	Embarked warheads and depth charges.
17th-22nd	Embarking stores. Completion date for refit, 22nd.
23rd.	D.G. raring and swinging ship.
24th	Sailed Sydney 0900. Carried out full power trial. Arrived Sydney 1700. Fuelled. Sailed Sydney for Port Philip 2030.
25th	On passage. Exercised general quarters, cruising and defence stations, collision stations, changing over steering positions. Noon Position - 37° 45'S. 150° 12'E.
26th	Entered Port Philip 0845. Exercised mooring and un-mooring. P.M. underway. Exercised 6" Sub-calibre firing at Pattern VI target. Dummy dive-bombing attacks carried out by Wirraways. Air-craft catapulted and recovered at anchor, and exercised in V/S and W/T communication while in flight, and in bombing at splash target.
27th	A.M. Drills at anchor. P.M. Underway. Dummy dive bombing attacks by Wirraways. 6" Sub-calibre at Pattern VI target. Fired torpedo at Smoke Float target. Air-craft catapulted, exercised in V/S signalling and spotting and hoisted in underway. Carried out M/F D/F calibration. After dark exercised night action and repelling E-boat attacks using own boats.
28th	A.M. Underway. Fired torpedo at Smoke Float target. Catapulted Air-craft to practice recovery underway, but breakdown of Crane rendered this impossible. Sailed for Sydney p.m., leaving Port Philip at 1345. Exercised night action.
29th	On passage. Exercised gunnery drills. Noon position - 35 12'S. 151 02' E. Carried out 6" full calibre firing at B.P.T. at 1600 and arrived Sydney 1730. Fuelled.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.....

"Perth's"
191-3 of 8/12/41

(continued)

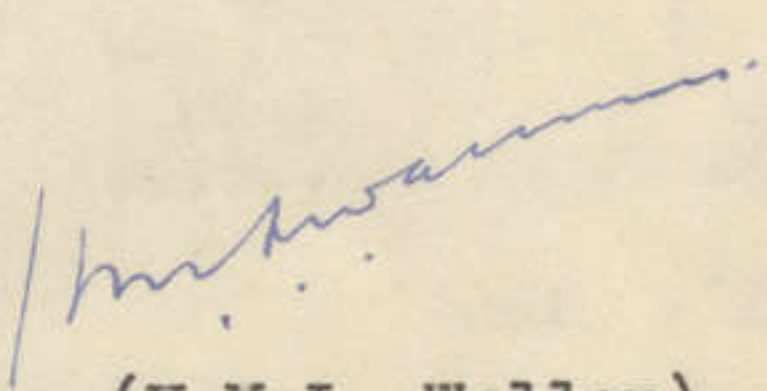
Page 2.

30th Sailed 1000 for Auckland.
Noon Position - 34° 03'S. 151° 40'E.
Exercised day and night action stations.

MONTHS STEAMING :-

Days at Sea	-	7
Steaming Time	-	4d 12h.
Distance Steamed-		1,655 miles.
Average Speed	-	15 • 3 Knots.




(H.M.L. Waller)
CAPTAIN

Commonwealth of Australia

Department of The Navy.

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Royal Australian Navy.

From The Commanding Officer, H.M.A.S. Perth
 Date 5th. November, 1941. Reference No. 3958 /139
 To The Rear Admiral Commanding, H.M.A. Squadron.
 Subject H.M.A.S. PERTH, WAR DIARY, OCTOBER, 1941.

Ship undergoing refit at Sydney throughout the whole month.

8th. October.	Provided ceremonial guard for Navy Day appeal for War Loan in Martin Place.
11th. October.	Provided ceremonial guard for launching of H.M.I.S. Punjab.
14th. October	Party of five officers and 104 ratings accomodated at Liverpool
to	
21st. October	Military Camp.
19th. October	Fire occurred at about 0100 in Bridge superstructure and Seamen's Recreation Room. Considerable damage caused to electric leads.
20th. and 21st. October	Board of Inquiry on the fire sat on board.
24th. October.	Captain H.M.L.Waller, D.S.O., R.A.N. assumed command.



[Signature]
 (H.M.L.Waller)
 CAPTAIN, R.A.N.

Commonwealth of Australia

Department of The Navy.

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Royal Australian Navy.

From The Commanding Officer, H.M.A.S. Perth.

Date 14th. October, 1941 Reference No. /139

To The Rear Admiral Commanding, H.M.A. Squadron.

Subject WAR DIARY - SEPTEMBER, 1941.

Ship undergoing refit at Sydney throughout the month.

1st. Sept.	Captain Sir Philip W. Bowyer-Smyth, Bt., R.N. relinquished command in favour of Acting Commander C.R. Reid, R.A.N.
11th. Sept.	New South Wales ratings of first leave period returned from long leave. Second leave period commenced.
14th. Sept.	Ship fumigated.
15th. Sept.	The Hon. W.M. Hughes, Minister for the Navy, visited the ship. Interstate ratings of first leave returned from long leave.
24th. Sept.	Ship undocked from Sutherland Dock, Cockatoo Island and moved by tugs to alongside Cruiser Wharf, Garden Island.



Acting Commander,
Commanding Officer.

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S. Perth

Date 6th. September, 1941 Reference No. /139

To The Rear Admiral Commanding, H.M.A. Squadron.

Subject WAR DIARY - AUGUST, 1941.

Date and Time Zone	Noon position or place	Remarks
1st. Aug -6	50° 23' S 92° 17' E	--
2nd. -6½	10° 09' S 98° 30' E	--
3rd. -7	15° 31' S 103° 07' E	--
4th. -7½	21° 11' S 107° 15½' E	--
5th. -8	26° 09' S 111° 09' E	At 0830 sighted, closed and identified the Norwegian tanker "Herborg", north-bound.
6th. -8	31° 55' S 115° 07' E	Arrived Fremantle 1440. Secured alongside in C Berth. Found in harbour "Canberra" and a troop convoy. Embarked oil fuel and provisions. Gave night leave to one watch. Called on by Commander V.A.T. Ramage, H.M.A.S. Leeuwin. Sailed at 1630 for Sydney.
7th. -8	Fremantle	--
8th. -8	35° 42' S 118° 02' E	--
9th. -9	36° 48' S 127° 40½' E	--
10th. -9½	38° 18' S 137° 44' E	--
11th. -9½	38° 45' S 147° 56' E	Passed Wilson's Promontory at 0800.
12th. -10	Sydney	Arrived Sydney 0930, securing to No. 1 Buoy. Rear Admiral Commanding, H.M.A. Squadron came on board and addressed ships company. Commenced de-ammunitioning P.M.
13th.	Sydney	His Excellency the Governor General came on board and addressed the ship's company. First leave period commenced P.M. Completed de-ammunitioning.
18th.	Sydney	Ship moved by tugs and dry-docked at Cockatoo Island.
12th. to 31st.	Sydney	Ship undergoing refit.

Steaming Particulars.

Distance steamed ...	4607.1 miles
Days at sea ...	12
Steaming time .	10 days 2 hours 48 minutes.
Average speed .	19 knots.



Alfred
Acting Commander,
Commanding Officer.

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S. Perth

Date 4th. August, 1941 Reference No. 3313/139

To The Secretary, Naval Board, Melbourne.

Subject H.M.A.S. PERTH - WAR DIARY - JULY, 1941.

Date and Time	Zone	Place or Noon position	Remarks
1 July		Haifa	Returned to Haifa at dawn and fuelled, subsequently shifting to No. 12 Berth.
2 July		33° 26' N 35° 06' E	Sailed at 0930 in company with NAIAD (C.S. 15) Kandahar, Kingston, Griffin, Havock. In early afternoon carried out a half-hour bombardment of Vichy French batteries above Damour. On passage back to Haifa ship was bombed by one friendly aircraft. No damage. On arrival off Haifa it was decided to keep force at sea. Patrolled off coast during night.
3 July		Haifa	Returned to Haifa at daybreak and fuelled, subsequently shifting to No. 12 Berth where Griffin secured alongside. Ajax, Phoebe, Kimberley, and Hasty arrived P.M. Kandahar and Decoy sailed. Sailed at 2030 with Phoebe, Griffin, Kingston and Hotspur in company. Patrolled off coast northward of Haifa during night.
4 July		Haifa	Returned to Haifa at daybreak and secured in No. 12 Berth. Lieut. A.H. Cooper, R.A.N. landed as Assistant Naval Liaison Officer.
5 July		Haifa	Weighed at 1100 in company with Ajax (C.S. 7) Carlisle, Jackal, Kingston, Griffin, Nizam, Hotspur and Havock. Carried out an hour's bombardment of French batteries behind Damour. Returned to Haifa at 1830. Ship anchored outside harbour to embark ammunition. Sailed at 2200 with Carlisle, Nizam and Havock in company. Patrolled to northwestward of Haifa during night.
6 July		33° 40' N 35° 14' E	Rendezvoused at daybreak with Ajax (C.S. 7) and destroyers. Carried out two bombardments during forenoon of a quarter and a half hour's duration of batteries above Damour. Carried out further bombardment of an hour's duration at 1600. Returned to Haifa at 2045.
7 July		33° 19' N 35° 05' E	Sailed at 0935 with Ajax (C.S. 7) Jackal, Nizam, Havock, Hasty, - joined Carlisle, Kimberley and Hotspur. Patrolled off Damour during afternoon and sighted 13 French bombers who left squadron unmolested, due to presence of protective fighters above it. Returned to Haifa at 2000 and secured to Oil Wharf.
8 July		Haifa	About 20 German aircraft attacked town and harbour for two hours during night. Mines and bombs dropped. Heavy attack but no damage to ships.

...../ 9 July..

Date and Time Zone	Place or Noon position	Remarks
Time Zone -3 9 July	Haifa	Shifted berth to No. 12 during forenoon, avoiding mined area. Sailed at 2030 in company with Ajax, (C.S.7), Griffin, Kimberley, Kingston, Hasty and Hotspur. Patrolled to northwestward of Haifa during night.
10 July	Haifa	Returned to Haifa at daybreak and secured in No. 12 Berth. Lieut. Cdr. G.C. Carter, R.A.N. joined. Sent armed guards to two destroyers for potential duty with captured merchant ships.
11 July	Haifa	Sailed at 2030 in company with Naiad (C.S.15) Griffin, Nizam and Kingston. Patrolled off coast.
12 July	Haifa	Returned at daybreak. Sailed again at 2030 with Naiad, Kimberley, Hasty and Hotspur. Patrolled off coast.
13 July	Haifa	Returned to No. 12 Berth at daybreak. Hotspur secured alongside. Lieut. Cooper rejoined ship.
14 July	Haifa	Sailed at 1730 in company with Naiad (C.S.15) Phoebe, Griffin, Kimberley, Havock and Hotspur for Alexandria.
15 July	Alexandria	Arrived Alexandria at noon and secured in F2 Berth. Fuelled.
16 July	Alexandria	Drafts exchanged with R.A.N. destroyer as directed by F.N.D. (about 120 men). Disembarked 4 barrelled pom-pom and Breda guns.
17 July	Alexandria	Preparations for return to Australia continued.
18 July	Alexandria	Large draft ex Waterhen joined for passage to Australia. Sailed at 1700 for Port Said.
19 July	Port Said	Arrived Port Said 0745. Secured in 6A Berth. Embarked catapult, which was secured only against bad weather and not for operating. Proceeded into Canal at 1400. Entered Lake Timsah at 1840 and came to at single anchor for the night. Embarked Walrus aircraft.
20 July	Suez Canal	Continued passage of canal at 0900. From Km. 132 to Port Tewfik ship was preceded by magnetic and acoustic sweepers, as several unexploded mines or bombs had to be passed. Arrived Port Tewfik at 1500. Sailing orders received from N.O.I.C. Port Tewfik. Embarked mail. Proceeded into Gulf of Suez at 1600, preceded by magnetic sweeper through Newport Channel.
21 July	24° 44' N 35° 50' E	Cleared Gulf of Suez at 0145. Passed Daedalus Light House at 1130.
22 July	18° 34' N 39° 43' E	Streamed paravanes at 1845 for passage through shallow water at southern end of Red Sea.
23 July	12° 25' N 43° 56' E	Passed Perim at 0955. Arrived Aden at 1645 and secured in No. 4 Berth. Fuelled. Found H.M.A.S. Australia in harbour. Sailed at 2120 for Colombo.
24 July	12° 59' N 50° 08' E)	On passage to Colombo.
25 July	12° 02' N 58° 46' E)	
26 July	9° 57' N 65° 56' E)	

...../27 July..

(3)

Date and Time Zone	Place or Noon position	Remarks
Time Zone -5 27 July	8° 20' N 72° 41' E	At 0545 sighted unknown steamer on port bow. Closed her and satisfactorily established her identity as S.S. Khios (Greek) - westbound. Passed close south of Minikoi Island at 1300.
Time Zone -5½ 28 July	Colombo	Arrived Colombo at 1200. Secured in No. 10 Berth. Found in harbour H.M. Ships Hawkins and Ceres. Embarked fuel and water. Draft of 8 ratings joined for passage to Australia. Gave leave to one watch from 1340 to 0630/29.
29 July	Colombo	Embarked mail for Fremantle. Gave leave to other watch from 1315 to 2300.
30 July	5° 43' N 80° 07' E	Sailed for Fremantle at 0700. At 1055 closed and satisfactorily established identity of S.S. Rodsley (British) bound for Colombo and at 1455 established identity of S.S. Nancy Moller (British) bound from Melbourne to Aden.
31 July	0° 15' N 86° 13' E	On passage to Fremantle.

NOTES.

1. After leaving Suez action stations were exercised daily shortly before sunset, principally for the benefit of the many new ratings recently joined.

2. Weather experienced in the Red Sea was very hot as the ship had a following wind throughout. The passage from Aden to Colombo was far calmer than expected as the monsoon was remarkably weak for the time of year.

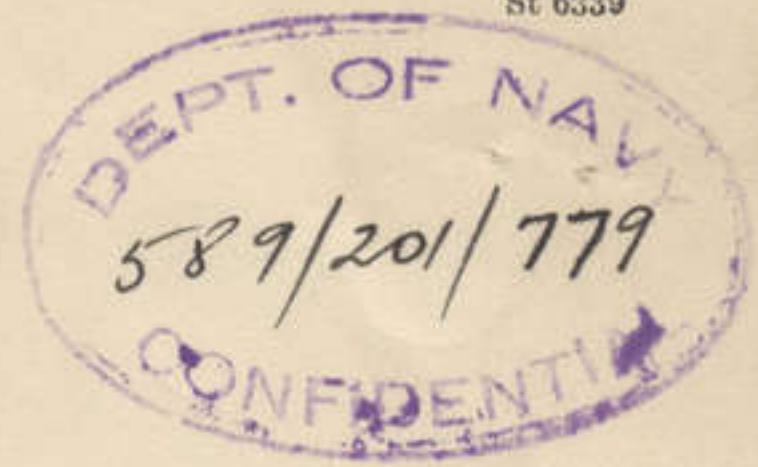
STEAMING PARTICULARS.

Distance..... 7041 n. miles
 Steaming time..... 15 days 22 hours
 Average speed..... 18.4 knots
 Days at sea..... 27 days.

P.D. Smyth
 CAPTAIN, R.N.

Commonwealth of Australia

Department of The Navy.



Royal Australian Navy.

From The Commanding Officer, H.M.A.S. PERTH

Date 9th. July, 1941

Reference No. 3252/139

To The Secretary, Naval Board, Melbourne.

Subject H.M.A.S. PERTH - WAR DIARY - JUNE, 1941.

Date Time Zone -3	Place	Remarks
1st. June to 24th. June	Alexandria	Ship remained in Alexandria making good damage and defects caused by bomb hit and near misses experienced during the battle for and evacuation of Crete. Remained alongside until 7th. June when ship moved to buoys F 4 and 4A to watch demilitarised French warships. Night air raids were experienced on 4th., 7th., 18th., 21st. and 23rd.
25th. June	Alexandria	Sailed at 1530 with Carlisle in company. Carried out test 4" and 6" firings. Shaped course for Haifa.
26th. June	Haifa	Arrived Haifa at 1030 and secured stern to main breakwater in No. 12 Berth. Naiad, flying flag of Vice Admiral King, Senior Officer of Force B, operating off Syrian coast.
27th. June	Haifa	Sailed at 2030 with Kandahar, Griffin and Havock in company. Destroyers carried out T.S.D.S. sweep of waters between Damour and Beirut.
28th. June	Haifa	Returned to harbour at 0600 and sailed again at noon in company with D 14 in Jervis Kingston, Nizam, Decoy and Hotspur. Carried out daylight bombardment in vicinity of Damour, ship's particular target being a battery adjacent to W/T mast at Khan, six miles south of Beirut. Returned to harbour at 1930 and secured in 12 Berth.
29th. June	Haifa	Air raid warning 13 minutes P.M.
30th. June	Haifa	Air raid warnings 31 minutes during forenoon. Sailed at 2015 with Kingston, Havock and Hotspur in company. Swept to westward avoiding track of Parthian returning to Haifa.

STEAMING PARTICULARS - JUNE, 1941.

Distance	782.4 nautical miles
Steaming time .	1 day 16 hours
Average speed .	19.5 knots
Days at sea ...	5

CAPTAIN, R.N.

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The Commanding Officer, H.M.A.S. Perth.

16th. June, 1941 3186/139
The Rear Admiral Commanding, Seventh Cruiser Squadron
(Copy to:- The Secretary, Naval Board, Melbourne)

H.M.A.S. PERTH - WAR DIARY - MAY, 1941.

