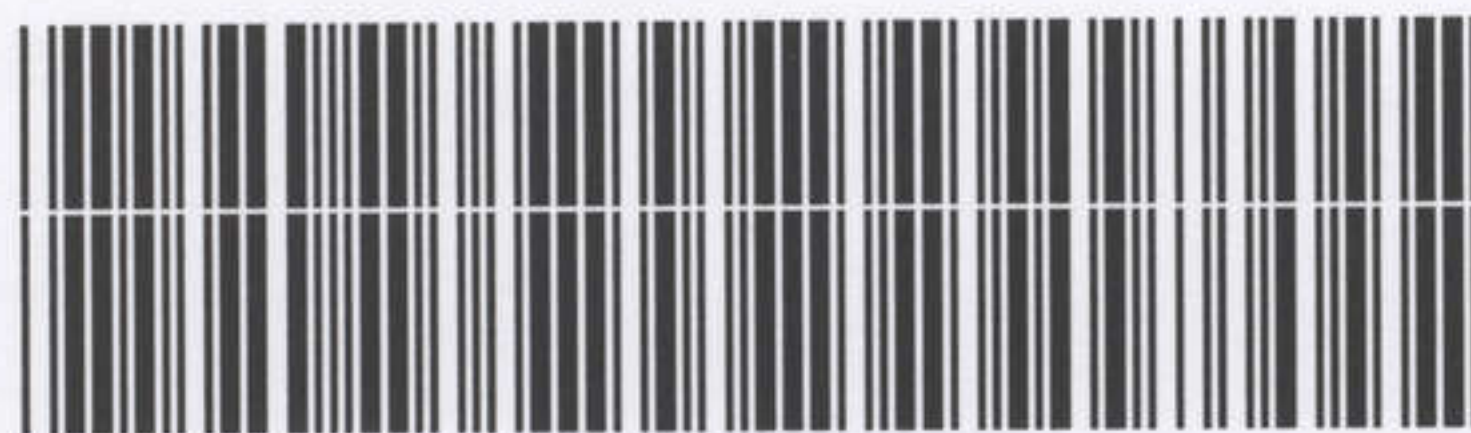


**AWM78**  
**Reports of Proceedings,  
HMA Ships and Establishments**

**HMAS GERARD**

**Item number: 119/2**

**Title: July 1943 - October 1945. Duplicate**



AWM78-119/2



[119/2]

DUPLICATE

REPORT OF PROCEEDINGS

H.M.A.S. "GERHARD"

AUSTRALIAN WAR MEMORIAL  
ACCESS STATUS  
**OPEN**

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

Signature: *R. L. Smith* Date: 1 Nov 1990



From:- The Commanding Officer, H.M.A.S. "Gerard".

Date:- November 10th, 1945.

To:- The Naval Officer in Charge, New Guinea. (copy to the Secretary of the Australian Commonwealth Naval Board.)

Subject:- REPORT OF PROCEEDINGS-OCTOBER-1945.

*Duplicate*

Submitted for your information the Monthly Report of Proceedings of H.M.A.S. "Gerard" for the month of October, 1945.

1st October. At anchor off Dalrymple Is. in the North-East Channel on voyage from Port Moresby towards Cairns. The engines were opened up, examined and found in apparent good order. At 0400, weighed anchor and proceeded on voyage towards Cairns. "Gerard" had good weather and good progress was made until off the Flinders Group at daylight on Oct 3rd. The strong head wind and rough sea encountered made further progress impossible and vessel was put about and anchored in Stokes Bay until the weather abated. The wind continued strong until daylight on the 5th, when anchor was weighed and vessel proceeded towards the Howick Group, anchoring in the lee of the land there at 1705. The wind falling light at midnight, anchor was again weighed and vessel proceeded on voyage. Thereafter good weather was encountered and good progress was made to Cairns, vessel arriving there on Sunday Oct 7th.

Sailed from Cairns at 1330 on Oct 8th and proceeded towards Townsville. Weather conditions very good. Sighted a floating mine which had apparently broken adrift from its moorings whilst a little South of White Rocks Lighthouse and sank it with rifle fire. Arrived at Townsville at Noon Oct 9th.

Sailed from Townsville at 1430 Oct 10th for Brisbane. Good weather and good progress until the last dog watch Oct 12th, when the engines were stopped for approximately an hour owing to the lubricating pump failing. Later, at 2318 the engines stopped owing to the bottom end of No 4 Cylinder having run. The piston was lifted and the crank shaft pin found to be damaged. Course was set for Gladstone and "Gerard" proceeded there on three cylinders.

Secured alongside at Gladstone at 1536 on Oct 13th.

The Australian Army Tug "KEERA" had been following us up from Port Moresby a day astern so it was suggested to and approved by the N.O.I.C. Brisbane that we await the "Keera's" arrival at Gladstone and proceed to Brisbane in company with her. "Keera" arrived at Gladstone on Wednesday Oct 17th, but was unexpectedly held up with repairs and awaiting spare belting for her fan engine until Saturday Oct 27th. The weather however was unfavourable during this time so it is doubtful if we would have been able to proceed had she been ready.

Some difficulty was experienced getting away from the wharf at Gladstone as only two cylinders would function. "Keera" therefore took us in tow, "Gerard" assisting as much as she was able to on two and at times three cylinders. Good weather was experienced all the way and the Pile Light was reached at 0930 on Oct 29th. The tow line was slipped there and "Gerard" proceeded up river, "Keera" following up astern. About a mile short of the Colonial Sugar Refinery wharf the "Gerard's" engines stopped and could not be re-started so "Keera" again took us in tow and placed us alongside the wharf. The trouble on this occasion as reported by the C.E.R.A. was that No 1 Piston had "seized". It has been arranged that as "Keera" is en route to Sydney "Gerard" will be towed by her. "Gerard" is taking 40 drums Diesel Oil fuel in her hold to re-fuel "Keera" at Coal's Harbour and will also transfer fresh water.

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

*R. Loran*



From:- The Commanding Officer, H.M.A.S. "GERARD".

Date:- October 10th, 1945.

To:- The Naval Officer in Charge, New Guinea. (copy to the  
Secretary of the Australian Commonwealth Naval Board.)

Subject:- REPORT OF PROCEEDINGS - SEPTEMBER, 1945.

*Duplicate*

Submitted for your information the Monthly Report of Proceedings of H.M.A.S. "Gerard" for the month of September, 1945.

On Sept 4th, with Eng. Lieut Lees, R.A.N.R.(S) on board, "Gerard" proceeded on engine trials. Runs were made inside the harbour at Port Moresby over a distance of 2½ miles each way and engine revolutions maintained at between 280 and 290, these being considered the maximum that could be maintained without damage to the Cams and Rollers.

The runs were made against and with a fresh breeze, there being a choppy sea with no swell. The speeds made over the ground were 5.4 and 7.0 Knots respectively.

Proceeding out of harbour, with wind force 4 and moderate sea and swell, "Gerard" over a run of 2.2 miles in each direction against and with the wind, made 3.1 and 6.1 knots, revolutions 285 average.

This performance tallied with previous experience gained on the ship with this number of revolutions. With a fresh to strong head wind and rough sea the speed decreases proportionately until it is impossible to make headway or estimate in which direction the ship is making.

A report on the above trials was made to the Naval Officer in Charge, New Guinea by Eng. Lieut Lees, R.A.N.R.(S) and the "Gerard" lay at Port Moresby meantime awaiting instructions.

The reason for the respectable averages maintained from the time of Re-fit at Sydney was mainly due to the favourable weather experienced practically the whole of the way to Madang. A lull in the SE trades was taken advantage of for the voyage to Milne Bay from Bramble Cay. The return voyage from Madang to Milne Bay was a struggle and vessel was anchored in Porlock Harbour to await nightfall and a consequent moderating of the wind to make the passage through the reefs round Cape Nelson. Going through during the night the speed made good on the Tufi Leads was 2.3 knots. Revolutions had to be increased to 310 to do this and probably resulted in the breakdowns of the fuel injection system on the voyage towards Port Moresby.

On Sept 26th, instructions were received to proceed to Port Adelaide to "Pay Off". The cargo already on board for Madang was discharged and vessel moved round to the Engineer's Wharf to load the Loop wire deposited there by H.M.A.S. "Limosa" for Sydney.

Loading of this wire commenced on Sept 27th and was completed at 1800 on the 28th. All the wire could not be taken without heavily overloading. The estimated weight of eighty tons was evidently considerably in error.

At 0600 on the 29th "Gerard" left Port Moresby for Cairns. Fresh to strong SE trades were encountered and good progress maintained to Dalrymple Is. at 1711 on Sept 30th. Vessel anchored and the engines were opened up for examination. They were in apparent good order.

The health and conduct of the Ship's Company have been good.

<u>Monthly Summary for September.</u>	Distance 248 miles.
Totals since July 19th, 1943	Steaming Time:- 34 hrs 52 mins.
<u>to end of September, 1945.</u>	<u>Average Speed:- 7.11 knots.</u>

Total Distance:- 20,914 miles.  
Total Steaming Time:- 3357 hrs 36mins.  
Average Speed:- 6.23 knots.

*R. A. Lorains:*  
Lieutenant, RANR(S).

Commanding Officer, H.M.A.S. "Gerard".



# Commonwealth of Australia.

St 6839

Department of the Navy.

## Royal Australian Navy.

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~~RESTRICTED~~

(See file 72/51/56) Daily

From The Commanding Officer, H.M.A.S. "Gerard".

Date 3rd September, 1945. Reference No.

To The Naval Officer in Charge, New Guinea. (copy to the  
Secretary of the Australian Commonwealth Naval Board.)

Subject REPORT OF PROCEEDINGS-August, 1945.

Submitted for your information the Monthly Report of Proceedings of H.M.A.S. "Gerard" for the month of August, 1945.

The spare parts mentioned in the July Report of Proceedings arrived at Port Moresby on August 2nd and a start was made on machining and fitting them. As this work appeared to be taking a considerable time the Base Engineer Officer at Port Moresby was called in officially to supervise the work.

The Engines were fitted with 4 new Roller Levers, Cams & Rollers and were ready for trial on Saturday, Aug 18th. After four hour's running alongside the Wharf they were opened up for inspection and it was found that Nos 2 & 3 Cams and rollers were defective and Nos 1 & 4 showing signs of undue wear.

It is now the opinion of the C.E.R.A. ( J.R. McIntosh ) that that the continued trouble with the Fuel injection system is due to the fitting at Sydney of the adapted type of Atomiser consequent on the non-arrival from England of the correct type.

As it appeared that the fitting of the remaining spares and a similar trial would only result in rendering them unfit for further use, a report was forwarded of the continued breakdowns to the Naval Officer in Charge, New Guinea.

The S.O.(E)'s representative is at present on his way to Port Moresby to investigate. The Engines have again been dismantled since the trials on Aug 18th and the defective parts replaced with the sole remaining spares.

The health and conduct of the Ship's company have been good

Monthly Summaries and Totals are the same as at the end of July.

(SGD.) R.A.LORAINS.

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

Commanding Officer.



From:- The Commanding Officer, H.M.A.S. "GERARD".

Date:- 3rd August, 1945.

To:- The Naval Officer in Charge, New Guinea.  
(copy to the Secretary of the Commonwealth Naval Board).

Subject:- Monthly Report of Proceedings for July, 1945.

Submitted for your information the Monthly Report of Proceedings of H.M.A.S. "Gerard" for the month of July, 1945.

On July 1st and 2nd "Gerard" was at Milne Bay discharging cargo, taking Fuel, Fresh Water and Provisions, departing at 0600 on the 3rd for Port Moresby. Vessel made good progress through the China Straits and excellent progress towards Port Moresby with the strong following wind and rough sea. At 0535 the following morning, July 4th, No 3 Cylinder cut out. "Gerard" however continued to make good progress with the favourable weather and entered Basilisk Passage at 1800 same day, securing alongside the wharf at 1900. Whilst manœuvring alongside No 4 Cylinder cut out. On examination it was found that the roller levers and rollers in the fuel injection system of both No 3 & 4 Cylinders were broken.

Earlier in the day a signal was despatched by W/T to Madang requesting that a case of spares containing roller levers and rollers etc be forwarded to Port Moresby for "Gerard". N.O.I.C. Townsville had advised us that this case had been despatched per RAAF plane to Madang on June 23rd. Madang replied to our signal stating the case had not been received at Madang. "Gerard" was consequently immobilised pending receipt of this case of spares and the appropriate authorities informed.

The spares were eventually received yesterday, Aug 2nd, from Madang and a start has been made on a little necessary machining to them. It is hoped to have this completed and the new roller levers and rollers fitted to enable us to again get under way.

The health and conduct of the Ship's Company has been good. The fine weather at Port Moresby has enabled quite a lot of necessary work around the decks and overside to be done.

Monthly Summary  
for July.

Milne Bay to Port Moresby. Distance 276 miles.  
Steaming Time 35hrs 47 mins.  
Average Speed 7.7 knots.

Totals since "Gerard" Commissioned as a Store Carrier July 19th, 1943 . until the end of July, 1945.

Total Distance:- 20,666 miles.  
Total Steaming Time:- 3322 hrs 44mins.  
General Average Speed:- 6.22 knots.

Average distance per ton of fuel for July:- 213 miles.

