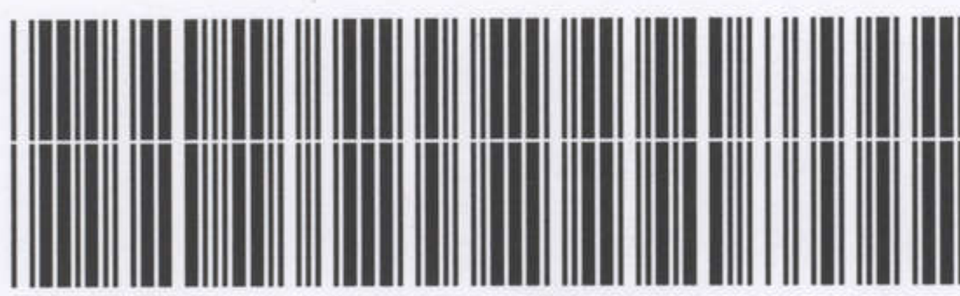
AWM78

Reports of Proceedings, HMA Ships and Establishments

HMAS GAWLER (I)

Item number: 116/1

Title: August 1942 - February 1946



AWM78-116/1

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2026. Y. 1236

(Letter from Commanding Officer, H.M.A.S."GAWLER"
reference 49/46, dated 5th March,1946.)

REPORT OF PROCEEDINGS FOR THE MONTH OF FEBRUARY,1946.

Circulation

11.

B.S.850/250/244.
The Secretary
NAVAL BOARD.

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

A/Rear-Admiral.

Office of Flag Officer-in-Charge, N.S.W.
Naval Base Headquarters,
POTTS PT. SYDNEY.

DNI (NHRO)

Royal Australian Navy

OFFICE OF THE
B.S. 250/244
FLAG OFFICER-IN-CHARGE
SYDNEY.

IN REPLY PLEASE QUOTE

No. 49/46

FROM.....THE COMMANDING OFFICER, H.M.A.S. "GAWLER".

DATE.....5/3/46.

TO.....FLAG OFFICER in CHARGE, SYDNEY.

SUBJECT.....REPORT of PROCEEDINGS for the month of FEBRUARY, 1946.

Submitted the above report.

W. A. Wilson

a/ Lieut. Cdr. R.A.N.R.
COMMANDING OFFICER

REAR-ADMIRAL-IN-CHARGE
21 MAR 1946
SYDNEY

H.M.A.S. "GAWLER"

REPORT ON PROCEEDINGS - FEBRUARY 1946.

1. On the 1st of the month H.M.A.S. "GAWLER" was at Shields Island in the Barrier Reef preparing towing gear for H.M.A.S. "ST GILES" and "AIR SAVE" for the trip to Brisbane at 0630, we weighed and proceeded passing the tow to St Giles at 0730. Tow proved satisfactory and an average of 8 knots was made for the next 24 hours.

2. On the 2nd Lady Elliott Island was passed at 0900, at 1400 we exchanged identities with S.S. "CALEDON", at 1830 with "AMHURST VICTORY", 1900 S.S. "ORMISTON" and H.M.A.S. "MACQUARIE" at 2030.

3. At 0613 off Caloundra Head we slipped St Giles and Air Save and proceeded into Moreton Bay, securing alongside Newfarm Wharf Brisbane outside Whyalla at 1350. At 1450 St Giles berthed outside us.

4. At 0515 on the 5th we slipped and proceeded to Shark Spit to assist H.M.A.S. "SHEPPARTON" in towing Cairns off the spit where she had grounded. Shepparton succeeded without our help, Cairns being refloated at 1000. At 1520 we berthed at Cruiser "C" wharf for fuel, receiving 110 tons.

5. At 0805 on the 6th we slipped in company with St Giles and proceeded to sea taking St Giles in tow at 1515 off Caloundra Head - average speed 8.7 knots with 150 revolutions.

6. On the 7th it was found with the southerly set off Cape Byron we were making 10.5 knots with 150 so we increased to 165 revs with the result our speed of advance increased to an average of 12.7 knots till midnight when we lost the set and out S.O.A. dropped to 10.2 average.

7. AT 1215 on the 8th we recovered the tow off Sydney Heads and proceeded to Kuraba Point Fuelling wharf where we embarked 42 tons of fuel oil.

8. At 1013 on the 11th we slipped Kuraba Point and berthed at Kuttabul Dolphins, Garden Island at 1035, where we commenced boiler cleaning which continued till the 16th.

9. At 0830 on the 18th we slipped in company with Kalgoorlie and proceeded for ~~xxx~~ Melbourne. Wind NNE 4.5 sea moderate, speed of advance 12.5 knots average.

10. At 0120 on the 19th the weather worsened, the wind having increased to Force 7-8 which caused the rudder gland to leak, course was altered and Kalgoorlie and ourselves anchored in Twofold Bay at 0729. Cyclone passing through Bass Strait. Main refrigerator defective 300 lb carcase turned bad and had to be dumped.

11. At 2100 on the 20th February we weighed and proceeded for Melbourne. Speed of Advance 12 knots.

12. At 1645 on the 21st exchanged identities with Iron Warrior 15 miles ENE of Wilsons Prom. Speed was reduced during the night to make Melbourne in daylight.

13. At 0900 on the 22nd we secured alongside Nelson Pier Williamstown for fuel and repairs to refrigerator.

14. At 0900 on the 26th slipped and proceeded. In view of defective rudder gland and current cyclone warning in Bass Strait anchored off Quarantine Station, Port Phillip Heads.

15. At 1000 on the 28th weighed anchor and proceeded for Adelaide for visit to township of Gawler. Wind and Sea moderating.

16. The health of the ships company has definitely improved since last month with the return to capital cities and the abundance of fresh provisions. The conduct and morale has been good.

Month Ended Feb., 28 1946		Figures since Commissioning	
Distance Run	2068 miles	Distance Run	129845 miles
Hours Underway	203 hours	Hours Underway	13138 hours
Fuel Consumed	204 tons	Fuel consumed	10316.41 tons
Average Speed	10.2 knots	Average Speed	9.88 knots
Miles per ton fuel	10.1 miles	Miles per ton fuel	12.58 miles

SIGNED. [signature]

LIEUTENANT COMMANDER R.A.N.R.

COMMANDING OFFICER.

CONFIDENTIAL

2026/7/ 1236

DEPARTMENT OF THE NAVY

MINUTE PAPER.

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

S.N.B.

S.N.M.

D.C.R.

D.R.M.

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D.E. (N).

D.O.T.M.

D.N.M.S.

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18/2

143A

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026-7-1236

C.441/45.

SUBJECT: HMAS "Gawler" Report of Proceedings January 1946

D.D.S 19/2

D.T.S.R 21/2

D.O.D 21/2

B.C.N.S 22/2

1st NM

C.S 26/2

Royal Australian Navy

Orig.

IN REPLY PLEASE QUOTE

No. 25/46

H.M.A.S."GAWLER".

13/2/46.

The Secretary, Navy Board.

Submitted report of proceedings for the month of January;1946.

Lieut.Cdr.R.A.N.R.
COMMANDING OFFICER.

18/2/B.

H.M.A.S."GAWLER

REPORT OF PROCEEDINGS - MONTH ENDED 31 JANUARY, 1946.

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1. On 1 January, H.M.A.S."Gawler" with H.M.A.S."St. Giles" and "Air Save" was lying at Madang.

2. January 3rd all ships sailed for Port Moresby, after "Gawler" had fuelled from "British Ambassador". It was learnt from "St. Giles" that she had a defective boiler which could not be used for steaming, this we were given to understand would cut down St. Giles' speed to 7 knots. It later transpired that seven knots was an over generous estimation.

3. January 4th at 1620 we exchanged identities with "Henry S. Shane". "St. Giles" speed 5.5 knots most of the day.

4. January 5th, "St. Giles" only making 5 knots, so I despatched a signal to S.N.S.O. Sydney, requesting boiler tube expanders for "St. Giles" defective boilers, to give us more speed. These expanders were to be despatched to Port Moresby. At 1500 it was apparent we could not make Ward Hunt Channel in daylight, so we anchored in Oro Bay, proceeding at daylight on 6 January, our speed of advance slightly better - making 6 knots.

5. January 7th at 0505 passed through Raven Channel. At 1600 "St. Giles" was again falling behind, although we were only doing 6 knots. We anchored at Baibesika Island near Brummer Island in order to avoid arriving at Port Moresby during the next night. Weighed and proceeded on 8 January at 0530.

6. During the 8th we were set a considerable distance to the South, along the coast of New Guinea, owing to our slow speed.

7. On the 9th at 1600 we entered Port Moresby, proceeding alongside Main Jetty, where we learnt that nobody knew anything about "St. Giles" tube expanders.

8. From the 9th to the 14th the time was taken up by fuelling, watering and making oneself objectionable with Port Authorities, R.A.A.F. Transport and anyone else who might have had anything to do with receiving tube expanders.

9. On the 14th, these items not having arrived, we sailed. During the 14th and 15th the weather was perfect but our speed of advance was still only 5 knots - 5.8 later in the day, when "St. Giles" stopped to clean her fire boxes. At 1425 Bramble Cay was sighted and at 1540 we turned into Great North East Channel, Bligh Entrance.

10. On the 16th the weather deteriorated, making our speed of advance 4.5 knots. As we had a sick rating with a high temperature, "St. Giles" could not maintain a good speed and the weather was worsening, we proceeded into Thursday Island, arriving at Normanby Roads at 1820.

11. Early on the 17th the weather became worse, so we entered the Roads at Port Kennedy.

12. The weather during the 17th, 18th and 19th was fierce, with the wind at force 5 to 7 almost continuously, except when it increased during heavy rain squalls. Weather reports revealed that cyclonic disturbances on the North QUEENSLAND were prevalent.

13. On the 20th we sailed from Thursday Island, with a definite improvement in the weather.

14. During the 21st good speed was made with the Southern set, "St. Giles" maintaining 8 to 8.5 knots.

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15. At 1950 on the 21st we exchanged identities with "Hogue", "Trafalga" and "Camperdown", north bound.

16. At 1905 on 23rd we berthed alongside New Wharf, Townsville.

17. On 26th at 1100 we slipped and departed from Townsville, B.E.O's staff having advised us that "St. Giles"' boiler was beyond repair.

18. On the 27th the wind came away from the S.E. and by 1700 had increased to force 6 - 7, making it impossible for "St. Giles" to make more than 4 knots, which was not sufficient for her to counteract the cross sets. Course was altered for Scawfell Island where we anchored in Refuge Bay.

19. On the 30th we decided to tow both "St. Giles" and "Air Save", departing from refuge bay at 0630. With both ships we made 6.5 knots on 150 revs. (10 knots* and even made 7 knots when "St. Giles" steamed her best speed. However, as the "Air Save" was getting a bad time and was shipping water in her forward compartments, we anchored at West Bay, Middle Island, in the Percy Group at 1630, where "Gawler's" ship's staff re-rubbered the hatches of "Air Save". Distance covered - 53 miles.

20. On the 31st another attempt to tow both vessels was made, but, as the tow parted twice in the heavy seas, we anchored at Shields Island at 1900 to rig a heavier tow. This was affected and we proceeded on the 1st February with no further difficulty and in moderating weather.

21. The health of the ship's company for the month was not good, quite a number of persons breaking out in skin complaints, due to lack of certain vitamins and salt deficiency.

22. The morale, considering the long tedious trip and the painfully slow speed, has been high.

MONTH ENDED 31 JANUARY, 1946.		SINCE COMMISSIONING	
DISTANCE RUN	2552	DISTANCE RUN	127,777
HOURS UNDERWAY	324	HRS. UNDERWAY	12935
FUEL CONSUMED	234.02	FUEL CONSUMED	10112.41
AVERAGE SPEED	7.8	AVERAGE SPEED	9.88
MILES PER TON FUEL	10.9	MILES PER TON FUEL	12.6

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a/ Lieutenant-Commander, R.A.N.R.
COMMANDING OFFICER.

The Commanding Officer, H.M.A.S."Gawler" Report of Proceedings - Month of December,1945.

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In circulation

M 1.4.3.1.35

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

Submitted for the information of the Naval Board.

DNI (NHRO)

A/CAPTAIN, R.A.N.
NAVAL OFFICER-IN-CHARGE, MOLUCCAS.

The Office of N.O.I.C.,
MOLUCCAS.

14th January, 1946.

The Commanding Officer, H.M.A.S. "Gawler" Report of Proceedings - Month of December,1945.

685

M 1.4.3.1.35

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

Submitted for the information of the Naval Board.

A/CAPTAIN, R.A.N.
NAVAL OFFICER-IN-CHARGE, MOLUCCAS.

The Office of N.O.I.C.,
MOLUCCAS.

14th January, 1946.

Royal Australian Navy

REPLY PLEASE QUOTE

No. 4/46

H.M.A.S."GAWLER",
3 January, 1945.

Naval Officer-in-Charge,
MOLUCCAS.

REPORT OF PROCEEDINGS _ H.M.A.S."GAWLER"

Submitted for information the attached copies of Report of Proceedings, H.M.A.S."Gawler" for the month ended 31 December, 1945.

W.W. Olson

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

9. At 1110 on the 18th, A.S.R. "Air Guide" was slipped off Tanjong Gila and "Gawler" anchored off Navy Dock, Morotai. At 1600 we berthed alongside "British Unity", receiving 119 tons of fuel.

10. On the 20th, at 0845, 20 Army personnel were embarked for passage to Australia, but as the weather was unsuitable for H.M.A.S."St. Giles", "Air Save" and the barges to be towed to Madang, sailing was deferred.

11. At 1905, we berthed alongside S.S."Merkur" for stores, slipping at 2030.

12. On the 24th, at 1100, I took under my command, HMAS "St. Giles" A.S.R."Air Save" and two barges and sailed for Madang. "St. Giles" towed a 60 ton lighter with a 10 ton ammunition barge secured on its deck, "Gawler" towing a 10 ton ammunition lighter and "Air Save". At 1615 "Air Save" broke adrift, due to a faulty bridle, but immediately got under way with her own power until we made her a fresh bridle, which we fitted at 1720 from 2½" FSWR. On settling down at 1738, we found that "St. Giles" had been maintaining 8.3 knots, which was better than we expected.

13. During the 25th, 26th, 27th and 28th, fine weather was experienced and a speed of 8.3 knots averaged since leaving Morotai.

14. At 1225 on the 29th, the wind, which had been West Force 4 all day, freshened, causing a moderate to rough sea, which set up a "see saw" motion on "Air Save"'s bridle, causing her to broach rather badly. I considered the weather too rough for the A.S.R. and altered course of the convoy for Wewak Harbour, arriving there at 1639 and anchoring in 5 fathoms - 338° 4.5 cables from Wewak Light. "Air Save"'s bridle was replaced, 'play' being cut to a minimum.

15. At 1000 on the 29th, we weighed and proceeded for Madang. At 2145, "St. Giles" reported that heretow had sunk, so we altered course 180° and commenced a 2 hour search of the area, with Radar # 272 set and the 21" searchlight. Quite a lot of wreckage was sighted and a 60' tree. As our present position was immediately south of the Sepik River and many large logs had been sighted during the day, we consider that this was the cause of the barge foundering.

16. At 1400 on the 31st, off Madang, the tows were shortened and "Air Save" slipped. We entered Madang Harbour at 1500, anchoring in the southern arm of the harbour, with the stern secured to palm trees.

GENERAL: The conduct of the Ship's company during the month was fair. I had occasion to punish one rating by warrant for concealing firearms in his locker. This rating was a bad influence on the remainder of the Ship's company and his removal

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REPORT OF PROCEEDINGS H.M.A.S."GAWLER"

MONTH OF DECEMBER, 1945.

On the first of the month "Gawler" was lying at anchor at at Gorontalo, Gulf of Tomini, Celebes, in company with H.M.A.S. "Burdekin" who had arrived the day before, bringing reinforcements of N.I.C.A. soldiery to quell the F.I.M. demonstration ashore. As affairs had taken a happier turn and no further trouble was expected, I was instructed by "Burdekin" to sail for Menado, taking Nanie Watabone, insurgent leader of the F.I.M. and deliver him to N.I.C.A. authorities in Menado. I was further instructed that Watabone was not to be treated as a prisoner. He was being taken to Menado for further questioning. Nanie Watabone proved to be quite an affable person and was treated as a Wardroom guest. "Gawler" sailed at 1415, arriving at Menado at 1345 on the 2nd, anchoring 199° - 2½ cables from the light beacon in 37 fathoms. At 1615, having embarked 60 A.M.F. personnel of the MANFORCE 3rd Div. contingent, we sailed for Morotai, arriving there at 1231 to discharge the Army personnel alongside Navy Dock, slipping at 1450 to fuel from "British Unity" - Oil received 127 Tons.

2. At 1155 on the 5th, "Gawler" with H.M.A.S."Krait" in tow weighed and proceeded for Balabak Strait, Western Sulu Sea. Moderate N.E. to N. weather was experienced during the 5th, 6th and 7th. At 2215 in position 03° 08'N, 127° 10'E, we exchanged identities with H.M.A.S."Black Swan", south bound for Moluccas area.

3. At 1430 on the 7th, 25 miles 110° from Sibago Strait, we exchanged identities with H.M.S."Crane", west bound for Hong Kong. At 1700 we entered Sibago Strait for the Sulu Sea.

4. Good weather was experienced on the 8th.

5. At 0700 on the 9th, at the Eastern entrance, we slipped "Krait", who proceeded under her own power for Labuan. "Gawler" proceeded for Tarakan, good weather being with us all the way.

6. At 0700 on the 11th, in low visibility, land was sighted and thought to be Tarakan Island. Great difficulty was experienced here in finding the channel entrance buoy, 20 miles from the coastline. However, at 1232, the visibility increased and we entered the channel, finally anchoring at 1510.

7. At 1300 on 13th we proceeded alongside jetty to fuel - receiving 122 tons.

8. At 1302 on the 15th, "Gawler", with "Air Guide" in tow, weighed anchor and proceeded for Morotai. Moderate to rough seas were experienced on the 17th and 18th.

from the ship should show a better record for next month.

The health of the Ship's company has been good.

REPORT FOR MONTH ENDED 31 DECEMBER, 1945.

TOTAL DISTANCE RUN:	4075 MILES.
HOURS UNDER WAY:	426 HOURS.
FUEL CONSUMED:	343.09 TONS.
AVERAGE SPEED:	9.56 KNOTS.
MILES PER TON FUEL:	11.9 MILES.

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DISTANCE RUN SINCE COMMISSIONING:		125, 225.	MILES
HRS. UNDER WAY	" "	12, 611.	HOURS
FUEL CONSUMED	" "	9878.39	TONS
AVERAGE SPEED	" "	9.9	KNOTS
MILES PER TON FUEL	" "	12.8	MILES.

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

Zeup. 2026-7-1236

The Commanding Officer, H.M.A.S. "Gawler" Report of Proceedings - Month of November.

In circulation
3/1/46

II

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M 1.4.3.1.35
The Secretary,
Naval Board,
MELBOURNE, S.C.1.

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

Submitted for the information of the Naval Board.

A/CAPTAIN, R.A.N.,
NAVAL OFFICER-IN-CHARGE, MOLUCCAS.

Office of N.O.I.C.
MOLUCCAS.
23 December, 1945.

3/1 K.

SECRET

Copy No. 1

Copies to M.O.I.C.
MOLUCCAS.
25 December, 1942.

A/COMMDR. R.A.N.,
NAVAL OFFICER-IN-CHARGE, MOLUCCAS.

The Commanding Officer, H.M.A.S. "GEMLER" Report of Proceedings - Month of November.

Forwarded for the information of the Naval Board.

D.N.I.
(N.M.K.O.)

N.I.A.I.C.
The Secretary,
Naval Board,
MELBOURNE, S.C.1.

CSS

II

H.M.A.S. "GAWLER".

REPORT OF PROCEEDINGS.

MONTH OF NOVEMBER.

On the 1st November Gawler was secured alongside Platypus outside St. Giles discharging fuel oil to Platypus. Some welding jobs were done to the motor boat davits and also some "burning off" of D/C equipment was done ready for removal to Mombah. At 1625 we slipped and anchored 2.5 cables bearing 145 degrees from Platypus.

At 0830 Gawler weighed anchor and proceeded alongside "Mombah" where both D/C throwers, parbuckle gear, D/C stowage and D/C's were disembarked. It was noticed that this lightening of weight aft made a difference of 9" to 1 foot difference in our draft aft and it was decided that as far as possible the after water tank capacity approx 20 tons and after fuel tanks should be kept at near maximum capacity continuously to maintain our trim. At 1135 we berthed alongside "British Unity" for 138 tons of fuel oil. At 1425 we anchored 2.5 cables Platypus bearing 045 degrees.

