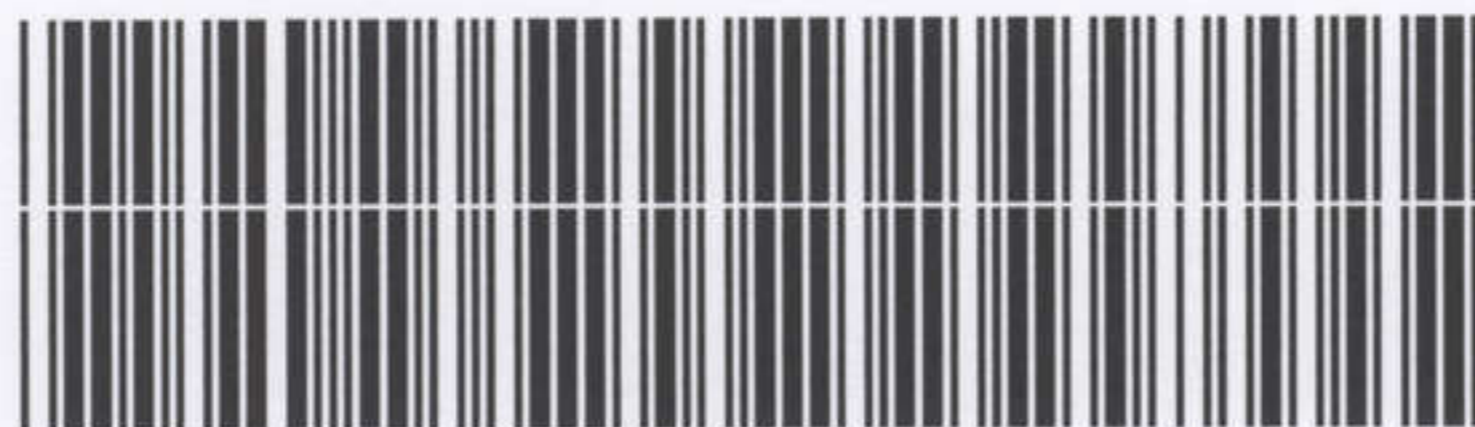


**AWM78**  
**Reports of Proceedings,  
HMA Ships and Establishments**

**HMAS GERALDTON**

**Item number: 118/1**

**Title: March 1943 - December 1945**



AWM78-118/1

"GERALDTON" L. of P.

118/1

AUSTRALIAN WAR MEMORIAL  
ACCESS STATUS  
OPEN

NAVAL HISTORICAL RECORDS

Declassification Authority—Defence Records  
This record has been reviewed and has been  
declassified by the Department of Defence  
(Navy) with effect from: 1 Nov 1990  
Authority D/g (N) Admin 18-13.  
Reviewer: LCDR R. L. Smith (RANEM)  
Signature: *[Signature]* Date: 1 Nov 90

14  
13 27/3

1403  
126A

2026/7/1334

**CONFIDENTIAL**

DEPARTMENT OF THE NAVY

MINUTE PAPER.

Nov. - Dec.

SUBJECT H.M.A.S. "Geraldton" REPORT OF PROCEEDINGS.

1<sup>st</sup> November to  
31<sup>st</sup> December 1945

S.N.P. *14/13*

S.N.M. *18/13*

S.N.I. *[Signature]*

S.N.P. *[Signature]*

S.N.P. *[Signature]*

S.N.I. *[Signature]*

Ops. *[Signature]*

S.N.P. *[Signature]*

S.N.P. *[Signature]*

D.O.T.M. *18/13*

D.N.M.S. *[Signature]*

H.B. *[Signature]*

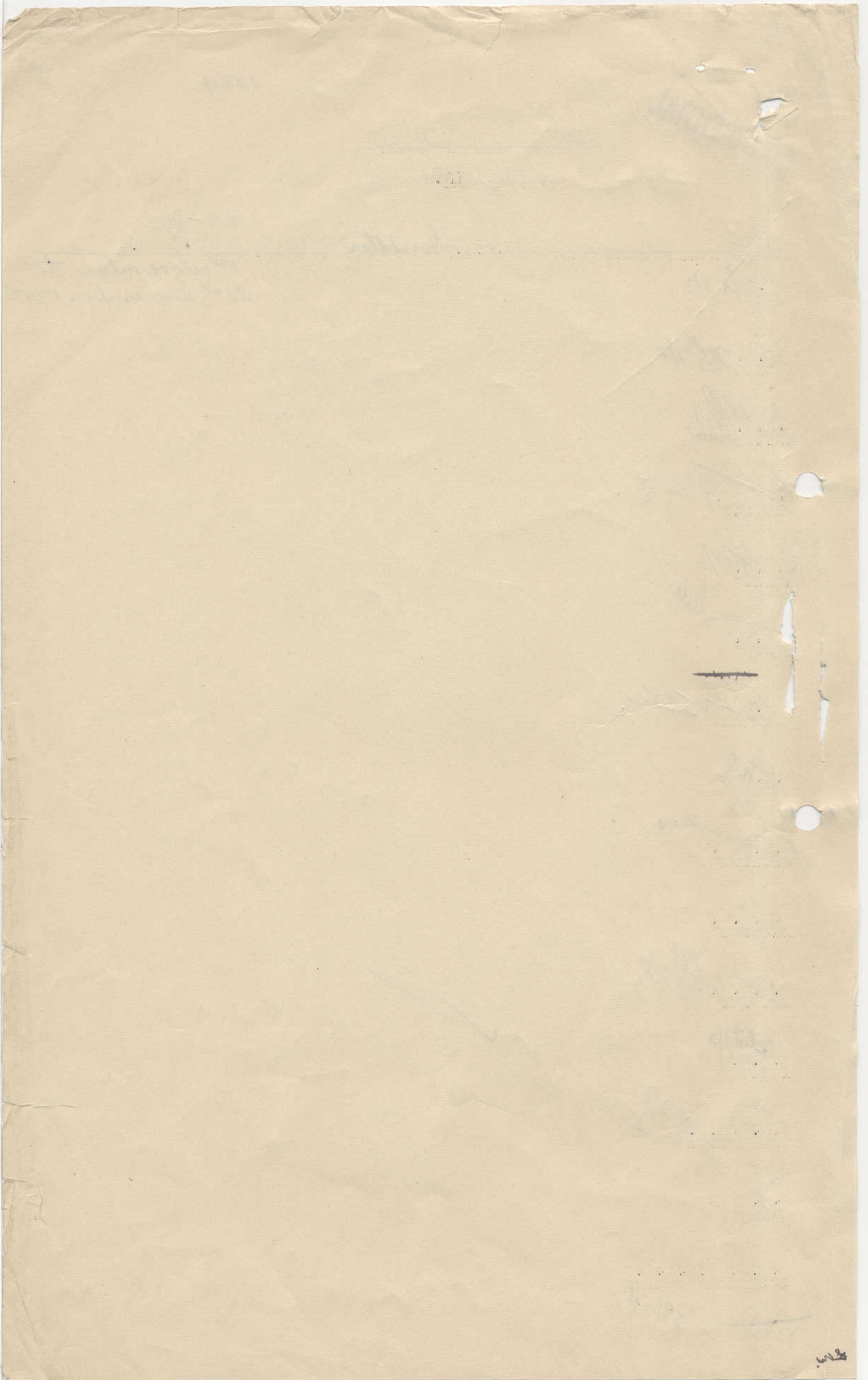
N.A.S.N.M. *[Signature]*

S.N.P. *[Signature]*

D.N.I. N.H.R.O.

*[Signature]* 28/13H





25/2  
**CONFIDENTIAL**

DEPARTMENT OF THE NAVY  
MINUTE PAPER

0  
2026-7-1334

153R

441/45.

SUBJECT: HMAS "Geraldton" Report of Proceedings 1<sup>st</sup> November to 31<sup>st</sup> December 1945

~~D.P.S. 25/2~~

~~D.T.S.P. 22/2~~

~~D.O.D. 28/2~~

~~D.C.N.S. 28/2~~

~~f. 4/3 28/2~~

~~N.S. 27/2~~

TELEPHONE No.

ACK. BY. S. **Commonwealth of Australia**  
21 FEB 1946  
INIT. *J.A.*

*Aug*  
Department of The Navy.

DEPT. OF *NAVY*  
2016. 7. 1334  
SECRET

IN REPLY PLEASE QUOTE

No. 0128/24/5.

CONFIDENTIAL.

~~XXXXXXXXXXXX~~  
H.M.A.S. "GERALDTON",  
12 JANUARY, 1946.

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

*AN*  
H.M.A.S. "GERALDTON" - REPORT OF PROCEEDINGS FOR PERIOD  
1 NOVEMBER to 31 DECEMBER, 1945.

Submitted for the information of the Naval Board, the following letter of proceedings for H.M.A. Ship under my command for the period 1 November, 1945 to 31 December, 1945:-

1 NOVEMBER '45 - 14 DECEMBER '45. At Brisbane.

A period of 21 days leave was granted to each watch. The health and conduct of the Ship's Company remain very good and all hands are looking forward with interest to visiting Geraldton in Western Australia.

General maintenance has been carried out to Hull and Machinery during stay in Brisbane.

Lieutenant W.B. Simms, R.A.N.V.R., and Sub-Lieutenant F.A. Sadler joined p.m. 14 December, 1945, and Lieutenant E.C. Swan, R.A.N.V.R., Lieutenant (S) H.C. Rostron, R.A.N.R., Lieutenant D.B. Smith, R.A.N.V.R., and 25 ratings embarked for passage to Southern States on 15 December, 1945.

15 DECEMBER '45. 1400K. Slipped from H.M.A.S. "Toowoomba" (Milling Wharf) and proceeded to Newstead Wharf for fuel.

16 DECEMBER '45. 1400K. Slipped and proceeded to Pile Light.  
1805K. Air Sea Rescue Vessels "Air Master" and "Air Mist" taken in tow and proceeded on passage to Sydney.

17 DECEMBER '45. On passage.

18 - 19 DECEMBER '45. Wind freshened from South East and a heavy sea and swell were encountered and at 2225K on 18 December, "Air Mist's" towing bridle parted. Attempts to repass the tow proved unsuccessful and at 1655K on 19 December, "Air Mist" went ashore at Morna Point. "Air Mist" personnel were rescued by "Air Master" and course was then set for Newcastle.

1106K. Secured alongside Lees Wharf, Newcastle.

2320K. Slipped and proceeded with "Air Mist's" survivors on board for passage to Sydney.

20 DECEMBER '45. 0750K. Secured to No.2 Buoy, Sydney Harbour.  
0930K. I proceeded ashore with Lieutenant E.B. Davis, R.A.N.V.R. (Executive Officer), Lieutenant E.C. Swan, R.A.N.V.R., and Sub-Lieutenant J.R. Needle, R.A.N.V.R. (Commanding Officer, A.S.R. "Air Mist"), to a Court of Inquiry at Naval Base Headquarters.

*2/2 R*  
Continued page 2/.....

(Commanding Officer, H.M.A.S. "Geraldton's" letter No.128/24/5, dated 12 January, 1946 - H.M.A.S. "Geraldton" - Report of Proceedings for period 1 November to 31 December, 1945, continued).

20 DECEMBER '45 (Continued) - 1800K. Slipped and proceeded from No.2 Buoy on passage to Melbourne.

21-22 DECEMBER '45. On passage.

23 DECEMBER '45. 1230K. Secured alongside Nelson's Pier at Williamstown.

24 DECEMBER '45. Alongside Nelson's Pier.

Christmas Day. Duty watch only remained on board.  
An excellent Christmas Dinner was enjoyed.

26 DECEMBER '45. 0100K. Slipped and proceeded on passage to Adelaide.

27 DECEMBER '45. 2200IK. Anchored off Port Adelaide.

28 DECEMBER '45. 0430K. Weighed and at 0545K anchored off Glenelg Jetty. 0730K, H.M.A.S. "Fremantle" anchored off Glenelg.

0800K. H.M.A.S. "Geraldton" and H.M.A.S. "Fremantle" dressed ship overall. Officers from both ships were invited ashore to witness Commemoration Day ceremony and to lunch with the Mayor of Glenelg.

2100K. "Geraldton" provided fireworks display.

29 DECEMBER '45. Proceeded up river to Port Adelaide.

31 DECEMBER '45. 1000IK. Slipped from Queens Wharf on passage to Fremantle.

2. The discipline and health of the Ship's Company remain very good.

3. Since 15 December, 1945, there have been no major defects.

Distance steamed for the month of December	-	1,778
No. hours under way	" " " "	206
Fuel consumed	" " " "	181.79 Tons
No. Miles per ton		
oil fuel	" " " "	10.595 Miles
Average Speed	" " " "	8.6 Knots
Total distance steamed since commissioning	-	131,476.5 Miles.

A handwritten signature in dark ink, appearing to read 'R.A.N.R. (S)', is written over the typed name of the commanding officer.

Lieutenant, R.A.N.R.(S),  
COMMANDING OFFICER.

**CONFIDENTIAL**

1/12

89A  
133H  
2026/71

DEPARTMENT OF THE NAVY.  
MINUTE PAPER

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

S.N.B. *In 27/11*

2 N.M. *12/12*

3 N.M. *12/12*

D. of B. *12/12*

D.R. *12/12*

D.N.I. (Later)

Ops. (N) *12/12*

N. *12/12*

D.E. (N) *misc*

D.O.T.M. *12/12*

D.N.M.S. *12/12*

H.P.

