

AWM78

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

AWM78 Class 291 - HMAS PATRICIA CAM

File number: AWM78/291/1

Title: AWM78 291/1 - March-April 1942



RCDIG1074300

[291/1]

AUSTRALIAN ARCHIVES
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~~PLAT-1205~~

PATRICIA CAM

PATRICIA CAM CAM

DEPARTMENT OF THE NAVY

Subject:

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Declassification Authority—Defence Records
This record has been reviewed and has been
declassified by the Department of Defence
(Navy) with effect from: 17 Dec 90
Authority Dig (N) Admin 18-13.
Reviewer: LCDR R. L. Smith (RANEM)

Signature: [Signature] Date: 12 MAR 91

DEPT. OF NAVY
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2026 7 618. P10

COPY OF LETTER.

FROM : Commanding Officer, H.M.A.S. "PLATYPUS".
DATE : 8th May, 1942 REF. NO. : PP. 093/237.
TO : Commodore-in-Charge, Darwin.
SUBJECT : H.M.A.S. "PATRICIA CAM" - VOYAGE REPORT.

Submitted for information the attached report of proceedings of H.M.A.S. "PATRICIA CAM" for period 18th March, 1942 to 5th April, 1942.

Checked log
Indexing

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ACK. BY A.S. 1330Y
20 MAY 1942 II.
LBT

(Sgd) J. P. Tonkin.
Commander, R.A.N.
Commanding Officer.

N.T. 0600/10.
The Secretary,
Naval Board.

Submitted for the information of the Naval Board.

2. With reference to Paragraph 2 of "PATRICIA CAM" Report, the following remarks have been received from the Commanding Officer, H.M.A.S. "PLATYPUS", and are concurred in:-

"After inspection of the steering gear I am of the opinion that an increase in area of rudder would increase the kick of the wheel which is main trouble experienced by this ship. No buffer springs are fitted in steering chains but an adjustable brake is fitted on rudder quadrant. A steering engine is fitted but as this is driven by compressed air, when wheel is in constant use, it uses air quicker than the compressor can supply it.

From my experience in handling similar craft in minesweeping operations, namely, H.M.A.S. "NAMBUCCA", I consider it is only a matter of becoming used to handling the vessel."

Head 22/5
D. J. S.
D. J. S. 22/5

2/DE(N) Jm
By the Commodore-in-Charge noted 29/5.

P.A.

C. J. V. Jm

COMMODORE-IN-CHARGE
DARWIN.

Naval Headquarters,
DARWIN. N.T.
14th May, 1942.

26/5

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H.M.A.S. "PATRICIA CAM"
20th April, 1942.

VOYAGE REPORT OF H.M.A.S. "PATRICIA CAM".

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BRISBANE TO TOWNSVILLE.

18/3/42 (as continued from Sydney to Brisbane Report).

Cast off from Milling Co.'s wharf at 0645L/18. Got as far as Brett's wharf at 0805L and made fast owing to haze on river and unable to see river leads. We continued at 0910L/18 and cleared Brisbane at 1113L and Pile at 1128L/18. The voyage to Townsville was very favourable, the engines ran quite well, due to the care and capability of C.E.R.A. Newman who overcame certain obstacles until we reached port. We arrived at Townsville at 1212L/22.

	D.	H.	M.	
Full Speed Steering Time.	3	23	42	(95.7 hours).702m
Rivers " " "		4	40	<u>19</u>
Stoppages (Bris. River)		1	05	Total 721
In Port (Brisbane)	3	19	23	Average speed 7.23,
	<hr/>			
Total	8	0	50.	

TOWNSVILLE TO THURSDAY ISLAND.

2.

Although we were due to depart at 1900L/24 an engine room defect was not corrected until 1930L and satisfactory at 1951L and cast off at 1958 and getting dark for this ship to leave, due to her erratic steering and no object for the helmsman to steady her on, but just managed to clear the channel with difficulty by the aid of using engines to steer with. (Might I suggest a bigger rudder to this ship next time she is docked, otherwise she may do some damage.)

3.

We cleared the channel at 2024L but at 2040L the Starboard engine developed a hot bearing due to lubrication blockage and was stopped but continued on Port engine until 2054 when we continued on both engines. 300 revs. 7.8 knots.

4.

We anchored off Archer Point at 0206L/26 due to Barrier Reef area and not safe for night navigation with this ship. (lost port anchor in pipe when hove up due to faulty link). We continued at 0737L/26 until 1913L/26 and anchored in Ninian Bay for the same purpose as above. Engine speed 300 revs. Continued at 0721L/26 300 revs until 1937L/27 when E.R.A. reports Port engine on fire so stopped it and continued on Starboard engine to anchorage for night and rectify defect of Port engine. (probably due to warmer water in this locality).

5.

We continued at 0700L/28 but at 0800 the Starboard engine had a defect so continued at half speed on Port Engine to allow for steering management. We did this until 1500L/28 and then continued Full Speed (250 revs) on both engines and continued all night to make up for loss of time, due to defect, and arrived off Wednesday Island at 1533L/29.

1330L/29
(instead of
E.T.A. 1300L)
and was duly
fast at Jelly
T.i. at
1533L/29.

Awaiting convoy (as per signal) but sent signal requesting permission to carry on without convoy because of apparent haste for us in Darwin and out inability to keep station and speed in convoy. (erratic steering and 7.5 knots best).

F.S.S.T.	3-6 - 19	Distance	600	Av. Speed	6.193
R.S.S.T. (Sea)	8 - 08		33	" "	4.3.
R.S.S.T. (Har)	2 - 33		11		
Anchorage (night)			<hr/>		
	1-3 - 35		644		
In Port (Townsville)	2-7 - 46				
Total	<hr/>				
	7-4 - 21.				

