AWM78

Reports of Proceedings, HMA Ships and Establishments

AWM78 Class 310 - HMAS SEA SNAKE

File number: AWM78/310/1

Title: AWM78 310/1 - May-December 1945

RCDIG1074332

TELEPHONES:
MXY 550
NAVY OFFICE
VICTORIA BARRACKS
ST. KILDA ROAD

MXY 130
NAVAL BRANCHES
ALBERT PARK BARRACKS

TELEGRAPHIC ADDRESS:
"NAVY MELBOURNE"

CONFIDENTIAL

NOIC-MOLUCCAS FILE

IN REPLY QUOTE M.1.4.5.7
No. 2026/27/257.

COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF THE NAVY
NAVY OFFICE, MELBOURNE, S.C.1

The Commanding Officer,
H.M.A.S. "PENGUIN".

GROUNDING OF H.M.A.S. "SEA SNAKE".

I am directed to inform you that the Naval Board have given consideration to the circumstances under which H.M.A.S. "SEA SNAKE" grounded off Miri, British Borneo, on 13th November, 1945.

2. In this regard, I am to request that the Commanding Officer, Sub-Lieutenant Edward John Curtis, R.A.N.R. be warned that he must take more care in future.

Copy to:

N.O.I.C. Moluccas.

Secretary, Naval Board.

II.

3 JAN 1946

The Naval Officer-in-Charge,
MOLUCCAS.

0182

Forwarded, by direction of the Naval Board, for information, with reference to your M.1.4.5.7 (531) dated 5th December, 1945.

J. E. Cummins

Secretary, Naval Board.

NAVAL OFFICER IN CHARGE
12 JAN 1946
MOLUCCAS

Noted
Seen

The Naval Officer-in-Charge, Moluccas.

5 December, 1945. M 1.4.5.7 531

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

GROUNDING OF H.M.A.S. "SEA SNAKE".

Submitted for the information of the Naval Board with reference to my message 141445 November paragraph 16, reporting the refloating of H.M.A.S. "SEA SNAKE" on 13 November from grounding off Miri, British Borneo, the enclosed report on Form S.232.

2. It is considered that the Commanding Officer, Sub Lieutenant E. Curtis, R.A.N.R. is culpable in a slight degree only for "SEA SNAKE" taking the ground. This officer was given information as to Miri River by R.A.N.L.O. with 9th Division (Lieutenant K.J. Bromley, R.A.N.R.), upon whose information it could reasonably be supposed to rely. A copy of this information is attached. The Report of Survey by Sub Lieutenant F.E. Atchison, R.A.N.R., apparently was not supplied to "SEA SNAKE". The criticism that is made is that the Commanding Officer appears not to have sounded his way in from the bows - the use of the lead and compliance with K.R. & A.I., Article 1164 seem to have been forgotten. At the same time it was particularly unfortunate that a squall arose so soon after first touching bottom. He did well to get his ship off.

3. It is considered that a warning to be more careful in future is sufficient action in this case.

A/A
Sup/

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

NOIC MOLUCCAS LATROBE

UNCLASSIFIED

YOUR 300650 .COMPLETED FORM S 232 HELD IN LATROBE

//301051 =

REF FORMS S232 DESPATCHED AIR MAIL 21NOV,

NOIC SEC
LOG R
LOG N
SOE

W.T P.L TOR 1354NT RR214/30/11/45

NAVAL MESSAGE.

S. 1320h.
(Established 1935.)
(Reprinted 1940.)

To: LATROBE

From: NOIC MOLUCCAS

UNCLASSIFIED

4,000,000—6000/1/42—15364—St 4479 A. H. Pettifer, Acting Govt. Printer.

FORMS S 232 FOR REPORT OF SEA SNAKE GROUNDING WERE DISPATCHED TO YOU ON 21 NOV COMPLETED FORM S 232 IS TO BE DISPATCHED TO ME F/A.O. ADVISE DISPATCH

// 30065Ø2

WT 3 PASS
NOIC SEC
LOG REF
LOG NOIC

WT P/L ADC TOD 115/3Ø/11/45

NOIC Dec

Grounding of Seasnake. October 1948

The Naval Officer in Charge Newcastle.

~~Submitted:-~~

(2) It is considered that the Commanding Officer Sub Lt. S.E. Curtis R.A.N.R. is culpable in a slight degree for "Seasnake" taking the ground. This Officer was given only ~~full and sufficient~~ information as to Nine Rivers by Lieut K.J. Bromley R.A.N.R. upon whose information it could reasonably be supposed to rely. A copy of this information is attached. The criticism that is made is that the Commanding Officer does not appear to have sounded his way in from the bows — the use of the lead and compliance with K.R. & A.I. Art 1164 seem to have been forgotten. At the time it was particularly unfortunate that a squall arose so soon after first touching bottom. The C.O. did well to get his ship off.

~~Propose this be reported to ACNB with a view to being warned to be more careful in future.~~

It is considered that a warning to Sub Lt Curtis to be more careful in future is sufficient action in this case.

Sub Lt Curtis

CNA

26.4.48.

26.4.48

noted

Seen 27/4 very fair

Sent to Board.

Part File

Commonwealth of Australia.

Department of the Navy.

St 6339

NOIC-MOLUCCAS FILE

M 1457

Royal Australian Navy.

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

Date 21st November, 1945. *Reference No.*

To The Naval Officer-in-Charge, Moluccas.

Subject H.M.A.S. "SEA SNAKE".

I have inspected H.M.A.S."Sea Snake" in dry dock at Kuching. Considering her amphibious passage of the Miri River Bar, damage to the hull is remarkably slight.

2. The planking of the camouflage counter has been broken. This does not affect the seaworthiness of the vessel in any way and can easily be repaired by the dockyard.

3. There is a fairly large splinter missing from the starboard side of the deadwood but the main piece of timber is sound. It is proposed to trim the wood and mortice in a new piece of timber, the whole to be bound with a longitudinal steel plate as an extra precaution.

4. The copper sheathing on the deadwood is torn and there is another small section missing from the keel. In all, there is about 12 square feet of copper to be replaced.

5. The upper coupling of the rudder post is cracked, and the keyway slightly worn. This is a small brazing job and well within the capabilities of Army Workshops.

6. The external Grease Union on the propellor shaft is

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Royal Australian Navy.

IN REPLY PLEASE QUOTE

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broken, this is being repaired by the ship's staff.

7. My Chief E.R.A. has inspected the main engines and reports them in good condition with the exception of the Control Panel of the main generator which is burnt out. A complete new panel has been demanded from Sydney and will be flown to Kuching.

8. The sand which passed through the main circulating pump during salvage operations has damaged the packing somewhat, This is being renewed by the ship's staff.

The above report has also been made to B.B.C.A.U.Labuan, and I anticipate they will take over the ship in dock, providing the replacement of the burnt out control panel is assured.

The remaining defects are in hand and should be completed within the next few days.

Acting Lieutenant-Commander, R.A.N.V.R.
Commanding Officer.

Part File w/ SOE

Commonwealth of Australia.

CONFIDENTIAL

Department of the Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S. LATROBE

Date 16th. November, 1945 *Reference No.*

To The Naval Officer-in-Charge, Moluccas.