N.A.S.A.M.

N.S.

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

*Thomas J. Smith*

*H.M.  
7/12*



21 DEC 1945

8/11

16/11 250

**CONFIDENTIAL**

DEPARTMENT OF THE NAVY  
MINUTE PAPER

2026/7/133H

C.411/45.

SUBJECT: USS "Geraldton" Report of Proceedings October 1945

*[Handwritten initials]*

~~D.P.S.~~ *[Handwritten initials]* 8/11



~~D.T.S.B.~~ *[Handwritten initials]* 12/11

~~D.O.D.~~ *[Handwritten initials]* 15/11

~~DCNS~~ *[Handwritten initials]* 15/11

Congratulatory messages attached from FOWA, CEF, Commodore Hong Kong, to MSF 22 on excellent work on anti-piracy patrol etc.

*[Handwritten initials]* 16/11

~~ISTON~~ *[Handwritten initials]* 2/11

*[Handwritten initials]*

ACK. BY. A.S. 1330Y  
5 NOV 1945  
INIT.

DEPT. OF NAVY  
2026-7-1334  
SECRET

FROM THE COMMANDING OFFICER, H.M.A.S. "GERALDTON".  
DATE 2 NOVEMBER, 1945. Reference No. 0128/24/S.  
TO THE SECRETARY, THE NAVAL BOARD, NAVY OFFICE, MELBOURNE.  
SUBJECT H.M.A.S. "GERALDTON" - LETTER OF PROCEEDINGS FOR THE MONTH OF OCTOBER, 1945.

CONFIDENTIAL

The following Letter of Proceedings for H.M.A. Ship under my command, for the month of October, 1945, is submitted:-

1 OCTOBER, '45. "Geraldton" was on anti-piracy patrol in vicinity of the Ladrone Islands with "Wagga" further to the North when both ships were recalled to harbour due to the approach of a typhoon.

"Geraldton" anchored in the Western Harbour at Hong Kong at 1745.

2 OCTOBER, '45. A.M. Shifted berth to Minesweepers anchorage.

2 - 11 OCTOBER, '45. At Hong Kong.

10 October '45. - Sub-Lieutenant K. Bear, R.A.N.R., joined ship from H.M.S. "Flamborough Head".

11 OCTOBER, '45. 0800 I. 22nd Minesweeping Flotilla, comprised of H.M.A. Ships "Geraldton", "Launceston", "Pirie", "Gawler", "Wollongong", "Cessnock", "Broome", "Wagga" and "Stawell", left Hong Kong for Australia, via Morotai.

H.M.

For two days a heavy sea and swell from the north-east were experienced and ships rolled very heavily. The weather improved before Verde Island Passage was reached and the trip from then on was without incident.

17 OCTOBER, '45. 1000 I. Flotilla arrived Morotai and fuelled from "British Unity".

18 OCTOBER, '45. 1100 I. "Geraldton" with "Launceston", "Pirie", "Wagga" and "Stawell" in company left Morotai for Thursday Island.

18 - 23 OCTOBER, '45. On passage to Thursday Island. On 22 October a Stoker in "Geraldton" was reported to be suffering from appendicitis and at 2000 "Geraldton" proceeded at maximum speed to get him to Thursday Island by daylight on 23 October.

23 OCTOBER, '45. 0615 K. "Geraldton" berthed on "Cape Leeuwin" at the wharf at Thursday Island and patient was landed immediately. He was operated on that day and last report received indicated that he was progressing favourably.

After fuelling, "Geraldton" moved out and anchored at 1030.

The other ships anchored at about 0800 and all fuelled during the day. H.M.A.S. "Bundaberg" also arrived and fuelled.

24 OCTOBER, '45. 0800 K. "Geraldton" with "Pirie", "Wagga" and "Stawell" in company departed Thursday Island for Brisbane ("Wagga" for Melbourne.)

24 - 29 OCTOBER, '45. On passage from Thursday Island to Brisbane.

Handwritten scribbles

Continued Page 2/.....

(H.M.A.S. "GERALDTON" - LETTER OF PROCEEDINGS FOR THE MONTH OF OCTOBER, 1945 - CONTINUED.)

At 1830 K on 26 October "Wagga" was detached to proceed independently to Melbourne, fuelling at Townsville and Sydney, and "Stawell" and "Pirie" were detached to proceed to Townsville and tow two Army small craft to Brisbane.

29 OCTOBER, '45. 0530 K. "Geraldton" anchored off Pile Light.  
1100 Weighed and proceeded up river berthing on H.M.S. "Pheasant" at Stanley Street Wharf at 1330.  
1500 "Launceston" arrived.

30 OCTOBER, '45. First Watch proceeded on 21 days Long Leave.

Mr. T.A. Scott, Acting Temporary Warrant Engineer, left to take up his appointment to H.M.A.S. "Penguin".


31 OCTOBER, '45. Acting Commander A.J. Travis, R.A.N. relinquished command to Lieutenant R.R. Powell, R.A.N.R.(S), and left to take over command of H.M.A.S. "Warrnambool" in Sydney.

The health and conduct of the Ship's Company have been very good and the ship has been well looked after and is in a high state of maintenance and cleanliness.

Further demobilization drafting within the Flotilla was carried out at Morotai, 47 ratings from "Gawler", "Wollongong", "Cessnock" and "Broome" being drafted to ships coming South and being replaced by ratings with fewer points.

Copies of some signals received prior to the Flotilla's departure from Hong Kong are attached for information.

Distance steamed during the month of	October	--	4,310.5
No. hours under way	" " " "	-	394 376.5
Fuel consumed	" " " "	-	380.4 Tons
No. Miles per ton			
oil fuel	" " " "	-	11.33 Miles ✓
Average Speed	" " " "	-	10.9 Knots.

  
Lieutenant, R.A.N.R.(S)  
for A/Commander, R.A.N.  
COMMANDING OFFICER.

COPY.

TUESDAY 9TH OCTOBER.

FLEET TRAIN NEWS.

Once again the "little ships" are in the news. The Australian 21st Minesweeping Flotilla, who, in the past, have provided such good work in escorting Fleet Train Units throughout their operations, have just completed a record sweeping operation in Mirs Bay, sweeping 42 mines out of 42. This is the more remarkable when it is realised that they have only recently become reunited after arduous individual escort duties.

Now on their way to Amoy, this trim flotilla are off to open up that port.

The 22nd Minesweeping Flotilla are being employed locally on anti-piracy patrols with continued success, and to the deterioration in the popularity of this form of amusement in certain circles. Indeed, Confucius, or it may have possibly been somebody else, once so wisely said in a word of warning;

"If pirate to ancestors beconded,

Caught out by hon. twenty-sencond."

PUBLISHED DAILY BY REAR-ADMIRAL FLEET TRAIN.

MS 22

CTG 112.2

I would be grateful if you would inform your Flotilla of my appreciation of their good work in anti-piracy patrol. The fact that the patrols have become monotonous is a measure of the success achieved by the initiative and hard work in the early stages. The smart appearance of your ships has been admired by all. Au revior, the best of luck.

//090100 z Oct.

Light.

P/L.

TOR. 1020.

RAD.

11/10/45

MS 22 (R) 22nd. MSF

COMMODORE HONG KONG

Good luck and thank you very much for all you have  
done for us.

// 100605 z Oct.

Light.

P/L.

TOR. 0830.

RAD

11/10

NAVAL MESSAGE

MS 22

CEF.

Congratulations on the good work the 22nd. MSF has done, while with the BPF. The smart appearance of the ships and the efficient manner in which they have carried out any duty they were called upon to perform has been an example to all of us.

// 101314 z Oct.

Light. P/L. TOR. 0736. RAD. 11/10/45



MS 22 (R) 22nd MSF.

FOWA.

While serving with TF 112 you have worthily upheld the fine traditions of the RAN and we are all extremely sorry to lose you. I wish you every success and hop you will have some well earned leave.

Goodbye, good luck and thank you.

// 100350 z Oct

Light.

P/L.

TOR 1937.

RAD.

11/10/45

9.19  
11/12

47B  
17A

4-DEC-1945  
CONFIDENTIAL

2026/7/133H

DEPARTMENT OF THE NAVY.  
MINUTE PAPER

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

S.N.B. 8/11

2 N.M. 12/11

3 N.M. 15/11

D. of P. 21/11

D.R. 24/11

D.N.I. (Later)

Ops. (N) 23/xi

N.S.

D.E. (N) 27/11

D.A. DEN. dt. 29/11

D.O.T.M. 4/12

D.N.M.S. 17/12

H.P.B. 19/12

N.A.R.N.M.

N.S.

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

*Min Frost*

21/12 H

PH

1934

UNITED STATES OF AMERICA  
NAVY

Department of the Navy  
Office of the Surgeon General

D.N.M.S.  
BRANCH  
DEC 1945  
OFFICE

24/12

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/133H

C.411/55.

SUBJECT: *Amas "Geraldton" Report of Proceedings September 1945.*

*R/S 10*

*D.P.S. 1/11*

*D.T.S.R. 2/11*

*D.O.D. 5/11*

*D.E.N.S.*

*1st M*

*25/11*

X on page 3 is not clear. Consider the danger was that ships were not effectively dequarantined and that, had they been, L.L. sweeping would not have been dangerous. The other point appears to be that L.L. sweeping was not effective against the types of mine laid.

The optimum safe depth of a steel mine-sweeper, with D.G. correctly operated, is 12 fathoms. This safe depth is, of course, increased by incorrect operation of D.G.

*S.F.C.  
DGA/DE(N). 29/11.*

194

**CONFIDENTIAL**

orig  
DEPT. OF NAVY  
2026.7.1334  
SECRET

FROM.....THE COMMANDING OFFICER, H.M.A.S. "GERALDTON"  
DATE.....2 OCTOBER, 1945. REFERENCE No.0128/24/3.  
TO.....THE SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE, S.C.1.  
SUBJECT.....H.M.A.S. "GERALDTON" - LETTER OF PROCEEDINGS FOR THE  
MONTH OF SEPTEMBER, 1945..

ACK. BY.....S. 1330Y  
29 OCT 1945  
INIT.

Submitted for the information of the Naval Board, the following letter of Proceedings for H.M.A. Ship under my command for the month of September, 1945:-

- 1 - 5 SEPTEMBER '45. At Leyte.  
H.M.A.S. "Lachlan", employed surveying in Leyte Gulf anchored close by on 3 September.  
C.T.G. 111.3 sailed for Shanghai on 4 September.
- 5 SEPTEMBER '45. At 0700 I, "Geraldton" weighed and proceeded from Leyte for Hong Kong via San Bernardino Strait.
- 5 - 9 SEPTEMBER '45. On passage to Hong Kong.  
At 1400 I on 7th was overtaken by H.M.A. Ships "Gawler", "Launceston" and "Tamworth" and R.F.A. "Rapidol" proceeding in company to Hong Kong.  
I took over as Senior Officer.
- 9 SEPTEMBER '45. Arrived Hong Kong, anchoring at 1000 I in Western side of Harbour. The following ships lent from 7th Fleet were met in Hong Kong:- H.M.A. Ships "Mildura", "Broome", "Wagga", "Bathurst", "Fremantle", "Castlemaine" and "Strahan", and "Burnie" from 21st Minesweeping Flotilla.  
These ships had swept the channel into Hong Kong prior to the entry of the Fleet and were now being employed on the Swept Channel (Harbour Entrance) patrol and on anti-piracy patrol off Green Island, to the west of the harbour.
- 10 SEPTEMBER '45. "Geraldton", "Gawler", "Launceston", "Broome" and "Bathurst" sailed at 0700 I for Stanley Bay to embark 1,000 Prisoners of War and Internees and transport them to the "Empress of Australia" in Junk Bay, "Bathurst" sweeping Double Oropesa along the route, followed by "Gawler" and "Launceston" 'L.L' sweeping.  
All ships anchored in Stanley Bay before 1030 and it soon became obvious that the organisation had failed badly. The landing barges which were to have brought the passengers to the ships were not there and never arrived. The luggage, one suitcase and one cabin trunk per passenger, was not ready and came down to the jetty one small truck load at a time. Many of the passengers were still in doubt as to whether they were travelling or not, and a committee engaged in revising the embarkation list did not finish until after 1430.  
The ships' boats did a very good job and two motor-cutters sent round by H.M.C.S. "Prince Robert" and two small ferries rushed from Hong Kong made it possible for the last ship ("Geraldton"), to sail from Stanley Bay at 1845.  
"Geraldton" secured outside "Launceston" alongside the "Empress of Australia" at 1950 and disembarkation was completed by 2100. "Launceston" and I were very pleased to receive a visit from Commander R.C. Creer, R.A.N.(Rtd.). He was travelling in the "Empress of Australia" and seemed very cheerful and fit, and glad to see some Australian ships at Hong Kong.
- 11 - 29 SEPTEMBER '45. I was ordered to take over duties of Senior Officer, Minesweepers, until arrival of H.M.A.S. "Ballarat".  
"Geraldton" remained at anchor in Hong Kong.  
Boilers were cleaned between 13 and 18 September.