*RAL.*  
Lieutenant, RANR(S).  
Commanding Officer.



(See file 72/51/50) J Bailey

**From:-** The Commanding Officer, H.M.A.S. "GERARD".

**Date:-** 3rd July, 1945.

**To:-** The Naval Officer in Charge, New Guinea.  
(copy to the Secretary, Australian Commonwealth Naval Board.)

**Subject:-** Monthly Report of Proceedings. June, 1945.

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14 JUL 1945

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Submitted for information the Report of Proceedings for the month of June, 1945, of H.M.A.S. "Gerard".

- HN.
- 1st June. At Thursday Is. awaiting more settled weather conditions.
- 2nd June. 0645 Sailed for Port Moresby via North East Passage. Strong ESE wind and rough sea. 1215 Anchored in lee of Double Is. as unable to make Coconut Is. before nightfall.
- 3rd June. 0252 Weighed anchor and proceeded. Fresh ESE wind and rough sea. 1550 Anchored in lee of Coconut Is.
- 4th June. 0627 Anchor weighed and proceeded. Fresh ESE wind, mod to rough sea. 1449 Stephens Is. abm. At 1303 as vessel was making good  $1\frac{1}{2}$  knots and 30 degrees leeway, turned about and anchored in lee of Stephens Is. for the night.
- 5th June. 0644 Anchor weighed and proceeded out of NE Channel. Mod SE wind and sea. 1310 Bramble Cay Lt. abm.
- 6th June. Towards Port Moresby. Mod ESE wind, mod beam sea.
- 7th June. Towards Port Moresby. 0315 to 0317 Engines stopped owing to funnel catching fire. Proceeded at reduced speed with funnel still sparking badly. Gentle SE wind and slight sea. 1340 Entered Basilisk Passage. 1345 Funnel again afire. Stopped engines and ship drifted gently up channel to Port Moresby. 1440 Proceeded at slow speed. 1521 Secured alongside inner end of Main Wharf.
- 8th June. Discharging cargo. 2325 Completed discharge.
- 9th June. At Port Moresby. Loading Naval Stores for Madang. Loading continuously until 0015 June 10th.
- 10th June. At Port Moresby. Loading resumed at 0400 and completed at 1330.
- 11th June. At Port Moresby. 0723 Cast off from Main Wharf and proceeded to oil wharf to fuel. 0830 Fuelling completed. Returned to Main Wharf to embark stores. Trouble experienced with Main Engines during manoeuvring. 1127 Main Engines ready after minor adjustments. Cast off and proceeded to Milne Bay. Light SE wind and fairly smooth sea.
- 12th June. At sea towards Milne Bay. Light SE wind and slight sea.
- 13th June. 0803 Entered China Straits. 1343 Arrived at Milne Bay & secured to U.S.N. wharf.
- 14th June. At Milne Bay. 0655 Proceeded to Ahima to load 3 ton truck at floating crane. Adjusting Main Engines. 1224 Cast off and proceeded on voyage to Madang. Mod SSE wind and sea.
- 15th June. At sea towards Madang. Light following wind and sea.
- 16th June. At sea towards Madang. Gentle following wind and sea.
- 17th June. Towards Madang. Similar weather and conditions. 1046 Entered Dallman Pass. 1110 Secured alongside No 1 Wharf
- 16/10



- 18th June. At Madang. 1113 Proceeded alongside H.M.A.S. "Bangalow" to discharge truck and returned alongside at 1315. Commenced discharging Naval Stores throughout 18th & 19th.
- 20th June. At Madang. 0600 Shifted berth to No3 Berth. Discharging resumed and completed at 1250. Fresh water taken from H.M.A.S. "Tolga".
- 21st June. 0845 Slipped from No 3 Berth and secured alongside No 2. Loading cargo for Langemak, Lae, Oro Bay, Milne Bay & Port Moresby. 3 RAN, 4 AIF & 7 RAAF personnel embarked for passage to Lae. 1624 Slipped and proceeded on voyage to Langemak Gentle E by S wind, fairly smooth sea and mod. swell.
- 22nd June. Towards Langemak. Calm, smooth sea and moderate swell.
- 23rd June. Towards Langemak. Wind increased to fresh SE, mod sea & swell. Vessel made no progress whatever from 0400 whilst in vicinity of Fortification Point so at 1500 wirelessly Langemak requesting assistance to round Fortification Pt. At 2000 "Caledonian Salvor" arrived but "Gerard" was then making a little headway (about 1 knot but improving as Fortification Pt was rounded. "Caledonian Salvor" returned to harbour after being assured we would make Langemak without assistance.
- 24th June. 0202 Arrived off Langemak, 0309 Anchored in Finsch Harbour. Discharged cargo, weighed anchor and proceeded at 1706 towards Lae. Calm and smooth sea,
- 25th June. 0424 Anchored off Lae. 0700 Anchored in Milford Haven. 1000 Secured alongside and discharged cargo and personnel. 1651 Slipped and proceeded towards Oro Bay.
- 26th June. Towards Oro Bay. Mod head wind, mod to rough sea.
- 27th June. 0732 Entered Oro Bay. 0749 Secured alongside F.S. 702. Discharged cargo and secured fresh provisions. 2205 Slipped and proceeded towards Milne Bay. Light SE wind and slight sea.
- 28th June. Good progress was made throughout the night but as the breeze freshened with daylight no progress whatsoever could be made in the vicinity of Hall Pt (Cape Nelson). I turned about and anchored in Porlock Harbour until 1700. Weather moderated somewhat with nightfall and progress made with Tufi Leads in line was 2.3 knots.
- 29th June. Towards Milne Bay. 0204 Ham Reef Lt. abm. 1817 Ipoteti Lt abm. (43 miles from Ham Reef). Weather improved at night.
- 30th June. 1002 Passes through Jackdaw Channel. 1447 Anchored in Stringer Bay. (Milne Bay).

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

In endeavouring to obtain more revolutions than 275 we get trouble with the funnel catching fire. A signal was received during the month from F.O.I.C.S. requesting information as to whether the atomisers fitted during re-fit were working satisfactory. The Chief E.R.A. assures me they are, though it appears strange we could obtain considerably more revolutions before we went South for re-fit. It seems to be these 50 revolutions between 275 and 325 that make all the difference between making a little headway and stopping.

*R. Lorrains*  
Lieutenant, R.N.N.R.(S).

Commanding Officer.



	<u>Distance.</u>	<u>Steaming Time.</u>	<u>Av.Sp.</u>
Thursday Island to Port Moresby	370 miles	82 hrs 02 min.	4.59 kn
Port Moresby to Milne Bay.	285 "	49 " 30 "	5.75 "
Milne Bay to Madang.	505 "	70 " 21 "	7.20 "
Madang to Langemak.	155 "	58 " 07 "	2.66 "
Langemak to Lae.	64 "	10 " 42 "	6.00 "
Lae to Oro Bay.	163 "	38 " 23 "	4.25 "
Oro Bay to Milne Bay.	240 "	55 " 18 "	4.30 "
<hr/>			
<u>Totals for month of June:-</u>	<u>1782 miles.</u>	<u>363<sup>4</sup> " 23 "</u>	<u>4.89 "</u>

Engine Statement.

Main Engine Diesel Fuel Oil	2217 galls.
Auxiliary Diesel Fuel Oil	372 "
Lubricating Oil	198 "
Stern Tube Oil	2 "
Grease	4 lbs.
Fresh Water	36 tons.

*R. J. J. J.*  
Lieutenant, RANR(S).

Commanding Officer.



From:- The Commanding Officer, H.M.A.S. "GERARD".

Date:- 1st June, 1945.

To:- The Secretary, Australian Commonwealth Naval Board, Melbourne.  
(copy to the Naval Officer in Charge, New Guinea.)

Subject:- Monthly Report of Proceedings. May, 1945.

*Duplicate*

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

May 1st to May 18th. Alongside at Gladstone awaiting Engine Spares.

May 18th. 1800 Spares, including Roller Lever, arrived by Quantas Aircraft. ERAs engaged fitting same.

May 19th. Spares being fitted. Engines tested P.M. this day and minor adjustments being made.

May 20th. 0938 Cast off from wharf and proceeded on voyage to Townsville. 1300 Rendezvoused with H.M.A.L. 431 off Jenny Lind buoy and received recognition signals. Light E'ly wind and smooth sea.

May 21st. At sea towards Townsville. Mod favourable wind and sea.

May 22nd. At sea towards Townsville. Fresh to strong following wind & sea 0611 Passed Dent Is. Lt. (Whitsunday Passage).

May 23rd. 0402 Arrived Townsville and anchored off Fairway buoy. 1050 Received berthing instructions. 1207 Secured alongside Dual purpose Wharf, Townsville. Discharged Townsville cargo and loaded Thursday Island cargo this P.M. Taking stores, fuel and frash water.

May 24th. At Townsville awaiting Cam shaft Locking screws being made.

May 25th. 0700 Slipped from Wharf. 0730 Cleared Channel. On voyage to Thursday Island. Fresh following wind and moderate sea.

May 26th. At sea towards Thursday Island. 0533 Fitzroy Is. Lt. abm. Fresh to strong following wind and moderate sea.

May 27th. At sea towards Thursday Island. 1000 Pipon Is. Lt. abm. Strong to fresh following wind and moderate sea.

May 28th. At sea towards Thursday Island. Fresh quarterly wind, mod to rough sea. 2000 Cairncross Lt. abm. Moderate ESE gale and rough sea. 2330 Weyburn Rf. Lt. abm. Vessel hove to to await daylight.

May 28th. 0520 Voyage resumed towrds Thursday Island. Weyburn Rf. Lt. abm. Proceeded through Prince of Wale's channel. 1635 Secured to Main Wharf, Thursday Island.

May 30th. 0740 Cast off from Main Wharf and secured to Engineer's Jetty. 0830 Commenced discharge of cargo. 1600 Completed discharge of Thursday Island cargo.

May 31st. Unsettled weather conditions prevailing in Torres Straits with winds of gale force. Awaiting more settled conditions.

It is regretted that so much delay was experienced during the month awaiting parts for the main engines at Gladstone. With favourable weather conditions, the wind and sea on the quarter or right aft, "Gerard" makes fairly good progress and makes good her courses set. With the wind on the bow or ahead her progress is such as to make navigation extremely hazardous, especially in the vicinity of reefs.

Health and conduct of the Ship's company has been good.



The Main Engines have performed very well since leaving Gladstone but it is respectfully submitted they were originally installed as auxiliary to sail only. They were apparently designed for 375 revolutions but 280 seems to be all they are capable of doing at present. They are definitely not sufficiently powerful to undertake an open sea voyage where head winds may reasonably be expected to prevail.

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

Distance. Steaming Time. Av. Sp.

Gladstone to Townsville.....	426 miles	65hrs..00 mins.	6.55kts.
Townsvilles to Thursday Island.....	675 "	97 " 37 "	6.92 "

Engine Statement.

Main Engine Diesel Fuel .....	1260 galls.
Auxiliary Diesel Fuel.....	372 "
Lubricating Oil.....	134 "
Petrol.....	10 "
Engine Running hours.....	174½ hrs.
Average Revolutions.....	282.6 revs,

*RAL.*

Lieutenant RANR(S).

Commanding Officer.

H.M.A.S. "GERARD".



From:- The Commanding Officer, H.M.A.S. "GERARD".

Date:- 1st May, 1945.

To:- The Secretary, Australian Commonwealth Naval Board, Melbourne.  
(copy to the Naval Officer in Charge, New Guinea.)

Subject:- Monthly Report of Proceedings. April. 1945.

Submitted,

For the information of the Naval Board, Report of Proceedings of H.M.A.S. "GERARD" under my command for the month of April, 1945.

April 1st to 4th. Alongside at Messrs Poole and Steel's Wharf at Balmain completing re-fit.

April 4th. "Gerard" towed to Walsh Bay and cargo loaded for Thursday Island and Port Moresby. Completed loading P.M.

April 5th. Main Engines tested for approximately four hours whilst alongside during forenoon and tests satisfactory. After minor adjustments to Engines vessel cast off from wharf and proceeded to sea about 1430 for four hour's sea trials. Passed over D.G. Range on passage out of harbour and D.G. reported satisfactory. 12 pdr Gun functioning trials satisfactory. Outside of harbour revolutions were increased to run the measured distance South of Sydney Heads. Wind was N'ly, force 4. Sea slight, no swell. On the S'ly run of measured distance with favourable wind, speed attained was 7.7 knots, but on N'ly run speed was 4.9 knots only. Revolutions attained over these runs were 308. Designed speed is 375 revolutions.

On return from sea vessel berthed at Garden Island Stores Jetty.

April 6th. Alongside Stores Jetty storing ship. 1345 Cast off from wharf and proceeded to No 3 Buoy under tow as Main Engine adjustments not completed. Vessel swung at No 3 Buoy for Compass Adjustment. On completion of Compass Adjustment completed storing and ammunitioning ship. Main Engines reported ready at 1430.

1746 Cast off from Buoy and proceeded on voyage towards Brisbane.  
1817 Cleared Boom. Light following wind, moderate swell.

April 7th. On passage towards Brisbane. Mod to fresh following wind and sea. "Gerard" made good progress under favourable weather conditions until about 2200 approaching Smoky Cape Light. Wind then backed to East increasing in force. Speed made good from Smoky Cape Lt. at 2200 until 0800 the following morning was 2.7 knots.

