

AWM78

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

AWM78 Class 295 - HMAS PLATYPUS (I)

File number: AWM78/295/1

Title: AWM78 295/1 - January 1943 -
February 1945



RCDIG1074089

[295/1]

AUSTRALIAN ARCHIVES
ACCESS STATUS

OPEN

"PLATYPUS" L. of P.

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 (*) Admin 18-13.
Reviewer: LCDR R. L. Smith (RANEM)

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

Archives Branch
NAVAL HISTORICAL RECORDS

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DEPARTMENT OF THE NAVY
MINUTE PAPER

SUBJECT: H.M.A.S. "Platypus" -REPORT OF PROCEEDINGS.
February 1945.

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D. of P.

D.R.M.

D.N.I.

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D.N.M.S.

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

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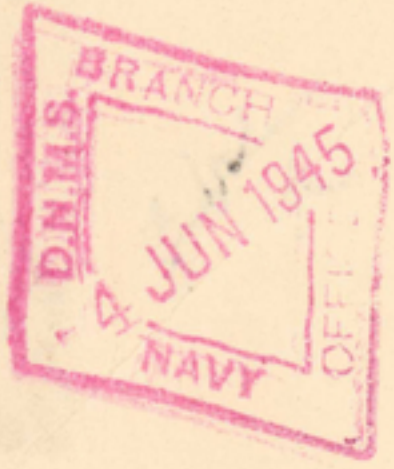
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DEPARTMENT OF THE NAVY.

2026/7/1256.

MINUTE PAPER.

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SUBJECT: ANAS "Platypus" Report of Proceedings February 1945

D.P.S. *Wu*
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Commonwealth of Australia.

Department of the Navy.

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Royal Australian Navy.

ACK. BY. / COY
22 MAR 1945
INIT. [Signature]

From THE COMMANDING OFFICER, H.M.A.S. "PLATYPUS"

Date 1 MARCH, 1945 Reference No. PP. 22/037/2268

To THE SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.

(Copy:- The Naval Officer-in-Charge, New Guinea)

Subject REPORT OF PROCEEDINGS-H.M.A.S. "PLATYPUS"
FEBRUARY, 1945

Submitted for the information of the Naval Board
the attached Report of Proceedings of H.M.A.S. "PLATYPUS"
for the month of February, 1945.

[Signature]
LIEUTENANT COMMANDER, R.A.N.R. (S)
COMMANDING OFFICER.

Encls: 2

AN

Royal Australian Navy.

REPLY PLEASE QUOTE

No. PP. 22/037/2868

H.M.A.S. "PLATYPUS",
1st. March, 1945

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H.M.A.S. "PLATYPUS" - REPORT OF PROCEEDINGS
FOR MONTH OF FEBRUARY, 1945

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. "PLATYPUS" for the month of February, 1945.

- 1st.-5th. At anchor in Madang Harbour, carrying out repairs to "TERKA", "TOLGA" "RONA" and other repair work as ordered by the Naval Officer-in-Charge New Guinea.
- 5th.1500 Clocks retarded 1 hour to "I" (ITEM) Time
All following times are "ITEM"
- 1600 Weighed and proceeded in accordance with N.O.I.C. New Guinea's orders to Hollandia and Mios Woendi with A.S.R. Vessel "Air Watch" in company proceeding to Aitape.
- 2300 Rendezvous made with H.M.A.S. "VENDETTA" who took station ahead as requisite for A/S cover and escort. Speed of advance 10 knots.
- 6th.0630 "Air Watch" reported having struck a submerged object and probable damage to propellers. After inspection reported able to maintain speed of 12 knots with only slight vibration. It was decided that owing to uncertain condition of propellers not to detach "Air Watch" for Aitape and this was made by signal to N.O.I.C. New Guinea.
- 1800 "Air Watch" reported Steering Gear jamming and excessive vibration from both engines. It was decided to stop and tow "Air Watch".
- 1840 Proceeded with "Air Watch" in tow at various reduced speeds till reaching maximum of 8.5 knots. However this speed appeared too great for strength of "Air Watch" focsle winch which commenced to break out of deck and speed was reduced to 6.5 knots.
- 2000 "Air Watch" reported that steering gear had been fixed and tow was slipped. Proceeding to Hollandia at 10 knots.
- 7th.0741 Came to anchor in Hollandia "Air Watch" secured alongside.
- 1045 "Air Watch" proceeded into Repair Watch to report to Port Director for slipping and inspection.
- 1600 Weighed and proceeded with "Jon Jim" in tow. "VENDETTA" escorting speed of advance 8.5. knots.
- 8th. On passage to Mios Woendi
- 9th.0655 Slipped tow Jon Jim outside boom to to "Fay C" and proceeded into harbour.
- 0755 Came to anchor in berth "F"
- 0800 Died out with no notice for steam. Steam kept for domestic purposes only.
- 1120 "SWAN" secured alongside.
- 10th.1100 Commander J.C. Morrow, D.S.O. D.S.C. R.A.N. (Commander "D") and staff joined "PLATYPUS" from "SWAN"
- Following officers transferred to "SWAN" from "PLATYPUS" :-
- Tempy. Lieutenant F. Bradgate, R.A.N.R. (S)
Surgeon Lieutenant J.D. Isles, R.A.N.R.
Lieutenant (SP) W.N.A. Latchford, R.A.N.V.R.
Sub-Lieutenant H.J.L. Ashton, R.A.N.R.

