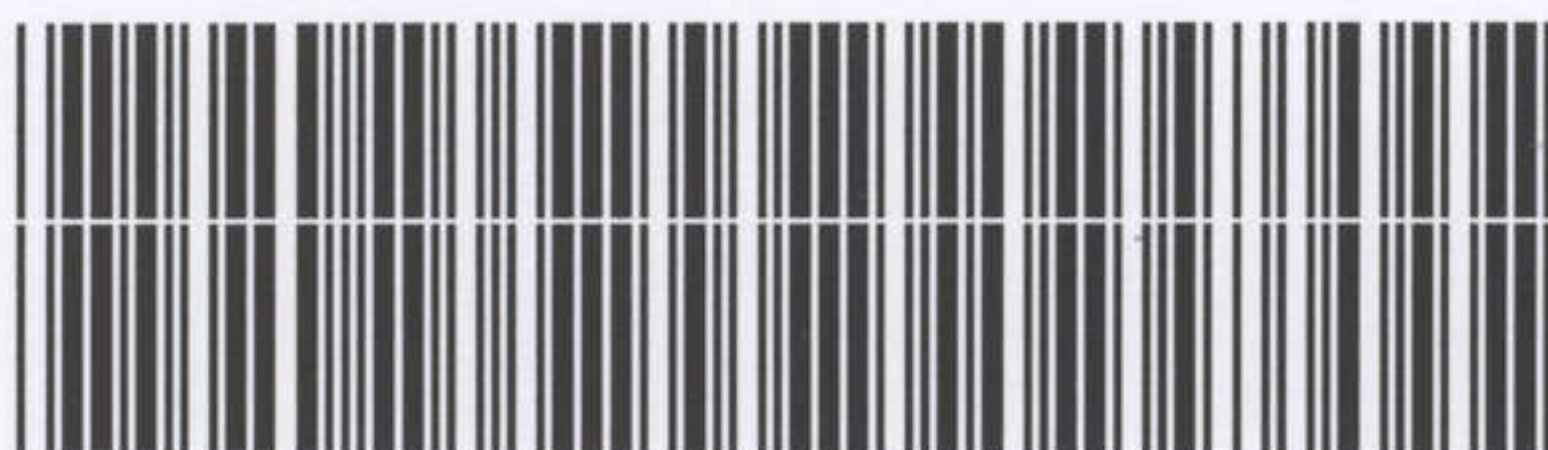


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS GLENELG (I)

Item number: 121/2

Title: October 1943 - October 1945. Duplicate



AWM78-121/2

AUSTRALIAN ARCHIVES
ACCESS STATUS

[121/2]

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OPEN

REPORT OF PROCEEDINGS

H.M.A.S. "GLENELG"

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

Signature: *[Signature]* Date: 1 Nov 90

✓
Commanding Officer, H.M.A.S. "Glennelg" letter AX 031/01/115
of 1st November, 1945.

REPORT OF PROCEEDINGS - OCTOBER, 1945.

II

M 1.4.3.1.14 487
The Secretary,
Naval Board,
MELBOURNE, S.C.1.

Duplunt

Submitted for the information of
the Naval Board.

(Sgd.) J. A. WALSH,
A/CAPTAIN, R.A.N.,
NAVAL OFFICER-IN-CHARGE, MOLUCCAS.

Office of N.O.I.C.
MOLUCCAS.
29 November, 1945.

Part file with SOE

NOTE-MOLUCCAS FILE

M 1.4.3.1.14

From: Commanding Officer, H.M.A.S. GLENELG
Date: 1 November, 1945 Reference No. AX 031/01/115
To : The Secretary, Naval Board
Copies to Naval Officer in charge, MOLUCCAS

Subject Monthly Report For October, 1945

Submitted for the consideration of the Naval Board in accordance with secret memorandum 019253 of 1 April, 1943.

Summary of month's activities:

1 - 14 Alongside No.2 Pier, Ambon
15 Cast off and proceeded at 1700 with Major General Akin, United States Army and Colonel McKinlay, AIF embarked for reconnaissance of north coast of Ceram.
16 Investigating coast in vicinity of Tanjong Sapola and Sawai Baai.
17-18 On return passage to Ambon
19-23 Alongside No. 2 Pier, Ambon
24 Cast off and proceeded at 0830 for Kayeli Baai, Boeroe Islands. Anchored off Naim Namlea at 1510 and landed army reconnaissance party
25 At single anchor off Namlea
26 Returned to Ambon and secured alongside No. 2 Pier
27-29 At Ambon
30 Cast off and proceeded 0800 for Piroe Baai with Brigadier A.B. Steele, commanding 33 Australian Infantry Brigade, and Japanese staff officers embarked. Arrived Piroe 1345 and disembarked staff officers and army garrison detachment
31 On return passage to Ambon

Intelligence Report:

Apart from the passage to Ceram with Major General Akin, the month's activities were mainly concerned with normal port directorate work, including the supervision of dumping of Japanese arms and equipment and providing mooring facilities for and boat transport to the regular Capalina aircraft service. Separate reports have been rendered on other intelligence tasks. Major General Akin's mission was to obtain news of United States air crews believed to have crashed in the area.

<u>Performance Figures:</u>	<u>For October</u>	<u>Since commissioning</u>
Distance steamed	540 miles	105,304 miles
Hours underway	51 hours	11,125 hours
Fuel consumed	65 tons	
Average speed	10.6 knots	9.4 knots
Miles per ton of fuel	8.3 miles	

General Remarks:

The increased interest provided by the novel work of carrying out the naval side of the occupation of Japanese-held territory and the recreational facilities offered by the port of Ambon have led to greater keenness on the part of the ship's company, all of whom are working cheerfully towards a quick completion of the immediate task and an early return to Australia.

NAVAL OFFICER IN CHARGE

24 NOV 1945

MOLUCCAS

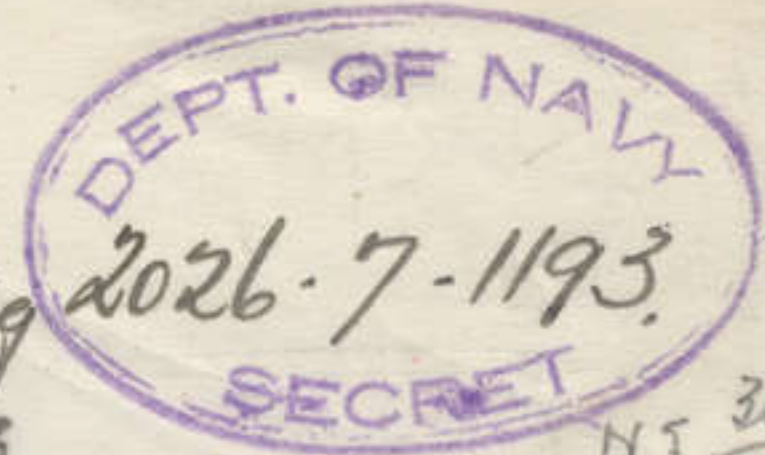
*Not
Carried 26.12.45*

[Signature]
Lieutenant Commander, R.A.N.R.

*See
R.A.N.R. f. 11*

~~SECRET~~

ACK BY 22/5/50 JJB Bailey
INIT



From: Commanding Officer, H.M.A.S. Glenelg
Date: 1 October, 1945 Reference No. AX 030/01/105
To : The Secretary, Naval Board
Copy to The Naval Officer in charge, Moluccas
Subject Monthly Report For September, 1945

Submitted for the consideration of the Naval Board in accordance with secret memorandum 019253 of 1 April, 1943.

Summary of month's activities at sea and in harbour:
September

- 1 - Proceeded alongside H.M.A.S. Poyang and discharged all deck-stowage depth charges, Lewis guns, and smoke floats. Censorship regulations relaxed and ship's company's attention directed to K. R. & A. I, Article 925.
- 3 - Commonwealth Blue Ensign hoisted at jack staff at 1200.
- 5 - Inspection of armament, magazines and armament accounts carried out by the Naval Ordnance Inspecting Officer (Lieutenant Commander R. P. Middleton, O.B.E., R.A.N.)
- 7 - Weighed and proceeded at 0900 for Posi Posi. Three defective depth charges and surplus 0.5 ammunition dumped on passage. Let go port anchor at 1056 north of Posi Posi village and landed recreation parties.
- 8 - Recalled to Morotai at 1800. Weighed and proceeded with despatch and anchored near H.M.A.S. Platypus at 1957. Four ~~army~~ army officers embarked together with medical stores, and proceeded in company with H.M.A. Ships Latrobe, Junee, and Cootamundra at 2030.
- 9 - On passage to Ambon. Southerly winds, force 4 to 5 encountered with moderate, choppy sea.
- 10 - Arrived at rendezvous position 1155 where Japanese naval lieutenant and an interpreter boarded from a barge with minefield charts and safe entry instructions. Secured alongside main jetty at 1400 and began embarking recovered prisoners of war. Embarkation completed at 1740 and proceeded on return to Morotai in company with H.M.A. Ships Junee and Cootamundra.
- 12 - At Morotai. All POW's disembarked; fuelled from R.F.A. Bishopdale and completed with water and medical stores.
- 13 - Weighed and proceeded at 0630 in company with H.M.A. Ships Rockhampton, Junee, Bowen, and Cootamundra for Menade, northern Celebes.
- 14 - Closed up action stations 0600. Japanese envoys not at rendezvous position. At 0705 the port anchor was let go off Menado break water and an officer accompanied by three armed ratings proceeded ashore and brought off to the ship for interrogation one Japanese naval lieutenant. 0730 ASR Catalina and fighter cover arrived. At 1130 the evacuation of civilian internees by ship's boats was begun. H.M.A. Ships Atalanta and Grass Snake arrived with relief stores during the afternoon, and at 1700 the Catalina took off with stretcher cases.
- 15 - Evacuation proceeding but work hindered by heavy swell. One skiff capsized in the river entrance and one rating was given medical attention aboard "Glenelg". Weighed and proceeded 1450.
- 16 - Arrived Morotai and berthed at navy dock to discharged passengers. Completed with fuel from R.F.A. Bishopdale and anchored near H.M.A.S. Platypus.
- 18 - Lieutenant A.J. Pemberthy, R.A.N.R. and Sub Lieutenant A.D.J. Lunan, R.A.N.R. and ten ratings joined from Naval Beach Commando "A"
- 20 - H.M.A.S. Wilcannia secured alongside at 1055 with stores and fresh provisions. During the afternoon depth charge throwers and surplus portion of depth charge rails were landed in R.A.F.M. Mombah. At 1710 proceeded for Ambon with 16 army and one R.A.A.F officer and 84 army other ranks embarked.
- 22 - Secured alongside Ambon main pier at 0800. Commonwealth Blue ensign and Dutch flag hoisted on the wharf signal tower at 0830.

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At 0900 the instrument of surrender was signed by Brigadier A.B. Steele, commanding the 33rd Australian Infantry Brigade, and Vice Admiral Ichi Ise, Japanese Imperial Navy.

23 - H.M.A. Ships Latrobe, Rockhampton, Junee and Cootamundra berthed alongside during the forenoon and discharged troops and stores. At 1130 H.M.A. Ships Birchgrove Park, Anaconda, Krait, and Nyanie entered harbour. A ceremonial guard of eight ratings from each of the corvettes, under the command of the Gunnery Officer, H.M.A.S. Rockhampton took part in the official ceremony at the Residency at 1430.

24 - R.A.A.F. Catalina arrived from Morotai at 1000 and moored at the Halong seaplane base. Army stores vessel Kalgan entered harbour at 1800.

25 - At 0710 a fire broke out in a Japanese barge alongside the main pier. This was quickly extinguished by the Japanese crew and only superficial damage resulted. 1400 - Catalina took off on return to Morotai.

26 - 1500; H.M.A.S. Birchgrove Park proceed on return to Morotai with captured Japanese optical equipment and meteorological instruments.

27 - "Kalgan's" port screw fouled when leaving the wharf. Screw cleared by diving party from "Glenelg" at 0955 and "Kalgan" proceeded. H.M.A.S. Westralia secured alongside at 0930 and began disembarking troops and stores. "Anaconda" returned to anchorage at 0845 with engine defect. 1100 - Catalina landed from Morotai and took off on return at 1300.

28 - H.M.A.S. Bowen secured alongside at 1020 to unload oil and fresh provisions.

29 - H.M.A.S. Cootamundra secured alongside at 0935. Four ratings discharged to "Cootamundra" for passage to home depots for demobilisation. "Bowen" proceeded at 1445 with "Anaconda" in tow for Morotai.

30 - H.M.A.S. Westralia cast off and proceeded at 1700 leaving three LCVP's and crews for use in the port.

Intelligence Report:

During the ship's stay in Ambon, all available intelligence on wharves, oil fuel storage, port facilities and navigational aids has been collected and checked by my officers. A detailed report on the visit to Ceram by H.M.A.S. Three Cheers was forwarded under cover of my letters C 63/06/105 to Secretary, Naval Board and C64/06/105 to Naval Officer in charge, Moluccas. My report dated 27 September, 1945 on the occupation of Ambon to date has already been forwarded to Naval Officer in charge, Moluccas and is forwarded for the information of the Naval Board as an appendix to this letter of proceedings. With reference to Navy Office Letter 047170 of 25 August, 1945, two 45-centimetre torpedoes were shipped in "Westralia" and once ~~the~~ case of Japanese anti-gas equipment in "Cootamundra" on 30 September, 1945 to Naval Officer in charge, Flinders Naval Depot. The report by Engineer Lieutenant Commander R. H. Chambers, R.A.N.R.(S) on the oil fuel storage facilities in the area has already been submitted to Naval Officer in charge, Moluccas by that officer.

Evacuation of Australian POW's from Ambon:

A full report on this operation was forwarded to Naval Officer in charge, Moluccas and to Naval Board in my letter of 12 September 1945 and a further copy is attached as an appendix to this report (to Naval Board only). Never have ships' companies worked so hard with so little growling as did all corvettes in this task.

Evacuation of civilian internees from Menado:

This operation, which has not been reported on separately, proved more difficult than the evacuation from Ambon due to the difficult surf together with a lack of suitable landing beaches or jetties and the fact that the Japanese had not expected the allied force until the following day.

From the purely military point of view the transfer of the internees to the ships' boats was delayed by the bad mechanical condition of the Japanese motor transport and their lack of organisation. A total of 334 civilians were evacuated by the naval force and the ASR Catalina, of whom 59 were hospital cases. This was the first occasion on which women had been carried by the Moluccas corvettes and, as usual, the Australian sailor rose nobly to the occasion. More than 100 women and children embarked in each of at least two corvettes. In this operation I received the greatest co-operation and help from all Commanding Officers. Only one allied POW, an American sailor, was recovered, but two Japanese war criminals were taken into custody and brought back to Morotai in the corvettes. Naval intelligence gained at Menado has been the subject of a separate report by Lieutenant (Sp) J.R.H. Piper, R.A.N.V.R. A copy of the report by Lieutenant Colonel R. A. C. Muir, commanding the Menado force, is attached (to Naval Board only).

Recommendations:

As instructed by Naval Officer in charge, Moluccas letter of 22 September, 1945 the following recommendation for recognition of good services during the war years are made:-

Officers: Lieutenant R. G. Milne, R.A.N.V.R. This officer has shown untiring zeal and energy at all times to attain a high standard of efficiency in this ship. As "Glenelg" has been the senior ship attached to the Moluccas area, Lieutenant Milne, who is the executive officer, has had to compete with strong friendly rivalry from other ships who have endeavoured to surpass the standard set by "Glenelg". It is considered that the efficient and smooth working of "Glenelg" is a credit to this officer's effort.

Ratings: Petty Officer B. E. Lovelock, Official Number, B-166. This rating has proved an exceedingly capable Coxswain and part of the credit for the efficiency of the ship must be laid to his efforts. He has been conscientious and cheerful and has set a good example to the whole of the ship's company besides maintaining an excellent standard of discipline. Petty Officer Lovelock has been recommended by a previous Commanding Officer for promotion to Warrant Rank in accordance with C. N. O. 499 of 1944 and "Glenelg's" letter C 125/30/114 of 30 November, 1944.

Able Seaman D. J. Bradley, official number 23655. This rating is at present the senior A/S rating in the ship and in the absence of the H.S.D. for some time past has carried out these duties efficiently and cheerfully. After long weary months of convoy work and continuous A/S watches it is felt that his unfailing and successful efforts to maintain the A/S gear in efficient working order should be rewarded in some way.

Able Seaman M. P. Gloster, official number PM-3613; has been senior quartermaster for a considerable period and has proved at all times reliable and cheerful and has set a good example to the quarter-masters. He has also carried out the duties of Navigator's Yeoman with industry and ability.

Chief E.R.A. H.M. Guy, official number 20438. This rating is most strongly recommended, and his outstanding services have been commented on fully in my monthly report for August. The outstanding efficiency of the engine room department under his charge is entirely due to ~~his~~ his efforts and the running efficiency of the ship throughout its commission is in itself tribute to his ability.