April 8th. At 0845 the C.E.R.A. reported No 2 Cylinder not working. As "Gerard" had been making little enough progress on four cylinders with a strong on-shore wind, I decided to anchor in Trial Bay and investigate the trouble with the Engines. 1051 Anchored in Trial Bay. The Engines were opened up and No 2 Cam and Roller were found to be defective. At 1630 weather had moderated and anchor was weighed, vessel proceeding on three cylinders towards Coff's Harbour.

April 9th. 0651 Anchored in Coff's Harbour to await arrival of spare cam signalled for by R/T the previous day. Ship's staff employed opening up engine and taking off defective cam and roller.

April 12th. Spare cam arrived by rail. Ship's Staff employed fitting same and adjusting timing.

April 15th. 1142 Main Engines testing and reported satisfactory at 1430.  
1459 Anchor weighed and proceeded on voyage to Brisbane. Light NNE wind and smooth sea.

April 16th. Towards Brisbane. Mod. following wind and sea.

April 17th. 1207 Arrived at Brisbane and secured alongside Victualling Store Wharf.

April 18th. Loaded cargo for Townsville and Thursday Island.

April 19th. Cast off from Victualling Store Wharf and secured to C.S.R. Co's Wharf to effect minor repairs to windlass and Lister generator.

April 21st. Repairs completed and sailed at 1400 for Townsville.  
2200 Passed Caloundra Head Lt.

April 22nd. At sea, Brisbane towards Townsville. Vessel making good progress with wind on quarter, rolling heavily. Speed reduced considerably on approach to Sandy Cape Lt. and Breaksea Spit Lt. V. due to strong S'ly set. Wind SE force 4. rough sea. 1958 Sandy Cape Lt. abm



- April 23rd. 0322 Breaksea Spit Lt. Vessel abm. 230 dist 5.5 miles. Throughout the night the funnel was continuously emitting showers of sparks and one hand was on full time duty extinguishing them on the hatch tarpaulins and canvas gear. After rounding Breaksea Spit Lt. V. a speed of 8 knots was maintained to Lady Elliot Is. with strong following wind and rough sea. At 1100 No 1 Cylinder failed. At 1512 No 3 Cylinder failed. Course was therefore set for Rodd Harbour with a fair wind and on two cylinders. 1658 Anchored in Rodd Harbour to investigate Engine trouble. It was found that temporary repairs could be made by Ship's Staff to No 1 Cylinder but the roller and carrier were broken for No 3 Cylinder. A W/T message was dispatched for spares to be forwarded to Gladstone.
- April 24th. 0600 Weighed anchor and proceeded towards Gladstone. No 3 Cylinder out of commission and No 1 defective. During this passage, with a fair wind, the funnel was emitting a constant stream of heavy oily carbon deposits. 1000 Arrived at Gladstone and anchored. 1400 Berthed alongside wharf.
- April 24th to April 30th. Berthed alongside at Gladstone awaiting arrival of spare rollers and carriers from Adelaide. On their arrival they will be fitted by the Ship's Staff and the voyage resumed.

The breakdowns of the Main Engine may be due to the Atomisers not being of the type designed for this engine. Owing to non delivery of the correct type from England I understand the type fitted are an improvisation.

In smooth water or with favourable weather conditions, as will be noted by the figures shown below, "Gerard's" performance does not leave much to be desired. In adverse weather conditions however, her power at present leaves little margin for safety with four cylinders functioning. With one cylinder out of commission she has not, in my opinion, sufficient power or reliability to keep her out of trouble. It is likely that the increased strain brought about by the failure of No 1 cylinder on April 23rd resulted in the breaking of the roller carrier on No 3 cylinder.

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

	<u>Distance.</u>	<u>Steaming T.</u>	<u>Average Sp.</u>
Sydney to Trial Bay.	208 miles.	39 hrs 55mins.	5.21 kn.
Trial Bay to Coff's Hr.	32 "	7 " 4 "	4.5 "
Coff's Harbour to Brisbane.	264 "	42 " 35 "	6.20 "
Brisbane to Rodd Harbour.	297 "	48 " 23 "	6.13 "
Rodd Harbour to Gladstone.	24 "	3 " 31 "	6.86 "
<u>Totals.</u>	<u>825 "</u>	<u>141 " 28 "</u>	<u>5.83 "</u>

Engine Statement. (Consumption)

Dieseline (Main Engines)	952 galls.
" (Auxiliaries)	281 "
Lubricating Oil	58 "
Petrol	11 "
Fresh Water	46 Tons.

*R. L. Lorrains.*  
Lieutenant, RANR(S)

Commanding Officer.

H.M.A.S. "Gerard".



From:- The Commanding Officer, H.M.A.S. "GERARD".

Date:- 8th December, 1944.

To:- The Secretary, Australian Commonwealth Naval Board.  
(copy to Naval Officer in Charge, New Guinea.)

Subject:- Report of Proceedings for the month of November, 1944.

Submitted,

For your information the Report of Proceedings for the month of November, 1944. of H.M.A.S. "GERARD", under my Command.

1st to 9th November. At Milne Bay awaiting tow to mainland.

9th November. 0521 Let go from Nelson Pier and proceeded to Ahima to rendezvous H.M.A.S. "WILCANNIA".  
0705 Rendezvous with "Wilcannia". 0719 Towline connected and proceeded. 1027 Cleared China Straits, paid out cable to lengthen towline. 1040 Proceeded on voyage. "Gerard's" engines working but stopped at 1245 owing to engine trouble. Thereafter during voyage they were started up every now and again but continued to give trouble so it was decided to hold them in readiness for emergency.

10th November. In tow of "Wilcannia" towards Brisbane. Light SE'ly wind and smooth sea.

11th November. In tow of "Wilcannia" towards Brisbane. Light variable winds and smooth sea. 0925 Euston Reef Beacon abm. 1930 Brook Is. abm.

12th November. In tow of "Wilcannia" towards Brisbane. Similar weather and conditions. 0512 C. Bowling Green Lt. abm. 1805 Transited Whitsunday Passage.

13th November. In tow of "Wilcannia" towards Brisbane. Light following winds and smooth sea. 1640 C. Capricorn Lt. abm.

14th November. In tow of "Wilcannia" towards Brisbane. Fresh following wind and rough sea. 0541 Breaksea Spit Lt. V. abm. 1755 Off Caloundra Lt. "Wilcannia" slowed and shortened in cable. 2148 Cast off tow-line and ships proceeded independently.

15th November. Proceeding down channel towards Brisbane. Fresh following wind and rough sea. Vessel making good 4 knots. 0600 Pile Light abm. 0809 Secured to M.L. 827 at Fairmile Base. 0928 Slipped from Fairmile Base and proceeded up stream to A.U.S.N. wharf. 1052 Secured. Discharged baggage etc to H.M.A.S. "MORETON". Fresh Water and provisions taken.

16th November. 1014 Slipped from A.U.S.N. wharf and proceeded down river to rendezvous H.M.A.S. "WHYALLA" at Pile Light. 1454 Lines aboard from "Whyalla" and towline connected up. 1501 Proceeded on voyage in tow of "Whyalla" towards Sydney. Fresh Following wind and rough sea. 2305 C. Moreton Lt. abm.

17th November. In tow of "Whyalla" towards Sydney. Fresh N'ly wind and rough sea. 0917 Cape Byron Lt. abm. 2033 S. Solitary Lt.

18th November. In tow of "Whyalla" towards Sydney. Light variable wind and fairly smooth sea. 0433 Smoky Cape Lt. abm. 1557 Sugarloaf Lt. abm. 1920 Port Stephen Lt. abm. 2340 Strong Southerly wind and rough sea.

19th November. In tow of "Whyalla" towards Sydney. Weather moderated. 0610 Arrived off Sydney Heads. 0645 Slipped towline. 0651 Proceeded into Sydney Harbour under own steam. 0656 Cracked manifold. Stopped engines and tug took over. 0740 Secured alongside Oil Wharf, Garden Island.

20th November. Alongside at Garden Island. 0825 Tug secured alongside and cast off from Oil Wharf. 0900 Secured alongside No 9 Walsh Bay. to await discharge of cargo.



H.M.A.S. "GERARD". Monthly Report of Proceedings, Nov. 1944. (cont).

21st November. At No 9 Walsh Bay awaiting labour to discharge cargo.

22nd November. At No 9 Walsh Bay. 1000 Gang Stevedores boarded and commenced discharging cargo.

1430 Completed de-ammunitioning ship.

1700 Completed discharge of cargo.

23rd November. 0800 Tug alongside. 0900 Cast off from Wharf and proceeded to Messrs Poole and Steele's Balmain, to commence re-fitting.

23rd to 30th November. At Messrs Poole and Steele's, Balmain.

Ratings placed on Lodging and Compensation as from Sat, 25th November. Watch-keepers standing by day and night for prevention of fire etc.

Vessel is at present undergoing extensive re-fit to Main Engines. The Health and conduct of the Ship's Company has been good. Where and as far as possible the ratings have been sent on three weeks leave.

The "Wilcannia" towed "Gerard" from Milne Bay at an average speed of 9.6 Knots (1284 miles in 133 hrs 41 mins.)

The "Whyalla" towed "Gerard" from the Pile Light, Brisbane to Sydney at an average speed of 8.4 knots.

Engine Room Statement:-

Dieseline Fuel Oil (for Dynamo)	466	galls.
Lubricating Oil	33	"
Kerosene	4	"
Petrol	18	"
Fresh Water	30	"

*R. A. Lorrain*  
Lieutenant R.A.N.R.(S).  
Commanding Officer.



From:- The Commanding Officer, H.M.A.S. "GERARD".

Date:- 1st October, 1944.

To:- The Secretary, Australian Commonwealth Naval Board.  
(copy to Naval Officer-in-Charge, New Guinea.)

Subject:- Report of Proceedings for the month of September, 1944.

Submitted,

For your information the Report of Proceedings of H.M.A.S. "Gerard" under my Command, for the month of September, 1944.

- Sept 1st. At Madang.
- Sept 2nd. At Madang. 0650 Weighed anchor and proceeded alongside H.M.A.S. "Cootamundra". Discharged transshipment cargo for H.M.A.S. "Kooapa" to "Cootamundra". 0917 Completed cargo and anchored.
- Sept 3rd. At Madang. Discharging cargo into ammunition lighter.
- Sept 4th. At Madang. 0655 Weighed anchor and proceeded alongside H.M.A.S. "Whang Pu" to discharge generator. Discharge of cargo into ammunition lighter continueing. 1328 Cast off from "Whang Pu" and anchored.
- Sept 5th. At Madang. 1640 Completed discharge of ammunition and ordered to proceed to Sek Harbour. 1851 Weighed anchor and proceeded alongside "Whang Pu" with ammunition lighter. 1905 Lighter secured to "Whang Pu" and "Gerard" proceeded to Sek Harbour. 2210 Arrived Sek Harbour and secured alongside M.L. 801 lying outside "Caroo" and "Wato" alongside the USS "Ganneymede".
- Sept 6th. At Sek Harbour. 0823 "Caroo" & "Wato" slipped and proceeded from "Ganneymede". "Gerard" under way seeking RAN timber that had presumably been discharged from "Ganneymede". 0930 Anchored in Sek Harbour to await instructions.
- Sept 7th. At Sek Harbour. 0717 Weighed anchor and proceeded to Madang. 0846 Anchored in Madang Harbour. 1230 Anchor weighed and secured to wharf to load empty oil drums for Lae, also water trailer for Langemak. 1555 Completed loading oil drums.
- Sept 8th. At Madang. 0735 Water trailer on board. 0801 Slipped and proceeded from wharf towards Langemak. Fresh head wind, mod to rough sea.
- Sept 9th. From Madang towards Langemak. Fresh to strong head wind and rough sea. Vessel making but little progress. 1509 to 1514 Engines stopped for Engineer's purposes.
- Sept 10th. Madang towards Langemak. Strong head wind and rough sea. M/V pitching heavily. Distance made good for 24 hours ending Noon 15 miles. 1800 H.M.A.S. "Kiama" passing North and asked if she could render assistance. After receiving advice from C.E.R.A. that the Engines were unlikely to continue going throughout the night I requested the "Kiama" to stand-by until 2400. At 2200 the weather had moderated somewhat and we commenced to make a little progress, so "Kiama" proceeded on her voyage.
- Sept 11th. Madang towards Langemak. 1017 Anchored in Finsch Harbour after receiving instructions from Langemak. 1242 Weighed anchor and secured to S. end of Nol Dock. Discharged trailer ashore. 1430 Slipped from S. end of Dock and secured stern on to N. end. Fresh water and stores taken on board whilst awaiting for CBs consigned to Langemak to be taken delivery of.
- Sept 12th. 2 bags CB Mail transferred to H.M.A.S. "LITHGOW". 0606 Weighed anchor and slipped from wharf. Engines failed to start so anchored off wharf. 1644 Engines reported ready. 1650 Weighed anchor and proceeded towards Lae. Light wind and fairly smooth sea.
- Sept 13th. 0741 Anchored off Lae. 1057 Weighed anchor and proceeded to anchorage off Milford Haven. 1237 Commenced discharge of empty drums into lighters. 1900 Completed discharge of drums. Awaiting outward cargo. 2030 Received instructions to proceed to Madang. 2100 Received on board 4 centrifugal pumps for Madang.
- Sept 14th. 0600 Weighed anchor and proceeded towards Madang. 1517 Nussing Is. Lt. abm. Light following wind and moderate sea.
- Sept 15th. Anchored in Madang Harbour.
- Sept 16th. At Madang. 0958 Weighed anchor and secured alongside V.S.I.S. "Merkur". Loaded cargo from "Merkur". 1547 Cast off from "Merkur" and proceeded alongside H.M.A.S. "HAWKESBURY". 1721 completed discharging to "Hawkesbury" cast off and anchored.
- Sept 17th. At Madang. Cargo loaded during afternoon ex H.M.A.S. "BURDEKIN".