2/3/45 *29/3/45*

Sub-Lieutenant (S) H.R. Williams, R.A.N.R.
Lieutenant C. McArthur, R.A.N.V.R.
(for passage to Madang)

10th-28th At anchor Mios Woendi as Staff Headquarters Ship to
Commander "D" and carrying out repairs to vessels of the
Escort Flotilla.

Commander "D" 's reports will now cover the amount of
repair work carried out and since arrival at Mios Woendi, "PLATYPUS"
has worked to capacity doing all work that could possibly be
undertaken.

The officers and ship's company have all displayed
willingness and keenness to carry out all work for which "PLATYPUS"
is intended. All possible assistance is being given by every
department to help the escort vessels with their various problems.

The general health and discipline of the ship's company
is excellent and should remain so as Mios Woendi affords good
recreational facilities, swimming, water polo, whaler sailing and
pulling with occasional boxing tournaments ashore at the U.S.N.
Naval Base.

"PLATYPUS" Cinema is showing 6 nights per week and proved
not only a boom to our own ship's company but to all ships in
the harbour. The accomodation on the upper deck is good, and the
sound and general reproduction of the set is excellent. A good
supply of films from the U.S. Naval Base allows a new programme
each night. Only one situation exists in "PLATYPUS" which causes
concern, that is the accomodation in both the Chief Petty Officer's
and Petty Officer's Messes is overtaxed, many more of these ratings
are being carried than allowed on the Ship's Complement, also that
the ventilation is not all that can be desired in this climate.
Slight alterations are being carried out by the Ship's Staff which
it is hoped will improve the existing conditions.

Distance Steamed during February	-	722 miles
Fuel consumed during February	-	{ 179.2 tons Oil 174 " Coal 7 " Diesel
Average speed for February	-	9.3 Knots
Total distance steamed since leaving Melbourne		3768 miles

Ameylor
LIEUTENANT COMMANDER, R.A.N.R. (S)
COMMANDING OFFICER.

**RESTRICTED
SECRET**H.M.A.S. "PLATYPUS",
1st. March, 1945H.M.A.S. "PLATYPUS" - REPORT OF PROCEEDINGS
FOR MONTH OF FEBRUARY, 1945

Sir,

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Sub-Lieutenant R.J.L. Ashton, R.A.N.R.

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Lieutenant C. McArthur, R.A.N.V.R.
(for passage to Madang)

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Slight alterations are being carried out by the Ship's Staff which
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Fuel consumed during February	-	{ 179.2 tons Oil 174 " Coal 7 " Diesel
Average speed for February	-	9.3 Knots
Total distance steamed since leaving Melbourne		3768 miles

A. McArthur
LIEUTENANT COMMANDER, R.A.N.R. (S)
COMMANDING OFFICER.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Platypus" -REPORT OF PROCEEDINGS.
January 1945.

S.N.B. 1/12/3

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3 N.M. 1/12/3

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D.N.I. 1/12/3

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D.E. (N) 26/3/45.

D.O.T.M. 1/12/3

D.N.M.S. 1/12/3

H.P.B. 1/12/3

N.A.2.N.M. 1/12/3

N.5. 1/12/3

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

F/NHRO 1/12/3

Lt Rankin 1/12/3

Mr Lessor 1/12/3

Mr Woods 1/12/3

H.S. 26/4.