Morale and Discipline:

During the month under review "Glenelg" has been almost constantly employed on interesting and worth-while tasks. Particularly does this apply to the evacuation of the survivors of the 2/21st Battalion from Ambon. The obvious reaction of the ship's company to this task, for all that it entailed considerable discomfort and decided risk of infection, was that it was an honour to help, and care for, members of an Australian service whose war service had not been as easy as their own. In this connection the work of Sick Berth Attendant S. L. Blackwell, official number PM - 2096 and Leading Cook L. R. Jose, official number S- 4045 in caring for the stretcher cases, preparing special light diets, and subsequently ensuring the disinfection of the mess decks and wash places is brought to favourable notice.

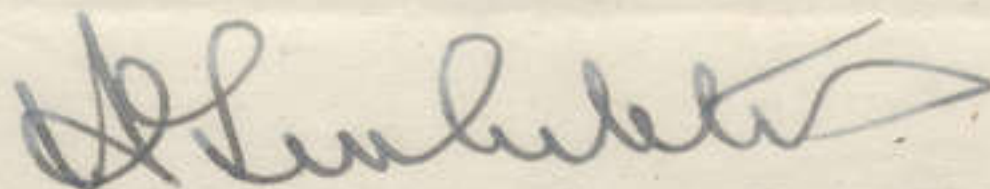
The same reaction was not as noticeable in the Menado operation. Here, the evacuees were all foreign civilians; were in reasonably good health; and had not undergone brutal treatment at the hands of the Japanese. In both operations however, the appreciation by the embarked army officers of the limitations necessarily imposed on the comfortable accommodation of so many passengers by the very build of a ship of this class and their willing co-operation with my officers to do the best possible for the evacuees is greatly appreciated.

The removal during the month of the censorship and black-out restrictions and the welcome (and over-due) increase in the beer ration have all contributed largely to the well-being and morale of the ship's company. Since the ship's arrival at Ambon far more recreational facilities have been available and have also had their effect on the cheerfulness of the crew.

Health of the ship's company:

Apart from mild attacks of dysentery the health of the ship's company remains good. Anti malarial precautions have been rigidly applied and all supplies of shore water super chlorinated. Despite the high incidence of venereal disease among the native population and the presence of both dengue and malarial fevers no cases of these diseases have been reported.

Demobilisation: I am satisfied that while the entire ship's company is more than anxious to return home at the earliest possible moment all hands realise that the occupation of the Ambon area and the cleaning out of the Japanese troops and equipment is a necessary task to be performed quickly and efficiently and that they are working cheerfully to that end. It is felt however that an early promulgation of the date on which final demobilisation may be expected would do much to prevent any possibility of dissatisfaction.



Lieutenant Commander, R.A.N.R.

INTELLIGENCE REPORT - AMBON AREA.

22ND September, 45 - 11th. October, 45. C 68/14/105

1. AMBON HARBOUR. The port facilities at Ambon were found to be in accordance with N.O.I.C. Moluccas communication of 11th. September as obtained from the Japanese Army commander at Morotai 10th. September, 45, with the following differences:

- (i) Pier No. 1. (a) Western warehouse damaged by bombing.
(b) Oil supply is non-existent because of damage to all oil-storage tanks and pipe-lines. This also applies to Piers No. 2 & 3.
- (ii) Harbour Obstructions. Shown in Section (1) Appendix 1.
- (iii) Barge Landing Point. A barge landing point has been established 1800 yards to the N.E. of Pier No. 1. This beach is suitable to all types of landing craft. An exit has been made from the beach to the main road.

2. Intelligence report on Ceram Harakoe and Buru has already been prepared and forwarded 4th. October, 45.

3. MINES AND MINING.

- (i) Allied Mining. The only knowledge of Allied mining obtained from Japanese sources was the fact that two Allied mines had been exploded one on the beach at Bagoelala, East Ambon, and one on Pombo Island Haroekoe Strait.
- (ii) Dutch authorities have been asked to furnish a detailed report of Dutch mining in the area.
- (iii) Enemy Mining Ambon. Reference Para. 46 N.O.I.C. Moluccas communication 3rd. August, 45. The Japanese report that the only mines which existed in this area on 28th. September, 45, were:

Laha - 120 mines controlled.
Bagoelala Bay - 80 contact mines.
Toelehoe - 120 mines controlled.

Sweeping operations had already begun. On 10th. October, 45. The mines remaining were:

Laha - 18
Bagoelala Bay - 16
Toelehoe - 16.

The Japanese also inform that there are no mines in the Tanimbar Area. Mines have been reported to the South of Aree Island but it is now claimed that their present existence is doubtful. They advise, however, that an investigation should be made before entry of shipping. This investigation is now being made by H.M.A.S. "Gympie". Charts and diagrams of mining in the Ambon Ceram area are contained in Section 2 of Appendix 1.

4. PRISONERS OF WAR. The R.A.N. in Ambon is in close contact with Army Intelligence with regard to P.O.W. Information obtained in Ceram was passed to Brigade Headquarters. The details are contained in Ceram report to N.O.I.C. Moluccas 4th. October, 45.

Jamil Bin Dahlan, a British Lascar 3rd. Class gunner taken prisoner in 1942 at Sourabaya when Dutch ship "Tambusu" was lost, had been a P.W. at Ambon. He was interrogated and sent to Morotai for repatriation.

No other information of Allied naval or merchant seaman prisoners has come to hand.

5. OIL STORAGE - AMBON. Examination of the oil storage conditions on Ambon was made in company with Eng. Lt. Commander R. Chambers, R.A.N.R.(s) whose report was submitted 29th. September, 45 to N.O.I.C. Moluccas. At present the R.A.E. are inspecting the oil storage tanks with the object of repairing and cleaning.

Plans of oil tanks positions are shown Section 3 Appendix 1.

6. ANTI SUBMARINE DEFENCES - AMBON. It has been discovered that the Japanese used under water listening gear across the entrance to Ambon Harbour. These consisted of two sets of ten hydrophones on tripod mountings with others projected but incomplete because of damage to materials. The Japanese claim that these devices were effective, with

range of 2,500 metres on a submarine with a speed of 6 knots. They have not been in use for some time owing to deterioration of under water gear. A detailed report is being furnished by the A/S Officer of H.M.A.S. "Glenelg". It is proposed to forward all instruments - now dismantled - together with diagrams of the circuits to the requisite authorities for examination.

7. SOEANGGI LIGHT. Lat $3^{\circ} 18'$ S. Long. $127^{\circ} 28\frac{1}{2}'$ E.

This light was inspected on the 6th. October, 45, by Sub. Lt. A.J. Lunan, R.A.N.R. whose report is contained in Appendix 2.

8. NAVAL AND ANTI AIRCRAFT GUNS.

These have all been inspected and the breach blocks removed. A diagram of battery positions is contained in Section 4 Appendix 1.

9. FLYING BOAT BASE.

An excellent landing place exists in the main Ambon Harbour for two months of the year. Otherwise it is necessary because of south westerlies to use the Japanese base at Halong Eastern end of Ambon Bay.

10 H.M.A.S. "KRAIT"

Was despatched to Aroe Island 4th. October, 45, with a topographical survey party. A full report will be furnished on her return to Ambon.

11. LAHA AERODROME.

A concrete air strip is being prepared which should be ready for aircraft up to C47's by the 27th. October, 45.

12. MATERIALS OF VALUE TO R.A.N.

(i) Valuable nautical and meteorological instruments were forwarded to Morotai in "Birchgrove Park" 26th. September, 45.

(ii) Some diving gear since recovered will be forwarded to Morotai in "PO Yang".

(iii) Two torpedoes were sent in "Westralia" 6th. October, 45, and a case of small items such as gas masks were dispatched in "Cootamundra" on the 29th. September, 45, for N.O.I.C. F.N.D.

13. H.M.A.S. "Gympie"

despatched 12th. October, 45, for Aroe and Tanimbar Area with Army personnel embarked will furnish an intelligence report on return.

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SOERANGGI LIGHT.

Inspected. 6th October. 1945.

Landing was made from H.M.A.S. "THREE CHEERS" on a small rocky beach on N.W. side of island. The path to the light was very steep, overgrown and in a bad state of repair.

2. The light, structure, installations and buildings were a shambles. All had been riddled by strafing aircraft. A complete new installation will be necessary if a light is to be again shown from Soenggi.

3. Buildings consist of two four-roomed houses each with a concrete water tank and one outbuilding, probably the galley. Much of the timber had been removed, probably by natives, walls and roofing were thoroughly bullet-holed.

4. Natives from Manipa Island volunteered information to the effect that, the light was strafed about twelve months ago, by two Lockheed Lightnings.

The following information forwarded to Staff Officer Intelligence:-

Indonesian named Abdullah Grawira of Taniwara Village on the island of Manipa has a radio transmitting and receiving set left with him by a Dutch Naval Officer, at the time of the Jap invasion, with orders to surrender to Allied Forces on their return. Owing to lack of time I could not investigate this matter personally.

.....*A. J. Luman*.....Sub-Lieutenant. R.A.N.R.



From: RECEIVED Commanding Officer, H.M.A.S. Glenelg
Date: 25 SEP 1945 1st September, 1945 Reference No. AX 029/1/95
To: NAVY CONFIDENTIAL SECRETARY, Naval Board
Copy: Naval Officer in charge, Moluccas (2)
Subject: Monthly Report For August, 1945

Submitted for the consideration of the Naval Board in accordance with secret memorandum 019253 of 1st April, 1945

Summary of month's activities at sea and in harbour:

- 1- On passage Morotai to Tacloban.
- 2- At 0500 identified to Port War Signal Station at entrance to Leyte Gulf. Convoy detached at 0915 and, in the absence of other instructions, course was set to return to Morotai. At 0950 identities were exchanged with U.S. battleships Idaho and New Mexico and escorting destroyers.
- 4- Ship entered Morotai harbour and fuelled from RFA Bishopdale at 0625.
- 5-6 At anchor Morotai harbour.
- 7- HMA FA Mombah was taken in tow at 0800 and re-anchored in new RAN anchorage area, H.M.A. Ships Bowen and MSL 701 assisting.
- 8- Weighed and proceeded to Darwin at 0800. At 2020 radar contact was obtained on the starboard bow, but no answer was received to repeated challenges. Four star shells were then fired and the target was identified as H.M.A. Ships Bathurst and Katoomba escorting a north-bound convoy.
- 9- At 2000 ship began an offensive anti barge patrol off the Gorong Island in accordance with previous instructions. No enemy activity other than numerous flares was detected. Star shell was fired to illuminate one radar contact, but nothing could be seen on bearing. The patrol was abandoned on schedule at 0400 on the 10th.
- 11- Cape Dong Light was raised at 1057, and the ship passed through the boom gate at daylight on the 12th and anchored in Darwin harbour.
- 13- Docked in Floating Dock No. 1 and began scrubbing down ship's plating and routine examination of underwater fittings.
- 14-20 - In floating dock.
- 21- Undocked at 0915 and towed to Boom Wharf by H.M.A. S. Warree for fuel, stores and water. Cast off and proceeded at 1620 and towed to anchorage by "Warree".
- 25- Ten RAAF other ranks and several cases of stores were embarked at 0650 and ship weighed and proceeded at 1200 escorting convoy DM5 to Morotai. Convoy consisted of m.t. Schenestady (commander) and m.t. Duquesne. M.t. Buena Vista was delayed, but proceeded independently and joined the convoy on the 28th. Outward bound, the ship passed over the D.G. range.
- 29- At entrance to Morotai harbour at 0750 and proceeded to the assistance of s.s. Nancy Hanks, aground off eastern side of Milita Island. A five-inch wire was passed from the Liberty ship, which was refloated at 1050 with the assistance of three LCs. A small welded seam in "Glenelg's" port bulwark plating was opened when the ship rolled against Nancy Hanks at one stage.
- 30-31 - At single anchor Morotai harbour.
- 2: Enemy Action and Intelligence Report: Nil

3: <u>Performance Figures:</u>	<u>For the Month</u>	<u>Since Commissioning</u>
Distance Steamed	5,152 Miles.	105,027 Miles.
Hours Underway	1,287 Hours.	10,924 Hours.
Fuel consumed	214.5 Tons.	
Average Speed	10.9 Knots.	9.4 Knots.
Miles per ton of Fuel.	14.5 Miles.	

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4: Commanding Officer's remarks: During the month the ship passed the 100,000 miles mark and favourable attention is drawn to the services of Chief Engine Room Artificer H. M. Guy, O/N 20458 who has been in the ship since commissioning. All inspections have confirmed that the engine and boiler rooms have been kept in excellent order and "Glenelg" has never been out of action because of engine room defects. It is considered that in view of this fine record and the conclusion of the war that the services of this rating should be acknowledged in some way. Action such as this would I am sure give a lift to the morale not only of this ship but to all other AMS vessels.

The facilities offered by Floating Dock No. 1 in Darwin were considered excellent in every way, all possible assistance being given not only by the dock crew but by depot staffs. The supply of provisions in Darwin proved disappointing as it was expected that reasonable amounts of fresh food would be available after the ship's long stay in northern areas without these items. It is thought that the supply staff ashore did everything in their power but apparently fresh provisions were simply not available in sufficient quantities. In this respect our stay in Darwin was not successful.

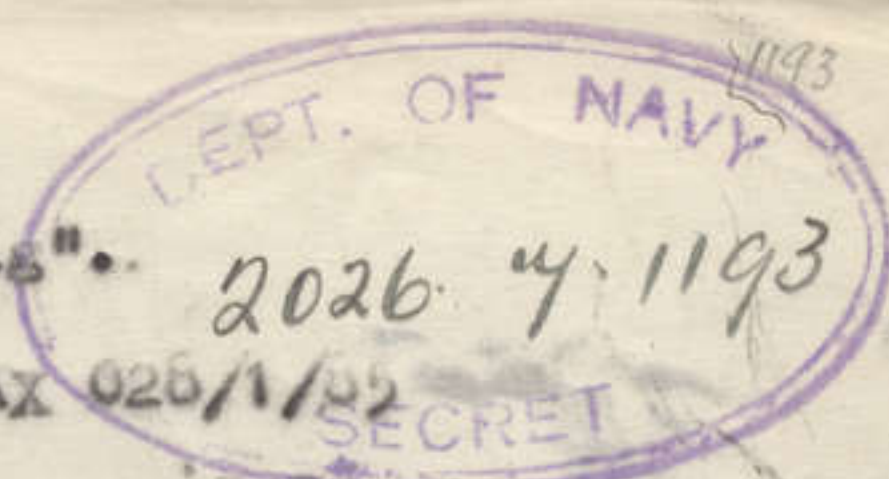
Ample recreational facilities were offered which enabled the ship's company to have three days recreational leave at Adelaide River. It is considered that as a consequence the morale and health of the ship's company benefited greatly. However, it cannot be over emphasised that the only way fully to provide for mental relaxation is to grant home leave to all ratings. Therefore, although the Darwin recreational leave did to some extent benefit the ship's company this alone will never suffice, since Darwin has not hotels, shops or cinemas or any of the contacts with civilian life which are an essential part of leave.

It is regretted that Sub Lieutenant N. G. Browning, R.A.N.R. suffered an attack of acute appendicitis and was left ashore in Darwin. It is hoped that this officer will rejoin at an early date.

It has been observed that, following the cessation of hostilities, there is a tendency for discipline to be lowered slightly, though nothing of a serious nature has occurred, or is likely to occur. The attitude of many ratings is that, the war being over, all they are interested in is to go home and they cannot see or agree why discipline should be retained at its previous high level, and this tendency of thought will, it is considered, increase as the weeks pass. From conversation with other Commanding Officers, it appears that a similar attitude is current in their ships.


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

original



From: Commanding Officer, H.M.A.S. "Glenelg".
Date: 1 August, 1945. Reference No. AX 026/1/02
To: The Secretary, Naval Board, Melbourne.
Copies: The Naval Officer in Charge, Meluccas (2)

Subject: Monthly Report for July.

Submitted for the consideration of the Naval Board in accordance with secret Memorandum 019255 of 1st. April 1945.

2: Summary of month's activities.

July 1 - Arrived Mios Weendi, fuelled from Villa Lobos. On completion of fuelling slipped and proceeded to Sorido Lagoon.
1215 Anchored Sorido Lagoon. 1600 Weighed and proceeded escorting L.S.T. 829 to Morotai.
July 2 On passage to Morotai.
July 3 1220 Anchored West of Navy Dock Morotai.
July 4 0600 Fuelled from R.F.A. Bishopdale. 0740 Anchored Berth "J".
1110 Weighed and proceeded alongside H.M.A.S. Platypus.
1725 Slipped and proceeded to Point Able. Relieved H.M.A.S. "La Trobe" on A/S Patrol.
July 5 A/S patrol.
July 6 Relieved by H.M.A.S. Bowen, proceeded to anchor Berth "Easy".
July 7 0700 At anchor Berth "Easy".
July 8 0900 Weighed and proceeded to Tarakan.
July 9 On passage to Tarakan.
July 10 1715 Arrived Tarakan, anchored South of South Pier.
July 11-15 At anchor, Tarakan Harbour.
July 16 1300 Weighed and Proceeded to Bunyu Island. 1645 Anchored South of Bunyu Island Jetty.
July 17 0740 Weighed and Proceeded to Tarakan. 1125 Anchored Tarakan Harbour.
July 18 Capt. E.F.J. Ulrick A.M.F. and War Correspondent E. Muspratt joined for passage to Morotai.
July 19 0640 Two R.A.A.F. personnel, two Army Escorts and six Japanese P.O.W.'s joined for passage to Morotai.
July 20 1105 Arrived Northern Entrance, Morotai Harbour. 1145 Secured alongside R.F.A. Bishopdale for fuel. On completion anchored 045 degrees 2 cables from H.M.A.S. Platypus. 1440 A.S.R. Craft alongside - 2 R.A.A.F. personnel 2 Army escorts and 6 P.O.W.'s discharged to shore.
July 21 War Correspondent E. Muspratt discharged to R.A.N.L.O. Morotai.
July 22 Relieved H.M.A.S. Inverell A/S Patrol Point Able.
July 23-26 On A/s patrol Point Able.
July 27 0900 Relieved by H.M.A.S. Inverell on A/S Patrol.
Proceeded and anchored Berth "Easy".
July 29 0945 For exercise Hands to Abandon Ship Stations. All boats lowered and rafts slipped.
July 30 0600 Proceeded to escort L.S.T.'s 710 & 740 to Tacloban.
July 31 On passage to Tacloban.