Report of Proceedings, H.M.A.S. "GERARD" September, (continued).

Sept 18th to Sept 20th. At Madang.

Sept 20th. 1436 Weighed anchor and secured alongside H.M.A.S. "BUNGAREE". Loaded a quantity of cargo from "Bungaree" and cast off from alongside at 1630 and anchored.

Remained at Madang until the end of the month.

Sept 23rd. Weighed anchor and proceeded alongside H.M.A.S. "PING WO", for Galley coal and fresh water.

Sept 27th. Received permission from A/Sø.(E) to commence on repairs to Main Engines as far as repair facilities at this Base allows.

The Main Engines have not performed very satisfactory this month. During the voyage from Madang to Langemak fresh to strong head winds and an adverse current was experienced, not unusual for this time of year, but the "Gerard" for one period of 24 hours could make no headway whatsoever. On a course of S60E by compass the course made good was South (true) and on a course of S70E by compass the ship made good 070.

The Engines were functioning on three cylinders only and on advice from the C.E.R.A. That they were likely to stop any time, advantage could not be taken of proceeding down Vitiaz Straits close inshore.

The sparks and burning carbon deposits emitted from the funnel at times necessitate a constant flow of water over tarpaulins and other combustible materials on deck. The present water service arrangements do not permit of this.

The condition of the Main Engines will no doubt be the subject of Report by the S.O.(E) after examination.

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

Commanding Officer.



Report of Proceedings for September, 1944. H.M.A.S. "GERARD". (cont).

Monthly Summary:-

	<u>Distance.</u>	<u>Steaming Time.</u>	<u>Average Speed.</u>
Madang to Finsch Harbour	157 miles.	73 hrs 41 mins.	2.13 knots.
Finsch Harbour to Lae.	64 "	7 " 56 "	8.07 "
Lae to Madang.	222 "	29 " 20 "	7.81 "

For September, 1944. Total Distance:- 443 miles.  
Total Steaming Time:- 110 hours 57 minutes.  
Average Speed:- 4.00 knots.

Recapitulation July 19th, 1943 to September 30th, 1944.

Total Distance:- 16,185 miles.  
Total Steaming Time:- 2499 hours 58 mins.  
General Average:- 6.47 knots.

Engine Statement. Oil Consumption etc.

Diesel Oil (Main Engines)	1597 galls.
Lubricating Oil	83 "
Dynamo Fuel (Distillate)	360 "
Petrol	70 "
Fresh Water	40 "

Engine Running hours 124 hours 23 mins.

Average revs per minute 280.6

*RA Lorain*  
Lieutenant R.A.N.R.(S).  
Commanding Officer.



From:- The Commanding Officer, H.M.A.S. "GERARD".

Date:- 1st August, 1944.

To:- The Secretary of the Naval Board, Melbourne.  
Copy to the Naval Officer in Charge, New Guinea.

Subject:- Report of Proceedings for the month of July, 1944.

Submitted,

For your information the Report of Proceedings for the month of July, 1944. of H.M.A.S. "GERARD", tender to H.M.A.S. "LADAVA"

*Duplicate*

- July 1st. Discharging R.A.A.F. cargo at Madang. 1703 Completed discharge. 1736 Left Madang.
- July 2nd. At sea. Mod SE wind, fine and clear weather. 1808 C.Bredow abm.
- July 3rd. At sea. Light to mod ESE wind and choppy sea. Overcast & showery. 0917 Mitre Rock Lt. Ho. 1953 Spear Is. abm. 2338 Ham Rf Buoy abm.
- July 4th. At sea. Mod SE wind, mod sea and swell. O'cast and showery weather. 0803 Ipoteti Is. abm. 1733 Cleared Jackdaw Passage. 2203 Arrived Milne Bay and anchored off Nelson Pier, Ladava.
- July 5th. to July 18th. At anchor off Ladava. Main Engine maintainance Repairs as per attached list of C/ERA McIntosh.
- July 19th. 0856 Weighed Anchor and proceeded from anchorage on Engine trials. 1056 Returned to harbour and at 1116 Secured to Oil wharf. 1620 Completed fuelling and secured alongside Nelson Pier, Ladava.
- July 20th. 0840 Commenced loading Naval Stores for Madang. 1555 Ceased loading for the day.
- July 21st. Loading Naval Stores for Madang and P.D. Wewak's Stores. Diver employed this day clearing Main injection of marine growth.
- July 22nd. 0950 Loading completed/. 1045 P.D. Wewak (LtCom. S.Komoll, RANR(S) and Staff) boarded. (total of 4 Officers and 22 ratings) for passage. 1105 Left Milne Bay for Madang. Fresh SE wind, rough choppy sea. Overcast and rainy weather. 1613 Cleared Jackdaw Passage.
- July 23rd. At sea towards Madang. Mod. following wind and sea. Cloudy & fair. 1537 Ham Rf buoy abm. 0638 Spear Is. abm. 1637 Mitre Rk. Lt. abm.
- July 24th. At sea towards Madang. Mod. following wind and sea. Cloudy & fair. 0245 Overcast and heavy rain. Visibility poor. Steered on reverse course for 1½ hours to make Nussing Is in daylight. 0655 Nussing Is. Lt. abm.
- July 25th. 0003 Arrived off Madang. Engines slow ahead to await daylight. 0635 Entered Madang Harbour. 0652 Anchored off Body Point.
- July 26th. 0648 Weighed anchor and proceeded alongside H.M.A.S. "WHANGPU" to discharge Naval Stores. 1730 Completed discharge of Naval Stores. 1831 Cast off from Whangpu" and anchored off Body Point.
- July 27th to July 31st. At anchor off Body Point, Madang. Loading Stores for Port Director, Wewak as required.

The health of the crew has been good. The main Engines after their overhaul in Milne Bay have left little to be desired. The steering gear is the same as in the last Report. Enclosed is the Monthly Summary and Engine Room Statement.

COMMANDING OFFICER  
*Ral.*  
H.M.A.S. "GERARD"



H.M.A.S. "GERARD".    Month of July, 1944.

	<u>Distance.</u>	<u>Steaming Time.</u>	<u>Average Speed.</u>
Madang to Milne Bay.	519 miles.	76 hrs 06 mins.	6.82 kns.
Milne Bay to Madang.	520    "	58    " 36    "	8.88    "

Total for July

---

Distance 1039 miles.  
Steaming Time 134 hours 42 mins.  
Average Speed 7.71 knots.

Recapitulation:- July 19th, 1943 to July 31st, 1944.

Total Distance:- 14,734 miles.  
Total Steaming Time:- 2,248 hours 21 mins.  
General Average Speed:- 6.55 knots.

Oil Consumption etc:-

Main Engine Fuel Oil,	1473 galls.
Lubricating Oil.	125    "
Dynamo Fuel (Distillate)	480    "
Petrol,	20    "
Power Kerosene,	18    "
Fresh Water,	32    "

Total Engine running hours 144 hours 53 mins.

Average revolutions per minute 316.



H. M. A. S. "GERARD".

July 1944.

Engine Maintenance Repairs carried out whilst at Milne Bay.

By Ship's Staff:-

All Cylinder Heads removed and Pistons withdrawn.

Engine de-carbonized, Cylinder Jackets cleaned.

New Piston Rings fitted as follows:-

No	1	Piston.	2	rings.
"	2	"	6	"
"	3	"	3	"
"	4	"	2	"

New Bottom end bearing fitted to No 2.

Circulating Pump overhauled.

Engine Atomizers overhauled.

Exhaust Manifolds and crank cases overhauled.

New joints fitted under Fuel pump.

Four leak off pipes from Atomizers fitted.

Three one-inch Valves and eight feet of one-inch pipe fitted from Atomizers to Settling Tank.

Four Valves and piping fitted to circulating water system.

New zinc plated fitted to all water jackets.

Sea-cock for circulating water for 10 K/W Dynamo Engine.

Two inch Centrifugal pump overhauled.

By Shore Staff:-

Main Engine Sea-cock and Grid cleaned by Diver.

One half bottom end bearing re-metalled and machined.

COMMANDING OFFICER

*R.H.*

H.M.A.S. "GERARD"

(signed). J. McIntosh.

C.E.R.A.



From:- The Commanding Officer, HMAS "GERARD".

Date:- July 1st, 1944.

To:- The Secretary, Naval Board, Melbourne.  
(Copy to N.O.I.C. NEW GUINEA.)

Subject:- Report of Proceedings, HMAS "GERARD" JUNE, 1944.

Submitted, For your information the Report of Proceedings for the month of June 1944, of HMAS "GERARD" tender to HMAS "LADAVA".

June 1st. At Milne Bay-fuelled from Oil Wharf.

June 2nd. 1204 Left Milne Bay for Beli Beli (Goodenough Is.). Met to fresh SE wind. Raining.

June 3rd. 1204 Arrived Beli Beli-commenced loading Port Director's stores for shipment to Milne Bay.

June 4th. 1615 Completed loading of stores and embarkation of Port Director with 17 Naval Personnel. Left Beli Beli.

June 5th. 1928 Secured alongside RAN Wharf at Ladava.

June 6th & 7th. At RAN Wharf Ladava, discharging Stores.

June 8th. Took fresh water and galley coal from HMAS "TOLGA".

June 9th & 10th. At RAN wharf Ladava. Loading Naval Stores etc for Lae, Langemak and Madang. Lieut S.W.Hall RANR(S) relieved by Lieut P.A.Lorains RANR(S) as Commanding Officer.

June 11th. 1200 Completed loading and proceeded to Lae.

June 13th. 0822 Anchored off Lae. 2312 Completed discharge and weighed anchor-proceeded to Langemak.

June 14th. 0700 Arrived off Langemak-instructed to proceed Finsch Hr. Anchored off Finsch Hr until berth available. 1707 Secured to wharf. 2115 Completed discharge.

June 15th. 0905 Received 96 bags ARMY Mail for Madang. 1020 Left Finsch Hr. for Madang. During voyage Main Engines were stopped 1 h 8 min for adjustment. Fresh following wind and mod sea.

June 16th. 0700 Anchored off Bodl Point, Madang Hr. Discharged cargo for P.D. Madang and left for Sek(Alexis) Hr at 1530. 1600 Secured alongside HMAS "KOOPA".

June 17th. 0700 Commenced discharging to "KOOPA". 0900 Completed discharge and left for Madang. 1200 Arrived Madang. Embarked 21 bags Mail and 4 A.I.P. Personnel for Langemak. 1400 Left Madang.

June 18th. 1400 Arrived off Langemak and ordered to Finsch Hr. 1438 Anchored in Finsch Harbour.

June 19th. Discharged remaining cargo. Embarked 13 RAN Personnel for Milne Bay. 1116 Left Finsch Hr.

June 20th. At sea. Fresh head wind and rough sea.

June 21st. 1740 Arrived Milne Bay and secured to RAN wharf, Ladava.

June 22nd. Proceeded to Oil Wharf. Fuelled, watered and returned to RAN wharf Milne Bay.

June 23rd. At RAN wharf, awaiting inspection of rudder by diver. When vessel is going at full speed about 12° of helm is the max-



2 Monthly Report of Proceedings HMAS "Gerard" (continued).

maximum that can be obtained. At slow speed no difficulty is experienced in obtaining the usual full rudder, between 30° & 35°.

- June 24th. Loading RAAF equipment and stores for Madang via Goodenough Is. Rudder inspected by RAN diving party this day but nothing untoward discovered below water.
- June 25th. 0400 Left Milne Bay. 1700 Arrived Goodenough Is. and secured alongside No 2 wharf at Bell Bell.
- June 26th. Loading throughout the day from 0800 until 1900 RAAF stores and equipment.
- June 27th. 0815 Resumed loading. 1010 Completed loading. Embarked one Officer and 15 OR (RAAF) Personnel with equipment and rations. 1020 Left for Madang.
- June 28th. At Sea towards Madang.
- June 29th. 1700 Entered Madang Harbour and anchored.
- June 30th. 1200 Proceeded alongside S/S "David E Hughes" to discharge tractor and jeep. 1500 Left from alongside "David E Hughes" and anchored. 2000 Commenced discharging into lighters.

General.

Very little trouble has been experienced this month with the Main Engines which have functioned admirably, aided by generally good weather. The steering gear or rudder is not all that could be desired and I would suggest it be subject to thorough examination at the next docking.

The health of the crew has been good. No facilities are on board for the making of bread and the only cold storage available on the ship is the domestic refrigerator on the Mess Deck, the Ward Room refrigerator having been out of order throughout the month. Difficulty is experienced in obtaining any kind of fresh provisions, consequently the diet is almost entirely of tinned provisions and with very little variety of these.