Subject H.M.A.S. SEA SNAKE

The report submitted by the Commanding Officer, H.M.A.S. Sea Snake on his grounding on Miri River Bar is forwarded herewith, together with a rough sketch of the locallity and a "Schedule of Events" (to 6th. November) prepared by Lieutenant Bromley, R.A.N.R. This latter gives some idea of Ninth Division's appreciation of the situation at various stages.

The following comments are submitted and are the result of personal enquiries and observations:-

1. Lieutenant Bromley verbally informed Sub-Lieutenant Curtis that "Tiger Snake" had successfully entered Miri River. Lieutenant Bromley confirms this, but I fail to see how this can be correct unless the bar has silted up considerably since "Tiger Snake's" visit. Further, Lieutenant Hearty RANR of S.R.D., Labuan, is of the opinion that no "Snake" craft has ever entered Miri River.

2. From Lieutenant Bromley's "Schedule" it would appear that the "requests" made by Ninth Division to 20th Brigade were tardily acceded to in the case of the L.C.M.'s and ignored in the case of the bulldozer. In the event, the L.C.M's arrived late and disobeyed Sub-Lieut. Curtis's order to remain in V/S touch, thus not returning to the bar until two hours after High Water. They tugged ineffectually for about two hours on one occasion and were not seen again : it was understood that local Army authorities kept them fully occupied during the remainder of their stay in Miri. Regarding the bulldozer, I was informed by Lieut. Bromley that one, possibly two bulldozers were digging a channel. This information was given on the 4th. November. On the 6th. November I discovered this to be incorrect and immediately called on Colonel Wilson who offered a bulldozer and stated he was quite prepared to risk its loss should the sand not prove as firm as anticipated. No bulldozer having arrived at Miri by 11th. November, I again visited Ninth Division Headquarters only to learn that 20th. Brigade had been told by "someone" (I cannot discover whom) in Miri that a bulldozer could not be used satisfactorily and accordingly had taken no action in the matter. I am satisfied that if a bulldozer had been made available when first requested

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Royal Australian Navy.

IN REPLY PLEASE QUOTE

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"Sea Snake" would have been re-floated at least 14 days earlier.

3. Several rather "illuminating" signals are omitted from Lieut. Bromley's "Schedule". These are summarised for information.

To 9th. Div. From Deloraine - TOO 221209Z (Oct)
"Request you detail one A.M.vessel to stand by to proceed to Miri if additional assistance is required by Sea Snake. A.M. is not to proceed until directed by Deloraine."

To 9th. Div. From Deloraine - TOO 240159Z (Oct)
"Request you despatch one A.M. Vessel to Assistance of Sea Snake forthwith."

To 9th. Div. From Deloraine - TOO 260004Z (Oct)
"Request advice progress Sea Snake. Has A.M. proceeded to her assistance yet"

To 9th. Div. From Deloraine - TOO 261121Z (Oct)
"Request reply to my 260004 may now be made please."

To Deloraine From 9th. Div. TOO 271045 I (Oct)
"G.O.3370. Unclassified. Reference your 260004. Sea Snake stuck high and dry Miri Bar Further progress made 26th. October. 2 L.C.M's are standing by to attempt to tow ship off at each high water. Work boat has not departed Labuan for Miri owing to engine defect. Suggest craft now at Miri adequate for task of refloating Sea Snake."

4. With the exception of the L.C.M."employers", all Army and B.B.C.A.U. Officers and men at Miri have given every assistance with the limited equipment available.

From the time of his arrival, my First Lieutenant (Lieut. R. Y. Filmer, RANR) who took charge of salvage operations on 6th. November, maintained a strenuous digging policy. Aided by a "Diamond T" wrecker and its enthusiastic crew, these efforts were successful and at 0415 I 13th. November,"Sea Snake" was refloated in the river.

"Latrobe" arrived Miri at 1630 14th. November and the chances of crossing the bar investigated. This presented rather a problem as with all stores, equipment and ballast removed "Sea Snake" still drew 6 ft. 7 inches. Two B.B.C.A.U. workboats were on the spot and available for High Water, A.M. 16th.November, and although a somewhat better tide was anticipated on the 19th.Nov. it was decided to make the attempt with their assistance rather than risk the passage with only a "Hypothetical" L.C.M. standing By.

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With both work boats in tandem and "Sea Snake" using her own engines also, the bar was approached at 0750/16. Both the tugs and "Sea Snake" soon grounded (there was 5 ft. 6 in. of water over the bar) but, aided by a fairly heavy surf, fair progress was made until 0810 when both tows parted. New lines were quickly passed and slow progress continued until 0840, "Latrobe's" motor boat being used in the heavy surf to keep the towing work boats headed in the right direction. At 0845, when about half way across the bar, a kedge anchor, which had been placed previously in one of the workboats, was laid. Unfortunately, at the first attempt, the kedge line fouled the work boat's screw and put this boat completely out of action. The line was immediately cut off short and the remainder successfully passed by "Latrobe's" motor boat which then added its small power to the tow. At 0900 "Sea Snake" bounced into deeper water and made for the open sea at a great rate, dragging one work boat, whose tow failed to slip, stern first through the breakers and losing the kedge anchor in the process. Fortunately the work boat suffered no serious damage, but at time of writing, operations to locate and recover the kedge have not been successful. After about three hours hard work by relays of divers the remains of the kedge line were removed from the work boat's screw.

I have inspected "Sea Snake" as far as is possible and the only damage, other than that reported in her Commanding Officer's letter, is superficial damage to the camouflage counter. The ship is seaworthy. The main engines have been inspected by my Chief Engine Room Artificer who reports them to be in good working order. Providing the L.C.M. arrives on time, it is anticipated that all ballast and stores will be re-embarked by 1800 I tomorrow, 17th. November, and "Sea Snake" will then sail to Kuching for docking.

Andrew A. Smith

A/Lieutenant-Commander, R.A.N.V.R.
Commanding Officer.

St 6339

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Department of the Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."SEA SNAKE"

Date 7th November 1945. *Reference No.*

To The Commanding Officer, H.M.A.S."LATROBE".

Subject Grounding of H.M.A.S."SEA SNAKE".

At 1915 Item 21st October, 1945, when on passage from Labuan to Miri, "Sea Snake" grounded on Miri River bar, the nature of the bottom being hard mud and sand. At the time of grounding the ship's course was 170 degrees, speed of advance 2 knots, draught forward 5 feet 10 inches, aft 7 feet 9 inches. A light south westerly breeze was blowing with no surf, the depth of water 7 feet, it being flood tide half High Water Springs.

2. With engine full astern, some progress was made towards deep water until 1930 when a strong south westerly rain squall slewed the ship to port and caused a moderate surf to break on the bar. At 2000 a strong south westerly breeze brought up a heavy surf causing the ship to pound severely, Sub-Lieutenant C.Burns, R.A.N.R. proceeding ashore to request assistance.

3. On the return of the dinghy every effort was made to take a kedge anchor into deep water but due to the heavy surf all attempts proved unsuccessful and after the dinghy had been sunk and severely damaged, it was decided to wait and determine what assistance was forthcoming from ashore.

4. At 2210 Sub-Lieutenant Burns returned on board with

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information to the effect that no assistance could be expected before daylight. The tide at this time was observed to be ebbing strongly, occasional seas were breaking over the stern and the vessel was still pounding badly. The engine was stopped and a kedge anchor let go under the counter. During the night, the badly damaged dinghy had broken adrift and become a total loss.