3: Enemy Action and Intelligence Report.

NIL.

4: Performance figures for the month. Since Commissioning.

Distance steamed	2,299 miles	99,595 miles
Hours under way	216 hours	10,675 hours
Fuel consumed	232 tons	
Average speed	10.7 knots	9.4 knots
Miles per ton of fuel	10.1 miles	

[Signature]
Lieutenant Commander, R.A.N.R.
Commanding Officer,

From: *orig.* Commanding Officer, H.M.A.S. Glenelg
Date: 1 July 1945 Reference No. AX 027/1/75
To: The Secretary, Naval Board, Melbourne
Copies: The Naval Officer in charge, New Guinea (2)
Commander (D), H.M.A.S. Platypus

Subject: Monthly Report For June, 1945

Submitted for the consideration of the Naval Board in accordance with Secret Memorandum 019255 of 1 April 1945.

2: Summary of month's activities:

- June 1 - relieved on A/S patrol by H.M.A.S. Cowra.
2 - fuelled from R.F.A. Bishopdale. Sub Lieutenant D. J. O'Keeffe, R.A.N.V.R. and P.O. Radio Mechanic Kinsella joined on loan from base radar ship. H.M.A.S. Faye C for radar maintenance and instruction during Borneo operations.
3 - Weighed and proceeded 0600 with Air Sea Rescue craft No. 922 and 927 in tow and in company with U.S. Destroyers Waller and Saufley escorting slow towing convoy to Brunei Bay.
- June 3 to 13 - on passage to Brunei Bay. Entire passage uneventful in calm weather with the exception of an alarm at 2310 on June 6 when "Glenelg" obtained an unidentified radar contact at 17,200 yards and was ordered by Senior Officer Escort in U.S.S. Waller to investigate. At 2345 after the ship had failed to reply to the challenge target was illuminated with starshell and identified as U.S.S. FS 168.
- June 14 - arrived Brunei Bay, slipped tows, and refuelled from U.S.S. Rocky Mount. At 1755 weighed and proceeded escorting U.S.S. Winooski (fleet tanker) to Balabak Strait. At 1955 the Senior Naval Officer, Australian Beach Commandos (Commander R. S. Pearson, R.A.N.) boarded from A.S.R. 927 for passage.
- June 15 - U.S.S. Winooski proceeded independently to Leyte Gulf at 1530.
- June 16-17 On passage to Morotai.
June 18 - Arrived Morotai daylight and completed with fuel from R.F.A. Bishopdale and with diesel oil from U. S. S. Mink.
- June 19-20 - At anchor, Berth H, Morotai Harbour.
- June 21 - Relieved H.M.A.S. Ararat on A/S patrol at Point Baker at 1350.
- June 23 - Relieved by H.M.A.S. Junee, and returned to anchorage to begin boiler clean.
- June 24 - Body reported floating off "Glenelg's" port beam by crew of American small boat at 1420. The body, which on recovery was found to be headless, was towed alongside the ship by "Glenelg's" motor boat, where it was examined by the Chief Staff Officer to Commander (D), Lieutenant Commander D. Logan, R.A.N. and the Staff Medical Officer (Surgeon Lieutenant A. H. Robertson, R.A.N.). Subsequently, Surgeon Lieutenant R. R. Sobey, R.A.N.R. and Lieutenant F. A. Creighton, R.A.N.R. of H.M.A.S. Whang Pu removed the body (thought to be that of a steward lost overboard from "Whang Pu") to the shore for burial.
- June 25-26 Boiler clean in progress.
- June 27 - Boiler clean completed 0900. At 0930, the Squadron Engineer Officer (Engineer Captain L.J.P. Carr, O.B.E.) carried out an inspection of the Engine room department



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June 28 - At 0715, Commander (D) (Commander J. A. Walsh, R.A.N.) accompanied by Lieutenant K. E. Richardson, R.A.N.V.R. (Sp), Lieutenant R. H. Collins, R.A.N., Mr. F. H. R. Ley, Commissioned Gunner (T), and Mr. R. S. Booth, Commissioned Signal Boatswain of his staff, boarded for manoeuvres. Ship weighed and proceeded at 0730 in company with H.M.A. Ships Cawra, Bowen, Strahan, Bundaberg and Bathurst for practice anti aircraft shoot against drogue target. All guns carried out practice firings, and during return to harbour officer of the watch manoeuvres including away lifeboat's crew were conducted and one smoke float dropped for exercise. Depth charge crews were also drilled.

At 1330, the Squadron Engineer Officer accompanied by the Staff Engineer Officer on the staff of Commander (D) (Engineer Lieutenant Commander D. McPhedran, R.A.N.R. (S)) carried out damage control exercises.

Ship weighed and proceeded alongside "Mombah" for water at 1710.

June 29 - Lieutenant D. J. Medley, R.A.N.V.R. (Sp) and six ratings joined for passage. 0900 - Cast off from coal barge "Mombah" and proceeded in company with H.M.A.S. Bundaberg to Biak.

June 30 - On passage to Biak. Night encounter exercise carried out with H.M.A.S. Bundaberg.

3: Enemy Action and Intelligence report - Nil

4: Performance figures for the month:

<u>For June</u>		<u>Since commissioning</u>
Distance steamed	2,922 miles	97,552 miles
Time under way	391 hours	10,455 hours
Fuel consumed	253 tons	
Average speed	7.5 knots	9.3 knots
Miles per ton of fuel	11.5	

5: Commanding Officer's Remarks:

During the month under review much-needed spares for the Radar set type A276 fitted in "Glenelg" were received and, with the assistance of the base radar staff, the set was brought to operational efficiency in time for the ship's participation in the Borneo operations. Opportunity was taken during this voyage by Sub Lieutenant D. F. O'Keeffe, R.A.N.V.R. (Sp) to familiarise himself and his staff with the 276 set, which is installed in few other ships in the area and in no other A.M.S.s. The instruction and helpful advice given by this officer to the radar personnel and his work in maintaining the set during the operation is much appreciated, and it is considered that "Glenelg's" P.O. Radio Mechanic is now competent to carry out normal maintenance (provided sufficient spares continue to be available), a task which had previously been beyond his powers and experience. While on passage later in the month, Lieutenant D. J. Medley, R.A.N.V.R. (Sp) of the radar staff, H.M.A.S. Watson, inspected the set and tested certain components for suitability under tropical conditions. This officer, too, gave valuable and welcome advice to the radar operators and the radio mechanic.

H. S. Litchner

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

✓
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2016.7.1193
SECRET

From: Commanding Officer, H.M.A.S. "Glenelg".
Date: 7th, June, 1945. Reference No. A.X. 026/7/65
To : Secretary, Naval Board, Melbourne
Copies to: Naval Officer in charge, New Guinea (2)
Commander (D), H.M.A.S. Platypus (1)

ACK. BY A.S. 1.1.1.

23 JUN 1945 Monthly Report For May, 1945

INIT.

Submitted for the consideration of the Naval Board in accordance with secret memorandum 019253 of 1 April 1945.

2: Summary of activities at sea and in harbour:

1 May: ship weighed and proceeded from anchorage at Sorido Lagoon to Mios Woendi, completed with fuel from U.S.S. Villa Lobos, and returned to Sorido as ready duty ship. 2 May: Commander (D) - Commander J. A. Walsh, R.A.N. - and Lieutenant (S) V. H. Goldsmith, R.A.N.R. embarked for passage to Mios Woendi. 3 May: Proceeded to Sorido Lagoon and resumed duty as ready ship. 4 May: weighed and proceeded in company with H.M.A.S. Junee escorting convoy BG 535 to Morotai. On passage practice firings were carried out, and one depth charge dropped for quarterly test of rails. 7 May: arrived Morotai and relieved H.M.A.S. Rockhampton as A/S guard ship. 8 May and 9 May: on A/S patrol at Point Able, Morotai. 10 May: relieved by H.M.A.S. Wildura, and proceeded in company with H.M.A.S. Bowen and Bundaberg escorting convoy GB 757 to Biak. 12 May: arrived Biak 2000 item. 13 May: weighed and proceeded to rendezvous at position 01 degrees 00 minutes south, 136 degrees 30 minutes east with convoy GI 25A. 14 May: returned to Mios Woendi and fuelled from U.S.S. Villa Lobos. 15 May: proceeded to Sorido Lagoon. 16 May: proceeded in company with H.M.A.S. Junee escorting convoy BG 539 to Morotai. While on passage, at 1710 item on 17 May a suspected floating mine was sunk by 40 m.m. and 20 m.m. gun fire in position 01 degrees 48 minutes north, 130 degrees 10 minutes east. 19 May: arrived Morotai, secured alongside H.M.A.S. Platypus and began boiler cleaning. 20-24 May: boiler clean in progress. 25 May: fuelled from R.F.A. Bishopdale and relieved H.M.A.S. Junee on A/S patrol at Point Baker. 26 May: ordered by signal at 1358 item to proceed with despatch to position 01 degrees 44 minutes ~~xxxxxx~~ 35 seconds north, 128 degrees 43 minutes east to investigate oil slick reported by pilot of U.S. transport aircraft. In position of reported sighting at 1715 item. U.S. destroyer already searching area; nothing seen except numerous tide rips. 27 May: returned to harbour and relieved H.M.A.S. Bowen on A/S patrol at Point Able. 29 May: relieved by H.M.A.S. Kapunda and anchored in berth George in vicinity of H.M.A.S. Platypus. 30 May: relieved H.M.A.S. Kapunda on A/S patrol.

3: Enemy action, nil. Intelligence report - nil.

4: Performance figures for the month:

Distance steamed,	1,794 miles
Hours under way,	183
Fuel consumed,	224 tons
Average speed,	9.7 knots
Miles per ton of fuel,	8.0

5: Performance figures since commissioning:

Distance steamed,	94,630 miles
Hours under way,	10,064
Average speed,	9.4 knots

6: Remarks:

On 16 May the anchor windlass was found to be defective.

/ Windlass ...

(2)

Windlass was stripped by ship's staff and found to have a defective brass bush; faulty cable holder, and a badly-scored main shaft. Defect item No. 495 was raised and ~~passed to it~~, the defective gear landed to H.M.A.S. Platypus for repair. On renewal of the brass bush by H.M.A.S. Platypus, windlass was re-assembled by ship's staff. It is considered that the repairs effected by H.M.A.S. Platypus are of a temporary nature only until the main shaft can be re-machined by dockyard. Any recurrence of this defect will make the use of the port anchor impossible, and the resulting strain arising from constant use of the starboard anchor and cable may soon render this ineffective also.

H. Whitehead

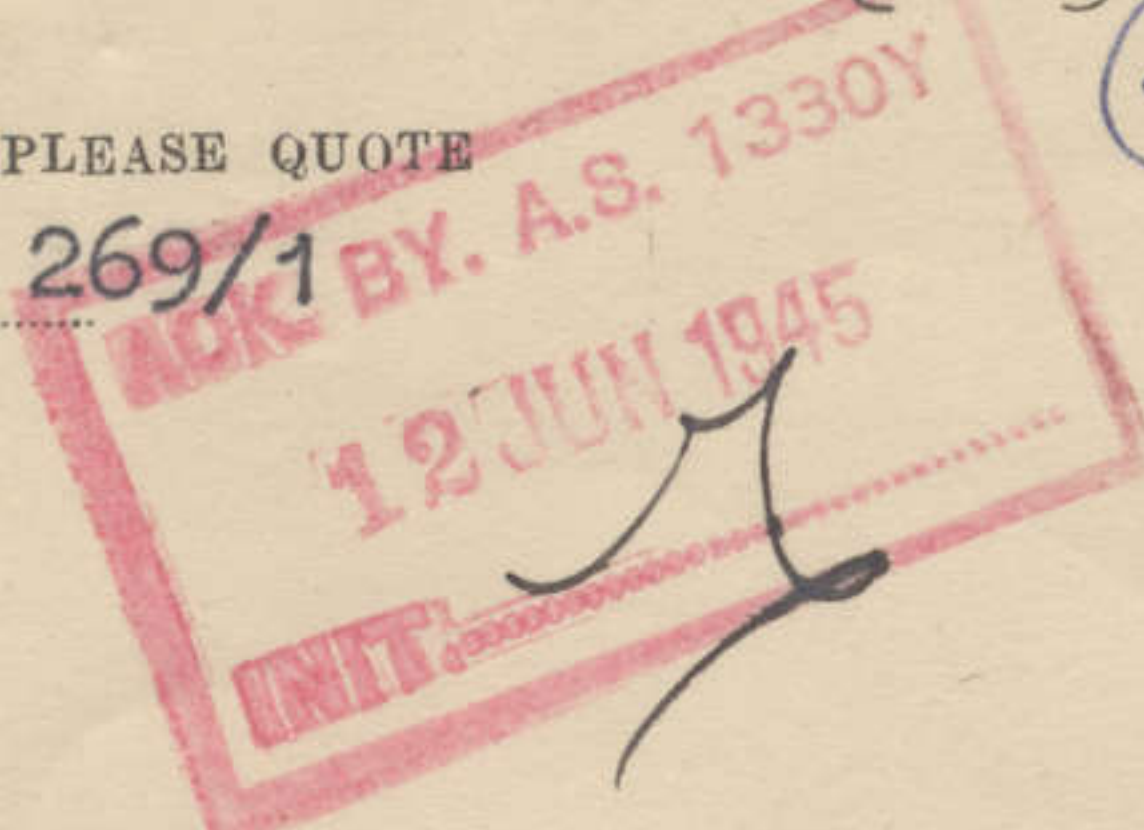
Lieutenant Commander, R.A.N.R.
Commanding Officer

~~SECRET~~RESTRICTED
Royal Australian Navy.

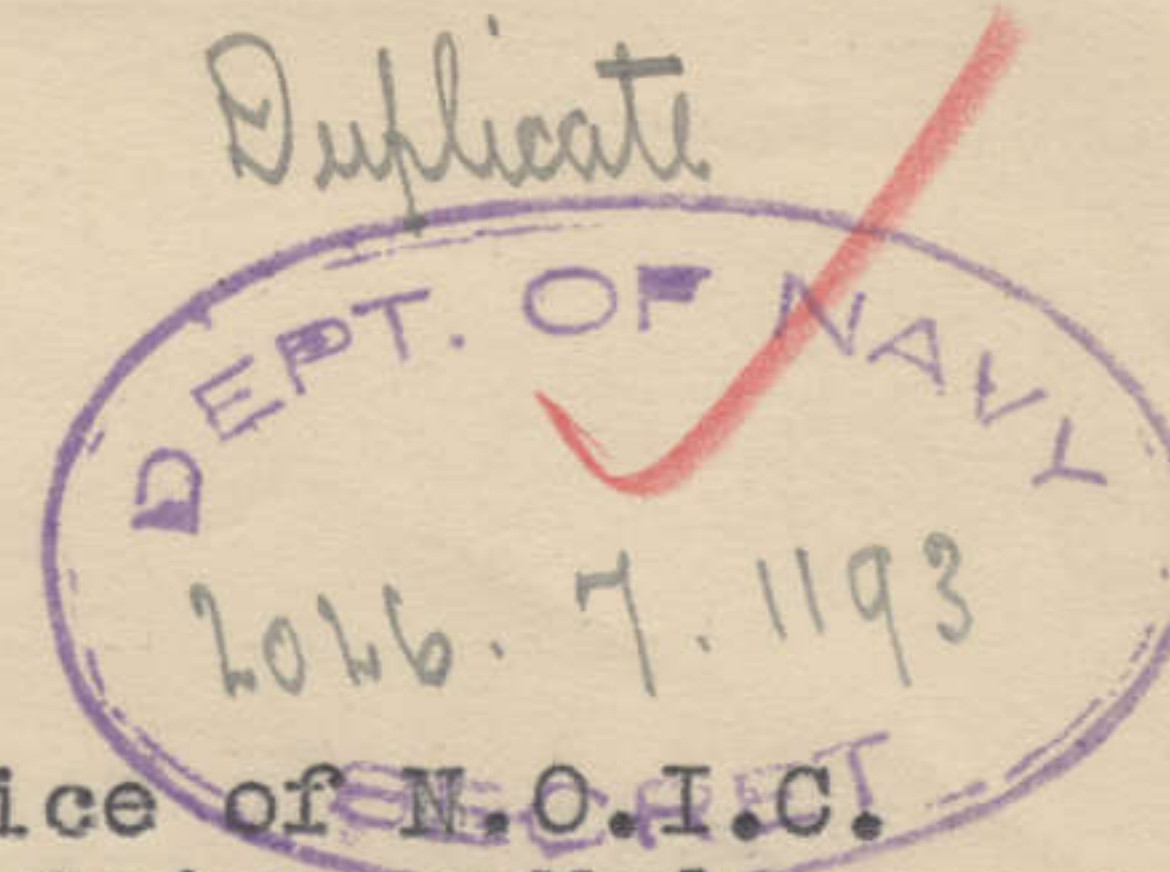
(see file 12/51/50) Bailey

IN REPLY PLEASE QUOTE

No. NG 269/1



The Secretary,
Naval Board,
MELBOURNE.