Enclosed are the Monthly Summaries and Engine Room Statement.

COMMANDING OFFICER

*KAL*  
H.M.A.S.

LIEUTENANT R.A.N.R. (S)

"GERARD"



HMAS "GERARD"

Month of June 1944.

	<u>Distance.</u>	<u>Steaming Time.</u>	<u>Av. Sp.</u>
Ladava to Belli Belli (Goodenough Is)	106	23 hrs 44 min	4.46
Belli Belli to Ladava	106	26 " 38 "	3.98
Ladava to Lae	363	43 " 45 "	8.30
Lae to Finsch Harbour	64	8 " 15 "	7.76
Finsch Harbour to Madang	159	17 " 17 "	9.20
Madang to Sek (Alexis) Harbour	13	1 " 34 "	8.30
Sek Harbour to Madang	13	1 " 31 "	8.10
Madang to Finsch Harbour (via Langemak)	161	24 " 00 "	6.70
Finsch Harbour to Ladava	369	52 " 51 "	7.00
Ladava to Belli Belli	106	12 " 13 "	8.68
Belli Belli to Madang	456	54 " 25 "	8.38
<u>Totals:-</u>	<u>1916 mls.</u>	<u>266" 13 "</u>	<u>7.20 knots,</u>

Summary:- July 19th 1943  
tp June 30th 1944.

Total Distance 13,695 miles.  
Total Steaming Time 2,113 hours 39 mins.  
General Average Speed 6.48 knots.

XXXXXXXXXXXXXXXXXXXXXXX

Engine Room Statement and Fuel Expenditure June 1944.

Main Engine Fuel OIL	2230 galls.
Dynamo " "	380 "
Lubricating Oil	180 "
Petrol	30 "
Stern Grease	1 lb.
Fresh Water	26 tons.
Hours under way	272 hrs 41 mins.
Av. Revs per minute	311.7

COMMANDING OFFICER

*R.L.*

H.M.A.S. "GERARD"



# Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. \_\_\_\_\_

From:- Commanding Officer, H.M.A.S. 'Guard'.

Date:- June 1<sup>st</sup> 1944.

To:- The Secretary, Naval Board, Navy Office, Melbourne.  
(copy to:- Naval Officer in Charge, New Guinea.)

Subject:- Report of Proceedings. H.M.A.S. 'Guard' - MAY.

Submitted,

For your information, the following report of proceedings for H.M.A.S. 'Guard', tender to 'Ladawa', operating for M.T.B. Base 4, Task Group 70.1, and for Naval Officer in Charge, New Guinea.

May 1<sup>st</sup> 2<sup>nd</sup> At Kanakope and at sea.

0657. May 2<sup>nd</sup>. Let go from wharf and proceeded.

May 3<sup>rd</sup> 4<sup>th</sup> At sea and at Duger Harbour.

Proceeded with fair wind and strong following sea, encountering heavy rain squalls in the Kuan Gulf.

0255. May 4<sup>th</sup>. Grounded off Cape Arkona.

1313 May 4<sup>th</sup>. Vessel refloated with no damage, during refloating operations fouled propeller with 3" wire. Vessel towed to Duger Harbour by H.M.A.S. Goulburn.

May 5<sup>th</sup> - 9<sup>th</sup> At Duger Harbour.

Secured alongside U.S.S. Portunus, discharging cargo as required.

Vessel's underwater surface surveyed by U.S.S. Portunus - no damage through grounding. Hic cleared from scum - no damage.

May 10<sup>th</sup> At Duger Harbour and at Langemak.

0724 Departure Duger Harbour.

0835. Arrived Langemak, awaiting orders.

1023 Received orders to proceed to Trischaven.

1042. 1701. Bottom End run. Vessel hove to.

1115. Vessel placed alongside 'Case Mausk' by U.S.S. P.C. 477.

Duplicate



# Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. \_\_\_\_\_

2.

May 11<sup>th</sup>. At Langemak and at Sea.

1805 - secured in tow by H.M.A.S. Lithgow, and proceeded.

May 13<sup>th</sup>. At Milne Bay.

1207 - Cast off from H.M.A.S. Lithgow.

1215 - Secured to R.A.N. tug 'Wato', and placed alongside R.A.N. wharf 'Ladava' for repairs.

May 14<sup>th</sup> - 31<sup>st</sup> At Milne Bay.

Vessel undergoing repairs to bottom end.

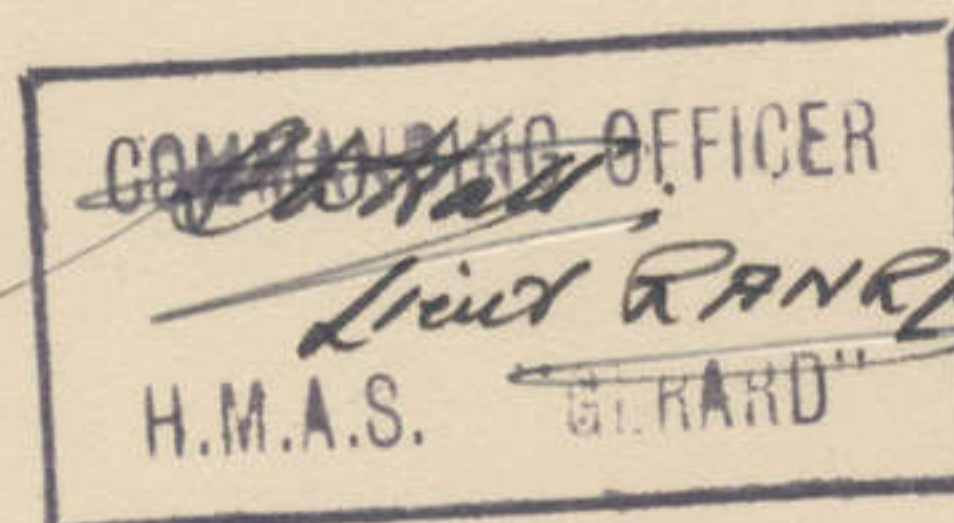
May 29<sup>th</sup> - Engines tried over - unsatisfactory.

May 30<sup>th</sup> - Engines tried over - unsatisfactory.

May 31<sup>st</sup>. Engines tried over and run for six hours. repair passed as satisfactory by Base Engineer Officer.

Remarks.

The health and conduct of the ship's company is good.





# Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. ....

## Monthly Figures.

	<u>DISTANCE.</u>	<u>ST. TIME.</u>	<u>AV. SP.</u>	<u>AV. REVS.</u>
Kanakope - Dugui Harbour.	340	43 <sup>m</sup> 50 <sup>m</sup> .	7.75.	292.7.
Dugui Harbour - Langemak.	7.	1 <sup>m</sup> 03 <sup>m</sup> .	6.80.	277.4.
TOTAL.	347.	44 <sup>m</sup> 53 <sup>m</sup> .	7.70.	285.1.

## SUMMARY.

	<u>DISTANCE.</u>	<u>ST. TIME.</u>	<u>AV. SP.</u>	<u>AV. REVS.</u>
July 19 <sup>th</sup> 1943 to May 31 <sup>st</sup> 1944	11779	1847 <sup>m</sup> 26 <sup>m</sup> .	6.3.	280.8.

COMMANDING OFFICER

*W. Hall* *Lang RAN*  
H.M.A.S. "GERARD"



# Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. \_\_\_\_\_

## Fuel Expenditure - MAY 1944.

Main Engine fuel oil - 280 gallons.

" " Lub. oil - 40 "

Diesel oil :- - 380 "

S.A.E 30. Lub. oil - 10 "

Steam Grease :- - 1 lb.

Petrol - 47 gallons.

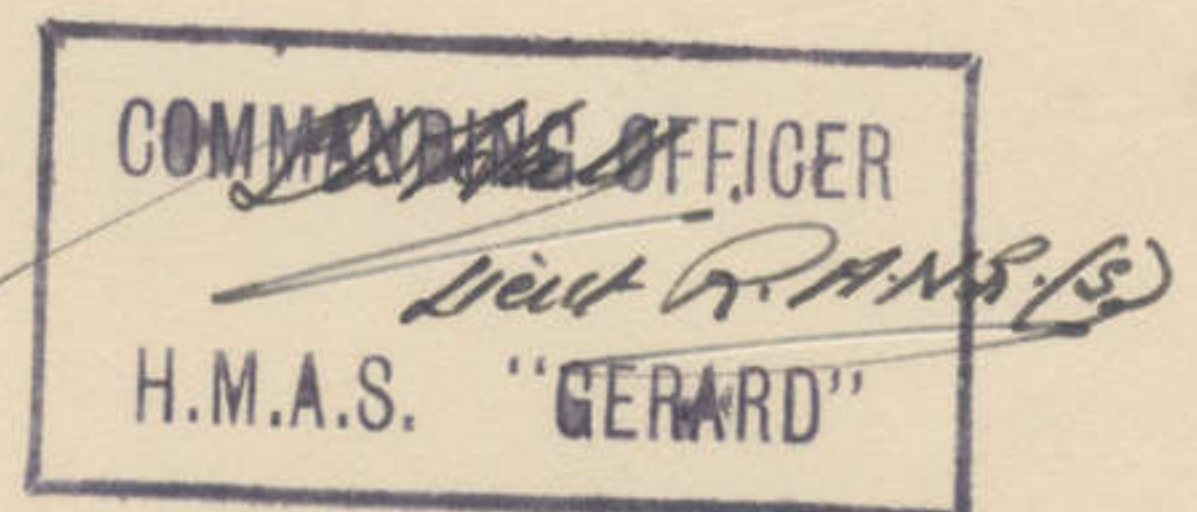
Power Kerosene. 16 gallons.

Fresh water 6000 gallons.

Av. Revs. :- 285.1.

Engine Running hours. 46 " 16 mins.

Distance steamed per gallon fuel. 1.3 miles.





From: Commanding Officer, H.M.A.S. Gerard.

Date: May 1<sup>st</sup> 1944.

To: The Secretary, Naval Board, Navy Office, Melbourne.  
(copies to N.O.I.C. New Guinea.)

Subject: Report of Proceedings - H.M.A.S. Gerard

APRIL  
~~1944~~

Submitted,

For your information, the following report of proceedings for H.M.A.S. 'Gerard', tender to 'Ladara', operating for H.T.B. base 4. Task Group 70.1; for month ending April 30<sup>th</sup> 1944.

April 1<sup>st</sup> At Kanakope and at sea.

0650, Proceeded from Kanakope with full load stores and one 30' motor launch in tow.

April 2<sup>nd</sup> At sea.

Oil cooler to main engine broken: 1352-1442 - Vessel hove to whilst repairs effected.

April 3<sup>rd</sup> At sea and at Dugger Harbour.

1958. Secured alongside U.S.S. Portunus.

April 4<sup>th</sup> - April 6<sup>th</sup> At Dugger Harbour.

Vessel discharged and loaded with 18 Packard engines.

April 7<sup>th</sup> At Dugger Harbour and at sea.

Completed loading. 1705-1905 Refuelled - 700 gallons taken. 1918 Proceeded to sea.

April 8<sup>th</sup> - 9<sup>th</sup> At sea.

April 10<sup>th</sup> At sea and at Kanakope.

0943. Main air-starting pipe smashed whilst proceeding alongside wharf.

Cargo discharged.

April 11<sup>th</sup> - 12<sup>th</sup> At Kanakope.

Loaded full cargo stores. The following engine room repairs were carried out by Engineers H.T.B. base 4: - One air starting pipe brazed, and one new oil cooling tank made to existing size and fitted by ship's staff.

April 13<sup>th</sup> At Kanakope and at sea.

0700 let go from wharf and proceeded.

April 14<sup>th</sup> At sea.

0850-0950. Vessel hove to through loss of lubricating oil to main bearings. Oil pressure reduced to 1 lb per sq inch. No repairs could be effected at sea - passage resumed.



April 15<sup>th</sup> At sea and at Dugger Harbour.

1131. Arrived Dugger Harbour and secured to U.S.S. Tortugas.

April 16<sup>th</sup> - 23<sup>rd</sup> At Dugger Harbour.

Discharging and loading cargo. Vessel refuelled - 4509 gallons taken.

The following Engine room repairs were carried out:-

Air Starting pipe re-brayed.

Main Generator overhauled and decarbonised.

Twin and Bilge pump overhauled and pronounced inoperable.

All main bearings checked, leads taken. <sup>Leaking</sup> oil grooves repacked. Main lubricating and scavenging pumps overhauled, and new delivery valves fitted.

Crank cases cleared, bottom ends examined, exhaust manifolds <sup>and silencers</sup> cleaned.

April 24<sup>th</sup> At Dugger Harbour and at sea.

0551. Let go and proceeded.

April 25<sup>th</sup> At sea.

0226 - 1155 Vessel dove to with fire in engine room.

April 26<sup>th</sup> At sea.

April 27<sup>th</sup> At sea and at Kanakope.

1203. Arrived Kanakope.

April 28<sup>th</sup> - 30<sup>th</sup> At Kanakope.

Loading and discharging cargo.

The auxiliary 1 1/2 kw. dynamo overhauled, and new bottom end bearing machined by engineers at Kanakope.

Small 'Pacific' <sup>portable</sup> auxiliary fire pump, obtained from N.T.B. base 4 fitted in Engine room by ship's staff. (Delivering 60 gallons per minute, theoretically.)