Date Time Zone -3	Place or noon position	Remarks
1 May	Alexandria	Parted company with convoy G.A.15 at daylight and proceeded ahead with Nubian to Alexandria. Secured in M4 berth at 0840. Assumed duties of AA Guardship. Granted leave till 2200. Harbour was raided between 2107 and 2235 by minelaying aircraft. Opened fire as requisite. Granted leave until 2200. Engineer Lieutenant W.H. Gidney, R.A.N.R.(S) joined ship.
2 May	Alexandria	Granted leave until 2200. Two air raid warnings during day amounting to 19 minutes duration.
3 May	Alexandria	Granted leave until 2200. Daylight air raid warnings totalling 45 minutes. Harbour attacked by minelaying aircraft between 2151 and 2332. Opened fire as requisite.
4 May	Alexandria	Installation of 4 barrel Pom Pom completed on catapult structure. Pay. Commander Hehir relieved by Pay. Lt. Cdr. Lowe. Surgeon Lt. Byth, R.N.V.R., joined ship vice Surgeon Commander Rowlands, R.A.N.R. Mr. Hill, Warren Mechanician and 27 ratings joined ship from Australia. Air raid warning for ten minutes after dark. Granted leave until 2200.
5 May	Alexandria	Sailed in company with the Fleet at 1230 for Operation MD 4 - the passing of east and west bound convoys through the Mediterranean. Seventh Cruiser Squadron covered battlefleet from northward during the night.
6 May	Alexandria	Rejoined battlefleet at 0800 and sighted convoy M W 7B. Air raid warning in forenoon for seven minutes. Covered Battlefleet to northward during night.
7 May	33° 54' N 24° 08' E	Rejoined Battlefleet at 0700. Remained in company with Breconshire during forenoon while she refuelled destroyers. Rain and poor visibility generally until 1600. Fired at one JU 88 which appeared amongst clouds during forenoon. No attack made by aircraft. Air raid warnings P.M. amounting to 52 minutes. Sighted Convoy M W 7A at 1300. Covered passage of convoys into Malta during the night.
8 May	34° 21' N 19° 44' E	Rejoined battlefleet at 0900. Sky very overcast with low cloud - ceiling about 2000 feet. Rescued the crew of a Fulmar aircraft which crashed during afternoon. At 1600 sighted Tiger Convoy and escort. Covered Battlefleet to northward during the night.
9 May	34° 38' N 14° 40' E	

...../10 May ..

(2)

Date Time Zone -3	Place or noon position	Remarks
10 May	34° 04' N 19° 00' E	Rejoined Battlefleet at 0800. 7th. C.S. proceeded ahead of Battlefleet to Alexandria with convenient despatch at 1500. Air raid warning lasting fifty minutes.
11 May	31° 30' N 28° 41' E	Arrived Alexandria and secured in No.3 Berth at 1600. Granted all night leave to 25% of ship's company.
12 May	Alexandria	Assumed duties of emergency cruiser and AA Guardship. Remained at one hour's notice. Rear Admiral H.B.Rawlings assumed command of Seventh Cruiser Squadron.
13 May	33° 03' N 26° 51' E	Seventh Cruiser Squadron, Kandahar, Kingston and Juno sailed at 0030 to westward. During dog watched squadron attacked by 12 JU 88's - two destroyed and two others damaged. After dark altered course to southwestward and closed coast east of Derna at high speed.
14 May	33° 43' N 26° 26' E	Intended bombardment of Derna abandoned owing to failure of W/T communication with aircraft. Retired to northeastward at high speed at 0300. Reduced speed at 0800 and shaped course for Alexandria.
15 May	32° 40' N 27° 40' E	Arrived Alexandria 0145, fuelled and sailed unaccompanied at 0600. Fired at one JU 88 during forenoon - no attack made. Joined Vice Admiral Commanding First Battle Squadron in Queen Elizabeth with Battlefleet and Naiad south of Kase Strait at 1545. One low-flying aircraft engaged by Fleet. Swept to westward south of Crete during night.
16 May	34° 47' N 21° 45' E	Patrolled with fleet to westward of Kithera during the day and covered Battlefleet to the westward during the night.
17 May	35° 20' N 20° 59' E	Continued patrol to westward of Kithera during day, but, with C.S. 15 in Naiad, recalled to Alexandria after dark.
18 May	31° 43' N 28° 42' E	Arrived Alexandria and secured in Berths 8 & 8A at 1630. Granted leave until 2200.
19 May	32° 21' N 28° 35' E	At 0600 sailed with C.S. 15 in Naiad, Kingston, Kandahar, Juno, Nubian for Kase Strait. Patrolled to southward of Strait during night.
20 May	33° 38' N 28° 19' E	Remained to southward of Kase Strait during day. Air raid warnings totalled 62 minutes. At dusk closed Kase Strait. Squadron attacked by two torpedo aircraft and by E Boats in Strait. No damage to Squadron.
21 May	34° 48' N 26° 36' E	During night cruisers patrolled to northward of Standia Island, while destroyers swept to Candia. Calcutta joined Squadron at daylight and all retired through Kase Strait. Continuous bombing attacks of all categories were experienced between 0800 and 1500. Juno sunk and Perth survived several near misses. Carlisle joined squadron P.M. Turned towards Kase Strait again at 1800.
22 May	36° 06' N 23° 28' E	Passed Kase Strait at midnight. Naiad and destroyers investigated Candia. Cruisers patrolled between Standia and Ove Islands. Forces concentrated at dawn. Squadron swept towards Mile and then to Kithera Channel. Incessant accurate and determined bombing attacks of all types. Ship sank one laden caique loaded with Germans. Carlisle hit. Perth damaged by near miss, speed unaffected. During forenoon a large sailing convoy was sighted to northward but could not be engaged owing to intensive air attack. Naiad holed forward by near miss and speed reduced to 24 knots. At 1230 joined Battlefleet.

(3)

Date	Place and/or noon position	Remarks
22 May - continued		Channel. Greyhound sunk. Warspite and Valiant hit. Subsequently Gloucester and Fiji sunk. Fleet retired to southward. Ship was left with less than 100 rounds of four inch ammunition and proportionate small quantities of close range weapon ammunition. Battlefleet retired to southeastward during night.
23 May	33° 14' N 26° 13' E	With Naiad, Carlisle, Calcutta, Kingston, Kandahar parted from Battlefleet during night. Rejoined Battlefleet at 0900 when destroyers were fuelled. Air raid warnings totalled 1 hour 45 minutes during the day. No attack developed.
24 May	Alexandria	Secured alongside No. 39 quay at 0200. Took in hand repairs to F.C. Tables, gyro compasses, etc. Granted leave until 2200.
25 May	Alexandria	Embarked ammunition throughout day. Granted all night leave to 25% of ship's company.
26 May	Alexandria	Repairs completed during day. Granted leave until 2200.
27 May	Alexandria	Moved by tug to Buoys 2 and 2A. Granted leave until 2200.
28 May	Alexandria	Embarked 2 A.L.Cs. and sailed with C.S.15 in Phoebe, Calcutta, Coventry, Glengyle, Jervis, Janus, Hasty at 2030. Shaped course for Greta.
29 May	33° 13' N 25° 55' E	Convoy attacked by single JU 88 during day. Both bombs near missed this ship. After dark shaped course for Sphakia Bay.
30 May	33° 11' N 26° 05' E <i>South Coast</i>	Anchored in Sphakia Bay with Phoebe and Glengyle about midnight. Embarked 1188 passengers including military officers and other ranks (amongst which were 20 stretcher cases and 120 walking wounded), refugees, allied troops and distressed British seamen. Convoy sailed at 0320 and retired to southward at best speed - 19½ knots. At daylight Stuart, Jaguar and Defender joined. Convoy was attacked by aircraft five times during day. Ship hit by bomb, in "A" Boiler Room , in "A" Boiler Room at 0943. Forward unit put out of action. Most of the subsequent attacks were centred on Perth, probably because she had been seen to have been hit once. This is the German technique. Several more very near misses shook the ship's structure considerably. As a result of the hit two cooks and two stoker were killed of the ship's complement and two Royal Marines and 7 military other ranks embarked as passengers.
31 May	Alexandria	Arrived Alexandria at 0230. Berthed at 39 quay and disembarked passengers.

STEAMING PARTICULARS - MAY.

Total distance.....8,276.3 n.miles
 Steaming time..... 18 days 1½ hours
 Average speed..... 19.1 knots
 Days at sea..... 23 days.

P.B. SMYTH

CAPTAIN.

RESTRICTED
SECRET

ACK. BY A.S. 1388Y
88 AUG P.M.
Shm.

DEPT. OF NAVY
589/201/779
CONFIDENTIAL

The Commanding Officer, H.M.A.S. Perth

17th. May, 1941 3096/139
The Rear Admiral Commanding, Seventh Cruiser Squadron.
(Copy to:- The Secretary, Naval Board, Melbourne)

H.M.A.S. PERTH - WAR DIARY - APRIL, 1941.

Date Time Zone -2	Place or noon position	Remarks
1 April	Suda Bay	Arrived Suda Bay at daylight and fuelled from Cherryleaf. Rover came alongside for fresh water. Sailed with Ajax at 1500 and patrolled western Aegean during night.
2 April	Piraeus	Anchored in Salamis Strait at noon and sailed again at 1900, proceeding southwards in western Aegean.
3 April	Suda Bay	Arrived Suda Bay at daybreak. Rover again secured alongside. Sailed at 1230 to patrol western Aegean. Observed air attack at dusk on convoy to westward.
4 April	37° 05' N 23° 26' E	Patrolling in western Aegean during day and at night. Carried out further A/S V trials during forenoon.
5 April	Piraeus	Arrived Salamis Strait during forenoon and fuelled from Olna. Joined Ajax in Megas Harbour during afternoon. Granted leave until midnight.
6 April	Piraeus	Thirty five minutes air raid warning during forenoon. Shifted to anchorage in Salamis Strait during afternoon. Air attack on Piraeus during first watch. Rescued four survivors from S.S. "Cyprian Prince" sunk in Salamis Strait. About 200 libertymen stranded ashore - leave having been granted until midnight.
7 April	Piraeus	S.S. Clan Fraser blew up in Megas Harbour during middle watch. Ajax, Calcutta and Hyacinth shifted berth to Salamis Strait. All libertymen with one exception accounted for. Lieutenants Bracegirdle and Power sustained slight injuries and recovered from shore hospital during afternoon. One rating detained in Calcutta. At 1700 sailed with Ajax and Calcutta for Suda Bay. A Lieutenant ex Hyacinth and a Royal Marine Corporal ex Ajax buried at sea. Calcutta parted company at 2200.
8 April	Suda Bay	Arrived Suda Bay at daylight. Three air raid warnings totalling 65 minutes received during forenoon. Sailed with Ajax at 1700 to patrol western Aegean.
9 April	36° 51' N 23° 38' E	Closed southbound convoys during forenoon. Arrived Suda Bay at 1730. Two bombs dropped near ship off entrance. Sailed with Ajax at 2000 to patrol south eastern Aegean.

...../ 10 April..

(2)

Date Time Zone -2	Place or noon position	Remarks
10 April	Suda Bay	Arrived Suda Bay at daybreak. Fuelled from "British Lord". Air raid during forenoon, four bombs dropped close to Ajax. With Ajax sailed at 1730 to cover departure of destroyers for Malta.
11 April	Phaleron Bay	At noon anchored in Phaleron Bay. Here secured alongside and received five "cucumbers" from this ship. Proceeded to sea at 1500 with Ajax and patrolled western Aegean.
12 April	33° 34' N 23° 50' E	Left Aegean during night and at 1230 met Orion and destroyer screen. Patrolled to westward of Crete during day and following night.
13 April	33° 48' N 24° 18' E	About noon Orion and Ajax returned to Aegean and ship proceeded to Alexandria, Stuart, Griffin, Juno, Jaguar, and Hasty in company. The first two were detached at 2200.
14 April	Alexandria	Anchored off Mex, Alexandria at 0630 to carry out D.G. trials but weather made them impossible. Secured in Berth 2 at 1110. Granted leave until 2200.
15 April	Alexandria	Granted all night leave to one watch.
16 April	Alexandria	Granted all night leave to one watch.
17 April	Alexandria	Granted leave until 2200.
18 April	Alexandria	Carried out D.G. trials during afternoon and sailed at dusk to escort Breconshire. Waterhen in company.
19 April	33° 05' N 24° 56' E	Waterhen relieved by Hotspur. Engaged one enemy reconnaissance aircraft during forenoon.
20 April	34° 23' N 18° 15' E	Met Battlefleet at daylight and formed close A.A. screen on Valiant. Sighted Convoy M.E.6 during forenoon. At dark parted company with Battlefleet and formed screen for Formidable during night (Bombardment of Tripoli).
21 April	33° 44' N 15° 20' E	Rejoined Battlefleet at daylight and formed part of close A.A. screen. Cruisers parted company with Battlefleet at dark and covered them to northward during night.
22 April	34° 11' N 23° 20' E	Rejoined Battlefleet at daylight. At 1600 parted company with Battlefleet and with Gloucester in company proceeded to Suda Bay. Engaged one enemy reconnaissance aircraft. At 0545 anchored in Suda Bay. Gloucester sailed at 1000. Fuelled from Cherryleaf. Air raid warning 33 minutes during forenoon and 25 minutes just after noon. Sailed at 1400 to patrol western Aegean.
23 April	Suda Bay	Patrolled to westward of Kithera Island and was joined by Phoebe off Cape Malea at 1300. Phoebe parted company at 1530. At 1800 proceeded at high speed to Port Raptis. Arrived midnight.
24 April	36° 12' N 23° 14' E	Calcutta and Glengyle evacuated troops, Salvia providing A/S patrol. Sailed at 0400 for Suda Bay. At 0830 Phoebe, Stuart, Hyacinth, Glenearn and Voyager joined company. Convoy attacked by JU 88's at noon. One possibly shot down. Anchored Suda Bay at 1750. At 2300 sailed with Orion, Phoebe and Defender.
25 April	36° 19' N 24° 00' E	

...../26 April..

(3)

Date Time Zone +2	Place or noon position	Remarks
26 April	36° 28' N 23° 58' E	Patrolled in Aegean during day providing A.A. support for various convoys. Engaged aircraft as necessary. At 2100 proceeded to Nauplia with Orion, anchoring off town at 2340.
27 April	Suda Bay	About 0100 ship moved round to Port Tolon and embarked 911 military officers and other ranks. Sailed at 0430 at high speed for Suda Bay, Stuart in company. Joined Orion at 0730 and Ajax joined shortly afterwards. Engaged one enemy reconnaissance aircraft. Anchored Suda Bay at noon and disembarked 4 troops. Retained six wounded on board. Fuelled from Brambleleaf during dog watches and anchored again at 1930. 2200 proceeded with Phoebe, Decoy and Hasty in company.
28 April	35° 03' N 22° 57' E	Passed through Kithera Channel during night. Nubian, Hero, Hereward and Defender joined at 0730. Remained west of Crete during day to disguise approach to Kalamata Bay. Entered bay at 2000 and detached Hero to close town. Found Kalamata Harbour, from which embarkation was to take place, in German hands. Retired at high speed on account of grave risk of surface attack from seaward.
29 April	35° 47' N 23° 53' E	Re-entered Aegean during forenoon. Nubian near missed and slightly damaged by salvo from one JU 88. Joined Orion and Ajax off Suda Bay at 1430 and provided close cover for convoy G.A. 15. Passed through Kase Strait during night. Observed firing in vicinity of convoy. Alleged E Boat attack.
30 April	33° 53' N 27° 56' E	Fired one broadside from X and Y Turrets at what appeared to be an E Boat. Closed Battlefleet at dawn and Orion and Ajax parting company took station on close A.A. screen ahead of Barham. Fired at enemy aircraft during forenoon. Parted from Battlefleet at 1900 and joined convoy G.A. 15 steering for Alexandria at 11 knots.

MONTH'S STEAMING.

Total distance 9,555.6 n. miles
 Steaming time 20 days 9½ hours
 Average speed 19.5 knots
 Days at sea 25

(Sgd) P.B. SMYTH

CAPTAIN.

ACK. BY A.S. 1330Y

-2 MAY A.M.

RESTRICTED



The Commanding Officer, H.M.A.S. Perth.

14th. April, 1941

2924/139

The Vice Admiral, Light Forces, H.M.S. Orion (copy to
The Secretary, Naval Board, Melbourne.)

H.M.A.S. PERTH - WAR DIARY - MARCH, 1941.

Date Time Zone -2.	Place or noon position.	Remarks.
1 March	34° 27' N 27° 01' E	In company with Ajax proceeding to Suda Bay to assume Aegean duties. P.M. encountered north-westerly wind up to Force 8.
2 March	Suda Bay	Arrived Suda Bay shortly before noon and fuelled. Air raid alarm P.M. 1730 proceeded with Ajax to patrol western Aegean during dark.
3 March	36° 53' N 23° 47' E	During forenoon ships opened fire at Italian aircraft, type S 79. No bombs or torpedoes were observed to be dropped. 1630 secured alongside in inner harbour, Piraeus. Granted leave until midnight.
4 March	Piraeus	During afternoon carried out independent Pitometer Log trials in Salamis Bay. Joined Ajax at 1800 and shaped course for Alexandria via Anti-Kithera Channel.
5 March	33° 55' N 24° 31' E	Carried out inclination exercise, low visibility torpedo attack exercise and H.A. firing at smoke burst targets during the day.
6 March	Alexandria	Arrived Alexandria during forenoon and finally secured alongside in No. 14 Berth in the afternoon. Lieut. G.J.P. Guille, R.A.N.R.(S) discharged to shore hospital.
7 March	Alexandria	Embarked 58 Military Officers and 601 other ranks and stores for passage. Proceeded at 1230 in company with Orion and Ajax at high speed.
8 March	Piraeus	Passed Kase Strait during night and arrived Piraeus at 1215. Disembarked military personnel and stores and proceeded to anchorage in Salamis Roads. 1630 weighed and proceeded in company with Orion and Ajax to patrol western Aegean.
9 March	37° 12' N 23° 40' E	Continued patrol and obtained possible submarine contact by A/S during afternoon. No depth charges were fired.
10 March	Suda Bay	Arrived Suda Bay at 0745. Air raid alarm during forenoon and when about to sail P.M. 1620 weighed and proceeded with 7th. C.S. via Anti-Kithera Channel to Alexandria.
11 March	31° 39' N 27° 32' E	Carried out inclination exercise and search exercise during forenoon. Ajax parted company P.M. 1830 secured alongside in No. 39 Berth Alexandria. Granted leave until 2200.
12 March	Alexandria	Shifted to Number 2 and 2A Buoys during forenoon. Granted leave until 2200.
13 March	Alexandria	Granted leave until 2200.
14 March	Alexandria	Harbour experienced severe sandstorm during day, visibility being reduced to

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On 2 P.C. 10 C.L.O.