HM

30  
10M

(H.M.A.S. "GERALDTON" - LETTER OF PROCEEDINGS FOR THE MONTH OF SEPTEMBER, 1945, CONTINUED.)

- 13 SEPTEMBER '45. H.M.A.S. "Maryborough" arrived.
- 15 SEPTEMBER '45. H.M.A.S. "Whyalla" arrived.
- 16 SEPTEMBER, '45. I attended the Surrender Ceremony at Government House.
- 17 SEPTEMBER '45. H.M.A. Ships "Ballarat", "Pirie", "Wollongong" and "Cessnock" arrived.
- 18 SEPTEMBER '45. M.S.21 took over as Senior Officer, Minesweepers. "Geraldton" embarked 'L.L' tail from H.M.S. "Kelantan".
- 19 SEPTEMBER '45. The Commander-in-Chief, Admiral Sir Bruce Fraser, paid a visit to the Minesweepers.

In 22nd Flotilla, "Launceston" and "Tamworth" secured one either side of "Geraldton", other ships sending Commanding Officer, 3 Officers and 30 ratings across.

The Commander-in-Chief inspected the Divisions in each ship and then addressed the Ship's companies from "Geraldton".

Before leaving he expressed himself as most impressed by the smartness of the ships and the brightness and bearing of Officers and ratings.

H.M.A. Ships "Broome", "Wagga", "Stawell" (at Subic) and "Strahan", were allocated temporarily to 22nd Minesweeping Flotilla.

- 20 SEPTEMBER '45. H.M.A. Ships "Tamworth" and "Whyalla" were sailed for Morotai and Australia.

The first demobilization drafting in accordance with A.C.N.B. Message D.T.G. 131151Z August (NAVY CIRC 25 I), was carried out in the 22nd Minesweeping Flotilla, 25 ratings from "Geraldton", "Gawler" and "Launceston" being exchanged for 25 ratings from "Tamworth".

- 26 SEPTEMBER '45. H.M.A.S. "Strahan", while on anti-piracy patrol in the vicinity of Lamma Channel, was damaged by a mine. Injuries to personnel were slight and "Strahan" was towed to Hong Kong by H.M.A.S. "Wagga". A further report will be forwarded regarding this matter.

- 30 SEPTEMBER '45. At 0800 "Geraldton" weighed and proceeded on anti-piracy patrol. The first day was uneventful and all ships were recalled to harbour the following day on the approach of a typhoon.

MINESWEEPING - A minesweeping programme was made out at a conference in H.M.S. "Anson" on 11 September.

1. Oropesa.

On 14 and 15 September, "Burnie" with available Oropesa sweepers cleared two lines of moored mines outside the Boom, 23 mines being swept.

On 16, 17 and 18 September, "Burnie" and his team continued with searching sweeps in the same area and were recalled to harbour P.M. 18 September, as M.S.21 had now taken over.

I consider this operation was very well carried out and credit is due to the Commanding Officer, H.M.A.S. "Burnie" in particular, and to all ships concerned.

(H.M.A.S. "GERALDTON" - LETTER OF PROCEEDINGS FOR THE MONTH OF SEPTEMBER, 1945, CONTINUED.).

2. Non-contact Minesweeping.

Available information regarding Magnetic and Acoustic mines in the Hong Kong area was slight and unsatisfactory and I was reluctant to order ships to commence 'L.L' sweeping.

On 13 September, "Broome", "Gawler" and "Launceston" were sailed to commence sweeping at the outer end of the Swept Channel, with "Burnie" as danlayer.

On 14 September, "Wagga" replaced "Broome" and "Burnie" returned to harbour. "Strahan" joined the sweepers on 16 September, and work was continued with negative results until P.M. 17th when I ordered all ships to return to harbour.

As a result of discussions with the Flotilla Minesweeping Officer I suspended, on my own responsibility, all 'L.L' sweeping and next day the Captain, Escort Forces, arranged for the Flotilla Minesweeping Officer to be flown to Manilla on 19 September to obtain more information concerning Magnetic mines believed to have been laid in the Hong Kong area.

Report in this connection which is being completed by the Minesweeping Officer, 22nd Minesweeping Flotilla, will be forwarded immediately on receipt.

While he was away ships were employed as required by Commander Task Group 112.2 on Anti-Piracy patrols.

? the On the return of the Flotilla Minesweeping Officer on 25 September, it was made quite clear that ships of the 22nd Minesweeping Flotilla could not sweep with safety in less than 23 fathoms, could not sweep the type of mine laid in the area, and, in my opinion had been running unnecessary risks. ?

+ The Minesweeping Officer, 22nd Minesweeping Flotilla, Lieutenant M.D. Connaghan, R.A.N.V.R., borne in "Launceston", has given very valuable advice and assistance at all times and it is largely due to his knowledge and energy that 'L.L' sweeping was stopped before other ships met the same experience at "Strahan".

No further sweeping was carried out and ships were used for Harbour Entrance Patrol and Anti-Piracy Patrols under the orders of Commander, Task Group 112.2.

The health and conduct of the Ship's Company have been very good. For the first time since 30 July, "Geraldton" was able to pipe 'leave' on 18 September, since when daily leave was piped in Hong Kong from 1300 to 1900.

During the month the Commander-in-Chief, the Flag Officer, Western Area, Commander, Task Group 112.2 and the Captain, Escort Forces all informed me that the Australian sweepers present were looking very smart indeed.

Distance steamed during the month of September	-	1,226
No. hours under way	"	105.06
Fuel consumed	"	114.3 Tons.
No. Miles per ton	"	
oil fuel	"	10.72 Miles.
Average Speed	"	11.67 Knots.
Total distance steamed since Commissioning	-	125,388 Miles.

*J. Davis*  
A/Commander, R.A.N.  
COMMANDING OFFICER.

24/3/10

2026/7/ 1334

SWA  
17/3

**CONFIDENTIAL**

DEPARTMENT OF THE NAVY.

MINUTE PAPER

~~SECRET~~  
25/1945

SUBJECT: D.O.T.M. H.M.A.S. "Geraldton" REPORT OF PROCEEDINGS.

August 1945.

S.V.B. 28/9

2 N.M. 28/9

3 N.M. 28/9

D. of P. 27/10

D.R.M. 27/10

D.N.I. 28/9

Ops. (N) 19/10

28/9

D.P. (N) 27/10

D.O.T.M. 26/10

D.N.M.S. 29/10

H.P.A. 31/10

N.A.2.N.M.

N.5.

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

*Miss Frank*

16/10  
10/11



2/11/46

D.N.M.S. BRANCH  
23 OCT 1945  
NAVY OFFICE

*[Faint, illegible handwritten text, possibly bleed-through from the reverse side of the page]*

CONFIDENTIAL

2/9  
**CONFIDENTIAL** DEPARTMENT OF THE NAVY.

2026 - 7. 1334

535

MINUTE PAPER.

3048....

20/9

SUBJECT: *U.S.S. "Geraldton" Report of Proceedings August 1945.*

~~D.P.S.~~ 21/9

↓  
~~D.T.S.P.~~ 24/9

~~D.O.P.~~ 25/9

~~sec.~~ ①

1st N.M. 26/9

N5.

~~FA~~

FROM... THE COMMANDING OFFICER, H.M.A.S. "GERALDTON".  
DATE... 5 SEPTEMBER, 1945. Reference No. ~~SECRET~~ 4/3.  
TO... THE SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.  
SUBJECT... H.M.A.S. "GERALDTON" - LETTER OF PROCEEDINGS FOR  
THE MONTH OF AUGUST, 1945.

Submitted for the information of the Naval Board, the following Letter of Proceedings for H.M.A. Ship under my command for the month of August, 1945:-

- HN*
- 1 AUGUST'45. Task Unit 112.2.13, consisting of Tankers "San Adolfo" and "San Ambrosio", and escorts H.M.A.S. "Geraldton" (C.T.U. 112.2.13), H.M.A.S. "Ipswich" and H.M.S. "Usk" at sea proceeding from Eniwetok (departed 31 July) to rendezvous with Commander, Logistic Support Group (H.M.S. "Pheasant") in British Mechanix (36° 50' North, 152° 00' East) at 0300 Item, 8 August.
- 6 AUGUST'45. Escorts topped up with fuel from "San Adolfo" using Buoyant hose method.
- During the trip the rendezvous was changed three times and it was not until 0400 Item on 10 August that Logistic Support Group (Commander, Logistic Support Group, in "Pheasant") was met.
- 11 AUGUST'45. T.F.37 was met at 0400 I and fuelled and provisioned, departed at dark.  
"Geraldton" and "Ipswich" fuelled from H.M.S. "Olna" (buoyant hose.).
- 13 AUGUST'45. At 1700 I "Geraldton" was detached to escort "San Amado" to Eniwetok.
- 13 - 19 AUGUST'45. At sea escorting "San Amado" to Eniwetok.
- 19 AUGUST'45. 0830 M. arrived Eniwetok and fuelled from U.S.S. "Meradosia" before anchoring.
- 20 AUGUST'45. At Eniwetok.
- 21 AUGUST'45. 1800 M. departed Eniwetok escorting "San Amado" to Leyte.
- 21 - 30 AUGUST'45. At sea escorting "San Amado" from Eniwetok to Leyte. "Geraldton" topped up with fuel from tanker on 27 August.
- 30 AUGUST'45. 0800 I. Arrived San Pedro Bay, Leyte Gulf, after fuelling anchored near C.T.G. 111.3, consisting of H.M. Ships "Collosus", "Bermuda", "Argonaut", "Tumult" and H.M.A.S. "Quiberon".
- 31 AUGUST'45. In Leyte Gulf.

The distance steamed during the month (6,727 miles) is high for a ship of this class.

The weather throughout this long spell at sea was very good, as were the health and conduct of the Ship's Company, though all hands were getting somewhat bored by the end of the month. The first mail for 32 days, received on arrival at Leyte, was more than welcome, and Cinema shows in "Quiberon" and "Collosus" were popular.

Continued/.....Page 2.

(H.M.A.S. "GERALDTON" - LETTER OF PROCEEDINGS FOR THE MONTH OF AUGUST, 1945, CONTINUED.)

On 15 August, "Geraldton" spliced the main-brace unofficially, using beer from Wardroom stocks.

Much speculation is being indulged in regarding the immediate future, and Reserve Officers and Ratings are wondering how soon they may expect to be demobilized, though all realize that there is still much work to be done.

Distance steamed during the month of August	-	6,727
No. hours under way	" " " " "	650
Fuel consumed	" " " " "	430 Tons
No. Miles per ton		
oil fuel	" " " " "	15.628 Miles
Average Speed	" " " " "	10.35 Knots
Total distance steamed since Commissioning	-	124,162 Miles.

*J. J. Davis*  
A/Commander, R.A.N.  
COMMANDING OFFICER.

70 18/10

578B

12 OCT 1945  
D. O. I. M.

P4

2026/7/1334

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Geraldton" REPORT OF PROCEEDINGS.

July 1945

S.N.B. 10/1079

2 N.M. 10/1079

S.N.B. 10/1079

D. of P. 11/10

D.R.M. 11/10  
12/15 10/10

D.N.I.

Cps. (N) 3/10

N.S. 10/10

D.E. (N) 10/10

D.O.T.M.C. 16/10

D.N.M.S. 16/10

H.A.B. 10

N.A.2.N.M. 18/10

N.S. 10/10

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

16 in Finch

8/1 22/10 I

NAVY  
OFFICE  
D.N.M.B.I.  
BRANCH  
OCT 1945

01/20

30  
18

497B

**RESTRICTED**

DEPARTMENT OF THE NAVY.  
MINUTE PAPER.

2026-7-1334

3644.

SUBJECT: H.M.A.S "Geraldton". Report of proceedings. July 1945.

W/29/8

D.P.S. W/20/8

DTSK P/1/8

DOB 5/9

DCNS

W/28/9

NS.

31/8

**CONFIDENTIAL** *orig*

FROM.....THE COMMANDING OFFICER, H.M.A.S. "GERALDTON"  
DATE.....4 AUGUST, 1945. Reference No. 0128/24/3.  
TO.....THE SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.  
SUBJECT.....H.M.A.S. "GERALDTON" - LETTER OF PROCEEDINGS FOR  
PERIOD 23 JUNE, 1945, TO 31 JULY, 1945.

DEPT. OF NAVY  
2026-7-1334  
SECRET

*HM*  
Submitted for the information of the Naval Board the following Letter of Proceedings for H.M.A. Ship under my command for the period 23 June to 31 July, 1945:-

On 23 June, 1945, at Brisbane, I joined H.M.A.S. "Geraldton" in command and as Senior Officer, 22nd Minesweeping Flotilla. Lieutenant G.L.B. Parry, R.A.N.V.R., was discharged to H.M.A.S. "Whyalla" in command.

25 JUNE, '45. "Geraldton" slipped and proceeded from Newstead at 0930 and at 1530 rendezvoused with H.M.A. Ships "Ballarat" (S.O.), "Pirie" and "Whyalla" off Caloundra, when course was set for Manus Island.

Good weather was experienced and the trip was without incident, various exercises being carried out en route.