On the 6th November a conference was held in Platypus with Staff Officer Operations, Surpart (Landops) Surveillance Party, and myself and 1st Lieutenant. Arrangements were made for a surveillance trip to Vogelkops Peninsular, N.W. New Guinea.

At 1530 on the 7th November, having embarked the Army Surveillance party of 25 persons, Gawler weighed and proceeded for Manokwari. As the weather was fine the forecastle and quarterdeck awnings were spread when we were clear of the harbour and the additional personnel accommodated on the upper deck.

The weather on the 8th was fine for most of the day with occasional heavy showers in the dog watches. Opportunity was taken to catch rain water from the sloped awnings into 44 gallon oil drums to which we had attached standard hose connections at the bases and hoses to the filling valves on the upper deck. The scheme worked moderately well and it is thought that with a few adjustments we will be able to cut water rationing to a minimum on surveillance trips with the extra personnel carried.

At 0830 on the 9th we sighted Mansinam Island and altered course 270 degrees for the southern tip to avoid the suspected minefields. We were surprised to see Dutch vessel "Patras" carring NICA occupation force at anchor 24 hours ahead of her E.T.A. Entry to Manokwari was made the ship anchoring at 0915 in 22 fathoms between Mansinam Island and the jetty at

Manokwari. At 0930 three Jap barges approached the ship flying white flags superior to Japanese flags. Through an interpreter these barges were told to lay off until preparations for the conference were completed. At 0945 Colonel Suzuki, senior officer of the Jap Garrison came aboard with Lieut Cdr. Ito, senior Naval Officer, a Jap major and an Interpreter and the conference commenced with Major R. Garnsey A.M.F. presiding. Quite a few questions were asked concerning tasks given the Jap Garrison by the previous Landops visit. These seemed to have been carried out and the conference was brought to a close after I had issued orders about Jap barges approaching Gawler, navigation lights for these barges and arrangements for a Jap working party for working on the upper deck. At 1215 I landed with Landops party for an inspection of Manokwari garrison, housing conditions, farming plots etc. I questioned the Senior Naval Officer regarding minefields and learnt that the Japanese had tried sweeping for these mines with magnetised barges towed by their landing craft. According to this officer some results were achieved ~~and~~ as a mine exploded destroying the equipment. This officer stated that he thought further mines existed towards the jetty - which agrees with information contained in mine overlay information to hand. No further anti-mine equipment was available for inspection.

At 1300 a Jap working party of 20 naval ratings reported on board and were issued with chipping hammers and wire scrubbers by the Buffer and his armed helpers. The working party were put to work immediately and by 1815 had chipped, wire brushed and oiled 3/4 port side of the quarterdeck. The Dutch ship "Patras", carrying the NICA occupation force landed the Indonesian soldiery during the afternoon. All Gawler's officers and the 5 A.M.F. were invited aboard Patras for dinner which we attended at 1830, a most enjoyable evening.

At 0900 on the 10th a Naval guard of 8 ratings and an A.M.F. guard of D.R.'s was landed for NICA installation ceremony in Manokwari. The combined Australian forces guard was officered by the Ship's Gunnery Officer Sub-Lieutenant Gordon. The parade was formed up in "hollow square" formation with the Jap officers facing the flag poles and the NICA and Australian forces flanking opposite sides of the square. The Australian and Dutch ensigns were broken out and Sir Thomas Blamey's proclamation read.

On the 11th at 1740 we weighed and proceeded to Moemi arriving there at daybreak on the 12th. The surveillance party landed but Gawler remained underway as Moemi is situated on the open coast and no suitable anchorage was available. At 1600 the surveillance party returned and we proceeded to Sorong arriving at 0630 on the 14th.

The ship was met by Jap barges off Tsiof Island and finally anchored at 0800 south of Tsiof Island in 24 fathoms. At 0915 the Japanese Garrison commander and his staff reported on board for the usual conference and at 1200 we landed to inspect the Sorong Area. Visits were made to various cultivated areas, workshops, food dumps etc. Later I questioned Commander Nishibayyshi (S.N.O.) Lieut. Adigo (Executive Officer) Lieut Yoshido (mine specialist) and two Warrant officers regarding minefields around Sorong, and

learnt that no Jap mines had been laid at Sorong, but that two Japanese freighters had been mined in May 1944 in Sorong Roads by Allied mines. Attempts had been made by Jap naval personnel to sweep the area with barges towing steel plates (unmagnetised) with negative results. I learnt that mines and mine sweeping gear destined for Sorong were destroyed by Allied bombing in Manokwari. Records, log books, etc. had also been conveniently destroyed by Allied Bombing, likewise all naval stores. Total Jap naval personnel in the area-603 nearly all now engaged farming.

On the 15th November at 0730 a Japanese naval working party of 40 hands reported on board and we put to work chipping, scraping and red leading the ships side preparatory to painting. Landops party landed at 1000 returning at 1800 with evidence of Japanese atrocities. At 1915 the Sultan of Salawate came aboard for a conference with Major Garnsey and at 2050 a Kempeitai Warrant Officer was tried and found guilty of brutality to natives, his punishment was reduction to private and drafted to the labour camp.

On the 16th at 0700 the Jap working party reported aboard and commenced painting the ships side. At 1920 two Kempeitai War Criminals were brought on board for questioning. They were suspected of beheading two American Airmen. Korean witnesses were produced who gave evidence against the Kempeitai but the latter remained adamant about their part in the crime.

At 0125 on the 17th the Kempeitai war criminals were put in the coxswain's charge and locked in the beef screen with an army sentry posted.

At 0800 Gawler weighed and proceeded for Morotai arriving there at 0930 on the 18th.

At 0920 on the 19th we berthed alongside Wilcannia for stores slipping at 1300 and anchoring again 2.5 cables 205 degrees from Platypus.

At 1122 on the 20th we berthed alongside British Unity for fuel oil.

At 0645 on the 23rd we berthed alongside Navy Dock to embark 2 tons of food stores for Menado and Gorontalo (Celebes) and at 0700 slipped and proceeded for Menado, rendevouzing with "Bowen" there at 0800 on the 24th. Gawler anchoring off the light beacon bearing 183 degrees 2.7 cables at 1130. During the afternoon an additional 4 tons of stores were embarked. Lt Rowson R.N.V.R., Captain McDowell A.M.F., Flt Lt Keating R.A.A.F. and 4 O.R's with 3 NICA officers reported aboard at 1800.

At 0310 a strong squall reaching force 5 from the N.W. passed over the ship but since the squall was only of short duration and the wind had dropped to force 3 and was shifting through N to N.E. at 0345 it was not necessary to get underway. At 0700 the R.N.I.A. and NICA force consisting of 80 persons was embarked and we weighed and proceeded to Gorontalo arriving there at 0845 and anchoring in 30 fathoms a distance of 3.8 cables 200 degrees from the light house. As it was expected that opposition to the NICA installation would be expected in Gorontalo a Naval guard of twelve ratings armed with Lanchesters and Thompson sub-machine guns were landed with the A.M.F. force, while arrangements were made to land the R.N.I.A. and NICA detachments by native prow. On landing at the KPLM storehouses it was found that there was a large gathering of Free Indonesion Movement (F.I.M.) supporters wearing F.I.M. colours and emblems. No transport was availabel and various individuals warned the N.E.I. officers against proceeding up to Gorontalo a distance of 2 miles. With the arrival of the Police Chief (wearing F.I.M. colours) transport was made available, further warnings were made to N.E.I. officers, the informant stating there were Japanese rifles, machine guns and hand grenades in the town. In view of this it was decided that the Australian forces should enter the town first and we drove offin one sedan car and one truck after the F.I.M. colours had been removed and Australian flags substituted. Entry to the Residency was without incident and the N.E.I. followed us into the town also without incident. A meeting of F.I.M. leaders was called for at the Residency and a dense crowd of F.I.M. supporters gathered outside the grounds, discussions commencing at approx. 1430. The F.I:M. leaders stated they did not wish the NICA installation to take place and that they did not have any control over their party. Captain McDowell banned the display of F.I.M. colours and emblems and ordered the collection of all arms by the Police Chief..who did not seem confident of his ability to carry out this order. Individual questioning of F.I.M. committee then took place, the A.M.F. party and ships personnel guard returning on board at 1830. During the night all but 10 of the 100 town police deserted.

At 0930 on the 27th a naval ceremonial guard of 8 ratings armed with rifles with a security guard of 1 P.O. and 6 ratings were landed for the NICA installation ceremony at 1000, when the Australian and Dutch ensigns were hoisted. During the ceremony a riot occurred after an agitator had called from the back of the crowd "Dont look at it". However the ensigns were safely hoisted and Sir Thomas Blamey's proclamation read to the citizens of Gorontalo and one man, Namie Watabone, leader of the F.I.M. military group, the remainder of the population having scattered to a distance of 400 yards. The rest of the day was quiet except for 2 shots fired by NICA soldiers at alleged illegal entry to their barracks. During the evenging all Indonesians left the town and picketed the entrances declaring a food strike. The only people remaining in the town were 2000 Chinese and a few Arabs. During the evening a signal was despatched to N.O.I.C. Moluccas and Landops giving a summary of events on the Gorontalo front.

The 28th was without incident except that two Japanese prisoners were embarked for return to Menado. Conferences and visits to leaders houses took place during the day by the A.M.F. detachment and squads of F.I.M. ~~dakar~~ detachments were observed outside the town drilling by Lt. Rowson and Flt Lt Keating.

On the 29th several Chinese were kidnapped by the F.I.M. because they were friendly to the Australian and NICA forces. Orders were given for their immediate release to the Police Chief and this was complied with.

AT 0650 H.M.A.S. Burdekin arrived at Gorontalo with re-inforcements for NICA and a meeting of the F.I.M. was called on board. Namie Watabone was detained on board and did not attend the conference. Affairs took a happier shape at 1200 when it was agreed by NICA that F.I.M colours would be allowed to be flown from private houses but not from Public Buildings provided the privelige was not abused. The announcement brought smiles to the "committees" faces and a friendlier atmosphere was in evidence all round. The Gorontalo F.I.M. stating they would await the outcome of talks between Dr. Van Mook and Dr. Soekarno in Java.

All present attended luncheon in Burdekin.

Lieutenant H.J.L. Ashton R.A.N.R. joined on the 30th to replace Lieutenant S.S. Wadsworth R.A.N.V.R. who is appointed to H.M.A.S. Rushcutter for demobilization.

The health of the Ship's Company and their conduct for the month has been moderately good.

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Month:-

Total distance run	1867
Hours Underway	187
Fuel Consumed	219
Average Speed	9.9
Miles per ton of fuel	8.5

Distance run <u>since commissioning</u>	121150
Hours underway	12185
Fuel consumed	9535.3
Average Speed	9.9
Miles per ton of fuel	12.8

W Rowson

LIEUTENANT R.A.N.R.

COMMANDING OFFICER.

CONFIDENTIAL

2026/7/ 1236

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Gawler" REPORT OF PROCEEDINGS. October 1945.

S.N.B. 18/12

2 N.M. 20.12

3 N.M. 21/12

D. of P.

D.R.M.

D.N.I. (Later)

Ops. (N)

N.S.

D.E. (N)

O.T.M. 10/1

D.N.M.S.

H.R.B.

N.A.2.N.M.

N.5.

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

Ops?

17P

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0/12

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/1236

66A

0.441/ 12/12

SUBJECT: HMAS "Gawler" Report of Proceedings October 1945

D.P.S. 11/12

D.T.S.A. 13/12

D.O.D. 14/12

D.C.N.S. for 12/12

for 1ST N.M. 12/12

N.S. 18/12

Dup 2026-7-1231

(Letter from the Commanding Officer, H.M.A.S. "GAWLER" dated 31st October, 1945.)

REPORT OF PROCEEDINGS FOR OCTOBER, 1945.

Information

II.

M.1.4.3.1.23.
The Secretary,
NAVAL BOARD.

504

Submitted for the information of the Naval Board.

2. The attention of the Commanding Officer, H.M.A.S. "GAWLER" has been drawn to Confidential Commonwealth Naval Order 97/1943 and Commonwealth Naval Order No. 237/43 for the correct method of calculating distance travelled to the ton of oil fuel.

A/CAPTAIN R.A.N.
NAVAL OFFICER-IN-CHARGE, MOLUCCAS.

Office of the Naval Officer-in-Charge,
MOLUCCAS.

30th November, 1945.

7/12H

ROYAL AUSTRALIAN NAVY.

FROM: THE COMMANDING OFFICER H.M.A.S. GAWLER.
DATE: 3Ist OCTOBER I945.
TO : THE NAVAL OFFICER IN CHARGE MOLUCCAS.
SUBJECT: REPORT OF PROCEEDINGS FOR THE MONTH OF OCTOBER I945.

Submitted the following report:-

On the first of October by the order of the Commodore HongKong all ships went on to immediate notice for steam, due to the approach of a typhoon from the China Sea. The larger high powered ships proceeded to sea, but it was considered that the M/S anchorage off Kowloon would be safe for frigates, sloops and A.M.S's, protection being given the anchorages by Stonecutters Island to the westward.

The wind during the day was from the NW and by 1700, although the sky looked very threatening and the barometer had fallen to 994.6, a record ~~recording~~ reading in this ship, the wind was only about force 4 to 5. During the night the wind increased to force 6 to 7 and shifted to WNW. The barometer rising steadily showing 1000.8 at 0800.

During the 2nd the wind was still force 5 to 6 but shifted back to NW to North and finally NE.

At midday ship reverted to normal notice for steam (4 hours) the typhoon having passed inland somewhere to the north of Hong Kong.

On the 4th October the Engineer Officer, A/S Officer and Signals Officer were very ill with a form of dysentry. This malady seemed to infect the remaining three officers very slightly and was not experienced forward nor with the WR stewards.

On the 6th Gawler weighed at 0800 and proceeded on Anti Piracy patrol to Area "B" in Ladrone islands area SW of Hong Kong, a chinese interpreter. Lee Kwong having been embarked on previous night. At 1730 same day we anchored in Pumice Stone Bay Man Shan Is. and sent a party ashore to collect rifle lent the villagers as protection against two Japanese deserters become pirate it being thought that as these pirates had not shown up since our previous visit that a rifle was no longer necessary.

On the 7th while on patrol south of the Ladrone Islands a junk was intercepted who informed us that although they had not seen any pirates, there were some operating at St. John Island SW of Macao. Approval was sought from Commodore Hong Kong to visit St. John Is. this arriving at 1550, at sunset ship was darkened finally anchoring in Shito Bay at 2000.

At 0700 on the 8th we weighed anchor proceeding further into Shito Bay where a landing party was despatched returning at 0930. Their report being that the village was occupied by Chinese Irregulars extremely well armed and that no Japanese or pirates had been in the vicinity for several weeks. Gawler then weighed and proceeded to Sanki Bay on the western side of St. John Is. where another village was investigated with ngative results. St. John Is. was left at 1600 and course set for Pumice Stone Bay. At 1725 we passed a junk who signalled us they were in distress. We learnt they were out of fuel and were experiencing adverse winds to make Macao. At 1755 Junk was taken in tow and we proceeded towards Macao, anchoring inthe lee of Lit. Ladrone Is. at 0800 on the 9th where we learnt that the Junk was bound from Hainan Is to Macao with a cargo of salt and eight passengers. We supplied the Junk with 30 Gallons of Deisel fuel and carried out repairs to engines, reporting the incident to Com. Hong Kong. At 1541 we anchored in Hong Kong Harbour at M/S anhorage.

During the 10th we fuelled and provisioned ship for the trip to Morotai. On the 11th at 0800 the 22 MSF sailed from Hong Kong for Morotai. During the 11th 12th and 13th bad NE weather was experienced in the China Sea.

The remainder of the trip was quite pleasant the flotilla reaching Morotai on the 17th at 1007.

On the 18th at 1200 I assumed Command of HMAS "GAWLER" from Lieut. Cdr. J.H.P. Dixon RANR who has been appointed to HMAS "HUON". Lieut. S.S. Wadsworth assumed duties of 1st Lt.

On the 21st at 0718 we berthed alongside Platypus to discharge fuel oil and refuelled again from "British Unity" at 1845.

On the 25th repairs were carried out by B.E.O's staff to defective rudder gland, this having caused us considerable concern during recent weeks.

On the 26th at 1123 NOIC Moluccas, Capt J.A.Walsh R.A.N., visited Gawler. The visit was not an official inspection, it being Capt Walsh's wish that the work and routine be carried on during his visit. Capt. Walsh found the ship in fairly good shape and I was very pleased to receive a complimentary signal later.

On the 31st Gawler again berthed alongside Platypus outside "St.Giles" to discharge fuel and have certain repairs effected.

The health and conduct of the Ship's Company during the month was moderately good. There were a few instances of drunkeness of returning libertymen in Hong Kong but this was, we thought only to be expected after 7 months away from Australia, most of this time having been spent in tropical areas.

Total Distance Run	1692
Hours Underway	156
Fuel Consumed	226
Average Speed	10.8
Miles per ton of fuel (Including fuel for Aux'ly purposes)	7.5

Distance since commissioning	119,283
Hours Underway	11,998
Fuel Consumed	9,316.3
Average Speed	9.94
Miles per ton of fuel	12.8

-------oOo-------

W.A. Wilson
Lieut. RANR
Commanding Officer.

2026/7/ 1236

CONFIDENTIAL

DEPARTMENT OF THE NAVY.

MINUTE PAPER

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

S.N.B.

2 N.M.

3 N.M.

D. of P.

D.R.M.

D.N.I. (Later)

Ops. (N)

N.5.

D.E. (N)

D.O.T.M.

D.N.M.S.

H.P.B.

N.A.2.N.M.

N.S.

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

Miss Fuel

Dunphie

25/10

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CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

20261/7/1236

C.441/45.

SUBJECT: Amas "Gawler" Report of Proceedings September 1945

D.P.S. 25/10

DTSR 30/10

DOD 30/10

31/10

DCNS

1ST NM

26/10

V5

TELEPHONE No.

Commonwealth of Australia

Department of The Navy.

Org.

IN REPLY PLEASE QUOTE

No.

NAVAL STAFF OFFICE

FROM. The Commanding Officer. H.M.A.S. "GAWLER"

DATE. 4th. October 1945. REF. NO 128/45

TO. THE SECRETARY. NAVY. BOARD NAVY OFFICE

SUBJECT. Report of proceedings for September 1945

Submitted:-

H.N.

Iforward herewith my report of proceedings for Month of September.

On 1st of the month we were in position 01° 23.5'S 138° 58.5'E at 1200 acting as escort to H.M.S.T."Rapidol" with H.M.A.S."Launceston"and "Tamworth" in company making for Hong Kong. H.M.A.S."Stuart" had been sighted at 0645 South Bound.

On the 4th"Launceston" and I fuelled by buoyant hose method from "Rapidol but "Tamworth" had to delay fuelling till the 5th when at 1015 we all anchored off Basilan Island. We proceeded at 1208.Apart from making Verde Passage at 0100 on the 7th nothing further transpired. H.M.A.S. "Geraldton" was sighted at 1230 on the same day and took over as S.O.E. H.M.S."Montclare" and attending Destroyers were passed on the 8th. Land was sighted at 0520 on the 9th. Formed line ahead and passed through the Boom Hong Kong at 0903. Anchored off Stonecutters Island at 1007.

Weighed at 0658 on the 10th. with "Launceston" and streamed SA & LL sweep. Carried out sweep to Stanley Bay where 210 internees were placed on board and taken to The Empress of Australia for evacuation. I returned to anchorage at 1935.

At 0650 on the 13th I proceeded with "Launceston" & "Broome", H.M.A.S. "Burnie" acting as Dan Layer, streamed AS & LL sweep,Commenced the first lap of clearing sweep at entrance to Hong Kong Harbour. It soon became apparent that the formation was not a success. On the 14th H.M.A.S."Wagga" took "Broome's" place and the formation was again tried but unsuccessfully. On the 15th Launceston & I swept alone and proved much more effectivein operation. On the 16th H.M.A.S "Wagga" & "Strahan" joined the sweep and good progress was made. On this day at 1600 the surrender of Hong Kong took place.H.M.A.S."Fremantle had joined

H . M. A. S. " GAWLER"

REPORT OF PROCEEDINGS FOR SEPTEMBER CONTINUED

AS Dan Layer at 1200 and the five ships returned to Junk Bay anchorage at 1825.