5. At 0645, 22nd October, the ship listed to starboard the depth being 2 feet. Under-water fittings were examined and no damage was apparent. It was observed that the surf had driven the ship about 40 yards inshore. At 1000, with the tide flooding the ship righted, the depth of water being 4 feet with a heavy surf, causing the ship to pound. At High Water, 1145, the depth of water was 6 feet. With the engine full astern no apparent progress was made. The mizzen sail was set in an endeavour to bring her head to wind, with no result. At 1330, with the tide ebbing, the engine overheated due to a blockage in the external salt water pump.

6. At 1515 a DUKW secured alongside and the kedge anchor was taken into deep water and led to the drum of the forward winch. At 1600 with engine half ahead a strain was kept on the kedge anchor. At 1750 no progress had been made and the engine was overheating. At High Water, 2230, with the depth of water at 7 feet, the engine was started, full astern and run until 2300 at which time the tide was ebbing and the engine overheating.

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7. At 0700, 23rd October, the ship listed to starboard, with a depth of 2 feet. The rudder, propellor and all external fittings were inspected and no damage was apparent. At 0900 the diving gear and heavy stores were loaded into the DUKW and the Diesel fuel pumped over. Two L.C.M's arrived from Labuan at 1130 and proceeded into Miri to await High Water. The L.C.M. came alongside at 1430, the towlines were passed and with engines full astern a strain was kept on the kedge anchor. Both towlines parted at 1500 and new lines passed, the ship moving slightly and pounding severely. At 1520 the towlines parted again, one fouling the propellor, the engine being stopped immediately. With the tide ebbing strongly, the L.C.M. proceeded into Miri at 1530. Low Water was at 1730 with a depth of 2½ feet.

8. At 2000 with the surf increasing the ship was pounding badly. The sea commenced breaking over the starboard quarter, a strong south westerly gale force 6-7 producing a very big surf. At 0015 24th October, the terrific surf carried the ship on beam end up on to the West Bank of Miri River. The starboard anchor was let go whilst heavy seas were breaking over the ship. Both anchors were now observed to be coming home. At 0045 the ship was hard and fast on the river bank with a depth of 2 feet, Sub-Lieutemant Burns and 4 ratings proceeding ashore. The tide ebbing strongly caused the surf to decrease and at 0100 the ship righted.

9. At 0600 the ship listed to port, high and dry on the river bank. At daylight it was observed that the ship had been carried 150

yards inshore and 300 yards from Miri River. The propellor had now been cleared and at 0800 Sub-Lieutenant Burns returned with O.C. P.O.W. Garrison . It was decided that the only way to salvage "Sea Snake" would be to kedge her across the bank into the river. Captain Barret agreed to supply Japanese labour to dig a channel through to the river, and at 0930, 300 P.O.W's arrived and commenced digging a channel 15feet wide and 4 feet deep. At 1200 the flood tide pevented further work in the channel, so the bower anchor was laid out in the channel.

10. Due to the external blockage in the salt water pump, the engine overheated badly when at 1930 an attempt was made to heave in the anchor, and at 1945 the engine stopped. At 2000 a moderate surf commenced to drive the ship slowly forward high water being at 0045. Observations at daylight showed that the ship had moved 75 yards over the bank. There was now a slight list to starboard.

11. At 0830 25th October, Japanese labour commenced re-digging the channel but at 1500 the flood tide again prevented further work. At At 2400, the ship rolling slightly in a moderate surf, the anchor cable was heaved in. Slack water was at 0315.

12. The daylight observation on 26th, showed that the ship had moved a further 50 yards during the dark hours. The Japanese P.O.W's embarked on an L.S.T. during the forenoon and it was arranged with Captain Barret to use 75 War Criminals to dig the channel on the following day.

13. Daylight on 27th showed that some progress had been made

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IN REPLY PLEASE QUOTE

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during the night but that the anchor had come home. At 0830 the War Criminals commenced work on the channel and it was arranged with Army Workshops to pass a 3½ wire across the river and shackle it on to a salvage truck on the east bank, the wire hawser being supplied by S.O.L.

14. At 0130 28th, the salvage truck commenced taking down the slack in the wire amidst heavy surf and frequent rain squalls. By maintaining steady strain on the wire and heaving in on the cable, definite progress was made until the tow parted at 0305 with the tide ebbing strongly.

15. Daylight 28th showed that the ship had moved a further 100 yards. During the forenoon the tow was repaired and shackled onto the truck, the War Criminals being employed digging the channel.

16. At 0245 29th, the salvage truck again took the stain and commenced heaving in on the winch. At 0315 the tow parted once again and at daylight little progress had been made, due mainly to the lack of surf and neap tides. The ship was now only 50 yards from the river's edge. The tow was repaired during the forenoon no work being done on the channel as the War Criminals had embarked for Kuching.

17. At 0430 30th, the salvage truck took the strain, pulling hard but with no result. Due to excessive strain, lack of surf and neap tides the towing bridle parted at 0445 and it was considered impracticable to continue towing before the spring tides.

18. From 31st October to 6th November no further progress was made. At 0915 6th. the First Lieutenant of "Latrobe" came on board and

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IN REPLY PLEASE QUOTE

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was informed of the position and progress up to date.

19. With reference to the foregoing it is desired to bring to your attention the following points.

1. The bar crossing would not have been attempted under any circumstances, if advice had not been received from R.A.N.L.O. 9th Division, that the bar was navigable for this type of craft.

2. It is considered that the ship could have been refloated if,

a. Assistance had been forthcoming from ashore on the night of grounding.

b. This type of vessel carried a seaworthy boat.

c. The L.C.M. had remained in V/S touch as ordered.

3. When first it was decided to take the ship across the river bank, enquiries were made as to the possibility of obtaining a bulldozer at Kuala Belait. My 030800I addressed R.A.N.L.O. was despatched A.M. the same day. No reply has been received in "Sea Snake"

20. Communication was maintained with 9th Division and R.A.N.L.O. passed traffic to "Deloraine" and "LATROBE". As it was only possible to run auxiliary for about 2 hours a day, schedules had to be reduced to three in 24 hours to conserve batteries.