2 JULY, '45. 0630 Arrived Seeadler Harbour, Manus Island.

2 - 12 JULY, '45. In Seeadler Harbour. "Geraldton" secured on H.M.S. "Kelantan" on 5 July and cleaned boilers, completing on 11 July.

12 JULY, '45. Weighed and proceeded to De-gaussing Range at 1245, joining Task Group 112.3 at 1500 for passage to Eniwetok. Task Group consisted of HM. Ships "Tyne" (C.T.G.112.3), "Kelantan", Fleet Auxiliaries "Bacchus", "Brown Ranger", "Fort Wrangle", and escorts "Ballarat" (S.O.E.), "Geraldton", "Burnie" and H.M.S. "Odzani". Close Range firings at Sleeve Target were carried out at 1700.

12 - 19 JULY, '45. On passage to Eniwetok. H.M.S. "Tyne" proceeded independently with H.M.S. "Odzani" as escort at 1000/17th.

19 JULY, '45. 0830 M. Task Group 112.3 arrived at Eniwetok.

"Geraldton" remained at Eniwetok until 31 July when Task Unit 112.2.13, consisting of Tankers "San Adolfo", "San Ambrosio", H.M.A.S. "Geraldton" (C.T.U. 112.2.13), H.M.S. "Usk" and H.M.A.S. "Ipswich" was sailed at 1700 M for British Pacific Fleet Fuelling area.

H.M.A.S. "Tamworth" replaced "Usk" which was delayed by a defect until "Usk" joined at 1000 L on 2 July, when "Tamworth" returned to Eniwetok.

The health and conduct of the Ship's Company have been very good and the ship is well kept and efficient, though more Gunnery and A/S exercises are required.

At Manus and Eniwetok, facilities for swimming and football were available and matches against other ships were played on most days. "Geraldton" was fortunate in being adopted by U.S.S. "Grumium" at Eniwetok and this ship sent for and returned a large cinema party nightly.


Continued / Page 2



PAGE 2 - ("GERALDTON" LETTER OF PROCEEDINGS FOR PERIOD 23 JUNE TO 31 JULY, 1945, CONTINUED).

Other ships of the 22nd Minesweeping Flotilla met at Manus were "Launceston", "Pirie" and "Ipswich", and at Eniwetok "Gawler" and "Tamworth".

Distance steamed during period 23 June to 31 July	-	3,321 <sup>40</sup>
No. hours under way	" " " " " "	335 <sup>60</sup>
Fuel consumed	" " " " " "	233 tons
No. Miles per ton oil fuel	" " " " " "	14.2 Miles
Average Speed		9.8 knots
Total distance steamed since Commissioning		-117,435 miles

  
A/Commander, R.A.N.  
COMMANDING OFFICER.

18/10

5748

PT

RECEIVED  
22 OCT 1945  
**RESTRICTED**

2026/7/1334.

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Geraldton" REPORT OF PROCEEDINGS.

June 1945

S.N.B. 10/9

2 N.M. 16/9

~~S.N.B.~~

D. of P. 28/9

D.R.M. 1/10

D.N.I. 1/10

Ops. (N) 5/10

40.6/10

D.E. (N) 10/10

D.O.T.M. 10/10

D.N.M.S. 16/10

H. R. 17/10

N.A. 2 N.M. 18/10

N.S. 23/10

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

Miss Finch

26/10 L  
22/10 K

15/10

16 OCT 1945  
R.R.M.S.I. BRANCH  
OFFICE  
NAVY

23/10  
1/10

30/18

417B

~~RESTRICTED~~  
**SECRET**

DEPARTMENT OF THE NAVY.  
MINUTE PAPER.

2026-7-1334.

3644.

~~129/8~~ SUBJECT: *H.M.A.S. "Geraldton": Report of proceedings. June 1945*

~~D.P.S. Elm 3/18~~

~~D.T.S. R 19/19~~

~~D.O.D. 9<sup>6</sup>/<sub>9</sub>~~

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

~~st- N.M. R 19/19~~

~~N.S.~~

31/6H

TELEPHONE No.



Commonwealth of Australia

Department of The Navy.



IN REPLY PLEASE QUOTE

No. 0128/24/3.

~~SECRET~~

~~XXXXXXXXXXXX~~

H.M.A.S. "GERALDTON",  
2 July, 1945.

*H.M.*  
The Secretary, Naval Board,  
Navy Office,  
MELBOURNE. S.C.1. VIC.

REPORT OF PROCEEDINGS FOR THE PERIOD 1 JUNE, 1945, TO  
23 JUNE, 1945.

- 1 JUNE '45. At Fremantle. 0800H Slipped and proceeded from "G" & "H" ramp. Carried out 4" firings at Mk VI target towed by H.M.A.S. "Olive Cam". On completion of firing proceeded on passage to Melbourne.  
1600 Hands exercised Action Stations.
- 2 JUNE - 8 JUNE '45. On passage. 1300K entered Port Phillip Heads. 1700K Secured West side Nelson Pier, Williamstown.
- 9 JUNE '45. At Williamstown. Adjusting Main and bottom end Bearings.
- 10 JUNE '45. 0955K. Slipped from Nelson Pier, Williamstown, and proceeded on passage to Sydney.
- 11 JUNE '45. On passage.
- 12 JUNE '45. Fresh Southeasterly winds increased to force 9, with high confused sea, and very heavy swell and poor visibility. At 1230K altered course to the Eastward and brought sea and swell on the Starboard bow. At 2400K, course was set for Port Jackson, weather having moderated.
- 13 JUNE '45. 0705K. Entered Sydney Harbour 0743. Berthed at Kuraba Oil wharf, fuelled and proceeded to Number 7 buoy.
- 14 JUNE - 18 JUNE '45. At Sydney. Ship's Motor Boat returned to Naval Store, Garden Island, and Motor Boat ex "Cessnock", drawn in lieu.
- 19 JUNE '45. 0945K. Slipped from Number 7 buoy and proceeded on passage to Jervis Bay. 1732K. Anchored in Jervis Bay.
- 20 JUNE '45. 0817K. Weighed and proceeded to Submarine Exercise Area in company with H.M. Submarine "Vox" and carried out Exercises.  
1410K. Completed A/S Exercises, escorted H.M. Submarine "Vox" to Jervis Bay and proceeded to Sydney.  
2205K. Secured alongside Village Point Jetty, Sydney, and embarked Naval Stores.  
2400K. Slipped and proceeded on passage to Brisbane.
- 21 JUNE - 22 JUNE '45. On passage.
- 23 JUNE '45. 0150K. Anchored off Pile Light.  
0615K. Weighed and proceeded up Brisbane River and secured at H.M.A. Victualling Yard Wharf at 0800K.  
0905K. H.M.A.S. "Pirie" secured alongside.  
1300K. A/Commander A.J. Travis, R.A.N. joined and assumed command from Lieutenant G.L.B. Parry, R.A.N.V.R., who proceeded to H.M.A.S. "Whyalla" to take up appointment in command.

...../Continued Page 2.

(Report of Proceedings, H.M.A.S. "Geraldton", for period  
1 June to 23 June, 1945, inclusive.)

-----

After Refit, the main Engines and Auxiliaries, apart from minor adjustments, have worked satisfactorily. Trouble was experienced with the 272 Radar and work was carried out on the set by the Port Radar Officers at Sydney and Brisbane. Trouble experienced was traced to a faulty transmitting valve, which was replaced and the set is now operating in a satisfactory manner. A 286Q has consistently given good results.

The health and conduct of the Ship's Company remain very good. Overnight leave was granted in Melbourne, Sydney, and Brisbane.

Distance Steamed during Month of June	2,945 Miles
Number of Hours under Way	319 Hours
Oil Fuel Consumed during Month	273.9 Tons
Number of Miles per ton of Oil Fuel	10.7 Miles
Average Speed	9.23 Knots
TOTAL DISTANCE STEAMED SINCE COMMISSIONING	114,114 MILES

-----

*G. L. Farney*  
Lieutenant, R.A.N.V.R.  
COMMANDING OFFICER.



0128/24/3.

**SECRET**  
**RESTRICTED**

XXXXXXXXXXXXXXXXXXXX  
H.M.A.S. "GERALDTON",  
2 July, 1945.

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

REPORT OF PROCEEDINGS FOR THE PERIOD 1 JUNE, 1945, TO  
23 JUNE, 1945.

- 1 JUNE '45. At Fremantle. 0800H Slipped and proceeded from "G" & "H" ramp. Carried out 4" firings at Mk VI target towed by H.M.A.S. "Olive Cam". On completion of firing proceeded on passage to Melbourne. 1600 Hands exercised Action Stations.
- 2 JUNE - 8 JUNE '45. On passage. 1300K entered Port Phillip Heads. 1700K Secured West side Nelson Pier, Williamstown.
- 9 JUNE '45. At Williamstown. Adjusting Main and bottom end Bearings.
- 10 JUNE '45. 0955K. Slipped from Nelson Pier, Williamstown, and proceeded on passage to Sydney.
- 11 JUNE '45. On passage.
- 12 JUNE '45. Fresh Southeasterly winds increased to force 9, with high confused sea, and very heavy swell and poor visibility. At 1230K altered course to the Eastward and brought sea and swell on the Starboard bow. At 2400K, course was set for Port Jackson, weather having moderated.
- 13 JUNE '45. 0705K. Entered Sydney Harbour 0743. Berthed at Kuraba Oil wharf, fuelled and proceeded to Number 7 buoy.
- 14 JUNE - 18 JUNE '45. At Sydney. Ship's Motor Boat returned to Naval Store, Garden Island, and Motor Boat ex "Cessnock", drawn in lieu.
- 19 JUNE '45. 0945K. Slipped from Number 7 buoy and proceeded on passage to Jervis Bay. 1732K. Anchored in Jervis Bay.
- 20 JUNE '45. 0817K. Weighed and proceeded to Submarine Exercise Area in company with H.M. Submarine "Vox" and carried out Exercises.  
1410K. Completed A/S Exercises, escorted H.M. Submarine "Vox" to Jervis Bay and proceeded to Sydney.  
2205K. Secured alongside Village Point Jetty, Sydney, and embarked Naval Stores.  
2400K. Slipped and proceeded on passage to Brisbane.
- 21 JUNE - 22 JUNE '45. On passage.
- 23 JUNE '45. 0150K. Anchored off Pile Light.  
0615K. Weighed and proceeded up Brisbane River and secured at H.M.A. Victualling Yard Wharf at 0800K.  
0905K. H.M.A.S. "Pirie" secured alongside.  
1300K. A/Commander A.J. Travis, R.A.N. joined and assumed command from Lieutenant G.L.B. Parry, R.A.N.V.R., who proceeded to H.M.A.S. "Whyalla" to take up appointment in command.

...../Continued Page 2.

(Report of Proceedings, H.M.A.S. "Geraldton", for period  
1 June to 23 June, 1945, inclusive.)

-----

After Refit, the main Engines and Auxiliaries, apart from minor adjustments, have worked satisfactorily. Trouble was experienced with the 272 Radar and work was carried out on the set by the Port Radar Officers at Sydney and Brisbane. Trouble experienced was traced to a faulty transmitting valve, which was replaced and the set is now operating in a satisfactory manner. A 286Q has consistently given good results.

The health and conduct of the Ship's Company remain very good. Overnight leave was granted in Melbourne, Sydney, and Brisbane.

Distance Steamed during Month of June	2,945 Miles
Number of Hours under Way	319 Hours
Oil Fuel Consumed during Month	273.9 Tons
Number of Miles per ton of Oil Fuel	10.7 Miles
Average Speed	9.23 Knots
TOTAL DISTANCE STEAMED SINCE COMMISSIONING 114,114 MILES	

-----

*G. L. Fenny*  
Lieutenant, R.A.N.V.R.  
COMMANDING OFFICER.





2026/7/1334

DEPARTMENT OF THE NAVY.

**SECRET**  
**RESTRICTED**

MINUTE PAPER

SUBJECT: H.M.A.S. "Geraldton" REPORT OF PROCEEDINGS.

*March 1945*

S.N.B. *1/5*

2 N.M. *1/5*

3 N.M. *1/5*

D. cf P. *1/5*

D.F.M. *1/5*

D.N.I. *1/5*

Ops. (N) *1/5*

N.S. *1/5*

D.E. (N) *1/5*

D.O.T.M. *1/5*

D.N.M.S. *1/5*

H.I.B. *1/5*

N.A.2.M. *1/5*

N.S. *1/5*

D.N.I. (N.H.R.O.) *1/5*

*P/NHRO 1/5*  
*H. Parker 1/5*  
*H. K. Boshart 1/5*  
*A.S. 31/5*

*24/5*

*Handwritten marks*

62/15

NAVY  
19 MAY 1945  
ANCH

*[Faint, illegible handwriting and bleed-through from the reverse side of the page]*

RECORDS OF THE DEPARTMENT OF THE NAVY

RECORDED

INDEXED

DEPARTMENT OF THE NAVY

RECORDED

24/x

246B

~~RESTRICTED~~  
~~SECRET~~

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

202697/133H.

5. 4.

H23/4

SUBJECT: *Amas "Geraldton" Report of Proceedings March 1945.*

~~DPS~~ *Wick*

~~DTSR~~ *Mum*  
*20/4*

~~DOD~~ *927*  
*4*

~~DENS~~

~~ISTAM~~ *Q. n. d. A.*

N5

TELEPHONE No.