Office of M.O.I.C.
New Guinea. Madang.
5th June, 1945.

In circulation
11/6/45

H.M.A.S. "GLENELG" - REPORT OF PROCEEDINGS - APRIL, 1945.

Submitted for the information of the Naval Board.

2. With reference to paragraph 7, the Radar spares have now been received by H.M.A.S. "GLENELG".

A/Captain R.A.N.
Naval Officer in Charge
New Guinea.

HN

~~SECRET~~

JB Bailey 30/11/60

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249/1

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

NAVAL OFFICER-IN-CHARGE

Date: 1 May, 1945 Reference No. AX 025/1/55

28 MAY 1945

To : The Secretary, Naval Board

Copies The Naval Officer-in-charge, New Guinea (2)
Commander (D), H.M.A.S. Platypus (1)

NEW GUINEA

Monthly Report For April, 1945

Submitted for the consideration of the Naval Board in accordance with secret memorandum 019253 of 1 April.

2: Summary of activities at sea and in harbour:

April 1 - 2: On passage from Humboldt Bay to Mios Woendi. Fuelled from U.S.S. Victoria. April 3; Began boiler clean. April 4, Boiler clean in progress. Air raid warning "Red" received at 1820, 1945, and 2215. No action developed. April 5, water and compressor barge alongside. April 6, Air raid warning "Red" received at 0125; no action developed. Boiler clean completed. April 7, fourteen U.S.N. enlisted men joined for passage to Morotai. Proceeded in company with H.M.A.Ss Kapunda escorting convoy BG 527 to Morotai. April 9, A.A. firing practice conducted. April 10, arrived Morotai harbour and assumed A/S entrance guard duty at Position "Able". April 12, relieved by H.M.A.S. Kapunda and watered at Navy Dock. April 13, fuelled from U.S.S. Banshee. Proceeded in company with H.M.A.Ss Kapunda and Cowra screening convoy GB 748 to Biak. April 14, H.M.A.S. Kapunda detached with s.s. "Charles Russell" at 1500. Convoy dispersed at 1735, on April 15. April 16, Fuelled from U.S.S. Victoria in Mios Woendi lagoon. April 17, stored ship from H.M.A.S. Wilcannia. April 20, proceeded to Sorido lagoon and assumed duty as "ready ship", being relieved on April 21 by H.M.A.S. Townsville. April 22, proceeded with H.M.A.Ss Townsville and Bowen in company screening convoy BG 531 to Morotai, "Townsville" being detached at 2015 to return to Sorido Lagoon. April 25, relieved H.M.A.S. Cootamundra as entrance A/S guard ship, Morotai harbour. April 28, relieved by H.M.A.S. Mildura, and fuelled from U.S.S. Banshee. On completion of fuelling proceeded alongside s.s. "James W. Grimes" for water. Proceeded with H.M.A.S. Bowen in company screening convoy GB 754 to Biak. April 29, H.M.A.S. Bowen, with two merchant ships detached to proceed on southern route to Sorido lagoon. April 30, convoy dispersed 1600. Proceeded to Biak escorting s.s. "James W. Grimes".

3: Enemy action report. Nil, no raids having developed from the warnings received on April 4 and 6.

4: Intelligence report - nil.

5: Performance figures for the month. distance steamed, 2594 miles; hours under way, 275; fuel consumed, 203 tons; average speed, 9 knots; miles per ton of fuel, 12.7.

6: Figures since commissioning. distance steamed, 92,836 miles; time under way, 9881 hours; average speed, 9.4 knots.

7: Remarks: Radar set A 276 is still out of action owing to lack of spares in the area. Signals requesting spares have been sent to the authorities concerned, so far without result.

ALB...

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

13/6/11



1193



From: Commanding Officer, H.M.A.S. Glenelg
Date: 1 April 1945 Reference No. AX 024/1/45
To : The Secretary, Navy Board

Copies to The Naval Officer-in-charge, New Guinea (2)
Commander (D), Mios Woendi (1)

Monthly Report For March 1945

Submitted for the consideration of the Naval Board in accordance with secret memorandum 019253 of 1 April:

2: Summary of activities at sea and in harbour:

March 1 to March 15 - secured to No. 7 Buoy, Sydney Harbour. During this period ship was stored, minor defects remedied, and both after depth charge throwers and parbuckle stowages, which were not completed during the refit, were lined up and welded into position. March 15 - Lieutenant Commander H.G. Whitebrook, R.A.N.R. assumed command, vice Lieutenant L. Robson, R.A.N.R.(S). March 16 - fuelled from Kurraba oil jetty and proceeded under the orders of H.M.S. Empire Arquebus with H.M.A.S. Maryborough in company for Seeadler Harbour. Lieutenant Commander J. Simpson, R.A.N.R.(S) and Lieutenant G. F. Webster, R.A.N.V.R. embarked for passage to R.N. Base, Manus and H.M.A.S. Hawkesbury respectively. March 24 - anchored in berth 292, Seeadler Harbour. March 26 - completed with fuel from R.F.A. "San Amado" and water from R.F.A. "Stagpool" and embarked 46 ratings for passage to Hollandia and Madang. March 27 - weighed and proceeded, arriving at Madang during the forenoon on March 28. Ratings for passage discharged, and completed with water from H.M.A.S. Tolga. March 29 - Embarked nine ratings for passage; weighed and proceeded for Seeadler Harbour. March 30 - anchored off Rara Island. Weighed and proceeded for Hollandia with 21 ratings on passage.

3: Enemy action report - nil.

4: Intelligence report - nil.

5: Performance figures for the month

Distance steamed	3,020 miles
Hours under way	259½ hours
Fuel Consumed	330.5 tons
Average Speed	12.4 knots
Miles/ ton of fuel	13.3 miles

The greater part of the month's mileage consisted of a non-stop run from Port Jackson to Seeadler Harbour. Detailed figures for this run are:-

Distance steamed	2238 miles
Time under way	195 hours
Fuel consumed	150.5 tons
Average speed	11½ knots
Miles/ ton of fuel	14.87 miles

Fuel consumption was higher than average early in the voyage but later reverted to normal. This has been attributed to the effects of the recent refit, and frequent alteration of revolutions in order to keep station on "Empire Arquebus" whose speed at times was erratic. Only normal engine room adjustments were necessary on arrival.

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6: Figures since commissioning:

Distance steamed	90,242 miles
Time under way	9,606½ hours
average speed	9.4 knots

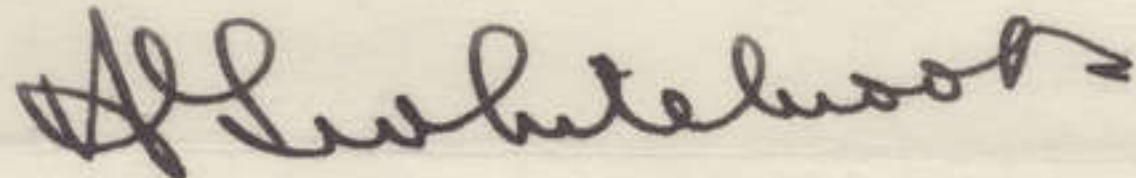
7: Commanding Officer's remarks:

Generally speaking the ship has run smoothly during the month the chief point of interest being the non-stop passage from Sydney to the Admiralty Islands. Approximately 20 tons of fuel remained on arrival, and this amount would have been greater if speed had not been increased to 13 knots during the last two days to ensure making a landfall in daylight.

It would appear that the ship's domestic refrigerators were not correctly serviced during the refit as all the motors have developed serious defects, causing great inconvenience to the ship's company and risk to health arising from bad food in a tropical climate.

Both 286 and 276 radar sets have proved unsatisfactory in service, and at present both are out of commission. A separate report is being rendered on this matter.

The health of the ship's company remains generally good.



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

From: Commanding Officer H.M.A.S. "GLENNELG".
Date: 1st. March 1945, Reference No. AX 023/1/25.

N.G. 269/1

To: The Secretary, Naval Board.

Copies: The Naval Officer-in-charge, New Guinea.
Commander (D) Madang.

NAVAL OFFICER-IN-CHARGE

29 MAR 1945

NEW GUINEA

Subject. Monthly Report for February, 1945.

Submitted for consideration of the Naval Board in accordance secret memorandum 019253 of 1st. April.

2. Summary of month's activities at sea and in harbour:

Feb. 1.. Refit in progress.
Feb. 2. Undocked from Duke and Orr's Dry Dock, Berthed at South Wharf. Ship's Company victualled out A.M. during repairs to Galley Range.
Feb. 3-4. Refit in progress.
Feb. 5. Refit in progress. All Gunnery Rates attended at Lonsdale for instruction on 40 m.m. Beaufort Gun.
Feb. 6-9. Refit in progress. Gunnery Rates under instruction at Lonsdale.
Feb. 10-16. Refit in progress.
Feb. 17. Refit in progress. Basin Trials carried out..
Feb. 18. Refit in progress. Ship's Company victualled in, repairs to Galley Range completed.
Feb. 19.. Slipped from South Wharf, tug in attendance. 1015. Secured Inner West Pier Williamstown. Fuelled, ammunitioned, and provisioned ship. On completion of ammunitioning, shifted berth to West Side West Wing of Station Pier Port Melbourne.
Feb. 20. Slipped from Station Pier and Proceeded on Trials. Gunnery, Asdic, and Radar Trials carried out..
1730. Secured Station Pier.
Feb. 21. 0830. Slipped and proceeded from Station Pier for Compass Adjusting. 1330. Compass adjustments completed, sailed for Sydney. 1530. Passed through Port Phillip Heads.
Feb. 22. On passage to Sydney.
Feb. 23. Arrived Sydney, passed in through boom at 1010. 1210. Secured alongside Oil Wharf Kurabra. 1508. Slipped from Oil Wharf. 1538. Secured alongside H.M.A.S. "Bowen" No. 7 Buoy Sydney Harbour..
Feb. 24-26. At No. 7 Buoy.
Feb. 27. 0815. Slipped from No. 7 Buoy to carry out Harbour Entrance Guard.
Feb. 28. 0900. Relieved on patrol. 0915. Secured alongside "Bowen" No. 7 Buoy. Hands employed painting ship.

3. Enemy Action Remarks.

NIL.

4. Intelligence Reports.

Nil..

5. Performance Figures for Month.

Distance steamed.	NIL.	621.	Miles.
Hours underway.		60	Hours.
Fuel consumed.		59.5	Tons.
Average Speed.		10.3	Knots.
Miles per ton of fuel.		10.4	Miles.

6. Performance Figures since commissioning.

Distance steamed.	87222	Miles..
Hours underway.	9346½	Hours.
Average Speed.	9.3	Knots.

7. Commanding Officers Remarks.

NIL.

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

2/2/45

From: Commanding Officer, H.M.A.S. "Glenelg".

Date: 1st. February 1945. Reference No. AX 022/A/15.

To: The Secretary, Naval Board..

Copies: The Naval Officer-in-Charge, New Guinea..
Commander (D) Madang..

Commander "D"
File No.

7/174/12

Duplicate

Subject: Monthly Report for January 1945..

Submitted for the consideration of the Naval Board in accordance with secret memorandum 019253 of 1st. April.

2. Summary of month's activities at sea and in harbour:

January 1st.

Jan. 2 On passage from Sydney to Melbourne.
0900 secured outside Nelson pier Pt. Phillip..

0925 Slipped from Nelson Pier..
0937 Secured innerside Nelson Pier.

Deammunitioned Ship..

Jan. 3. 0905 Slipped and proceeded from Nelson Pier..
1130 secured alongside No. 1 Berth Spencer Street Bridge..
Hands destoring ship for refit..

Jan. 4. Care and Maintenance party of 12 joined ship to assist during refit..

Jan. 5. Ship commenced refit. Interstate leave party sent on leave..

Jan. 6. Hands continued transferring ship's gear to Lay-apart store..

Jan. 7. Shifted ship from No. 1 to No. 2 Berth..

Jan. 8. Removed anchors and cables. Ship moved from 2 to 3 Berth..

Jan. 9. Landed Boats for survey. Additional leave party dispatched..

Jan. 10. Ship continuing refit..

Jan. 11-15 Refit in progress..

Jan. 16. Shifted by tug to Duke and Orr Dry Dock.

Jan. 16-31 Refit in progress..

3. Enemy Action Remarks..

NIL.

4. Intelligence Reports..

NIL.

5. Performance figures for month..

Distance steamed..	49 0 Miles.
Hours underway.	48 1/2 Hours.
Fuel consumed.	45 1/2 Tons.
Average speed.	10 Knots.
Miles per ton of fuel.	10.6 Tons.

6. Performance figures since commissioning..

Distance steamed	86,691 Miles..
Hours Underway.	9,286 1/2 Hours..
Average Speed.	9.3 Knots..

7. Commanding Officers Remarks..

NIL..

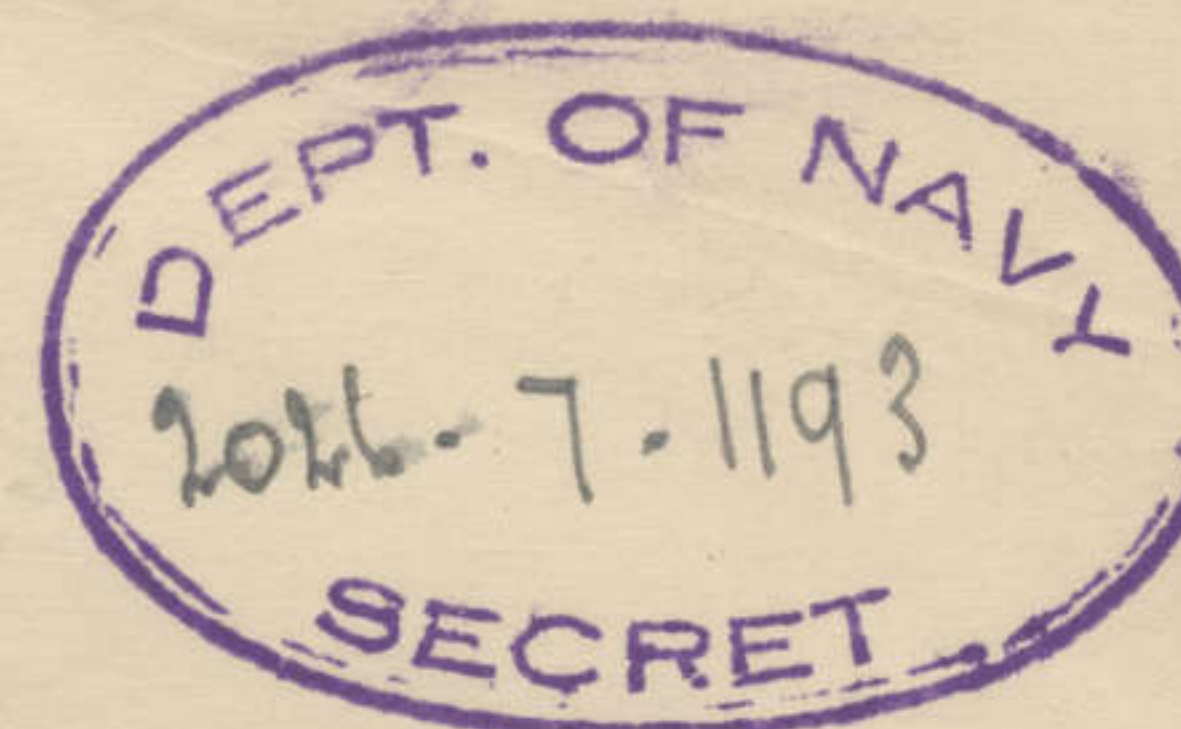


Cmdr
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S. Robson
Lieutenant R.A.N.R. (S)..
Commanding Officer.