Copy handed to
3710 (Ship)
copy of report of performance
is to be inserted in Ships Book
Jan. 2/4

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DEPARTMENT OF THE NAVY.
MINUTE PAPER.

2016/7/1256

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SUBJECT: HMAS "Platypus" Report of Proceedings January 1945.

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ACK. BY: A.S. 1330X
19 FEB 1945
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Commonwealth of Australia.

Department of the Navy. ✓

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Royal Australian Navy.

From THE COMMANDING OFFICER, H.M.A.S. "PLATYPUS".
Date 8 February, 1945. Reference No. P.P. 22/037/2761
To THE SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(Copy to The Naval Officer-in-Charge, New Guinea.)
Subject REPORT OF PROCEEDINGS - H.M.A.S. "PLATYPUS" - JANUARY, 1945.

Submitted for the information of the Naval Board,
Report of Proceedings of H.M.A.S. "PLATYPUS" for the month of
January, 1945.

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Amulore

LIEUTENANT COMMANDER, R.A.N.R. (S)
COMMANDING OFFICER.

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Royal Australian Navy. **SECRET**

REPLY PLEASE QUOTE

No. P.P. 22/037/2761.

H.M.A.S. "PLATYPUS",
8th. February, 1945.

H.M.A.S. "PLATYPUS" - REPORT OF PROCEEDINGS FOR JANUARY, 1945.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. "PLATYPUS" for the month of January, 1945.

- 1st.-4th. Alongside Oil Wharf, Garden Island, Sydney, storing ship.
- 4th. 0800K. Slipped and proceeded to No. 6 Buoy for Deperming which was completed at 1600K.
- 5th. 0830K. Slipped and proceeded over D.G. Range and on completion at 1020K secured to No. 6 Buoy for swinging of magnetic compasses.
- 1413K. Slipped and proceeded to sea for Gun Trials of newly fitted Bofor 40MM.
After completing gun trials "Platypus" was ordered to proceed into Watson's Bay and drop Gun Trial Party into "Bimbi". At 1535, whilst approaching the Boom at reduced speed waiting for signals from Gate Vessel, very strong squalls from NNE force 7 were experienced. The signal for outgoing traffic was shown to allow a Manly ferry to pass out. "Platypus" became difficult to hold in channel without steerage way and also as she was 1 foot 6 inches by the head, being fully bunkered and stored. All attempts to turn and keep clear in channel by means of main engines (then ordered to full power) failed, and it was necessary to signal "Bimbi" to help push my bow up into the wind, and finally starboard anchor was let go to prevent "Platypus" blowing broadside on to the Boom. Unfortunately, when heaving up the starboard anchor, after the squall had eased, it was found that the No. 13 Loop had been damaged.
- 1618K. "Platypus" was turned in the Channel and proceeded to Townsville in accordance with N.O.I.C. Sydney's orders.
- 5th.-10th. On passage to Townsville. Speed of advance - 10 knots.
- 10th. 1330K. "Platypus" secured Port side to on West side of No. 1 Pier, Townsville, and commenced oiling and watering. Coal Hulk "Shandon" was placed alongside at 1420K and coaling was carried out until 1700K.
- 11th. 0800K. Resumed coaling ship.
- 12th. 0640K. Stopped coaling, and "Shandon" slipped to replenish with coal.
1730K. "Shandon" secured alongside and resumed coaling ship.
- 13th. 0500K. Completed coaling and secured for sea. The rate at which coal is supplied from Coal Hulks in this port is extremely poor but appears to be governed by the attitude of the coal lumpers.
0730K. Slipped and proceeded, in accordance with N.O.I.C. Townsville's orders, to Milne Bay. Speed of advance - 10 knots.
- 14th.-16th. On passage to Milne Bay.
- 16th. 1604K. Came to anchor in F4 anchorage, Milne Bay.

17th.1448K. Weighed and proceeded alongside tanker "Arayat" to complete with oil fuel.

1817K. Fuelled, slipped from tanker and returned to anchorage in Milne Bay.

18th.0322K. Weighed and proceeded in accordance with N.O.I.C. Milne Bay's orders, to Madang. Speed of advance - 10 knots.

18th.-20th. On passage to Madang.

20th.0744K. Came to anchor in Madang Harbour.

20th.-31st. At anchor in Madang Harbour, carrying out repairs to "Terks", "Tolga", "Rona", and other repair work as ordered by N.O.I.C. New Guinea.