Progress was maintained on the 17th. On completion of the days sweeping all ships returned to harbour. I remained in M.S.Anchorage until the 27th when I relieved H.M.A.S. "Woolongong" on Anti-Piracy Patrol around Ladrone Islands. Anchored off Island for the night. At 0805 a landing party was placed ashore at Pummic Stone Bay Great Ladrone Island. The villagers were contacted and through the Interpreter we were told that two Japanese Pirates were still on the Island who were armed with Rifles and grenades. Search of the Island in the afternoon without success. Various Islands of the Ladrone Group were examined on the 29th and Junks intercepted and examined without further imformation being obtained. At 1608 Submarine Spearhead told me to close. I took onboard Cdr. Gick R.N. Captain Pollock R.M.(Commando) Capt.Scott R.A.M.C. and 8 R.M Commandos who were to be placed aboard a Junk at random. Later that day I again landed a party at Pummic Stone Bay and located 8 boxes of 3" Mortar bombs and a 3" Mortar hidden in the undergrouth. The ammunition was dumped in deep water but the mortar was retained. Remaining at anchor in Pummic Stone Bay overnight I weighed at 0630 on the next day and proceeded to open water as the glass had dropped and the weather looked very threatening. However only heavy rain developed. At 1110 I placed the Commando party aboard a large Chinese Fishing Junk and returned to Rendezvous with H.M.A.S. "Geraldton" at Pummic Stone Bay. After transferring Chinese interpreter I returned to Hong Kong and anchored in M/S anchorage at 1855.

H. M. A. S. "GAWLER"

REPORT OF PROCEEDINGS FOR SEPTEMBER CONTINUED

Total Distance Run	:-	2874
Hours under Way	:-	300
Fuel Consumed	:-	297.29
Average Speed	:-	9.58
Miles per Ton of Fuel	:-	9.67(including fuel used for auxiliary Purposes)

Distance run since Commissioning	:-	117,591
Hours under Way "	:-	11,842
Fuel Consumed "	:-	9,090.3
Average Speed "	:-	9.93
Miles per Ton of Fuel "	:-	12.93.

Lieut. Commander. R.A.N.R.
Commanding Officer.

10/9 15/10 2026/7/1236 ~~FH~~ B 5714

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SECRET

RECEIVED 4 OCT 1945 D.O.T.M.

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

S.N.B. 9/10

2 N.M. 11/9

3 N.M. 12/9

D. of P. 18/9

D.R.M. 20/9

D.N.I. N.I.S.

Ops. (N) 25/9

N.S. 26/9

D.E. (N) 2/10

D.O.T.M. 6/10

D.N.M.S. 10/x

H. Pub. 16/10

N.A.2.N.M. 16/10

15/10

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

Miss Smith

22/8 K 18/10B

8/10

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SECRET

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1236

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SUBJECT: HMAS "Gawler" Report of Proceedings July 1945

D.P.S. 23/8

D.T.S.R. 24/8

DOD 9/9

DCNS

1STNM 8/9

N5

Commonwealth of Australia.

Department of the Navy.

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

DEPT. OF NAVY
SECRET

St 6339

Orig. 2026-7-1236.

Royal Australian Navy.

From Commanding Officer H.M.A.S. Gawler

Date 6th August 1945 *Reference No.*

To The Secretary Naval Board Melbourne

Subject Report of Proceedings for month of July.

HN.

Submitted

I forward herewith my report of proceedings for the month of July.

Lieutenant-Commander. R.A.N.R

Encl.

22/8 K

H.M.A.S. GAWLER.

REPORT OF PROCEEDINGS FOR MONTH OF JULY. 1945

I think this report for the month will produce some records for this ship and maybe for many others of the class. I know the lenght of the draft is a record for me!

On the 1st of July I was at anchor at Manus having arrived from Port Moresby the day before. Having delayed fuelling tocarry out certain repairs to the rudder gland I was rather caught on the wrong foot when an officer from R.A.F.T called at 1015 and told me I was to attend a conference at 1430 and to sail at 1800. I had steam by 1140 and proceeded to the duty Tanker which was as far away as it could be. I completed by 1414 and closed H.M.S. Montclare. I left the ship in charge of the First Lieutenant with instructions to close as many ships as possible and collect outstanding stores. I returned on board by 1630 but found that very few victualling stores had been received. I could not wait for them as I had to get my Sick Bay party from the shore, C.B officer and postman. I eventually left astern of the Convoy at 1815.

I was Senior Officer Escorts to T.U.112.2.2 comprising H.M.S. Derg, Barle, Findhorn and the fleet tankers Wave Monarch San Ambrosio and San Adolfo. When stock was taken of the Victualling stores it was found that the flour would last eighteen days, Sugar ten days, milk ten as these had not been received from the store ship. The whole ships company had to reduce to half rations as I had to anticipate at least three weeks at sea.

A practice shoot was carried out on the 2nd. At 0550 on the 3rd our first floating mine was sighted fine on the port bow. The convoy was given an emergency turn to port and Barle was detailed to sink it. It was reported sunk at 0610. This seemed to start quite a series of incidents. At 0630 Findhorn hoisted his large black Pennant to the dip. Hauled down at 0645. At 0715 Derg also had a doubtful contact, which he classified as non-sub at 0725. Findhorn not to be outdone also indicated under water contact at 0900. I consider they were largely due to the water temperature gradients. Exceptional echo ranges were being obtained

/obtained

and Findrorn asked permission to carry out atest as he was carrying an A/S specialist who was particularly interested. He later told me he had maintained contact with a tanker up to 22,000 yards!

At 1000 the whole convoy had to stop to allow engine repair to the two Sans. A circular screen was maintained and I took the opportunity to fill with fuel. I also obtained a little flour and sugar. We reformed and proceeded at 1230. All went well till 1830 when San Adolfo had to stop again. After another two hours we proceeded. At 1600 the San Ambrosio was stopped for three and a half hours. As we were at this time about mid way between Truk and Ponape I was very relieved when we had cleared the area.

Except for sighting numerous Merchant Ships, Air craft, carriers, destroyers, and Air craft on the 6th nothing to be reported. till the 10th. The Frigates then had to be fuelled and although two were detached at 0730 they were still having trouble with the bouyant hoses at 1200. Derg had the hose around his A/S dome and had great difficulty in clearing. Findhorn had cotton waste in the fuel line. I eventually fuelled from San Adolfo by Trough method. Again I was able to collect flour milk sugar salt and potatos! When I completed at 1445 Barle Fuelled. Barle was detached at 1900 to rejoin his own T.U. 112.2.1.

HMM.A.S.Nepal escorting Ruler closed the convoy on the morning of the 11th. As we had made good time the course was reversed during daylight hours on the 12th. Findhorn had a doubtful contact at 1047 and emergency turn was executed. Later classified non-sub. T.G. 37 passed at 1745. Identities were exchanged with K.G. V. The whole force was silhouette on the horizon and looked most impressive.

The convoy was again stopped for repairs at 0600 on the 13th. This time the Commodore ,Wave Monarch was the cause. Derg took the balance of her fuel and we proceeded at 1000. Clocks were retarded to "L" time at midnight.

/midnight.

The weather had been very overcast for the previous two days and we were experiencing a strong set to the S.E of ½ knots. At 1200 H.M.S.Redpole was sighted at the rendezvous position acting as "dumb cop" for C.L.S.G. I was instructed to remain within ten miles of the position. Even at seven knots this meant frequent alterations of course and considerable dead Reckoning as the weather was still very overcast. Redpole advised me there were a lot of floating mines in the area.

Derg was detached at 1130 on the 15th to join Barle and escort two tankers South. Before leaving he collected all mail which was an unexpected wind fall after 15 days.

At 0400 H.M.A.S. Ipswich escorting H.M.Tug Weazel joined. I had just passed him the signal to look out for mines when the look out reported one on the port bow. Convoy was turned to clear and I proceeded to sink it by rifle fire. As there was a short confused swell it was a most difficult target and I had to close to about 70 yards. After 150 rounds it exploded. Made quite an interesting spectacle and being on the surface the explosion was hardly felt in the Engine Room. I rejoined the Convoy, and Ipswich and Weazel fuelled.

What day?

Commander Logistic Support Group was sighted at 1320 the same day. Ipswich much to his and my regret was detached with Usk to escort two returning tankers. At 1500 H.M.A.S.Nepal closed to pass mail. This was much appreciated. At 1830 Redpole sighted and sank another mine.

Another mine was sunk by Nepal on the 17th. At 1150 the same day H.M.A.S. Nizam displaying his "P .M .G" sign delivered more mail. All this time we had been steaming West towards the land of the setting-rising sun and were being joined by various components of the B.P.F. At 1300 I closed the store ship Glenartney and completed with stores. ~~This was most successful and~~ I found the system of taking the mail manilla around the bridge most successful. No difficulty was ever experienced in passing or receiving stores.

H.M.A.S.Napier closed me at 1400 on the 18th to

/to

pass some fresh eggs and signals. The first trayof eggs unfortunately hit the top of a wave and did not arrive. By this time I had rigged a swifter of 4" manilla around the bridge housing with a parcelled eye in the center of the fore part of the bridge. A slip hook was shackled onto the eye to take the wire eye of the jackstay. This simplified the passing of stores and enabled them to be brought well inboard. It was left rigged continuously and needed only a light block and tackle hauled taut and secured to be ready for use. Our ownjackstay was only used once.

Fuelling of the Fleet did not commence until 0300 on the 20th. H.M.A.S. Quickmatch gave me the latest news of their strike. On the 21st the American Task forces were sighted. The combined fleets looked most impoing. I was told I was to be ready to take over myUnit during the afternoon and return to base. At 1850 this was executed. From my position when detached I was then 345 miles from Honshu, and 410 miles from Tokyo. Is this the closest an A.M.S. has yet been?

On the 22nd I fuelled from San Adolfo and received a unit of fresh vegetsbles which they had not issued. At 2105 two charges were dropped on a contact. This was later classified as non-sub. ADolfo had again to stop with engine trouble at 1100 on the 23rd. Findhorn was detailed to stand by. They rejoined by 1230. Possible floating mine was sunk by me at 0420 and The Findhorn fuelled on the 24th.

The wind and sea were rising noticeably but the barometer didnot drop until the 25th. By 1650 on the 25th we were pounding so heavily that the A/S dome was housed. Both wind and sea increased during the night and throughout the 26th sea was 54 and wind in gusts was 11-12. Fortunately the sea was about twenty degrees on the bow and we seemed to ride them nicely. The shutters in the forecastle breakwater were both carried away. The weather started to moderate in the afternoon of the 26th and the typhoon had passed by the 27th.

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The Tankers had not been able to make better than 3 knots during some of the storm but we made good speed as soon as the wind dropped. At 0600 on the 29th Einiewetok Atoll was sighted. After reporting to C.T.G.112.3. I fuelled then secured alongside H.M.S. Kelantan to wash through the boilers.

While fuelling Findhorn coming alongside me caught his flare in my Starboard D/C parbuckle gear. A six inch long hole was torn in his plateing but the damage to me was easily repaired by Kelantan.

The lack of T.B.S in the fuelling area was the cause of much inconvenience to C.L.S.G and myself. The batteries which had been supplied to me for my T.BY(TBY) did not last as long as expected and C.L.S.G. collected from the fleet any spares he could.

On the 30th and 31st the boilers were opened up but we could not clean boilers in the time allotted. The distance steamed in the 29 days at sea was 6,729 miles and the boiler hours were 1190. When opened the boilers were in very good condition. I would be interested to know if any other A.M.S. has (a) the length of time continuously at sea
(b) the distance steamed for the month
(c) yet been as close or closer to Tokyo.

The ships company think not ! !

MONTH

Total Distance Run	6, 729
Hours underway	676
Fuel consumed	431.03
Average Speed	9.95
Miles per ton of fuel	15.6

TOTAL

Total Distance since Commissioning	113, 843
Hours underway	11, 333

Fuel consumed	8, 610.05
Average speed	10.05
Miles per to of fuel	13.20

Lieutenant-Commander. R.A.N.R.

9/8

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SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/1236

SUBJECT: HMAS "Gawler" Report of Proceedings June 1945

D.P.S 9/8

DTSR 13/8

D.O.D 14/8

14/8

DCNS

for 1ST N.M. 15/8

N5

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SECRET

RECEIVED 11 SEP 1945 D.C.T.

2026/7/ 1236

DEPARTMENT OF THE NAVY.

MINUTE PAPER

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

S.N.S.

S.N.M.

S.N.M.

D. of P.

D.R.M.

D.N.I.

Ops. (N)

N.S.

D.E. (N)

D.O.T.M.

D.N.M.S.

H.C.B.

N.A.2.N.M.

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

Duplicate

Commonwealth of Australia.

Department of the Navy.

Royal Australian Navy.

From COMMANDING OFFICER H.M.A.S. GAWLER

Date 5th July 1945 Reference No.

To The Secretary Naval Board Melbourne

Subject Report of proceedings - - June.

HN.

SUBMITTED

Herewith my report of proceedings for the Month of June.

Lieutenant-Commander R.A.N.R.

Encl: 1.

Letter of Proceedings for JUNE of H.M.A.S. GAWLER

While at anchor on June the first at Manus an Air Raid Red was flashed at 2135 but the All Clear was received by 2155. I remained at anchor until 1330 on the 4th when I proceeded to the Harbour Entrance for A/S patrol duties. On being relieved at 0800 on the 7th I proceeded with H.M.A.S Ipswich to act as Screen to the Robert Maersk who carried out exercises with H.M.S. Uganda until 1620.

A/S exercises with H.M.S Virtue were carried out from 0700 till 1230 on the 9th. These were very good values.

Somewhat of a precedent was set that night. H.M.A.S Toowoomba secured alongside and the Royal Marine Dance Band from H.M.S. Swiftsure complete with concert party came aboard. The Quarterdeck was suitably lit and decorated. A general invitation was issued to other ships and large numbers attended. It was a great success. I wonder if the Royal Marines have ever played aboard any A.M.S. before?

At 1000 on the 12th I relieved Ipswich on Patrol. At 0800 on the 14th I proceeded with Ipswich to carry out exercises for transferring stores at sea and fuelling from a Carrier with H.M.S Arbiter. The experience gained will be invaluable. Returned to anchorage on completion at 1600.

I was instructed to take H.M.A.S. Burnie and Ipswich in company at 0830 on the 18th and proceed to Port Moresby. Bad weather was experienced which nesessitated a delay in passing through China Straits and we did not arrive until 0800 on the 22nd - - 15 hours late. On completion of fuelling I left with Burnie in company to relieve H.M.S. Usk and Barle as escorts to force S.S. comprising a flosting Dock and the Tug Empire Sam. Ipswich was delayed sailing owing to defective brick work. H.M.A.S. Burnis took Empire Sam in tow and Usk and Barle prpceeded. H.M.A.S. Sprightly was now in Company as Tug Master. Ipswich rejoined at 0830 on the 23rd and Tug Tancred on the same afternoon. Weather was still bad and

and/

visibility 5/6. At 0330 on the 24th two depth charges were dropped on a doubtful echo. The weather was so bad that I requested permission to divert and proceed through China Straits. This was approved and that night was spent in the lee of the Brumer Islands. All the 25th was taken up by the adjustment and end for ending of the tow and we did not proceed till 0330 on the 26th. The Straits were cleared by 0830 and the force identified to Kana Kope signal station. Visibility was still bad and I was very pleased when we had the Shortland Islands astern of us. At 0540 on the 27th identities were exchanged with a south bound Task force comprising an Aircraft carrier two Cruisers and two destroyers. I arrived off the entrance to Manus at 0640 on the 30th. Four days ahead of E.T.A.

Four holding down bolts on the Rudder post gland had sheered during the trip and I did not fuel immediately but remained light till the defect was repaired. I anchored. This delay in fuelling was unfortunate as it turned out on the next day but more of that in the July report.

The health of the ships company is good and the conduct is excellent. The hull is only in moderate condition with a lot of water line growth. The main engines and auxiliary machinery and in excellent condition.

PARTICULARS OF PERFORMANCE

For Month :	Total Distance run	3084
	Hours under way	408
	Fuel consumed	247
	Average speed	7. 2
	Miles per ton of fuel	12. 5

- - - - - - - - -

Since Commissioning :

Total Distance run	107,114
Hours under way	10,657
Fuel consumed	8,179. 02
Miles per ton	13. 2

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13 AUG 1945
D.O.T.M.

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2026/7/ 1236

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Gawler" REPORT OF PROCEEDINGS. April, and May 1945

S.N.B. 29/6

2 N.M. 5/7

D.N.S. - re paras of April report. Matter taken up with NOIC Port Adelaide on file 612/233/1248.

3 N.M. 28/7

D. of P. 20/7

D.R.M.

D.N.I. NIS

Ops. (N) 6/8

N.S.

D.E. (N) 10/8

D.O.T.M. 13/8

D.N.M.S. 13/8

H.

N.A.2.N.M. 20/8

N.S. 21/8

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

H.S. 24/8.

20/8

21/6

SECRET

DEPARTMENT OF THE NAVY.
MINUTE PAPER.

2026/7/1236

359B

6344.

SUBJECT: HMAS "Gawler" Report of Proceedings April and May 1945.

D.P.S. 21/6

D.T.S.R. 26/6

D.O.D. 27/6

D.C.N.S.

for 1ST NAT 28/6

N.5.

Originals

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DEPT OF NAVY
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1236

Commonwealth of Australia.

Department of the Navy.

RECEIVED
18 JUN 1945
NAVY

Royal Australian Navy.

From Commanding Officer H.M.A.S.Gawler

Date 5th May 1945 *Reference No.*

To The Secretary Naval Board Melbourne

Subject Monthly Reports - - April and May

SUBMITTED

Herewith please find Reports of proceedings for the above two months.

I regret that owing to an oversight Report for April has not been forwarded to you till now.

Lieut-Commander R.A.N.R.

HW

2B/6E

REPORT OF PROCEEDINGS OF H.M.A.S. GAWLER

Month of MAY 1945

Leaving Townsville at 1300 on the 2nd I started the last leg of the tow to Manus. Although the weather had been very bad in the Coral sea for the previous seven days it was quite moderate when I got outside Grafton Passage. The night of the third May I was called to the bridge at 1907 as five bright lights had suddenly appeared to Port. It was an extraordinary sight and led to all kinds of conjectures, some even doubting the compass although it had been checked at sunset, and suggesting that we had brought up at Cooktown. The lights grew in number till they numbered no less than thirty; after that I gave up counting. It was eventually identified at 21$$ as a convoy of Australian Landing Barge bound for New Guinea. The spectacle of full lights on vessels at sea after six years of black out was most unusual to say the least.

Passing thuough China Straits at 0700 on the 6th heavy rain squalls and bad visibility made me navigate with great caution. Apart from A.A. exercises no other incidents occurred and I exchanged my identification with P.W.S.S. Manus at 16$$ on the 9th. 24 hours ahead of original E.T.A.

I anchored until daylight, then moved to my anchorage where I was pleased to find other ships of the 22 M.S.F; the ships companies also were pleased to be together again. I was not sorry when the tug arrived to relieve me of the tow. On the trip from Melbourne for distance and steaming time I had avereged 9 knots.

Apart from taking in fuel and water I remained at anchor till the 21st when taking H.M.A.S.Tamworth in company we proceeded to carry out A.A. exercises at sleeve target, and O.O.W manouevres.

Replenishing my expended ammunition from Corinda on the 24th I proceeded on A/S patrol at the entrance to the harbour. I was relieved and returned to my anchorage on the 26th.

All general drills and action stations have been carried out regularly. The health of the ships company is good and they have good recreational facilities.

The ships side and underwater hull is rapidly getting worse with rust pitting and marine growth. In all other respects main and auxiliary machinery is in very good condition.

MONTH.	Total distance run	1 875
	Hours under way	411
	Fuel Consumed	217.27
	Average Speed	8.88
	Miles per ton fuel	8;63
TOTAL	Distance run	104 030
	Hours under way	10 229
	Fuel Consumed	7 932.02
	Average Speed	10.17
	Miles per ton fuel	13.11

Taylor Dyer
CO.

REPORT OF PROCEEDINGS OF H.M.A.S.GAWLER

Month of APRDL 1945

Refit trials were carried out on the 8th and 11th.

2. Completing refit at Adelaide on the 13th I was sailed independently for Melbourne. Arriving on the 15th and was sailed on the 16th with a Phillipine Lighter in tow for Manus. Owing to my Naval and other stores not arriving in Adelaide prior to departure I was delayed in Sydney from Friday the 20th till p.m Tuesday the 24th. Good weather prevailed from my leaving Melbourne and I arrived in Townsville on the 30th thirty three hours ahead of E.T.A.

3. The refit in Adelaide was of a high standard except for the scraping and work on the ships bottom. The anti-corrosive and anti fouling paint peeled off in layers when the ship was floated. This was so bad that the N.O?I.C Port Adelaide ordered the ship to be redocked.

4 As much work as possible was then done but the hull was in a shocking condition. The new paint has again peeled off and grass three to four inches long is adhereing to the side already.

5 The 100,000 miles over the ground was passed on the way to Melbourne and Main Engines and machinery of the ship is in excellent condition. This I think is largely due to the close attention paid to them by the Engineer Officer Lt J. Goble R.A.N.R.(s) who has been in the ship since standing by at Whyalla.