(2)

Date Time Zone -2	Place or noon position	Remarks.
14 March		less than 50 yards at times. Storm had abated by midnight. Granted leave until 2200.
15 March	Alexandria	Dressed ship with masthead flags on anniversary of Egyptian Independence Day. Granted leave until 2200.
16 March	Alexandria	Assumed duties of A.A. Guardship. Granted leave until 2200.
17 March	Alexandria	During forenoon embarked 25 Military Officers and 435 other ranks. 1120 sailed with Orion and Ajax for Piraeus at high speed passing Kaso Strait during night.
18 March	Piraeus	1230 secured alongside in outer harbour, Piraeus and disembarked military personnel subsequently shifting berth to alongside M.V. Davis, alongside in outer harbour. Granted leave until 0030.
19 March	Gulf of Athens	1000 proceeded in company with Orion, Ajax, Stuart and Hereward. Joined by York during afternoon and patrolled western Aegean throughout the night.
20 March	35° 44' N 24° 18' E	Remained in western Aegean and arrived Suda Bay to fuel from Pericles at 1415. Anchored at Suda for the night.
21 March	35° 46' N 23° 25' E	Weighed at 0700 and proceeded to westward with 3rd. C. S. and 7th. C. S. to carry out Operation M.C.9. Sighted convoy M.W.6 during afternoon and met battlefleet. At dusk 7th. and 3rd. C. S. together parted from Battlefleet to sweep to northward of it during night.
22 March	34° 23' N 18° 14' E	Rejoined Battlefleet at 0800 and ship was stationed on inner A.A. screen of Battlefleet. Parted company with Battlefleet and cruisers. With Ajax made for a position 38 miles south eastward of Cape Passaro, Sicily.
23 March	34° 50' N 20° 24' E	At midnight turned to eastward and rejoined Orion, Mohawk, Nubian and 3rd. C.S. at daylight. Rejoined Battlefleet at 0900. Parted company with Battlefleet at dusk. With 3rd. and 7th. C. S., Hasty and Ilex swept to northwestward of Battlefleet.
24 March	34° 40' N 22° 05' E	At 0730 in position 35° N 20° E met Bonaventure, Calcutta, Greyhound, Griffin, Havock and Hotspur en route for Alexandria. Air raid warnings during forenoon. At noon Bonaventure, Griffin, Greyhound, Havock and Hotspur parted company. At 1300 Squadron was attacked by a number of JU 88's shallow dive bombing. No casualties. Squadron was shadowed during afternoon and first Dog Watch. Calcutta, Ilex and Hereward parted company after air raid. 3rd. and 7th. C. S. patrolled to eastward of Kithera during night.
25 March	36° 12' N 23° 37' E	Patrolling western Aegean during daylight 3rd. C.S. parted company and Ilex joined a.m. Continued patrol during night.
26 March	36° 49' N 23° 21' E	Ilex parted company during forenoon and Ajax parted company P.M. when course was shaped for Piraeus. 1740 secured alongside oiler Olna in Salamis Roads. In company with Orion. Gloucester arrived during night.

Date Time Zone -2.	Place or noon position	Remarks.
27 March	Salamis Roads	Ajax arrived in morning. 1320 7th. C.S. Gloucester, Hereward and Vendetta sailed for Anti-Kithera Strait which was passed during night.
28 March	33° 39' N 24° 07' E	Squadron joined by Ilex and Hasty. 0800 sighted 3 Italian 8 inch cruisers and engaged by them. At 0900 enemy broke of action. Squadron turned to westward to maintain touch. At 1059 sighted and engaged by Italian Battleship of Littorio class from northward. Squadron turned away behind smoke and led towards own Battlefleet. At 1130 this assailant also broke off the action. No hits sustained by cruisers or destroyers in company in either action. Formed searching force at dusk to locate damaged battleship.
29 March	35° 13' N 21° 09' E	0700 rendezvous with Battlefleet and formed close A.A. screen. Fleet was attacked by German bombers during afternoon. 1900 Bonaventure, Ajax, Perth, Hasty and Defender parted company with Battlefleet and shaped course for Anti-Kithera Channel.
30 March	37° 28' N 24° 08' E	Bonaventure parted company at 0030 and Hasty and Defender at daybreak. Shaped course for Piraeus. Anchored in Salamis Strait during afternoon.
31 March	37° 13' N 23° 57' E	0900 sailed with Ajax to patrol western Aegean. Engaged enemy aircraft after dark which appeared to be shadowing ships. Remained in western Aegean during night.

STEAMING FOR MONTH

Total distance	9082.3 nautical miles
Steaming time	19 days 8½ hours
Average speed	19.6 knots
Days at sea	26 days.

(Sd.) P.B. SMYTH

CAPTAIN.

TRANSPORT OF TROOPS - ALEXANDRIA--PIRAEUS

7th MARCH, 1941.

7th C.S. detailed to transport approximately 150 Officers and 1800 troops from Alexandria to Piraeus.

"PERTH" was berthed at 14 Quay, P.M. 6th, where the paving stones in the vicinity were pulled up for laying railway lines, so that it was not possible to get transport alongside the ship.

There were no brows available on shore and two temporary ones were constructed on board for use amidships. Ship's own brow served on the quarterdeck.

Preliminary orders stated +-:

- (1) That an advance party of 10 Officers and 30 other ranks would arrive on board P.M. 6th and require accommodation.
- (2) Advance parties would supply information of units embarking.
- (3) Baggage would consist of one kit bag for each other rank and one valise and one suit-case for each officer plus a small amount of officers' mess stores.
Infantry Battalion - Bren Guns and boxed ammunition.
- (4) Troops would arrive about 1000 and ship would sail at 1200.
- (5) Troops to be victualled by ships while on board - from dinner on day of arrival including dinner next day.
- (6) Owing to large number of troops on board, doubtful whether those embarked in warships can be supplied with lifebelts.

FACT.

One of embarkation Officers arrived on board P.M. 6th, giving us only the information that accommodation for Officers would not be required that night.

Various M.C.O's arrived, not at all sure what "destroyer" they were coming to as they were not allowed to know the name of the ship, except by her code letter.

A.S.O. could not confirm number embarking nor nominate the units. Numbers detailed were 46 Officers and 610 other ranks.

7th MARCH.

Two baggage rail trucks arrived about 0930 belonging to 7th Movement Control Royal Engineers, whose unit consisted of some forty Officers and 160 odd troops.

These trucks contained, large heavy cases of office records and typewriters, four bicycles, tents and tent-poles, cookers and camp equipment. These were stowed on "X" deck by Egyptian labour.

The Ship's Company Recreation Room had been allocated for troops Kit-Bags, and dunnage had been placed as protection against flooding once previously experienced.

Troops arrived by train at nearest point, 150 yards away from ship, at 0945.

Units with all personal equipment were met by guides of messes of each watch and conducted to Recreation Room where Kit-Bag was stowed; on to mess, where rifle and pack were stowed, and where troops were instructed to remain. (This order had to be amended to allow baggage parties to return to jetty, which requirement was not expected.)

Officers' baggage in order to be ready for sea on time was dumped at after end of quarter-deck, and later restowed in torpedo parting space on bearers, while valises were stowed in after cabin flat, in readiness for requirement at night. (These valises appear to contain all the forgotten articles of camp equipment, and are cumbersome and heavy. They usually have a camp stretcher inside, and are supplied for use as beds.)

The amount of the Officers' baggage was a distinct embarrassment, as included among the allowance (!) of one valise and one suit-case were wardrobe trunks, wireless sets, large heavy suit-cases and four dogs.

TRANSPORT OF TROOPS - ALEXANDRIA--PIRAEUS

7th MARCH, 1941.

A large number (about thirty or forty) of large rolls of blankets, each ten in number, was stowed in the Chief and Petty Officers' Recreation Room.

Access to the Canteen serving hatch was not barred. (Incidentally, these blankets which belonged to a Palestine Pioneer Corps, were not removed by their owners, and were overlooked by the scavenging party, and were finally dumped on the jetty at Piraeus, after hands were ready to slip the ship.)

Certain tent equipment, rations and field cookers were stowed in starboard shelter.

All messes were increased by more than 100% and troops were divided into two watches, and told to conform to Ship's Company movements for meals -- defence watches being kept.

Ready to proceed at 1145, with exception that Embarkation Staff Officer, had not completed his papers.

Squadron proceeded at 26 knots in ideal weather, which lasted throughout.

Units had not expected to be victualled on board and had brought their rations.

Officers' meals were advanced by half-hour and were a running feast. Army supplied, upon request, hands to assist in Officers' Galleys.

After Dinner, First Lieutenant expected to fall in all troops and detail stations for Air Raids, etc., but due to defect in Public Address Equipment this was broadcast over the Wa/T System. For Air Raid or other action alarms troops were instructed to repair to their messes and lie down, leaving the gangways clear. The Officers, who were shown their troops messing spaces, were required to accompany their troops.

Over night, Officers were bedded in cabins of ship's Officers who were at their quarters, while the floor space in cabins and wardroom was also used. Captain messed and accommodated 1 Lieut. Colonel and 5 Majors in his quarters.

Of the remainder (52) all but eight, who sat up in the Ante Room, were dosed down somewhere. In reference to this it should be made quite clear to Army Officers, some of whom are extremely helpless, that their valises are the things they should be sleeping in but they were all too tired to unroll them. Batmen should be mustered as soon as possible after settling in. Have cabin list ready to fill up.

DISSEMBARKATION.

A.M. 8th fatigue parties from each unit were detailed to stow gear on deck in unit dumps. Weather facilitated this procedure.

Arrived alongside Piraeus (Free Zone) at 1205 but only fore end of Quarter Deck alongside. Ship's brow quickly in position on after side of tubes. Two wheeled and railed brows available from shore in waist, plus our own two improvised brows, suitable for incoming traffic.

Commenced disembarking at 1215. All equipment man-handled on to railway ramp on shore, except for heavy cases on "X" Deck which were worked by ammunition davit and whip under Duty W.O.

Finally all troops piped to don personal equipment and fall in on jetty at 1345.

UNITS EMBARKED.

NO.

313	606 Coy Auxiliary Military Pioneer Corps.
39	106 Royal Horse Artillery (No Officers).
7	292 Army Field Coy. Royal Engineers (No Officers).
89	3rd Casualty Clearing Station. Australian A.M.C.
161	No. 7 Movement Control. Royal Engineers.
<u>609</u>	Other Ranks.
<u>58</u>	Officers.

TRANSPORT OF TROOPS - ALEXANDRIA--PIRAEUS

17th MARCH, 1941.

EMBARKATION.

Proceeded alongside 41 Quay P.M. Sunday 16th March - starboard side to. Dockyard brows and travelling cranes available.

0710 Troop train arrived in centre of Mahmoudieh Quay. Troops detrained. Adjutant given copy of instructions.

0730 Commenced embarkation. All Officers and their baggage detrained on Q.D. until 0845 when W.R. was clean. Then served them with Tea/Coffee and Biscuits.

N.Z. Troops had only a few very small kit bags and carried blanket and landing rations, cookers and Bren guns and stands, some rations stowed in Aircraft store.

First details consisted of R.A.S.C. with kit bags - sent to F.X. Mess Deck, stowing bags in cells (one cell used for Mail on passage).

Succeeding details to next consecutive messes.

No heavy gear embarked.

All hands on board by 0845. Slipped at 1115.

Mail Office turned into orderly room with advantage.

18th MARCH.

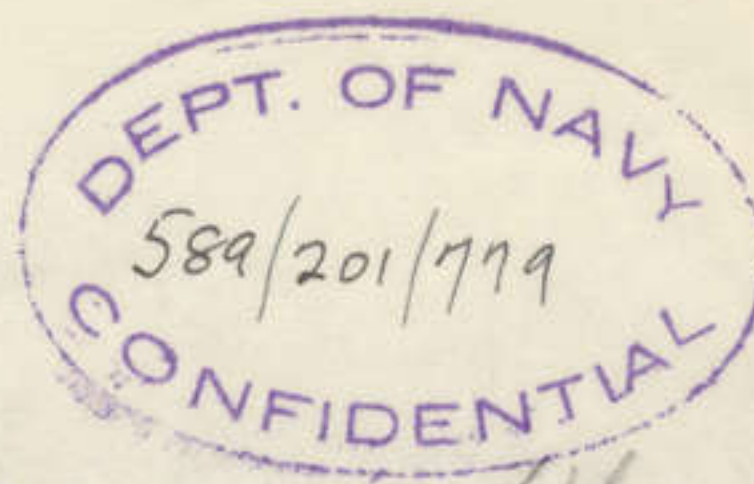
Arrived Piraeus about noon. Dinner advanced for one watch as early as possible (1115). Forty minutes allowed before changing watches. Afternoon Watchment then available for securing ship. Secured Starboard side to at Coal Wharf at 1225. One wheeled brow available for midships plus one ship's improvised brow for returning traffic. Quarter Deck brow aft for Officers and their gear. Commenced disembarkation 1235. All troops quickly assembled in coal yard but held on to Officers' baggage until arrival of transport - otherwise disembarkation would have been completed in about half an hour. Band playing the while. Paper work by Embarkation Staff and Unit Commanders occupies the greatest time.

UNITS EMBARKED.

	<u>Officers.</u>	<u>Other Ranks.</u>	<u>W.O's & Sgts. inc.</u>
Div. Ammunition Coy. N.Z.A.S.C.	8	201	8
Div. Petrol Coy. N.Z.A.S.C.	4	220	16
No. 1 Field Butchery R.A.S.C.	2	41	
No. 32D.I.D. R.A.S.C.	2	27	2
24 N.Z. Infantry Bn.	10		
25 N.Z. Infantry Bn.	10		
Other Officers.	3		
TOTAL	39	489	-

489
39
26
554

RESTRICTED
SECRET



S. Bonstant

ACK. BY A.S. 1539Y

27 MAR P.M.

INIT.

The Commanding Officer, H.M.A.S. Perth.

11th. March, 1941

2859/139.

The Vice Admiral, Light Forces, H.M.S. Orion (Copy to
The Secretary, Naval Board, Melbourne.)

H.M.A.S. PERTH - WAR DIARY - FEBRUARY, 1941.

Date	Time Zone	Place or noon position	Remarks
1 Feb. -2		36° 33' N 24° 38' E	Patrolling independently northward of Suda Bay. Returned Suda Bay sunset to fuel. Commander Adams left ship. 2200 slipped in company with AJAX and JAGUAR and proceeded through Anti-Kithera Channel.
2 Feb. -2		35° 03' N 23° 05' E	Rendezvous with Commander in Chief and Fleet South West of Crete at 0800. Formed A.A. screen on WARSPITE during day. At sunset detached with ORION and AJAX to sweep to southward of fleet during night
3 Feb. -2		34° 48' N 22° 38' E	Rendezvous with Commander in Chief and Fleet at 0900 west of Crete. Shortly detached with AJAX, VAMPIRE and VENDETTA to enter Aegean. 1230 detached destroyer and turned to northward to contact south-bound convoys. Patrolled to eastward of convoys during the night.
4 Feb. -2		Piraeus	Noon. Secured alongside in Megas Harbour Piraeus. AJAX in company. Granted leave until 2330.
5 Feb. -2		Piraeus	1300 sailed in company with AJAX for Alexandria via Anti Kithera Channel, at high speed.
6 Feb. -2		32° 17' N 27° 36' E	Visibility deteriorated after noon as ship entered sandstorm. By sunset visibility less than one cable. Remained in vicinity of Alexandria swept channel entrance.
7 Feb. -2		Alexandria	Visibility improved after midnight and ships entered harbour at 0400. Secured to buoys 2 and 2A. The Prime Minister of Australia, The Hon. R. T. Menzies, inspected the ship's company at Divisions during the forenoon. All night leave to 25% of ship's company.
8 Feb. -2		Alexandria	Disembarked ammunition from after magazines. All night leave to 25% of ship's company.
9 Feb. -2		Alexandria	Ship entered Admiralty Floating Dock during forenoon. Reverted to 24 hours' notice for steam. All night leave to 25% of ship's company.
10 Feb.) to) 19 Feb.)	-2	Alexandria	Ship refitting during this period. Damage received in Malta air raid made good so far as facilities permitted. Camouflage repainted. All night leave to 25% of ships company nightly.
20 Feb. -2		Alexandria	Ship was undocked during forenoon and shifted to buoys 2 and 2A. At sunset ship was moved by tugs to A.A. Guardship berth C2 at detached breakwater.

...../21 Feb.

65 29/3
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(2)

Date	Time Zone	Place or noon position	Remarks
21 Feb.	-2	Alexandria	A.A. Guardship. Leave until 2200.
22 Feb.	-2	Alexandria	A.A. Guardship. Embarked 4" ammunition. Leave until 2200.
23 Feb.	-2	Alexandria	Embarked 6" ammunition. Completed with oil fuel. Came to 6 hours' notice for steam. Leave until 2200.
24 Feb.	-2	Alexandria	Raised steam with all despatch at midnig 0320 proceeded with NUBIAN and MOHAWK in company to assistance of TERROR. At daylight TERROR reported sunk and return to harbour. 1100 secured to buoys 2 and 2A. A.A. Guardship. Carried out Tilt test. Leave until 2200.
25 Feb.	-2	Alexandria	Leave until 2200.
26 Feb.	-2	Alexandria	Came to 1 hour's notice for steam at noon but reverted to usual notice at 1700. Leave until 2200.
27 Feb.	-2	31°59' N 29° 30' E	0830 Sailed in company with BONAVENTURE JAGUAR and HERO. Carried out successful calibration of R.D/F. Took part in operation M.A.R.S. 3 off Kastelorizo Isl during the night, in company with BONAVENTURE.
28 Feb.	-2	33° 47' N 28° 40' E	0303 closed up Action Stations on observing gunfire and starshell about six mile distant. Several rounds of starshell were fired over suspicious patches but did not illuminate any target. Withdrew to southward and, with BONAVENTURE, was rejoined by DECOY, HERO, HASTY and JAGUAR at daylight. During forenoon took HAST and JAGUAR under my orders, parted company with BONAVENTURE and joined AJAX and NUBIAN at 1300. Destroyers parted company with PERTH, with AJAX, shaped course for Kase Strait to cover convoys A.N.16 and A.N.F. 16. Wind reached gale force during First Watch and ship turned to southward at midnight.