### Remarks.

The health and conduct of the ship's company is good.

With reference to the fire on April 25<sup>th</sup> this was occasioned by an accumulation of carbon in the silencer and funnel, ignited by exhaust gases, and oil escaping through the exhaust ports through the worn cylinders. To extinguish the fire, the engines were stopped, and bags wet packed around the uptake from the silencer - this prevented the bridge igniting, as this uptake became red hot before the carbon deposit finally burnt itself out. At the time water was not available, as the fire and bilge pump



did not function, and there were no sparking plugs available for the 'Pacific' pump until the vessel return to Kauakope.

The prevalence of fire has always been recognised on board - and this is one of three serious ones at the same source, and it is a standing order of the Commanding Officer that in every port the exhaust manifolds and silencer be cleaned. In 'Ladawa' in March 1944, to minimise the accumulation of carbon in the silencer and funnel, and to give a free exit for the exhaust gases, the spark arrester - fitted in Garden Island - was removed at the suggestion of the Chief E.R.A.

The Chief E.R.A. has submitted an independent report to the B.E.O. 'Ladawa'

### Fuel Expenditures. April.

Main Engine fuel oil : 1182 galls.

" " Lub. " 129½ "

D-useline fuel oil. 340 "

S.A.E. 30. Lub. oil. 15 "

Stem Grease 1 lb.

Petrol. 10 gallons.

Power house. 20 "

Fresh water. 3 tons.

Aw. Rws. 271.4.

Engine running hours. 242.

Distance steamed per gal. of fuel - 1.3 miles.





# Distances April 1944.

	<u>DISTANCE.</u>	<u>ST. TIME</u>	<u>AV. SP.</u>	<u>AV. REVS.</u>
Kanakore - Dugger :-	349 <sup>m.</sup>	60 <sup>h</sup> 07.	5.8.	276.6.
Dugger - Kanakore.	349	62 <sup>h</sup> 50.	5.5.	272.1.
Kanakore - Dugger.	365	51 <sup>h</sup> 37.	7.1.	292.6.
Dugger - Kanakore.	365.	77 <sup>h</sup> 50.	4.7.	245.8.
	1428.	252 <sup>h</sup> 24 <sup>m.</sup>	5.7.	271.8.

## TOTALS.

	<u>S.TIME.</u>	<u>DIST.</u>	<u>AV. SP.</u>	<u>AV. REVS.</u>
July 19 <sup>th</sup> 1943.				
April 30 <sup>th</sup> 1944.	1802 <sup>h</sup> 33 <sup>m.</sup>	11432 miles	6.34	276.4.





Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. \_\_\_\_\_

Duplicate ✓

From : Commanding Officer, H.M.A.S. Gerard.

Date : April 1<sup>st</sup>, 1944.

To : Secretary, Naval Board, Melbourne, S.C.I.

(copy to N.O.C. New Guinea.)

Subject: Report of Proceedings, H.M.A.S. Gerard, March 1944

Submitted,

For your information, the following report of proceedings of H.M.A.S. Gerard for the month ending, March 31<sup>st</sup>, 1944.

March 1<sup>st</sup> - 25<sup>th</sup>

Vessel lying alongside H.M.A.S. 'Koopa' at R.A.N. wharf, Ladava, undergoing repairs to bottom end bearing.

In addition the following work was performed,

- (a) Engine cleaned and timing checked.
- (b) Baffle plate and spark arrester removed from silencer.

March 20<sup>th</sup>. Board of Enquiry held on engine breakdown.

March 22<sup>nd</sup>. Degaussing gear tested by electrical artificer from 'Ladava' and found to be inoperative, due to faulty coils. Repairs cannot be effected locally.



# Royal Australian Navy.

IN REPLY PLEASE QUOTE

2.

No. \_\_\_\_\_

March 26<sup>th</sup>

0800 let go from wharf and proceeded to Kanakope,  
incorporating engine trials en route.

1317 Secured alongside jetty at Kana Kope.

1330-1550. Discharged cargo, carried from

Dregger Harbour.

1800. let go from jetty and anchored in stream.

March 27<sup>th</sup>

0600 Proceeded to Gamadodo, in accordance  
with instructions received from M.T.B. Base 4.

0954 Secured alongside liberty ship 'Simon  
Bolivar'.

Waiting loading.

March 28<sup>th</sup>-30<sup>th</sup>

Loading cargo as located in 'Simon Bolivar'.

2205 Completed loading.

March 31<sup>st</sup>

0550. let go from 'Simon Bolivar', 0604 secured  
thirty foot launch in tow astern, and  
proceeded to 'Kana Kope'.

0841 Vessel anchored in Kana Kope Bay.



# Royal Australian Navy.

IN REPLY PLEASE QUOTE

3.

No. \_\_\_\_\_

During passage from Gamadodo, the recently repaired bottom end ran warm; on arrival Kana Kope, bearing removed, examined, refitted and assembled.

## Remarks.

The health and conduct of the ship's company were good. It is regretted that so much delay has been occasioned by engine trouble; but it is to be expected; as the wear and tear on the engine increases with the loads put upon it, together with the fact that a thorough stripping down of the mechanism is long overdue. It is requested that the favour of your consideration be given to the letter, dated February 5<sup>th</sup>, reference B.S. 250/134, originating from the Rear-Admiral in Charge, Sydney, in order that these engines receive expert attention, before they break down altogether.



# Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. \_\_\_\_\_

## MONTHLY FIGURES.

	<u>S. TIME</u>	<u>DIST</u>	<u>Av. Spd.</u>	<u>REVS.</u>
Ladawa to Kanakope	4 H. 02 M.	21 M	5.0 kts	Various.
Kanakope to Gamadodo	3 H 14 M	16 M	5.0 kts	"
Gamadodo to Kanakope	2 H 30 M	16 M	6.4 kts	275.
Totals	9 H 46 M	53 M	5.4 kts	Various.

## TOTALS.

	<u>S. TIME</u>	<u>DIST.</u>	<u>Av. Spd.</u>	<u>Av. REVS.</u>
July 19 <sup>th</sup> , 1943 to March 31 <sup>st</sup> , 1944	1550 H. 09 M	10004 M.	6.4 kts.	281.

Fuel Oil expended, March, 1944.	40 gals.
Lubricating Oil " "	44 gals.
Dieseline expended " "	372 gals.
CY 2 " "	12 " "
Water " "	7,000 " "
Petrol " "	40 " "
Kerosene " "	30 " "
Engine running hours	9 H 50 M.
Distance per gal. of fuel	1.3 mls. per gal.



From:- Commanding Officer H.M.A.S. "Gerrard".

Date:- March 1st, 1944.

To:- Secretary, Naval Board, Melbourne, 831 (copy to M.O.I.C. New Guinea)

Subject. Report of proceedings H.M.A.S. "Gerrard", February, 1944.

Submitted,

For your information the following report of proceedings of H.M.A.S. "Gerrard", for the month ending February, 29th., 1944.

Tuesday-February 1st.

Continuing previous report - secured A.I.F. barge alongside at 0630, and proceeded inside reefs. 0830, cleared Negro reef. 0900, let barge go from alongside and streamed astern. 0905, barge settled in water and sank, due to excessive load. 1557, secured to R.A.N. wharf, Ladava.

Wednesday- February, 2nd.

Vessel refuelled from Tanker AASE HANSEN:-700 gallons taken, completed with fresh water from LYALL wharf--20 tons taken.

February, 3rd.,-4th.

Vessel alongside R.A.N. wharf discharging cargo consigned Port Director Madang.

February 5th.,-6th.

Vessel alongside R.A.N. wharf.

February, 7th.

Loaded three Packhard engines ex Petruro and at 1425 let go from wharf and proceeded to M.T.B. Base 4, Kanakope. 1735, vessel anchored in Kanakope Bay.

February, 8th.

0845, completed discharge of cargo, 1100, proceeded. 1422, arrived at Ladava, Vessel anchored in bay.

February, 11th

1310, proceeded to Kanakope. 1645 arrived Kanakope and reported to Commanding Officer M.T.B. Base 4 for further orders.

February 11th.,-14th.

At anchor.

February 15th-16th

Proceeded alongside jetty, 1500, commenced loading stores. 1930 February, 16th Completed loading.

February, 17th.

0710, let go from wharf and proceeded to Dregger Harbour. 1042, engine trouble reported when off the Raven Channel Buoy. On examination the bottom end bearing in Number 1 cylinder was found to have run hot. Owing to proximity of reefs revolutions reduced to 150-160, and proceeded to nearest anchorage. 1235, vessel anchored in Jackdaw Channel.



February, 17th (Cont)

1850, M.D. 427 alongside, 1910, anchor aweigh and proceeded under tow.  
2315, vessel anchored in Kanakope bay.

February 18th-21st.

At anchor.

February 22nd.

0900, Tug WATO secured alongside, and proceeded to Dregger Harbour under tow.

February 23rd.-24th.

At sea, light airs and flat calm sea.

1540 Arrived Dregger Harbour, 1730, secured alongside U.S.S. Portunia

February, 25th.

0653 Commenced discharging. 1530 Ceased discharge communicated loading  
1930 completed loading vessel secured for sea.

February, 26th.

0650. Tug Wato secured alongside proceeded to sea.

February, 27th.

At sea, light airs and flat calm sea.

February, 28th.

1650 arrived Kanakope, anchored in bay.

February, 29th

0715 secured Tug Wato alongside 0730 Anchor aweigh and proceeded to  
Milne Bay for repairs. 1430, secured R.A.N. wharf.

Health and Conduct of Ships Company throughout have been good.

(Sgd.) S.W. Hall  
Lieutenant RANR(S)



# MONTHLY FIGURES.

	<u>St. Time</u>	<u>Dist.</u>	<u>Av. Sp.</u>	<u>Revs.</u>
Basilaki - Milne Bay	8 hr. 57 min	39	4.4 knots	292.6
Milne Bay - Kanakope	2 hr. 45 min	22	8.0 "	284.6
Kanakope - Milne Bay	3 hr. 08 min	22	7.0 "	296.4
Milne Bay - Kanakope	3 hr. 05 min	22	7.1 "	281.7
Kanakope - Dregger				300 to
harbour - vessel				breakdown
anchored with engine				approx 157
double in Jackdaw	5 hr. 24min	28	5.2 "	after.
channel				

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23 hrs 19 mins	133	5.7 knots	291.1
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## TOTALS.

	<u>DISTANCE</u>	<u>ST. TIME.</u>	<u>AV. SPEED.</u>	<u>AV. REVS.</u>
July 19th., 1943				
to.	9951	1540h. 23m	6.46 kn.	297.
Feb. 29th., 1944.				

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Fuel Oil expended February	146 gallons
Sub. " "	15 gallons
Dieselene "	348 gallons
L.Y.2 Lub oil	4 gallons
Stem tube grease	half pound
Petrol	40 gallons
Lower Kerosene	4 gallons
Fresh water	7500 "
Av Revs per min	291.1
Engine Running Hours	24 Hrs. 26 mins.
Distance run per gal fuel	1.1 miles per gallon

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S.W.HALL.  
Lieutenant R.A.N.R.(S)  
Commanding Officer.



# Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. ....

3.

*Duplicate*

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

Date. February 1 st., 1944.

To. Secretary Naval Board, Melbourne S.C.I. Copies to Rear Admiral in Charge Sydney. Commanding Officer H.M.A.S. Penguin, N.O.I.C Milne Bay.

Subject. Report of Proceedings H M A S Gerard. January 1944.

Submitted,

For your information the following report of proceedings for H.M.A.S. Gerard on voyage carrying stores Sydney to Madang via East Coast ports and Milne Bay.

January 1st.-5th, at CAIRNS.

Arrived Cairns January 1st., and secured to wharf at 1740.

Commenced engine repairs A.M. January 2nd. and the following work was carried out by ship's staff:-

- (a) Main starting air valve removed new flange fitted and brazed.
- (b) one atomiser machined.
- (c) Exhaust manifold and silencer cleaned, two main bearings withdrawn, inspected and replaced.
- (d) 10 kw. dynamo engine decarbonised, pistons withdrawn and new rings fitted.

January 6 th., At Cairns and at sea.

1332 Secured alongside loading berth. 1700 completed loading Naval stores. Embarked A.W.C engineer Mr. Mallory and supplies for Naval slipway Thursday Island. 1843, Cast off and proceeded to sea.

January 7th., at sea.

0523-0653- delivered two bags mail to Caledonian Salvor off Eden reef.

January 8 th. at sea and at Thursday Island.

Proceeded via Albany Pass and Hovel Bar, arriving Thursday Island and anchored in stream at 2040.



January 9th - At Thursday Island.

0645-0845 - Windlass engine inoperative, 0904 - engine repaired, 0920 - Secured alongside wharf. 1500. Completed discharging cargo. 1543, secured alongside H.V. Tulagi, commenced refuelling. 2105, fuelling completed, 1800 gallons taken.

January 10th. At Thursday Island and at sea.

0650, Let go and proceeded. 0730, H.M.A.S. "Hoonah" taken in tow.

January 12th - At sea and Port Moresby.

Proceeded via H.E. Channel, encountering constant rain squalls, and poor visibility. January 12th 0709, entered Basilisk Channel. 0856 let go tow. 0915 Secured alongside main wharf.