21. Damage sustained has been remarkably light. Inspection of the rudder on the 5th November, showed a cracked upper coupling, key loose in keyway and worn keyway. The external stern gland grease fitting had been broken but was repaired temporarily by the ship's staff. It is thought that the

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IN REPLY PLEASE QUOTE

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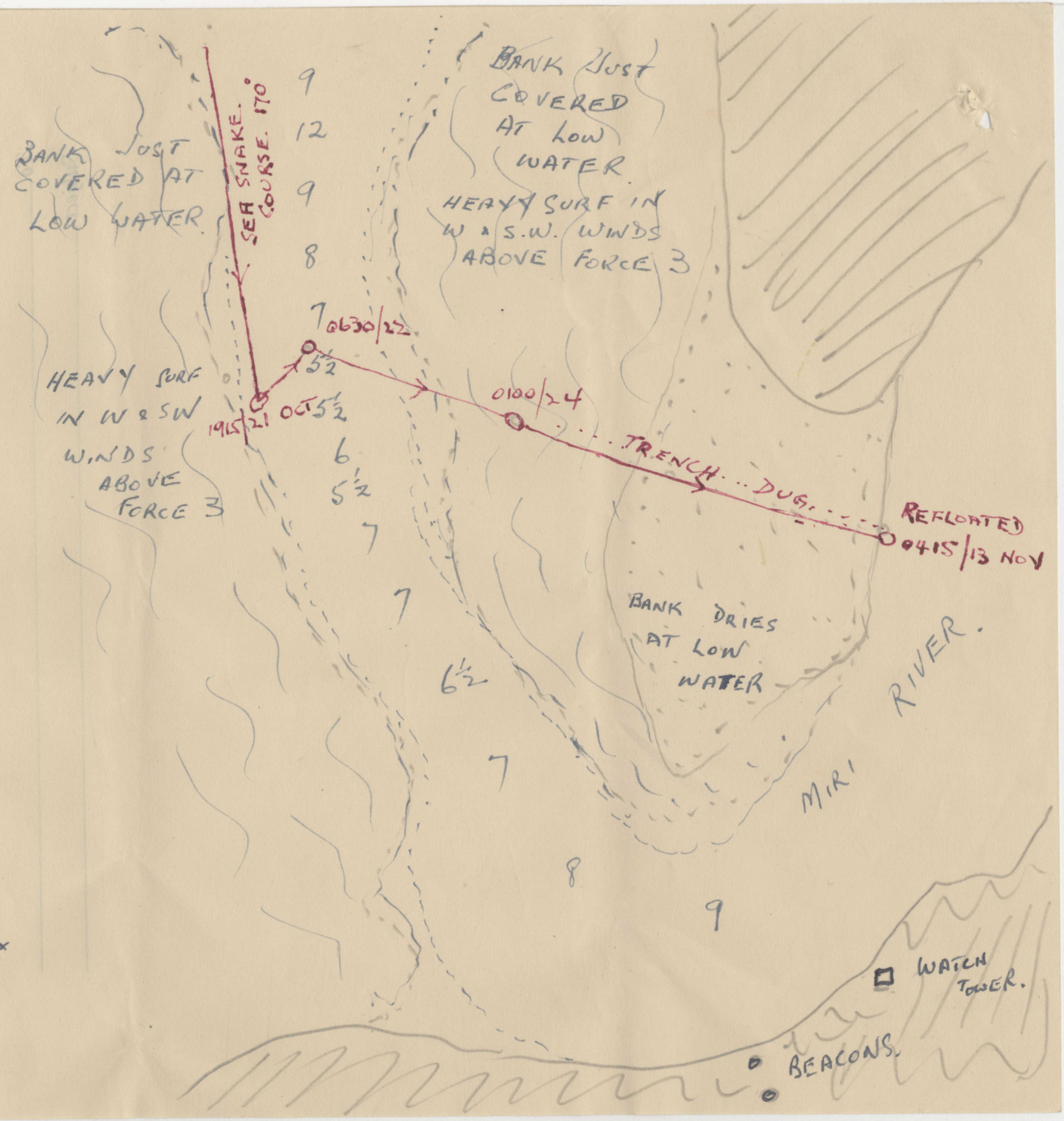
deadwood has been broken or badly strained. The copper sheathing on the deadwood and a small portion of the keel has been torn. The bilges were inspected regularly and no excess water was observed at any time.

E Hunter

ROUGH SKETCH OF ENTRANCE TO MIRI RIVER

SOUNDINGS IN THE CHANNEL ARE IN FEET AND WERE THE BEST DEPTHS OBTAINED AT HIGH WATER ON 14th, 15th & 16th NOV. 1945.



NOT TO SCALE.
BUT 1" = APPROX 100x

St 6339

Commonwealth of Australia.

Department of the Navy.

Royal Australian Navy.

From .....

Date ..... *Reference No.* .....

To .....

Subject .....

SCHEDULE OF EVENTS - STRANDING OF HMAS SEASNAKE

Date	Signal or event	Action taken
19 Oct	DELORAINE 190801 : "SEASNAKE sail for MIRI thence KUALA BELAIT"	
21 Oct	SEASNAKE departed LABUAN 210600 I for MIRI	
22 Oct	SEASNAKE reported at 221600 I "stranded MIRI river bar(.) All attempts to refloat vessel unsuccessful (.) Blockage external seawater fittings causing engine overheating(.) receiving alarming pounding heavy surf strong onshore wind(.) assistance urgently required NO assistance MIRI available"	HMAS DELORAINE informed of occurence by signal. 20 Bde requested to despatch LCM and to take all further action to assist in refloating SEASNAKE.
22 Oct	SEASNAKE reported at 221830I (.) "No obvious damage to hull (.) situation NO worse (.) surf decreasing (.) attempt will be made to tow ship off bar by LCM at high tide 222359I"	HMAS DELORAINE informed by signal
23 Oct	SEASNAKE reported at 230800 I "Ship high and dry at 230800I anticipate refloating at high tide 231400I"	HMAS DELORAINE informed by signal DTG230925I
23 Oct	SEASNAKE reported at 231600I "All attempts to refloat vessel unsuccessful (.) if we do not succeed shortly we will attempt it later tonight"	HMAS DELORAINE informed by signal 231640I
24 Oct	SEASNAKE reported 240840I "Now consider salvage from seaward impossible (.) intend attempting to dig channel through to MIRI river with assistance of Jap labour"	HMAS DELORAINE informed by signal DTG 240905I.
24 Oct	SEASNAKE reported at 240935I "Driven high and dry western bank MIRI river last night in heavy surf (.) consider salvage with assistance at present available impossible from seaward (.) have commenced digging channel through to MIRI river with Jap labour"	HMAS DELORAINE informed by signal DTG 241000I

Date	Signal or event	Action taken
24 Oct	SEASNAKE reported at 241120I (.) "Channel under way(.) will attempt to kedge vessel off pm today"	Passed to HMAS DELORAINE by signal DTG 241122I
24 Oct	SEASNAKE reported at 241330I (.)"Crew being victualled ashore (.) skeleton crew staying on board overnight (.) W/T batteries running low (.) will stay on air as long as possible"	Passed to HMAS DELORAINE by signal DTG 241340I
24 Oct	Message from SEASNAKE at 241620I "Are you keeping DELORAINE informed of situation"	Reply: Affirmative
24 Oct	Following from SEASNAKE at 241807I "Still attempting to haul vessel over bar (.) meeting with some success will report progress at 250800I"	Passed to HMAS DELORAINE by signal DTG 241910I
25 Oct	From SEASNAKE at 250922I "Kedged ship 70 yards across river bank last night (.) Jap labour redigging wider and deeper channel today Japs leaving for KUCHING pm today"	HMAS DELORAINE informed by signal DTG 251210I
26 Oct	SEASNAKE requests bulldozer be despatched MIRI	20 Bde requested to take necessary action
27 Oct	20 Bde advise"SEASNAKE still high and dry MIRI river bar but that further progress had been made 26 Oct"	HMAS DELORAINE advised by signal DTG 271045I
2 Nov	20 Bde advise "SEASNAKE still aground (.) hope to refloat on next high tide (.) Next report about 031000I	Passed to HMAS LATROBE by signal DTG 021915 I
4 Nov	20 Bde advise further progress made but ship still aground	HMAS LATROBE informed verbally of position
6 Nov	HMAS LATROBE requests bulldozer be despatched MIRI to assist refloating SEASNAKE	HMAS LATROBE informed that bulldozer would be despatched providing engineers were satisfied that the dozer would NOT be lost in sand or mud

NOT CORRECT — I was informed the bulldozer would be sent in any event — that 9th Div.n were prepared to risk losing it.