STEAMING PARTICULARS FOR FEBRUARY.

Distance.....	3323.5	nautical miles
Steaming time.....	166.5	hours
Average speed.....	20	knots
Days at sea.....	10	
Days in dock.....	11	

(Sgd.) P.B-SMYTH

CAPTAIN.

RESTRICTED

ACK. BY A.S. 1330Y

26 FEB AM.

DEPT. OF NAVY
589/201/719
CONFIDENTIAL

The Commanding Officer, H.M.A.S. Perth.

3rd. February, 1941

2677/139

The Vice Admiral, Light Forces, H.M.S. Orion. (Copy to
The Secretary, Naval Board, Melbourne.)

H.M.A.S. PERTH - WAR DIARY - JANUARY, 1941.

Date	Time Zone	Place or noon position	Remarks.
1 Jan.	-2	Suda Bay	A.M. arrived Suda Bay and fuelled. P.M. opened fire at Italian S 79 reconnoitering harbour. 1550 sailed in company with Ajax and patrolled southern Aegean to cover Keso Strait.
2 Jan.	-2	Suda Bay	Returned to Suda Bay at noon. False air raid alarm. 1640 weighed and proceeded in company with Ajax.
3 Jan.	-2	Piraeus	0948 secured alongside in Leontos Harbour, Piraeus. Ajax in company. Granted leave until 2330.
4 Jan.	-2	Piraeus	Granted leave until 2330.
5 Jan.	-2	Piraeus	Granted leave until 2330.
6 Jan.	-2	Piraeus	1645 sailed in company with Ajax.
7 Jan.	-2	Suda Bay	A.M. arrived Suda Bay and fuelled. P.M. sighted 2 Italian Breda 99's in distance. 1500 weighed in company with Ajax and patrolled western Aegean.
8 Jan.	-2	35° 36' N 24° 22' E	0830 arrived Suda Bay with Ajax. False air raid alarm. 1100 sailed in company with V.A.L.F. 7th. Cruiser Squadron and York. 1st. Division Orion and York. 2nd. Division Ajax and Perth. At dusk 2nd. Division took station 10 miles ahead of 1st. Division covering passage of corvettes to Malta.
9 Jan.	-2	35° 40' N 17° 48' E	A.M. rendezvous with 1st. Battle Squadron and 14th. Destroyer Flotilla. P.M. 7th. Cruiser Squadron parted company with 1st. Battle Squadron to cover passage of M.W. 5½ to Malta.
10 Jan.	-2	35° 35' N 14° 11' E	A.M. closed convoy M.E.6 to act as close A.A. screen. Fired at Italian aircraft when within range. Noon Ajax parted company. At dusk parted company with M.E.6 and proceeded with Orion.
11 Jan.	-2	36° 03' N 19° 32' E	A.M. closed Battlefleet and stationed as close A.A. screen on it. 1630 proceeded with Orion at high speed to close Gloucester and Southampton 150 miles southwestward. 2100 closed ships; Southampton on fire; 2201 Southampton blew up, torpedoed by Orion. With Orion and Gloucester proceeded eastward.

...../12 Jan.

(2)

Date	Time Zone	Place or noon position	Remarks
12 Jan.	-2	35° 13' N 23° 21' E	0800 all forces at sea rendezvous. Proceeded with Force X. 1116 parted company with Force X; with Orion proceeded at high speed to Suda Bay. Embarked 178 Officers and men, with stores, of R.A.F. and other units, ex Eagle and Barham. Fuelled. 2135 proceeded at high speed independently for Piraeus.
13 Jan.	-2	36° 00' N 23° 00' E	0445 secured alongside in Leontos Harbour, Piraeus. Embarked 163 military officers and other ranks with stores. 0627 sailed with Orion and proceeded at high speed for Malta.
14 Jan.	-1	Malta.	0845 secured alongside Boiler Wharf, Malta. Disembarked passengers. Granted all night leave.
15 Jan.	-1	Malta.	Air raid over Malta during First Watch Lt. Cdr. K.P. Hartman, U.S.N. Assistant Naval Attache, joined ship. Granted all night leave.
16 Jan.	-1	Malta.	Dockyard subjected to severe dive bombing during afternoon. Ship strained by near miss off starboard quarter. Sent hands to fight fires in H.V. Essex, lying astern of ship, which had been struck. Recalled Watchkeeping Libertymen and raised steam. 2145 slipped and proceeded out of harbour, shaping course for Alexandria at high speed. During stay in Malta dockyard had renewed brickwork in two boilers.
17 Jan.	-2	33° 44' N 18° 56' E	Lost both paravanes, towing wire, etc. while endeavouring to recover them.
18 Jan.	-2	31° 32' N 28° 57' E	1543 secured to berth 8, 8A, Alexandria. Granted leave until 2200.
19 Jan.	-2	Alexandria	Dockyard examination of damage commenced. Granted leave until 2200.
20 Jan.	-2	Alexandria	Dockyard divers examined hull and "A" brackets. Commander Adams discharged ashore sick. Raised steam P.M. but reverted to usual notice. Granted leave until 2200.
21 Jan.	-2	Alexandria	Raised steam A.M. but reverted to usual notice. Granted leave until 2200.
22 Jan.	-2	Alexandria,	1230 proceeded in company with Barham Valiant and A/S screen to operate westward of Crete.
23 Jan.	-2	33° 44' N 22° 23' E	A.M. carried out range and inclination exercise. P.M. opened fire at two Italian reconnaissance aeroplanes.
24 Jan.	-2	34° 37' N 20° 39' E	Encountered Illustrious and A/S screen. Turned to eastward and covered to southwestward of Illustrious.
25 Jan.	-2	31° 40' N 28° 24' E	A.M. acted as target for Barham and Valiant 15" throw-off firing. P.M. detached and proceeded to Suda Bay at high speed. Passed V.A.L.F. and cruisers proceeding to Alexandria. Patrolled north of Suda Bay during day. Arrived Suda Bay to fuel at 1815.
26 Jan.	-2	36° 24' N 24° 21' E	0630 proceeded to Athens. 1740 secured alongside in Megas Harbour, Piraeus. Granted leave until 2330.
27 Jan.	-2	36° 41' N 24° 10' E	

...../28 Jan.

(3)

Date	Time Zone	Place or noon position	Remarks
28 Jan.	-2	Piraeus	Lt. Cdr. Hinchliffe, R.A.N.R., discharged ashore with severe head injuries as a result of a motor car accident. Granted leave until 2330.
29 Jan.	-2	37° 31' N 24° 04' E	0900 proceeded to Suda Bay. 1830 anchored in Suda Bay, Ajax in company. Commander Adams rejoined ship, still on sick list.
30 Jan.	-2	35° 51' N 24° 11' E	0945 proceeded in company with Ajax. Patrolled north of Suda Bay during daylight. About 1430 sighted 16 enemy aircraft out of range apparently proceeding from Dodecanese to Italy. Swept to eastward after dark to cover Kase Strait.
31 Jan.	-2	35° 30' N 25° 23' E	At daylight met Peony and portion of convoy A.N.14. Ajax parted company. Proceeded to close Dainty standing by torpedoed tanker Desmoulea off Ovo Island. P.M. sighted one enemy aircraft, distant. 1700 rejoined Ajax and returned Suda Bay to fuel. Arrived 1900 and sailed again with Ajax at 2200.

MONTH'S STEAMING.

Days at sea 24 days
 Distance..... 8370.5 miles
 Steaming time..... 17 days 16 hours
 Average speed..... 19.8 knots

(Sgd.) P.B-SMYTH

CAPTAIN.

DEPT. OF NAVY
589/201/179
CONFIDENTIAL

ACK. BY A.S. 23
25 FEB P.M.
INIT. *[Signature]*

RESTRICTED
SECRET

The Commanding Officer, H.M.A.S. Perth.

7th. January, 1941 2651/139
The Vice Admiral, Light Forces, Mediterranean. (Copies to
The Commander in Chief, East Indies; Naval Board, Melbourne.

H.M.A.S. PERTH - WAR DIARY - 27TH. NOVEMBER TO 31ST. DECEMBER.

Date	Time Zone	Place or noon position	Remarks.
27 Nov.	-8	Fremantle	Secured "C" berth Fremantle A.M. Canberra arrived Fremantle P.M. 1800 Flag of Rear Admiral Commanding Australian Squadron transferred to Canberra.
28 Nov.	-8	31°13'S 114°09'E	0600 sailed with Convoy U S 7, consisting of Orion, Batory, Strathnaver, Stratheden. At dusk Canberra joined escort.
29 Nov.	-7½	26°34'S 107°18'E	-
30 Nov.	-7½	21°44'S 101°16'E	A.M. Range and Inclination exercise with Canberra.
1 Dec.	-7	16°54'S 95°26'E	-
2 Dec.	-6½	11°37'S 90°12'E	A.M. carried out "throw short" firing with Canberra. P.M. carried out 4" H.A. firings at smoke bursts.
3 Dec.	-6	05°47'S 86°46'E	A.M. carried out "throw short" firing with Canberra. Stopped and received 20 ratings from Canberra in order to partially complete complement short due to absences on sailing. P.M. Canberra relieved by Capetown; Perth assumed duties of Senior Officer Ocean Escort.
4 Dec.	-6	00°46'N 83°16'E	A.M. Range and Inclination exercise with Capetown. P.M. Carried out 4" H.A. firings at smoke bursts.
5 Dec.	-5½	off Colombo	A.M. carried out Damage Control Exercise. P.M. followed U S 7 into Colombo and secured at Guide Pier. All night leave to two watches.
6 Dec.	-5½	Colombo	A.M. Divisions inspected by C in C East Indies, Vice Admiral R. Leatham, C.B. All night leave to two watches.
7 Dec.	-5½	off Colombo	1045 sailed to carry out 6" full calibre firing, 4" H.A. and close range weapon firings. 1630 met U.S.7 off swept channel and proceeded with Capetown as Ocean Escort.
8 Dec.	-5	08°05'N 73°43'E	-
9 Dec.	-4½	10°05'N 66°36'E	A.M. carried out throw short firings at Capetown. P.M. acted as target for Capetown throw short firing.
10 Dec.	-4	12°19'N 59°22'E	A.M. Damage control exercise. P.M., being within 500 miles of African Coast, assumed 4th. Degree of A.A. readiness.
11 Dec.	-3½	13°03'N 52°22'E	A.M. Action stations on sighting an unidentified aircraft which disappeared to southward. P.M. Perth relieved by Caledon, and duties of Senior Officer, Ocean Escort assumed by Capetown.

...../12 Dec.

[Handwritten notes and signatures]
J.M.
D.N.I.
D.N.I.

(H.M.A.S. Perth's 2651/139 dated 7th. January, 1941)

Date	Time Zone	Place or noon position	Remarks
12 Dec.	-3	Aden	0800 arrived and secured in "A" oiling berth, Aden. Landed aircraft. 1350 sailed to join escort U.S.7 at 1700. Escort Carlisle, Kandahar, Kingston, Perth. Closed up defence stations at dark Assumed 1st. Degree of A.A. readiness at daylight, re-assuming defence stations at dark. Kingston parted company at midnight A.M. Kandahar proceeded northward with U S 7. With Carlisle became Ocean Escort for convoy B.S. 10½ consisting of Cumberland, Clan Cameron, Talma, Tyndareus, Johann de Witt, Nieuw Zeeland. At dark Kingston rejoined escort and Talma was detached for Port Sudan.
13 Dec.	-3	16°40'N 41°07'E	
14 Dec.	-2½	21°59'N 38°14'E	A.M. Chantala with convoy B.S.10½ joined convoy. Chantala detached with Stanpark, while City of Evansville remained with B.S.10½. At dark Carlisle parted company, Perth assuming duties of Senior Officer, Escort. Went to Action Stations about midnight on sighting parachute flares. (Proved to be our own aircraft bombing Assab). P.M. turned convoy over to Indus and proceeded to Aden. Granted leave until 2300.
15 Dec.	-3	18°06'N 39°50'E	Re-embarked aircraft and proceeded 0700 to rendezvous with convoy W.S.4A. Escort - Carlisle, Perth Yarra, Indus, Kingston. Convoy - Stirling Castle, Port Wyndham, City of Manchester, City of Agra, Dunera, Melbourne Star, Delius, Dunedin Star, Malancha, Martand, Highland Monarch, Clan Lamont, Clan Chattan. Overtook and passed convoy B.N.11 at sunset in Strait of Bab El Mandeb.
16 Dec.	-3	14°50'N 42°11'E	
17 Dec.	-3	12°24'N 44°12'E	P.M. Carlisle parted company, while Indus and Yarra proceeded to escort Delius and Port Wyndham to Port Sudan. Assumed duties of Senior Officer, Ocean Escort.
18 Dec.	-3	12°10'N 46°10'E	At noon detached Kingston to escort Stirling Castle, Melbourne Star and Dunedin Star ahead to save daylight at Suez on 22nd. December.
19 Dec.	-3	15°38'N 41°38'E	
20 Dec.	-2½	19°50'N 39°06'E	0630 lead convoy into Suez swept channel and parted company. Embarked canal pilot and arrived Port Said 1630, securing in berth 3E. 0612 sailed and proceeded to Alexandria. 1720 secured at F (swinging) buoy. Re-organised ship on 2 watch system All night leave to 25% of ship's company. All night leave to 25% of ship's company.
21 Dec.	-2½	24°05'N 36°55'E	
22 Dec.	-2	27°38'N 34°00'E	
23 Dec.	-2	Suez Canal	
24 Dec.	-2	32°04½'N 30°38'E	
25 Dec.	-2	Alexandria	
26 Dec.	-2	-	

...../27 Dec

(H.M.A.S. Perth's 2651/139 dated 7th. January, 1941)

3.

Date	Time Zone	Place or noon position	Remarks.
27 Dec.	-2	Alexandria	A.A. Guardship. Started camouflage painting of ship.
28 Dec.	-2		Continued camouflage painting
29 Dec.	-2	31°26'N 28°32'E	0738 sailed under orders of Captain (D) 14 in Jervis and in company with Juno, Mohawk, Nubian, Griffin, Greyhound. Assumed 2nd. Degree of readiness during night. Operated off Libyan Coast between Ras El Melh and Tobruk during the night in support of 14th. Destroyer Flotilla. No enemy seen; turned to eastward at 0200; assumed 3rd. Degree A.A. readiness at 0800. 1836 secured to F buoy, Alexandria. Joined 7th. Cruiser Squadron.
30 Dec.	-2	31°43'N 27°38'E	
31 Dec.	-2	32°30'N 28°33'E (2000)	1457 slipped and proceeded under orders of Ajax to Kaso Strait.

Steaming details during period covered by report.

Total distance	10,515 nautical miles
Hours steaming	596.5 hours
Average speed	17.6 knots
Days at sea	29 days
Days covered by report	34 days

(Sgt.) P.B. SMYTH

CAPTAIN.

RESTRICTED

Commonwealth of Australia

Department of Defence

589/201/779

CONFIDENTIAL

Royal Australian Navy.

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

Date 6th June 1940 Reference No.

To The Secretary, Naval Board, Melbourne.

Copy to The Rear-Admiral Commanding H.M. Australian Squadron.

Subject WAR DIARY.

ACK. BY A.S. 1330

24 JUN P.M.

[Handwritten signature]

Submitted for information, the War Diary for
H.M.A.S. "PERTH", for the period 1st April to 6th June 1940,
inclusive.

[Handwritten signature]

CAPTAIN.

acv. 27/6

On 9.

H.M.A.S. PERTH - WAR DIARY.

Monday 1st April, 1940 to Sunday 28th April, 1940.

At SYDNEY.

Refitting, giving long leave, and Docking.

Monday 29th April.

0800 - Assumed 4 hours notice for steam on departure of H.M.A.S. "Australia" for New Zealand.

1030 - Proceeded to sea for engine trials off Port Jackson.

1530 - Returned to Harbour.

Sunday 5th May.

Noon Position - $34^{\circ} 23'$ South, $151^{\circ} 58'$ East.

0615 - Proceeded to sea escorting Troop Ship X1.

0915 - Joined H.M.A.S. "AUSTRALIA", escorting Australian and New Zealand troop convoy. Took station on port wing of convoy.

2040 - Parted company with convoy to return to SYDNEY to land a case of acute appendicitis.

Monday 6th May.

Noon Position. - $33^{\circ} 31'$ South, $151^{\circ} 37'$ East.

0330 - Anchored in Port Jackson.

0930 - Proceeded to sea. Patrolled off New South Wales coast, North of SYDNEY.

Tuesday 7th May.

Noon Position - $33^{\circ} 55'$ South, $151^{\circ} 26'$ East.

1000 - Carried out 6" sub-calibre firing off Sydney Heads. Continued patrol North and South of SYDNEY.

Wednesday 8th May.

Noon Position - $33^{\circ} 52'$ South, $151^{\circ} 22'$ East.

1055 - Entered Port Jackson to embark press representatives to witness full-calibre firing

1145 - Cleared Sydney Heads.

1340 - Carried out 6" full-calibre, reduced charge firing with

1845 - Carried out 6" full-calibre, reduced charge night firing with starshell.

2030 - Entered Port Jackson. Disembarked press representatives.

2125 - Proceeded on patrol North of Sydney.

Thursday, 9th May.

0940 - Carried out 4" H.A. firing at smoke bursts.

1045 - Entered Port Jackson. Completed with fuel and stores.

Friday, 10th May.

(Germany invaded Holland and Belgium).