Clock put back one hour to E.S.T.) Of the 27 hrs. 35 mins anchorage, 27 hours was allowed for in E.T.A.

Voyage report of H.M.A.S. "PATRICIA CAM".

SECRET

Thursday Island to Darwin.

6. On Monday 31st, received on loan a badly needed Vickers Gun and mounted same. I received a signal the same evening that my request to proceed was granted. Next day we provisioned ship for sea and cast off at 1224L/1 and cleared harbour at 1246 at 250/300 revs.

7. The voyage was very favourable and without mishap until we closed C. Don (in ~~approval~~ approach to Darwin) when we found no lights on at the approaches so eased down at 0200L/5 until daylight.

8. At 0340L/5 the starboard engine developed trouble, probably due to slow turning at reduced speed, and was stopped until 0630L when daylight appeared so proceeded at Full Speed and arrived at George No. 1 Buoy off Darwin Jetty and rang off engines at 1848L as end of voyage.

9. We proceeded to jetty at 0730L and fast at 0745L and gangs onboard ready to start discharging cargo at 0800L.

F.S.S.T.	4 - 1 - 34.	Distance	732	Av. Speed	7.50.
R " " "	(Sea) 4 - 30		21	" "	4.70
" " " "	(Harbour) 0 - 50		4		
In Port	(Towns) 2 - 20 - 51				
	<hr/>		<hr/>		
	7 - 3 - 45		757		

Clocks were put back 30 minutes to N.T. time.

(Sgd) J.F. Grant.
Lieut. R.A.N.R. (S).
Commanding Officer.

H.M.A.S. "PATRICIA CAM".

SECRET

SUMMARY OF STEAMING TIMES AND DISTANCES ETC.

Sydney to Brisbane.

Dept. (Commission
0900L/3

Arrive 1122L/14.

	D.	H.	M.	
Full Speed Stg. Time.	5	0	14	Dist. 520' (120 ^h 14 ^m)
Reduced " " " (Harbours etc).		9	31	32
Anchorage (awaiting daylight).		13	00	552
In Port (Sydney).	5	3	37	Average Speed 4.326
Total	11	2	22	

Lighter in tow to Brisbane.

Brisbane to Townsville.

Dept. 0645L/18

Arrive 1212L/23

Full Speed Stg. Time.	3	23	42	(95 ^h 42 ^m)	Dist. 702	Av. Speed 7.23
Reduced " " " (Hars.)		4	40		19	
Stoppage (Bris. River).		1	05		721	
In Port (Bris.).	3	19	23			
Total	8	0	50			

Townsville to Thursday Island.

Dept. 1958L/24

Arrive 1533L/29.

Full Speed Stg. Time.	3	6	19	(78 ^h 19 ^m)	Dist. 600	Av. Speed 7.626
Reduced " " " (Sea & Harbour)		10	41		44	(Sea Speed 4.3
Anchorage (Night time)	1	3	35		644	knots).
In Port (towns)	2	7	46			
Total	7	4	21			

Clock back 1 hour to E.S.T.

Thursday Island to Darwin.

Dept. 1224L/1.

Arrive 1848L/5.

Full Speed Stg. Time	4	1	34	(97 ^h 34 ^m)	Dist. 732	Av. Speed 7.50.
Reduced " " " (Sea & Harbour)		5	20		25	
In Port (Thurs Is.).	2	20	51		757	
Total	7	3	45			

Clock back 30 mins to N.T. time).

Sydney to Darwin.

Commission 0900L/3/3

Arrive 1845/5/4.

Full Speed Stg. Time.	16	7	49	Distance 2554	Av. Speed 6.52.
Reduced " " "	1	6	12	120	
Stops. (Brisbane)		1	05	2674	
Anchorage.	1	16	35		
In Port.	14	03	37		
Grand Total	33	11	18		Clocks back 1½ hours.

(Sgd)

J.F. Grant.
Lieut. R.A.N.R. (S).
Commanding Officer.

Totals of Fuel Oils, Water etc. used During Voyage - Sydney to Darwin.

	FUEL OIL - MAIN ENGINES			FUEL OIL - AUX. ENGINES			KEROSENE.			WATER.			
	Used.	Received.	Remain.	Used	Received	Remain.	Used	Received	Remain	Used at Sea.	Received	Used in Port.	Remain.
Sydney to Brisbane.	771	Syd. 4036 Bris. 700.	3265 3965	5.4	264 Sydney.	258.6	8	Sydney 32 Bris. 24	24	803	Sydney 2988 Bris. 3950.	3147	2185.
Brisbane to Townsville	804	T'ville 802	3161 3963	19.6		259	17		31	932	T'ville 1468	536	2056
Townsville to Thursday Is.	654		3309	19.6		219.4	4		27	1024	Thurs. Island 1880	856	1920
Thursday Is. to Darwin.	694		2615	16.4		203	4		23	1028			1960
<u>TOTAL.</u>	2923	5538	2615	61	264	203	33	56	23	3787	10286	4539	1960
										16.9 tons	45.91 tons	20.26 tons	8.75 tons.

++ All above quantities are given in gallons.

Water Capacity - 12 tons i.e. two tanks each of 6 tons capacity.
also 1 F. W. Daily Service tank F.W.D. = 44 gallons.
1 F.W. Daily Service tank Aft. on port side = 100 gallons.
1 F.W. daily service tank aft on Stbd side = 156 gals.

Total Daily service capacity = 300 gallons.

Fuel Oil on Board Leaving Sydney.

44 - 44 gallon drums = 1936 gallons.
In Bunkers = 2100 gallons.
Total 4036 gallons
4 each 525 gallons.

(Sgd) S.F. Newman.
E.R.A. 1.

SECRET

AWM 78.

AWM 78

618