January 13th - At Port Moresby and at sea.

0625 let go from wharf and proceeded, with strong westerly winds and following seas.

January 14th - 30th. At Milne Bay.

1642 . Vessel anchored off Ladava. January 25th 1433 proceeded alongside R.A.N. wharf for discharge.

January 30th. At Milne Bay and at Sidiar Island.

0730. Secured empty barge alongside and towed to Rat Island off Basilaki.

January 31st

At anchor off Rat Island awaiting loading of barge with wood piles.

Remarks.

The health and conduct of the ship's Company is good.

Lieutenant. R.A.N.R. (s).



	Steaming Time	Dist <sup>ce</sup> miles	Avg <sup>d</sup> Speed	Avg <sup>d</sup> Revs
Townsville - Cairns	22h 14m	162	7.03	306.5
Cairns - Thursday Island	72h 20m	470	6.5	310.6
Thursday Island - Ft Moresby	49h 24m	336	6.8	297.2
Ft Moresby - Milne Bay	33h 54m	272	8.02	293.9
Milne Bay - Basilaki Is.	7h 42m	41	5.4	287.2
TOTALS FOR JANUARY	185h 34m	1281	6.9	299.1

Fuel Oil expended January, 1944	920 gals.
Lub. Oil "	61 1/2 "
Dieselene "	323 "
G V 2 Lub Oil	4 "
Stem Tube Grease	1 lb
Petrol	30 gals.
Powr kerosene	20 "
Fresh Water	5000 "
Av. revs per min.	299.1
Engine Running Hrs	185h 41 mins.
Distance run per gal fuel	1.39 miles.



~~SECRET~~

See file 72/57/50 88 Bailey 35/11/60

RESTRICTED

FROM: Commanding Officer, H.M.A.S. "Gerard" ✓  
DATE: 31st December, 1943.  
TO: The Secretary, Naval Board, Navy Office, Melbourne.  
(Copies to H.O.I.C. Sydney and Commanding Officer,  
H.M.A.S. "Penguin")

SUBJECT: REPORT OF PROCEEDINGS - H.M.A.S. "GERARD"  
OCTOBER 27TH - DECEMBER 31ST. 1943.

SUBMITTED:

*Duplicate*

For your information, the following report of Proceedings for H.M.A.S. "Gerard", whilst at Sydney undergoing structural overhaul and on voyage carrying stores Sydney to Madang, New Guinea - via Brisbane, Townsville and Milne Bay. Present report concluding at Townsville 31st December, 1943.

OCTOBER 27TH - DECEMBER 17TH. 1943 - AT SYDNEY.

<u>OCT. 27TH-30TH</u>	Naval Stores from Northern ports discharged at No. 9 Walsh Bay, vessel returned to Garden Is.
NOV. 3RD-10TH	Vessel on slip at Morte Dock - Vessel scrubbed down and painted - Rolling chocks fitted, fuel tanks air tested.
NOV. 10TH-DEC. 3RD.	Vessel at Poole and Steele's Yard undergoing overhaul, during which new ventilating system was installed fore and aft, two twin colts removed from bridge, one Oerlikon fitted aft and independent motor fitted to windlass.
Dec. 3RD	Vessel refuelled.
DEC 4TH-5TH	Vessel fumigated.
DEC. 6TH	Proceeded on gun trials and tested Degaussing coils, developed engine trouble and proceeded to Messrs. Poole & Steele's Yard.
DEC. 7TH-13TH	At Poole & Steele's Yard repairing cam shaft.
DEC. 14TH-16TH	At No. 8 Walsh Bay loading stores.
DEC. 17TH	0930-1250 Vessel swung and compasses adjusted by Captain Carter, Sydney. 1500-1730 Inclining experiment carried out. 1900 Cast off from wharf and proceeded to sea. 1927 Cleared Boom Gate.
DEC. 18TH-19TH	At sea. Encountered fresh southerly winds with continual rain, sea slight.
DEC. 20TH	At sea and at Brisbane. 0855 Passed C. Moreton. 1640 Passed Pile light, developed engine trouble and proceeded up river and alongside wharf unable to use stern power or ahead movements. 1930 Secured to A.S.S.N. Wharf, Brisbane.
DEC. 21ST-26TH	At Brisbane. Stores discharged and loaded, engine dismantled casing over timing starting mechanism removed, spill valve shaft sent ashore and rebushed. Engines re-assembled.
DEC. 27TH	At Sea. 1018 Let go from wharf and proceeded. 1945 Passed Pile Light. 1710 Off Caloundra & proceeded.



DEC. 28TH

At Sea.

1600 Rounded Sandy Cape.  
1605-1648 Vessel Hove to executing engine repairs.  
2200 Encountered heavy squall in Curtis Channel.  
Wind South Westerly - gale force, heavy beam sea -  
vessel rolling and pitching violently - one cylinder on  
out - overheated, proceeded at reduced speed.

DEC. 29TH

At Sea.

0020 Port Lifeboat broken adrift, vessel hove to.  
Boat secured without damage.  
0155 Proceeded at full speed.

DEC. 30TH

At Sea.

Encountered heavy rain squalls with thunder and  
lightning.  
2250 Funnel on fire, vessel brought to, beam to wind.  
2340 Fire extinguished - proceeded.

DEC. 31ST

At Sea and at Townsville and at Sea.

1150 Signalled P.W.S.S. Townsville.  
1210 Hove to awaiting orders.  
1510 Orders received, proceeded into harbour.  
1600 passed Fairway Pile.  
1620 Secured to wharf, discharged 3 cases stores.  
1645 Let go from wharf and proceeded by close  
inshore route to Cairns.

REMARKS.

The health and conduct of the ship's company were good.  
Conditions on board have greatly improved as a result of the  
structural alterations performed in Sydney, but the engines are in a  
poor state, necessitating long delays and constant running repairs.  
It is requested that consideration be given to a complete and thorough  
engine overhaul as the cylinders require reborring (the taper when  
last gauged being 40/1000ths.) and new pistons fitted.

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

Commanding Officer,  
H.M.A.S. "GERARD".



# MONTHLY FIGURES.

	Steaming Time	Distance	Av. Speed	Av. Revs.
Sydney - Brisbane	69h 13m	515	7.5 knots	307.1.
Brisbane - Townsville	95h 25m	690	7.2 knots	306.9.
TOTALS to Dec. 31st, 1943.	164h 38m	1205	7.3 knots	307

Date of Commissioning as Store Carrier - August 24th 1943.

Steaming Time	1166h 52m.	Distance	7352	Av. Speed	6.3 knots.	Summary Voy. No.	242
"	164h 38m.	"	1205	Av. Speed	7.3	"	
Summary							
July 19th - Dec. 31st.	1331h 30m.	Distance	8557	Av. Speed	6.4 knots.		

Fuel Oil expended from 17th to 31st Dec. 1943.	900 Gallons.
Lubricating Oil expended from 17th to 31st Dec. 1943.	46 Gallons
Dieseline " " " " " " " "	152 Gallons
G.Y.2 Lubricating Oil expended from 17th to 31 st Dec. 1943.	3 Gallons
Stern Tube Oil expended from 17th to 31st Dec. 1943	2 Gallons
Petrol expended from 17th to 31st Dec. 1943.	16 Gallons.
Power Kerosene expended from 17th to 31st Dec. 1943.	8 Gallons
Fresh Water " " " " " " " "	2500 Gallons
Average Revs. per Minute	307 Revs.
Engine Running Hours	176 hrs. 28 mins
Distance run per Gallon of fuel	1.3 miles.

Lieutenant, R.A.N.R. (S)  
COMMANDING OFFICER, H.M.A.S. "GERARD".



Commanding Officer, H.M.A.S. "Gerard" *dupl*

29th October, 1943.

(Copies to: Naval Officer-in-Charge,  
Secretary, Naval Board, Melbourne. (Sydney and Commanding )  
(Officer, H.M.A.S. "PENGUIN")

REPORT OF PROCEEDINGS - H.M.A.S. "GERARD"

Submitted:

For your information, the following report of proceedings for H.M.A.S. "Gerard", on voyage carrying stores, Sydney to Thursday Island and return.

September 1st - September 11th - at Sydney.

Vessel lying alongside store wharf, Garden Island, Sydney, discharging and loading Naval stores, and undergoing minor repairs to engines and superstructure. September 6th - one Service pistol Mk.VI No. 91123 stolen from ship - theft reported to Naval Officer-in-Charge, Sydney, and Commanding Officer, "Penguin". September 7th new one-ton winch fitted. September 8th vessel refuelled, and compasses adjusted by Captain Carter. September 11th 0800 K proceeded to sea.

September 11th - September 13th - at sea.

Encountered moderate variable winds and slight sea.

September 14th - at sea and at Brisbane.

1215K passed Cape Moreton, 1952K. Passed pile light 2338K, vessel fast to Patrick's Wharf, Brisbane.

September 14th - 16th - at Brisbane.

Discharged and loaded Naval Stores.

September 17th - at Brisbane and at sea.

0600. Let go from wharf, and proceeded. 0923, passed pile light, 1600 passed No.1 N.W. buoy, encountered heavy sea, and strong northerly wind, vessel rolling and pitching heavily. 1700, vessel rounded to, and proceeded to anchorage in N.W. Channel.

September 18th - at anchor and at sea.

0530, anchor aweigh and proceeded.



September 19th - at sea.

0700. Rounded Sandy Cape Spit, passing Liberty ship hard aground, heading east. Encountered heavy cross seas and South Westerly winds, vessel rolling and pitching violently.

September 20th - at sea and at Gladstone.

0800. Passed Jenny Lind Buoy, 1032, all fast to wharf. Discharged Naval Stores.

September 21st - at Gladstone, and at sea.

0500K. Let go from wharf and proceeded. Noon, passed Cape Capricorn, towards evening encountered freshening N.N.W. winds and moderate sea.

September 22nd - at sea.

Encountered N. Westerly gale, and heavy head seas, vessel rolling violently (40° - 45° either side of the vertical) and shipping seas fore and aft. 1930 hove to.

September 23rd - at sea.

0200. Weather abated, proceeded via Prudhoe Channel, Hillsborough Channel and Whitsunday Passage. Leak sprung in after Peak fuel receive oil tank.

September 24th - at sea and at Townsville.

2235. Entered Townsville harbour 2250. All fast to No.1 pier, west side.

September 25th - 26th - at Townsville.

Vessel loading and discharging Naval stores. Refuelled.

September 27th - at Townsville and at sea.

1223. Let go from wharf, and proceeded. 1255, off Fairway buoy; secured N.A.P. launch "Hoona" in tow, and proceeded.

September 28th - at sea and at Cairns.

1446. Let go tow off Fairway buoy, and proceeded into harbour.  
1540. Vessel fast to No.6 wharf Cairns. Commenced discharging cargo.

September 29th - at Cairns.

Loading and discharging Naval Stores.

September 30th - at Cairns and at sea.

2050. Let go from wharf and proceeded, 2154. secured "Hoona" in tow off Fairway Buoy, and proceeded with Army Launch A.T.174 in company.

October 1st and 2nd - at sea.

Encountered light S.E. Wind and moderate following sea.

October 3rd - at sea, Portland Roads, and at sea.

0035. All fast to Portland Roads Jetty. Landed R.M.S. party comprising Lieutenant Hunter and party; and Army Intelligence party comprising Captain Baldwin and Lieutenant Chapman. 0924 let go from wharf and proceeded with "Hoona" in tow and A.T.174 in company.



October 4th - at sea, and at Thursday Island.

Encountered strong N.E. winds, and moderate beam sea, revolutions reduced to ease tow. 1350 let go tow outside Hovell Bar. 1358, entered harbour. 1430 all fast to small wharf.

October 5th - October 8th - at Thursday Island.

Discharging and loading Naval stores, including sundry cases of American Naval return stores for Cairns and three torpedoes for Brisbane.

October 9th - at Thursday Island and at sea.

0715. let go from wharf and proceeded.

October 10th - at sea, Portland Roads, and at sea.

1130. All fast alongside jetty, Portland Roads. Embarked Lieutenant Hunter and Captain Baldwin and party. 1355. Let go from wharf and proceeded.

October 11th - at sea.

Encountered light winds and smooth sea.

October 12th - at sea and at Cairns.

1013. Passed Fairway buoy. 1115. Vessel all fast outside M.V. "Babinda" at No.1 wharf.

October 13th - at Cairns.

1440. M.V. "Babinda" proceeded to sea. 1500. "Gerard" alongside commenced discharging and loading stores. 2025. Completed cargo work.

October 14th - at Cairns and at sea.

0700. Let go from wharf, and proceeded, encountering light winds, smooth sea, and strong southerly set.

October 15th - at sea and at Townsville.

0712. Vessel anchored off Platypus channel, Cleveland Bay, awaiting berthing instructions. 0820. berthing instructions received. 0850. Anchor aweigh, 0900. Entered harbour 0930. All fast No.1 pier, west side. Vessel discharging and loading Naval Stores. Refuelled.

October 16th - at Townsville and at sea.

0700. Let go from wharf and proceeded with light breezes, calm sea and strong southerly set. Sky overcast with occasional lightning.

October 18th - at sea and at Gladstone.

1302. Passed Jenny Lind buoy, and proceeded to wharf, 1645, Vessel fast to Main Jetty, Gladstone.

October 19th - at Gladstone.