1800 - On receipt of N.B. signal 0700Z/10, recalled all hands from short leave and commenced to raise steam with all despatch. Reverted to 2 hours notice for steam on receipt of N.B. signal 0812Z/10

2100 - Reverted to 4 hours notice for steam.

Wednesday, 15th May.

Noon Position - $33^{\circ} 49'$ South, $151^{\circ} 23'$ East.

1100 - Proceeded to sea for patrol and gunnery firings.

1320 - Carried out 6" full-calibre, reduced charge firing, and patrolled off New South Wales coast North of Sydney.

Thursday, 16th May.

Noon Position - $33^{\circ} 31'$ South, $151^{\circ} 55'$ East.

1500 - Carried out 6" full-calibre, reduced charge firing.

1830 - Carried out 6" full-calibre, reduced charge night firing with starshell.

2020 - Entered Port Jackson. Completed with fuel and stores.

Friday, 17th May.

1420 - On receipt of N.B. signal 0314Z/17, recalled all hands from leave and assumed 2 hours notice for steam.

1900 - Having received N.B. signal 0613Z/17, proceeded to sea to reach a position off Cape Moreton, ready to shadow the Italian Motor Ship "ROMOLO" if she sailed from Brisbane.

Saturday, 18th May.

Noon Position - $28^{\circ} 49'$ South, $154^{\circ} 2'$ East.

1650 - In position $35'$ East of Cape Moreton. Commenced patrol.

Sunday, 19th May.

Noon Position - $27^{\circ} 8'$ South, $154^{\circ} 5'$ East.

Patrolling off Cape Moreton.

Monday, 20th May.

Noon Position - $26^{\circ} 59'$ South, $154^{\circ} 5'$ East.

Patrolling off Cape Moreton.

Tuesday 21st May.

Noon Position - $27^{\circ} 17'$ South, $154^{\circ} 4'$ East.

Patrolling off Cape Moreton.

Wednesday, 22nd May.

Noon Position - $28^{\circ} 06'$ South, $153^{\circ} 57'$ East.

0900 - On receipt of N.B. signal 0730Z/22, ordering return at moderate despatch, set course for Sydney.

Thursday, 23rd May.

1030 - Entered Port Jackson. Completed with fuel and stores. While on patrol heavy weather was experienced. The southerly wind reached force 9, p.m. 22nd May. Rivet holes in Hold Compartments 7-11 commenced to leak. The Asdic Dome was damaged by a paravane towing wire. After examinations by divers it was found necessary to dock the ship.

Saturday 25th May.

0655 - Entered Sutherland Dock, Cockatoo Island.

Sunday, 26th May.

1610 - Undocked.

Monday, 27th May.

Noon Position - $34^{\circ} 28'$ South, $151^{\circ} 16'$ East.

0900 - Proceeded to sea bound for WESTERNPORT and MELBOURNE.

Tuesday, 28th May.

Noon Position - $39^{\circ} 1'$ South $145^{\circ} 58'$ East.

1530 - Arrived WESTERNPORT.

Wednesday, 29th May.

Noon Position - $38^{\circ} 18'$ South, $144^{\circ} 45'$ East.

0900 - Proceeded to sea.

1015 - Carried out height finding exercise.

1115 - Entered Port Phillip.

1400 - Carried out 4" H.A. firing at a sleeve target. Fired two torpedoes, H.M.A.S. "SWAN" acting as target ship.

1630 - Anchored off Point Cook.

Thursday, 30th May.

0900 - Weighed. Carried out 4" H.A. firing and 0.5 M.G. firing at a sleeve target. Fired 2 torpedoes at H.M.A.S. "SWAN".

1340 - Secured alongside Princes Pier, PORT MELBOURNE. Completed with fuel.

Friday, 31st May. - Monday, 3rd June.

At PORT MELBOURNE.

Tuesday, 4th June.

0900 - Left PORT MELBOURNE.

1000 - 1130 Carried out 4" H.A. firing and 0.5" M.G. firing at Sleeve target.

1140 - Joined "CANBERRA" (Flying the Flag of Rear-Admiral Commanding H.M. Australian Squadron), in Port Phillip and proceeded for Sydney.

1815 - Carried out night sighting exercises.

Wednesday 5th June.

0930 - 1030 Carried out sub-calibre "Throw-short" firing with "CANBERRA"

1030 - Parted company with "CANBERRA", ships proceeding independently to Sydney.

1630 - Secured alongside "CANBERRA" at Sheer Wharf.

Thursday, 6th June.

0930 - Transferred command of H.M.A.S. "PERTH" to Captain Sir P.W.Bowyer-Smyth, Royal Navy.

H.M.A.S. PERTH - WAR DIARY.

Monday 1st April, 1940 to Sunday 28th April, 1940.

At SYDNEY.

Refitting, giving long leave, and Docking.

Monday 29th April.

0800 - Assumed 4 hours notice for steam on departure of H.M.A.S. "Australia" for New Zealand.

1030 - Proceeded to sea for engine trials off Port Jackson.

1530 - Returned to Harbour.

Sunday 5th May.

Noon Position - $34^{\circ} 23'$ South, $151^{\circ} 58'$ East.

0615 - Proceeded to sea escorting Troop Ship X1.

0915 - Joined H.M.A.S. "AUSTRALIA", escorting Australian and New Zealand troop convoy. Took station on port wing of convoy.

2040 - Parted company with convoy to return to SYDNEY to land a case of acute appendicitis.

Monday 6th May.

Noon Position. - $33^{\circ} 31'$ South, $151^{\circ} 37'$ East.

0330 - Anchored in Port Jackson.

0930 - Proceeded to sea. Patrolled off New South Wales coast, North of SYDNEY.

Tuesday 7th May.

Noon Position - $33^{\circ} 55'$ South, $151^{\circ} 26'$ East.

1000 - Carried out 6" sub-calibre firing off Sydney Heads. Continued patrol North and South of SYDNEY.

Wednesday 8th May.

Noon Position - $33^{\circ} 52'$ South, $151^{\circ} 22'$ East.

1055 - Entered Port Jackson to embark press representatives to witness full-calibre firing

1145 - Cleared Sydney Heads.

1340 - Carried out 6" full-calibre, reduced charge firing with

1845 - Carried out 6" full-calibre, reduced charge night firing with starshell.

2030 - Entered Port Jackson. Disembarked press representatives.

2125 - Proceeded on patrol North of Sydney.

Thursday, 9th May.

0940 - Carried out 4" H.A. firing at smoke bursts.

1045 - Entered Port Jackson. Completed with fuel and stores.

Friday, 10th May.

(Germany invaded Holland and Belgium).

1800 - On receipt of N.B. signal 0700Z/10, recalled all hands from short leave and commenced to raise steam with all despatch. Reverted to 2 hours notice for steam on receipt of N.B. signal 0812Z/10

2100 - Reverted to 4 hours notice for steam.

Wednesday, 15th May.

Noon Position - 33° 49' South, 151° 23' East.

1100 - Proceeded to sea for patrol and gunnery firings.

1320 - Carried out 6" full-calibre, reduced charge firing, and patrolled off New South Wales coast North of Sydney.

Thursday, 16th May.

Noon Position - 33° 31' South, 151° 55' East.

1500 - Carried out 6" full-calibre, reduced charge firing.

1830 - Carried out 6" full-calibre, reduced charge night firing with starshell.

2020 - Entered Port Jackson. Completed with fuel and stores.

Friday, 17th May.

1420 - On receipt of N.B. signal 0314Z/17, recalled all hands from leave and assumed 2 hours notice for steam.

1900 - Having received N.B. signal 0613Z/17, proceeded to sea to reach a position off Cape Moreton, ready to shadow the Italian Motor Ship "ROMOLO" if she sailed from Brisbane.

Saturday, 18th May.

Noon Position - 28° 49' South, 154° 2' East.

1650 - In position 35' East of Cape Moreton. Commenced patrol.

Sunday, 19th May.

Noon Position - 27° 8' South, 154° 5' East.

Patrolling off Cape Moreton.

Monday, 20th May.

Noon Position - 26° 59' South, 154° 5' East.

Patrolling off Cape Moreton.

Tuesday 21st May.

Noon Position - $27^{\circ} 17'$ South, $154^{\circ} 4'$ East.

Patrolling off Cape Moreton.

Wednesday, 22nd May.

Noon Position - $28^{\circ} 06'$ South, $153^{\circ} 57'$ East.

0900 - On receipt of N.B. signal 0730Z/22, ordering return at moderate despatch, set course for Sydney.

Thursday, 23rd May.

1030 - Entered Port Jackson. Completed with fuel and stores. While on patrol heavy weather was experienced. The southerly wind reached force 9, p.m. 22nd May. Rivet holes in Hold Compartments 7-11 commenced to leak. The Asdic Dome was damaged by a paravane towing wire. After examinations by divers it was found necessary to dock the ship.

Saturday 25th May.

0655 - Entered Sutherland Dock, Cockatoo Island.

Sunday, 26th May.

1610 - Undocked.

Monday, 27th May.

Noon Position - $34^{\circ} 28'$ South, $151^{\circ} 16'$ East.

0900 - Proceeded to sea bound for WESTERNPORT and MELBOURNE.

Tuesday, 28th May.

Noon Position - $39^{\circ} 1'$ South $145^{\circ} 58'$ East.

1530 - Arrived WESTERNPORT.

Wednesday, 29th May.

Noon Position - $38^{\circ} 18'$ South, $144^{\circ} 45'$ East.

0900 - Proceeded to sea.

1015 - Carried out height finding exercise.

1115 - Entered Port Phillip.

1400 - Carried out 4" H.A. firing at a sleeve target. Fired two torpedoes, H.M.A.S. "SWAN" acting as target ship.

1630 - Anchored off Point Cook.

Thursday, 30th May.

0900 - Weighed. Carried out 4" H.A. firing and 0.5 M.G. firing at a sleeve target. Fired 2 torpedoes at H.M.A.S. "SWAN".

1340 - Secured alongside Princes Pier, PORT MELBOURNE. Completed with fuel.

Friday, 31st May. - Monday, 3rd June.

At PORT MELBOURNE.

Tuesday, 4th June.

0900 - Left PORT MELBOURNE.

1000 - 1130 Carried out 4" H.A. firing and 0.5" M.G. firing at Sleeve target.

1140 - Joined "CANBERRA" (Flying the Flag of Rear-Admiral Commanding H.M. Australian Squadron), in Port Phillip and proceeded for Sydney.

1815 - Carried out night sighting exercises.

Wednesday 5th June.

0930 - 1030 Carried out sub-calibre "Throw-short" firing with "CANBERRA"

1030 - Parted company with "CANBERRA", ships proceeding independently to Sydney.

1430 - Secured alongside "CANBERRA" at Sheer Wharf.

Thursday, 6th June.

0930 - Transferred command of H.M.A.S. "PERTH" to Captain Sir P.W.Bowyer-Smyth, Royal Navy.

M. Kelly
28.5.65
RESTRICTED
SECRET

Commonwealth of Australia

Department of Defence

Royal Australian Navy.

DEPT. OF NAVY
589/201/779
SECRET

From The Commanding Officer, H.M.A.S. "PERTH"
Date 3rd June, 1940. Reference No. 1527/101/14.
To The Secretary, Naval Board, Melbourne.
(Copy to The Rear-Admiral Commanding H.M. Australian Squadron.)
Subject WAR DIARY.

ACK. BY A.S. 1369Y
-4 JUN AM
ASL
INIT 1

589/201

Submitted for information with reference to N.O.L.
02903 of 10th February 1940, the appended War Diary for
H.M.A.S. "PERTH" for the period 1st September 1939 to
31st March 1940.

[Signature]
CAPTAIN.

HW
4/6/40
AS 26.

a.c.n.s. 27/6

re: [unclear]

o.n.s.

SECRET.

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

3rd June, 1940.

1527/101/14

The Secretary, Naval Board, Melbourne.

(Copy to The Rear-Admiral Commanding H.M. Australian
WAR DIARY. Squadron.)

Submitted for information with reference to N.O.L.
02903 of 10th February 1940, the appended War Diary for
H.M.A.S. "PERTH" for the period 1st September 1939 to
31st March 1940.

(Sgd.) H.B. Farncomb

CAPTAIN.

H.M.A.S. "PERTH" - WAR DIARY.

1939.

Friday, 1st September.

On receipt of the Mobilisation Telegram at 1230 (Zone +4) on 31st August, "PERTH", which had been patrolling in the TRINIDAD - TOBAGO area, proceeded forthwith to TRINIDAD to complete with fuel prior to proceeding to her War Station.

Pending the arrival of H.M. Ships "DUNDEE" and "PENZANCE", "PERTH" had been ordered to take up the duties of OIL FUEL PROTECTIVE FORCE, whose object was the protection of tanker traffic in the area between TRINIDAD and the Gulf of VENEZUELA, in particular in the vicinity of the Dutch Islands, CURACAO and ARUBA.

0300 - Completed with oil fuel and provisions at PORT OF SPAIN (TRINIDAD).

1030 - Received Warning Telegram for GERMANY and ITALY.

1215 - Left PORT OF SPAIN for ARUBA area.

Saturday, 2nd September.

0930 - Closed LA GUAIRA Harbour, VENEZUELA, to ascertain whether there were any German ships there, but none was observed.

At this time the position of German shipping in the Southern CARIBBEAN was not well known and I was therefore obliged to find out, as far as possible, for myself. There were numerous reports of German merchant ships being equipped for commerce raiding and I considered that my first duty was to endeavour to locate German ships in my area and prevent their escape.

As "PERTH" was the only ship available, and as ports were fairly widely scattered, I believed that my object could best be achieved by moving rapidly about the area, particularly at night, and appearing off ports in the morning in order to create a feeling of insecurity among the German ships through lack of knowledge where I would next appear, and thus encourage them to remain in harbour. To try and induce a belief that there was more than one ship in the area, I shipped a dummy third funnel on a couple of occasions.

Sunday, 3rd September.

0500 (Zone +5) - Appeared off WILLEMSTAD HARBOUR, CURACAO.

0530 - Received news of outbreak of hostilities with GERMANY at 1100 G.M.T. (0500, Zone +5).

1030 - Off entrance to Gulf of VENEZUELA.

During the day signalled a number of small DUTCH tankers bound from MARACAIBO to ARUBA and CURACAO.

1800 - Boarded the United States Steamship "TACHIRA". This vessel, which was flying the PANAMANIAN Ensign, had failed to answer my signals. She was brought to with two rounds of blank. Her papers were in order and she was given permission to proceed.

H.M.A.S. "PERTH" - WAR DIARY (continued)Monday, 4th September.

Noon Position - 12° 35' North 70° 37' West.

Received information from the Commander-in-Chief, America and West Indies Station (ex H.M. Minister at CARACAS) of the possibility of German mining in the Gulf of VENEZUELA.

1030 - Closed ST. NICHOLAS Harbour, ARUBA, observed the following German ships at anchor in the Roads.- "ANTILLA", "CONSUL HORN", "TROJA", "HEIDELBERG".

1100 - Exchanged signals with Dutch Submarine "O.14". She declined to say whether there were other Dutch Submarines in the area.

1130 - Closed ORANJESTAD Harbour, ARUBA.

1630 - Signalled British Tanker "CALGAROLITE" bound from ARUBA to MONTREAL. I tried to obtain intelligence of shipping in ARUBA from her, but her signalling was so bad that the attempt was abandoned.

Tuesday, 5th September.

0800 Position - 10° 45' North 68° 00' West.

0600 - Closed PUERTO CABELLO Harbour, VENEZUELA. There were two small ships in the harbour which did not appear to be German. Set course for BONAIRE.

1400 - Met H.M.S. "PENZANCE" which had just arrived for patrol.

1530 - Passed KRALENDIJK Anchorage, BONAIRE. No German ships present. Proceeded to patrol north of CURACAO and ARUBA for the night.

Wednesday, 6th September.

Noon Position - 12° 58' North 69° 02' West.

1000 - 1200 - In company with H.M.S. "PENZANCE" north of CURACAO. Supplied her with what intelligence I had, and instructed her to patrol for the next 48 hours between ARUBA and the Gulf of VENEZUELA. "PERTH" proceeded towards CURACAO.

1530 - Signalled S.S. "SANTA PAULA" (United States of America) bound for CURACAO. On receiving the Master's assurance that there were no German subjects on board I refrained from stopping and boarding her. (An Admiralty message time of origin 1305 of 8th September stating that United States ships were not to be stopped to remove enemy reservists, was received in due course).

Patrolled round CURACAO during the night.

Received instructions from the Commander-in-Chief, America and West Indies Station to take command of the OIL FUEL PROTECTIVE FORCE, together with the French Submarine "SURCOUF", which had recently arrived at MARTINIQUE.

Received several reports of enemy submarines being sighted in the CARIBBEAN SEA (all false).

H.M.A.S. "PERTH" - WAR DIARY (continued).Thursday, 7th September.

Noon Position - 12° 15' North 68° 30' West.

0500 - Closed British Tanker "SAN UBALDO" bound out from CURACAO. She reported that the Argentine Tanker "LOS POZOS" had been stopped by a submarine, believed German, P.M. 5th September 5 miles north of AVES ISLANDS (north of the VENEZUELAN Coast). This alleged submarine proved to have been H.M.S. "PENZANCE".

During the day the North-east Coast of CURACAO and the whole of BONAIRE were closely examined for possible signs of German Submarine Bases which H.B.M. Minister in CARACAS had heard had been established. Not only were there no signs of any such bases, but on BONAIRE ISLAND, in particular, there was not even a good landing place other than at the small settlements on the western side.

1800 - In view of the establishment of the Convoy System, "PERTH" received instructions from the Commander-in-Chief to proceed to KINGSTON and prepare to escort convoys sailing from that port. Spoke the British Tanker "COIMBRA" bound out of ARUBA. She had no news.

Friday, 8th September.

Noon position - 14° 37' North 72° 25' West.

Passage to KINGSTON, JAMAICA.

Saturday, 9th September.

0700 - Arrived at KINGSTON. Completed with Naval and Victualling Stores, and 650 tons oil fuel from "ORANGELEAF".

Sunday, 10th September.