M 1-1-57
Grounding/Sea Snake

NOIC MOLUCCAS (R) BBCAU LABUAN LATROBE

SEA SNAKE DRY DOCKED AT KUCHING NO SERIOUS DAMAGE TO HULL .
FULL REPORT WILL BE MAILED FIRST OPPORTUNITY

//210119Z

STAFF
Log R
Log A

T/P P/L ADC TOR 1214 175/21/11/45

St 6339

Commonwealth of Australia.

Department of the Navy.

NOIC-MOLUCCAS FILE

M 1.4.5.7

Royal Australian Navy.

From The Commanding Officer, H.M.A.S. LATROBE

Date 5th. November, 1945 *Reference No.* 440/34

To The Naval Officer-in-Charge, Moluccas.

Subject H.M.A.S. SEA SNAKE

Yesterday evening I received further information regarding "Sea Snake". It would appear that signalled reports have been somewhat optimistic.

The ship originally grounded on the seaward side of the river bar. Before it could be re-floated a heavy surf developed and forced the craft further on to the bar. With the limited equipment available it was impossible to get off against the surf and in order to prevent total loss it was decided to move the ship into the river, over the bar. Good progress was made up to the last really high tide (31st. October) and the ship was moved overland 300 yards. They are now within 20 yards of deep water in the river, but being on the reverse slope of the bar have lost the effect of the surf which, at high water, had assisted them on their amphibious journey. A bulldozer is required. Ninth Division reported to me that one was actually assisting but I now have reason to believe that the bulldozer has not yet started work.

Assuming "Sea Snake" does get into the river there is then the problem of getting her out again. Tide tables have proved useless and it has been necessary to rely on local knowledge. Soundings taken by the C.O. "Sea Snake" show a least depth of 6 feet 6 inches over the bar at H.W.S. The ship has been lightened as far as possible - its actual draft will not be known until the ship refloats, but is thought to be 6 feet 9 inches. It is possible that there will be an extra high tide in about three weeks. To have a reasonable chance of success the passage out will have to be attempted at this date.

I shall be in the Miri area tomorrow and shall make an investigation at first hand. It is apparent that prodigious efforts have been made to save "Sea Snake" and so far there has been no damage to the hull. Sub.Lieut. Curtis has, naturally, been working under severe physical and mental strain and if the situation warrants I intend leaving my First Lieutenant to assist and direct him.

Noted. f 20/11
Curtis R.A.N.R. 4
Soo
SOE Dwy
See

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.....

(2)

Please treat this ~~xas~~ a preliminary report only. To date I have been somewhat handicapped by being unable to visit Miri and by having to rely on Army channels for communication with "Sea Snake". Fortunately an Officer who has been lending a hand with the salvage returned to Labuan yesterday and brought with him the information set out above.

~~Ex~~ It is requested that you will forward a supply of Forms S.232 to me in order that the report in accordance with K.R.& A.I. Article 1170 may be prepared.

dispatched

A/Lieutenant Commander R.A.N.V.R.
Commanding Officer.

NAVAL OFFICER IN CHARGE
20 NOV 1945
MOLUCCAS

MI-4-5-7
Grounding of Sea Snake

NOIC MOLUCCAS (R) 9TH DIV BBCAU HQ LABUAN ,LATROBE

SEA SNAKE BUMPED OVER BAR AT 0900 ITEM TODAY ASSISTED BY TWO BBCAU WORKBOATS WHICH DID INVALUABLE WORK. WHEN LCM ARRIVES WILL RE-EMBARK BALLAST AND STORES AND SAIL TO KUCHING FOR DOCKING. SHIP IS SEAWORTHY

// 160051z

LOG M
LOG N
STAFF

W.T. S/S 234 CLEAR TOR 0115z A.D.J. 62/16/11/45

NAVAL MESSAGE.

S. 1320d
(Established—May, [illegible]0.)
(Revised—January, [illegible]33.)

To:

FROM:

10,000,000—S. 1613/5/45—5504 St 5071 T. H. TENNANT, GOVERNMENT PRINTER.

No 16 5

M1-4-5
Grounding / Sea Snake

NOIX M (R) 9TH DIV, RANLO KUCHING,
BBCAU LABUAN, LATROBE.

SEASNAKE SAILS KUCHING FOR DOCKING PM 17TH. ETA PENDING 1200
1200/19. RANLO KUCHING TO ARRANGE LOCAL PILOT TO BOARD SEA
SNAKE FOR PASSAGE FROM PENDING TO DOCK

//170029Z

STAFF
LOG M
LOG N

WT SS247 PL R-0224Z KN 17/11/45.

81/17.

NAVAL MESSAGE.

S. 1320d
(Established—May, 1930.)
(Revised—January, 1933.)

To:

FROM:

10,000,000—S. 1613/5/45—5504 St 5071 T. H. TENNANT, GOVERNMENT PRINTER.

11-4-5-9 Groundings / Sea Snake para 16

P R I O R I T Y T.O.O. 141445 z

A.C.N.B. (R) C IN C E.I.S. S.O. FORCE ABLE NOIC NEW GUINEA NOIC DARWIN
N.O.I.C. BRISBANE

from N.O.I.C. MOLUCCAS

UNCLASSIFIED

MOLUCCAS AREA SITUATION REPORT NUMBER NINE. TIMES ITEM.

(1) AMBON. KRAIT SAILED 0900 9th FOR GESER AND ROELA ISLANDS SURVEILLANCE. FS 396 ARRIVED 1525 10th OBJECT EXHUMATION BODIES U.S. AIRMEN VESSEL SAILED 0900 12th FOR MENADO FOR SIMILAR PURPOSE. HAWKESBURY ARRIVED 1400 13th AND FUELLED BROOME. THREE CHEERS RETURNED FROM ARMY SURVEY OF KAI TANIMANR AND AROE ISLANDS.

(2) MACASSAR. ABRAHAM CRIJNSSEN ARRIVED 1030 8th WITH TWO EX INDONESIAN SMALL MOTOR VESSELS FROM BALI IN TOW. AIR MASTER ARRIVED 1600 11th EDUARDO E.T.A. 16th FOR SLIPPING. JUNEE ARRIVED 1300 12th TO TAKE OVER DUTIES OF P.D. FROM INVERELL LATTER PROCEEDING MOROTAI WITH AIR MIST AND AIR MASTER IN TOW.

(3) KUCHING. SITUATION NORMAL.

(4) BANJERMASIN. BURDEKIN AND CESSNOCK SAILED FROM BALIKPAPAN 1630 12th WITH N.E.I. FORCE OF 237 TO RELIEVE COMPANY OF 2/31 BATT. A.M.F. WHO WILL RETURN TO BALIKPAPAN. INDONESIAN RIOTS QUELLED BY N.E.I. FORCES GRASS SNAKE WILL BE TOWED TO BALIKPAPAN BY CESSNOCK.