6 The new ships company are shaking down well and every opportunity is being taken to exercise them to bring them up to the high state of efficency expected from H.M.A.S.Gawler. ! ! ! The health of the ships company is uniformily good.

MONTH	Total distance run	2 451	miles
	Hours under way	303	
	Fuel Consumed	201.86	tons
	Average Speed	8.09	
	Miles per ton of fuel	12;13	
TOTAL	Total distance run	102 155	miles
	Hours under way	10 018	
	Fuel consumed	7 714	
	Average speed	10.-	
	Miles per ton fuel.	13.2	

Captain R.N.

983
159B

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3 · MAR 1945
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2026/7/ 1236

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Gawler" -REPORT OF PROCEEDINGS.

November 1944

S.N.B.

2.N.M.

3 N.M.

D. of P.

D.R.M.

D.N.I.

Ops (N)

D.E.(N)

D.O.T.M.

D.N.M.S.

H.R.B.

N.A.2.N.M.

N.5.

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

N.I.S. for DIT
Issue I?

Para retained
NHRO

Para already used in March issue. Please copy paragraphs 1 and 3, and return file to NHRO

19/1

808

SECRET

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1236

SUBJECT: Hmas "Gawler" Report of Proceedings November 1944

D.P.S

D.T.S.R

D.O.D

D.C.N.S

1ST A.N.M

N5

Royal Australian Navy

H.M.A.S. "Gawler"
9th December,
1944.

The Secretary,
Naval Board
Melbourne. C.1.

Report of Proceedings for the Month of November.

The following Report of Proceedings for the month of November, is submitted for the information of the Naval Board.

As will be noticed from the total milage, the last month has not been one of much activity. I arrived at Salala with my consort, S.S. Volsella, at 1140 on the 3rd, and landing of aviation spirit was commenced at dawn on the 4th. While "standing by" advantage was taken of the opportunity of carrying out extensive "General Drills". The results were quite satisfactory, and the ship's company showed marked enthusiasm. When a "landing party" happened to land in front of the Sheik's Fort, two trusty retainers carrying .303's and belts of .45 ammunition rushed to the boat and shouted "Femmes", Femmes !! ". The landing party thought this was too good to be true, until they saw the Harem scuttles cluttered up with females' faces and discovered that the sentries wished them to re-embark and land further up the beach. As the Leading Hand remarked "one look at them and I don't know what he was afraid of ! ".

Leaving Salala on the 5th, I proceeded independently to Aden, and secured alongside "Toneline" on the 7th, refuelled and reverted to 4 hours notice.

From the 8th till the 12th I remained alongside "Toneline" and except for continuous sport each P.M. and drill each A.M. I have nothing to report. I would like to mention that the ship has now a first class cricket team and has an unbeaten record against, Shore Bases, Destroyers, Sloops, Cruisers etc. The two minutes silence was observed on the 11th.

With H.M.S. "Violet and H.M.I.S. "Bombay" in company I left Aden with convoy ABF 5 B, at 0700 C on the 12th. A fast and very pleasant convoy. All ships and escorts carried out extensive V/S exercises. On the 15th H.M.I.S. "Bombay" detached to investigate drifting Life boat. It showed signs of recent occupation but had no survivors. This was reported by signal to C. in C. E.F. Arriving at Bombay at 1545 FG on the 18th, 21 and three quarter hours ahead of ETA, I secured to N.C.5. Buoy.

On the 19th a truly Australian flavour was given to the cricket match when we played H.M.A.S. "Quiberon". We were lucky !

On the 21st and 23rd I acted as escort for the trials of H.M.Sub "Rover".

On the 24th I was taken into the basin for the LL sweep cable to be renewed. Although the change was completed on 1600 the same day I did not return to the anchorage until 0800 on the 27th.

H.M.A.S. "Norman" put up a stout effort at cricket on the 26th !!!

H.A.L.A. Shoots were carried out A.M. on the 20th and on completion I joined H.M.S. "Jed" as escort for convoy No. BM 103 B

SECRET

Owing to the ship being some seven and a half months out dock, fuel consumption in relation to speed is beginning to soar. I am endeavouring to obtain quick docking as soon as possible.

The health of the ship's company is on a high level. They are keen sportsmen which is a contributing factor to the good health and the ship's Officers are doing all possible to encourage all sport. Hull and machinery in a staisfactory condition. Docking is necessary.

Figures for the Month.

Distance Run	3; 727 Miles
Hours Underway	335 Hours
Fuel Consumed	322 Tons
Average Speed	11.1 Knots
Miles per Ton	11.5 Miles

Total Figures since Commissioning.

Distance Run	90, 680 Miles
Hours Underway	8, 756 Hours
Fuel Consumed	6, 825 Tons
Average Speed	10.3 Knots
Miles Per Ton	13.3 Miles

Lieutenant - Commander R.A.N.R.
Commanding Officer.

18/16/14/1

~~248~~

71A

RECEIVED 9 JAN 1945 D.O.T.M.

2026/7/1236

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DEPARTMENT OF THE NAVY

MINUTE PAPER.

SUBJECT: H.M.A.S. "Gawler" - REPORT OF PROCEEDINGS.

October 1944

S.N.B. later

2.N.M. 16/12

3 N.M. 22/12

~~D.O.D.~~

~~D. of P.~~ 27/12

DR(M) 2/1

D.N.I. 2/1

~~Ops (N)~~ 3/1

D.E.(N) 6/1

D.O.T.M 14/1

~~D.N.M.S.~~ 11/1

H.~~N.B.~~ 16/1

N.A.2.N.M. 17/1

N.O.

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

19/1

B1

5/12

3808

SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/1236

SUBJECT: HMAS. "GAWLER" - Reports of Proceedings - October 1944

D.P.S. 5/12

DTSR. 8/12

2 D. 8/12

DCNS.

13/12

for VN. 15/12

N5

Royal Australian Navy

H.M.A.S."Gawler"

5th November,

1944.

The Secretary,
Naval Board,
MELBOURNE C.1.

(Copy to Capt, A.B.C.E.F.)

HN.

Report of Proceedings - October 1944.

The following Report of Proceedings for the Month of October is submitted for information of the Naval Board.

1st October 1st		At Karachi. Completed various defects taken in hand during Boiler Cleaning.
2nd " 2nd	1445	Slipped from " Lawrence" and secured to No.2 Buoy in Karachi harbour.
3rd " 3rd	1830	Slipped and proceeded to sea escorting M.V.'s "Akbar" , " Khosvou" and "Rizwani" (carrying pilgrims to Mecca) in company with H.M.S. "Snowflake" ,"Violet" and H.M.I.S. "Bombay", to Aden. "Snowflake" was S.O. of convoy - Karachi - Jidda.
4th " 4th	2105	Altered course to 090° to investigate Radar contact. Target was very difficult to hold, probably "ghost echo".
6th " 6th	1545	Passed "Shoreham" (SO) "Wollongong" and"Cairns" escorting convoy A.B.F.4a. Earlier in the day "Gawler" passed an upturned raft surrounded by sharks in position 16° 44' N - 59° 34' E.
10th " 10th	0900	Detached convoy (Karachi - Jidda) in position 12° 30' N - 44° 30' E. and carried out manouvres with ships in company.
	1615	Secured to No.13 Buoy in Aden harbour.
11th " 11th)		
12th " 12th)		At Aden.
13th " 13th)		
14th " 14th)		
15th 15th	1013	Slipped from alongside "Bombay" at No.13 Buoy and proceeded to sea. Swept new channel - approach to Aden, also laid a dan buoy over the position of unexploded depth charges. Returned to harbour and secured to No.13 Buoy at 1920.
16th ") 16th		At Aden.
17th ") 17th		
19th ") 19th		

SECRET

Report of Proceedings Continued.

19th October 19th Lieut- Commander J.H.P. Dixon RANR resumed command at 1200. Lieutenant F.F. Johnson RANVR was discharged to H.M.S. "Quadrant" for onward passage.

20th " 20th 0825 Slipped and proceeded to sea towing one L.C.M. to Ras Umeira.

1716 Anchored at Ras Umeira.

21st " 21st 1258 Weighed and proceeded to Aden.

1722 Secured to No.1 Buoy , Aden.

22nd " 22nd 1700 Proceeded with one L.C.M. in tow to Ras Umeira.

23rd " 23rd 0035 Anchored at Ras Umeira.

1025 Weighed and proceeded to Aden with two L.C.M.'s in tow.

1815 Secured to No.1 Buoy,Aden.

25th " 25th 0752 Proceeded on A/S exercises with H.M.S."Falmouth" and returned to No.1 Buoy at 1750.

26th ") 26th
27th ") 27th At Aden.
28th ") 28th
29th ") 29th

30th " 30th 0802 Slipped and proceeded to Salala towing one L.C.M. S.S. "Volsella" in company also towing one L.C.M.

31st " 31st At sea in company with S.S. "Volsella".

Morale and Conduct — The moral and conduct still remains at the usual high standard.

Health — The health of the ship's company still remains good. There have been several cases of Dysentry during the latter end of month but only one case had to be discharged ashore for treatment.

Figures for Month

		Total Figures.
Distance Run	2,514	86,953
Hrs Under Way	256	8,421
Fuel Consumed	228	6,503
Average Speed	9.8	10.3
Miles Per Ton	11	13.4

Lieut - Commander RANR
Commanding Officer.

1/12.

375B

2026/7/1102

SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Gawler" - REPORT OF PROCEEDINGS.

~~August~~ + September 1944

S.N.B. 11/11

2.N.M.

3 N.M. 11/11

D.O.D. 13/11

D. of P. 15/11

DR(M) 17/11

D.N.I. 17/11

Ops (N) 18/11

D.E.(N) 22/11

D.O.T.M.C 27/11

D.N.M.S 29/11

H.C.B. 1/12

N.A.2.N.M. 4/12

N.5. 4/12

4/12 →

D.N.I. (N.H.R.O.) 5/12

A/NHRO 6/12

RECEIVED 24 NOV 1944 D.O.T.M.

Rescue of man overboard from Convoy

5/12

D.N.M.S. BRANCH
29 NOV 1944
NAVY OFFICE

25/10

308B

DEPARTMENT OF THE NAVY

SECRET

MINUTE PAPER

2026/7/1102.

SUBJECT: H.M.A.S. "GAWLER" - Reports of Proceedings - September 1944

DPS

25/10

DTSR

The lowering of a whaler to recover a man overboard seems a bit "Battleship" to me. His 19 minutes could have probably been cut by 10 if he had come alongside the rescue fireman.

27/10

DOD 28/10

concur above.
Suggest no action. 28/10.

DCNS
28/10.

N.M. 30/10

N5
25/10

Royal Australian Navy

H.M.A.S."Gawler"

30th September,

1944.

The Secretary,
Naval Board
MELBOURNE. C.1.

HN

Report of Proceedings for the Month of Sept.1944.

The following details of the ship's activities during September are submitted for the Naval Board's information.

Sept. 1st. At Colombo. Boiler clean and running repairs completed; four separate days at sea working up with shoots and exercises with submarine having been carried out, and compasses checked off the harbour. 26 new ratings joined replacing 26 discharged for passage to Australia. Lieutenant F.F. Johnson RANVR, assumed command August 23rd vice Lieut- Commander J.H.P. Dixon RANR - discharged to hospital.

Sept. 2nd. Three RNVR Sub-Lieuts (Cypher Branch) joined for passage to Bombay. Slipped from alongside H.M.A.S."Cessnock" at 1435 and proceeded to Bombay in company with H.M.I.S. "Rajputana" (SO) S/N line abreast, distance 3000 yards, carrying out A/S sweep.

Sept. 3rd. Object sighted and investigated proved to be a heavy bolted wooden frame bearing Union Jack and two Red Ensigns - probably used as target by Merchant vessel. Too heavy to take inboard without wasting time.

Sept. 5th. 1810C, secured alongside oiler "Olcades" at Bombay anchorage and fuelled, afterwards anchoring in N.C.5.

Sept. 7th. 1245C berthed alongside H.M.A.S. "Burnie" (after clearing anchor cable fouled by large 5 - fluke dhows grapnel) to facilitate changing of Radar aerial (training stiff) by Port Radar Staff.

Sept. 8th. 1415C Slipped from "Burnie" and proceeded to sea under orders of H.M.I.S. "Rajputana", escorting convoy BP117A (one troopship S.S. "Jaladurga"). "Rajputana" on two occasions was compelled to drop astern signalling engine trouble.

Sept. 9th. 0030C to 0200C Convoy stopped in bright moonlight with engine breakdown escorts carrying out "endless" chain patrol, circling.

Sept.11th. 0613C.T. "Man overboard" - V/S/signal from convoy. Ship turned into and down "Jaladurga's" wake, man spotted, whaler lowered and Lascar fireman hauled inboard at 0632. Rescue of man 19 - minutes after falling into sea at daybreak, was made possible by alert signalmen and smart boat's crew assisted by calm weather

Sept.12th. 1440D In company with "Rajputana" left convoy off Little Quoin, and entered Khor Kuwai at 1735D berthing on tanker "Empire Taj" and fuelling. 2013 slipped from tanker and anchored.

Sept.13th. 2020D Weighed and proceeded as sole escort to Convoy PB 84A (One ship)-(S.S. Barala carrying troops for Masira Island). H.M.I.S."Rajputana" overtook convoy at 0600 next morning, and kept in company as far as Masira.

24F/10

Sept. 14th. 1838D Wellington aircraft escorting dropped yellow flare ahead of convoy. Action Stations closed up, and "sighting" investigated. False alarm. Subsequently discovered flare was for meteorological purposes. Subsequently suggested to Officer Commanding R.A.F., at Masira that, in future aircraft should drop such flares well clear of convoy.

Sept. 15th. 1725D Anchored at Ras Hilf, Masira Island (North End). Buoys are missing but approach is not difficult, using chart No. EF10 and Red Sea and Gulf of Aden Pilot. Tide runs very strongly between Island and mainland and with wind S.W. force 2 - 4, anchorage is ~~uncomfortable~~ uncomfortable and escort vessels are advised to maintain steam and anchor watch.

Sept. 16th. At 2140D when ship swung to the ebb tide and wind increased to force 4, ship's small motor boat commenced to surge and toss and broke away from the boom (parting new painter and boat rope) while arrangements were being made to hoist it. A determined effort was made in the darkness and moderate sea running, by the whaler's crew to recover the motor boat, which however was missed in the darkness and drifted seawards.

Ship weighed and proceeded a short distance to search but, having regard to her safety in the vicinity of reefs it was considered inadvisable to remain under weigh longer and I returned anchoring closer inshore to facilitate hoisting of whaler.

The Inland Water Transport ashore kindly sent a "Eureka" motor boat in response to my request to assist in the search and in towing the whaler back to the ship.

Sept. 17th. At 1040D in calm weather, weighed and proceeded to search for the motor boat. R.A.F. ashore very kindly co-operated by sending a Wellington to assist. Aircraft spotted the boat which was hoisted inboard after one hour at sea. An exercise was made of the occasion. 34 R.A.F. Officers and men (including Australians) took passage. R/T Communication with plane and shore was excellent.

The incident was typical of the pleasant liaison between the ship and the R.A.F. at Masira. Transport and recreation were provided for libertymen.

Sept. 18th. 1418D Weighed and proceeded escorting "Barala". Wellington manned by Australians asked permission to carry out exercise torpedo attack and the ship co-operated with evasive tactics.

Sept. 19th. 1445D Anchored in Muscat Cove screening "Barala" on seaward side (S.S."Dahpu" was torpedoed in Muscat Cove May 1943.).

Opportunity was taken to "shew the flag" in this neutral port. Recreational facilities were very kindly provided by British residents to the Ship's Company, who were on their best behaviour. Captain and 1st Lieutenant accompanied Consul on official call to Sultan's representative and ship exercised firing rockets at sunset, when Sultan's Palace fired salute of 21 guns inaugurating Mohammedan festival of Idd. Gesture appears to have been appreciated.

Sept. 21st. 0601D Weighed and proceeded escorting "Barala" to Karachi. Wellington aircraft in company 1700 to 1800. Passage was uneventful.

Sept. 23rd. 0935C Entered Karachi, berthing and fuelling at No. 4 berth. 1750 secured alongside H.M.I.S. "Lawrence" and taken in hand for boiler clean and running repairs.

Sept. 30th. Still at Karachi.

SECRET

Report of Proceedings continued.

General Remarks on Radar and A/S, Gyro & Equipment.

New 291 set functioned well. To reduce "ghost" and back echos it was found advisable to keep outside a distance of 2500 yards from convoy at night. A/S set, echo sounder, gyro, and all main equipment functioned well.

Health.

Remains good. Cool weather at Karachi has benefited the Ship's Company. Lieutenant - Commander Dixon and one AB are in hospital as appendix cases.

Morale and Conduct.

Remains at the usual high standard.

MONTHLY FIGURES.

Distance Run	3, 482. MILES
Hours under way	301.
Fuel consumed	295.
Average Speed	11.5
Miles per Ton	13.

FIGURES SINCE COMMISSIONING.

Distance Run	84, 439. MILES
Hours under way	8, 165.
Fuel Consumed	6; 275.
Average Speed	10.3
Miles per Ton	13.5

F. Johnson.

(F.F. Johnson) Lieutenant RANVR.

Commanding Officer.

(Copy to Captain, A.B.C.E.F.)

8/12

5B

2026/7/1102

SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Gawler" - REPORT OF PROCEEDINGS.

August 1944

S.N.B. 11

2.N.M. 17/11

3 N.M. 21/11

D.O.D. 22/11

D. of P. 28/11

RECEIVED 4 DEC 1944 D.O.T.M.

D R 28/11

D.N.I. 28/11

Ops (N) 29/11

D.E.(N) 30/11

D.O.T.M 4/12

D.N.M.S 6/12

H.H. 8/12

N.A.2.N.M. 8/12

N.S. 10/12

D.N.I. (N.H.R.O.) 11/12

file

9/12

AUSTRALIAN WAR MEMORIAL RCDIG1074280

1/2

10/11

337A

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DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/1102

29/11

SUBJECT: H.M.A.S. "Gawler" Report of Proceedings August 1944

D.P.S. 10/11

D.T.S.R. 13/11

D.O.D. 15/11

DCNS

14/11

1st N.M. 10/11

Chief to 7 Commd.

N6

10/11G.

SECRET

Royal Australian Navy

H.M.A.S."Gawler"
2nd October,
1944.

The Secretary,
Naval Board
MELBOURNE C.1.

Report of Proceedings for the Month of August.

It has been discovered on referring back that a typographical error occurred in the above.

The last two entries in each section of Monthly Figures should be interchanged to read.

MONTHLY FIGURES

Average distance per ton of Fuel	13.2 Miles.
Average Speed	10.6 Knots.

TOTAL FIGURES

Average Distance per ton of Fuel	13.5 Miles.
Average Speed	10.3 Knots.

F. Johnson
Lieutenant RANVR.

(F.F. Johnson)
Commanding Officer.

Copies to:- C in C E.F.
Capt. A.B.C.E.F.

ROYAL AUSTRALIAN NAVY

H.M.A.S."GAWLER"
31st August,
1944.

The Secretary,
Naval Board, Melbourne.

HN.

Report of Proceedings for the Month of August 1944.

The following Report of Proceedings for month of August 1944, of the H.M.A.Ship under mycommand is submitted for the information of the Naval Board.

August 1st, Weighed at 0900 and proceeded from Port Okha independently to Bombay.

2nd, Arrived Bombay and anchored in berth N.C.4.

3rd, Weighed and proceeded alongside tanker for fuel in the forenoon, [redacted] afterwards returning to the anchor berth.

Lieutenant R.Gregory RANVR joined and [redacted] Lieutenant F.F. Johnson RANVR joined for passage.

5th Weighed and proceeded in company with H.M.I.S;"Rajputana" - escorted Convoy B.M. 99 to Colombo.

10th After an uneventful passage, secured alongside R.F.A. Fort - Constantine in Colombo Harbour.

13th Forty ratings and two officers proceeded on a weeks leave to the Naval Camp at Diyattalawa.

14th Shifted berth to alongside H.M.I.S."Rajputana" (berthed alongside H.M.S."Lucia") and commenced boiler cleaning.

17th, Lieutenant R.Gregory was discharged to H.M.S."Lanka".

22nd, Completed boiler cleaning. During this period a certain number of defects were made good, while Radar Types 291, and 242 were installed and the old 286 removed.

23rd, Lieut-Commander Dixon relinquished command on being discharged to hospital. Lieutenant F.F.Johnson joined and assumed temporary command.

At 1100, in company with H.M.I.S. "Rajputana" , proceeded to sea for A/S exercises with H.M.S.Stoic, returning to harbour at at 1730.