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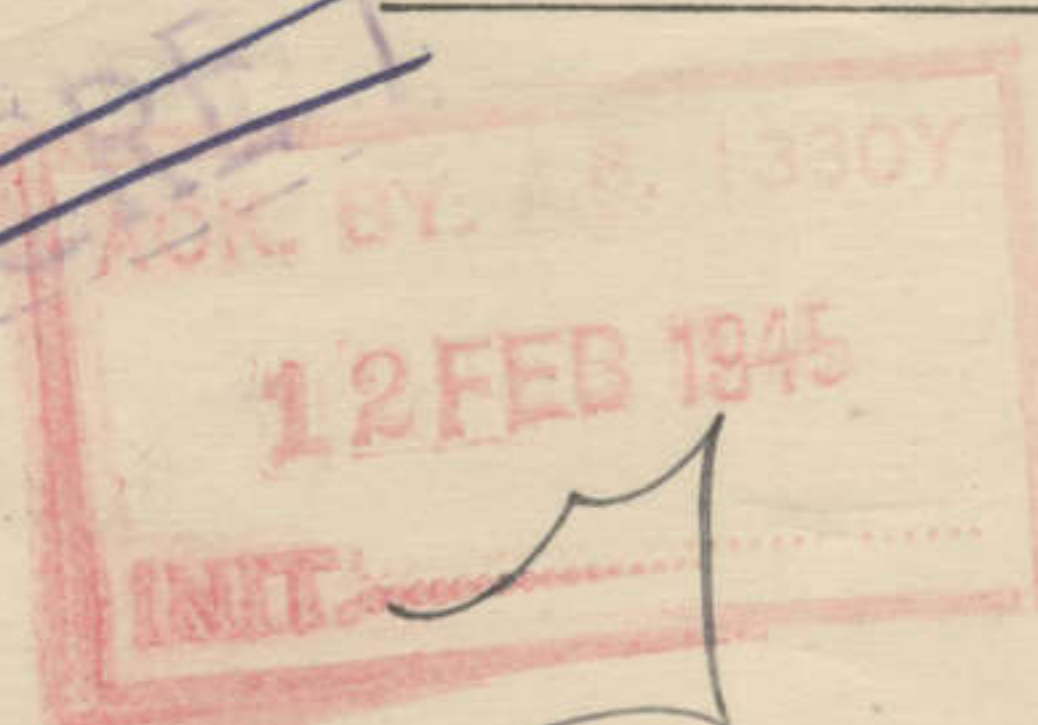
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(See file 72/51/56) J. Barley
Royal Australian Navy.



IN REPLY PLEASE QUOTE

No. NG.269/1.

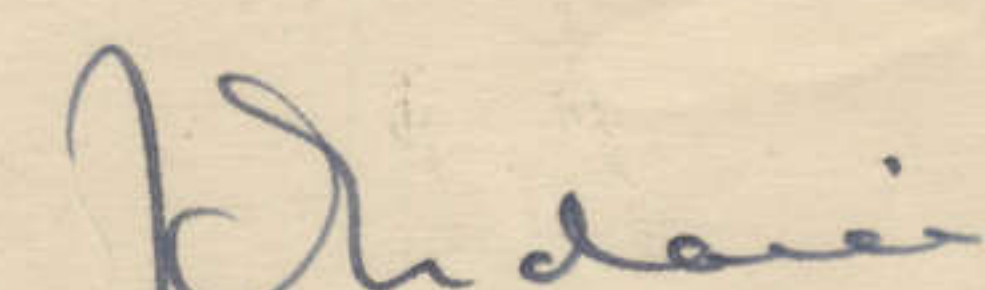
The Secretary,
Naval Board,
MELBOURNE.



Office of N.O.I.C.,
New Guinea. Madang.
3rd February, 1945.

H.M.A.S. "GLENELG" - REPORT OF PROCEEDINGS - DECEMBER, 1944.

Submitted for the information of the Naval Board.


A/ Captain R.A.N.
Naval Officer in Charge
New Guinea.

33
From Commanding Officer H.M.A.S. "Glengall"

Date 1st Jan. 1945

Reference No. AX 021/1/15.

To The Secretary, Navy Board

Copies The Naval Officer in Charge New Guinea
Commander (D) H.M.A.S. "Swan"

FILE NO. ~~111~~ 43
NG 269/1
NAVAL OFFICER-IN-CHARGE,

29 JAN 1945

NEW GUINEA

Monthly Report for December 1944

Submitted for the consideration of the Navy Board in accordance with secret memorandum 019253 of 1st April.

2 Summary of month's activities at sea and in harbour.

- December 1 - Sailed from Sorido Lagoon for Morotai escorting Convoy B.G. 505
- December 2 - At 1635 investigated suspicious A/S. contact and sighting report which proved to be a large log.
- December 3 - At 1100 sighted convoy on opposite course escorted by H.M.A.S. "Colac". Arrived at Morotai at 1430 and anchored near Navy Dock.
- December 4 - 0115 Air raid "Red" warning. 1230. Sailed from Morotai for Sorido Lagoon escorting U.S. Tanker "Elk Basin". At 1820 a fighter aircraft pilot bailed out near ship and was picked up by lifeboat's crew. 1850. Whaler secured and proceeded on convoy course and speed. Pilot identified as Lieut. C.R. Garner.
- December 5 - Carried out practice firings with all A.A. weapons.
- December 6 - Arrived Mios Woendi and fuelled from U.S.S. "Victoria". Proceeded to Sorido Lagoon and anchored.
- December 7 - Sailed from Sorido Lagoon for Morotai escorting Convoy B.G. 506.
- December 9 - Challenged and identified by H.M.A.S. "Wagga" escorting south-bound ship.
- December 10 - Anchored Morotai Harbour at 1130 to carry out A/S. listening watch in harbour entrance.
- December 11 - 0430. Air raid "Red" warning.
- December 12 - 0500. Air raid "Red" warning. Hands carried out small arms practice firings during afternoon.
- December 13 - Sailed from Morotai for Mios Woendi in company with H.M.A.S. "Broome" and H.M.A.S. "Colac".
- December 15 - Arrived Mios Woendi. Watered from barge and fuelled from U.S.S. "Victoria". Transferred stores from H.M.A.S. "Swan" and proceeded to anchorage.
- December 16 - Sailed from Mios Woendi en route to Melbourne for annual refit. 2155. Rammed portside forward of bridge by small vessel identified as U.S. "Vaquero". Seam sprung in P/O's mess and slight weep from seam in magazine.
- December 17 - 0036 Returned to Mios Woendi standing by "Vaquero". 0625 Proceeded alongside "Vaquero" and commenced towing. 0847 Slipped "Vaquero" in Mios Woendi Lagoon and proceeded immediately for Hollandia.

(continued)

- December 18 - Anchored Humboldt Bay, at 1000. 1800. slipped and proceeded to Madang.
- December 20 - Anchored Madang 0700. 1030. Secured alongside H.M.A.S. "Terka" for water.
Hull damage inspected by Base Engineering Staff. 1510. Slipped and sailed for Langemak.
- December 21 - 0850. Secured alongside tanker "Drajaro" for fuel in Dreger Harbour. 1215. Slipped from tanker and proceeded to Brisbane.
- December 22 - 0400. Encountered L.C.I. call sign W4434, which failed to give way when entering Tufi Leads thereby endangering H.M.A.S. "Glenelg". 0730. Passed H.M.A.S. "Benalla" northward bound.
- December 24 - Entered Grafton Passage, at 0250
- December 26 - 2110. Starboard engine broke down continued on port engine.
- December 27 - 0547. Starboard engine in working order; proceeded on both engines. 1100. Secured alongside Shell wharf Newstead, Brisbane. 1330 shifted berth to A.U.S.N. wharf.
- December 28 - 1200. Slipped from A.U.S.N. wharf bound for Sydney.
- December 29 - 2000. Investigated flickering light which proved to be a flare floating in the water. No vessel or aircraft sighted in the vicinity.
- December 30 - 0700. Secured to No. 7 Buoy Sydney. 1130. H.M.A.S. "Whyalla" secured alongside and slipped again at 1330. 1820. Slipped from Buoy and proceeded to Melbourne. 1930. Stopped engines--Water in fuel lines. Remedied at 1953.

3 Enemy Action Remarks.

The ship was not in action during the month, the port orders at Morotai prohibiting ships opening fire unless directly attacked. During the air raid alerts listed above no attacks were aimed at the "Glenelg" or any other ship.

4 Intelligence Reports

Nil.

5 Performance figures for the month

Distance steamed	5621 miles
Hours underway	473½
Fuel Consumed	399½ tons
Average speed	11.8 knots
Miles per ton of fuel	14.0

6 Performance figures since Commissioning

Distance steamed	86111 miles
Hours underway	9238
Average speed	9.3 knots.

The main engines and auxiliary machinery are in excellent condition and are capable of developing the output and speed for which they were designed.

7 Commanding Officers Remarks.

Nil.

S. Robson

Lieutenant R.A.N.R. (S)
Commanding officer

FROM, COMMANDING OFFICER, H.M.A.S. GLENELG.....

TO... SECRETARY, NAVAL BOARD, (COPY TO N.O.I.C. NEW GUINEA & COMMANDER D. MADANG.)

DATE, 1. NOVEMBER 1944..... REFERENCE NO. *EX 019/3/44*

SUBJECT, MONTHLY REPORT FOR OCTOBER 1944.....

Submitted in accordance with Secret Memo 019253 of 1st April for the consideration of the Naval Board.

IN HARBOUR.

Duplicate

- OCT 1..... Entered HUMBOLT BAY P.M. and fuelled from U.S.S. VILLA LOBAS.
" 2..... At HUMBOLT BAY.
" 3..... Departed HUMBOLT BAY early A.M. for MADANG.
" 4..... Anchored MADANG late P.M.
" 5-11... SHIP underwent Boiler Clean.
" 12..... Proceeded out of Harbour to carry out Practice 4" shoot. H.M.A.S. TERKA being towing ship.
Secured alongside H.M.A.S. LITHGOW on return to Harbour.
Commander W.M. COOKE (R.N.R.) & LIEUT. M.R.L. HYNES (R.A.N.V.R.) and seven ratings on board for passage.
SUB. LT. B.G. KING (R.A.N.V.R.) joined.
Departed P.M. for Humbolt Bay.
" 14..... Entered HUMBOLT BAY and fuelled from U.S.S. VILLA LOBAS.
Lieut. c.d. HANCOX (R.A.N.V.R.) discharged.
" 15..... Proceeded A.M. for MAFFIN BAY. Anchored P.M. MAFFIN BAY.
COMMANDER W.M. COOKE (R.N.R.) discharged ashore.
" 16..... Discharged Lieut. M.R.L. HYNES (R.A.N.V.R.) to H.M.A.S. TOWNSVILLE
" 17..... Proceeded A.M. to carry out A/S Patrol off MAFFIN BAY.
" 21..... Relieved on Patrol by H.M.A.S. TOWNSVILLE and anchored MAFFIN BAY.
" 22..... Proceeded out of Harbour to relieve H.M.A.S. TOWNSVILLE on Patrol.
During A.M. secured alongside H.M.A.S. TOWNSVILLE and obtained 30 H.E. 4" Shell. Then proceeded on Patrol.
" 23..... Relieved by H.M.A.S. TOWNSVILLE on Patrol.
Proceeded out P.M. and carried out A/S Patrol
" 24..... Proceeded into Harbour and took on board two U.S. ARMY Officers- COLONEL R.E. CAVANEE AND LIEUT. B.A. CHASIN of REGIMENTAL COMBAT TEAM stationed at WAKIE ISLAND for purpose of their observing Enemy movements and Positions in the SARMI POINT AREA.
" 26..... Proceeded into Harbour and received Stores from U.S. ARMY. Received to proceed to MIOS WOENDI LAGOON. Weighed and proceeded P.M.
" 27..... Arrived MIOS WOENDI and proceeded alongside U.S.S. VICTORIA for fuel. Stores were obtained from ashore and Supply Ship F 18. Transferred damaged whaler to H.M.A.S. BINGERA and received whaler from that ship on loan.
" 28..... Proceeded A.M. for SORIDO LAGOON. Anchored A.M. at SORIDO.
" 29..... At SORIDO LAGOON.
" 30..... Departed Sorido to A/S Patrol off entrance

Capt D.
Geo.
Sofa
Sog 2/2
Coak

During Boiler Cleaning Period Inspection of Upper Deck fittings was carried out by LIEUT. GOURLAY, Inspection of Depth Charge Fittings by LIEUT. HINCHCLIFFE and Inspection of Engine Room Fittings and Damage Control by LIEUT. COMMANDER MCPHEDRAN.

2. During periods in Harbour recreational leave was granted to Ships Company. During Boiler Cleaning Period at MADANG a cricket match was arranged, Picture Parties were ~~xxxxxx~~ landed, a contestant landed at Boxing Tournament arranged by the Australian Army, Water Polo matches arranged between Ships in Harbour and a Concert Party from the Australian Army entertained Officers and Ships Company on board. The whaler was taken away both under oars and sail by different parties for recreation and training.

3. Morale is generally good but is considered certain that an improvement in mail deliveries would do much to increase the contentedness of the Ships Company on which high Morale depends.

From Experience in this ship it seems that the onward transmission of mail, other than through Service Channels is dependent on casual movements of H.M.A. Ships and has no organised Basis.

It is noted that the prevailing channels for the transmission of Service mail are also unsatisfactory in several prospects. Safe Hand mail despatched from Navy Office on 5th September was not received until 28th October, a seemingly over-long delay in view of the ~~xxxxxxxx~~ possibilities of Air Transport.

4. It was impossible to obtain stores from R.A.N. sources both at MADANG and HOLLANDIA. Stores were acquired from U.S. ARMY at MAFFIN BAY and MIOS WOENDI.

5. It has been impossible to obtain urgently required items of Uniform clothing. Whilst at MADANG endeavours were made to obtain same from H.M.A.S. WHANGPU but were unable to do so owing to low stocks.

6. In recent weeks "GLENELG" has been called on to give passage to numbers of ratings and bags of safe hand mail for ships in forward areas. While happy to give every possible assistance to drafting and mail authorities it is considered that the dearth of information regarding the movements and projected movements of ships is unsatisfactory in this connection and leads inevitably to delay. At the time of writing "GLENELG" has on board six ratings for various ships and a bag of safe hand mail marked "Urgent". Despite enquiries, no information can be obtained on the whereabouts of these ships or on the probability of meeting with them in the near future. A suggestion made to P.D. HOLLANDIA that "GLENELG" be ordered to divert to the ports at which these ships were thought to be operating was not approved, although this would have involved little additional steaming. It is submitted that such a course would have been in the best interests of the ships concerned and the Service generally, and that drafting authorities should refrain from embarking ratings for passage unless it can be indicated, with some degree of certainty, where the ratings are to be landed.

AT SEA.

- AT 1.....Escorting Convoy of Tugs towing Docks and Fuel Barges-U.S. FLOATING REPAIR UNIT No.1 from MADANG TO HUMBOLT BAY.
- " 3-4....En Route HUMBOLT BAY to MADANG.
- " 12.....Proceeded from MADANG to Carry out Gunnery Exercises. Lt. Comdr. McPHERDAN, Lt. HINCHCLIFFE & Lt. RICHARDSON and COM D's staff embarked.
- " 12-14..En Route MADANG to HUMBOLT BAY.
A Radar contact was obtained at 2320 I 12th October and classified as suspicious. Closed and challenged but no reply was made. One Star shell was fired above target at 2325I and identified as an American Small Ship. Ship then flashed her Pendant Numbers-T P 1 1 3 .
2330 Proceeded on course.
- " 15.....En Route HUMBOLT BAY to MAFFIN BAY.
- " 17-21..Engaged in A/S Patrol off MAFFIN BAY.
On 18th October Enemy shore station off SAMMI POINT opened fire with Mortar Shells. 24 4" Shells were fired by H.M.A.S. GLENELG into presumed position of Battery (See Enemy Report)
On 20th October received Parcel Mail from H.M.A.S. COORAMUNDRA.
At 1010 October 20th. suspicious movements were seen ashore and closed to investigate and an American Patrol were observed to be harassed and hard pressed by Enemy Patrols. Assistance was given and in the course of this operation ~~successful~~ H.M.A.S. GLENELG's whaler put ashore and projected to bring off wounded.
Owing to heavy surf the whaler was swamped and upon receipt of signal from ashore opened fire with 4" gun on position occupied by Japanese.
Landing party were later brought off by Barge.
At 1320 in company with H.M.A.S. TOWNSVILLE proceeded to position where whaler was beached and under cover of fire from both ships a party from H.M.A.S. GLENELG proceeded ashore in Barge and were successful in towing whaler off beach (See Enemy Report)
- " 21-23..On A/S Patrol off Maffin Bay.
- " 23-26..On Patrol Off MAFFIN BAY.
At 0920 24th October with two U.S. ARMY Officers on board, were patrolling close inshore when two Japanese were observed at waters edge. Fired two Cerlikon magazines at them and into Enemy Occupied village.
- " 26-27..En Route MAFFIN BAY TO MIOS WOENDI.
- " 28.....En Route MIOS WOENDI to SORIDO LAGOON
- " 30-31..A/S Patrol off Sorido. At P.M. 31st. towed L.C.I. 968 off beach at SORIDO and then proceeded with it to MOROTAI.

INTELLIGENCE REPORT.

Lieut. BARBER U.S.N.R. Commanding officer U.S.S. H 11 reported on 29/10/44 that while on passage at noon 27th October flashing by mirrors was observed from North West corner of VOKEO Island. Ship closed to investigate thinking flashing from Airmen. Met by two canoes each carrying two natives who had nothing to trade and nothing to say and no apparent motive for coming out. Lieut. Barber described the natives as being peculiarly light coloured and requested that ANGAU or other appropriate authority be informed to prevent further ships being diverted by such signals. He tended to discount any suggestion that the occurrence was an attempt at espionage and considered that it was merely a prank, but that any shipmaster would investigate any such flashing signals in view of the known fact that mirrors are supplied to Air Force rescue rafts and rubber dinghies. Lieut Barber had not reported these facts to P.D. BIAK, and reputed them to me apparently only because "GLENELG" was the nearest warship to his own craft. His report is forwarded for information and any action considered necessary.