RECEIVED

20 APR 1945

NAVY CONFIDENTIAL RECORDS

Commonwealth of Australia

Department of The Navy.

DEPT. OF NAVY  
EST. 6301  
2046-7-1334  
SECRET

ACK. BY. S. Y.

IN REPLY PLEASE QUOTE

0128/24/2

INIT

RESTRICTED

Heraldton  
NAVAL STAFF OFFICE  
12 April, 1945.

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

REPORT OF PROCEEDINGS FOR THE MONTH OF MARCH, 1945.

- 1 - 12 MARCH, '45. At Melbourne. During this period general Maintenance was carried out on hull, Main Engines and Auxiliaries. "L.L." Sweep, floats, Davits and Minesweeping winch were landed. R.C.8 equipment was installed in W/T Office, and remote control for same fitted on Bridge.
- 13 MARCH, '45. Slipped and proceeded to Nelson's Pier, Williamstown, de-fuelled and ammunitioned ship.
- 14 MARCH, '45. Secured in Williamstown Graving Dock and carried out Inclining Experiment.
- 15 MARCH, '45. Slipped and proceeded to Gunnery Exercise area and carried out Gun Functioning Trials on 4", "Bofors", and Bridge Cerlikons. 1120K Disembarked Port Gunnery Officer and Staff and proceeded on passage to Port Adelaide.
- 17 MARCH, '45. Arrived Port Adelaide, secured at "H" Shed and refuelled.
- 18 MARCH, '45. Slipped and proceeded to Semaphore Anchorage to adjust Magnetic Compass. 0950 Completed adjustment of Compass (D.G.off) and disembarked Compass Adjuster to H.M.A.S. "LATROBE". 1003 IK Proceeded on passage to Fremantle.
- 24 MARCH, '45. 0715H Arrived Fremantle and berthed on H.M.A.S. "KIAMA" at "H" Shed.
- 25 MARCH - 31 MARCH, '45. At Fremantle. During this period self refit was commenced and preparation was made for refitting and docking. Ship was de-ammunitioned and stores were landed for safe keeping.

The Hull and Machinery remain in good condition. During the passage from Melbourne to Fremantle the Gyro Compass developed faults and became inoperative. The fault was traced to the transmitter and the steering repeater. The latter was replaced by shore staff in Port Adelaide and a new transmitter was installed by Ship's staff at sea. Since then no further trouble has been experienced.

Continued / Page 2

HW  
23  
26  
AC

FILE No.0128/24/2 - H.M.A.S."GERALDTON" - REPORT OF PROCEEDINGS  
FOR MONTH OF MARCH, 1945.

The health and conduct of the Ship's Company remains very good, all hands appearing to have benefitted by the leave granted to them. *W*

Distance steamed during month	1895 miles
Number of hours Under Way	195 Hrs.56 Minutes
Fuel consumed during month	141.1 Tons
Number of Miles per ton of Oil Fuel	13.43 Miles
Average Speed	9.67 Knots

Total Distance steamed since Commissioning 111, 169 Miles.

*J.K. Walton*  
Commander, R.A.N.  
COMMANDING OFFICER.

20/5

307 A  
8/5



2026/7/1334

DEPARTMENT OF THE NAVY.

**RESTRICTED**

MINUTE PAPER

SUBJECT: H.M.A.S. "Geraldton" REPORT OF PROCEEDINGS.  
*26<sup>th</sup> January 1945 to 1<sup>st</sup> March 1945*

S.N.B. *11/11/30/4*

2 N.M. *1/15/5*

3 N.M. *1/15/5*

D. of P. *1/15/5*

D.P.M. *1/15/5*

D.N.I. *1/15/5*

Ops. (N) *1/15/5*

N.S. *1/14/5*

D.E. (N) *1/17/5*

O.T.M. *1/18/5*

D.N.M.S. *1/18/5*

H.B. *1/18/5*

N.A. 2 N.M. *1/18/5*

N.S. *1/28/5*

D.N.I. (N.H.R.O.) *1/28/5*

*St Rank 29/5  
St Rank  
St Rank 29/5  
per [unclear] H.S. 30/5*

*1/5*

28/15

NAVY  
2 MAY 1945  
OFFICE  
BRANCH

*[Faint, illegible handwriting and ghosting of text across the page]*

RECEIVED  
MAY 1945  
NAVY  
OFFICE  
BRANCH

14/4

237<sup>a</sup>

**RESTRICTED**

DEPARTMENT OF THE NAVY.  
MINUTE PAPER.

2026/7/133H.

3644.

UBJECT: *Amas "Geraldton" Report of Proceedings* Period, 26th January 1945  
to 1st March 1945

~~D.P.S~~ *19/4*

~~D.T.S.R~~ *23/4*

~~D.O.D~~ *24/4*

~~SCNS~~

~~ISTNM~~ *24/4*

N.5. *21/4A*



TELEPHONE No.

ACK. BY. A.S. 1301  
14 APR 1945  
INIT

# Commonwealth of Australia

Department of The Navy.

DEPT OF NAVY  
SECRET  
1016 7 1334

IN REPLY PLEASE QUOTE

No. 0128/24/1

SECRET.

NAVAL STAFF OFFICE  
H.M.A.S. "GERALDTON",  
6 April, 1945.

*INDEX*  
The Secretary, Naval Board,  
Navy Office,  
MELBOURNE.S.C.1.

REPORT OF PROCEEDINGS FOR THE PERIOD 26 JANUARY, 1945,  
TO 1 MARCH, 1945.

- 
- 26 Jan.'45. At Trincomalee. 0650 Slipped and proceeded to sea on passage to Fremantle in company with H.M. Ships "LONDON", "TYNE", "ARTIFEX", "RESOURCE", "LEWES", H.M.A. Ships "GAWLER", "IPSWICH", "WOLLONGONG", "CESSNOCK", "CAIRNS", "TAMWORTH" and U.S.S. "BATTLEROCK". The 22nd Minesweeping Flotilla and H.M.S. "LEWES", assumed screening positions. Action stations were exercised and H.A. Firings carried out with close range weapons.
  - 29 Jan.'45. 1750 Proceeded alongside U.S.S. "BATTLEROCK" to test fuelling arrangements. 1830 Slipped and resumed position on screen.
  - 31 Jan.'45. Proceeded alongside U.S.S. "BATTLEROCK" to fuel. 1300 Completed fuelling, slipped from oiler and relieved "GAWLER" on screen.
  - 2 Feb.'45. Relieved on screen by "Wollongong" and proceeded alongside H.M.S. "TYNE" to fuel. 1850 Completed fuelling and resumed position on screen.
  - 9 Feb.'45 1330H Arrived at Fremantle and berthed at "H" Shed. 1345H "CAIRNS" secured alongside. Lieutenant R.R. Powell, R.A.N.R. (S), Lieutenant E.B. Davis, R.A.N.V.R. and Lieutenant R.W. Bisset, R.A.N.R. joined ship.
  - 10 Feb.'45 1025H Slipped and proceeded with "CAIRNS", "CESSNOCK", "WOLLONGONG", "GAWLER" and "IPSWICH" in company for Melbourne.
  - 17 Feb.'45 1540 Arrived Port Adelaide and refuelled at "D" Shed. "WOLLONGONG", "GAWLER" and "IPSWICH" secured at Outer Harbour.
  - 18 Feb.'45 1000 Slipped and proceeded with "CESSNOCK" and "CAIRNS" in company for Melbourne.
  - 20 Feb.'45 1900 Arrived Port Melbourne and secured Outer West Station Pier
  - 21 Feb.'45 At Port Melbourne. During this period the 12 Pdr. gun and two Midships Oerlikons were landed and replaced by a 4" MK 19, and a Bofors Gun. Ship was de-ammunitioned and remaining four Oerlikon guns and Mountings were stripped down and overhauled. General Maintenance work was carried out both on deck and in Engine Room. During the period in Melbourne both the health and conduct of the Ship's Company have been very good.

Continued / Page 2

(2)

PAGE 2 - "GERALDTON" LETTER 0128/24/1 OF 6 APRIL, 1945, -  
REPORT OF PROCEEDINGS 26 JANUARY - 1 MARCH, 1945.

21 Feb. '45. (Continued) ---

Opportunity was taken in Fremantle, Adelaide and Melbourne to grant long leave to Ship's Company. The Machinery and Hull remain in good condition.

During the passage from Fremantle to Melbourne strong Easterly gales and rough seas were encountered and on endeavouring to lower the A/S Dome in Adelaide it was found that Dome could not be lowered owing to damage sustained during passage. Docking could not be arranged in Melbourne, but this defect will be remedied during refit.

Distance Steamed During Month	5146 Miles
Oil Fuel Consumed	391 Tons
Miles Per Ton of Oil Fuel	13.16 Miles per Ton
Average Speed	9.03 Knots
Total Hours Under Way	569 Hrs. 32 Minutes.
Total Distance Steamed since Commissioning (6 April, 1942)	109,274 Miles

*J. R. Walton*  
Commander, R.A.N.  
COMMANDING OFFICER.

580/201/229

FROM:..... THE COMMANDING OFFICER, H.M.A.S. "GERALDTON".

DATE..... 15th MAY, 1944. ✓

TO:..... THE C.in C. EASTERN FLEET, (Copies to - THE CAPTAIN  
ARABIAN-BENGAL-CEYLON ESCORT FORCE, N.O.I.C. ADDU ATOL)

SUBJECT.. SURVIVORS FROM DHOW STATED TO BE SUNK BY SUBMARINE.  
-----

At 1130z 14th May 1944 in DR position 4° 53 N.

76°26 E. a small open boat was sighted carrying four natives.

"Geraldton" closed the boat was called alongside and the natives taken onboard. Unfortunately as the natives came onboard the boat was let go, and on account of the weather I did not consider it worthwhile to recover same. An examination from the ship did not reveal any markings on the boat.

Interrogation of the natives was difficult, but with the use of a small guide book to Hindustani, and from chalk sketched made on the deck the following information was obtained:-

- (1) The four natives were survivors of a crew of ten from a dhow named AMAD, and owned by a company N.P.
- (2) The dhow sailed from Colombo (May have been some other port in Ceylon) on approx. 27th April for the Maldive Islands.
- (3) After being 13 days at sea at 1530z on 9th or 10th May the dhow was fired on by a submarine, and broke up with the explosions.
- (4) The submarine fired 4 to 6 rounds.
- (5) The natives took to the small boat, the remainder of the crew were not seen.
- (6) Dhow's course was approx. south, and submarine's course approx east. (This information was obtained by showing them a boat's compass.)
- (7) I showed the natives a chart incorporating Ceylon and the Maldives in an endeavour to ascertain where the incident had taken place - but this did not meet with much success.

Then one of them voluntarily wrote down the following:

A.R.U  
2.33  
T.U.L.  
E 448

This being a possible longitude and latitude. I endeavoured to get further explanation and finally one made actions as if using

a sextant. I then showed them a sextant and watch and this seemed to agree with what they were trying to say. After a conflag amongst themselves they wrote down the following:-

A.R.U.  
2.33  
TUL  
74.48

Which appears to be the most likely position of the incident viz.  
Lat.5. 33.N. Long.74.48.East.

- (8) The natives drew a sketch of their dhow showing two masts, and also drew a very rough sketch resembling a submarine.
- (9) I drew a large sketch of a submarine on the deck, showing a gun forward, and this apparently was what they encountered. They paid particular attention to the forward gun.
- (10) For the purposes of times mentioned I drew a clock, and after then pointing to the hour ascertained whether it referred to day or night.
- (11) I endeavoured to ascertain whether there was any number or marking on the submarine pointing out likely positions but could get no results.

If the assumption that the incident happened at night is correct the number if any may not have been visible.

- (12) After the incident the submarine disappeared in an easterly course.
- (13) I could not ascertain the following details:-
  - (a) Distance between submarine and dhow.
  - (b) Whether the submarine dived after the incident.
  - (c) Whether the dhow was boarded prior to the incident, and if so whether boarding party were Germans or Japs.
  - (d) The cargo being carried.

(14) All the natives are in a reasonably state of health, although they claim not to have had anything to eat or drink for 4 days. One native has a laceration on the thigh and is being attended to by the ship's medical officer.

The facts that I have given may not be accurate in every detail but will be a useful guide in subsequent interrogations. On arrival at Addu Atoll I will submit the report to the Naval Officer in Charge.

(Sgd) C.Carter.  
Lieutenant Commander, R.A.N.R. Commanding Officer

580/201/229

FROM: THE COMMANDING OFFICER, H.M.A.S. "GERALDTON".

DATE 17th MAY 1944.

TO: THE C IN C EASTERN FLEET, (Copies to:- THE CAPTAIN  
ARABIAN-BENGAL-CEYLON ESCORT FORCE, N.O.I.C.ADDU ATOLL)

SUBJECT SURVIVORS FROM DHOW SUNK BY SUBMARINE.

-----

With reference to my report of 15th May I carried out a further interrogation of the survivors with the assistance of an interpreter from Addu Atoll, and ascertained the following details.