Enclosed is a general report from the Engineer Officer which describes the satisfactory condition of that Department. The morale, discipline and general health of the Ship's Company is very good. W

Distance steamed during January	-	2432 miles.
Fuel consumed during January	-	336.6 tons oil. 206 tons coal.
Average speed for January	-	9.58 knots.
Total distance steamed since leaving Melbourne	-	3092 miles.

A. Mulore
LIEUTENANT COMMANDER, R.A.N.R. (S)
COMMANDING OFFICER.

ROYAL AUSTRALIAN NAVY

H.M.A.S. "PLATYPUS",

29th. January, 1945

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

I beg to submit for your consideration the following report of the condition and the performances of the Ship's Main Propelling and Auxiliary Machinery, also remarks and recommendations regarding the Alterations and Additions carried out during the Ship's recent refit.

(1) Main Propelling Machinery: The main engines are in exceptionally good condition and give no trouble, they are well balanced and easy to handle. Their refit was carried out entirely by ship's staff.

From records and observations made during the recent passage I am sure that in any emergency a speed of 130 revolutions (13 knots) could be obtained.

Maximum revolutions obtained during full speed trial was 138, therefore I am convinced, that with the ship on an even keel or trimmed slightly by the stern, an average ship's speed of 12 knots could be maintained over a period.

On future occasions when practicable, may I suggest that No. 1 Tank and the For'd Wing Bunkers remain empty then necessary ballast being obtained by keeping all other tanks not in use, pressed full.

(2) Auxiliary Machinery: The Auxiliary Machinery in general is very satisfactory in condition, both Port and Starboard. Turbo-Generators have been thoroughly tried and adjusted, they are now working on ship's load as required.

Port and Starboard Crossley Diesel Generators are also giving satisfaction, they have been well tested and whilst on trial during passage, they ran continuous on ship's load for 72 hours giving no trouble.

(3) Boilers: All boilers are in good condition. Wear and Waste Tests, also pressure tests were carried out during refit.

For'd Boilers Nos 1 and 2 Since converting to oil fuel (Major Furnace Low Pressure System) there has been no difficulty in maintaining a steady steam, whereas prior to this conversion, steam for 100 revolutions was difficult to maintain using all four boilers.

With the few improvements carried out recently, the system is proving satisfactory either for main or auxiliary steaming, motor troubles have been practically eliminated and the forming of a ring of carbon around the furnaces has been partially overcome.

It may be found necessary, at a later date to install larger blower motors in order to supply a greater quantity of air to the burners, however, further trials will decide.

At present the blowers allow for a supply of 500 cubic feet of air per minute and whilst this is quite adequate for general main steaming (10-11 knots) it appears insufficient when steaming over this speed.

The conversion on the whole however is definitely 100% superior to that of coal and at the present stage I can recommend the system be fitted wherever warranted.

The following figures of pressures and temperatures, also remarks on performance may be of future assistance and guidance to anyone concerned.

(i) Steaming on 2 No. For'd Oil Fuel Boilers only an average speed of 8 knots (90 revolutions) was maintained for 36 hours, the consumption of oil per day being 22 tons.

(ii) Steaming on all four boilers (2 No. For'd oil, 2 No. Aft on Coal) an engine speed of 120 revolutions was maintained for a period of 12 hours, it being then necessary to ease down to conform with the E.T.A., during this period an average speed of 11.5 knots was maintained, the consumption of fuel being 10 tons of oil and 13 tons of coal, that being 20 tons of oil and 26 of coal per day.

At all times only one fuel pump and one blower is used, these being changed over every four hours to the stand by pump and blower. This routine partly obviated the excess heating heating up of the motors which was experienced earlier.

The following figures were taken when steaming under normal conditions with average engine revolutions of 110.

For'd Oil Fired Boiler Room

I No. Steam fan supplying secondary air at $2\frac{1}{2}$ " water gauge
I No. Blower fan supplying primary air at 500 Cubic feet per minute.

I No. Oil fuel pump
Oil temperature at 175 to 180
Oil pressure at $3\frac{1}{2}$ lbs. only.
Boiler room temperatures 110 - 120

Under the above conditions, good combustion was obtained with a slight haze at the funnel, a little smoke only, was observed during the pitching or cleaning of fires in the after boiler room.

Steaming Range.

It can be seen that the steaming range for the ship has been greatly increased and fuel oil tanks together with For'd wing and after coal bunkers full, a reasonable estimate is as follows:-

Total coal capacity	400 tons
Total Fuel Oil	180 tons

Economical Speed.