ENEMY ACTION...

1.... At 1430 I 18th October, suspicious movements were observed in the vicinity of SAMMI POINT area, known to be held by enemy forces and we consequently opened fire with 4" gun at range of three thousand yards at this position. The enemy retaliated by firing Mortar Shells - 5 altogether.

12 4" shells were fired by H.M.A.S. GLENELG at this stage. Opening the range to five thousand yards, 12 more 4" shells were fired into the enemy positions. Our fire was not returned.

During this operation the use of Radar type A 272, in conjunction with the VICKERS RANGE AND RATE CLOCK was used and it was observed that the ranges ~~present~~ relayed to the gun were most accurate, as the initial shots fell on the desired positions. ~~Corrections~~ Corrections were only given to distribute the fall of shot. As Sammi Point is not a high point of land this performance of the A 272 was duly entered in the Deck Log Book for that date.

2.... At 1010 I 20th October a barge offshore west of WOSKE RIVER mouth was seen to come under ~~at~~ Mortar fire whilst figures were seen ashore. Closed to investigate and recognised American Patrol. Barge on receipt of signal from us closed and U.S. ARMY Lieut. PEBBLES came on board. He disclosed that the patrol ashore were hard pressed and that wounded were lying on the beach. Rifle fire was heard and Mortar Shells were seen to land in the proximity of retreating patrol.

The barge ~~that~~ had brought Lt. PEBBLES on board was rudderless and was useless for landing through the surf to evacuate the wounded.

It was resolved to give what aid we could in assisting to bring wounded off the beach and the whaler was lowered and proceeded inshore with armed crew.

When seeking a good landing place close to the patrol the whaler was swamped by a steep wave which rose from outside the line of breakers, but all the crew managed to reach the shore, and the whaler was beached. Strenuous efforts were made to launch the whaler again but these had to be abandoned owing to danger of enemy fire.

By R/T to Port Director MAFFIN BAY a barge was requested to proceed to the vicinity and this arrived ~~at~~ 3/4 hour after whaler departed ship.

Upon receipt of signal from ashore to open fire with 4" gun on enemy positions 400 yards inshore we complied. At 1240 opened fire and 44 shells were fired. Ceased fire at 1320. Distance offshore was then about 1500 to 2000 yards. Under cover of this fire the patrol was enabled to withdraw with it's wounded along the beach.

At 1325 the Barge which had been requested and ~~it~~ had put inshore and evacuated wounded and whaler's crew came alongside and disembarked ships personnel.

H.M.A.S. GLENELG then proceeded to MAFFIN BAY to ask assistance of Barge for towing whaler off beach.

A barge was acquired and in addition to her crew a party from H.M.A.S. GLENELG with towing gear was placed on board, and H.M.A.S. TOWNSVILLE proceeded with "GLENELG" and barge to position about 2500 yards offshore from whaler.

At 1628 both ships gave covering fire with all armament as barge proceeded ashore and successfully towed whaler off beach. 31 4" shells plus small arms ammunition were fired by H.M.A.S. GLENELG.

The whaler was unseaworthy but with difficulty it was secured to the boat's falls at 1752 and H.M.A.S. GLENELG then proceeded on patrol. Details of stores lost have been investigated and necessary action taken.

Willingness of ships company in responding to call for volunteers for these parties ~~was~~ most gratifying.

3... At 0920 24th October with two U.S. ARMY Officers on board H.M.A.S. GLENELG was patrolling close inshore near SAMMI POINT with the object of allowing these Officers to study the lay of the land.

Two Japanese were seen at water's edge near what had been established as an enemy occupied village.

At 0946 fire was opened at these two figures and also into the Enemy Occupied village by the Bridge Starboard Corlikon. No results were observed but fire was most accurate.

4... In view of the fact that H.M.A.S. TOWNSVILLE was proceeding south, at 0835 I 22nd October secured alongside her and received 30 H.E. 4" Shells to augment our depleted stocks of ammunition

S. Robson
..... (LIEUT. R.A.N.R. (S))
COMMANDING OFFICER.

MONTHLY FIGURES.

OCTOBER 1944



DISTANCE STEAMED	2890 miles
HOURS UNDERWAY	345½ Hours
FUEL CONSUMED	204½ Tons
AVERAGE SPEED	8.3 Knots
MILES PER TON OF FUEL	14.2

FIGURES SINCE COMMISSIONING

DISTANCE STEAMED	77,611 miles
HOURS UNDERWAY	8,464 xxxxxx Hours
AVERAGE SPEED	9.05

Main Engines and Auxiliary Machinery are in good condition and are capable of developing the speed for which they are designed.

S. Robson.
.....(LIEUT. R.A.N.R.(S))
COMMANDING OFFICER.

COMMANDING OFFICER, H.M.A.S. GLENELG.....

DATE...1st OCTOBER 1944.....REFERENCE NO. *AXO 18/6/04*

TO...THE SECRETARY, NAVAL BOARD (COPIES TO H.O.I.C. NEW GUINEA, COM (D) MADANG, COM (D) WAKING.)

SUBJECT...MONTHLY REPORT FOR SEPTEMBER 1944.....



Submitted in accordance with Secret Memo 019253 of 1st April, 1943 for the consideration of the Naval Board.

IN HARBOUR.

Duplicate

SEPT 1st....Secured alongside R.A.N. Wharf Milne Bay P.M.
" 3rd....Departed Milne Bay A.M.
" 4th....Secured alongside "AASE MARISK" at DIUGER Harbour for fuelling.
Proceeded to LANGEMAR Bay and secured alongside S.S. JOHN SHERMAN and watered. Departed P.M.
" 5th....Anchored MADANG Harbour P.M.
" 6th....Departed MADANG P.M.
" 8th....Secured alongside U.S.S. VILLA LOBAS A.M. at HUMBOLT Bay and fuelled. Proceeded A.M.
" 9th....Secured alongside a USS Tender P.M. at MIOS WOENDI and transhipped 84 bags of US Mail and proceeded SORIDO. Anchored P.M.
" 11th....Proceeded P.M. in company with H.M.A.Ss. BENDIGO BROOME to AMSTERDAM Island.
" 16th....Secured alongside S.S. GEORGE S. BOUTHWELL and watered P.M. Proceeded P.M. to MIOS WOENDI
" 17th....Anchored MIOS WOENDI P.M.
" 18th....Replenished stores from U.S. Base MIOS WOENDI
" 19th....Secured alongside "O 46" for fuel and proceeded to SORIDO. Departed P.M.
" 21st....Anchored MIOS WOENDI A.M.
" 22nd....Obtained stores from S.S. MERRIUM and obtained water from Water Barge.
" 23rd....Proceeded A.M. for SORIDO. Anchored A.M. Proceeded P.M. in company with H.M.A.Ss. ROCKHAMPTON DELORAIN & COMRA.
" 25th....Anchored P.M. MADANG
" 27th....Watered from H.M.A.S. TOLGA
" 28th....Proceeded A.M. in company with H.M.A.Ss. BENDIGO BROOME BINGARA & P.C. 1134 escorting convoy towing Docks and fuel Barges.

AT SEA

CDR (D)	SEPT 1st....En Route Cairns to MILNE Bay
S.S.O.	3rd-4th....En Route MILNE BAY to LANGEMAR
SEC.	4th....Proceeded to SAIDOR to give assistance to S.S. VAN DER LIJN aground. Arrived A.M.. Were joined by H.M.A.S. COMRA. No assistance could be given and were ordered to proceed to MADANG.
S.O. (T)	" 6th-8th....En Route MADANG to HOLLANDIA
S.O. (W/T)	" 8th-9th....En Route HOLLANDIA to BIA K escorting 2 L.C.Is. Lt. G.L. HIGGINSON R.A.N.V.R. & Lt. E.G. MERRA R.A.N.R. (SP BRANCH) were transferred from H.M.A.S. GLENELG to H.M.A.S. LITIGOW at sea P.M. 8th Sept.
S.O. (A.S.)	" 11th-12th....En Route SORIDO to AMSTERDAM Island. Arrived P.M. 12th and relieved H.M.A.S. GLADSTONE and commenced A/S Patrol.
S.O. (R.V.)	" 12th-16th....Carried out A/S Patrol off AMSTERDAM Island
S.O. (E)	" 16th....Were relieved by H.M.A.S. GLADSTONE and proceeded MIOS WOENDI
S.O. (G)	" 16th-17th....En Route AMSTERDAM ISLAND to MIOS WOENDI
S.O. (S)	" 19th....En Route MIOS WOENDI to SORIDO and relieved H.M.A.S. DELORAIN on A/S Patrol off SORIDO.
	" 19th-21st....Carried out A/S Patrol of SORIDO until A.M. 21st when owing to Engine Defect proceeded MIOS WOENDI for repairs
	" 23rd....Proceeded to SORIDO P.M.. Departed in company with H.M.A.Ss ROCKHAMPTON DELORAIN & COMRA
	" 23rd-26th....En Route SORIDO to MADANG. Received Mail from H.M.A.S. LATROBE at sea P.M. 24th.
	" 28th-1st....En Route Madang to HOLLANDIA escorting U.S. FLOATING REPAIR UNIT Hol consisting of U.S.Ss. OTUS ACHILLE & CABLE all with tows, U.S.S. SKEKONK and attached L.C.Is

During periods in harbour Picture Parties were sent to the following ships

H.M.A.S. AUSTRALIA H.M.A.S. SHROPSHIRE H.M.A.S. DELORAINÉ AND U.S.S.

WILLOUGHBY. A Picture Party was also landed at SORIDO.

At sea Gunnery Practice Shoots and Emergency Steering Control were carried out

=====

ENEMY ACTION.....NIL

INTELLIGENCE REPORT.....NOTHING TO REPORT

SEPTEMBER MONTHLY FIGURES.

DISTANCE STEAMED.....	4062 miles
HOURS UNDERWAY	459½
FUEL CONSUMED.....	238½ tons
AVERAGE SPEED.....	8.8 knots
Miles per ton fuel.....	14.08

=====

FIGURES SINCE COMMISSIONING

DISTANCE STEAMED.....	74,721 miles
HOURS UNDERWAY.....	8118½
AVERAGE SPEED.....	9.2 knots

Main Engines and Auxiliary machinery are in good condition and capable of developing the speed for which they are required

S. Robson
.....(LIEUT. R.A.N.R.(S))
COMMANDING OFFICER

FROM...COMMANDING OFFICER:H.M.A.S..GL.WELG.....

DATE...1st...SEPTEMBER...1944.....REFERENCE NO.....*AX 018/8944*

TO....THE SECRETARY NAVAL BOARD. (COPIES TO VOIC NEW GUINEA...COM(D) MADANG

SUBJECT MONTHLY REPORT FOR AUGUST 1944.....

Submitted in accordance with Secret Memo 619253 of 1st. April, 1943 for
the consideration of the Naval Board.

IN HARBOUR.

- Duplicate*
- August 2... Anchored MADANG P.M.
" 3... Departed MADANG P.M. in company with S.S. "VAN HEUTZ".
" 4... Arrived LANGEMAK & watered and proceeded to DREGER Harbour
alongside "AASE MARSK" for fuel and returned to Anchor at
LANGEMAK. At midnight ship was dragging her anchor and in
consequence anchored at head of LANGEMAK Harbour.
" 5... Ship dragged anchor A.M.. Raised steam and proceeded out.
Received orders to await convoy outside. Returned to
FINCHAFEN as convoy sailing time was delayed.
Departed FINCHAFEN P.M.. in company with H.M.A.S. "VENDETTA"
H.M.A.S. "COOTAMUNDRA" conveying L.C.I's.
" 6... Arrived HUMBOLT BAY A.M. and fuelled from R.F.A. "BISHOPDALE".
Departed P.M. with Convoy G.B.5G.
" 12... Anchored LANGEMAK A.M.
" 14... Watered LANGEMAK and proceeded MILNE BAY with ~~extinguishant~~
Officers and ratings on passage.
" 15... Anchored MILNE BAY P.M.
" 17... Proceeded A.M. for Cairns.
" 19... Secured alongside H.M.A.S. "WAGGA" R.A.N. wharf Cairns A.M.
From 19th to 30th August ship carried out Boiler Clean.
Leave was given to two watches of 48 hours duration each
whilst duty watch aboard was split into two and local leave
given complying with N.O.I.C. CAIRNS standing Orders.
" 30... Fuelled and proceeded MILNE BAY P.M.
~~XXXXXXXXXXXX~~

AT SEA

- AUGUST 1st... Arrived at given position of S.S. "INTERNATIONAL". Was not
sighted. Received ~~return~~ signal saying that ship was safely
in harbour and proceeded MADANG.
3rd... Parted company from S.S. "VAN HEUTZ" and proceeded LANGEMAK
5th... Were detached from convoy and escorted 2 L.C.I's which were
unable to maintain convoy speed.
6th... Asdic contact was obtained 1934. L C I 's proceeded unescort
and H.M.A.S. GLENELG carried out Depth Charge attacks. Under
water explosions were heard. ●
7th... Another Asdic contact was obtained A.M. and Depth Charges we
dropped but no results were obtained. Echo classed as non-
sub. Remained in vicinity of previous night's attacks lookin
for wreckage but none was sighted. Proceeded HOLLANDIA early
A.M.
" 8th... Starshell observed AITAPE area.
" 9th... Departed HUMBOLT BAY escorting convoy GB5G
" 12th... H.M.A.S. "ROCKHAMPTON" conveying one ship passed northbound.
" 14th... Departed LANGEMAK A.M.
" 15th... Arrived MILNE BAY A.M.
" 17th... Departed Milne Bay A.M.
" 19th... Arrived Cairns Harbour A.M.
" 31st... Proceeded CAIRNS for MILNE BAY.

COM (D)	
S.S.O.	
SEC.	
S.O.	
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S.O.	
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40/10
1/10
1/10

ENEMY REPORT.

On the 6th August at 1934 Asdic Contact was made and presence of submarine was established. In all 51 depth Charges were dropped and underwater explosions in addition to depth charge explosions were heard. Position was 03° 27' S 144° 51' E. See my report Reference No. X041/14/844.

Intelligence Report.

Nothing to report

August Monthly Figures

Distance Steamed	3179 miles
Hours Underway	308
Fuelled consumed	201 tons
Average Speed	10.3
Miles per ton fuel	15.8

Figure since commissioning

Distance Steamed	70,659 Miles
Hours Underway	7,659
Average Speed	9.3 knots.

Main engines and auxiliary machinery are in ~~excellent~~ good condition.

L. Robson
 (LIEUTENANT R.A.N.R. (S))
 COMMANDING OFFICER.

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

Date... 1st AUGUST 1944..... REFERENCE NO. *PXQ17/9/844*

To..... THE SECRETARY, NAVAL BOARD. (COPIES TO NOIC N.C. & COM(D) MADANG.)

Subject MONTHLY REPORT FOR JULY 1944.....



Duplicate

Submitted in accordance with Secret Memo 619253 of 1st. April, 1943 for the consideration of the Naval Board.



In Harbour.

- July 1 to 5..Boiler cleaning at Milne Bay.
- July 5.....Fuelled from "VILLA LOBAS". Ship's Company loaded Stores and Furniture for transport to Base Staff Madang, and secured one Pattern VI Target to be towed to Madang.
- July 8.....Arrived Madang Harbour in company with L.C.V. which had been salvaged en-route.
- July 9.....Anchored Dreger Harbour P.M.
- July 10.....Fuelled from "AASE MAERSK". Watered at LANGEMAK. Stores brought on-board.
- July 15.....Proceeded to Sea.
- July 17.....Anchored at SEE ADLER Harbour A.M.
- July 19.....Anchored LANGEMAK Bay P.M.
- July 20.....Watered and proceeded alongside "AASE MAERSK" for fuel. Landed S.P.'s and C.B.'s.
- July 23.....Anchored at HUMBOLT Bay P.M.
- July 25.....Arrived BIAK Island and patrolled MIOS WORENDI anchorage awaiting convoy.
- July 27.....Anchored Humbolt Bay A.M. Proceeded alongside "BISHOPDALE" for Fuel Stores brought on-board.
- July 29.....Anchored LANGEMAK Bay P.M.
- July 31.....Anchored Madang Harbour A.M.

During Periods in Harbcar Parties were landed for Pictures and Concerts provided by Americans at every opportunity. Short Leave Periods were also granted.

At Sea.

At Sea.