- (1) The dhow's name is "Ganja Amudi".
- (2) Owner of Dhow Abdul Husain Noorbjai, Dungaree Bazar, Colombo.
- (3) Dhow sailed from Colombo at 0730z on 29th April 1944.
- (4) At approx. 1630z on 11th May a submarine surfaced and fired five rounds at the dhow. The first round missed the dhow, but the remaining four were hits.
- (5) After firing the submarine circled the wreckage once, and then dived.
- (6) The whole crew of 10 remained together until noon on 12th May when the four survivors were separated from the others, who were not subsequently seen. A raft had been made from the floating wreckage, and was secured to the boat.
- (7) The dhow broke into pieces.
- (8) The submarine was actually sighted, but no numbers or markings were visible.
- (9) The submarine was about a mile from the dhow, when the incident occurred. Visibility was good.
- (10) No lights were shown by either the submarine or the dhow,
- (11) The dhow was not boarded prior to the incident.
- (12) The course of the dhow was south.
- (13) The course of the submarine was East.
- (14) The dhow was bound for Male Atoll.
- (15) The cargo consisted of:

300	Bags	of	Rice.
850	"	"	Wheat
30	"	"	Dhale
15	Boxes	Sabun	Chaatri.
50	Bags	of	Sopari.
10	Bags	of	onions.

(16) The actual sinking took place between Kardiva and Mal Atoll. The noon position of the dhow on the day of the incident was 5.33.N. 74.48.E. The dhow would be from 15' to 20' south of this position when fired on.

(17) The names of the survivors are:-

Gaba Meghaji. Govinda Moorji. Poonaja Visram.

Bhanji Bachuu.

all belonging to Mota Sari. Cutch.

(18) With reference to paragraph 7 of my original report I obtained an explanation of the following letters.

ARL.  
5. 33.  
TUL  
74. 48.

ARL and TUL are the stars used for the sight and may possible refer to Aurgus and Taurus (This is not certain)

(19) There were no attacks on the survivors subsequent to the sinking of the dhow.

(20) The cargo of the dhow was for trading purposes round Male Atoll.

(21) The natives sighted the "Masula" just prior to being picked up by "Geraldton".

(22) The day following the incident an aircraft flew overhead possibly a Catalina but I could not get sufficient information to definitely establish this fact.

(Sgd) C.Carter.

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

\*\* R.A.F. Catalina base at Addn Atoll state that they had no plane on patrol on 12th May.

C.Carter.

H.M.A.S. "GERALDTON" - REPORT OF PROCEEDINGS - CONVOY BP.105.  
(Commanding Officer, H.M.A.S. "Geraldton's" Report dated 8th Decbr.,  
1943.)

---

II.

No. 126/21/4

Secretary to the Australian Commonwealth Navy Board,  
Melbourne.

Submitted for information.

Arabian-Bengal-Ceylon Escort Force,  
Colombo.

12th January, 1944.

*R. J. Hulwell*

CAPTAIN, R.N.R.



# CONFIDENTIAL

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

DATE ..... 8TH. DECEMBER 1943.

TO ..... C. E. G. COLOMBO. Copies to, S. N. O. P. G. N. O. I. C. HORMUZ  
and C. E. G. BOMBAY.

SUBJECT .. REPORT OF PROCEEDINGS--- CONVOY BP. 105.

## THURSDAY 2ND. DECEMBER 1943.

Convoy conference was held at N. C. S. Bombay at 0930. Z.  
The following ships were to constitute the Convoy.

<u>11</u>	<u>21</u>	<u>31</u>	<u>41</u>
HAVKONG.	CARELLA	CLAUSINA	FORRESBANK
<u>12</u>	<u>22</u>	<u>32</u>	<u>42</u>
BRAJARA	CAPT. A. F. LUCAS	FRANCHE COMPTE	OCEAN VIGOUR
<u>13</u>		<u>33</u>	<u>43</u>
NORVINN		LIGER	FORTSTAGER

ESCORTS:- H. M. A. S. "GERALDTON" (S. O. E.) H. M. I. S. "BENGAL".

It was decided at the Conference that as "Geraldton" had to carry out Compass adjustment, "Bengal" should lead the Convoy down the searched channel, "Geraldton" joining after completion of adjustment, escorting "Havkong" temporarily delayed with engine trouble.

Screening Diagram DAY "Geraldton" position M, "Bengal" position C-- zigzagging every 7 1/2 minutes.

NIGHT "Bengal" broad sweep ahead, and "Geraldton" broad, sweep astern of Convoy.

Both ships to use A/S sweep 80°-- 80° on main course by day, and relative bearing by night.

## FRIDAY 3RD. DECEMBER 1943.

Convoy weighed at 0230 Z. and proceeded escorted by "Bengal".

A signal was received from N. C. S. that "Brajava" (12) and "Franche Compte" (32) would not sail.

Having completed compass adjustment "Geraldton" closed "Havkong" who advised that her engine repairs had not been completed, and that the time for completion was indefinite.

"Geraldton" proceeded independently and joined Convoy at 0830 Z. taking up position M "Bengal" assuming position C.

Commodore placed "Norvinn" (13) in position 23, and "Liger" in position (32) thereby having the convoy in three columns. Speed of Convoy 8 1/4 knots.

"Fort Stager" (43) had difficulty in keeping station and repeatedly was astern.

## SATURDAY 4TH. DECEMBER 1943.

At 0210 Z. speed of convoy was reduced to 7 knots to allow "Fort Stager" (43) who was straggling badly to regain station. At 0420 Z. "Fort Stager" regained station and speed increased to 8 1/2 knots.

At 1115 Z. Speed reduced to 8 knots.





2.

**CONFIDENTIAL**

SUNDAY 5TH. DECEMBER 1943.

At 0200 Z. Speed reduced to 5 knots.  
At 0350 Z. "Fortresbank" (41), "Ocean Vigour" (42) and Fort Stager (43) in position 23° 55' N. 66° 57' E. detached and proceeded independently to Karachi.  
At 0450 Z. "baroda" joined from Karachi, and Commodore placed ships in three columns of two ships each.  
Speed increased to 8 1/2 knots.

MONDAY 6TH. DECEMBER 1943.

At 0220 Z. Speed reduced 7 1/2 Knots.  
At 0420 Z. Speed increased to 8 1/2 Knots.

TUESDAY 7TH. DECEMBER 1943.

N.O.I.C. HORMUZ advised that E.T.A. at position Z would be 8 hours early.  
At 1838.Z. "GERALDTON" came into collision with "NEW LONDON" (see separate report) to F.O.Ceylon.

WEDNESDAY 8TH. DECEMBER 1943.

"GERALDTON" arrived at Khor Kuwait at daylight.

*W. Mayo Harris*  
COMMANDER, R.N.R.  
COMMANDING OFFICER.

COMMANDING OFFICER  
*Must. 8 Dec 1943*  
H.M.A.S. "GERALDTON"

H.M.A.S. "GERALDTON" - REPORT OF PROCEEDINGS - CONVOY BP. 105.  
(Commanding Officer, H.M.A.S. "Geraldton's" Report dated 8th Decbr.,  
1943.)

---

II.

No. 126/21/4

Secretary to the Australian Commonwealth Navy Board,  
Melbourne.

Submitted for information.

Arabian-Bengal-Ceylon Escort Force,  
Colombo.  
12th January, 1944.

Sgd: R. G. THELWELL  
CAPTAIN, R.N.R.

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

DATE ..... 8TH. DECEMBER 1943.

TO ..... C.E.G. COLOMBO. Copies to, S.N.O.P.G. N.O.I.C. HORMUZ.  
and C.E.G. BOMBAY.

SUBJECT ... REPORT OF PROCEEDINGS -- CONVOY BP. 105.

THURSDAY 2ND. DECEMBER 1943.

Convoy conference was held at N.C.S. Bombay at 0930 Z.  
The following ships were to constitute the Convoy.

11	21	31	41
HAVKONG	CARELLA	CLAUSINA	FORRESBANK
12	22	32	42
BRAJARA	CAPT A.F. LUCAS	FRANCHE COMPTE	OCEAN VIGOUR
13		33	43
NORVINN		LIGER	FORTSTAGER

ESCORTS:- H.M.A.S. "GERALDTON" (S.O.E.) H.M.I.S. "BENGAL".

It was decided at the Conference that as "Geraldton" had to carry out Compass adjustment, "Bengal" should lead the Convoy down the searched channel, "Geraldton" joining after completion of adjustment, escorting "Havkong" temporarily delayed with engine trouble.

Screening Diagram DAY "Geraldton" position M, "Bengal" position C --  
Zigzagging every 7 1/2 minutes.

NIGHT "Bengal" broad sweep ahead, and "Geraldton" broad sweep astern of convoy.  
Both ships to use A/S sweep 80 deg -- 80 degs. on main course by day, and relative bearing by night.

FRIDAY 3rd, DECEMBER 1943.

Convoy weighed at 0230Z. and proceeded escorted by "Bengal".

A signal was received from N.C.S. that "Brajava" (12) and "Franche Compte" (32) would not sail.

Having completed compass adjustment "Geraldton" closed "Havkong" who advised/that her engine repairs had not been completed, and that the time for completion was indefinite. "Geraldton" proceeded independently and joined Convoy at 0830Z taking up position M "Bengal" assuming position C.

Commodore placed "Norvinn" (13) in position 23, and "Liger" in position (32) thereby having the convoy in three columns. Speed of Convoy 8 1/4 knots.

Fort Stager (43) had difficulty in keeping station and repeatedly was astern.

SATURDAY 4TH. DECEMBER 1943.

At 0210 Z. speed of convoy was reduced to 7 knots to allow "Fort Stager" (43) who was straggling badly to regain station. At 0420Z "Fort Stager" regained station and speed increased to 8 1/2 knots. At 1115 Z. Speed reduced to 8 knots.

SUNDAY 5TH. DECEMBER 1943.

At 0200Z. speed reduced to 5 knots.

At 0350 Z. "Forresbank" (41) "Ocean Vigour" (42) and Fort Stager (43) in position 23 deg. 55' N. 66 deg. 57' E detached and proceeded independently to Karachi.

At 0450 Z "Baroda" joined from Karachi, and Commodore placed ships in three columns of two ships each. Speed increased to 8 1/2 knots.

MONDAY 6TH. DECEMBER 1943.

At 0220 Z. Speed reduced 7 1/2 knots.

At 0420 Z. Speed increased to 8 1/2 knots.

TUESDAY 7TH. DECEMBER 1943.

N.O.I.C. HORMUZ advised that E.T.A. at position Z would be 8 hours early.

At 1838 Z "Geraldton" came into collision with "New London" (see separate report) to F.O. Ceylon.

WEDNESDAY 8TH DECEMBER 1943.

"GERALDTON" arrived at Khor Kuwait at daylight.

(Sgd.) ..... HARRIS. (Cdr. R.N.R.)  
COMMANDING OFFICER, H.M.A.S. "GERALDTON".

Mr. Kelly  
20.5.65

2026/12/625

**RESTRICTED**  
- 9 FEB 1944

DEPARTMENT OF THE NAVY.  
MINUTE PAPER.

3644.

SUBJECT: *Hyas. "GERALDTON" - REPORT OF PROCEEDINGS - NOV. 1943.*

~~SUB~~ *Hyas*  
~~2 N M~~  
~~3 N M~~  
~~200 N~~  
~~2 N M~~ 4/2  
~~D. G. P~~ 4/2  
~~D. N. G~~ 4/2

Command RNR  
in command

N. 1

*Schmidt*

For ~~D. G. P~~  
11/2/44 D. N. M.  
DO ~~im~~ 9/2  
11/2/44 ~~HPB~~ 11/2  
na ~~am~~

C. E. L. O

~~N. H. R. O~~  
P. N. H. R. O  
File

D. N. R. M.  
- 8 FEB. 1944  
DEPT. OF NAVY

DEPARTMENT OF THE NAVY

MINUTE PAPER

REPORT OF THE



41

17

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

DATE .... 8TH. NOVEMBER 1943.

TO .... C.E.G. COLOMBO (Copies to:- S.N.O.P.G. and N.O.I.C. HORMUZ)

SUBJECT . REPORT OF PROCEEDINGS. CONVOY P.A. 59.

RECEIVED  
13 JAN 1944  
NOT CONFIDENTIAL RECORDS

DEPT. OF NAVY  
2026/12/625  
SECRET

Submitted:-

Monday 1st. Nov. 1943. 0500Z Convoy Conference held by N.C.S.O. in H.M.S. "Alaunia".  
1000Z Weighed and proceeded to assembly area off Jezirat Larak with the following ships.

Escorts:- "Geraldton" (S.O.E.) "Burnie".

Merchant Vessels in order A.I.

II	21	31	41	51	61
American Packer	H.D. Collier	Pan Florida	Athel Viking (Commodore)	British Sincerity (Vice COM)	George Taylor
12	22	32	42	52	62
Cape St. George	Tinombo	British Energy	Good Gulf	Empire Jet	Julien Poydras
	23	33	43	53	
	Jose Marti	Beacon	Inge Maersk	Jubal.A. Early	

The convoy was forming up by 1200Z and proceeded at 8 knots. This evolution was simplified by "Geraldton" and "Burnie" acting as "Markers" for Numbers II and 61 respectively. Screening diagram stations Geraldton "N", Burnie "D" at 3000 yards and zig zagging together:-

Night Stations first night "Geraldton" O, "Burnie" E.