25th, During the forenoon, further A/S exercises were carried out with H.M.S."Stoic" while L.A. and H.A. gunnery shoots took place in the afternoon, against a splash target towed by H.M.S. "Scout", and an aircraft drogue. A night L.A. shoot took place later with H.M.S."Smilax" in company.

26th, Twenty six ratings, consisting of a portion of those who commissioned the ship, were discharged to H.M.A.S."Bathurst" & Launceston for passage to Australia. A similiar number joined from those ships.

9/11

SECRET

ROYAL AUSTRALIAN NAVY

Report of Proceedings for the Month of August 1944.
Cont'd.

August 28th, In company with H.M.I.S. "Baluchistan" , proceeded to sea in the forenoon for A/S exercises and gunnery exercises, similar to those carried out on the 25th, returning to harbour on completion.

August 29th, A further A/S exercise took place with H.M.S."Stoic" on this day, returning to harbour on completion.

Considerable benefit was derived from the working up programe, particularly from the A/S exercises. Apart from the practical exercises at sea numerous A/S and Gunnery training classes took place ashore practically every day whilst in port. It was unfortunate that it was not possible to arrange the draft exchange prior to the commencement of the programe. In this respect however we were lucky in losing only one of the old ASDIC team.

Health Still remains at good. The new members of the ship's company seem to be a healthy lot.

Morale and Conduct Still remains at the usual high standard.

Monthly Figures

No. of Miles	1890
Hours under way	179
No. of tons of Fuel consumed	143
Average distance per ton of Fuel	10.6
Average Speed	13.2

Total Figures

No. of miles since 14 August,1942	80957
Hours under way	7864
No.of tons of Fuel consumed	5984
Average Distance per ton of Fuel	10.3
Average Speed	13.5

Copies to Captain A.B.C.E.F.
C in C Eastern Fleet.

Lieutenant RANVR.
Commanding Officer.

25/10.

SECRET

RECEIVED 3 OCT 1944 D.O.T.M.

308B.

DEPARTMENT OF THE NAVY. 2026/7/1102

MINUTE PAPER.

SUBJECT: H.M.A.S. "GAWLER" - REPORT ON PROCEEDINGS.

July 1944

S.N.B.

2.N.M.

3.N.M. 3/10

D.O.D. 4/10

~~D. of P.~~ 4/10.

D.N.I. 13/10

Ops (N). 13/10.

D.E. (N). 17/10

D.O.T.M. 19/7

DNMS

H.A.B. 25/10

N.A.2.N.M.

25/10

N.5. 26/10

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

Mr Gleeson

27/9

21/9.

2026/7/1102

245B.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644. 2a 0/9

SUBJECT: H.M.A.S. "Gawler" - Report of Proceedings

21/9 D P S. 21/9

D C N S No comment 25/9

per [illegible] 25/9

1st W/M 25/9.

NS 23/9 25/9G

ROYAL AUSTRALIAN NAVY

SECRET

ACK. BY. A.S. 13307
18 SEP 1944
INIT.

H.M.A.S."GAWLER"
8th August, 1944.

DEPT. OF NAVY
2026-7-1102
SECRET

Corr.No. 346/44

The Secretary,
Naval Board,
MELBOURNE.

REPORT OF PROCEEDINGS FOR JULY, 1944

The following report of proceedings for the month of July, 1944, of H.M.A.Ship under my command, is submitted for the information of the Naval Board:-

HN. 19/9/44

While proceeding independently at slow speed to assure making Aden under our own steam, I sighted portion of the dispersed convoy overtaking me at 1810. I instructed them I would act as Escort if they closed up. We made Aden at 0730 and I passed them in. At 0843 I secured alongside H.M.I.S."Punjab". I was instructed to blow down and commence boiler cleaning. This was completed by the 8th and on the 9th I proceeded to sea for Mine-sweeping exercises. Sweeps were streamed as exercises and at 1610 I returned to mooring. I was instructed to carry out an L.L.sweep of the channel on the 10th. This was completed, but apparently the cable had perished and allowed water to enter. The after half of the sweep was water logged when recovered.

Proceeding at 1700 with H.M.S."Freezia" and H.M.S."Thyne" in company, I carried out Officer-of-the-Watch and Equal speed manoeuvres while closing rendezvous for submarine night exercises. These were commenced at 2100 and by 2145 "submarine" had been sunk. Aircraft participated and "Gawler" was S.O.E. On completion, I anchored off for the night and returned to mooring at dawn.

H.M.A.S."Burnie" feeling assured of a whaler's crew victory challenged us to a race. This was rowed on the 13th when "Burnie's" crew discovered their mistake - by some lengths.

On the 14th, in company with H.M.I.S. "Rajputana", I proceeded as Escort to Convoy A.P.73A. Weather conditions were much better than while coming south owing to the sea being on the quarter. Ship went to "Action Stations" at 0245 on the 16th due to a doubtful Radar echo, but I secured as 0255.

Visibilty conditions due to rain on the 17th were the worst I have experienced. The convoy was not visible at 1000 yards. The Radar got quite a clear echo off the rain squall approaching and followed it into the Ship from 8 miles. These conditions only lasted till 0530 when the visibilty returned to normal. The aircraft escort which joined on the 18th gave the wrong identification and the Ship went to "Action Stations". However, he disappeared almost immediately and was not seen again. The plane was definitely a Wellington.

"Action Stations" were again sounded at 0120 on the 19th when a doubtful A/S. contact was obtained. An emergency pattern of two charges was dropped. At 0200 I "Secured".

Convoy was instructed to proceed independently at 0130 and I secured alongside tanker at Khor Khuwai at 0550 on the 20th. On completion of fuelling, I anchored.

On the 24th I paid a goodwill call on the Wali of Kasab. He entertained the Officers to coffee and showed them around his village. I then weighed and proceeded to the head of Elphinstone Inlet, taking soundings on the Echo Sounding Machine. These results were handed to S.O.(O), Khor Khuwai. I returned to anchorage at 1812 after exercising A/S attack and Sea Boat's crews.

Topping up with fuel on the 26th I then proceeded to Hormuz and anchored for the night. At 1910 on the 27th I left escorting "Belpariel" to Port Okha. On the 28th, 29th and 30th, the escorting Catalina failed to find us. This has been the matter of a separate report. On three occasions the Catalina came within 13 - 10 miles and still was unable to locate the ship. Weather conditions were not good and visibility was very poor. At 1530 on the 31st I anchored in the harbour at Port Okha.

During the month, the gyro compass has given considerable trouble and is the subject for a request for a complete overhaul at Colombo.

HEALTH The health of the Ship's Company has been good.

CONDUCT AND MORALE The conduct and morale retains its usual high standard.

MONTHLY FIGURES	No. of Miles	3,273
	Hours under Way	30I
	No. of tons of Fuel consumed	2I7
	Average Distance per ton of Fuel	I5.I
	Average Speed	I0.9
TOTAL FIGURES	No. of Miles since I4 August, I942 . .	79,067
	Hours under Way	7,685
	No. of tons of Fuel consumed	5,84I
	Average Speed	I0.3

Lieutenant Commander R.A.R.
COMMANDING OFFICER.

Copy to :-
Captain, A.B.C. Escort Force.

10/10

280H

DEPARTMENT OF THE NAVY. 2026/7/110

MINUTE PAPER.

SUBJECT: H.M.A.S. "Gawler" - REPORT OF PROCEEDINGS.

June 1944

S.N.B. 30/8

2.N.M. 31/8

RECEIVED 3 OCT 1944 D.O.T.M.

3.N.M. 9/9 11 Page 2

These ships were designed & built as A/S H/S Vessels - not escorts

D.O.D.

D. of H.

DTSR

D.R(N)

D.N.I. 25/9

Whatever they were designed for they certainly have been used for long ocean escort jobs and have put up a highly creditable performance. Nine Tons remaining in bad weather undoubtedly caused the CO grave anxiety.

Ops(N). 25/9.

D.E.(N). 29/9.

D.O.T.M.

DNMS

H.B. 10/10

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

N.5. 11/10

D.N.I. (N.H.R.O.) 12/10

Heavy weather

D/NHRO

File

12/9

29/9

30/8 D

11/10

1/10

3/10

10/11

10/10

SWC

1/10

NO DATE

2026/4/1102.

1998

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644. H2578

SUBJECT: H.M.A.S. "Gawler" - Report of Proceedings

D.P.S. 26/8

D.C.N.S. D.R.O. 29/8. DOD. 29/8

1st N.M.C. 29/8

N.S. 25/8 D. 29/8 M.

ROYAL AUSTRALIAN NAVY

H.M.A.S."~~CAWLER~~"
6th July, 1944.

Corr.No.306/44.

The Secretary,
Naval Board,
MELBOURNE.

REPORT OF PROCEEDINGS FOR JUNE, 1944.

The following report of proceedings is submitted for the information of the Naval Board :-

June 1st. En route to Colombo. H.M.I.S."Khyber" in company, S.S."Maharajah" in convoy. Ship's power was temporarily off and the gyro compass was unreliable. Power returned after 15 minutes.

June 3rd. Secured to 18.5 buoy, Colombo, at 2110.

June 4th. Lieutenant S.S.Wadsworth, R.A.N.V.R. joined Ship.

June 6th. Lieutenant Commander W.J.Seymour, R.N. relinquished command and Lieutenant Commander J.H.P.Dixon, R.A.N.R. assumed command as from 1200.

June 7th. Proceeded independently at 1330 for Cochin. Carried out Gunnery and other drills.

June 8th. Secured alongside S.S."Empire Elaine", No.4 Dolphin at 1633 in Cochin Harbour.

June 9th. Proceeded at 1630 and carried out sweep to entrance till joined by "Empire Elaine" and then proceeded with consort to Bombay.

June 12th. Secured alongside Tanker. Fuelled and anchored in berth N.C.4 at 1100.
Sub-Lieutenant R.C.George, S.A.N.F.(V) discharged to "Lank

June 12th to 17th. Remained at N.C.4. The Monsoon season broke and all liberty boats were cancelled awaiting better weather conditions. Much inconvenience was experienced which could not be avoided.
Proceeding at 1600 under orders of H.M.I.S."Rajputan", we carried out search for Dhow which was in distress till well after dark, then set course for the Persian Gulf.

June 17th to 21st. During the whole of the passage, the wind was force 8, Sea and swell 57. Two ratings were slightly injured. The shutters in the breakwater were torn out. Commanding Officer's cabin had half an inch of water over the whole of the deck (how it got there I am still at a loss to understand), mess decks were practically awash and the rain was heavy. On occasions, the A/S dome had to be housed for protection and the magnetic compass was used for 6 hours due to a defective lead in the Gyro.
However, as soon as reasonably smooth water was reached at 1000 on the 21st, we increased speed and reached Khor Khuai, Persian Gulf at 1830 that evening. I fuelled immediately then anchored for the night.

June 22nd. Proceeded with "Rajputan" to Bandar Abbas. Anchored there at 1530.

June 23rd to 30th. Leaving Bandar Abbas at 0815D on 23rd June, with H.M.I.S."Rajputan" as S.O., I took station "N" on Convoy P.A.80. Weather was good till rounding Ras al Had when we struck the full force of the prevailing South-west Monsoon. The speed of the convoy at times was reduced to 4.5 knots. No.13 in the Convoy asked for a Salinometer as he was having trouble with his boilers and could not keep station. A Hydrometer and Thermometer were passed by Coston Gun. Throughout the 24th and 25th, speed of advance was so slow that it became apparent the fuel situation would cause difficulty unless better conditions prevailed. From the 24th. to the 29th, the conditions were unchanged with winds up to force 8 and seas 57. The A/S. dome had to be raised on occasions due to the excessive pounding. One steam generator was closed down and a steady course maintained to conserve fuel. On the 27th, we were joined by H.M.Ships "Teviot" and "Tay" who detached "Rajputan", apparently also suffering from fuel worries. On the afternoon of the 28th, I had the fore peak filled as we were then so light that we were pounding heavily. This countered the position slightly. H.M.S."Freesia" joined on the morning of the 30th and I was instructed to proceed independently.

The experience of the practical inability of this class of ship to be of any effective use as Escorts of Convoys where passage exceeds six days in bad weather is obvious. If we had carried out any attacks we would not have had sufficient fuel to ~~take~~ reach port. As it was, I had 9 (nine) tons remaining on arrival in port on the 2nd. In good weather, all may have have been well, but under present conditions, it does not appear that this class of ship is suitable for long convoys.

Health: The health of the Ship's Company has been good. A slight outbreak of heat rash and ulcers has been checked.

Morale: Good, although they all look forward to an early return to Australia.

Conduct: The conduct of the Ship's Company is of a high standa[illegible]

Monthly Figures:-

No. of Miles	4,722
Hours under Way	456
No. of tons of Fuel consumed	250
Average Distance per ton of Fuel	18.8
Average Speed..	10.3

Total Figures:-

No. of Miles since 14 August, 1942	75,794
Hours under Way	7,384
No. of tons of Fuel consumed	5,624
Average distance per ton of fuel	13.2
Average Speed..	10.3

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

Copy to:-
Captain, A.B.C. Escort Force.

3/6

158B.

DEPARTMENT OF THE NAVY. 2026/7/1102.

RECEIVED 7 AUG 1944 D.O.T.M.

SECRET

MINUTE PAPER.

SUBJECT: H.M.A.S. "GAWLER" - REPORT OF PROCEEDINGS. APRIL & MAY, 1944.

S.N.B.

2.N.M.

3.N.M.

D.O.D.

D. of P.

D.A/S.O.

D.N.I.

Ops (N).

D.E. (N).

D.O.T.M.

H.P.

N.A.2.N.M.

DR(N)

N.S.

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

A/NWO

H.

13/1

2026/7/1102

122B.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

SUBJECT: H.M.A.S. "Gawler" - Report of Proceedings

D.P.S. 12/7

D.C.N.S. per. 13/7

for N.M. 14/7.

N.S. 17/7

SECRET

ROYAL AUSTRALIAN NAVY

H.M.A.S."GAWLER"
Ist June, 1944.

Corr.No.259/44.

The Secretary
AUSTRALIAN COMMONWEALTH NAVAL BOARD

REPORT OF PROCEEDINGS FOR APRIL AND MAY, 1944.

The following report of proceedings of H.M.A.Ship under my command for the months of April and May, 1944, is submitted for information :-

APRIL, 1944

1st :- Left Seychelles in company with H.M.S."Bann" escorting S.S."Manela" to Colombo.

5th :- Effected rendezvous with H.M.S."Snowflake", additional escort.

9th :- Secured in S.S.3. berth, Colombo.
Boiler cleaned.

16th :- In company with H.M.I.S."Kathiwar" escorted Convoy M.B.73 to Bombay.

21st :- On raising the Asdic dome it was found to be leaking. This was probably due to a depth charge counter attack which had been delivered at short range on what turned out to be a non-submarine contact.
Secured alongside Breakwater Pier, Bombay to have minor defect work carried out.
253 Radar fitted.
Applied for docking for inspection of Asdic dome but no dock available.
During the next few days, ships in harbour were supplying working parties to clear up the mess in Victoria Docks resulting from the disastrous explosions and fire which had occurred the previous week. Cotton waste and burnt refuse were so thick that power boats could not be used and the method employed was to skim the surface of the water with a boom towed between two whalers.

25th :- Anzac Day. H.M.A.Ships "Bathurst" and "Gawler" provided a party of 80 men (volunteers) which marched to the Cathedral for a Parade Service organized by the Australian Association of India.
In the evening, both ships were entertained at the Willingdon Club by the Association. This Association invariably shows the greatest kindness to H.M.A.Ships in Bombay.

28th :- Escorted Convoy B.M.94(A) to Colombo.

MAY, 1944

2nd :- Secured alongside H.M.S."Caradoc" at Colombo.

7th :- Entered Graving Dock. It was found that the Asdic dome was badly cracked and a new one was fitted.
It was also found that the Lignum Vitae strips in the starboard "A" bracket were worn down 200/1000-inch and in the port "A" bracket 110/1000-inch. Accordingly, "Gawler" was undocked, the dock being urgently required for other ships and docked again on the 12th. May when new strips were fitted. Once in the dock, there was no getting out until other ships in dock were ready on 23rd. May.

MAY 1944 (continued)

24th :- A.M. Carried out H.A.shoot and short range L.A. shoot at a fast moving splash target.
P.M. Carried out A.S.P.6 with an Italian submarine.

25th :- Ranged and swung compasses.

28th :- Proceeded to Addu Attoll in company with H.M.I.S."Khyber".

31st :- Anchored at Addu Attoll.
Proceeded at 2300 in company with H.M.I.S."Khyber" escorting S.S."Maharaja" to Colombo.

HEALTH has been good with the exception of an epidemic of mild influenza.

MORALE good although there has been a considerable number of changes in the Ship's Company and the Ship has not yet regained her old standard of team work.
As a result of being near the Eastern Fleet R.A.N.Pool, there are now only one R.N. and one R.N.Z.N. ratings (both Ordinary Telegraphists) left in the Ship, the remainder being R.A.N. and R.A.N.R.

MONTHLY FIGURES

	APRIL	MAY
Number of miles travelled :::::::	3906	1254
Hours under way :::::::::::::::::	369	122
Average Distance per ton of fuel	15 miles	12.6 miles

TOTAL FIGURES

	APRIL	MAY
Number of miles travelled since 14/8/42	69998	71252
Average speed	10.3	10.3 knots
Number of hours under way	5275	6928

W.T. Seymour

Lieutenant Commander R.N.
COMMANDING OFFICER.

31/5

513

SECRET

RECEIVED 30 MAY 1944 D.O.T.M.

DEPARTMENT OF THE NAVY. 2026/7/1102

MINUTE PAPER.

SUBJECT: H.M.A.S. "GAWLER" - REPORT OF PROCEEDINGS, JAN - MAR., 1944

S.N.E. 15/5

2.N.M. 15/5

3.N.M. 23/5

D.O.D. 24/5

D. of P. 25/5

D.N.I. 26/5

Ops(N) 27/5

D.P.(N)

D.O.T.M. 30/5

29/5/44.

H.Pers. 31/5

N.A.2.N.M. 31/5

D.N.I. (N.H.R.O.). 2/6

A/N.H.R.O. 3/6

File

N.1

1/6

29/5/44

24/5

ROYAL AUSTRALIAN NAVY

H.M.A.S."GAWLER"
10th April, 1944.

Corr.No.143/44.

Commander-in-Chief,
Eastern Fleet

The Secretary,
Naval Board,
MELBOURNE.

REPORT OF PROCEEDINGS FOR JANUARY, FEBRUARY AND MARCH, 1944.

The following report of proceedings for January, February and March, 1944, of H.M.A. Ship under my command is submitted for information :-

1944
Jan. 5th: Secured alongside Maydon Wharf, Durban.
6th: Proceeded to Port Elizabeth.
Jan. 7th) to Mar. 3rd) Refitting at Port Elizabeth.
16 days leave, inclusive of travelling time, was granted to each watch, and later on, the date of completion having been put back, a further 6 days leave to each watch was granted. The greatest kindness was encountered on all sides. Most of the men spent their leave in or near Johannesburg, and it is satisfactory to be able to report that, despite apparent almost overwhelming hospitality, a message was received from the Mayor of Johannesburg commenting on their good behaviour. The Port Elizabeth Navy League, apparently a very well off and certainly a very efficient organization, made all leave arrangements, including hosts for those officers and men who did not wish to spend their leave independently. In addition to this, they paid the difference between the 100 mile Railway Warrants allowed and the Railway fare to Johannesburg (approximately 700 miles).
"Gawler" eventually sailed from Port Elizabeth with only one newly married man, and it is considered that, under the circumstances, we got off lightly.
The Refit was on the whole very satisfactory. Details of work done to the engines are contained in the Engineer Officer's Report for the Quarter, January - March, 1944.
Outstanding As.& As. laid down in Confidential Commonwealth Navy Order 50/43 were completed with the exception of items R, S, U, V, X, Z and AA (see note). As.& As. laid down in Confidential Commonwealth Navy Order 69/43, Group 3, were completed with the exception of sub-sections (c)(progressed), (d) and (e). A.& A. laid down in Confidential Commonwealth Navy Order 49/43 was not carried out. These exceptions were due either to lack of equipment or to the fact of time of refit being limited to time required for defects.
Mar. 2nd: Carried out M/S, A/S and Radar trials.
3rd: Carried out speed trials and H.A. shoot and adjusted compass.
Proceeded to East London.
4th: Ship slipped at East London. Ship's bottom cleaned and painted and propellors changed. A 12 foot length of wire was found round the port tailshaft, jammed between the propellor boss and the "A" bracket. It is not known where this was picked up. The routine Asdic inspection was not carried out as the nature of the slip would not permit lowering the dome.

P.T.O.