- July 5.....Departed Milne Bay for Madang Harbour towing Pattern VI Target.
- July 7.....Sighted H.M.A.S. "SWAN" proceeding LANGEMAK. Sighted L.C.V. adrift Position Cape King William, 340 degrees, distance 5 miles. One Officer and 5 Ratings placed on-board and proceeded in company to MADANG. Sighted H.M.A.S. "BUNBURY" proceeding South.
- July 8.....L.C.V. took over tow of target and proceeded into MADANG Harbour Proceeded with "DAVID E. HUGHES" to LANGEMAK.
- July 9.....Passed H.M.A.S. "WHYALLA" with convoy Northbound.
- July 15.....Departed LANGEMAK Bay in company with H.M.A.S. "GEELONG" in search for Docks being towed. Docks were not sighted. Proceeded to SEE ADLER Harbour.
- July 18.....Departed SEE ADLER Harbour in company with H.M.A.S. "GEELONG" escorting Convoy AN33. to LANGEMAK.
- July 20.....Departed LANGEMAK in company with H.M.A.S. "BRINDIGO" "ARARAT" AND One Y.M.S. and H.M.A.S. "GEELONG" with Convoy BG102 to HUMBOLT Bay.
- July 22.....S.S. "MATSONIA" passed Northbound. H.M.A.S. "DELOIRINE" with convoy passed Southbound. Made Rendezvous with H.M.A.S. "VENDETTA" P.M.
- July 23.....Departed HUMBOLT Bay for BIAK Island with convey of 5 ships.
- July 25.....Departed BIAK Island with "DON MARQUIS" to HUMBOLT BAY.
- July 26.....Sighted two groups of planes bombing coast near WAKES ISLAND.
- July 27.....Departed HUMBOLT Bay in company with H.M.A.S. "COOTAMUNDRA" & "BUNDABERG" escorting "DON MARQUIS" (GB4) to LANGEMAK.
- July 28.....H.M.A.S. "BUNDABERG" fired 5 Starshell at Radar Contact. Vessel identified as friendly towing two small ships.
- July 30.....Departed LANGEMAK for MADANG.
- July 31.....Departed MADANG P.M. in searcg for vessel requiring assistance. Received advice later that vessel had proceeded LANGEMAK.

During Periods at sea Depth Charge Loading Drill & A.A. Practicex shoots TYERE CARRIED OUT

RECENT ACTION.....NIL
INTELLIGENCE REPORT, Nothing to report.

July Monthly Figures.

DISTANCE STEAMED..... 3869 MILES.
HOURS UNDERWAY..... 424.
FUEL CONSUMED..... 232.5 TONS.
AVERAGE SPEED..... 9.3 KNOTS.
MILES PER TON..... 16.6.

FIGURES SINCE COMMISSIONING.

DISTANCE STEAMED..... 67,480 MILES.
HOURS UNDERWAY..... ~~7216.5~~ 7216.5
AVERAGE SPEED..... 9.3 knots.

IN JUNE MONTHLY FIGURES THE HOURS UNDERWAY SUBMITTED SHOULD READ 6802.5
IN PLACE OF 6082.5 IN THE FIGURES SINCE COMMISSIONING.

MAIN ENGINES AND MACHINERY ARE IN EXCELLENT CONDITION.

S. P. K. Brown
.....
LIEUTENANT. R.A.N.R. (S)
COMMANDING OFFICER.

CDR (D)	
S.S.O.	
SEC.	
S.O. (T)	
S.O. (A)	
S.O. (A) (S)	
S.O. (A) (S)	
S.O. (A) (S)	
S.O. (A) (S)	
S.O. (A) (S)	
S.O. (A) (S)	

W. W. P. 12/10/11

FROM.....COMMANDING OFFICER, H.M.A.S. "GLENELG" 7/13/1944
DATE.....1st. July, 1944. REF NO. 916/2/1944
TO.....THE SECRETARY, NAVAL BOARD (COPIES TO H.Q.I.C. H.Q. & CCM (D) MILNE BAY)
SUBJECT.....MONTHLY REPORT FOR JUNE, 1944.

Submitted in accordance with Secret Memo G19253 of 1st. April, 1943 for the consideration of Naval Board.

IN HARBOUR :-

June 15th. :- At Seadler Harbour. Ship's Company attended Cinema show on board "Arunta". Courtesy much appreciated.
 June 18th. :- Duty ship. Langemak Bay, on half hours notice for steam.
 June 26th. :- 0930 Docked in A.R.D.9 and began scraping & painting underwater hull form.
 June 27th. :- Briefly joined.
 June 30th. :- Undocked : anchored in berth B 21 & began Boiler Clean. Paizis discharge

AT SEA :-

June 2nd. :- Rendezvous with "Swan" 0700K and continued patrol.
 " 4th. :- O.C.W. manoeuvres & practice firings at sea. "Swan" conducting.
 " 5th. :- Left patrol line in relief by "Geelong" and proceeded Dreger for fuel.
 " 7th. :- Sailed 1230 in company with Gladstone P.C.477 escorting convoy N.A.22 for Seadler.
 June 8th. :- Practice A.A. shoot at parachute rocket targets.
 " 9th. :- Off Seadler 0800 & received orders to proceed immediately to Langemak escorting three Liberty ships. 2200 "Gladstone" dropped D/C's on suspected sub, and fired star shell in bearing of Radar "Glip" No A/S or Radar contact made by "Glenelg"
 June 10th. :- Arr. Langemak and fuelled from "Aase Maersk" in Dreger Harb.
 " 14th. :- Sailed 0800 in company with "Goulburn" escorting M.S. "Bloemfontein" U.S.S. "Pollux" and one small U.S.A. Army Craft to Seadler. Exchanged identities with "Geelong". Sighted H.M.A.S. "Swan" southwards.
 June 15th. :- Exchanged identities H.M.A.S. "Australia". Arr. Seadler.
 " 16th. :- Sailed 0630 M.T. "Esse Norfolk" and S.S. "Cape Kildare" for Langemak.
 " 17th. :- Anchored Dreger Harb. and fuelled from "Aase Maersk".
 " 21st. :- Sailed 0800 in company with "Broome", "Strachan" escorting two Merchant Ships for Seadler Harb.
 June 22nd. :- H.M.S. "Ariadne" sighted South bound.
 " 23rd. :- Arr. Seadler Harb. and received orders from pilot boat. Proceeded independently for Langemak escorting S.S. "John Hart". Sighted H.M.A.S. "Barcoe" North bound.
 June 24th. :- Exchanged ident. with H.M.A.S. "Wagga". Arr. Langemak Bay.
 " 25th. :- Sailed for Milne bay 0530. Three ratings ex "Vendetta" aboard for passage.

ENEMY ACTION :- Nil.

INTELLIGENCE REPORT :- Nothing to report/

MONTHLY FIGURES FOR JUNE ARE :-

Distance Steamed	3,628 Miles
Hours Underway	370
Fuel Burnt	218 tons
Average speed	9.8 knots
Miles per ton fuel	16.6

FIGURES SINCE COMMISSIONING :-

Distance steamed	63,611 Miles
Hours Underway	6,082
Average Speed	9.3 Knots

Main Engines and Auxiliary Machinery are in excellent condition



SO(D) [Signature]
 SO(E) Sm/p.

[Signature]
 Lieut. R.A.N.R. (S)
 COMMANDING OFFICER.

~~SECRET~~

(see file 72/51/50) JDB Bailey 30/11/60

From: Commanding Officer, H.M.A.S. Glenelg
Date: 1 June 1944 Ref. No. MR 015/1/644
To : The Secretary, Naval Board
Copies to: H.O.1/c New Guinea
Commander (D), Milne Bay



Subject: Monthly Report for May 1944

Submitted in accordance with secret memo. 019253 of 1 April 1943 for consideration of the Naval Board.

In Harbour: Boiler cleaning and machinery maintenance was begun at Milne Bay on 13 May 1944 and completed on 19 May 1944. During this period officers and members of the ship's company attended various lectures on Radar, Asdic, Recognition and Gunnery etc., on board H.M.A.S. Orara. The ship's company was granted recreational leave to attend cinema shows screened by the U.S. Navy. Lieut. A.F. Summerfield RANR(S) relinquished his command on May 13th.

At Sea: Exercises were carried out at the entrance to Milne Bay with H.M.A. Ships Swan, Lithgow, Strahan, and U. S. Submarine S 47. These included Asdic, Radar, bombardment and officers of the watch manoeuvres. No other incidents of importance occurred during the month.

Duties: Duties performed by H.M.A.S. Glenelg during the month were:

- (a) 1 May 1944 - On anti-submarine patrol off Langemak Bay with H.M.A.S. Cowra.
- (b) 3 May 1944 - Departed Langemak Bay with "Cowra" and U.S.S. PC 1134 as escorts to Convoy NA 8.
- (c) 5 May 1944 - Departed Seeadler Harbour with "Cowra" as escorts to Convoy AN 10.
- (d) 8 May 1944 - Departed Langemak Bay with U.S.S. PC 1123 and proceeded to Cape Gloucester with orders to rendezvous with south-bound convoy.
- (e) 9 May 1944 - Returned independently to Langemak Bay, convoy not having assembled.
- (f) 20 May 1944 - Departed Langemak Bay and proceeded independently to Milne Bay to Boiler clean, arriving on 12 May.
- (g) 20 May 1944 - Proceeded to sea in execution of Exercise Orders X017, as noted above.
- (h) 23 May 1944 - Departed Milne Bay with H.M.A. Ships Swan, Goulbourn, Strahan and Lithgow for Solomon Sea A/S patrol.
- (i) 29 May 1944 - Proceeded independently to Langemak Bay for fuel returning to rejoin A/S patrol the following morning.

Enemy Action: Nil.

Intelligence Report: Nil.

Engineer's Report:

Monthly figures for May 1944.

Hours under way	312½
Distance steamed	3332 miles
Fuel burnt	230.3 tons
Average speed	10.6 knots
Miles/ton fuel	14.4

Figures since commissioning -

Distance steamed	59,983 miles
Hours under way	6,432½ hours
Average speed	9.25 knots

Main and auxiliary engines are in excellent condition.

L. P. R. O. R.
Lieutenant, R.A.N.R. (S)

CDR (B)	
S.S.O.	
SEC.	
S.O. (T)	
S.O. (W/T)	
S.O. (A/S)	
S.O. (RADAR)	
S.O. (E)	
S.O. (G)	
S.O. (S)	

RESTRICTED

SECRET

FROM: Commanding Officer, H.M.A.S. Glenelg ^(see file 72/51/50) ^{30/11/60}

DATE: 1 May 1944

Ref. No. MR 014/1/544

TO : The Secretary, Naval Board, through Commander (D) Milne Bay
and N.O.1/c New Guinea

SUBJECT: Monthly Report For April 1944

Duplicate

Submitted, in accordance with secret memo. 019253 of 1 April 1943
for consideration of the Naval Board

IN HARBOUR: Boiler cleaning and machinery maintenance was completed in Cairns on 5 April. During the boiler clean opportunity was taken to grant 48 hours' leave to the ship's company. Overnight leave was also granted. Invitations were received and accepted from ships in various ports visited for the ship's company to attend picture shows on board which proved to be a very welcome novelty and was much appreciated.

AT SEA: Apart from test firings of armament and usual exercises ~~and~~ alarms, no incidents of importance occurred during the month.

DUTIES: Duties performed by "Glenelg" during the month were:-

- (a) "Glenelg" returned to Milne Bay independently on completion of boiler clean.
- (b) 9 April: Departed Milne Bay with s.s. Katoomba and escorted her 200 miles southward and returned to Milne Bay.
- (c) 11 April 1944: departed Milne Bay with U.S.S. Pyre and escorted her to Dreger Harbour, then proceeded to Langemak Bay.
- (d) 15 April 1944: departed Langemak with H.M.A.S. Bundaberg and joined convoy NA 3 and PCs 1133 and 1134 at Mitre Rock bound for Seeadler Harbour.
- (e) 22 April 1944: returned to Langemak with convoy AN 3 and H.M.A.S. Bundaberg
- (f) 24 April 1944: departed Langemak with PC 1133 and convoy LS 28 for Saidor, then returned independently.
- (g) 26 April 1944: departed Langemak with convoy NA 6 and PC 1120 and H.M.A.S. Cowra for Seeadler Harbour.
- (h) 28 April 1944: returned to Langemak with convoy AN 6 and same escorts

ENEMY ACTION: nil

INTELLIGENCE REPORT: nil

CONCLUSION: The health of the ship's company has been normal, the food including fresh vegetables adequate and of good quality. There was an increase of disciplinary offences during the month, a natural reaction to returning to the mainland from New Guinea. The ship, her machinery and moveable gear are in good condition. The ball race of the 4 in. gun elevating gear was found to be corroded when opened up at boiler cleaning. This was due, not to lack of attention, but failure to have adequate protection against weather at this part. Packing was inserted by the B.G.O., Cairns against a recurrence of this fault.

ENGINEER'S REPORT: Distance steamed, 3,191 miles; hours under way, 350; fuel burnt, ~~253.7~~ 253.7 tons; average speed, 9.1 knots; miles per ton of fuel, 12.58. Figures since commissioning:- distance steamed, 56651 miles; hours under way, 6119.5; average speed, 9.25 knots.

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

COMMANDING OFFICER.

RESTRICTED

SECRET

FROM: Commanding Officer, H.M.A.S. Glenelg

(See file 72/51/50)
Bailey 30/1/60

Date: 1 April 1944

Ref. No. MR 013/1/444

TO : The Secretary, Naval Board
(through Commander (D). Milne Bay and Naval Officer-in-charge, New Guinea)

SUBJECT: Monthly Report For March 1944



Submitted, in accordance with secret memo. 019253 of 1 April 1943, for consideration of the Naval Board.

IN HARBOUR: No incidents of importance occurred in harbour during March. Members of the ship's company were granted shore leave to attend local picture shows. Boiler cleaning and machinery maintenance began in Cairns on 29 March 1944.

AT SEA: Exercises were carried out at the entrance to Milne Bay with H.M.A. Ships "Warrego", and "Goulbourn" on 15 March. These consisted of (a) anti aircraft shoot at sleeve target
(b) bombardment practice of a small uninhabited island
(c) Radar exercises
(d) Officer of the Watch manoeuvres

DUTIES: Duties performed by "Glenelg" during the month were:-

- (a) 1 March 1944: relieved of patrol off s.s. "President Grant" at Uluma Reef by H.M.A.S. Bendigo
- (b) 5 March 1944: Made rendezvous with U.S. Submarines "Blackfish" and "Flounder", handing them over to P.C. 1121 as escort for their return to Milne Bay. Then relieved H.M.A.S. Bendigo standing by "President Grant"
- (c) 10 March 1944: Turned over patrol to P.C. 1124 and departed for Milne Bay for stores, returning to Uluma Reef on following day.
- (d) 13 March 1944: Relieved of patrol by H.M.A.S. Cowra.
- (e) 17 March 1944: On passage to Langemak Bay with H.M.A. Ships Bendigo, Bunbury and Stawell. "Glenelg" proceeded to Finschhaven where she lay for two days, then returned to Langmak Bay to join Convoy LG 8 for Cape Gloucester. Returned to Milne Bay, arriving on 26 March 1944 and departed same day for Cairns.
- (f) 28 March 1944: Secured alongside H.M.A.S. Platypus at Cairns for boiler cleaning.

ENEMY ACTION: Nil

INTELLIGENCE REPORT: Nil

CONCLUSION: The health and behaviour of the ship's company has been excellent. The food including fresh provisions have been adequate and of good quality. The ship's machinery, armament and moveable gear are in good condition.

ENGINEER'S REPORT: Distance steamed, 3973 miles; hours under way, 425.5; fuel burnt, 274 tons; average speed, 9.33 knots; miles per ton of fuel, 14.5. Figures since commissioning:- distance steamed, 53460 miles; hours under way, 5769; average speed, 9.26 knots.

CDR (D)	
S.S.O.	
SEC.	
S.O. (T)	
S.O. (W/T)	
S.O. (A.S.)	
S.O. (RADAR)	
S.O. (G)	
S.O. (S)	



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

~~RESTRICTED~~ ~~SECRET~~

FROM: Commanding Officer, H.M.A.S. "Glenelg"
TO: Secretary, Navy Board, MELBOURNE.
THRU: Commander (D) and N.O.I.C. New Guinea.
DATE: 1st. March 1944 REFERENCE: MR 012/1/344
SUBJECT: Monthly Report for February 1944.

SUBMITTED in accordance with Secret Memorandum 019253 of 1st. April 1943.

IN HARBOUR.

Boiler Cleaning and machinery maintenance was carried out between 14th. and 21st. at Milne Bay.

During this period an opportunity was taken, through the courtesy and assistance of Commander (D) Staff, to instruct and practise most of the ship's company in small arms, (rifles, tommy and Bren guns) The ship's company were keen and treated proceeding to the range as recreation.

Recreation such as cricket and water polo was organised and through Commander (D) staff, matches with the Army were effected. In the evening, leave was given to attend the local cinema.

AT SEA.

In addition to the usual exercises and alarms, an opportunity was taken of a large floating log to simulate the idea of a submarine surfacing and test the time the ship's company, not prepared, took from the alarm to open fire with all available guns which was instructive and, it is hoped to improve the three minutes taken.

DUTIES.

The duties performed by the "Glenelg" during the month were:-

- (1) A/S patrols in the approaches to the China Straits, assisting shipping not familiar with the area and leading ships to pilot vessel if without charts.
- (2) A trip to Woodlark Island and return to Milne Bay as escort to U.S.S. "F.C. EMERSON"
- (3) Rendezvousing with U.S. Submarine "Scamp" and bringing her into Milne Bay.

ENEMY ACTION: Nil

INTELLIGENCE REPORT: Nil

CONCLUSION: The health, discipline and general conduct of the ship's company has been excellent. The food, including fresh provisions, adequate and of good quality.
The ship, including armaments, machinery and moveable gear, is in good order and condition.

ENGINEER'S REPORT:

Figures for the month of February are: Distance steamed: 3317 miles.
Hours under way: 329. Fuel burnt: 206 tons. Average speed: 10.1 knots. Miles per ton of fuel: 16.1.