A.M. - H.M.S. "ORION" (Captain H.R.G. Kinahan, Royal Navy), Senior Officer, CARIBBEAN FORCE, arrived at KINGSTON from patrol.

It was arranged that, for the time being, "ORION" should escort convoys clear of the WEST INDIAN ISLANDS, while "PERTH" patrolled in an area between JAMAICA and TRINIDAD for the protection, in particular, of the homeward bound tanker traffic which was now being routed to KINGSTON for assembling in convoys.

An A/S Seaplane Patrol was organized from KINGSTON with "ORION"'s spare aircraft and Pilot, "PERTH"'s Observer (Lieutenant-Commander P.E. Carr, R.A.N.) and one rating.

Monday, 11th September.

0945 - Left KINGSTON.

1030 - Passed H.M. Canadian Ships "FRASER" and "ST. LAURENT" bound from ESQUIMALT via PANAMA CANAL to HALIFAX.

1200 - Sighted 12 United States Naval Flying Boats off the eastern end of JAMAICA. It was learnt subsequently that these aircraft had been based in PUERTO RICO and GUANTANAMO BAY (CUBA) as part of the United States "Neutrality" Patrol.

H.M.A.S. "PERTH" - WAR DIARY (continued).

Commenced patrol in the Eastern CARIBBEAN Area.

Tuesday, 12th September.

Noon Position - $14^{\circ} 50'$ North $72^{\circ} 40'$ West.

Patrolling in Eastern CARIBBEAN Area.

Wednesday, 13th September.

Noon Position - $15^{\circ} 19'$ North $73^{\circ} 09'$ West.

Patrolling in Eastern CARIBBEAN Area.

0945 - Spoke British Tanker "YARRAVILLE" bound from TRINIDAD to KINGSTON. She reported that attempts were being made by German agents to spread disaffection among the crews (particularly native crews) of British tankers at ARUBA.

Thursday, 14th September.

Noon Position - $15^{\circ} 40'$ North $72^{\circ} 03'$ West.

Patrolling in Eastern CARIBBEAN Area.

1300 - Sighted a rocket which came out of the sea and burst at a height of about 100 feet. This was evidently a submarine recognition signal and at the time was assumed to be from the French Submarine "SURCOUF". (It was subsequently learnt that the "SURCOUF" was not in the vicinity and it is assumed, therefore, that the submarine was either Dutch or American - she was not seen).

Friday, 15th September.

Noon Position - $15^{\circ} 24'$ North $72^{\circ} 00'$ West.

Patrolling in Eastern CARIBBEAN Area.

0845 - Spoke British Tanker "EL MIRLO" bound BIRKENHEAD to LOBITOS (PERU). She had left England after the outbreak of war and had had no route instructions. Told her to apply to British Consul, COLON.

P.M. - Spoke Brazilian S.S. "JABOATAO" bound VICTORIA (BRAZIL) to NEW ORLEANS. She stopped on her own accord and hoisted a three-flag signal she had been given somewhere. Her signalling was very bad. She was not boarded.

Saturday, 16th September.

Noon Position - $16^{\circ} 03'$ North $73^{\circ} 27'$ West.

Patrolling in Eastern CARIBBEAN Area.

Sunday, 17th September.

Noon Position - $17^{\circ} 00'$ North $72^{\circ} 59'$ West.

Patrolling in Eastern CARIBBEAN Area.

P.M. - Set course for KINGSTON.

H.M.A.S. "PERTH" - WAR DIARY (continued).Monday, 18th September.

0600 - Met H.M.S. "ORION" outside KINGSTON.

0830 - Anchored in KINGSTON Harbour.

I had returned with the object of escorting Convoy K.J.1 from KINGSTON, having missed a message from "ORION" stating that she would take that convoy, and instructing me to remain on patrol.

Tuesday, 19th September.

A.M. - Completed with oil fuel (500 tons) and fresh provisions.

1200 - Convoy K.J.1 commenced leaving KINGSTON.

1330 - "PERTH" sailed for patrol area in the Eastern CARIBBEAN.

Wednesday, 20th September.

Noon Position - $15^{\circ} 16'$ North $73^{\circ} 17'$ West.

Proceeding towards Eastern CARIBBEAN Area, rather nearer CURACAO and ARUBA than during the previous week.

Thursday, 21st September.

Noon Position - $14^{\circ} 44'$ North $72^{\circ} 40'$ West.

Patrolling in Eastern CARIBBEAN Area.

P.M. - Proceeded towards the Western end of HAITI in order to provide cover for Convoy K.J.F.2 (unescorted) due to leave KINGSTON on 22nd September.

Friday, 22nd September.

Noon Position - $16^{\circ} 55'$ North $72^{\circ} 53'$ West.

I was not informed of the route of Convoy K.J.F.2 but as the previous two convoys had proceeded via the WINDWARD PASSAGE, I assumed that this convoy would be routed via MONA PASSAGE in conformity with the Commander-in-Chief's general instructions regarding frequent changes of convoy routes. (This assumption proved to be correct).

1600 - K.J.F.2 left KINGSTON.

I proceeded on an easterly course from 2200 onward, keeping, as I estimated, about 30 miles to the south eastward of the convoy. I had to ensure keeping out of sight of the latter which had not been informed of my proximity.

Saturday, 23rd September.

Noon Position - $17^{\circ} 04'$ North, $72^{\circ} 40'$ West.

Covering convoy K.J.F.2 to the southward of HAITI, on an easterly course towards MONA PASSAGE.

H.M.A.S. "PERTH" - WAR DIARY (continued).Sunday, 24th September.

Noon Position - $17^{\circ} 57'$ North $68^{\circ} 10'$ West.

Patrolled in the vicinity of MONA PASSAGE but out of sight of land until it was estimated that the convoy had gone through.

1800 - Spoke Norwegian Tanker "SIERSTAD" bound CURACAO to OSLO.
Recommended her to call voluntarily at KIRKWALL.

Monday, 25th September.

Noon Position - $18^{\circ} 24'$ North $69^{\circ} 54'$ West.

0600 - Closed coast of SANTO DOMINGO near SAONA ISLAND and then proceeded to examine the coast to the westward from outside territorial waters.

1500 - Passed CALDERA BAY and saw the DOMINICAN Navy, consisting of a transport and four ex-U.S.A. Coastguard Cutters. These latter vessels, which somewhat resemble, at a distance, submarines on the surface, were probably the cause of the numerous reports of submarines in this area.

1730 - Reached the vicinity of ALTA VELA and left the coast for the night. Nothing suspicious seen during the day.

Tuesday, 26th September.

Noon Position - $18^{\circ} 07'$ North $72^{\circ} 40'$ West.

0630 - Closed the land near ALTA VELA and continued the examination of the coasts of SANTO DOMINGO and HAITI during the day.

1600 - Completed examination at the Bay AUX CAYES, nothing suspicious seen. Set course to get well clear of the land to the southward to avoid convoy K.J.2 which H.M.S. "ORION" is escorting from KINGSTON today through MONA PASSAGE.

Wednesday, 27th September.

Noon Position - $15^{\circ} 02'$ North $74^{\circ} 22'$ West.

A.M. - Patrolling about 200 miles south-east of JAMAICA.

P.M. - Set course for KINGSTON.

Thursday, 28th September.

0830 - Arrived KINGSTON.

H.M.C.S. "SAGUENAY" in harbour.

Completed with stores and 650 tons oil fuel.

Friday, 29th September.

At KINGSTON.

H.M.A.S. "PERTH" - WAR DIARY (continued).Saturday, 30th September.

0900 - Left KINGSTON.

Carried out gunnery practices outside the harbour.

1300 - Set course for Gulf of MEXICO. I had received instructions to close VERA CRUZ and TAMPICO in view of the fact that there were several German merchant ships in those ports.

Sunday, 1st October.

Noon Position - $18^{\circ} 52'$ North $81^{\circ} 24'$ West.

1545 - Received orders from the Commander-in-Chief to cancel visit to Gulf of MEXICO and to return to KINGSTON in time to escort Convoy K.J.3, due to leave KINGSTON on 4th October.

It was reported from CARACAS that German ships in CURACAO and ARUBA were thought to be preparing to escape. The Commander-in-Chief made dispositions to intercept them if necessary. I decided to patrol in the YUCATAN CHANNEL, between CAPE CATOCHE and CAPE SAN ANTONIO on the chance of intercepting S.S. "COLUMBUS" if the latter left VERA CRUZ and attempted to escape in that direction.

Monday, 2nd October.

Noon Position - $21^{\circ} 42'$ North $84^{\circ} 55'$ West.

A.M. - Patrolling in the YUCATAN CHANNEL.

Received news of the sinking of S.S. "CLEMENT" by a German Pocket Battleship, 75 miles south-east of PERNAMBUCO on 30th September.

P.M. - Set course for KINGSTON.

Tuesday, 3rd October.

1600 - Arrived KINGSTON, completed with oil fuel 382 tons.

Convoy K.J.3 had assembled. Discussed convoy arrangements with the Naval Control Service Officer and the Commodore of the Convoy (Rear-Admiral E.O. Cochrane).

Wednesday, 4th October.

0600 - Convoy K.J.3, consisting of 45 ships, commenced leaving KINGSTON.

1330 - "PERTH" left KINGSTON.

1500 - In station ahead of convoy which had formed up in 9 columns by this time. Set course for WINDWARD PASSAGE.

In view of the activities of the Pocket Battleship in the South Atlantic I had informed the Commander-in-Chief that I intended to escort the convoy at least 500 miles clear of the WEST INDIES instead of leaving it, in accordance with the routine at the time, just clear of the CAICOS PASSAGE.

I was subsequently ordered to remain with the convoy until relieved by another escort in the mid-Atlantic.

H.M.A.S. "PERTH" - WAR DIARY (continued).Thursday, 5th October.

Noon Position - $19^{\circ} 47'$ North $73^{\circ} 39'$ West.

Speed of advance - $8\frac{1}{2}$ knots.

0700 - Rounded up stragglers astern of the convoy.

0830 - Proceeded ahead of the convoy to reconnoitre the WINDWARD PASSAGE.

"ORION" was to have joined during the night to assist in escorting the convoy through the island passages. The convoy's route, however, was altered to the eastward of GREAT INAGUA ISLAND, and "ORION" did not make contact.

1700 - Closed to 2 miles ahead of Convoy for the night.

Friday, 6th October.

Noon Position (Zone +3) - $22^{\circ} 19'$ North $72^{\circ} 17'$ West.

1600 - Closed S.S. "TELENA" and sent Medical Officer across to attend to a sick Chinese fireman.

Saturday, 7th October.

Noon Position (Zone +3) - $25^{\circ} 03'$ North $70^{\circ} 35'$ West.

1400 - 7 ships left the convoy en route for the MEDITERRANEAN as a "Group".

Sunday, 8th October.

Noon Position (Zone +3) - $27^{\circ} 48'$ North $69^{\circ} 02'$ West.

1200 - Stopped and embarked the sick Chinese fireman and an interpreter from S.S. "TELENA".

1215 - H.M.S. "BERWICK" joined from BERMUDA and assumed the duties of Senior Officer, Escort.

1300 - "PERTH" took station on the starboard wing of the Convoy, "BERWICK" on the port wing.

Received information that this would be the last convoy from KINGSTON, in future ships would be routed to HALIFAX and convoyed from there to the UNITED KINGDOM.

Monday, 9th October.

Noon Position -(Zone +3) - $30^{\circ} 37'$ North $67^{\circ} 36'$ West.

1140 - 2 ships parted company for NEW YORK.

2000 - Obtained a H/F D/F bearing of a German warship but on account of the convoy W/T silence was not broken to report it.

H.M.A.S. "PERTH" - WAR DIARY (continued).Tuesday, 10th October.

Noon Position (Zone +3) - $33^{\circ} 12'$ North $65^{\circ} 40'$ West.

0800 - 2 ships parted company for HALIFAX and MONTREAL.

Wednesday, 11th October.

Noon Position (Zone +3) - $34^{\circ} 32'$ North $62^{\circ} 11'$ West.

Nothing of interest.

Thursday, 12th October.

Noon Position (Zone +2½) - $35^{\circ} 53'$ North $58^{\circ} 37'$ West.

Nothing of interest.

Friday, 13th October.

Noon Position (Zone +2½) - $37^{\circ} 27'$ North $55^{\circ} 40'$ West.

1600 - Returned the Chinese fireman to S.S. "TELENA".

Saturday, 14th October.

Noon Position (Zone +2) - $38^{\circ} 43'$ North $50^{\circ} 37'$ West.

Nothing of interest.

Sunday, 15th October.

Noon Position (Zone +3) - $39^{\circ} 58'$ North $46^{\circ} 43'$ West.

1030 - "BERWICK" and "PERTH" relieved as escort by H.M.S. "EFFINGHAM".

Parted company from convoy and proceeded with "BERWICK" towards BERMUDA at 20 knots.

1720 - Obtained two Second Class H/F D/F Bearings, strong signals, of a German warship. Broke W/T silence to report them at 2100. (This was in all probability the Pocket Battleship "DEUTSCHLAND" which stopped NORWEGIAN ships in this vicinity on this date - she was possibly 200 miles away).

Monday, 16th October.

Noon Position (Zone +3) - $35^{\circ} 45'$ North $56^{\circ} 22'$ West.

The weather deteriorated rapidly during the day, with a falling glass. Reports of a hurricane south of BERMUDA, moving north.

Tuesday, 17th October.

Noon Position (Zone +3) - $35^{\circ} 17'$ North $62^{\circ} 45'$ West.

H.M.A.S. "PERTH" - WAR DIARY (continued).

- 0100 - 0400 - Ship passed about 20 miles from the centre of a strong hurricane. Glass fell to 970 millibars (28.6") at 0400, the wind reaching a velocity of about 120 miles per hour. All depth charges and racks were washed overboard, the port cutter was stove in and other minor damage was done. Contact with H.M.S. "BERWICK" was lost at 0245 when she suddenly reduced speed, and "PERTH" had to alter course to avoid her.
- 0800 - Gradual improvement in the weather. Set course for BERMUDA.

Wednesday, 18th October.

- 0615 - Sighted "BERWICK" off BERMUDA.
- 0630 - Sighted FRENCH Sloop "VILLE D'YS" at the harbour entrance.
- 0900 - Berthed in South Basin, BERMUDA Dockyard. Completed with oil fuel, 900 tons, and stores. H.M.S. "DESPATCH" (Commodore 2nd Class A. Poland, D.S.O.), Commodore Commanding 9th Cruiser Squadron, in harbour.
- 1200 - The Commander-in-Chief, America and West Indies Station, (Vice-Admiral Sir Sidney Meyrick, K.C.B. K.C.V.O.) visited the ship.

Thursday, 19th October.

- 0715 - Left Basin and anchored in GRASSY BAY.
- 0900 - Sailed in company with H.M.S. "DESPATCH" for gunnery exercises.
- A.M. - Carried out exercises, including H.A. firings at sleeve target, off BERMUDA.
- 1515 - Secured alongside wall in South Basin, Dockyard. Commenced a small refit to make good damage received during the hurricane.

Friday, 20th October.

- 0830 - H.M.S. "CARADOC" arrived en route to ESQUIMALT.
- 1300 - "CARADOC" sailed.
- 1400 - "DESPATCH" sailed for KINGSTON.

Saturday, 21st October.

- 1730 - Shifted berth to GRASSY BAY.
His Excellency the Governor of BERMUDA, accompanied by the Commander-in-Chief, visited the ship.

Received the news that the "DEUTSCHLAND" had sunk a NORWEGIAN ship east of NEWFOUNDLAND a week ago. Received orders to be ready to sail at daylight 22nd October.

H.M.A.S. "PERTH" - WAR DIARY (continued).Sunday, 22nd October.

0630 - Left GRASSY BAY.

0730 - Cleared BERMUDA NARROWS, set course 060° , as directed by Admiralty, and speed 25 knots as ordered by the Commander-in-Chief. "BERWICK" had been ordered to proceed also but she had to be undocked and so could not sail until 23rd October.

I was not informed what my "object" was but as I could not reach convoys K.J.3 or H.X.5, then in the North-East Atlantic before my fuel gave out, I assumed my object was reconnaissance.

Monday, 23rd October.

Noon Position - $38^{\circ} 08'$ North $53^{\circ} 55'$ West.

0700 - Decreased to 20 knots in order to conserve fuel, no information having been vouchsafed as to what I was supposed to be at sea for.

Weather unpleasant, strong South-East wind with rain, all day.

Tuesday, 24th October.

Noon Position - $42^{\circ} 25'$ North $43^{\circ} 08'$ West.

A.M. - The Commander-in-Chief, America and West Indies Station, was instructed by Admiralty to take control of "BERWICK" and "PERTH".

1900 - Obtained 2nd Class H/F D/F bearing 088° of a German warship, strong signals. Reported this at 2000.

2030 - Ordered by the Commander-in-Chief to proceed to HALIFAX at 16 knots and await draft which was coming from AUSTRALIA in S.S. "REMUEIRA". I decided, however, to investigate the D/F bearing, so altered course to 088° (as I considered that the enemy ship was more likely to be in that direction than to the westward) and went to Action Stations for the night.

Wednesday, 25th October.

Noon Position - $44^{\circ} 00'$ North $36^{\circ} 39'$ West.

0010 - Obtained another D/F bearing, but weaker signals.

0645 - As no further information had been obtained I decreased to 16 knots and altered course for CAPE RACE, NEWFOUNDLAND.

Thursday, 26th October.

Noon Position - $45^{\circ} 27'$ North $45^{\circ} 19'$ West.

Nothing of interest.

H.M.A.S. "PERTH" - WAR DIARY (continued).Friday, 27th October.

Noon Position - $45^{\circ} 54'$ North $55^{\circ} 14'$ West.

0745 - Sighted CAPE RACE. Altered course for HALIFAX.

P.M. - In fog most of the time.

Saturday, 28th October.

0430 - Fog came down and remained thick until we were half way up HALIFAX Harbour.

0945 - Arrived HALIFAX, proceeded to Oil Wharf and fuelled 1050 tons. H.M.S. "ASTURIAS" in harbour.