I944
Mar. 7th: Unslipped and proceeded to Durban.
9th: Secured alongside T jetty, Durban.
11th: Degaussing tested. Deperming found unnecessary.
I2th: Carried out L.A. shoot.
I3th: Proceeded to Kilindini.
20th: Secured to oil berth, Kilindini.
Proceeded to Dar es Salaam.
2Ist: Anchored at Dar es Salaam.
22nd: Proceeded to Kilindini escorting S.S."Manela".
23rd: Carried out L.A. and H.A. shoots outside Kilindini.
Secured in U berth, Kilindini.
26th: Proceeded in company with H.M.S."Bann" escorting S.S."Manela" to Seychelles. "Gawler" S.O.Escorts.
3Ist: Anchored at Seychelles.

MONTHLY FIGURES

JANUARY

Number of miles	I445 miles
Hours under way	I35 hours
Average speed	I0.7 kn
Miles per ton of fuel.	I4 miles

MARCH

Number of Miles	4I8I miles
Hours under way	394 hours
Average speed	I0.6 knots
Miles per ton of fuel.	I3.8 miles

TOTAL FIGURES

Total number of miles since I4/8/42	66092 miles
Total number of hours under way	6437 hours
Average speed	I0.3 knots
Miles per ton of fuel	I3.2 miles

W.J.Seymour

Lieutenant Commander R.N.
COMMANDING OFFICER.

915

1577

SECRET

RECEIVED 8 MAY 1944 D.O.T.

DEPARTMENT OF THE NAVY. 2026/7/ 1102.

MINUTE PAPER.

SUBJECT: H.M.A.S. "GRAWLER." - REPORT OF PROCEEDINGS. - DEC., 1943.

S.N.P. 24/4

2.N.M. 24/4

3.N.M. 1/5

D.O.D. 2/5

D. of P. 3/5/44

D.N.I. 4/5

Ops(N). 5/5

D.E.(N). 20/4

D.O.T.M.

Accidents on Boom Towing "Burma" & POWS

H.P.B. 9/5

N.A.2.N.M.

D.N.I. (N.H.R.O.). 11/5

A/DNHROS 12/5

File

2/5/44 5/5

12/4.

SECRET

R

H.M.A.S."GAWLER"
Ist January, 1944.

Corr. No. S.G.I/43

The Secretary,
Naval Board,
MELBOURNE.

REPORT OF PROCEEDINGS FOR DECEMBER, 1943.

The following report of proceedings for December, 1943, of H.M.A.Ship under my command is submitted for the information of the Naval Board :-

1943

28 Nov. to 7th Dec.	Boiler cleaning at Bombay.
7 Dec.	Proceeded with convoy to Aden. H.M.A.S."Maryborough" in company.
14 Dec.	Secured to buoy at Aden.
15 Dec.	Proceeded in company with Netherlands' Submarine, K.15, and H.M.A.S."Maryborough" to Kilindini.
17 Dec.	K.15 detached.
22 Dec.	Secured alongside "Empire Almond" at Kilindini.
26 Dec.	Received orders to proceed at 1800 in company with H.M.A.S."Maryborough" to escort S.S."Burma" to Durban, but fouled the net defence boom and was ordered to return to berth. Copies of letters and reports (Correspondence No. S.P.G./12/43 dated 26 December, 1943) on the very regrettable events in connection with this occurrence have been forwarded under separate cover.
27 Dec.	Proceeded at 0530 in company with H.M.A.S. "Maryborough" to join S.S."Burma" and found her aground about four miles south of Kilindini. Transferred Italian Prisoners of War of whom "Burma" carried 1000. This proved a slow undertaking owing to shortage of power boats. The towing distance was shortened by passing a grass to a tug anchored near "Burma". 46 Naval ratings on passage to Durban were transferred to H.M.A.S. "Quichmatch". Returned to Harbour, "Gawler" carrying 393 Prisoners of War and "Maryborough" 76, there not having been time to transfer more to the latter. It is observed that, while care was taken to avoid drastic alterations of course, "Gawler" was not as "tender" as might be expected with that number of men onboard.
28 Dec.	Closed "Burma", transferred bags and hammocks of Naval ratings who had been taken over by "Quickmatch" the previous day and, in company with "Maryborough" proceeded to Durban. At the time of leaving, the salvage tugs had not yet succeeded in salvaging "Burma".

Misbehaviour of Engg Officer which resulted in subsequent Court Martial

D.N.S. 12/4.

NS 14/4.

REMARKS:

The health and morale of the Ship's Company remain satisfactory.

FIGURES FOR THE MONTH:

Number of miles .....4747 miles
Hours under way ..... 427 hours
Average speed ..... 11.1 knots
Miles per ton of fuel ..... I4.09 miles.

TOTAL FIGURES:

Total number of miles since I4/8/42....60,466 miles
" hours under way ..... 5,908 hours
Average speed ..... I0.24 knots.
Miles per ton of fuel ..... I3.I miles.

W.T. Seymour

Lieutenant Commander R.N.
COMMANDING OFFICER.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.1.4

SUBJECT: HMAS Gawler - Report of Proceedings for November, 1943

S.N.B. 11/2

2 NM 11/2

3 CSP 17/2

DOD 18/2

D of P 24/2

DNI 25/2

Opns (N) 26/2

D E (N) later.

16/2

29/2/44 DOTM 2/3.

HPB 2/3

NA 2NM 2/3

NA

PCLO 10/3

17/2

File

See Duplicate

7/3

-1 MAR 1944

Q/M

SECRET

H.M.A.S."GAWLER"
15th December,1943.

The Secretary,
Naval Board,
MELBOURNE.

29/1

REPORT OF PROCEEDINGS FOR NOVEMBER,1943.

The following report of proceedings of H.M.A.Ship under my command for the month of November,1943,is submitted for the information of the Naval Board :-

1943.

November 1st. Proceeded from Port Souden for Aden.

4th. Secured to buoy at Aden.

10th A report having been received that U.S.S."Sando" had been sunk off Perim,proceeded there to patrol and warn shipping to keep within five miles of the Island,it being Commodore,Aden's opinion that the loss of "Sando" was more likely due to a British mine than to a torpedo.

15th. Returned to Aden.
Inspection of the port engine showed that something was loose in the I.P. cylinder. The engine was taken down by the Ship's staff and a broken piston ring found. A spare piston ring fitted and a report made to Commander-in-Chief,Eastern Fleet through Commodore,Aden,that the cylinder would require to be rebored and a new piston cast at the first opportunity. The cylinder showed 1/4" wear.

20th. Proceeded from Aden escorting Convoy A.B.21 to Bombay - H.M.S."Plym" the other escort,"Gawler" being S.O.
Considerable trouble,due to moisture in the system, was experienced with the refrigerator during the voyage,and over 500 lbs. of meat had to be condemned. This trouble has been occurring at intervals over the last few months and it is considered that the only satisfactory cure will be to remove the whole plant for dehydration. A report to this effect has been made by letter to Captain, Ceylon Escort Group.

28th. Anchored in Bombay harbour and carried out boiler cleaning with Ship's staff. Bombay Dockyard able to carry out temporary repairs only to the refrigerator.

MECHANICAL EFFICIENCY

"Gawler" has now been 16 months in commission without a refit,and during this period,has covered 57,000 miles. During the last eight months,time has permitted of running repairs only and these repairs have been of a sketchy nature,due,it is presumed,to the inadequacy of dockyard facilities for the number of ships operating. It is considered that "Gawler's" Engineer Officer has done exceptionally well in keeping his engines and auxiliary

OVER

MECHANICAL EFFICIENCY continued

machinery in running order under conditions of difficulty. Great credit too, must be given to those concerned for the original quality of material and workmanship.
Examples of conditions of difficulty are :-

1. During the Sicilian operation, "Gawler" formed part of an Escort taking a 13 knot convoy from Malta to Alexandria and zig-zagging independently!
2. In all escort work in the Mediterranean, a minimum speed of 12 knots had to be maintained with frequent bursts of high speed (for this class of ship) to fill up gaps in the screen, investigate contacts, catch up etc. etc.
3. on one occasion, "Gawler" did over 1200 hours between boiler cleans.
   The standard 500 hours were almost invariably exceeded.

Naturally under these conditions, the engines and the machinery are beginning to show signs of wear. Fuel consumption has gone up and speed down. It is understood, however, that the ship is shortly to undergo a refit at Durban. It is hoped that this refit will be thorough and that the Alterations and Additions laid down in C.C.N.O.50/43 will be effected.

HEALTH AND MORALE.

This is satisfactory, but it is high time the men had a real rest and change. Every effort will be made to arrange for this when refitting.

GENERAL

The attached conflicting accounts of a German torpedo bomber attack on a convoy may be of interest. In connection with the German claim that the convoy was bound for Sicily when in reality it was West bound, it is observed that there was actually a large East bound convoy 20 miles to the Southward at the time of the attack. The attacked convoy's escort consisted of 1 Sloop (Shoreham), 4 Fleet Minesweepers and 4 A.M.S. Vessels.

After the attack, one of the convoy signalled to the nearest escort, H.M.S. "Whitehaven", "I have two German survivors and should like to dispose of them. Request advice." "Whitehaven" replied "Approved".

MONTHLY FIGURES

Number of miles	3425
Hours under way	328
Average speed	10.44
Miles per ton of fuel	14.51

W. Seymour

Lieutenant Commander R.N.
COMMANDING OFFICER.

To:-

From:-

MEDITERRANEAN STATION (R) C.in C. LEVANT

C. in C.
MEDITERRANEAN.

IN VIEW OF EXAGGERATED GERMAN CLAIMS TO HAVE SUNK MANY SHIPS (?) (?) CONVOY ARRIVED OFF ALBORAN ON SATURDAY I4TH. AUGUST, C.O's MAY INFORM SHIPS COMPANIES OF THE TRUE FACTS.

2/ NO SHIP WAS SUNK. ONLY SHIPS HIT WERE 2 MERCHANT SHIPS WHICH HAVE REACHED HARBOUR. STURDY DEFENCE BY THE SURFACE ESCORTS AND CONVOY RESULTED IN 7 ENEMY AIRCRAFT SHOT DOWN FOR CERTAIN AND SEVERAL PROBABLE. AN EXCELLENT EXAMPLE OF WHAT CAN BE DONE BY SELF HELP.

// I8III9B

I9/8/43.

EXTRACT OF THE GERMAN NEWS IN ENGLISH

NAVY NEWS

Convoy Battle.

A Squadron of German toepedo planes under the command of Major Kluemper in the evening hours of August, 13th. directed a surprise attack East of Gibraltar against a large convoy entering the Mediterranean.

In daring attacks, the German planes scored hits with their aerial torpedoes on 32 ships. Two destrpyers and 4 large fully laden vessels, including a tanker, went down immediately, while 8 further vessels remained lying motionless, burning and listing heavily. Due to darkness falling and strong A.A. defences the result of the other torpedo hits could not at once be ascertained. Continuous reconnaisance, however, confirmed that at least 170.000 G.R.T. of the convoy have been sunk or devastatingly hit. Seven German planes failed to return.

The following details are now available concerning the convoy battle :- The battle began on August, 13th. at 20.00 hours, when the convoy was 110 sea miles East of Gibraltar in the neighbourhood of Alboran. Even before dusk the convoy consisting of 70 ships was attacked. As in the cases with all enemy convoys, this one was also protected by numerous destroyers and corvettes. The attacking German torpedo planes were met with heavy defensive fire from all the war-ships and the armed merchantmen.

At the same time, the corvettes tried to lay a smoke screen round the convoy but in spite of the heavy A.A. barrage of the destroyers in particular, our machines were able to drop their torpedoes from very close range. In low level attacks they continuously broke through the A.A. barrages and selected large merchantmen and a tanker as targets.

All the ships of the Anglo-American convoy were fully laden and had the Sicilian theatre of war as their destination. Our squadrons went in to attack with incomparable courage. A great strain was put on every crew because the convoy could only be reached after a flight of many hours. After the attack which was carried out in several waves, the sea was covered with wrecks of burning ships; thick black clouds of smoke lay over the burning tanker and everywhere numerous life-boats were to be seen. A number of ships which had been hit sank after heavy explosions and large patches of oil covered the water.

By this attack by German torpedo planes on August, 13th, the enemy has suffered very heavy losses in shipping space, and supplies for the Sicilian front have suffered. Only a few days ago the following sinkings by the German Luftwaffe were reported against Mediterranean targets since the beginning of the Sicilian battle. In four weeks of bitter fighting during the period July 10th. to August 10th. 1943, more than 325 transports totalling more than 1,2 million G.R.T's were hit by bombs and aerial torpedoes. In this connection the sinkings of 33 freighters totalling 154,000 G.R.T. and numerous medium and small ships has been definitely ascertained. In addition 58 merchant ships totalling 278,750 G.R.T. were so severely damaged that their destruction can be considered as certain.

Those significant sinkings which cost the Anglo American tonnage which is difficult to replace and also irreplaceable war material, increased on August 13th. by the succesful attack of the torpedo planes under the command of Major Kluemper.

"Gawler" War Diary

EXTRACTS FROM FREMANTLE CENSORSHIP REPORT FOR WEEK ENDED 4/10/43.

I.F. Letter from G. Lewis H.M.A.S."GAWLER" same address as usual 29/7/43 to Mrs. K. McKim, Albany Road, Gosnells, W. A.

Events in Mediterranean.

" as you know just on 3000 ships took part in the operation - and we were naturally part of the escort. From 2 a.m. in the morning we were at action stations but for ½ a day never fired a shot. The landing was made with practically no opposition from the enemy and actually planes were our only worry. They came over in ones and twos during the day but it was not until dusk that things started in earnest ... During the day we stood off August a watching the fighting inland, while our own warships made some slashing bombardments. The advance our troops could be quite easily seen and frequent explosions told of exploding dumps etc. The sky eas filled with metal that night and we were glad when we left the place. Our next visit was to Syracuse, a pretty big place it is too. From here Mt. Etna could be seen towering some 10,000 feet above the surrounding countryside and its famed beauty is not exaggerated. Although some 40 miles away it seemed only a few from our position.

As before the bombers came over singly byt all were out of sight. It seemed strange when no attack was made at dusk but they saved it until daybreak. At 4 o'clock dozens of them came over and for a time things were very uncomfortable. Our ship is senior corvette here and so we were leading a line of ships when they came over. For a time they concentrated on us but later switched over to shore targets... The raid fortunately lasted only about an hour, which is too long in the darkness. One bomber which was shot down made a very impressive spectacle dropping like a falling star for about 10,000 feet and then bursting into flames at about 1000 feet. We cleared our about midday."

Our Captain and the Capt. of (Lismore) are great pals and so we generally find ourselves together when in Port. We are Flotilla leader and so anywhere we go - (Lizzy) goes too. This is a most agreeable state of affairs." C.A. 8394. All Svcs.

"Gawler" War Diary

EXTRACTS FROM FREMANTLE CENSORSHIP REPORT FOR WEEK ENDED 4/10/43.

Letter from P. Plenlebury "Gawler" to Mrs. Plenlebury c/o W. O'Neill, 40 Napier St., Claremond, W.A.

In Royal Navy Privilege envelope.
Writer tells his Mother of recent operations in the Mediterranean. Portion of the letter on page 3 was already cut when opened here. He mentions the permission for writing of events. Says their job at present is the same - as monotonous as ever - he is used to it now. Expects to be home about Xmas time.

"I suppose you have been wondering where I am. Well an order has just come out from C. in C. Med. fleet saying that we have permission to write and say where we are (Censor please Note) Well we are in the Mediterranean and four days ago took part in the Sicilian operations, In other words the invasion of Sicily. I was lucky to have got back to Gawler in time for it. It was an unforgetable sight, one that is very hard to describe. The planes came over dropping flares, and bombing - we had quite a willing job for a time firing at them to extinguish. We are also allowed to say that we visited Malta - I'm getting around a bit aren't I. Our job as Tels is not much. Imagine a hell of an uproar hoing on outside and two sparkers sitting in the office trying to read morse and letting their imagination run riot. When we felt rather than heard, a bump, we would wonder - Where did that one go? Once when a string of four lobbed near us - 2 on the St'd side - one port and one astern I looked up at the cobber and said 'Oh dear - well, something a lot stronger at any rate. I was relieved for a while so that I could get outside and have a look around - what a sight - it looked as if millions of stars were lighting up the sky - these were the A.A. shell bursts. As soon as a parachute flair lit up it was shot down. In the five minutes I was outside I saw four Junkers 88s pipped - and to be honest, I really felt sorry for the poor devils in them. When dawn broke we could see the ships that were carrying the troops and supplies - the sea was covered with them - varying from the graceful passenger, to the old and stumpy merchantmen laying low in the water - barely moving. Of the invasion Barges scooting back and forth - the sound in the air was like the coming from a beehive - a buzzing of silenced motors. Later in the morning an Eytie fort opened up - the guns fired two salvos over our heads one of our Battlers came in fired once and the hoint seemed to disappear. At one time we were that close that we could see the Commandos moving at the double around and into civvie's houses. It must have been a terrible surprise for the people there - just imagine one morning waking up and finding a couple of thousand enemy ships anchored less than a mile from the shore - wouldn't it. It still has us wondering how come there was such little opposition, thank goodness. This lifting of the restrictions of writing and telling you all about our doings I am at a loss for words.

In these operations we visited (.....) the Diggers know the last of these two places fairly well (.....) is I think one of the most beautiful cities I have ever seen. I am going by what I imagine it would be like in peace time. In war time it has lot of its glamour. There are beautiful churches and buildings. Italian architecture has been allowed full scope in this Musso's Garden City - as he calls it ...

Believe it or not I have started praying again - like I used to as a kid - makes me fell a bit better especially when things are getting tough".
Navy only. 278. Released.

23/2

2026/7/1102

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

RECEIVED 18 FEB 1944 D.O.T.M.

3644.

SUBJECT: H.M.A.S. "GAWLER" – REPORT OF PROCEEDINGS – SEPTEMBER, OCTOBER 1943.

SECRET

S.N.B. 24/1

D.N.M. 24/1

26/1 3.N.M. 28/1

D.O.D. 1/2

D.D.S.D. 4/2

D.N.S. 14/2

D.D.P. 17/2

1/2/44 D.E.(N) 18/2

→ D.O.T.M. 18/2

22 FEB 1944

23/2 N.P.C.B. 23/2

N.A.2.N.M. 23/2

40/3 29/2 D.N.R.M. 1944

P.C.d.O.

MARS Torpedo

D.N.R.M. -1. MAR 1944 DEPT. OF NAVY

9/2

SECRET

2026/7/1102

H.M.A.S. " GAWLER"
18th November, 1943.

The Secretary,
Naval Board,
MELBOURNE.

REPORT OF PROCEEDINGS FOR SEPTEMBER and OCTOBER 1943

The following report of proceedings for the months of September and October of H.M.A.Ship under my command is submitted for the information of the Naval Board :-

1943

Aug. 29th) to Sept. 9th) Boiler cleaning at Alexandria.

9th: Proceeded with convoy to Port Said.

11th: Entered Port Said and proceeded with convoy to Alexandria.

12th) 13th) At Alexandria.

14th: Proceeded with West-bound convoy - H.M.A.S."Gawler" S.O. Escorts.

18th Detached Malta and Sicily portions of convoy and entered Malta, H.M.S."Bluebell" taking over S.O.Escorts.

19th: Proceeded to Alexandria, effecting rendezvous with H.M.A.S."Ipswich" off Benghazi.

22nd: Secured to buoy at Alexandria.

24th: Proceeded with convoy, being relieved by H.M.S."Oxley" at 2200.

25th: Docked at Alexandria.
Lieutenant T.H.Raven, R.A.N.V.R. took over command from Lieutenant-Commander W.J.Seymour, R.N.(sick).

26th: Undocked to No. G.1. Buoy at Alexandria.

26th) to Oct. 1st) At buoy at Alexandria.

1st: Left Alexandria to join escort of X.T.4.

2nd: Caught up convoy 0800 in position A. Emergency turns were exercised during the forenoon.

4th: 1600 - S.S."Marit" torpedoed in position 21° 11' N, 32° 57'E. - Report of attacks attached. The survivors who were on M.L.350 were tended by "Gawler's"

Medical Officer and Sick Berth Attendant who accompanied them to Benghazi.

Oct. 5th: Alongside in Benghazi harbour.

6th: 1800 - Left Benghazi (M.L.350,348,in charge) to search area of sinking of "Merit", aircraft co-operating.

7th: 1000 - A/S contact was gained and attacked, but was subsequently classified as wreck. Subsequently, the coastline from Tolmeita to Appoloma was searched without result, but my letter attached refers.

8th: Returned Benghazi.

11th: Left Benghazi to join escort of four with joiners from Benghazi (H.M.S."Burra", S.O.)