Figures since commissioning: Distance steamed: 49,487 miles.
Hours under way: 5344. Average speed: 9.2 knots.

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

11.

Secretary,
Naval Board,
Melbourne.

Submitted for the information of the Naval Board.

(Sgd.) J. C. MORROW.

Commander RAN.

FROM: Commanding Officer, H.M.A.S. "Glenelg"
 TO: Secretary, Navy Board, MELBOURNE.
 THRO' COMMANDER (D) and N.O.I.C. New Guinea.
 DATE: 1st. February 1944.
 SUBJECT: Monthly Report for January 1944.

Reference Number: MR011/1/244

Submitted:

In accordance with Secret Memorandum 019857 of 1st. April 1943.

IN HARBOUR:

The early part of the month was taken up in completing the annual refit, ammunitioning and storing ship.

AT SEA:

New 4" Mark XIX gun and Radar adjustment trials were carried out satisfactorily off Sydney Heads on the 15th. and 17th. respectively. In addition to exercises and the usual alarms and alerts, anti-aircraft practice firing by all guns at Star shell targets was carried out on the 27th. On the 31st. carried out exercises with U.S. Submarine at entrance to Milne Bay.

The following is summary of operations carried out by H.M.A.S. "Glenelg" during January 1944.

DATE	L TIME	ESCORTS & CONVOYS	PORT	REMARKS
1/1			Sydney	Alongside cruiser wharf, Garden Island completing annual refit.
11/1	0905			Ship shifted by tugs to Chapman's dock for dry-docking.
12/1	1302			Shifted by tug to oil wharf, Garden Island.
15/1	0930			Slipped from G.I. and proceeded to exercise area off Sydney Heads for gun trials.
	1147			Returned to harbour and secured alongside Kurraba Oil Wharf.
	1500			On completion of fuelling, proceeded over D.G. range.
	1535			Secured alongside U.S.A.S. "Deloraine" at No. 3 Buoy.
17/1	0812			Slipped from "Deloraine" and proceeded to exercise area off Sydney Heads for Radar trials with HMAS "Wilcannia".
	1250			Returned to harbour and secured to No. 6 Buoy.
18/1	1405		Syd Dep.	Slipped and proceeded to sea north bound
20/1	0931		Bris Arr	Anchored in North west channel off Caloundra light.
	1348		Bris Dep	Weighed and proceeded as escort to Liberty ship "Anthony Ravalli" north bound.
21/1	0812			Parted company with "Anthony Ravalli" off Lady Elliott Island and proceeded independently for Townsville.
22/1	2215		T'ville Arr	Anchored in Cleveland Bay.
23/1	0748			Weighed and proceeded to Townsville harbour.
	0820			Secured alongside Concrete pier.
24/1	1712	Broome, Stawell, Glenelg, Ballarat. Convoy TN 211	T'ville Dep	Slipped and proceeded on escort duties with convoy TN 211.
25/1	1340			HMAS "Stawell" joined convoy off Cairns.
27/1	1610			"Glenelg" carried out A.A. firing with star-shell target.
	1630			S.S. "Macedon" detached for Moresby escorted by "Broome" and "Ballarat."
28/1	1305		Milne Bay Arr	Secured alongside S.S. "Aase Maarak" for fuel.

RESTRICTED SECRET

See file 72/51/50
 J.B. Bailey 30/11/60



Duplicate

RESTRICTED

J.B. Bailey 30/1/40

~~SECRET~~

DATE	L TIME	RESCUES & CONVOYS	PORT	REMARKS
28/1	1622			Secured alongside Naval Wharf and discharged Office equipment.
	1726			Anchored.
29/1	0931			Secured alongside U.S.S. "Simon Benson" at Lyal Wharf for water.
	1240			Returned to anchorage.
30/1	0702			Weighed and proceeded to outer Milne Bay for A/S exercises with U.S. Submarine "Gero"
	1940			Exercises completed and returned to anchorage.
31/1	1140		Milne Bay Dep	Weighed and proceeded to sea for A/S patrol.

ENEMY ACTION: Nil

INTELLIGENCE REPORT: Nothing to report.

CONCLUSION:

The health, discipline and general conduct of the ship's company has been very good. The food, including fresh provisions, has been adequate and of good quality.

The armaments and equipment are in excellent condition. The propelling machinery functions to satisfaction, developing the power for which it was designed.

ENGINEER'S REPORT:

January Figures 1944.

Distance steamed	2256 miles
Hours underway	302
Fuel burnt	124 tons
Average speed	7.4 knots
Average miles per ton of fuel	18.2

Figures since commissioning:

Distance steamed	46,170 miles
Hours underway	5,015
Average speed	9.6 knots.

H. J. Sumnerfield
Lieutenant R.A.N.R. (S)
COMMANDING OFFICER.

Copies to

Commander (D)

N.O.I.C. New Guinea.

RESTRICTED
(See file 72/51/50)
J.B. Bailey 30/11/60



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

1st. December 1943

MR 009/1/1243

The Secretary, Navy Board
Commander (D) and H.O.I.C. (3)
Monthly report for November 1943.

Submitted:

In accordance with Secret memorandum 019253 of 1st. April 1943.

IN HARBOUR.

Consequent upon heavy weather at sea during this month, the "Glenelg" spent little time in port which was occupied fueling and storing.

AT SEA.
In addition to normal routine alerts, the following exercises were carried out. On 25th. under direction of the S.O.B. (HMAS "Deloraine") station manoeuvring was exercised whilst awaiting convoy. At Caloundra on 27th. the sea boat was slipped whilst under way and hands exercised rowing and sailing.

The following are duties carried out by H.M.A.S. "Glenelg" during November 1943.

Date	L Time	Escorts & Convoy Port	Remarks
1/11	0026	Deloraine Mildura	At sea with North bound convoy in vicinity of Montagu Island.
	1743	Glenelg Convoy 00138	Glenelg detached with Sydney section of convoy and proceeded to harbour.
	2145	Sy	Syd Arr Secured alongside oil lighter at No.9 buoy.
3/11	0740	Deloraine Mildura	Syd Dep Slipped from No.9 buoy and proceeded north on escort duty.
	0758	Glenelg Convoy 00138	Anchored in the sound Grotto Point to await convoy.
	0853		Weighted and proceeded to sea.
6/11	0609		Bris Arr Anchored in North West channel.
	1054	Deloraine Mildura Glenelg Convoy 00138	Bris Dep Weighted and proceeded with south bound convoy.
8/11	2142		Syd Arr Secured alongside Kurraba Wharf.
9/11	0015		Slipped from Kurraba Wharf.
	0040		Secured to No.1 buoy.
11/11	0330	Deloraine Mildura Glenelg Convoy 00142	Syd Dep Slipped from No 1 buoy and proceeded to Newcastle with Deloraine.

Date	L Time	Port	Escort and Convoy	Remarks
9945	11/11			Joined Newcastle section of convoy and proceeded south.
	1750			Mildura and Sydney ships joined convoy.
14/11	0335		Deloraine Glenelg Convoy 00142	Detached from South bound convoy and joined north bound. Mildura remained with south bound section. ML 823 joined convoy.
	1530			Altered course to investigate echo - non sub.
15/11	1745			ML 823 detached.
16/11	1202			Deloraine detached with Sydney section of convoy. Glenelg proceeded to Newcastle with section.
	2000			Detached from convoy and set course for Sydney.
17/11	0850			Secured alongside Kurraba Wharf. Slipped Kurraba Wharf.
	1445	Syd Arr		Secured alongside Deloraine at No. 5.
	1635			Slipped from No. 5 and proceeded north on escort duty.
18/11	1722			ML 821 and Newcastle ship joined convoy
	0047	Syd Dep	Deloraine Glenelg Convoy 0084	Detached from North bound convoy at Caloundra and joined south bound.
21/11	1621			
	1230	Bris Arr) Dep)	Deloraine Townsville Glenelg Convoy 0084	
24/11	0515	Syd Arr		Secured alongside Kurraba wharf. Slipped from Kurraba Wharf.
	0730			Secured alongside Townsville at No. 7
25/11	0755			Slipped and proceeded north on escort duty.
	0747	Syd Dep	Deloraine Glenelg Convoy 00 86	BMAS "Goulburn" passed to starboard south bound.
	0956			Away sea boat for exercise.
27/11	1505			Anchored in north west channel.
	1506	Bris Arr		Weighted and proceeded south on escort duty.
28/11	1033	Bris Dep	Deloraine Glenelg Convoy 0086	
30/11	1652	Syd Arr		Secured alongside Kurraba wharf. Slipped Kurraba wharf.
	1845			Secured alongside cruiser wharf at Garden Island.
	1905			

EMERGENCY ACTION: NIL
INTELLIGENCE REPORT: Nothing to report.
CONCLUSION: The health and discipline of the ship's company has been excellent
The food on board, including fresh vegetables has been adequate and satisfactory.
The running condition of the ship maintains its high standard.

[Signature]
Lieutenant R.A.N.A. (S)
COMMANDING OFFICER.

(Engine Room Particulars Attached.)

RESTRICTED
H.M.A.S. "GLENNIE"

CONFIDENTIAL
38/1/60
November Report.

MONTHLY FIGURES ARE :-

Distance steamed.	5334 Miles.
Hours Underway.	567½ Hours.
Tons fuel burnt.	341 Tons.
Av. Speed.	9.4 Knots.
Miles per ton fuel.	15.6 Miles.

FIGURES SINCE COMMISSIONING :-

Distance steamed.	43,914 Miles
Hours Underway.	4713 Hours.
Tons fuel burnt.	2699.5 tons
Average speed.	9.3 Knots.
Miles per ton fuel.	16.2 Miles.

The performance of propelling & auxiliary machinery is satisfactory and capable of developing the power for which it is designed.

FROM: The Commanding Officer, H.M.A.S. "Glenelg"
TO: The Secretary, Naval Board, Navy Office, MELBOURNE.
THROUGH: Commander (D) and H.O.I.C. (S)
DATE: 1st. November 1943.
SUBJECT: Monthly Report for October 1943.
SUBMITTED:

~~SECRET~~

D 15/19/1

~~RESTRICTED~~

(See file 7251/56) J.B. Bailey
30/11/60

Duplicate

In accordance with Secret Memorandum 019253 of 1st. April 1943, I beg to report as follows.

IN HARBOUR:

Boiler cleaning was commenced A.M. on the 19th. October and completed noon on the 24th. October, during which period local and interstate leave was granted. One Officer and nine ratings attended a two days' course in Aircraft recognition.

B.E.O.'s Staff carried out Damage Control exercises A.M. 25th. October. On the morning of the 26th. the Base Gunnery Staff supervised gunnery drills on board and that afternoon, "Glenelg" proceeded to sea for gunnery practice. En route ship satisfied D.G. Range Officer's requirements.

Consequent on rising adverse weather the shoot was abandoned and "Glenelg" stood by target vessel until her Commanding Officer was satisfied, thence to harbour. On arrival 1930L was informed that the target vessel was having difficulty with the targets and was instructed to assist. Proceeded to sea and searched for the targets which had broken adrift. At 2230L received instructions to return and at 2345L anchored in Hunter Bay.

AT SEA:

In addition to the routine alarms and alerts at sea, with previous arrangements with the S.O.E. (H.M.A.S. "Deloraine") the "Glenelg" treated his ship as a Merchant Ship at Caloundra and placed a boarding party aboard. The Boarding Officer received valuable instruction from the S.O.E. and the "Deloraine's" ship's company entered wholeheartedly into the exercise and must be granted the honours for their passive resistance and the "No speakes the English" attitude creating a sense of amusement and good feeling.

On the 30th. at 0537L the S.O.E. (H.M.A.S. "Deloraine") instituted operation ZOMBIE. Although previously aware, the "Glenelg", to obtain the maximum benefit out of the exercise, refrained from any preparation. When the signal was given, "Action Stations" was sounded and all posts were closed up and reported in one minute, when the evolution for SUGAR was commenced. Owing to jamming of lids of star shell cases there was a loss of two minutes in opening fire. This has been remedied.

On the 31st. at 0930L operation ARTICHOKE was exercised and the "Glenelg" acted from scratch and was closed up in thirty seconds.

Both exercises were appreciated and instructive.

The following are duties performed by H.M.A.S. "Glenelg" during October.

DATE.	E TIME	PORT	ESCORTS & CONVOY	REMARKS
Oct 1	0025	Ex Sydney	Rockhampton Moresby Glenelg Convoy 00 130	At sea on escort duties in vicinity of Cape Island south bound.
2	0655		Rockhampton Moresby Glenelg Convoy 00 130	Detached from south bound convoy and took up station on north bound.
	1730			Passed U.S.S. "Helm" south bound.
3	L TIME 1433			ML 802 joined convoy.
4	0725			ML 802 detached for Jervis Bay.
	0830			Passed HMAS "Durra Bra" exercising off Jervis Bay.
	1835	Sydney Arr		Secured Kurraba Wharf.
	2030			Slipped Kurraba Wharf.
	2057			Secured alongside HMAS "Shropshire" at Garden Island.



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SO (H)
SO (W/T)
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SO (T/S)

~~RESTRICTED SECRET~~ JB 341/60

DATE	L. TIME	PORT	RECORDS & CONVOY	REMARKS
Oct 6	0713	Sydney Dep	Rockhampton Moresby Glenelg Convoy G.P. 72	Slipped from H.M.A.S. "Shropshire" and proceeded north on escort duty.
	0935			Passed H.M.A.S. "Broome", "Wilcannia" and H.M.A.S. "Abraham Crijnsen" bound for Sydney.
7	1157			Sighted torpedo (see my report X021/10/1043)
8	1423			Sighted "Moresby" and proceeded with her to rejoin convoy.
9	1518		Rockhampton	Took up station on south bound convoy.
11	0610		Moresby	HL 521 joined convoy.
	1120		Glenelg	HL 521 detached from convoy.
	1635		Convoy P.G. 72	Passed H.M.A.S. "Mancora, Westralia, Bendigo" north bound.
12	0048			Passed H.M.A.S. "Kanishla, Vendetta" north bound.
12	0439	Sydney Arr		Secured alongside oil lighter at No. 7
13	0727	Sydney Dep	Deloraine Mildura Glenelg Convoy G.P. 74	Slipped from No. 7 buoy and proceeded north on escort duty.
15	1200			Passed 3 U.S. escort vessels with H.M.A.S. "Mancora, Kanishla" and S.S. "Katoomba" outward bound.
	1320			Exercised boarding party with Deloraine.
	1358	Brisbane Arr		Anchored in North West Channel.
16	1055	Brisbane Dep	Deloraine Mildura Glenelg Convoy P.G. 74	Weighted anchor north west channel and proceeded south on escort duty.
18	1540	Sydney Arr		Secured to Oil lighter at No. 7 buoy.
19	A.M.			Commenced boiler clean.
25	Noon			Boiler clean completed.
26	1527			Slipped No. 7 buoy and proceeded through D.C. range to sea for practice shoot.
	1720			Shoot cancelled owing to targets overturning in bad weather. Proceeded to stand by towing ship, HMAS "Goolgooli".
	1825			Detached from "Goolgooli" and proceeded to Sydney Harbour.
	1925			Returned to assist "Goolgooli" in search for targets on receipt of signal re parting of tow lines.
	2230			Instructed to return and proceeded to Hunter Bay.
	2345			Anchored in Hunter Bay.
27	0312	Sydney Dep	Deloraine Mildura Glenelg Convoy G.P. 138	Weighted anchor and proceeded south on escort duty.
30	0537			Convoy exercised operation ZOMBIE.
	1411		Deloraine Mildura Glenelg Convoy G.P. 138	Detached from South bound convoy and joined north bound.
31	0930			Convoy exercised operation ARTICHOKE.

EVENT ACTION: On the 7th. October at 1157 L. "Glenelg" sighted a torpedo and ran up the track making Asdic contact. Seven attacks were made and 37 depth charges successfully fired. (See my report X 021/10/1043)

INTELLIGENCE REPORT: Torpedo sighted, 21 inch type, of polished steel with no obvious colouring or markings.

CONCLUSION: The health of the ship's company and food on board has been most satisfactory.

Bailey 30/1/60

RESTRICTED

~~SECRET~~CONCLUSION (Continued)

The conduct and discipline have been very good. Disciplinary action was taken in two cases after repeated warnings to stress the necessity of alert lookouts at sea with salutary effects.

The ship is in good running order. It has been found that by giving generous leave Sydney, the Ship's company cheerfully and voluntarily respond away from port to upkeep requirements in order to maintain the concession.

ENGINEER'S REPORT:

Hours underway	.....	465 hours
Distance steamed	.....	4727 miles
Fuel burnt	.....	286.5 tons
Average speed	.....	10.1 knots
Miles per ton fuel	.....	16.5

SINCE COMMISSIONING:

Hours underway	.....	4145 hours
Distance steamed	.....	38,580 miles
Fuel burnt	.....	2,358.5 tons
Average speed	.....	9.3 knots
Miles per ton fuel	.....	16.3 miles.

Machinery has functioned satisfactorily and the defect to Starboard L.P. Engine referred to in my September report has been made good by Garden Island Dockyard Staff.

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

COMMANDING OFFICER.

Copies to:

H.C.I.C. Sydney.
Commander(D)
S.O.E. (H.M.A.S. Deloraine)

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