Continuous steaming on 2 No. Boilers at a time 80 - 85 revolutions, average speed $7\frac{1}{2}$ - 8 knots.

Oil 140 tons at 22 tons daily, 8 knots	- 1200 miles
Coal 300 tons at 25 tons daily $7\frac{1}{2}$ knots	- 2160 miles
Total: <u>3360</u> miles	

This allows for 40 tons of oil and 100 tons of coal remaining in reserve.

Speed at 11 Knots

Continuous steaming on all four boilers, 113 revolutions average speed 11 knots.

Oil 180 tons at 18 tons daily	
Coal 260 " at 26 tons "	11 knots 2640 miles
Coal 150 tons remaining in reserve.	

Engineers Workshop Machinery

Practically all the new equipment has been in use, and working

satisfactorarily. These machines in addition to the original machinery will greatly assist the ship's repair facilities.

Ventilation System:

With a few exception the ship is now comparatively comfortable.

Laundry:

The washing machine and dryer are satisfactory and are dealing with all ship washing.

Damage Control:

Ship's allowance is practically up to date, 2 No. Drysdale Snorer Electric Pumps have still to be supplied in lieu of 2 No. Downton Pumps.

Fire fighting equipment and damage control equipment has been fitted around the ship and exercising of same is being carried out at frequent intervals.

In conclusion, without doubt, I am convinced that the ship can now be considered an efficient unit, the stability has been improved and "PLATYPUS" is in a fit condition to proceed anywhere and do good service.

R.H. Chambers
ENGINEER LIEUTENANT COMMANDER, R.A.N.R. (S)
ENGINEER OFFICER.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Platypus" -REPORT OF PROCEEDINGS.
December 1944

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2.N.M. [handwritten initials]

3.N.M. [handwritten initials]

D. of P. [handwritten initials]

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N.5. [handwritten initials]

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

St Parker [handwritten initials]
Mr Slessor
St Rankin
Ltd



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DEPARTMENT OF THE NAVY.
MINUTE PAPER.

2026/7/1256

3644.

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SUBJECT: H.M.A.S. "Platypus" Report of Proceedings December 1944

~~D.P.S. 11/1~~

~~D.T.S.R. 15/1~~

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~~D.C.N.S.~~

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2026-7-1256.

H.M.A.S. "PLATYPUS",
4th. January, 1945

Ref No. PP. 22/028/2498

SECRET

ACK. BY. A.S. 1330
8 JAN 1945
INIT.

H.M.A.S. "PLATYPUS" - REPORT OF PROCEEDINGS
15th DECEMBER - 31ST. DECEMBER, 1944

Checked for
Indexing

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. "PLATYPUS" from 15th December, 1944 to 31st. December, 1944:-

- HN.
- 15th. P.M. Contractor's completed refit
Raised steam on four boilers
- 16th.0600K Slipped and proceeded to Nelson Pier, Williamstown to complete with oil fuel.
0935K. Slipped and proceeded down Port Phillip Bay for Gun Trials, compass adjustment and Steaming Trials.
1625K All trials completed satisfactorily and proceeded out of harbour to Sydney (Cleared Heads at 2010K) in accordance with Naval Officer-in-Charge Port Melbourne's I50645.
- 17th. On passage to Sydney speed of advance 10 Knots.
0720K Wilsons Promontory abm 1.6 Miles.
- 18th. On passage to Sydney speed of advance 10 Knots.
1015K One Kingfisher Aircraft, identified, carrying out A/S Patrol and Cover until sunset.
- 19th.0843K Entered Sydney Harbour and after passing over Degaussing Range as requisite, secured alongside Oil Wharf Garden Island at 1100K. Ship commenced storing, provisioning and Dockyard making good minor defects and installations not completed at last port.
Came to 24 hours notice for steam.
- 20th Storing ship at oil wharf Garden Island
to " " " " " " " "
- 31st. Storing ship at Oil Wharf Garden Island

2. During the passage from Melbourne several Electrical Defects were found existent and these were fully reported in my letter PP. 244/26/2424.

3. Leave was restricted in order to expedite storing ship and this work has been proceeded with as quickly as possible but space inside the ship controlled the time factor in stowing large quantities which necessarily must be carried to meet the demands of the ship in her future capacity.

4. The health, discipline and morale of the ship's company has been most satisfactory. The many improvements such as ventilation and redesigned bathrooms and mess decks are greatly appreciated by the ship's company especially those members who served in the H.M.A.S. "PLATYPUS" during service in the North previously.