15th: Arrived Alexandria and after fuelling the ship, went to extended notice for boiler cleaning.

18th: Lieutenant-Commander W.J.Seymour R.N. re-assumed command.

21st: Ranged and carried out M/S exercises.

22nd: Proceeded out of harbour to carry out A/S exercises, but after passing Outer Buoy, the main fan exhaust pipe broke and the exercises had to be abandoned. Anchored, effected temporary repairs and returned to Alexandria.

23rd: New fan exhaust pipe fitted.

24th: Proceeded with convoy to Port Said.

25th: Entered Port Said.

26th: Passed through Canal to Suez.

27th: Proceeded from Suez for Aden

28th: Tug "Tientsin" reported aground on Fury Shoal. Received orders from Flag Officer, Red Sea and Canal Area to investigate. Arrived off Fury Shoal after dark and could find no trace of tug. Owing to dangerous waters, postponed further search until daylight.

29th: Found wreck of tug inside reef about nine miles north of Fury Shoal. The whaler was sent in to investigate and reported tug abandoned and badly wrecked. The whaler landed a party to search for survivors but without success.

30th: Lay of Gutan Islands and sent whaler in to make enquiries at small fishing village. Landing party found small mining settlement near village and discovered 13 survivors from Tug "Tientsin". They had been there for three days. Embarked survivors, who showed slight signs of hardship, and took them to Port Soudan, arriving there p.m. 31st October.

SECRET.

REPORT OF PROCEEDINGS continued

REMARKS

The conduct and morale of the Ship's Company has remained at the previous standard, and the health, with the exception of a few colds caused by the change of season, has been good.

MONTHLY FIGURES

SEPTEMBER

Distance steamed .....3092 miles

Hours under way ..... 270 hours

Average distance per ton of fuel..... I2.29 miles

OCTOBER

Distance steamed .....3756 miles

Hours under way ..... 364 hours

Average distance per ton of fuel .....I2.77 miles

TOTAL FIGURES

SEPTEMBER

Total distance steamed since I4th August, I943.....48,538 miles

Average Speed ..... I0.I3 knots

Total hours under way ..... 4,789 hours

OCTOBER

Total distance steamed since I4th August, I943 .....52,294 miles

Average speed ..... I0.I4 knots

Total hours under way ..... 5,I53 hours.

W J Seymour

Lieutenant Commander R.N.
COMMANDING OFFICER.

SECRET

ROYAL AUSTRALIAN NAVY

H.M.A.S."GAWLER"
9th October,1943.

The Commodore (D)
LEVANT

Sir,

I have the honour to submit the following report on the attack on a submarine contact by H.M.A.Ship under my command after S.S."Marit" was torpedoed at 1552 on 4th October. Form S.1203 and track chart attached. It is regretted that,although the recorder paper was dried immediately afterwards,the trace soon faded.
All times are Zone -3.

2 / "Marit" was torpedoed on port side.Her position in the convoy was 32.The convoy course was 265°,speed 4 1/2 knots,zig-zag 15°. "Burra"(S.O.) position "E",M.L.350 position "O" and "Gawler" position "A" zig-zagging ahead of convoy. I understand that the asdic set of M.L.350 was out of action.

3./ Immediately the explosion occurred,I altered course 180° to port.
1602 - Operation "Observant" ordered by "Burra".
1603 - Passed S.S."Marit" drifting slowly along convoy course.
1605 - Aircraft on starboard bow fired a burst into the water.Altered course 120°,increased to full speed,reducing to 12 knots as we approached sweeping over the position indicated,but with no results.
1610 - Altered course 350°.
1614 - Altered course 180°. In view of the water conditions obtaining - the asdic working range was under 1000 yards - I felt that the submarine would probably dive deep thereby rendering A/S detection extremely difficult. I therefore decided to fire a deep pattern as a " shot in the dark". Actually,it was too far to northward,and as the plot shows,quite a long way out. It produced no result.
1627 - Gained contact on starboard bow at 700 yards.Target was stemmed and appeared to be steering a course approximately 150°.The left cut on was woolly,but the right quite sharp. The submarine altered slowly away as we closed.
1632 - A five charge pattern was fired by recorder - maximum setting. This,I feel,was the best attack of the day.Shortly after the depth charge fulminations appeared,a large dome-like air bubble about 15 - 20 yards in diameter,slowly broke surface,and as I was quite happy about the accuracy of this attack and my estimate of the movements of the target,I consider that the submarine was hit by this pattern although no other evidence of success appeared. Contact was not regained on the run out, but as we swept back towards the pattern,the operator reported an echo bearing Red 60°,range 800 yards.The target was stemmed and appeared to contain something more than the disturbance due to the old pattern;although no very clear picture of its movements was obtained.
1640 - Fired a five charge pattern by recorder - 150 feet.Both in this attack and the final one,it was considered preferable to sacrifice some measure of accuracy for speed due to the difficulty in holding contact.
Although this contact was firm,I was not fully satisfied with it,and accordingly welcomed the arrival of H.M.S."Gloxinia" and his offer to co-operate in a search. We swept back in line abreast,course 100°,speed 10 knots.
1649 - Aircraft on my port bow was observed to waggle about,and,at the same time,the operator reported echo bearing Red 60°, range 700 yards.The target was stemmed and speed increased for attack.Contact was firm and appeared to be moving slowly right.
1653 - Fired a five charge pattern by recorder set to 250 feet, contact was not regained on the run out,and by this time,as

the convoy was without escort - M.L.350 was attending to survivors and H.M.S."Burra" was still endeavouring to rejoin - I considered I should delay no longer in obeying "Burra's" signal to rejoin at 1700.
"Gloxinia" was informed of this and course was set to rejoin at full speed.

REMARKS:-

1. Although no further evidence of destruction was forthcoming, I consider that the second attack was successful in at least damaging the submarine. I was very sorry to have to leave when I did.

2. Survivors of S.S."Merit" were taken to Benghazi, "Gawler's" Medical Officer and Sick Berth Attendant, who were transferred at 1730, having them under their care.

3. The assistance rendered by aircraft was material and vital.

4. It is regretted that owing to a coding error, the position of attack in my enemy report was incorrect. However, as this was due to over-keenness rather than sheer negligence, I have taken no further action beyond admonishing the persons responsible and pointing out the consequences of their error.

Further search (M.J.A.O.23 Operation "Broom") was carried out between 0100 and 1900 on 7th, October, but nothing definite was established. Wreckage of S.S."Merit" was still floating round the datum point. During dark hours, I swept off shore up to 50 miles, and in daylight, closed the coast to a mile in places to examine the coast-line between Kasham el Kheib and Tolmeita. There are several excellent channels right up to the coast along this stretch and I think one of the many caves might have been made into a good submarine sanctuary affording adequate air and surface cover by day. I noticed some live stock on the shores and what appeared to be old excavations into the cliff side. This latter was screened from the sea from all but one angle of view. Unfortunately, the weather made it a risky proposition to send a boat in for further examination, but in view of the recent sinking of, to my knoweldge, two ships in this sector, it might be worth while to make a more thorough examination than was possible at the time.

I have the honour to be,

Sir,

Your obedient servant

(sgd) T.H. RAVEN

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

1.F. Letter from G. Lewis H.M.A.S. "GAWLER" same address as usual 29/7/43 to Mrs.K. McKim, Albany Road, Gosnells, W.A.

Events in Mediterranean.

"as you know just on 3000 ships took part in the operation - and we were naturally part of the escort. From 2 a.m. in the morning we were at action stations but for ½ a day never fired a shot. The landing was made with practically no opposition from the enemy and actually planes were our only worry. They came over in ones and twos during the day but it was not until dusk that things started in earnest...During the day we stood off August a watching the fighting inland, while our own warships made some slashing bombardments. The advance our troops could be quite easily seen and frequent explosions told of exploding dumps etc. The sky was filled with metal that night and we were glad when we left the place. Our next visit was to Syracuse, a pretty big place it is too. From here Mt.Etna could be seen towering some 10,000 feet above the surrounding countryside and its famed beauty is not exaggerated. Although some 40 miles away it seemed only a few from our position.

As before the bombers came over singly but all were out of sight. It seemed strange when no attack was made at dusk but they saved it till daybreak. At 4 o'clock dozens of them came over and for a time things were very uncomfortable. Our ship is senior corvette here and so we were leading a line of ships when they came over. For a time they concentrated on us but later switched over to shore targets...The raid fortunately lasted only about an hour, which is too long in the darkness. One bomber which was shot down made a very impressive spectacle dropping like a falling star for about 10,000 feet and then bursting into flames at about 1000 feet. We cleared out about midday."

Our Captain and the Capt. of (Lismore) are great pals and so we generally find ourselves together when in Port. We are Flotilla leader and so anywhere we go - (Lizzy) goes too. This is a most agreeable state of affairs." C.A.8394. All Svcs.

- - - - - - - - - - - -

Dr Bennett. For filing Ships Concerned.
Cut up & file with W.a Diaries

EXTRACTS FROM FREMANTLE CENSORSHIP REPORT FOR WEEK ENDED 4/10/43.

Letter from P. Plenlebury "Gawler" to Mrs. Pendlebury c/o W. O'Neill, 40 Napier St., Claremond, W.A.

In Royal Navy Privilege envelope.
Writer tells his Mother of recent operations in the Mediterranean. Portion of the letter on page 3 was already cut when opened here. He mentions the permission for writing of events. Says their job at present is the same - as monotonous as ever - he is used to it now. Expects to be home about Xmas time

"I suppose you have been wondering where I am. Well an order has just come out from C. in C. Med. fleet saying that we have permission to write and say where we are (Censor please Note) Well we are in the Mediterranean and four days ago took part in the Sicilian operations, in other words the invasion of Sicily. I was lucky to have got back to Gawler in time for it. It was an unforgetable sight, one that is very hard to describe. The planes came over dropping flares, and bombing - we had quite a willing job for a time firing at them to extinguish. We are also allowed to say that we visited Malta - I'm getting around a bit aren't I. Our job as Tels is not much, Imagine a hell of an uproar going on outside and two sparkers sitting in the office trying to read morse and letting their imagination run riot. When we felt rather than heard, a bump, we would wonder - Where did that one go? Once when a string of four lobbed near us - 2 on the St'bd side - one port and one astern I looked up at the cobber and said 'Oh dear - well, something a lot stronger at any rate. I was relieved for a while so that I could get outside and have a look around - what a sight - it looked as if millions of stars were lighting up the sky - these were the A.A. shell bursts. As soon as a parachute flair lit up it was shot down. In the five minutes I was outside I saw four Junkers 88s pipped - and to be honest, I really felt sorry for the poor devils in them. When dawn broke we could see the ships that were carrying the troops and supplies - the sea was covered with them - varying from the graceful passenger, to the old and stumpy merchantmen laying low in the water - barely moving. Of the invasion Barges scooting back and forth - the sound in the air was like the coming from a beehive - a buzzing of silenced motors. Later in the morning an Eytie fort opened up - the guns fired two salvos over our heads one of our Battlers came in fired once and the joint seemed to disappear. At one time we were that close that we could see the Commandos moving at the double around and into (civvie's houses. It must have been a terrible surpris for the people there - just imagine one morning waking up and finding a couple of thousand enemy ships anchored less than a mile from the shore - wouldn't it. It still has us wondering how come there was such little opposition, thank goodness. This lifting of the restrictions of writing and telling you all about our doings I am at a loss for words.

In these operations we visited (.....) the Diggers know the last of these two places fairly well (.....) is I think one of the most beautiful cities I have seen. I am going by what I imagine it would be like in peace time. In war time it has lot of its glamour. There are beautiful churches and buildings. Italian architecture has been allowed full scope in this Musso's Garden City - as he calls it...

Believe it or not I have started praying again - like I used to as a kid - makes me feel a bit better especially when things are getting tough".
Navy Only. 278. Released.

23/11

2026/4/1102

DEPARTMENT OF THE NAVY

MINUTE PAPER

H 29/10

SUBJECT: H.M.A.S. "Gawler" - Report of Proceedings - Aug 43

SECRET

RECEIVED 16 NOV 1943 D.O.T.M.

D.P.S. all. J. 26/10

S/B Nov 29/10

2NM Dec 29/10

3NM 8/11

4/11/43

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Opt(N) 14/11

D.E.(N)

16/11/43 DOTM 22/11

23/11/43 N.P.B.

NA2NM 23/11

Ship's history sheet

D C N S for C 27/10

1st. 27/10

PCLO 25/11

24/11E

23 DA 13/11

H.M.A.S."GAWLER"
20 September,1943.

The Commodore (D)
LEVANT

Sir/

REPORT OF PROCEEDINGS - AUGUST.1943.

I have the honour to submit the following Report of Proceedings for August,1943,for H.M.A.Ship under my command :-

August.1943

1st & 2nd	At Alexandria.
3rd	Proceeded for Gibraltar escorting Convoy M.K.S.21. H.M.S."Shoreham" S.O. of Escort.
9th	Fuelled at Bizerta.
12th	Fuelled and spent night at Oran.
13th	At 2050,when off Alboran Island,38 enemy aircraft were observed circling in the direction of Almeria and shortly afterwards,they came in to attack from the west. The attack was extremely badly timed,the enemy being silhouetted against the setting sun, and ample warning was had of their approach. They flew low and attacked the convoy with torpedoes, two merchant vessels receiving one torpedo each. The final result of the attack was two merchant vessels damaged,seven enemy aircraft certainly destroyed by gunfire,and several more probably destroyed. A number of German airmen were rescued. "Gawler" had one man wounded with a machine gun bullet through the thigh. The following signal was received by "Shoreham" from C.in C. Mediterranean :- " I congratulate you,the escort force and Convoy " M.K.S.21. on your sturdy defence of convoy " against heavy T.B. attack. The enemy got a sore " head he is likely to remember."
14th	Secured alongside at Gibraltar.
16th	Proceeded with escort force to rendezvous with Convoy K.M.S.23. west of Gibraltar.
17th	Effected rendezvous and formed Mediterranean escort.
23rd	At 0435,obtained Asdic contact at 700 yards and attacked with pattern of depth charges. Lost contact after attack and hunted in company with H.M.S."Whitehaven" for one hour,then rejoined convoy. Fuelled at Bizerta.
29th	Secured alongside Dockyard,Alexandria,for boiler cleaning and Engine-room repairs.

REMARKS

The general health and morale of the ship's company remain good.

MONTHLY FIGURES

Number of miles .....6196 miles
Hours under way..... 563 hours
Average Speed..... 11 knots

TOTAL FIGURES (since 14 August,1942)

Number of miles.....45,446 miles
Average miles per ton of fuel..... 12.97 miles
Average Speed..... 10.06 knots

I have the honour to be,

Sir,

Your obedient servant,

(Sgd) W. J. SEYMOUR

Lieutenant Commander R.N.
COMMANDING OFFICER.

Copy to :-

The Secretary,
Australian Commonwealth Naval Board,
MELBOURNE.

ROYAL AUSTRALIAN NAVY

SECRET

H.M.A.S."GAWLER"
7th July,1943.

The Commodore (D)
LEVANT.
(Copy to The Secretary,
Australian Commonwealth Naval Board,
Melbourne).

REPORT OF PROCEEDINGS FOR MONTH OF JULY,1943.

Sir,

I have the honour to submit the following report of proceedings for H.M.A.Ship under my command for the month of July :-

JULY,1943

1st to 6th	Boiler cleaning at Benghazi.
6th	Proceeded in company with H.M.A.Ships "Ipswich" "Lismore" and "Maryborough" and H.H.M.S. "Saktouris" to join Convoy M.W.S.36 on Operation "HUSKY".
7th	Rendezvous-ed with M.W.S.36 at dawn. S.O. of Escort,H.M.I.S."Sutlej".
9th to 10th	Wind having risen to force 5,sea 4,a good deal of sympathy was felt for all the soldiers in transports and landing craft. At 0010,one of the convoy was observed stopped,and on closing her,it was found that two of her landing craft carried onboard,had taken charge. Stood by her until landing craft were secured at 0300 and then made "Follow Father". Several aircraft flares observed during this period. Weather moderated rapidly. Slightly concerned at daylight to observe that the ship "following father" was the "G.R.Clarke" containing the Commodore of the Convoy. Escorted him to his disembarkation point two hours late,and proceeded on A/S patrol. Frequent red warnings were received throughout the day,but little enemy action was observed. At 2100,"Gawler" was ordered to proceed with "Ipswich","Lismore" and "Maryborough" to Malta. At 2130,an enemy air attack developed. The A.A. fire was a magnificent sight and several aircraft were observed brought down in flames. At 2230, "Gawler" got a firm A/S contact and attacked. One Depth Charge Thrower miss-fired so that only four charges were dropped but a fifth explosion was heard and felt in all parts of the ship. This was later confirmed by "Lismore" The Flotilla was then formed into line abreast for a hunt but shortly afterwards ran,in low visibility,into an endless chain patrol with the result that keeping formation became a lesser consideration than that of avoiding collision.

G. Bennett

8/11

JULY, 1943

9th to 10th (Cont.)

Shortly afterwards, a signal being intercepted from V.A.M. indicating that the 21st M/S Flotilla was required for escort duties, the hunt was abandoned and the flotilla proceeded to Malta.

11th — Fuelled at Malta and proceeded with Convoy M.E.F.36, H.M.I.S."Sutlej" S.O. of Escort.

14th — Together with H.M.A.S."Ipswich" and Port Said portion of Convoy, detached at Shoulder buoy, Alexandria, and proceeded to Port Said.

15th — Entered Port Said and fuelled and sailed at 1600 in company with H.M.A.S."Ipswich" and H.M.S."Bream" escorting convoy of six ships to Alexandria.

16th & 17th — At Alexandria.

18th — Proceeded from Alexandria escorting Convoy M.W.S.38, H.M.S."Shoreham" S.O. of Escort.

24th — Arrived off Syracuse, half the convoy entering there and the other half Augusta.
On passing Commodore received a signal "Do I follow father into Augusta?". Could only weakly reply "You win".
In company with "Saktouris"(S.O.), "Ipswich", "Lismore", "Maryborough" and "Bream", formed endless chain patrol off Syracuse.

25th — Enemy air attack developed at 0400, being a good deal stronger than on the former occasion in this locality, their flares being very effective. Attack lasted about half an hour. "Ipswich" claimed one aircraft.
A bomb having been observed falling close to "Maryborough", a signal was made at daylight and a reply was received "No damage except to my underpants".
Proceeded in company with "Shoreham"(S.O) "Jumna", "Saktouris", "Ipswich", "Primula", "Lismore" and "Maryborough" to Tripoli.

26th — Escorts fuelled at Tripoli and proceeded for Alexandria with convoy.

29th — At 2100, obtained Asdic contact and attacked, dropping one pattern. Contact considered "doubtful submarine".

"GAWLER'S" SECRET LETTER - REPORT OF PROCEEDINGS - JULY:

JULY 1943

31st Secured to buoy at Alexandria.

REMARKS

The health of the ship's company has been satisfactory and no officer or rating has been discharged sick during July.

Morale has always been good, but it is considered that the events of the last month have been of use in quickening the interest of the men.

MONTHLY FIGURES

Distance steamed.....5937 miles.
Hours under way..... 518 hours.
Average distance per ton of fuel..... 14.23 miles.

TOTAL FIGURES

Total distance steamed since 14/8/42..39,250 miles
Total hours under way..... 3,953 hours
Average speed..... 9.93 knots

I have the honour to be,

Sir,

Your obedient servant

(Sgd) W. J. SEYMOUR

Lieutenant Commander R.N.
COMMANDING OFFICER.