Tuesday 2nd. November. At 0503Z "Geraldton" obtained an Asdic contact in position D.R. 25° 07 1/2' N, 57° 48' E - Course 070° 500 yards. A running counter attack at 13 knots was made immediately and 3 Depth Charges set to 100 feet were dropped. This produced multitude of stunned fish and pointed to the probability of a packed shoal of fish being responsible for the scho. However an echo was easily held astern and a deliberate attack was made -- A 5 Charge Pattern Setting "X" was fired at 0520Z "Burnie" closed to render assistance, and at 0525Z a box search with sides of 2 1/2 miles was commenced -- Speed 12 Knots -- Other similar echoes were obtained and counter attacked with one charge set to 100 feet at 0548Z and at 0558Z. On each occasion vast quantities of fish appeared, and it was decided that these were responsible for all the schos. On the completion of the box search at 0640Z both Escorts rejoined Convoy. Total expenditure by "Geraldton" 10 Depth Charges -- by "Burnie" Nil. At 1015Z a Bisley aircraft was indentified. Tuesday night stations "Burnie ahead -- "Geraldton" astern as Radar Guard. At 2000Z a signal was received instructing "Pan Florida" (31) to detach and return to Bandar Abbas as her final destination had been changed from Aden to Bombay.

Wednesday 3rd: November. 0145Z "Pan Florida" detached and proceeded unescorted for Bandar Abbas.

0155Z. Catalina on patrol passed overhead  
0505Z. Six (6) ships detached as follows:-

American Packer	for	Fremantle
Cape St. George	"	Durban
Jose Marti	"	"
Beacon	"	"
Inge Maersk	"	"
Jubal A. Early	"	"

*D.P. Spurr 15/11/43*

*Decs per En. 17/1*

*14/11/43*

(2)

Thursday 4th. November 1943. 0150Z. "Tinomba" detached for Masirah.

0215Z. Catalina on patrol.

0355Z. Examined Dhow No. 2054 -- Cargo, Bales and cases.

0555Z. A/C reported "Bengal" and "Itola" still in harbour at Masirah. Air patrols were constant throughout the day. There has been a very decided improvement in aircraft signalling since "Geraldton" was last on this station. It is now good and is found to be very helpful.

Friday 5th. November.

0200Z. "Bengal" and "Itola" joined Convoy -- Air patrols had kept in touch throughout. Screening diagram was adjusted "Geraldton" N, "Burnie" A, "Bengal" D.

Night Stations:- "Burnie" O, "Bengal" E, "Geraldton" astern as Radar Guard.

0330Z. (21) "H.D. Collier" and (31) "British Energy" detached in position 17° 23'N, 57° 23'E for Kilindini. Convoy speed increased to 9 knots. Convoy speed increased to 9.5 knots at 0905Z.

1100Z. Convoy on opposite course passed hull down to port.

1415Z. Convoy on opposite course passed hull down to port.

Saturday 6th November.

0210Z. A Catalina dropped incorrect flares of identification.

0235Z. -- 0250Z "Geraldton" proceeded with starboard engine stopped to replace burnt gland packing.

Clocks retarded 30 minutes.

0831Z. Catalina on patrol until 1045Z.

Sunday 7th. November Clocks retarded 30 minutes to Aden time.

0930Z. -- 1100Z. Radar out of action.

Monday 8th. November 0001Z. Closed straggler (42) but was informed that she was making best speed.

0200Z. Convoy reduced to 9 knots to enable straggler to rejoin.

0505Z. Signal sent to Commodore Aden reporting T.T.A. four hours early.

0600Z. Ceased Zig Zag. Convoy formed into two columns for entering searched channel.

Convoy arrived at Aden without further incident.

Air support was good and almost constant throughout.

The Commodore (Captain HALL) is to be commended for his efficient handling of the Convoy and for full co-operation with "Geraldton" (S.O.E.)

(Sgd.) H. MAYO HARRIS.

COMMANDER, R.N.R.

II.

No. 789/21/4.

SECRETARY TO THE AUSTRALIAN COMMONWEALTH NAVAL BOARD,  
MELBOURNE.

Forwarded for information.

ARABIAN-BENGAL-CEYLON ESCORT FORCE,  
Colombo.  
9th December, 1943.

Sgd: R. G. THELWELL  
CAPTAIN, R.N.R.

CONFIDENTIAL

SECRET

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

DATE ..... 8TH. NOVEMBER 1943.

2026 12 625

TO ..... C. E. G. COLOMBO (Copies to:-S. N. O. P. G. and N. O. I. C. HORMUZ)

SUBJECTS . REPORT OF PROCEEDINGS. CONVOY P. A. 59.

RECEIVED  
13 JAN 1944  
CONFIDENTIAL

4N 13/1

Submitted:-

Monday 1st. Nov. 1943. 0500Z Convoy Conference held by N. C. S. O. in H. M. S. "Alaunia". 1000Z Weighed and proceeded to assembly area off Jezirat Larak with the following ships.

Escorts:- "Geraldton" (S. O. E.) "Burnie".

Merchant Vessels in order A. I.

Checked for Indexing

II	2I	3I	4I	5I	6I
American Packer,	H. D. Collier	Pan Florida	Athel Viking (Commodore)	British Sincerity (Vice COM)	George Taylor
I2	22	32	42	52	62
Cape St. George.	Tinombo,	British Energy.	Good Gulf,	Empire Jet.	Julien Poydras.
=	23	33	43	53	
	Jose Marti	Beacon.	Inge Maersk	Jubal. A. Early.	

The convoy was forming up by 1200Z and proceeded at 8 knots. This evolution was simplified by "Geraldton" and "Burnie" acting as "Markers" for Numbers II and 6I respectively. Screening diagram stations Geraldton "N", Burnie "D" at 3000 yards and zig zagging together:-

Night Stations first night, "Geraldton" O, "Burnie" E.

Tuesday 2nd. November. At 0503Z "Geraldton" obtained an Asdic contact in position D. R. 25° 07.1/2' N. 57° 48' E. --Course 070° 500 yards. A running counter attack at 13 knots was made immediately and 3 Depth Charges set to 100feet were dropped. This produced a multitude of stunned fish and pointed to the probability of a packed shoal of fish being responsible for the echo. However an echo was easily held astern and a deliberate attack was made---A 5 Charge Pattern Setting "X" was fired at 0520Z "Burnie" closed to render assistance, and at 0525Z a box search with sides of 2 1/2 miles was commenced--Speed 12 Knots--Other similar echoes were obtained and counter attacked with one charge set to 100 feet at 0548Z and at 0558Z. On each occasion vast quantities of fish appeared, and it was decided that these were responsible for all the echos. On the completion of the box search at 0640Z both escorts rejoined Convoy. Total expenditure by "Geraldton" 10 Depth Charges--by "Burnie"--Nil. At 1015. Z a Bisley aircraft was identified Tuesday night stations "Burnie" ahead--"Geraldton" astern as Radar Guard. At 2000Z a signal was received instructing "Pan Florida" (3I) to detach and return to Bandar Abbas as her final destination had been changed from Aden to Bombay.

Wednesday 3rd; November. 0145Z "Pan Florida" detached and proceeded unescorted for Bandar Abbas.

0155Z Catalina on patrol passed overhead  
0505Z Six (6) ships detached as follows:-



(Cont'd.)

CONFIDENTIAL

American Packer	FOR	Fremantle
Cape St. George	"	Durban
Jose Marti	"	"
Beacon	"	"
Inge Maersk	"	"
Jubal A. Early	"	"

Thursday 4th. November 1943 0150Z. "Tinomba" detached for Masirah

0215. Z Catalina on patrol.

0355. Z Examined Dhow No. 2054 ---Cargo, Bales and cases.

0555. Z A/C reported "Bengal" and "Itola" still in harbour at Masirah. Air Patrols were constant throughout the day. There has been a very decided improvement in aircraft signalling since "Geraldton" was last on this station. It is now good and is found to be very helpful.

Friday 5th. November

0200Z "Bengal" and "Itola" joined Convoy---Air patrols had kept in touch throughout.

Screening diagram was adjusted "Geraldton" N; "Burnie" A; "Bengal" D.

Night Stations:- "Burnie" O; "Bengal" E; "Geraldton" astern as Radar guard.

0330. Z (21) "H. D. Collier" and (31) <sup>British Energy</sup> "Pan Florida" detached in position 17° 23' N. 57° 23' E. for Kilindini. Convoy speed increased to 9.5 knots. Convoy speed increased to 9.5 knots, at 0905Z.

1100Z Convoy on opposite course passed hull down to port.

1415. Z Convoy on opposite course passed hull down to port.

Saturday 6th. November

0210. Z A catalina dropped incorrect flares of identification.

0235. Z -- 0250Z "Geraldton" proceeded with starboard engine stopped to replace burnt gland packing.

Clocks retarded 30 minutes.

0831. Z Catalina on patrol until 1045. Z

Sunday 7th. November Clocks retarded 30 minutes to Aden time.

0930. Z -- 1100. Z Radar out of action.

Monday 8th. November 0001Z Closed straggler (42) but was informed that she was making best speed.

0200Z Convoy reduced to 9 knots to enable straggler to rejoin.

0505Z Signal sent to Commodore Aden reporting E.T.A. four hours early.

0600. Z Ceased Zig Zag. Convoy formed into two columns for entering searched channel.

Convoy arrived at Aden without further incident.

Air support was good and almost constant throughout.

The Commodore (Captain HALL) is to be commended for his efficient handling of the Convoy and for full co-operation with

"Geraldton" (S. O. E.)



\* *Amayo Harris*  
 COMMANDER, R. N. R.



CONFIDENTIAL (Cont'd.)

No. 789/21/4.

SECRETARY TO THE AUSTRALIAN COMMONWEALTH NAVAL BOARD,  
MELBOURNE.

American Packet  
Gape St. George  
" " " " " "

Joas Marti

Bacon

Inge Mark

Labels A. Early

Forwarded for information.

ARABIAN-BENGAL-CYLON ESCORT FORCE,  
Colombo.

9th December, 1943.

*Handwritten signature*

ARABIAN-BENGAL-CYLON ESCORT FORCE  
CAPTAIN R.N.R.

...air support was constant throughout the day. There has been a very keen  
...decision in favour of the new good and is found to be very helpful.

Screening diagram was adjusted "Geraldton" M; "Burnie" A; "Bengal" D.

Night Stations: "Burnie" O; "Bengal" B; "Geraldton" asterisk as

...in position 17° 23' N, 87° 23' E for Kilindini. Convoys speed  
...increased to 9 knots. Convoys speed increased to 9 knots at 0900Z

...A Catalina dropped incorrect flares of identification  
...proceeded with starboard engine

...Glocks retarded 30 minutes to 0800Z

...closed straggler (AS) but was informed

...Convoy reduced to 9 knots to enable straggler to rejoin

...Convoy formed into two columns for

...Convoy arrived at Aden without further incident.  
...Air support was good and almost constant throughout.  
...The Commodore (Gosain Hill) is to be commended for his efficient  
...handling of the Convoy and for full co-operation with  
..."Geraldton" (S.O.E.)

*Handwritten signature*  
COMMANDER, R.N.R.

COMMANDING OFFICER  
H.M.A.S. "GERALTON"  
Dec 1943

ARABIAN-BENGAL-CYLON ESCORT FORCE  
No. 789/21/4  
Dec 1943

580/201/229

COMMONWEALTH OF AUSTRALIA.  
Department of the Navy.

ROYAL AUSTRALIAN NAVY.

From: Commanding Officer, H.M.S. "Geraldton".

Date: 10th March, 1943 Reference No.

To: Senior Naval Officer, Persian Gulf.

Subject REPORT ON CONVOY P/A 27 - P $\frac{1}{2}$ B 29. (Aden portion).

Submitted:

Wednesday 3rd March 1943 At 0500/z the preliminary conference was held on board "ALAUNIA" with N.C.S.O. (Commander Rice R.N.R.) in the chair. Commodore Hare was present together with Commanding Officers of "PUNJAB" (S.O.E.) and "GERALDTON" and the 1st Lieutenant of "RATNAGIRI" and the Masters of the 21 ships in the roads. This was a very satisfactory conference and relevant matters were freely discussed. The use of an all-round white light (in accordance with A.V.S.B. Article 159 H. Section 4 part 1 last paragraph) to denote a contact at night was brought forward for discussion and finally the Commodore decided to order the use of a fixed all round green light at the masthead. He did not accept the suggestion emanating from F.O. Ceylon that two white Very lights or rockets should be fired, as, in his opinion, it would be confused with Mersigs Art. 8 Section 4. Ref. Art. 63 (e).

At 0800/z - The Convoy weighed and proceeded to the forming up area off Jezirat Larak in two columns. "PUNJAB" in the lead - "RATNAGIRI" to port and "GERALDTON" to starboard.

At 0815/z - A steamship was observed approaching the Convoy. "GERALDTON" was ordered to investigate and identified the ship as "NANKING". Her convoy pendants and position were passed and she was ordered to close "ALAUNIA" to obtain her convoy instructions.

