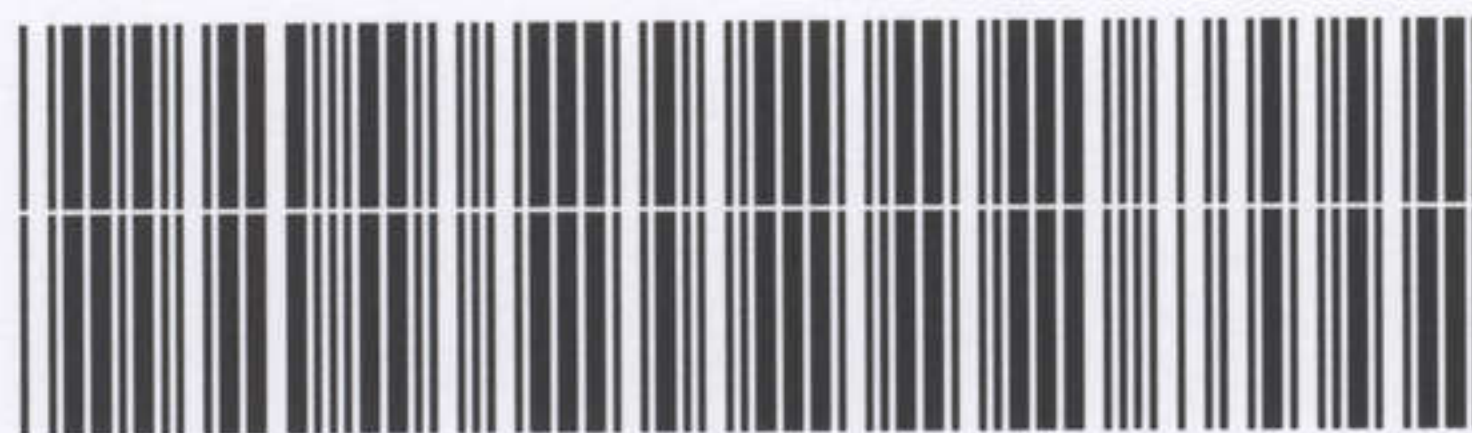


**AWM78**  
**Reports of Proceedings,  
HMA Ships and Establishments**

**HMAS FORCEFUL**

**Item number: 113/1**

**Title: October 1942**



AWM78-113/1



[113/1]

SECRET

CONFIDENTIAL

FORCEFUL

FORCEFUL

DEPARTMENT OF THE NAVY

Subject:

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18/12

AUSTRALIAN WAR MEMORIAL  
ACCESS STATUS  
OPEN

Declassification Authority—Defence Records  
This record has been reviewed and has been  
declassified by the Department of Defence  
(Navy) with effect from: 1 Nov 1990  
Authority Dig (N) Admin 18-13  
Reviewer: LCDR R. L. Smith (RANEM)

Signature: *R. L. Smith* Date: 1 Nov 90



2026/11/246

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16/11

~~1st~~ ~~RR~~ ~~OR~~ ~~OR~~ ~~OR~~ A word of appreciation to H.  
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Независимый

Don. A. Mc

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RECEIVED  
20 DEC 1942  
D. O. T. M.

P. See KRM 18/12/42  
Letter of commendation  
to be comes for file

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S E C R E T.

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25 NOV 1942

The Naval Officer-in-Charge,  
DARWIN.

H.M.A.S. "FORCEFUL".

With reference to your N.T. 0600/17 dated 6th November, 1942, forwarding Report of Proceedings for H.M.A.S. "FORCEFUL" in respect of passage from Fremantle to Darwin, I am directed to state the Naval Board desire to commend Lieutenant Ernest Hutchison, D.S.C., R.A.N.R.(S), for his excellent work on this occasion.

2. It is requested that this Officer be informed accordingly.

*Ln*  
*Inc.*  
*Ln*  
Secretary.

*N.4*



TELEPHONE No.

ACK. BY A.S. 1330Y

12 NOV P.M.

IN REPLY PLEASE QUOTE

No. N.T. 0600/17.

# Commonwealth of Australia

Department of The Navy.

**SECRET**

DEPT OF NAVY  
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~~NAVAL STAFF OFFICE~~

Naval Headquarters,  
DARWIN, N.T.  
6th November, 1942.

The Secretary,  
Naval Board.

## H.M.A.S. "FORCEFUL" - REPORT OF PROCEEDINGS.

The attached Report of Proceedings for "FORCEFUL" in respect of passage from Fremantle to Darwin is submitted for the information of the Naval Board.

*C. J. [Signature]*

NAVAL OFFICER-IN-CHARGE  
DARWIN.

*HTM*



REPORT OF VOYAGE OF H.M.A.S. "FORCEFUL".

Fremantle to Darwin 20.10.42 to 31.10.42.