1600 - Shifted billet to Dockyard.

2230 - H.M.C. Ships "FRASER" and "ST. LAURENT" arrived.

Sunday, 29th October.

0830 - H.M.S. "ENTERPRISE" arrived from patrol.

Monday, 30th October.

Completed with provisions.

1530 - S.S. "REMUEIRA" arrived with draft from AUSTRALIA.

P.M. - H.M.S. "YORK" arrived.

Tuesday, 31st October.

1210 - Left HALIFAX in company with "YORK" with orders to proceed to BERMUDA via the NANTUCKET and CAPE HATTERAS focal areas. Thick fog persisted until about 2200.

Wednesday, 1st November.

Noon Position - $40^{\circ} 40'$ North $66^{\circ} 08'$ West.

0200 - Intercepted a distress signal reporting a submarine attack on S.S. "COULMORE" in position $40^{\circ} 20'$ North $62^{\circ} 31'$ West (about 150 miles South-East of "PERTH" and "YORK").

United States Coastguard Vessels went out to investigate the report. It subsequently transpired that the submarine attack was entirely fictitious.

1015 - Spoke FRENCH Tanker "PRESIDENT SERGENT" bound CUMAREBO (VENEZUELA) to HALIFAX. Carried out Range and Inclination exercise with "YORK".

1300 - "YORK" parted company, having received orders to return to HALIFAX.

H.M.A.S. "PERTH" - WAR DIARY (continued).Thursday, 2nd November.

Noon Position - $37^{\circ} 28'$ North $70^{\circ} 49'$ West.

Spoke British ships "MIDDLETON", "BRADFYNE" and "DEVON CITY" bound to HALIFAX. In view of the submarine report, instructed them to zig-zag.

P.M. - Intercepted a signal reporting that S.S. "COULMORE" was safe.

Friday, 3rd November.

Noon Position - $34^{\circ} 00'$ North $70^{\circ} 05'$ West.

1200 - Set course for FLORIDA STRAIT on receiving information that the German S.S. "ANTILLA" appeared likely to leave ARUBA in the next day or two. (She did not do so).

1730 - Instructed to proceed to BERMUDA.

Saturday, 4th November.

0800 - Enter^{ed} BERMUDA NARROWS.

0930 - Secured in South Basin. H.M.S. "BERWICK" in harbour.

Sunday, 5th November.

Nothing of interest.

Monday, 6th November.

0715 - Left South Basin and anchored in GRASSY BAY.

0930 - News received that a hurricane was 200 miles south of BERMUDA travelling north. Ordered to prepare for sea and proceed to KINGSTON.

1130 - Weighed and proceeded out of harbour. Wind blowing force 9, South by East, heavy head swell.

1600 - Wind commenced to veer and glass to rise. Altered course to South-east to avoid the centre of the hurricane. Conditions gradually improved and it was subsequently ascertained that the hurricane had travelled north at the abnormal speed of 60 knots.

2100 - Set course for CAICOS PASSAGE.

Tuesday, 7th November.

Noon Position - $27^{\circ} 40'$ North $66^{\circ} 45'$ West.

Nothing of interest.

H.M.A.S. "PERTH" - WAR DIARY (continued).

Wednesday, 8th November.

Noon Position - 22° 30' North 71° 49' West.

1545 - Spoke GREEK S.S. "ELENI" bound VANCOUVER to HULL.

Thursday, 9th November.

1630 - Arrived KINGSTON.

H.M.S. "ORION" in harbour. Completed with 340 tons fuel.

Friday, 10th November.

At KINGSTON. Nothing of interest.

Saturday, 11th November.

At KINGSTON. Nothing of interest.

Sunday, 12th November.

At KINGSTON. Nothing of interest.

Monday, 13th November.

0845 - Left harbour.

Carried out gunnery exercises in company with "ORION" outside KINGSTON.

2130 - Anchored in KINGSTON Harbour.

Tuesday, 14th November.

1500 - H.M.C.S. "SAGUENAY" arrived from the ARUBA area.

Wednesday, 15th November.

Nothing of interest.

Thursday, 16th November.

Nothing of interest.

Friday, 17th November.

1630 - Left KINGSTON for CURACAO Area.

Received instructions from the Commander-in-Chief to oil Canadian Destroyers "OTTAWA" and "RESTIGOUCHE" at COCOS ISLAND on 25th November.

"ORION" informed me that she would take over CURACAO patrol.

Saturday, 18th November.

Noon Position - 15° 12' North 76° 03' West.

Patrolling in the South East CARIBBEAN.

H.M.A.S. "PERTH" - WAR DIARY (continued).Sunday, 19th November.

Noon Position - $14^{\circ} 31'$ North $74^{\circ} 35'$ West.

1000 - Altered course for KINGSTON on being ordered to complete with fuel there before proceeding to the PACIFIC.

Monday, 20th November.

0830 - Arrived KINGSTON. Completed with 216 tons oil fuel.

1630 - Left KINGSTON for COLON.

Tuesday, 21st November.

Noon Position - $13^{\circ} 33'$ North $78^{\circ} 14'$ West.

Nothing of interest.

Wednesday, 22nd November.

0740 - Arrived COLON. Received PANAMA CANAL and United States Neutrality Regulations.

0830 - Left COLON and proceeded through PANAMA CANAL.

1510 - Passed BALBOA and proceeded on into the PACIFIC.

Thursday, 23rd November.

Noon Position - $6^{\circ} 06'$ North $81^{\circ} 19'$ West.

Nothing of interest.

Friday, 24th November.

Noon Position - $4^{\circ} 55'$ North $84^{\circ} 52'$ West.

Nothing of interest.

Saturday, 25th November.

0715 - Anchored in CHATHAM BAY, COCOS ISLAND.

0830 - "OTTAWA" and "RESTIGOUCHE" arrived. Commenced fuelling the former.

1130 - AMERICAN Fishing Yacht "QUEEN MARY" passed in the offing, northward bound.

1830 - Completed fuelling "RESTIGOUCHE". Both destroyers sailed for PANAMA.

1845 - "PERTH" sailed for PUNTA ARENAS (COSTA RICA).

H.M.A.S. "PERTH" - WAR DIARY (continued).

Sunday, 26th November.

Noon Position - $9^{\circ} 33'$ North $84^{\circ} 58'$ West.

1300 - Proceeded into the Gulf of NICOYA (Costa Rica) keeping outside the 3 mile limit.

1500 - Observed the German merchant ships "EISENACH" and "WESER" at anchor off PUNTA ARENAS.
When about 4 miles from the latter I turned round and proceeded to sea.

Monday, 27th November.

Noon Position - $8^{\circ} 07'$ North, $82^{\circ} 35'$ West.

0700 - Entered Gulf of DULCE, keeping outside 3 mile limit; then proceeded along the Panamanian coast to the eastward.
Nothing suspicious seen. Located several places suitable as fuelling anchorages in the CHARCO AZUL Bay area, outside territorial waters.

1700 - Completed reconnaissance. Set course for SOLANO BAY, COLOMBIA.

Tuesday, 28th November.

Noon Position - $6^{\circ} 34'$ North, $77^{\circ} 37'$ West.

1030 - Inspected SOLANO BAY from outside territorial waters.
It was reported to be the headquarters of a German espionage organisation. No W/T Station and nothing suspicious seen.

1616 - Inspected PENAS Bay (PANAMA).
Set course for PANAMA Bay.

Wednesday, 29th November.

0800 - Anchored in PANAMA Bay.

0930 - Entered Canal.

1000 - H.B.M. Minister at PANAMA (C.E.S.Dodd Esq. C.M.G.) came on board and stayed until the Ship reached MIRAFLORES Lock.

1445 - Anchored in GATUN lake. Delayed very considerably here.

2000 - Cleared COLON for KINGSTON.

Thursday, 30th November.

Noon Position - $13^{\circ} 22'$ North, $78^{\circ} 26'$ West.
Nothing of interest.

Friday, 1st December.

0830 - Arrived KINGSTON.

Ships in Harbour.

"EFFINGHAM" "HOTSPUR" "OTTAWA" "RESTIGOUCHE"

Completed with Oil Fuel, 940 tons.

H.M.A.S. "PERTH" - WAR DIARY (continued).

Saturday, 2nd December.

1000 - "OTTAWA" and "RESTIGOUCHE" sailed for Halifax.

Sunday, 3rd December.

1915 - "EFFINGHAM" sailed for Bermuda and Halifax.

Monday, 4th December.

0900 - Left Kingston in company with "HOTSPUR".
Carried out exercises.

1110.- Detached "HOTSPUR" to relieve H.M.S. "HEREWARD" on the
Windward Passage patrol.
"PERTH" proceeded towards YUCATAN CHANNEL.

Tuesday, 5th December.

Noon Position - $19^{\circ} 07'$ North, $81^{\circ} 42'$ West.

0200 - Received instructions from "ORION" to patrol clear of
shipping routes in the YUCATAN area, in company with
"HOTSPUR", and to patrol the YUCATAN CHANNEL if the
German merchant ships "COLUMBUS" and "ARAUCA" left
Mexican ports.

0615 - Turned to the eastward for three hours to endeavour to
locate "HOTSPUR" but failed to do so.

0900 - Resumed course towards the westward.

Wednesday, 6th December.

Noon Position - $21^{\circ} 20'$ North, $85^{\circ} 24'$ West.

Patrolling to the South of YUCATAN CHANNEL.

Thursday, 7th December.

Noon Position. - $21^{\circ} 21'$ North, $85^{\circ} 22'$ West.

Patrolling in the YUCATAN area.

Friday, 8th December.

Noon Position - $21^{\circ} 59'$ North, $85^{\circ} 49'$ West.

Patrolling in the YUCATAN area.

1100 - Two U.S.N. Flying Boats (33 P10 and P11) closed the Ship.

2230 - Heard U.S. News Broadcast reporting the presence of
"unidentified cruiser" in vicinity of Gulf of Mexico.
(This was probably "HOTSPUR")

H.M.A.S. "PERTH" - WAR DIARY (continued).

Saturday, 9th December.

Noon Position - $21^{\circ} 44'$ North, $86^{\circ} 00'$ West.

1000 - U.S.N. Flying Boats (53 P7 and P1) closed the Ship.

1245 - U.S. Destroyer "ROPER" closed the Ship.

Patrolling in YUCATAN area.

1940 - German tanker "NORDMEER" left Curacao.

Sunday, 10th December.

Noon Position - $21^{\circ} 06'$ North, $84^{\circ} 16'$ West.

1800 - Sighted 5 U.S. Destroyers of "Flush Decker" type, apparently bound from the northward to GUANTANAMO Bay (Cuba) . Divisional Leader reported herself as "LEA" I did not disclose my identity.

Continued YUCATAN patrol.

Monday, 11th December.

Noon Position - $21^{\circ} 04'$ North, $84^{\circ} 42'$ West.

Patrolling in YUCATAN area.

Tuesday, 12th December.

Noon Position - $21^{\circ} 17'$ North, $84^{\circ} 30'$ West.

Patrolling in YUCATAN area.

1700 - Set course for KINGSTON.

Wednesday, 13th December.

Noon Position - $19^{\circ} 05'$ North, $80^{\circ} 16'$ West.

Intercepted signals reporting the German pocket battleship off the PLATE RIVER ("GRAF SPEE") and her subsequent action with H.M. Ships "AJAX" , "ACHILLES" and "EXETER".

2330 - Had news of the departure of the German merchant ship "ARAUCA" from TAMPICO at 1800 to-day, and the probable departure of "COLUMBUS" at 0600 to-morrow, 14th.

Thursday, 14th December.

0800 - Arrived KINGSTON. Completed with oil fuel, 730 tons.

1230 - Received news of the departure of "COLUMBUS" from VERA CRUZ at 1200.

1400 - Sailed for YUCATAN CHANNEL at 25 knots, ^{having} ~~being~~ previously arranged a rendezvous there with H.M.S. "HEREWARD".

H.M.A.S. "PERTH" - WAR DIARY (continued).

Friday 15th December.

Noon Position - $21^{\circ} 10'$ North, $85^{\circ} 00'$ West.

- 1230 - Rendezvoused with "HEREWARD". Organised patrol for the interception of "COLUMBUS".
- 1330 - "HEREWARD" parted company. Commenced a search at twice visibility distance from "COLUMBUS" "farthest on" position at 1630 until 1800, then returned to the YUCATAN CHANNEL and established a cross-channel patrol at 20-25 knots covering maximum ground possible.

Saturday, 16th December.

Noon Position - $21^{\circ} 40'$ North, $85^{\circ} 39'$ West.

- 0100 - Patrolled for three hours in vicinity of Cape SAN ANTONIO (Cuba) and then resumed patrol in mid-channel.
- 1000 - Spoke Swedish S.S. "CAPELLA" bound for GALVESTON.
- 1240 - U.S.N. Flying Boats 53P2 and P3 closed the ship.
- 1400 - Set course to meet "HEREWARD".
- 1530 - Sighted "HEREWARD" being shadowed by U.S. Destroyer "EVANS" Reorganised patrol: "PERTH" taking eastern half, "HEREWARD" western half.
- 1630.- Parted company with "HEREWARD" who was still being followed by "EVANS"

Sunday, 17th December.

Noon Position - $21^{\circ} 38'$ North, $85^{\circ} 29'$ West.

- 1000 - Met "HEREWARD" in mid channel.
- 1030 - Commenced fuelling her by trough method at 10 knots. "HEREWARD" had lost "EVANS" during the night but was now being followed by the Destroyer "TWIGGS" who continued to shadow her all day.
- 1410 - Completed fuelling of "HEREWARD", 242 tons. Both ships resumed patrol stations.

Monday, 18th December.

Noon Position - $21^{\circ} 52'$ North, $85^{\circ} 12'$ West.

- 1140 - U.S.N. Flying Boats 31 P8 and P9 closed the ship.
- 1215 - Exchanged signals with U.S.S. "VINCENNES" who persisted in asking my name, but was not given it. Queer ideas of "Neutrality" these Americans have!
- 1500 - U.S.S. "EVANS" closed "VINCENNES" apparently to receive instructions, then proceeded to shadow "PERTH". Continued YUCATAN patrol during the day.
- 1900 - "EVANS" parted company.

H.M.A.S. "PERTH" - WAR DIARY (continued).

Tuesday, 19th December.

Noon Position - $21^{\circ} 49'$ North, $85^{\circ} 13'$ West.

a.m. - Continued patrol.

1000 - Sighted U.S.S. "TWIGGS" and U.S.S. "VINCENNES"; the former shadowed "PERTH" until 1130.

1030 - U.S.N. Flying Boats 53 P7 and P9 closed the ship.

1300 - Received information that "ARAUCA" had been sighted in territorial waters off HILLSBOROUGH, Florida, proceeding North. "ORION" instructed "PERTH" or "HEREWARD" to join her. I decided that both should do so, as YUCATAN Channel patrol was clearly no longer of any use. Increased to 25 knots.

1600 - Received news that H.M.S. "HYPERION" had intercepted "COLUMBUS" about 300' North West of Bermuda, and that she had set herself on fire. U.S.S. "TUSCALOOSA" rescued the crew.

2045 - Instructed by "ORION" to return to KINGSTON. "ARAUCA" had taken refuge at PORT EVERGLADES, north of MIAMI, Florida.

Wednesday, 20th December.

Noon Position - $20^{\circ} 27'$ North, $82^{\circ} 52'$ West.
En route to KINGSTON.

1800 - Carried out 4" H.A. firing.

Thursday, 21st December.

0800 - Arrived KINGSTON.
H.M.S. "HOTSPUR" and H.M.C.S. "ASSINIBOINE" in harbour.
Completed with oil fuel 1230 tons.

Friday, 22nd December.

0800 - Proceeded out of harbour and during the day, attempted to tow off the British S.S. "HOUSTON CITY" which was aground under Plum Point Lighthouse.

1400 - "HOTSPUR" sailed for COLON area.

1600 - Tow parted: returned to harbour.

Saturday 23rd December. to Tuesday 26th December.

At KINGSTON.

Wednesday, 27th December.

0645 - "ORION" arrived at KINGSTON.

H.M.A.S. "PERTH" - WAR DIARY (continued).

Thursday, 28th December.

0945 - left KINGSTON.

Carried out Day and Night Gunnery Exercises outside KINGSTON Harbour with H.M.C.S. "ASSINIBOINE".

2015 - Parted company from "ASSINIBOINE" and proceeded towards ARUBA.

Friday, 29th December.Noon Position - $16^{\circ} 02'$ North, $74^{\circ} 22'$ West.
On passage to ARUBA.Saturday, 30th December.Noon Position - $12^{\circ} 55'$ North, $70^{\circ} 37'$ West.

1530 - Off North Point, Aruba, where German merchant ships "HEIDELBERG", "ANTILLA", "TROJA", and "CONSUL HORN" were at anchor.

1630 - met H.M.S. "DUNDEE".

1730 - Received instructions from "ORION" to return to KINGSTON in order to take over from her as Senior Officer, Jamaica Force.

Sunday 31st December.Noon Position - $15^{\circ} 15'$ North, $73^{\circ} 02'$ West.
Proceeding towards KINGSTON.Monday, 1st January, 1940.

0800 - Arrived KINGSTON, completed with oil fuel 270 tons. Took over from Commanding Officer H.M.S. "ORION", the duties of Senior Officer Jamaica Force, with the Oil Fuel Protective Force (H.M. Ships "DUNDEE" and "PENZANCE", which were based on TRINIDAD, also under my orders). H.M.C.S. "ASSINIBOINE" and the German Prize S.S. "DUSSELDORF" also in harbour. "DUSSELDORF" had been captured by H.M.S. "DESPATCH" in the vicinity of Valparaiso, and had been escorted from Colombia by H.M.S. "HOTSPUR".

Tuesday, 2nd January.

1000 - Exercised boarding party in boarding the tankers "BISHOPDALE" and "PATELLA" in Kingston harbour.

1600 - Left KINGSTON.

Wednesday, 3rd January.Noon Position - $16^{\circ} 49'$ North, $72^{\circ} 52'$ West.
Patrolling to the south east of JAMAICA about Long. 73° West.