(5) MENADO. NO CHANGE.

(6) HALMAHERAS. WOLLONGONG IN COMPANY WITH AM 2409 SAILED 0700 13th FOR SURVEILLANCE KAU BAY. VESSELS RETURNED 1600 14th WITH 50 WAR CRIMINALS INCLUDING NAVAL CHIEF OF STAFF.

(7) N.W. NEW GUINEA. SURVEILLANCE BY GAWLER OF MANOKWARI SOEMI AND SORONG CONTINUING. DUTCH SHIP PATRAS ARRIVED MANOKWARI 0900 9th WITH N.E.I. OCCUPATION FORCE AND STORES SAILED 0700 10th FOR MOROTAI. JAPS ORDERED TO EVACUATE MANOKWARI.

(8) PONTIANAK. NO CHANGE.

(9) SANDAKAN. NO CHANGE.

(10) TALAUD. JAPS BEING EVACUATED TO MENADO BY MISAKI MARU

(11) FORCE ABLE. LST'S 324(SO) 321, 408, and 9 ARRIVED MOROTAI 1000

(11) contd. 8th TWO ELEMENTS OF 34th BRIGADE DISEMBARKED AND EMBARK LONG SERVICE AMF AND RAAF. FORCE SAILED FOR BRISBANE 1400 10th E.T.A. 1200 21st. LST 346 ARRIVED BALIKPAPAN 2000 13th FROM BATAVIA. LST'S 8, 404 and 383 SAILED FROM BATAVIA 13th FOR BALIKPAPAN ETA 17th. LST 199 STRUCK MINE AND TOWED TO BATAVIA. ETD GLENGMILE 14th for LABUAN.

(12) CELEBES. HAWKESBURY RETURNED MOROTAI 1530 9th FROM SURVEILLANCE. BOWEN RETURNED 1100 8th.

(13) BALIKPAPAN. CESSNOCK RETURNED FROM ESCORT OF LCT'S 0600 10th. GASCOYNE SAILED FROM MOROTAI 1500 13th FOR MENADO THENCE BALIKPAPAN TO RELIEVE BURDEKIN WHO WILL PROCEED MOROTAI.

(14) CARRIERS. IMPLACABLE ARRIVED BALIKPAPAN 0700 10th AND SAILED FOR SYDNEY 1600 11th. BURDEKIN AND CESSNOCK FERRIED 4000 TROOPS TO AND FROM IMPLACABLE AND DOCKS. NO FURTHER INFORMATION GLORY AND FORMIDABLE.

(15) JAP SHIPPING. ENOSHIMA AND TOKUYAMMARU LOADING COAL SAMARINDA TO MACASSAR. MEBURA MARU EVACUATING JAPS BOROE TO CERAM. HEIYO MARU SAILED 11th FROM PARE PARE MAINTENANCE STORES FOR N.W. NEW GUINEA. SAKAE MARU SAILED FROM TARAKAN 1200 12th FOR MOROTAI WITH 100 JAP P.O.W. WORKING PARTY. KANTO KITA EBISU AND EIJYU MARU LOCAL CONCENTRATION TASKS MACASSAR. DETAILS BEING FORWARDED AIR MAIL.

(16) GROUNDINGS. BURDEKIN GROUNDED 2000 12th ON CECIL REEF REFLOATED 2145 13th WITH ASSISTANCE OF CESSNOCK. JUNEE FROM MACASSAR AND ARMY TUG FROM TARAKAN DESPATCHED TO ASSISTANCE. LIBERTY SHIP MERRIMAN WITH A.M.F. MAINTENANCE STORES GROUNDED 1900 10th OFF N.E. COAST BORNEO. U.S. SHIPS ATTEMPTING SALVAGE. R.A.N. ASSISTANCE OFFERED BUT NOT REQUIRED. SEA SNAKE REFLOATED 13th FROM GROUNDING OFF MIRI BRITISH BORNEO. ST GILES DESPATCHED 1400 13th TO ASSIST LT 357 WHO LOST TOWS 90 MILES NORTH OF MOROTAI. AIRCRAFT CO-OPERATED BARGES LOCATED AND BEING RECOVERED BY BOTH TUGS.

(17) ACNB PASS CINCEIS NOIC BRISBANE PASS SO FORCE ABLE

(ORIG...SOQ) // 141445 z

LOGM..LOG N..LOG G..STAFF..MAILO. W TEL..NOIC SEC(4)..PLATYPUS..WOLLONGONG..
BOWEN...NOTICE BOARDS..WT OFFICE(3 COPIES PASS ALL ADDRESSEES)

WT PL NW 909 PASSED AT 2005z TO COONAWARRA KCC 255/14-11-45

M.4.5.7

Grounding of Seamate

UNCLASSIFIED

LATROBE NOIC M

FORM S 232 DESPATCHED AIRMAIL FIFTEENTH NOV YOUR LETTER 440/34 OF FIFTH NOVEMBER RECEIVED FOURTEENTH NOVEMBER REFERS

//141035Z

NOIC SEC-O
COM (A)
LOG REF (re Grounding of Sea Mate)
LOG NOIC

PASSED LANDOPS FOR LATROBE AT LABUAN AT 1042Z

R/T P/L TOD 1042Z NJD NR 219 14/11/45

NAVAL MESSAGE.

S. 1320d
(Established—May, 1930.)
(Revised—January, 1933.)

To:

FROM: Goldsmith

10,000,000—S. 1613/5/45—5504 St 5071 T. H. TENNANT, GOVERNMENT PRINTER.

LATROBE (R) SEA SNAKE NOIC M

UNCLASSIFIED

CANCEL MY 130715

//1401112

LOG M
LOG N
STAFF
NOIC SEC-O

REF..AFD IN TOW OF TUGS.REQUEST FUEL..ETA HONG KONG .CAUVERY IS SO.
PASSED LANDOPS FOR LATROBE AT LABUAN 0149Z (ALSO SEA SNAKE)

TP FL D-0149Z KN 14/11/45.

65/14.

NAVAL MESSAGE.

S. 1320d.
(Established—May, 1920.)
(Revised—January, 1933.)

To:

From:

8,000,000—S. 686/10/43—63006 St 5071 A. H. Pettifer, Acting Govt. Printer.

M1-4-57

att Mr Grounding / Seasnake

NOIC MOLUCCAS LATROBE

UNCLASSIFIED

YO UR 130715. REPORT WILL BE FORWARDED AIR MAIL 16TH SUPPLY OF FORMS S232 WOULD ASSIST IN PREPARATION REQUEST ADVICE IF THESE HAVE BEEN DESPATCHED

IN LIEUTER 440/34 OF 5TH NOVEMBER REFERS

140110Z

REF. 130715 REPORT NOT YET RECEIVED
030314 REPORT ON SEA SNAKE GROUNDING

STAFF
LOG NOIC
LOG REF

PASSED S O O 0220Z/14

W.T. S/S 217 TPR 0143Z/14 RTC 14/11/45 (94/14)

NAVAL MESSAGE.

S. 1320d.
(Established—May, 1930.)
(Revised—January, 1933.)

To:

From:

8,000,000—S. 686/10/43—63006 St 5071 A. H. Pettifer, Acting Govt. Printer.