5. During the refit in Melbourne a Laundry Unit was installed and this should prove a great amenity as well as contribute towards good health. In Sydney a new Cinematograph (Twin Set) machine was provided and fitted so that ships company alongside

will be given amusement as well as our own ship's company.

6. As a result of the extensive refit H.M.A.S. "PLATYPUS" should now be quite suited for the duties which the Naval Board have assigned.

(Sgd.) D. A. MENLOVE

LIEUTENANT COMMANDER, R.A.N.R. (S)
COMMANDING OFFICER.

II.

The Secretary,
Naval Board,
Navy Office,
Melbourne.

Submitted for the information of the Naval Board.

D. A. Menlove

LIEUTENANT COMMANDER, R.A.N.R. (S)
COMMANDING OFFICER.

H.M.A.S. "PLATYPUS",
4th. January, 1945

SECRET

H.M.A.S. "PLATYPUS" - REPORT OF PROCEEDINGS
DECEMBER - 31ST. DECEMBER, 1944

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LIEUTENANT COMMANDER, R.A.N.R. (S)
COMMANDING OFFICER.

II.

The Secretary,
Naval Board,
Melbourne.

Submitted for the information of the Naval Board.

Amcalon

LIEUTENANT COMMANDER, R.A.N.R. (S)
COMMANDING OFFICER.

H.M.A.S. "PLATYPUS",
4th. January, 1945

DEPT OF NAVY
SECRET

2026 7 836

Ref.No. PP.22/028/2617.

H.M.A.S. "PLATYPUS".
12th January, 1943.

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. "PLATYPUS" - REPORT OF PROCEEDINGS -
1st JANUARY - 10th JANUARY, 1943.

RECEIVED
20 FEB 1943
D.O.T.M.

RESTRICTED

Checked for
Indexing

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. "Platypus" from 1st January to 10th January, 1943.

2. All went well and there were no difficulties. In company with "Kalgoorlie" and convoy D.T.9, sailed from Darwin at 0700 KL, 1st January, 1943, arriving at Booby Island Light at 0630 L 6th January and thence to inner Normanby Sound where convoy dispersed.

3. At about 1400 KL 2nd January an aircraft which could not be identified was observed flying in and out of the clouds at perhaps 12 miles distance. Subsequently at about 1420 the aircraft was seen on the port bow at an angle of sight of about 50 degrees and flying at about 12000 feet. Challenged but got no reply. "Kalgoorlie" also challenged but got no reply. Aircraft circled around to the starboard bow. Opened fire with 4" H.A. gun. Fired two rounds. Aircraft made off to westward. Made "Shad" signal T.O.O. 0359z of 2nd January. At about ten minutes later altered course of convoy 25 degrees to starboard. Position where aircraft was engaged was Lat. 10° 53'S 133° 15'E. Assumed second degree A.A. readiness for remainder of day.

4. It was not easy to distinguish the details of the aircraft. It was a twin-engined aircraft giving the appearance of a broad and high front, short in length and with a very prominent tail plane. It is possible, however, that it was a Beaufighter.

5. On arrival at Thursday Island coaled from "Period". "Platypus" was not short of coal but I thought it better from the point of morale, having regard to the length of time some ratings had been in Darwin without leave, to avoid having to coal ship immediately on arrival at our first civil port.

6. Sailed from Thursday Island at 0700, 7th January and arrived at Cairns at 1245 on 10th January, 1943.

I have the honour to be,

Sir,

Your obedient Servant,

ACK. BY A.S. 1230Y
18 JAN P.M.
M.B.J.

The Naval Officer-in-Charge,
Darwin.

(JACK DONOVAN).
A/COMMANDER, R.A.N.

II.

The Secretary,
Naval Board.

Submitted for the information of the Naval Board.

H.M.A.S. "PLATYPUS".
12th January, 1943.

(JACK DONOVAN).
A/COMMANDER, R.A.N.

ENG. CONST.
16 FEB 1943
BRANCH

Handwritten notes and signatures:
M. Kelly 31.5.43
D. Kelly 31.5.43
1st Lt. Kelly
N. Kelly
S. Kelly
2nd Lt. Kelly
3rd Lt. Kelly
4th Lt. Kelly
5th Lt. Kelly
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99th Lt. Kelly
100th Lt. Kelly

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78

AWM 78
78