14/9

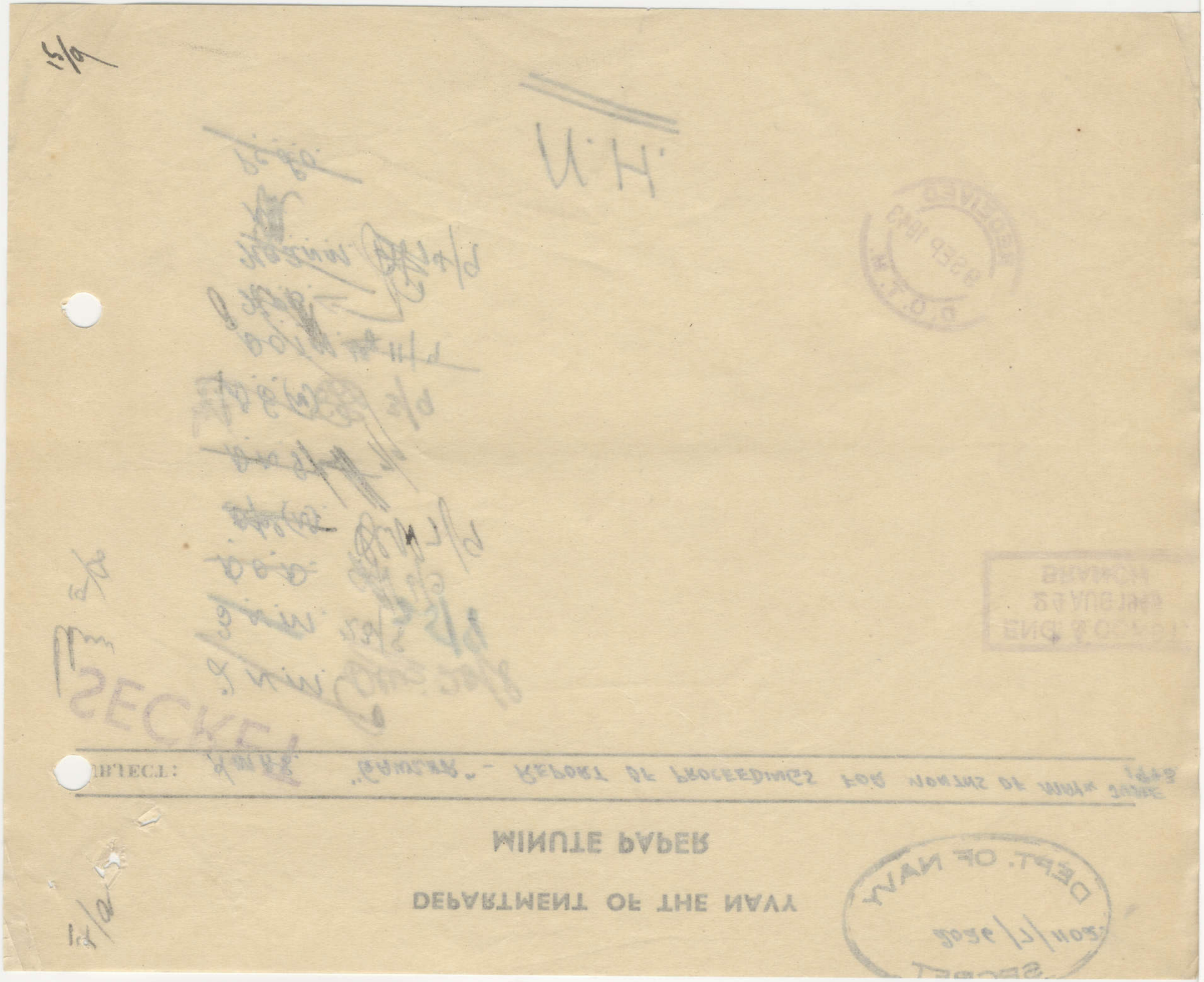
DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: AMAS. "GAWLER" – REPORT OF PROCEEDINGS FOR MONTHS OF MAY & JUNE 1943.

2 N.M. 20/8
3 N.M. 23/8
19/8
D.O.D.
Opl(N).
D.N.I.
D.O.(N).
D.O.M. 11/9
N.O.B.
Naval M. 14/9
P.C.D.

N.H.



ROYAL AUSTRALIAN NAVY

The Commodore (D)
MEDITERRANEAN

REPORT OF PROCEEDINGS FOR MONTHS OF MAY and JUNE

Sir,

I have the honour to submit the following proceedings for H.M.A.Ship under my command for the months of May and June :-

1943		
APRIL to MAY	27th to 3rd	Proceeding to Aden from Cochin.
	3rd	Secured to buoy at Aden. Great kindness shown to Group by Naval Authorities.
	6th	Proceeded in company with H.M.A.Ships "Maryborough" (S.O.) and "Lismore" for Suez.
	7th	A rating having shown signs of acute appendicitis, detached from group and proceeded for Port Soudan.
	8th	Disembarked sick case at Port Soudan and proceeded to rejoin Group. Rejoined P.M.
	11th	Anchored at Suez. No leave allowed by Rear Admiral, Suez, on account of ships' companies not possessing white tropical rig.
	12th	Group proceeded up Suez Canal to Port Said, securing opposite Naval House.
	12th to 15th	At Port Said.
	15th	Group now reinforced by H.M.A.S."Ipswich", proceeded for Haifa escorting floating dock and two tugs.
	17th	Delivered floating dock. Proceeded, escorting Convoy for Port Said.
	18th	Group detached Convoy at end of Searched Channel, Port Said and proceeded with another Convoy for Alexandria.
	19th	A.M. Secured to buoy at Alexandria. P.M. Secured alongside dockyard. Commenced boiler cleaning.
	20th	Together with Senior Officer of Group, called on Commodore (D) Levant. Mentioned subject of Khaki tropical rig to Commodore (D) who expressed his complete approval. No further trouble in that regard.

JUNE 30th Detached from Convoy and Escort and anchored off Benghazi.

REMARKS

Morale up to previous standard. With the exception of one case, the conduct of the ship's company has been good.
Noticeable decrease in numbers of Dysentery cases probably due to individual gain in experience in selection of food ashore.

MONTHLY FIGURES

Distance steamed..... 4831 miles
Hours under weigh..... 578 hours
Average distance per ton of fuel.....12.45 miles

TOTAL FIGURES

Total distance steamed since 14/8/43....33,313 miles
Total hours under weigh..... 3,435 hours
Average speed..... 9.6 knots

I have the honour to be,

Sir,

Your obedient servant

Sgd W J Seymour

Lieutenant Commander R.N.
COMMANDING OFFICER.

Copy to The Secretary,
Australian Commonwealth Naval Board,
Melbourne.

MAY 26th H.M.A.Ships "Gawler"(S.O.),"Ipswich","Lismore" and "Maryborough" formed into 21st M/S Flotilla. H.M.A.Ships "Geraldton"(S.O.),"Cessnock","Cairns" and "Wollongong" formed into 22nd M/S Flotilla. In addition,"Ipswich" was attached to 1st Escort Group,"Gawler" and "Lismore" to 2nd Escort Group and "Maryborough" to 3rd Escort Group - all these attachments temporary.

REMARKS

Morale excellent.
With change of climate,blood disorders which were prevalent,have disappeared,but there have been several cases of Basilliary Dysentery.

MONTHLY FIGURES

Distance steamed..... 3226 miles
Hours under weigh..... 308 hours
Average distance per ton of fuel..... 13.79 miles

TOTAL FIGURES

Total distance steamed since 14/8/42...28,482 miles
Total hours under weigh..... 2,857 hours

JUNE 2nd At Alexandria.
Carried out A/A shoot, A/S exercises with submarine and M/S exercises.

3rd Proceeded for Malta with Convoy (H.M.S."Hurworth" S.O. of Escort). Detached portions of Convoy at Benghazi and Tripoli.

10th Secured alongside tanker "Boxol" at Malta to fuel.

11th Proceeded for Tripoli with Convoy (H.M.S."Hurworth" S.O. of Escort).

12th Anchored at Tripoli.

14th Proceeded for Alexandria with Convoy (H.M.S. "Hurworth" S.O. of Escort)

17th 0730. S.S."Yoma",in Convoy,was torpedoed and sank in five minutes. Together with H.M.A.S."Lismore" and two H.M.S.,rescued survivors and took them to Derna. Separate report has been forwarded to S.O. 2nd Escort Group,copy to Australian Commonwealth Naval Board.

20th Secured to buoy at Alexandria.

22nd Screened tankers carrying out fuelling exercises with Destroyers.

24th Proceeded for Tripoli with Convoy (H.M.S."Hurworth" S.O. of Escort)

29th A.M. Secured to fuelling buoy, Tripoli.
P.M. Proceeded for Benghazi with Convoy (H.M.I.S. "Jumna" S.O. of Escort)

ROYAL AUSTRALIAN NAVY

SECRET

H.M.A.S."GAWLER"
14 July,1943.

The Captain,
Ceylon Escort Group.

REPORT OF PROCEEDINGS FOR MONTHS OF JANUARY, FEBRUARY, MARCH, APRIL.

Sir,

I have the honour to submit the following proceedings for H.M.A.Ship under my command for the months of January, February, March, April :-

1943

JANUARY	1st	At Addu Atoll
	2nd	Proceeded for Colombo, escorting S.S."Clan Forbes"
	5th	Secured to N.E.S. buoy, Colombo.
	6th	Dry docked. Ship's Company sent in two watches to Diyitalawa Rest Camp.
	11th	Undocked.
	13th	Carried out full calibre shoot. Ranged.
	14th	Proceeded with Convoy to Bombay.
	19th	Secured alongside Breakwater Pier, Bombay. Boiler brick work repaired.
	27th	Proceeded to Colombo with Convoy.
	31st	Secured to N.E.S. buoy, Colombo.

HN

REMARKS

Morale excellent and general behaviour good. A fair amount of sickness, including 3 cases of Appendicitis and 2 cases of Venereal Disease.

MONTHLY FIGURES

Hours under weigh .....232 hours
Distance steamed .....2561 miles
Average distance per ton of fuel ..... 12.13 miles

TOTAL FIGURES

Total distance steamed since 14/8/42...13,269 miles
Total hours under weigh 1,483

FEBRUARY, 1st	At Colombo.
2nd) 3rd)	Carried out A/S exercises with submarine. Formed part of Escort taking Convoy to Addu Attol - H.M.S."Falmouth" S.O.
7th) to) 13th)	A/S screening duties at and off Addu Attol.
13th	Proceeded for Colombo escorting R.A.F.R. "Shenking"
15th) to) 21st)	Alongside H.M.S."Wuchang" at Colombo.
22nd	Effected rendezvous with H.M.S."Shoreham" off Cochin and took over Convoy.
23rd	Detached half of Convoy at end of Searched Channel,Colombo and proceeded with remainder to Trincomalee.
25th) to) 28th)	At Trincomalee.

REMARKS

Morale up to previous standard. Health good.

MONTHLY FIGURES

Hours under weigh..... 297 hours
Distance steamed..... 3280 miles
Average distance per ton of fuel..... 11.97 miles

TOTAL FIGURES

Total distance steamed since 14/8/42....16,549 miles
Total hours under weigh..... 1,780 hours

MARCH, 2nd) to) 10th)	Boiler cleaning at Colombo. During this period,mainmast was removed. 48 hours leave given in two watches.
10th	Ranged. Carried out M/S exercises.
11th	Carried out A/S exercises with submarine.
12th	Carried out M/S exercises.
14th	Proceeded for Addu Attol escorting R.F.A. "Appleleaf" and V.S.I.S."Taiping"
17th) to) 19th)	At Addu Attol

MARCH 19th Proceeded for Diego Garcia escorting R.F.A. "Appleleaf" and V.S.I.S."Taiping"
At 2335 obtained echo and dropped depth charge pattern having turned Convoy away.
Detached convoy and carried out hunt for 12 hours with no result. (Echo eventually rated Non-Sub. by A/S Officer,Ceylon.)

21st Anchored at Diego Garcia,convoy having arrived there safely.

23rd Proceeded for Addu Attol escorting V.S.I.S. "Taiping"

25th) At Addu Attol.
to)
27th)

27th Proceeded for Colombo,escorting V.S.I.S; "Taiping".

30th) At Colombo.
to)
31st)

REMARKS

Morale up to previous standard. A certain amount of cases of blood disorders.

MONTHLY FIGURES

Distance steamed..... 3414 miles
Hours under weigh..... 312 hours
Average distance per ton of fuel..... 12.93 miles

TOTAL FIGURES

Total distance steamed since 14/8/42.....19,963 miles
Total hours under weigh..... 2,092 hours

APRIL 1st In company with H.M.S."Scout". Effected rendezvous with H.M.S."Worcestershire" and Convoy.

2nd Secured to buoy at Colombo.
Proceeded for Calcutta with H.M.D."Aster" escorting Convoy.

8th Secured alongside at Calcutta.

9th Proceeded alone for Colombo.

14th Secured to buoy at Colombo. Commenced boiler cleaning.
During this period,arrangements were made by the Sailors' Entertainment Committee for the men to stay in pairs at private country homes. This was a great success,the men being most kindly and hospitably treated.

17th Dry docked. Two extra Oerlikon Guns fitted.

21st Undocked.

22nd Ranged. Carried out M/S exercises.

23rd Carried out A/S exercises with submarine.
R.A. shoot.

APRIL 24th Flag Officer, Ceylon came onboard and addressed the Ship's Company.
Proceeded in company with H.M.A.Ships "Maryborough" - (S.O.) and "Lismore" for Cochin.

26th Secured to buoys at Cochin and fuelled.

27th Group proceeded for Aden.

REMARKS

Morale up to previous standards. The conduct of the ship's company, except in one case, has been good.
Blood disorders still prevailing and two cases of chronic Asthma discharged.

While on the East Indies Station, "Gawler" was administered by Captain, Ceylon Escort Group under Flag Officer, Ceylon, and was given every assistance. On every occasion of entering Colombo, Staff Officers repaired onboard (complete with newspapers) with enquiries as to requirements. I cannot speak too highly of the sympathetic consideration which was given to Sea-going ships.

MONTHLY FIGURES

Distance steamed.....	5293 miles
Hours under weigh.....	457 hours
Average distance per ton of fuel.....	13.33 miles

TOTAL FIGURES

Total distance steamed since 14/8/43.....	25,256 miles
Total hours under weigh	2,549 hours

I have the honour to be,

Sir,

Your obedient servant,

Sgd W J Seymour

Lieutenant Commander R.N.
COMMANDING OFFICER.

Copy to The Secretary,
Australian Commonwealth Naval Board
MELBOURNE.

St 4539

Royal Australian Navy.

DEPT OF NAVY
SECRET

2026	7	802

IN REPLY PLEASE QUOTE
No. 120/C0/1

RECEIVED
15 DEC P.M.
NAVY CONFIDENTIAL RECORDS

H.M.A.S."GAWLER"

December 1st,

1942.

To The Secretary to,
The Naval Board
Navy Office.

Checked for Indexing

The ~~Attabhed~~ ~~the~~ Report of Proceedings -H.M.A.S.Gawler, from 14th August 1942 to 30th November 1942, is submitted.

17/12

D C.N.S. 17/12

W. Seymour

Lieut-Commander R.N.
Commanding Officer.

1st N.M.

2 NM Please remark on p. 4.

N.4

(1 NM shows statement on 31/12)

18/12

DEPARTMENT OF THE NAVY

MINUTE PAPER

C. [illegible] 40.

SUBJECT: HMAS "GAWLER" - REPORTS OF PROCEEDINGS - 14th AUG. TO 30th NOV 1942.

S.N.B. (Cover) 25/1

2 N.M. 1/1

3 N.M.

D.O.D. 12/1

D.D.P. 13/1.

D.E.(N) 14/1

D.E.(N) 5/1

D.O.T.M. 19/1

D.N.M.S. 22/1

H.R.B. 23/1

N.A.2 26/1

D.N.I.

N.T.

RECEIVED 18 JAN 1943 D.O.T.M.

DO.

4

SEC

H.M.A.S."GAWLER" .REPORT OF PROCEEDINGS -NOVEMBER 1942.

30th,October	Secured to Town Jetty,Albany.
5th,November	His Excellency The Governor General inspected the ship. 1800 Proceeded to Fremantle.
7th,November	Secured alongside G Shed Fremantle.
12th,November	Proceeded on A/S patrol off Fremantle.
17th,November	Secured alongside H Shed Fremantle.
20th,November	Sub-Lieutenant L.H.J.McCurry of H.M.A.S.Gawler tried by Court Martial and found guilty of acts to the prejudice of good order and Naval Discipline in contravening the instructions regarding Naval Censorship and communicating information which might be useful to the enemy to a person to whom he was not authorised to communicate it.Sentenced to be dismissed from H.M.A.S.Gawler and to be severely reprimanded.Officer discharged to H.M.A.S.Leeuwin.
21st,November	Proceeded on Stand -by A/S Patrol.Excercised Single Oropesa Sweep. 1400 Anchored in Gage Roads.
26th,November	Proceeded for R.D.F. trial and LL Sweep excercise. 1715 Secured alongside H Wharf Fremantle.
27th,November	0815 Proceeded on A/S Patrol off Fremantle.
30th,November	A/S Patrol off Fremantle.

General Remarks.

During the three months since H.M.A.S.Gawler commissioned the behavour and morale of the Ship 's Company have been excellent,. despite the fact that during this period the ship has had five 1st. Lieutenants and three Gunnery Officers.

Every opportunity has been taken of giving leave and leave breaking has been practically non-existent.

The Ship's Complement now being 80 odd living conditions are extremely cramped,but health has so far been satisfactory.It must be remembered however,that climate and victualling conditions have been easy.

Welfare committees have been most kind in providing games, literature,etc.

It is considered that a fresh water mechanical pumping system is most desirable in this class of ship. The present system of pumping by hand into one 140 gallon tank is a source of constant annoyance and a waste of manpower.

Statistics.

Month	Distance Steamed	Hours Under Way	Average Dist. Per of Fuel
August	757 Miles	91.48 Hours	9.7 Miles
September	1462 "	183.58 "	11.3 "
October	2231 "	251.05 "	11.7 "
TOTAL	4550 "	526.11 "	10.9 "

9/1/43

SECRET

H M A S "GAWLER" REPORT OF PROCEEDINGS -OCTOBER 1942.

25th, Sept-18th, Oct.	Fitting out at Sydney.
19th, Ocotber	Proceeded escorting Convoy C O 37 in company with H.M.A.S. Wilcannia and Deloraine to position 39o 00' Sth. 145o 42' East. Then detaching and proceeding to Port Adelaide.
24th, October	Secured alongside H Shed Port Adelaide
25th, October	1800 Proceeded to Albany .
30th, October	Secured to Town Jettyn Albany.

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H M A S "GAWLER". REPORT OF PROCEEDINGS -SEPTEMBER 1942.

21st, Aug.-6th, Sept.	Fitting out at Williamstown.
4th, September	Speed Trials. 15.1 knots average under bad weather conditions.
7th, September	Commenced Working up period of one fortnight. Harbour Drills.
8th, September	Excercising in Port Phillip. General Drills.
9th, September	Excercised Single Oropesa Sweep.
10th, September	Day and Night Sub-Calibre Firings.
11th, September	Excercised Double Opopesa Sweep. Secured to Dockyard Pier Williamstown
14th, September	Excercised Dan-bouy laying.
15th, September	Excercised Double Oropesa Sweep.
16th, "	Full Calibre Firing.
17th, "	Excercised A Sweep with H.M.A.S. "Echuca". Full Calibre Night Firing.
18th, "	Excercising in Port Phillip. Harbour Drills. Secured to Nelson Pier, Williamstown.
19th, "	0800 Anchored off Port Melbourne. 0930 N.O.I.C. Port Melbourne embarked and carried put inspection. Proceeded to Frankston and embarked Gunnery and Torpedo Officers from Flinders Naval Depot. Carried out Gunnery, M/S and A/S Excercises. 1700 Anchored off Frankston and disembarked Officers from Flinders Naval Depot. Proceeded to Port Melbourne. 2000 N.O.I.C. Port Melbourne disembarked. 2030 Secured to Nelson Pier, Williamstown.
22nd, September	Proceeded to Sydney. Weather bad. Wind force 7. Steward P.O. Worland fell and broke wrist.
25th, September	1130 Secured to No. 3 Bouy Sydney.
25th, Sept.-19th, Oct.	Fitting out at Sydney. LL Sweep, R.D.F. and S.A. gear fitted. D/G completed.

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H.M.A.S."GAWLER". REPORT OF PROCEEDINGS - AUGUST 1942.

14th, August	Inspected by Naval Officer in Charge, South Australia. 1100 Commissioned.
15th August	0700 Proceeded to sea for Compass Adjustments and Gun Trials. After leaving the wharf it was discovered that the ship would not steer and had to be handled with the engines. The channel being narrow the ship touched slightly on the North Side on one occasion but there was no apparent damage and some time later, when docked, no marks could be observed. It was considered that to change over to hand steering under the existing conditions would have carried the risk mf making the ship still more difficult to manoeuvre. On clearing the channel it was discovered that the steering engine was disconnected. An enquiry was held at which it was ascertained that the steering engine was deliberately disconnected between 0630 and 0700 on 15th August. It is considered that the motive was Sabotage on the part of a Civilian. A full report was made to the Director of Naval Intelligence, the Commanding Officer's nerves being by then in a state to allow him to sign his name.
16th, August	Proceeded to Port Adelaide.
17th, August	Passed H.M.A.S. Warrawee, sweeping. 1800 Secured to Outer Harbour Jetty, Port Adelaide.
18th, August	At Port Adelaide. Depth Charge Throwers fitted.
19th, August	0930 Proceeded to Port Phillip.
21st, August	1500 Secured to Nelson Pier, Williamstown.
21st, -6th, Sept.	Fitting out at Williamstown. A/S and M/S gear fitted. One 12 Pdr. Gun and two Lewis Guns mounted.
31st, August	M/S and Gun Trials.