LATROBE (R) SEASNAKE

UNCLASSIFIED

WITH A VIEW TO, INVESTIGATION AT MOROTAI INTO SEASNAKE'S GROUNDING ALL OF HER PERSONNEL ARE TO BE DESPATCHED GILOLO ON PAYING OFF. COMMANDING OFFICER SEASNAKE IS TO BRING WITH HIM ALL LOGS CHARTS RELEVANT DOCUMENTS AND COPIES OF ALL REPORTS. YOU ARE ALSO TO ARRANGE FOR A CAREFUL EXAMINATION OF SEASNAKE AND FORWARD A REPORT OF THE DAMAGE SUSTAINED DUE TO THIS GROUNDING

// 140140Z

LOG M
LOG N
LOGG
STAFF
OOD
LT. WILLIAMS
R.P.O.

(ORIGINATOR COM A)

Soo
SoE

T.P. P.L. TOD 0155Z A.D.J. 81/14/11/45

NOIC 2/18/11.

NAVAL MESSAGE.

S. 1320d
(Established—May, 1930.)
(Revised—January, 1933.)

To:

FROM:

10,000,000—S. 1613/5/45—5504 St 5071 T. H. TENNANT, GOVERNMENT PRINTER.

M1.4.5.7

NOIC M

LATROBE

SEASNAKE REFLOATED AM TODAY IN MIRI RIVER. INTEND SAILING LATROBE TO MIRI ETA 1630 ITEM 14TH

//1302Z4Z

LOG N
LOG M
STAFF

WT SS197 PL R-0321Z KN 13/11/45.
107/13.

TODAY IN MIRI RIVER.
ITEM 14TH

M.1.4.5.7

LAMNOBE (R) SEA SNAKE NOIC M

UNCLASSIFIED

REPORT IN ACCORDANCE WITH MY 030314 HAS NOT YET BEEN RECEIVED.

//130715Z

REF. REPORT OF SEA SNAKE GROUNDING.

LOG
LOG M
STAFF
MR OUT

Cancelled 14/12

WT
EB TO LA D OPS PI TOD 0734 JB 166/ 13/12/45

Commonwealth of Australia.

Department of the Navy.

Royal Australian Navy.

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

Date 8th November 1945. *Reference No.*

To The Naval Officer-in-Charge, Moluccas.

Subject H.M.A.S. "SEA SNAKE".

I have inspected "Sea Snake" and have to report as follows:-

1. The hull has suffered no apparent damage of a serious nature. Some copper is missing from the keel. However, although not visibly damaged, it is possible that the deadwood aft has been badly strained.

2. At low water the ship is high and very dry on the sand bar. The sand is firm and a "Duck" or "Jeep" can drive around the the ship at low water and leave no wheel tracks.

Cy A. Sec

3. Full resources of the Army and B.B.C.A.U. will be made available to effect salvage.

SOE.

Ninth Division ordered a bulldozer to proceed from Kuala Belait eight days ago but the local Area Commander decided <u>not</u> to obey the order, and sent a breakdown vehicle, which was of no value.

A/S NOIC 17/11

This unsatisfactory state of affairs has now been rectified and in future we shall get what we ask for.

4a. I have left my First Lieutenant and two experienced

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.....

Able Seamen to direct and assist with salvage.

b. It is proposed to dig a large trench around the vessel at low water, also a channel through the bank.

c. The R.A.E. are providing a number of high pressure pumps which will be used to sluice sand from immediately under and around the vessel, thus allowing her to settle in the artificial channel.

d. Twenty four empty oil drums have been obtained and will be secured on either side in pairs, by strops passing under the keel. These with the complete lightening of the ship should reduce the draught considerably.

5. This is a sizeable programe which has to be carried out as tides will allow. Ican give no accurate estimate of the time it will take to complete.

6. When "Sea Snake" is once more afloat, it is my intention to sail her to Kuching for docking and thorough inspection. B.B.C.A.U. are prepared to take over "Sea Snake" in dock in Kuching.

Wm Douglas. A. Smith

A/Lieutenant-Commander, R.A.N.V.R.
Commanding Officer.

File Grounding Remarks

MC-4-5-67

NAVAL MESSAGE.

S. 1320d.
(Established—May, 1930.)
(Revised—January, 1933.)

To:

FROM:

UNCLASSIFIED.

LATROBE (R) SEA SNAKE

NOIC MOLUCCAS.

8,000,000—S. 666/10/43—63006 St 3071 A. H. PETTIFER, ACTING GOVT. PRINTER.

REPORT ON GROUNDING OF SEA SNAKE IN ACCORDANCE WITH K.R. & A.I. ART 1170 IS TO BE FORWARDED THROUGH YOU

.....030314Z

LOG
SO(O)
SOA.S
NOIC SEC.

W.T. CLEAR TOD..... RWA 3-11-45

RA Lee 14/11 20/11

NOIC Sec

NOIC Sec

M1.4.57

NAVAL MESSAGE.

S. 1320h.
(Established 1935.)
(Reprinted 1940.)

To:

IR IORETY

NOIC MOLUCCAS

NAVAL OFFICER IN CHARGE
8 NOV
MOLUCCAS

FROM:

letter not received yet

LATROBE

4,000,000—6000/1/42—15364—St 4479 A. H. PETTIFER, ACTING GOVT. PRINTER.

Not held up

YOUR 070522. SEA SNAKE STILL AGROUND SALVAGE POSSIBLE BUT WILL BE A LONG JOB. MY LETTER 440/34 SUBSTANTIALLY CORRECT. FULL REPORT WILL BE AIR MAILED TOMORROW 8th NOVEMBER.

att v R/S

.....071120Z

SO(O)
SOA.S
NOIC SEC
LOG.

(REF REQUEST PRESENT POSITION SEaSNAKE)

W.T. CLEAR TOR 1531Z RWA 7-11-45

R/S Lee 17/11

N 9 1 C Lec

[310/1]

"Sea Snake"

'Sea Snake"

SECRET

CONFIDENTIAL

"Stella"

DEPARTMENT OF THE NAVY

Subject:

"Stella"

ROYAL AUSTRALIAN NAVY.

: The Commanding Officer, H.M.A.S. "SEA SNAKE".

Date : 15 September, 1945.

To : The Secretary, Naval Board, Melbourne, S.C.1., through the Naval Officer-in-Charge, Moluccas.

Subject : REPORT OF PROCEEDINGS FOR AUGUST, 1945.

Submitted :

(1) From the 1st to 20th August, "SEA SNAKE" was alongside Refitting Jetty Darwin, in hands of Base Staff Shipwrights.

(2) At 0530 IK/22nd slipped and proceeded out of harbour in convoy with H.M. MFV 2046 and H.M.A. ships "KARINA", "KRAIT", "ALATNA" and "GRASS SNAKE".

(3) In Dundas Strait, convoy escort H.M.A.S. "GYMPIE" joined and convoy proceeded to Morotai.

(4) The voyage was without incident, and convoy arrived off Morotai at 0600 I/29th.

(5) At 0745 I/29 anchored in SRD anchorage at Morotai.

(6) From 29th to 31st August anchored Morotai.

(7) GENERAL REMARKS - On 6th August Sub-Lieutenant E.J. Curtis, R.A.N.R., assumed command from Lieutenant W.H. Jarvis, RANVR, in accordance with ACNB's 030418Z. Lieutenant Jarvis was discharged to LMS Darwin.