By 1030/z - The convoy was formed up and first course set 164°

By 1230/z - "NANKING" had taken up her station. The following vessels now formed the convoy with Commodore Hare, R.N.R. in "BROOMDALE" - "PUNJAB" 1 $\frac{1}{2}$  miles ahead and zig zagging - "RATNAGIRI" 70° on port wing, at 8 cables with no zig zag and "GERALDTON" 70° on starboard wing, at 6 cables with zig zag.

"BARALA" (11)	"BR: SAILOR" (21)	"BROOMDALE" (31) Commdre.	"TORNUS" (41)	"H. H. BANCROFT" (51)	"BR: DUCHESS" (61)
"HOI HOW" (12)		"VALENTIJN" (32)	"ASSOCIATED" (42)	"H. LUCKENBACK" (52)	"NYHOLM" (62)
"STOR NORDISKE" (13)	"NANKING" (23)	"NEDERLAND" (33)	"J. HENRY" (43)	"SEPIA" (53)	"ATHELDUKE" (63)
	"FALKEFJELL" (24)	"MURMACRIO" (34)	"MALAY" (44)	"STEAUA ROMANA" (54)	"EMP: TROPHY" (64)

At 1300/z - The Commodore exercised emergency turns.

At 1430z - "MADRAS" was sighted on patrol and identified.

At 1545/z - An incident occurred which indicated that the choice of a green light to signify an A/S contact was not altogether satisfactory. "RATNAGIRI" sighted a ship (subsequently indentified as "MADRAS") crossing close ahead of the convoy from port to starboard. "RATNAGIRI" thereupon switched on her side lights apparently without switching on her white masthead light. The only light visible to "GERALDTON" on stabord wing was "RATNAGIRI'S" GREEN starboard light which was temporarily mistaken

for an indication that "RATNAGIRI" was investigating an A/S contact. "GERALDTON" immediately altered course towards in order to cover the leading ships of convoy and was thereby brought into dangerous proximity to "MADRAS". Fortunately the sea was brilliant with phosphorescence and the bow-wave of "MADRAS" was observed in time to prevent collision.

It is suggested:-

- (a) That it is a dangerous practice for patrols to pass at right angles across the face of an oncoming convoy and
- (b) That the night signal for an A/S contact, already sometimes used unofficially, might be recognised to be the 3 GREEN MINESWEEPING LIGHTS in a triangle as illustrated in Mersigs Art. 102c. These lights are already fitted in most of the Escort vessels on this station and as there is little or no double Oropesa sweeping carried out locally at night confusion is not likely to arise from that source. Added to this signal a burst of tracer bullets with general direction of the A/S contact would be a useful indication to the Commodore of the convoy, when deciding to make an emergency turn. This suggestion is embodied in my reply to F.O.Ceylon's No.C.956/4 of 12th February 1943. A copy of this letter together with my reply have been forwarded to you for your information.

At 1745Z "BENGAL" was sighted and identified.  
At 1945Z a northbound convoy consisting of at least 4 ships passed very close to port. Navigation lights were switched on throughout the convoy.

Thursday 4th March 1943. At 2255Z/3 two masthead lights on an approaching vessel were sighted bearing 155 Convoy course 121. Convoy switched on navigation lights. At 2305Z approaching vessels course was plotted as about 320. "GERALDTON" altered course towards and challenged. As this challenge was repeatedly ignored and the convoy already showing lights "GERALDTON" turned on her searchlight and then challenged again. This brought a satisfactory reply and the ship was identified as JAVA with signal letters B.M.W.V. It is considered that this vessel was unnecessarily careless in attending to the duty of identification. If she had not been showing her navigation lights she would have been fired on.

At 0955Z/4 a Blenheim aircraft was sighted and identified.  
At 1115Z a small convoy was sighted bearing 035.  
At 1350Z BARALA (11) signalled "not under control" and dropped out of line to port "RATNAGERI" was detached to stand by. Both rejoined soon after.  
At 1430Z a Catalina was sighted and identified.

Friday 5th, March 1943. At 2113Z/4 a parachute flare apparently dropped from an aircraft was observed bearing 140 at 12 to 15 miles distant. This flare was visible for several minutes. No report has been received from any aircraft. "GERALDTON'S" position at the time by D.R. was 23° 23½ North 59° 49½ East.  
From 2210Z to 2220Z the leading ships of convoy showed steaming lights apparently on the approach of a dhow not visible from "GERALDTON".  
At 0245Z/5 a Blenheim aircraft was sighted and identified.  
At 0315Z/5 a Catalina aircraft was sighted and identified.  
At 0400Z/5 in position 22° 47½ North 60° 45½ East the Adent portion of convoy broke off with "GERALDTON" as escort and proceeded on course 211 at 9½ knots. "GERALDTON" took day station 10 cables ahead with irregular zig-zag and night station 8 cables astern. The following ships formed up as indicated:-

- |                       |                                    |                   |
|-----------------------|------------------------------------|-------------------|
| EMPIRE TROPHY<br>(11) | BRITISH DUCHESS<br>(21) Commodore. | ATHELDUKE<br>(31) |
| NYHOLM<br>(22)        |                                    |                   |

A Blenheim aircraft was in the vicinity as the break-off occurred.

At 0530Z in position D.R. 22° 31½' North 60° 35' East a large bale of hides was observed floating. It was not possible to read the marks on the bale and the ship did not stop to recover it.

Saturday 6th March 1943. At 0745Z a steamship was observed, hull down on opposite course.

From 1253Z to 1310Z convoy speed was reduced to 7 knots to enable ATHELDUKE to carry out repairs to one engine.

At 1650Z an aircraft dropped recognition flares.

Sunday 7th March 1943. At 0330Z Blenheim aircraft sighted and identified.

At 0705Z a Blenheim aircraft - same as above - made a signal "Next aircraft will not have identity letter" - am leaving at 0715Z"

From 0733Z to 0750Z EMPIRE TROPHY stopped for engine defects and re-joined convoy.

At 1100Z a secret cypher from C in C E.F. was received containing orders fro BRITISH DUCHESS. This message was passed from "GERALDTON" by coston gun line and at 1130Z in position 16° 21' North 55° 00' East BRITISH DUCHESS broke off and proceeded independently in pursuance of orders received.

EMPIRE TROPHY assumed Commodore and took station 21 and ordered 22 to station 11.

Monday 8th March 1943. At 0245Z and again at 1320Z Blenheim aircraft were sighted and identified.

Tuesday 9th March 1943. At 0630Z an eastbound convoy was observed containing 5 tankers and 1 escort. Identification signals were exchanged with "CESSNOCK".

Wednesday 10th March, 1943. Convoy arrived at Aden during the morning without further incident.

H.MAYO HARRIS.

Lieutenant Commander R.N.R.  
(Commanding Officer).

580/201/229

COMMONWEALTH OF AUSTRALIA.

Department of the Navy.

-----  
ROYAL AUSTRALIAN NAVY.

From: Commanding Officer H.M.S. "GERALDTON"  
Date: 25th, March 1943 Reference No.  
To: Senior Naval Officer Persian Gulf.  
Subject: Report on Convoy A.P.25

Thursday 18th March 1943. The preliminary conference was held in N.C.S.O. office Aden at 1400Z. It was agreed that the night contact signal be three green lights in a triangle: One at masthead and one at each yard arm.

Friday 19th March, 1943. At 0440Z convoy weighed and proceeded. There was some delay to No.31 owing to late arrival of a pilot in the inner harbour Nos.11 and 21 were already in the roadstead. At 0615Z at outer end of swept channel the convoy formed up as follows at three cables between columns.

ATHELVICTOR  
(11)

DONACILLA  
(21)Commodore

PEIK  
(31)

"GERALDTON" took station 10 cables ahead with irregular zig-zag. Speed of advance 10 knots. Station was maintained ahead with A/S transmission watch over an arc 80-80 throughout the night owing to the bright moonlight.

Saturday 20th March 1943. Nothing to report. Station keeping remained good and speed maintained at 9 $\frac{3}{4}$  knots to 10 knots.

Sunday 21st March 1943. At 0225Z a Blenheim aircraft was sighted and identified. At 0400Z H.M.I.S."MADRAS" was identified escorting a convoy on opposite course.

Monday 22nd March 1943. At 2359Z/21 an Asdic contact was reported bearing 010°. Ships course 065 - speed 10 $\frac{1}{2}$  knots - weather - wind E/1-calm-visibility over 5 miles, bright moonlight. No doppler and no H.E.heard. The three green attacking lights were switched on and the Commodore ordered an emergency turn. Range of echo 2000 yards-extent of target from 12 to 7 degrees as there was considerable backlash in the training gear. There was slight delay until the Commanding Officer reached the bridgebefore action stations were sounded off. Unfortunately a few men mistook the alarm gong for the Gyro compass alarm bell which is very similar in tone. This resulted in a slight delay in the assembling of the Depth Charge party. In future the alarm will be sounded in a series of shorts which should obviate this difficulty. Left cut was reported as 355 course set 350 range 1300 yards. 0002Z. Bearing moving slowly left, Left cut 342° Course 340° which produced bearing steady ahead. Range 800 yards speed increased to 12 knots.

At 0005Z/22 instant echoes-one normal depth charge set to 150' was dropped by 1st.Lieutenant as the depth charge party were doubling aft. (Note-A 5-charge pattern is always kept ready set.) An echo was retained astern but lost at 800 yards. Range opened to 1000 yards and run back made-course 170. Echo was regained at 300 yards bearing 150 somewhat confused by multiple echoes from disturbed water. At 0016Z/22 instant echoes - 10 charge pattern fired. The explosion knocked the plug out of the H.T.connection and the Asdic thus failed.

The H.S.D. discovered and rectified the fault in about 5 minutes.  
Position by D.R. 16° North 55° 50' East.

At 0026Z transmission was restored and echoes were picked up astern from the disturbed area. A run back was made but only multiple echoes over an arc of 40 degrees were obtained.

At 0330Z/22 an all round sweep was ordered but when multiple echoes faded no further contact could be made and as "GERALDTON" was the sole escort of the convoy the hunt was abandoned and course set 070 to rejoin convoy - speed 13 knots.

At 0040Z/22 action stations were secured and attacking lightswitched off.

The convoy was rejoined at 0245Z and the following signal sent to Commodore Aden (See Signal copy No.1) to which reply in signal copy No.2 was received later.

At 0135Z/22 a Blenheim aircraft was sighted and identified to which the signal copy No.3 was passed. Blenheim replied with copy No.4 and "GERALDTON" with copy No.5.

No wreckage of oil were observed at scene of attack and I consider that, as there was no doppler and no H.E. heard, the contact was "doubtful Sub". The recorder trace and A.S.C.O's report on form S.1203 will be handed to A/S Officer HORMUZ.

At 0625Z a dhow was sighted and investigated but carried no cargo.

At 2005Z a vessel was sighted 5-6 miles on port quarter - she was not identified and soon disappeared.

Tuesday 23rd March 1943 0530Z the Commodore signalled that No.31 (PEIK) was stopped for one hour for engineroom defect and convoy speed was reduced to 6 knots.

At 0700Z PEIK rejoined convoy - speed increased to 10 knots.

At 0937Z a Douglas aircraft, possible civil, was sighted on a course approximately 045.

At 1020Z a Catalina aircraft was sighted and identified.

At 1900Z the convoy overhauled the Greek steamship MARIAM.D.THERMIOTUS on parallel course.

Wednesday 24th March 1943 Nothing to report except that a sudden change of wind from South to North and North West rising to force 5 with a heavy swell rendering Asdic conditions difficult and necessitating the housing of the dome for a short period.

The convoy reached the dispersal area East of the Quoins without further incident.

---

Note. During "GERALDTON'S" stay in Aden opportunity was taken to carry out sleeve target practice with all armament and also to carry out practice A/S attacks under the direction of the port A.S Officer, during which 6 Depth charges were expended.

The Commodore Aden carried out a detailed inspection of "GERALDTON" and expressed himself as well satisfied with her organisation and condition.

H.MAYO HARRIS.

Lieutenant Commander R.N.R.  
(Commanding Officer).

580/201/229

CONVOY FORM D.

Convoy B.P. 63  
Sailed from Bombay at 1501 on 15 Dec/1942 for Basra.  
-----

Commodore W.H. Creese Master S.S. RAJULA  
Vice Commodore M.M. Macdonald Master S.S. TALMA.  
Escort vessels.....) H.M.I.S. PUNJAB  
Speed of Convoy .... 8 knots ) H.M.A.S. GERALDTON.

- 1. Ships parting Company.... TALMA bound Karachi 24 07 N 66 45E  
1000 hours 18 December.  
JALAMANI bound Karachi 24 18 N  
66° 35 E 1130 hours 18 December.
- 2. Station keeping... Average.
- 3. Signalling... Good.
- 4. Ships joining after departure..... ELLENGA and CITY OF BARCELONA from  
Karachi 24 18N 66 35 E 1130 hours  
18 December.
- 5. Nil.
- 6. Ocean Escort. "PUNJAB" and "GERALDTON" from  
Bombay to 26° 20 N 56° 38E when  
convoy dispersed.
- 7. Air Escort... Seen in 22 37 N 68 00 E 1637 hours  
17 December.
- 10 Incidents.... One submarine contact 24° 18 N  
66° 25 E
- 11. Suggestions. Ships of similar speed should be  
classed together when possible.

W.H. Creese, Master.

S.S. RAJULA.



AWM 78  
AWM 78