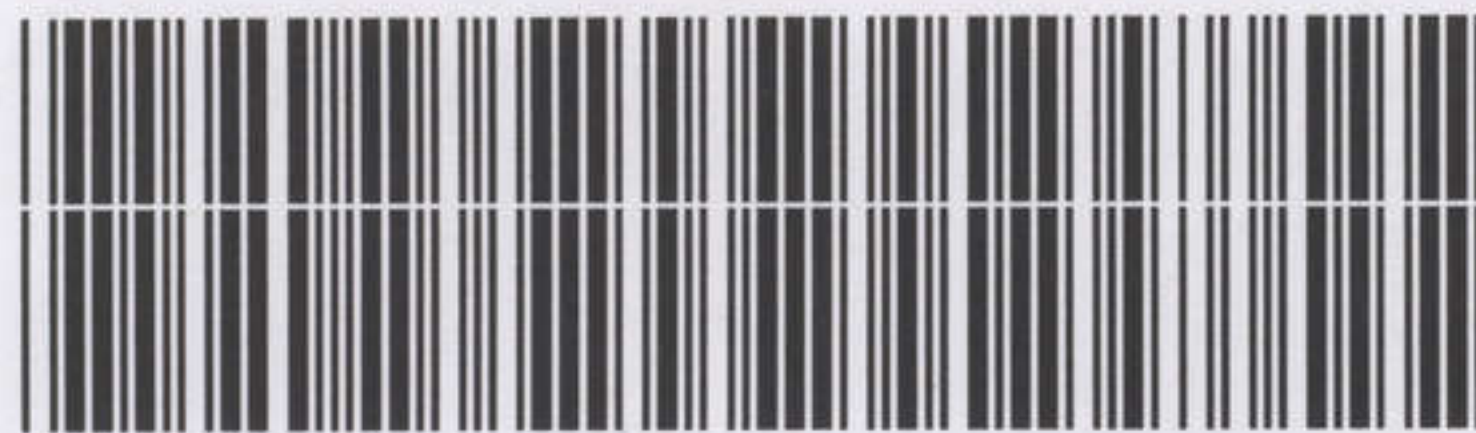


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS HOBART (I and II)

Item number: 141/4

Title: April 1940 - November 1947. Duplicate



AWM78-141/4

AUSTRALIAN ARCHIVES
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REPORT OF PROCEEDINGS

H.M.A.S. "HOBART"

Declassification Authority—Defence Records

This record has been reviewed and has been
declassified by the Department of Defence

(Navy) with effect from: 1 NOV 1990

Authority Dlg (N) Admin 18-13.

Reviewer: LCDR R. L. Smith (RANEM)

Signature: *R. L. Smith* Date: 1 NOV 90

duplicate

C O P Y

H. 177/1/521

H.M.A.S. "HOBART"
at Sydney.

6th January, 1948.

The Flag Officer Commanding,
H.M. Australian Squadron.

REPORT OF PROCEEDINGS - NOVEMBER, 1947.

Submitted for your consideration the following proceedings of H.M.A.S. "HOBART" for the month of November, 1947.

2. The ship has been alongside Garden Island for the whole of the month preparing to pay off into "F" Class Reserve.
3. The health and conduct of the Ship's Company has been satisfactory.
4. Steaming figures remain unaltered.

(Sgd.) M.G. Pechey.

Lieutenant, R.A.N.
for Commanding Officer (A.O.L.)

H

DUPLICATE

H. 177/1/283

H.M.A.S. "HOBART"
at Sydney
25th November, 1947.

The Flag Officer Commanding,
H.M. Australian Squadron.

REPORT OF PROCEEDINGS - OCTOBER, 1947.

Submitted for your consideration the following proceedings
of H.M.A. Ship under my command for the month of October, 1947.

2. The ship has been alongside Garden Island for the whole
of the month. On 8th October, the date on which the 50 days avail-
ability expired, "HOBART" was ordered to pay off into "F" Class
Reserve. For the remainder of the month the ship has been preparing
for reserve.

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

4. Steaming figures remain unaltered.

(Sgd) D.H. Harries.

CAPTAIN.

C O P Y

DUPLICATE

H. 177/1/282

H.M.A.S. "HOBART"
at Sydney.
21st November, 1947.

Flag Officer Commanding,
H.M. Australian Squadron.

REPORT OF PROCEEDINGS - SEPTEMBER, 1947.

Submitted for your consideration the following proceedings of H.M.A. Ship under my command for the month of September, 1947.

2. During the whole of the month "HOBART" was alongside Garden Island making good urgent defects and giving long leave.

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

4. Steaming figures given for the month of August are unaltered.

(Sgd.) D.H. Harries.

CAPTAIN.

DUPLICATE

Page 1140752

H.177/1/231

H.M.A.S. "HOBART",
at Sydney
12th. November, 1947.

The Flag Officer Commanding,
H.M. Australian Squadron

REPORT OF PROCEEDINGS - AUGUST 1947

Submitted for your consideration the following proceedings of
H.M.A. Ship under my command for the month of August, 1947.

2. Having embarked the Right Honourable H.V. Evatt, Minister for
External Affairs and Attorney General, Commonwealth Government, and
party, "HOBART" left Yokohama at 2350 Item on Friday 1st. August,
and after an uneventful passage at 18 knots in good weather, arrived
at Manus at 0800 King on Thursday, 7th. August, anchoring off
Lombrun Point.