Awaiting favourable weather.

October 20th - at Gladstone and at sea.

0720. Let go from wharf and proceeded.



October 21st - at sea and at Brisbane.

2110. Off Caloundra, and proceeded.

October 22nd - at Brisbane.

0215. Vessel anchored off Pile light awaiting berthing instructions  
0600. Proceeded up stream. 0902. All fast to A.U.S.N. Wharf.

October 23rd - at Brisbane and at sea.

0605. Let go from wharf and proceeded.

October 26th - at Sydney.

0046. Rounded Sydney Heads.

0140. All fast to store wharf Garden Island. Voyage ended.

The health and conduct of the ship's company were good. The conditions on board are extremely uncomfortable. The ship rolls excessively - and in a moderately rough sea lurches badly - the angle of roll reaching as much as  $45^{\circ}$  from the vertical. It is requested that consideration be given to the fitting of rolling chocks and the removal of the mizzen-mast. Under conditions of rolling, the vessel is unnavigable - the compass card oscillates over 3 points, the natural movement of the card being augmented by the magnetic influence of two guns, mounted within 8' either side of the compass.

The ventilation of the ship is extremely poor - so much so, that, under tropical or blackout conditions the officers' quarters and mess decks are not habitable.

Suggestions for the improvement of same are being submitted.

Lieutenant, R.A.N.R.(S)  
Commanding Officer.



# MONTHLY FIGURES.

	Steaming Time	Distance	Average Speed	Average Revolutions
Sydney - Brisbane	83h.42m.	515	6.2 kts.	303.8
Brisbane - Gladstone	60h.15m.	321	5.3 kts.	309.4
Gladstone - Townsville	85h.43m.	441	5.12 kts.	301.8
Townsville - Cairns	25h.46m.	162	6.3 kts.	301.6
Cairns - Portland Roads	48h.45m.	321	6.6 kts.	225.9
Portland Roads - Thursday Island	28h.46m.	153	5.5 kts.	284.7
Thursday Island - Portland Roads	27h.12m.	159	5.8 kts.	309.1
Portland Roads - Cairns	44h.15m.	327	7.4 kts.	336.1
Cairns - Townsville	21h.46m.	162	7.4 kts.	267.7
Townsville - Gladstone	56h.00m.	431	7.7 kts.	322.3
Gladstone - Brisbane	46h.50m.	306	6.5 kts.	318.3
Brisbane - Sydney	66h.15m.	515	7.8 kts.	319.6

Totals	595h.15m.	3813	6.4	300.3
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Date of Commissioning as store carrier - 24th August, 1943.

Steaming time 571 h. 37 m.	Distance 3539	Av sp 6.2	voyage No.1
" " 595 h. 15 m.	" 3813	" 6.4	voyage No.2
1166 h. 52 m.	7352	6.3	Summary - 1 & 2.

Fuel Oil Expended	4300 gallons 16.7 tons
Lub	200 "
Dresilene fuel oil	500 "
C.Y.2 lub oil	10 "
Stern Tube oil	12 "
Petrol	32 "
Power Kerosene	30 "
Fresh water	6500 "
Av.Revs. per min.	300.3
Engine Running Hours	606h.56 m.
Distance run per ton fuel	1.1 gallon per mile.



July & August

Duplicate

Commanding Officer, H.M.A.S. "Gerard"

31st August, 1943.

(Copies to: Naval Officer-in-Charge  
The Secretary, Naval Board. Sydney. "Penguin".)

REPORT OF PROCEEDINGS - H.M.A.S. "GERARD"

Submitted:

For your information the following report of proceedings for H.M.A.S. "Gerard", on voyage carrying stores Sydney to Thursday Island and return:

Sunday July 18th

At Sydney.

Proceeded on Gun trials a.m. Compass adjusted by Captain Carter p.m.

2000k. Proceeded to sea.

2145k. Compass defective, returned to harbour.

2345k. Entered Sydney Harbour.

At Sydney and at sea.

Monday July 19th

Made fast to No.2 buoy Garden Island at

0042k. 0914k. Proceeded to Cruiser Wharf, new compass and binnacle fitted. Type 1965-23.

1645 - 2045k. Compass adjusted by Captain Carter. 2045k. Proceeded to sea.

Tuesday July 20th

At sea. Moderate westerly winds southerly swell.

Wednesday July 21st

At sea. Moderate westerly winds southerly swell.

Thursday July 22nd

At sea. Moderate westerly winds southerly swell.

1300k. Rounded Sandy Cape Spit.

Friday July 23rd

At sea. Moderate westerly winds, southerly swell.

Saturday July 24th

At sea.

0147 - 0320. Vessel hove to with fire in Engine room. Caused by the gasket between the uptake and the silencer blowing out.

Sunday July 25th

At sea. 1400 - 1500. Vessel hove to, executing repairs



Sunday July 25th cont. 1400 - 1500. Vessel hove to, executing repairs on Main Circulating Pump.

Monday July 26th. At sea, light westerly winds, calm sea. 0900 - 1015K - Vessel swung for deviations Change as per table:

<u>Leaving Sydney.</u>			<u>July 26th</u>		
N	-	0	N.	-	12°W
NE	-	1W	NE.	-	14°W
E	-	0	E.	-	9°W
SE	-	2E	SE	-	5W
SE	-	1E	S	-	14E
SW	-	0	SW	-	11E
W	-	0	W	-	7E
NW	-	0	NW	-	3W
N	-	0	N	-	12W

Tuesday July 27th At sea and at Townsville. 0145K. Vessel anchored Cleveland Bay Townsville awaiting berthing instructions. 1450K. Proceeded alongside West Side Pier No.1. Whilst getting under weigh from anchorage the starboard main frame of the windlass cracked in three places. Anchor hove in by hand power.

Wednesday July 28th At Townsville - Refuelled.

Thursday July 29th At Townsville - Discharged 2 cases stores to V.S.O. Townsville

Friday July 30th to ) At Townsville - undergoing repairs to  
Wednesday August 4th) windlass and Main Engines.

Wednesday August 4th 1010 - 1436 Compass adjusted by Captain MacArthur. 1623 Proceeded to sea.

Thursday August 5th At Sea and at Cairns. Weather fine and clear, light westerly winds, smooth sea. 1657K. Entered Cairns Harbour 1722K. Vessel secured alongside No.6 Jetty.

Friday August 6th At Cairns. to sea. 0830 - 1900K. Stores discharged and loaded. Between 0830 and 1625 the deck engine broke down three times, and finally suffered a complete breakdown at 1625K, loading being continued by Land. 1910K. Proceeded to sea.



Saturday August 7th At sea.  
Light N.E. winds, smooth sea.

Sunday August 8th At sea.  
Light variable winds, smooth sea.

Monday August 9th At sea to Thursday Island.  
1500. Entered Albany Pass.  
1824. Crossed Hovell Bar.  
1834. Vessel anchored in Thursday Island Harbour.

Tuesday August 10th At Thursday Island.  
0959. Proceeding alongside "Poonbar",  
discharged two heavy lifts with "Poonbar's"  
gear.  
1056. Proceeded alongside wharf.  
1100. Commenced discharging.  
Deck engine sustained four breakdowns,  
and ceased to function all together at  
1930K. Ceased discharging.

Wednesday August 11th At Thursday Island.  
0642K. Let go from jetty.  
0709K. "Poonbar" alongside.  
0715K. Secured alongside "Poonbar"  
0800K. Resumed discharge, using "Poon-  
bar's" gear.  
1930K. Discharging completed, commenced  
loading.

Thursday August 12th At Thursday Island.  
0835K. Completed loading.  
0925K. Proceeded to anchorage to await  
sailing instructions.

Friday August 13th At Thursday Island and Sea.  
0635K. Proceeded to sea.  
0715 - 0938K. Vessel swung for deviations  
off Scott Rock.  
0940. Secured N.A.P. Launch "Allura"  
astern in tow.

Saturday August 14th At sea.  
Moderate S.E. Winds slight sea.

Sunday August 15th At Sea.  
1015K. Engine steaming very hot. fire  
suspected inside silencer. Speed reduced  
until 1200.  
1015 - 1200K. Vessel swung for deviations  
and adjusted by Lieutenant S.W. Hall  
Commanding Officer.



Monday August 16th

At Sea.  
Encountered fresh S.Easterly wind moderate sea, speed retarded to 3 knots. Vessel making as much as 300 leeway. 1705 - 1735. Fire in engine room. Lagging in way of exhaust manifold and silencer ignited. Lagging cut away and jettisoned.

Tuesday August 17th

At sea and at Cairns.  
1833. Cast off tow - "Allura"  
1350. Entered dredged channel Cairns.  
1426. Made fast to No.8 wharf.  
1815. Commenced discharging.  
1945 - 2005. Breakdown in deck engine.  
1130. Completed discharging.

Wednesday August 18th

At Cairns and at sea.  
1700 - 1758. Loaded stores.  
1800. Proceeded to sea.  
1920. Secured N.A.P. Launch "Allura" astern in tow.

Thursday August 19th

At sea and at Townsville.  
Weather fine and clear - proceeded inside Palm Islands and Steamer Passage.  
1630 - 1640. Vessel hove to, repairing fuel pump.  
1904. Entered Platypus Channel, cast off tow.  
1946. Vessel secured alongside No.4 berth Townsville.

Friday August 20th

At Townsville.  
1746. Proceeded alongside No.1 Pier.  
1800 - 2140. Loaded stores.

Saturday August 21st

At Townsville and at sea.  
1130 - 1340K. Refuelled.  
1400K. Proceeded to sea.

Sunday August 22nd

At sea.  
Encountered fresh E.S.E. winds, moderate sea, speed retarded to 1½ knots.  
1715 - 1725. Hove to, repairing fuel pump.

Monday August 23rd

At sea.  
0115. Proceeded via Whitsunday Passage and Hillsborough, Channel.

Tuesday August 24th

At sea.  
0830 - 0900. Vessel hove to, executing



repairs to air compressor.  
Proceeded at reduced speed.  
1400 - 1500. Vessel hove to executing  
repairs to air compressor.  
Proceeded at full speed.  
Weather fine and clear, light S.Easterly  
winds, smooth sea.

Wednesday August 25th

At sea.  
Weather fine and clear, light S. Easterly  
winds smooth sea.  
1200K. Rounded Sandy Cape Spit.

Thursday August 26th

At sea.  
Weather fine with morning haze. Calm  
sea no wind.  
0855. Off Caloundra Head, awaiting  
routing instructions.  
Noon. Routing instructions received  
and proceeded.  
0332. Cleared C. Moreton via swept  
channel.

Friday August 27th

At sea.  
Weather fine with morning haze, light  
airs long low S. Easterly swell.  
Vessel rolling violently.  
1435. Vessel hove to off Clarence Peak  
effecting repairs to main engine fuel  
pumps.  
1555. Proceeded.

Saturday August 28th

At sea.  
Weather fine with light variable winds.  
Slight seas.  
1920. Passed Port Stephens.

Sunday August 29th

At sea and at Sydney.  
0720 cleared Heads  
0737. Entered Boom.  
0812. All fast alongside Garden Island  
Store Wharf.



STEAMING TIME.

Sydney - Townsville	Distance 1139	St.time.170h.06m.	Av.sp.6.6 kts.
Townsville - Cairns	Distance 176	St.time.23h.56m.	Av.sp.7.4 kts.
Cairns - Thursday Island	Distance 490	St. time.69h.25m.	Av.sp.7.1 kts.
Thursday Is. - Cairns	Distance 480	St.time.102h.50m.	Av.sp.4.6 kts.
Cairns - Townsville	Distance 168	St.time.23h.59m.	Av.sp.7.0 kts.
Townsville - Caloundra Head	Distance 625	St.time.114h.00m.	Av.sp.5.5 kts.
Caloundra Head - Sydney	Distance 461	St.time.67h.21m.	Av.sp.6.8 kts.
<hr/>			
Totals:	3,539 mls.	571h.37m.	6.2 kts.
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Delay during the voyage is regretted, but has been wholly caused by the mechanical inefficiency of the ship.

2. The main engines, winch, and windlass are the weak points.

3. The main engines were originally intended as auxiliaries to sail, and although they perform exceptionally well in fine weather - they have no powers to resist even a moderate sea. In this direction it is respectfully suggested that a propeller designed with a greater pitch and revolving at a slower rate, would considerably improve this state of affairs.

4. The deck winch is a hot bulb engine - unsuitable for varying loads, and is constantly breaking down. It is requested that your approval be given for the removal of this engine, and a twin diesel fitted.

5. The windlass is operated either by man power or by linking up to the deck engine by means of a light chain or sprocket. The average time to lift the anchor is twelve minutes per fifteen fathoms and this only when using the main engines to ease the cable. Both the deck winch and the windlass have been subjects of reports by the Naval Officer-in-Charge, Thursday Island and by the Commanding Officer, H.M.A.S. "Gerard" to the Commanding Officer, H.M.A.S. "Penguin"

6. In addition to the above, it is requested that, when "Gerard" is next in dry dock, consideration be given to the fitting of bilge reels, as the vessel rolls so violently at times as to render her almost unnavigable.

7. The health and conduct of the crew were good.

Lieutenant, R.A.N.R.(S)  
Commanding Officer.



AWM 78.