(8) On 21st August ship and ship's company were inspected by the Naval Officer-in-Charge Darwin.

(9) The ship's company is in good health, but arrangements are being made to have the crew innoculated in HMAS "PLATYPUS". Conduct of the ship's company during the last month has been excellent.

(10) The hull is sound and in good condition.

(11) Main engine is satisfactory, but trouble has been experienced with the automatic generator cut out and reverse gear. Auxiliary engine is hard to start and requires a complete overhaul.

MAIN ENGINE. -	Total running hours since commissioning 4 April 1945 to 31 August 1945.	998 hours
	Total running hours during August	179 "
	Fuel taken on board in August	490 gals.
	Lubricating oil expended in August	17 gals.
AUXILIARY ENGINE. -	Total running hours to 31 August	979 hours
	Total running hours during August	252 "
	Lubricating oil expended in August	4 gals.
	Average fuel consumption	6 gals per hour
	Distance steamed during August	1185.2 miles
	Average speed	6.7 knots.

SUB-LIEUTENANT, R.A.N.R.,
COMMANDING OFFICER.

ROYAL AUSTRALIAN NAVY.

From : The Commanding Officer, H.M.A.S. "SEA SNAKE".

Date : 15 September, 1945.

To : The Secretary, Naval Board, Melbourne, S.C.1.; through the Naval Officer-in-Charge, Moluccas.

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(7) GENERAL REMARKS - On 6th August Sub-Lieutenant K.J. Curtis, R.A.N.R., assumed command from Lieutenant W.H. Jervis, RANVR, in accordance with ACNB's 0704182. Lieutenant Jervis was discharged to LMS Darwin.

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	Distance steamed during August	1189.2 miles
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SUB-LIEUTENANT, R.A.N.R.,
COMMANDING OFFICER.

ACK. BY. N.S. 13SCY
1945

In Circulation

Dep 2026.7.1382.

DEPT. OF NAVY
SECRET

(Commanding Officer, H.M.A.S. "SEA SNAKE'S" report dated 13th August 1945)

HN 2/7/45

REPORT OF PROCEEDINGS FOR JULY 1945.

II

N.T.0600/78
The Secretary,
NAVAL BOARD.

CONFIDENTIAL

HN.
D.N.I
(N.14.R.O)

Submitted for the information of the

Naval Board.

A/CAPTAIN, R.A.N.
Naval Officer-in-Charge, Darwin

Naval Headquarters,
DARWIN N.T.
28th August 1945.

Mrs Slesser
Miss Finch

3/9 6

(Commanding Officer, H.M.A.S. "SEA SNAKE'S" report dated 13th August 1945)

REPORT OF PROCEEDINGS FOR JULY 1945.

II

N.T.0600/48
The Secretary,
NAVAL BOARD.

CONFIDENTIAL

Submitted for the information of the Naval Board.

A/CAPTAIN, R.A.N.
Naval Officer-in-Charge, Darwin

Naval Headquarters,
DARWIN N.T.
28th August 1945.

From: Commanding Officer H.M.A.S "Sea Snake"

Date: 13th, August.

To: Naval Board Through Naval Officer in Charge, Darwin. (Copy to the Secretary Naval Board).

Subject: Report of Proceedings for July 1945.

Submitted:

From the 1st, to the 5th, July, alongside Refitting Jetty Darwin for top overhaul of main engine by Base Staff.

2. At 0630IK/6th, proceeded out of Darwin harbour for exercise. Anchored One Tree Point Bathurst Is. 1415IK/6th.

3. At 0900IK/10th, weighed anchor and proceeded to East Arm Darwin mooring at 1645IK.

4. From 11th, to 20th, secured alongside Refitting Jetty for repairs by Base Staff. A B K set installed during this period.

5. At 0545IK/22nd, proceeded out of Darwin harbour for exercise. At 1600IK/22nd, anchored off Perron Is. ~~At~~

6. At 0415IK/26th, weighed anchor and proceeded to East Arm, moored at 1715IK/26th.

7. From 27th, to 30th, in Darwin harbour .

8. At 0930IK/31st, proceeded to ML slip

9. The ship's company is in good health and conduct during the month was excellent. A 32 volt exhaust fan is in the process of being installed in the crew's quarters which should improve living conditions a great deal.

10. The hull is sound and whilst ship was on the slip zinc blocks were renewed.

11. The performance of both the main and auxiliary engines is satisfactory.

Main Engine:

Total running hours since commissioning 4th, APRIL 1945 to 31st, July	819	Hours
Total running hours during July	63	"
Fuel taken on board in July	815	Galls.
Lubricating oil expended in July	23	"

Auxiliary Engine:

Total running hours to 31st, July	727	Hours
" " " during "	287	"
Lubricating oil expended in July	8	Galls.

Average fuel consumption	7 Galls. per hour
Distance steamed during July	244 Miles
Average speed	8.45 Knots.

NAVAL OFFICER-IN-CHARGE
AUG 23 1945
DARWIN

Sub/Lieut. R.A.N.R
Commanding Officer.

TO : N.O.I.C., DARWIN.

FROM : Commanding Officer, H.M.A.S. "SEA SNAKE".

SUBJECT : Monthly Report for June 1945.

DATE : 4th. July, 1945.

1. HULL. Hull has no defects but needs repainting with black camouflage paint which is not abtainable at present. The only black paint available is gloss paint and is unsuitable. Zinc blocks on keel have disappeared through electrolysis.

2. ENGINES. Main. Total running to June 30th. 756 hours.
" " for June. 245 "
" " " " full speed 2½ "

Auxiliary. Total running for June 184 "
" " to June 30th. 440 "

Fuel taken on board - 662 Gallons.
Lubricating oil used for June - 24 Gallons.

PERFORMANCE. Main Engine:- A number of small defects developed this month. Engine began to idle unevenly, corrosion causing a hole in the exhaust pipe, engine generator cut out relay completely burnt out, oil leak in thrust bearing, supercharger chain required adjusting. Refit commenced by H.M.A.S. MELVILLE. Engine 256 hours overdue when refit commenced.
Auxiliary Engine:- No trouble but engine requires routine overhaul which is being done.

3. ARMAMENT. The .50 Cal. Brownings are now correctly mounted. Gun trials completed and passed by B.G.O., all guns correct.

4. W/T EQUIPMENT. Satisfactory.

5. HEALTH. A/B Luff has been admitted to Navy Hospital for observation for stomach trouble. I am awaiting report of X-rays.

6. COOKING. There are now 4 new primus stoves on board and the cooking facilities are much improved.

7. VENTILATION. Nothing further has been done re ventilation. I consider that the crew's quarters are unfit for habitation and the mechanical fans as shown to be supplied by C.O.L. are urgently required. This also applies to Galley and Wheelhouse whilst on operational duties.

8. CREW. There were 30 defaulters dealt with during the month.

DISTRIBUTION.
Navy Board, Secretary Navy Board,
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Commanding Officer,
H.M.A.S. "SEA SNAKE"

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DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1382

3644.

SUBJECT: HMAS "Sea Snake" Reports of Proceedings May 1945.

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Mrs Slesser
Miss Smith

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