2300 - Received instructions from Commander-in-Chief to proceed to the WINDWARD PASSAGE Area in consequence of the possibility of German ships leaving ARUBA and CURACAO.

"ASSINIBOINE" was directed to proceed to the FLORIDA Strait.

H.M.A.S. "PERTH" - WAR DIARY (continued).

Thursday, 4th January.

Noon Position - $19^{\circ} 13'$ North, $74^{\circ} 17'$ West.

Patrolling in WINDWARD PASSAGE Area.

Friday 5th January.

Noon Position - $18^{\circ} 23'$ North , $75^{\circ} 39'$ West.

Patrolling South of WINDWARD PASSAGE.

Saturday, 6th January.

Noon Position - $18^{\circ} 31'$ North, $77^{\circ} 13'$ West.

Patrolling off the North Coast of JAMAICA and towards the CUBAN Coast.

Sunday, 7th January.

Noon Position - $20^{\circ} 39'$ North, $73^{\circ} 49'$ West.

Patrolling North of the WINDWARD PASSAGE.

Monday, 8th January.

Noon Position - $19^{\circ} 56'$ North, $72^{\circ} 23'$ West.

Patrolling along the North Coast of HAITI as far as Cape HAITIEN, and then back to WINDWARD PASSAGE.

Tuesday, 9th January.

Noon Position - $18^{\circ} 26'$ North, $75^{\circ} 00'$ West.

Patrolling in vicinity of NAVASSA Island. Carried out revolution and speed trials over a measured distance.

p.m. Set course for KINGSTON.

Wednesday, 10th January.

0700 - Received news of the departure at about 1930, 9th January, of the German S.S. "CONSUL HORN" from ARUBA.

0745 - Arrived KINGSTON, and completed with fuel, 480 tons.

1145 - Sailed for WINDWARD PASSAGE.

1400 - Met oiler "BISHOPDALE" (on Admiralty charter) and instructed her to proceed to the vicinity of CAPE MAYSI (Windward Passage) and patrol there until further orders.

Thursday, 11th January.

Noon Position - $19^{\circ} 58'$ North, $73^{\circ} 39'$ West.

0730 - Reached WINDWARD PASSAGE and commenced patrol.

At night, closed to the vicinity of Cape St NICHOLAS MOLE (Haiti) as the most likely route for "CONSUL HORN" to take if she used the Windward Passage.

(Actually she reached a Norwegian port safely, having probably proceeded through the more direct Mona Passage).

H.M.A.S. "PERTH" WAR DIARY - (continued).

Friday, 12th January.

Noon Position - $19^{\circ}53'$ North, $73^{\circ}43'$ West.

0700 - Resumed the day patrol.

1100 - U.S.N. Flying Boats 31, P10, P11 and P12 closed the ship.

Saturday, 13th January.

Noon Position - $19^{\circ}51'$ North, $73^{\circ}44'$ West.

1030 - U.S.N. Flying Boat closed the ship.
Continued normal patrol.

Sunday, 14th January.

Noon Position - $19^{\circ}28'$ North, $73^{\circ}22'$ West.
Patrolling in WINDWARD PASSAGE.

Monday, 15th January.

Noon Position - $19^{\circ}48'$ North, $73^{\circ}38'$ West.

a.m. - Patrolling in WYNDWARD PASSAGE.

1100 - U.S.N. Flying Boats 31 P10 and P11 closed the ship.

1330 - Closed "BISHOPDALE" and instructed her to remain within 100 miles of Cape MAYSI pending arrangements for fuelling of "ASSINIBOINE".

1400 - Set course for KINGSTON.

Tuesday, 16th January.

0800 - Arrived KINGSTON. Completed with oil fuel 470 tons.

Wednesday, 17th January.

2330 - "ASSINIBOINE" arrived KINGSTON from NASSAU (Bahamas).

Thursday, 18th January.

Nothing of Interest.

Friday, 19th January.

0900 - "ASSINIBOINE" sailed for COLON to collect a German prisoner of war (Von Appen) who had been landed there sick from the prize "DUSSELDORF".

2330 - Received news that German S.S. "HEIDELBERG" at ARUBA obtained a clearance and was apparently ready for departure. Prepared for sea.

H.M.A.S. "PERTH" - WAR DIARY (continued).

Saturday, 20th January.

0330 - Left KINGSTON for ARUBA at 22 knots.

Sunday 21st January.

Noon Position - $12^{\circ} 51'$ North, $69^{\circ} 47'$ West.

0400 - Off North Point, ARUBA.

0600 - Observed S.S. "HEIDELBERG" , "ANTILLA" and "TROJA" at anchor.

1230 - Rendezvoused by arrangement with French Cruiser "JEANNE D'ARC" 20 miles North of ARUBA. Exchanged information with her. She stated that the French A.M.C. "BARFLEUR", which I had been informed was patrolling off CURACAO, was not, in fact, in the area.

1730 - Sighted German ships off North Point, ARUBA, and continued patrolling in that area during the night.

Monday, 22nd January.

Noon Position - $12^{\circ} 54'$ North, $69^{\circ} 35'$ West.

0630 - Left North Point and proceeded to patrol in a position about 40 miles North West of CURACAO.

1930 - Commenced night patrol off North Point, ARUBA.

Tuesday, 23rd January.

Noon Position - $12^{\circ} 10'$ North, $69^{\circ} 27'$ West.
Patrols as for yesterday.

Wednesday, 24th January.

Noon Position - $13^{\circ} 05'$ North, $69^{\circ} 26'$ West.
Patrols as for yesterday.

2020 - Arrived off North Point and found that "HEIDELBERG" was not there. Commenced search at 23 knots towards MONA Passage. Informed Commander-in-Chief, Jamaica and Martinique.

Thursday, 25th January.

Noon Position - $12^{\circ} 36'$ North, $70^{\circ} 11'$ West.

0115 - Received message from S.O.(I). Jamaica, that "HEIDELBERG" had gone to ORANJESTAD (Aruba) yesterday afternoon, for water. Reduced to 15 knots and set course for ARUBA.

1000 - Arrived off ARUBA. Observed "HEIDELBERG" at ORANJESTAD. Continued ARUBA Area patrol during the day and night.

Friday, 26th January.

Noon Position - $12^{\circ} 47'$ North, $69^{\circ} 41'$ West.
Continued ARUBA Area patrol.

H.M.A.S. "PERTH" - WAR DIARY (continued).

Friday, 26th January (continued).

Between 1030 and 1130 passed the following U.S. Ships bound for CURACAO and ARUBA. "WICHITA" (Flag), "VINCENNES", "HATFIELD", "BROOKS", "FOX", "KANE", "LAWRENCE", "HUMPHRIES", "SANDS", "KING", "WICKES", "TWIGGS", "PHILIP", "EVANS".

p.m. - Patrolled between ORANJESTAD and North Point, ARUBA.

Saturday, 27th January.

Noon Position - $13^{\circ} 33'$ North, $69^{\circ} 56'$ West.

0900 - Relieved by "ASSINIBOINE" on ARUBA patrol. Set course for the coast of HAITI.

Sunday, 28th January.

Noon Position - $18^{\circ} 10'$ North, $73^{\circ} 28'$ West.

0930 - Commenced speed and fuel consumption trials over a measured distance in the vicinity of the Bay AUX CAYES, Haiti.

1500 - Completed trials. Set course for KINGSTON.

Monday, 29th January.

0815 - Carried out 6" F.C. firing off KINGSTON.

0930 - Arrived KINGSTON. Completed with oil fuel, 940 tons.

Tuesday, 30th January.

Completed with stores.

Wednesday, 31st January.

1700 - Left KINGSTON for ARUBA Area.

Thursday, 1st February.

Noon Position - $15^{\circ} 16'$ North, $73^{\circ} 16'$ West.
En route to ARUBA Area.

Friday, 2nd February.

Noon Position - $13^{\circ} 07'$ North, $72^{\circ} 02'$ West.

0700 - Took over ARUBA patrol from "ASSINIBOINE" at a rendezvous 25' North East of North Point.

1730 - Closed North Point, and patrolled in the vicinity during the night.

H.M.A.S. "PERTH" - WAR DIARY (continued).

Saturday, 3rd February.

Noon Position - 12° 51' North, 69° 39' West.

- 0430 - Intercepted a signal from British Tanker "JAMES McGEE" reporting that one of the German ships was leaving "CALIFORNIA POINT". The latter, not shown on British charts, proved to be North Point, ARUBA. Actually the tanker had seen "PERTH" on patrol and several signals were necessary before the effect of the Masters stupidity could be nullified.
Patrolled as usual in the vicinity of ARUBA.

Sunday, 4th February.

Noon Position - 12° 13' North, 69° 10' West.

a.m. - Proceeded towards CURACAO.

- 1230 - Met "DUNDEE" off St MICHAEL'S BAY, Curacao. Exchanged information. Sighted the following German Merchant Ships:-

St. Michael's Bay: "SEATTLE", "VANCOUVER"

Caracas Bay: "HANNOVER", "ESTE"

Fuik Bay: "HENRY HORN", "MIMI HORN", "PATRICIA".

- 1300 - Sighted small German Tanker "FRISIA" proceeding up the coast towards St MICHAEL'S BAY, and inside territorial waters, to fuel "SEATTLE".

1315 - Set course for ARUBA.

Night - Patrolling in vicinity of NORTH POINT, Aruba.

Monday, 5th February.

Noon Position. 12° 59' North, 69° 47' West.
Patrolling in ARUBA Area.

Tuesday, 6th February.

Noon Position - 12° 17' North, 70° 22' West.

a.m. Proceeded into Gulf of VENEZUELA.

- 1600 - Rendezvoused with "ASSINIBOINE" North of ARUBA. She took over the ARUBA patrol.
"PERTH" proceeded to CURACAO and patrolled in vicinity of StMICHAEL'S BAY.

Wednesday, 7th February.

Noon Position - 12° 49' North, 69° 21' West.
By day, patrolling North of CURACAO, by night, off St MICHAEL'S BAY.

H.M.A.S. "PERTH" - WAR DIARY (continued).

Thursday, 8th February.

Noon position - $12^{\circ} 19'$ North, $69^{\circ} 19'$ West.

0600 - Sighted Dutch sloop "VAN KINSBERGGEN" south of WILLEMSTAT.
Patrolling by day north of CURACAO.

Received reports that "SEATTLE" and "VANCOUVER" would probably sail within the next week - new moon period with dark nights.

Commander-in-Chief ordered "PERTH" and "DUNDEE" to remain on CURACAO patrol, and "PENZANCE" to assist. The French Armed Merchant Cruiser "BARFLEUR" was sent from MARTINIQUE, and the tanker "WAR BRAHMIN" ordered to complete with fuel at TRINIDAD and thence to patrol off BONAIRE, fuelling H.M. Ships as necessary.

"PERTH" assumed command of operations.

Night - Patrolled off St. MICHAEL'S BAY.

Friday, 9th February.

Noon position - $12^{\circ} 42'$ North, $68^{\circ} 50'$ West.

0400 - Sighted a darkened ship coming out of ST. MICHAEL'S BAY. She signalled that she had "Something to communicate" but failed to pass anything. She appeared to be a large British freighter. British ships had been instructed by the Reporting Officers in CURACAO and ARUBA to examine and report movements, if any, of the German ships. Neither of the two which had so far been entrusted with this task justified the confidence placed in them.

0630 - Met "DUNDEE".
Patrolled during the day and night north of CURACAO.

A.M. Reported by "DUNDEE" that "MIMI HORN" had gone alongside "VANCOUVER" and that "HENRY HORN" had commenced painting herself grey.
Received instructions from Captain-in-Charge that all ships were to remain in CURACAO area until further orders.

Saturday, 10th February.

Noon position - $12^{\circ} 44'$ North, $69^{\circ} 24'$ West.

Patrolling north of CURACAO in position to be ready to intercept any German ship attempting to escape. The sloops were sighting them at irregular intervals at night.

Sunday, 11th February.

Noon position - $12^{\circ} 52'$ North, $68^{\circ} 35'$ West.

Patrolling north of CURACAO.

Monday, 12th February.

Noon position - $12^{\circ} 51'$ North, $68^{\circ} 37'$ West.

Patrolling north of CURACAO.

H.M.A.S. "PERTH" - WAR DIARY (continued).

Tuesday, 13th February.

Noon position - $12^{\circ} 52'$ North, $68^{\circ} 37'$ West.

Patrolling north of CURACAO.

Admiralty authorized 200 tons Diesel oil being supplied to "HEIDELBERG" at ARUBA through the Dutch, to encourage her to attempt to escape.

Wednesday, 14th February.

Noon position - $12^{\circ} 54'$ North, $68^{\circ} 42'$ West.

Patrolling north of CURACAO.

"DUNDEE" reported being unable to fuel from "WAR BRAHMIN" owing to weather conditions.

Thursday, 15th February.

Noon position - $13^{\circ} 16'$ North, $69^{\circ} 10'$ West.

A.M. Proceeded to a position 50 miles north of NORTH POINT, CURACAO, to rendezvous with French Cruiser "JEANNE D'ARC". Waited there all day but she did not appear.

2030 "PENZANCE" reported a "strange Cruiser" south of CURACAO. This proved to be "JEANNE D'ARC" who had apparently received no orders from ADMIRAL, MARTINIQUE, to meet me.

Friday, 16th February.

Noon position - $13^{\circ} 45'$ North, $71^{\circ} 02'$ West.

0500 Set course for KINGSTON.

A.M. Carried out H.A. training class firings.

1800 Carried out a Damage Control Exercise with H.A. Full calibre firing.

Saturday, 17th February.

1100 Arrived KINGSTON, completed with provisions and oil fuel, 1120 tons.

Sunday, 18th - Wednesday, 21st February.

At KINGSTON.

Thursday, 22nd February.

0700 "DESPATCH" (Commodore C.G.B. COLTART, C.V.O.) arrived from West Coast, South America.

0930 "PERTH" sailed for ARUBA Area.

H.M.A.S. "PERTH" - WAR DIARY (Continued).

Friday, 23rd February.

Noon position - $14^{\circ} 08'$ North, $71^{\circ} 30'$ West.

En route to ARUBA.

2245 Off NORTH POINT, ARUBA.
"HEIDELBERG", "ANTILLA" and "TROJA" at anchor. Patrolled
in the vicinity during the night.

Saturday, 24th February.

Noon position - $13^{\circ} 01'$ North, $69^{\circ} 33'$ West.

Patrolling north of ARUBA.

Sunday, 25th February.

Noon position - $12^{\circ} 56'$ North, $69^{\circ} 47'$ West.

Patrolling near ARUBA.

1800 Sighted German ships at North Point.

2000 Set Course for KINGSTON.

Monday, 26th February.

Noon Position - $15^{\circ} 13'$ North, $73^{\circ} 30'$ West.

En route to KINGSTON.

Tuesday, 27th February.

0800 Arrived KINGSTON. Completed with 460 tons fuel, and
fresh provisions.
"DIOMEDE" and "ASSINIBOINE" in harbour.

Wednesday, 28th February.

KINGSTON.

Thursday, 29th February.

0830 "DUNEDIN" arrived from BERMUDA.

1700 "PERTH" left KINGSTON in company with "DIOMEDE" for COLON.

2100 Approximately. German ships "TROJA" and "HEIDELBERG" left
ARUBA.
"DIOMEDE" and "PERTH" were not required for the search
operations.

Friday, 1st March.

Noon position - $13^{\circ} 26'$ North, $78^{\circ} 02'$ West.

Carried out exercises with "DIOMEDE".

Received news that "HEIDELBERG" and "TROJA" had been
intercepted by H.M. ships "DUNEDIN" and "DESPATCH"
respectively, and that both had set themselves on fire
and scuttled.

H.M.A.S. "PERTH" - WAR DIARY (Continued).

Saturday, 2nd March.

- 0700 Arrived COLON. Fired national salute of 21 guns.
0830 Commenced transit of the PANAMA CANAL.
1130 Anchored - GATUN LAKE.
1545 Proceeded.
2115 Stopped off BALBOA. H.M. MINISTER and CONSUL came on board and took passage to PANAMA BAY.
2200 Anchored - PANAMA BAY.
"DIOMEDE" proceeded for the coast of PERU.

SUNDAY, 3rd March.

- 0645 Sailed for PAPEETE (TAHITI).

Monday, 4th March to Saturday 16th March.

Uneventful passage to PAPEETE. No ships of any sort seen en route. Crossed the equator on 7th March. Entered NEW ZEALAND station at 1100, 11th March.

Sunday, 17th March.

- 0745 Secured alongside wharf at PAPEETE.
A.M. Exchanged calls with British Consul, Commandant de la Marine, Mayor and Governor.

Monday, 18th and Tuesday 19th March.

At PAPEETE. Took in 300 tons Diesel oil.

Wednesday, 20th March.

- 0900 Left PAPEETE.

Thursday, 21st March to Sunday, 24th March.

En route to SUVA. Nothing of interest.

Monday, 25th March.

- 0830 Arrived SUVA. H.M.S. "HECTOR" (A.M.C.) in harbour.
1600 "HECTOR" sailed for AUCKLAND.

Tuesday, 26th March.

At SUVA.

H.M.A.S. "PERTH" - WAR DIARY (Continued).

Wednesday, 27th March.

0745 Left SUVA.

A.M. Carried out Torpedo firings.

Thursday, 28th to Saturday 30th March.

En route to Sydney. Nothing of interest.

Sunday, 31st March.

1045 Secured alongside SHEER WHARF, GARDEN ISLAND.

Prime Minister of Australia (Right Honourable
R.G.Menzies, P.C.) visited the ship.

STEAMING SINCE THE DECLARATION OF WAR.

<u>MONTH.</u>	<u>DAYS UNDER WAY.</u>	<u>DISTANCE STEAMED.</u>
September (from 3rd)	26	7404 Miles
October	27	7779
November	23	6501
December	23	7224
January	27	7970
February	24	6724
March	27	8661
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TOTAL	177 (out of 210)	52,263 MILES.