Submitted: -

- 20.10.42. 11400I ~~X~~ Slipped from "H Shed" Victoria Quay and proceeded to Gage Roads for Compass adjustment.
1645. Compass Adjuster left at Harbour entrance, proceeded full speed.
- 21.10.42. 0040. Passed through Position "A" Lat.  $31^{\circ} 10' S$ .  
Long.  $115^{\circ} 00' E$ .
1640. M/V "Koolinda" passed South - inside.
1840. Passed through Position "B" Lat.  $28^{\circ} 48' S$ .  
Long.  $114^{\circ} 24' E$ .
- 22.10.42. 0105. Passed through Position "C" Lat.  $28^{\circ} 02' S$   
Long.  $113^{\circ} 48' E$ .
1620. Passed through Position "D" Lat.  $25^{\circ} 43' S$ .  
Long.  $112^{\circ} 45' E$ .
1833. Rounded Cape Inscription.
- 23.10.42. 0010. Anchored in  $5\frac{1}{2}$  fathoms off Carnarvon.
0715. Berthed alongside Carnarvon jetty.
0930. Commenced coaling, conditions difficult owing to range.
1400. Bunkering completed.
1430. Departed Carnarvon, Vessel coaled and watered to capacity, quantity of stores also taken on board.
1803. Passed through Position "E" Lat.  $24^{\circ} 33' S$ .  
Long.  $113^{\circ} 11' E$ .
- 24.10.42. 0700. Passed through Position "F". Lat  $22^{\circ} 26' S$  Long  $113^{\circ} 20' E$   
*ANSON or HUDSON*
- 0950 to 1000. Circled by aircraft, apparently <sup>ANSON or HUDSON</sup> with allied markings, took a complete circle with the ship in order to keep guns trained on target. As a result, messdeck was flooded and dinner, in preparation, rolled off the galley stove. The aircraft did not appear to challenge, but, apparently satisfied, wagged his wings in salute and made off.
1317. Rounded Vlaming Head, inside track taken in accordance with paragraph 2 of instructions.
2005. Anchored under lee of Trevenard Island.
- 25.10.42. 0635. Proceeded full speed for Mary Ann Passage.
1050. Cleared North Sandy Island.
- 26.10.42. 0413 to 0625. Reduced speed while obtaining stellar fix



0800. Passed through Position "H" Lat.  $20^{\circ} 05'$  S.  
Long.  $118^{\circ} 25'$  E.
0930. Anchored off Port Hedland, awaiting tide.
1150. Berthed off Port Hedland jetty.
1200. Commenced bunkering.
1600. Completed bunkering.
2255. Departed Port Hedland, vessel coaled and watered to capacity and quantity of stores taken on board. At this stage a strong N. Westerly wind was blowing and the sea was too high for vessel to be taken to Position "H" as instructed. A Northerly Course was steered, at reduced speed.
- 27.10.42. 0230. Steering N.N.E. increased to full speed.
- 28.10.42. 2000. Passed through Position "J" Lat.  $15^{\circ} 20'$  S.  
Long.  $122^{\circ} 45'$  E.
- 29.10.42. 2000. Passed through Position "K" Lat  $12^{\circ} 52'$  S.  
Long.  $125^{\circ} 39'$  E.
- 30.10.42. 1920. Reduced speed to slow.
- 31.10.42. 0540. Position by steller observations Lat.  $12^{\circ} 11'$  S.  
Long.  $130^{\circ} 09'$  E.
0615. Proceeded full speed.
0745. Passed through Position "L" Lat.  $12^{\circ} 11'$  S.  
Long.  $130^{\circ} 23'$  E. then proceed via Searched Channel.
0930. Advanced clocks 90 minutes.
1152. Entered boom.
1255. Berthed alongside detached portion of Main Jetty, Darwin in accordance with instructions received by signal. Command was then handed over to Lieutenant Good, R.A.N.R.(S).

General:

With the one exception of the night of departure from Port Hedland, the weather was favourable throughout. No leave was granted to personnel at Carnarvon, but, at Port Hedland 50% were allowed ashore from 1500 to 1800 and the remainder from 1800 to 2100.

In response to instructions all hands went ashore neatly turned out and their appearance and behaviour were certainly a credit to the Service.

This latter comment can also be applied to their behaviour throughout the whole of the voyage, at one stage extra look-outs were posted more or less on a voluntary basis and the response was 100%.

The Engine Room and stokehold personnel are, apparently, all experienced men and performed their various duties accordingly. Some of the seamen are inexperienced but they certainly made up for this by enthusiasm. The Ship's Cook did an excellent job, providing excellent meals under difficult circumstances.



A separate report will be submitted covering Lieutenant J. Sinclair R.A.N.R.(S).

Coaling at Carnarvon was done with shore labour on the jetty and, as far as my experience of this class of labour on the N.W. Coast of W.A. they did very well under somewhat difficult circumstances.

At Port Hedland, where this work was done by the coloured labour of the Naval lugger, under supervision of Naval Officer-in-Charge, condition were most satisfactory.



*James F. [unclear]*

Lieutenant R.A.N.R.(S).  
Commanding Officer,  
H.M.A.S. "FORCEFUL".



AWM 78.

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