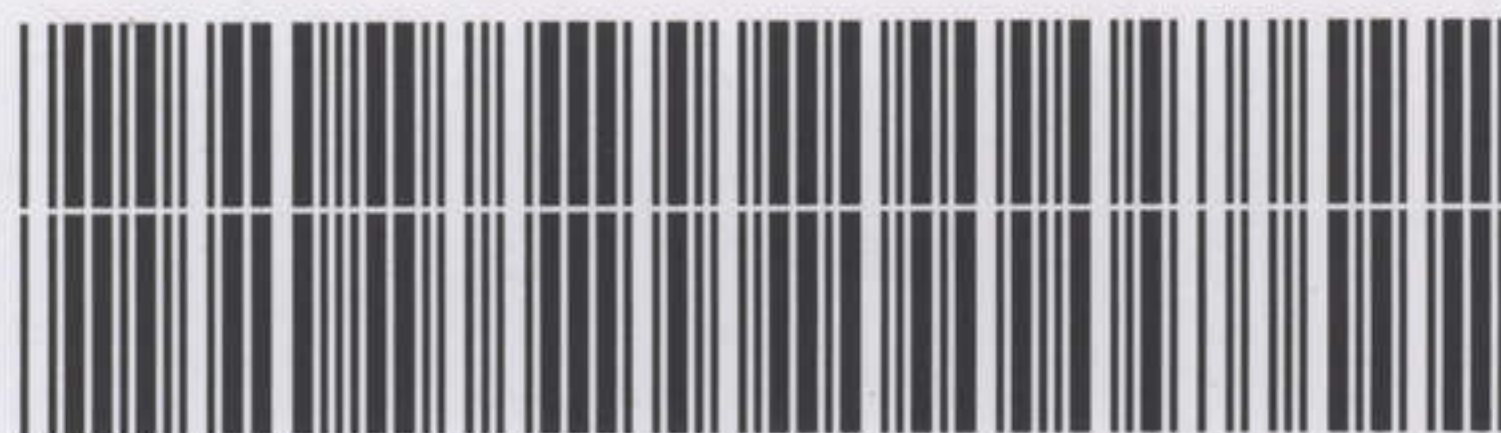


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS PERTH

Item number: 292/4

Title: September 1939 - December 1941. War
diary. Duplicate



AWM78-292/4

AUSTRALIAN ARCHIVES
ACCESS STATUS

[292/4]

DUPLICATE

OPEN

REPORT OF PROCEEDINGS

H.M.A.S. "PERTH"

Declassification Authority—Defence Records

This record has been reviewed and has been
declassified by the Department of Defence
(Navy) with effect from: 17 DEC 90

Authority Dig (N) Admin 18-13

Reviewer: LCDR R. L. Smith (RANEM)

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

RESTRICTED

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.

(See 72/51/50) Bailey 5/12/60

RESTRICTED

~~SECRET~~

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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RESTRICTED

"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 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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8/5/12/60

RESTRICTED

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

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New Caledonia.

18th

At daylight ships were about fifteen miles South-west of Amedee 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 $22^{\circ} 31' S$ $165^{\circ} 36' E$, 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 $25^{\circ} 05' S$ $161^{\circ} 11' E$. 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 $26^{\circ} 09' S$ $160^{\circ} 16' E$. 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 $26^{\circ} 50' S$ $156^{\circ} 26' E$.

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

~~SECRET~~ RESTRICTED

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

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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. 4½hrs.
Distance Steamed 8855 miles
Average Speed - 18.3 knots



Sgd. H. M. L. WALLER.

(H.M.L. Waller)
CAPTAIN

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.

"Lertho" 191-3
8 Dec '41

(continued)

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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.



Sgd. H. M. L. WALLER

(H.M.L. Waller)
CAPTAIN

RESTRICTED

(See 72/51/50) Bailey

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

5th. November, 1941.

3958 /139

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

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 to 21st. October	Party of five officers and 104 ratings accommodated at Liverpool 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.



S.O.(0) 10/11

S.O.(0) 10/11

S.O.(1) 10/11

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

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

14th. October, 1941

/139

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

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.



S O L O 7/11
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S O (1) 7/11
Acting Commander,
Commanding Officer.

RESTRICTED
(See 12/51/50) Bailey 5/12/60

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

6th. September, 1941

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

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.



(Sgd) C. Reid
Acting Commander,
Commanding Officer.

RESTRICTED

(See 72/51/50) Bailey 5/12/60

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

4th. August, 1941

3313/139

The Secretary, Naval Board, Melbourne.

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

Date and Time	Zone	Place or Noon position	Remarks
<u>Time Zone -3.</u>			
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 MAIAD (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)

Time Zone	Place or Noon position	Remarks
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.
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.

(Sgd.) P.B-SMYTH

CAPTAIN, R.N.

~~SECRET~~ RESTRICTED
(See 72/51/50) Bailey 5/12/60

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

9th. July, 1941

3252/139

The Secretary, Naval Board, Melbourne.

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. Mailad, 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 Haveock 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, Haveock 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

(Sgd.) P.B-SMYTH

CAPTAIN, R.N.

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 ²torpedoes 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.

1939.

Friday, 1st September. TO MARCH 1940

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 - $12^{\circ} 15'$ North $68^{\circ} 30'$ 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 - $14^{\circ} 37'$ North $72^{\circ} 25'$ 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° 57' North 68° 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° 24' North 69° 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° 07' North 72° 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° 02' North 74° 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° 52' North 81° 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° 42' North 84° 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 conveyed 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. "HERREWARD" 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 "IEA" 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. "DUNDREE".
- 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 "DUNDREE" 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 Colon 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 - $12^{\circ} 51'$ North, $69^{\circ} 39'$ 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 - $12^{\circ} 13'$ North, $69^{\circ} 10'$ 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. $12^{\circ} 59'$ North, $69^{\circ} 47'$ West.
Patrolling in ARUBA Area.

Tuesday, 6th February.

Noon Position - $12^{\circ} 17'$ North, $70^{\circ} 22'$ 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 St MICHAEL'S BAY.

Wednesday, 7th February.

Noon Position - $12^{\circ} 49'$ North, $69^{\circ} 21'$ 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 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.