3. While at Manus the Minister for External Affairs took the
opportunity of visiting shore installations and met, at a luncheon
given by me onboard, Captain Baker, U.S.N.; Captain C.H. Brooks,
R.A.N.; Colonel Hazeltine and Major Byers, U.S. Army Air Force;
Mr. Bloxham, District Officer, Manus, and Lieutenant-Commander
J.H. Dawson, R.A.N.

4. After receiving 305 tons of oil fuel from H.M.A.S. "CONDAMINE"
"HOBART" left Manus at 1700 King on Thursday, 7th. August, proceedin
at 16 knots to Brisbane, via the Jomard Entrance, and anchoring off
the Pile Light at 0900 King on Tuesday, 12th. August.

5. The Minister for External Affairs and party dis-embarked at
1900 King and proceeded to H.M.A.S. "MORETON" by motor boat. At 1030
"HOBART" weighed and proceeded up river, securing at Newstead No.1
Wharf at 1330. Ships in harbour included H.M.S. "THESEUS" flying the
flag of Rear-Admiral G.E. Creasy, C.B., C.B.E., D.S.O., M.V.O.,
commanding the first Aircraft Carrier Squadron, and H.M.A.S. "AUSTRAL"
flying the flag of Rear-Admiral H.B. Farncomb, C.B., D.S.O., M.V.O.,
commanding His Majesty's Australian Squadron. At 0645 King on 13th.
August, "HOBART" shifted berth to No.3 New Farm Wharf.

6. "HOBART" slipped and proceeded to Sydney at 0630 King on
Monday, 18th. August, carrying out a fuel consumption trial at 28
knots on passage and secured at No.1 Buoy, Farm Cove, at 1530 on
Tuesday, 19th. August. On arrival the ship reverted to extended
notice for steam and was granted 50 days availability to grant leave
and make good urgent defects.

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

8. Steaming figures for the month in accordance with C.N.O.266/46
are as follows :-

<u>Monthly figures</u>	Distance run	4483 miles.
	Hours under way	277 16/60 hours.
	Distance run per ton of oil fuel	2.4 miles.
<u>Total figures</u>	Distance run	89611.9 miles.
	Hours under way	6331 14/60 hours.

(Sgd.) D. H. HARRIES

CAPTAIN

H.177/1/26

Copy 1140752
Duplicate
H.M.A.S. "HOBART"
at sea from
Yokohama to Brisbane.
6th August, 1947.

The Flag Officer Commanding,
H.M. AUSTRALIAN SQUADRON.

REPORT OF PROCEEDINGS - JULY, 1947.

Submitted for your consideration the following proceedings of H.M.A. Ship under my command for the month of July, 1947.

2. On 4th July, I attended a Parade and Review of Occupation troops by S.C.A.P. in Tokyo. Ships of Force "T" dressed ship this day and saluting ships fired a National Salute to the United States at noon. As soon as landing parties had re-embarked, "HOBART" sailed from Yokohama for Kagoshima. Shortly before 1800 on this day, one rating developed acute appendicitis and I accordingly returned to Yokohama arriving off the harbour at 1930 I. The patient having been discharged to hospital, "HOBART" proceeded once more for Kagoshima, speed being adjusted to maintain the previous time of arrival since it was known that C.S.5 wished to leave Kagoshima on 6th July. "HOBART" arrived Kagoshima Kaiwan at 0830 I on 6th July and anchored in the vicinity of "SUSSEX" off Yamagawa; the duties of Senior Officer, Force "T" were transferred to Rear-Admiral G.H.L. Woodhouse, C.B., flying his flag in H.M.S. "SUSSEX".

3. H.M.A.S. "HOBART" weighed and proceeded from this anchorage at 1800 I on 6th July for Shanghai arriving at the Yangtze entrance at 0930 I on 8th July after an uneventful passage, several hours of thick fog being experienced during the early hours of this day. Having embarked a pilot, the ship proceeded up the Yangtze Kiang and Whangpoo Rivers and having turned in Garden Reach secured to head and stern buoys off the Bund at 1630 I. The only other warship of any consequence in harbour was U.S.S. "SAINT PAUL" (flying the flag of Rear-Admiral W.A. Kitts, U.S.N., Commander Task Force 71).

4. As tidal conditions had obliged the ship to arrive late in the afternoon, my call on Professor Douglas Copeland, C.M.G., His Majesty's Australian Minister to China, who had very kindly come down from Hanking to meet the ship, was waived. The Resident Naval Officer, Shanghai, (Captain (S) J. Parrott, R.N.) and the Assistant Naval Attache (Commander H.K. Tod, D.S.O., R.N.) came on board on arrival and outlined the efficient arrangements which had been made for our reception.

5. During the late afternoon of Tuesday, 8th July, a number of my officers and I were entertained at a Cocktail Party by Mr. A.W. Wootton, the Commercial Counsellor (resident in Shanghai) to the Australian Legation, and Mrs. Wootton. This was followed by a dinner party given by Professor Copeland.

6. On Wednesday, 9th July, I paid official calls on Rear-Admiral Fang, the senior Chinese naval officer in Shanghai, Rear-Admiral Kitts, the British Consul General (C.L. Ogden, Esq.) and the Mayor of Shanghai (Dr. K.C. Wu), and was the guest at luncheon of the Zero Club, an organisation of ex-members of the Services of the 1914-1918 War. Rear-Admiral Fang returned my call in the afternoon. During the late afternoon a number of officers attended a Cocktail Party given by the Resident Naval Officer. Late this evening, accompanied by Commander (S) McGuire and Sub-Lieutenant (S) Nolan, I proceeded by train to
.....Nanking/

Nanking together with, and at the invitation of, Professor Copeland. The train journey was surprisingly comfortable, the sleeping compartments being somewhat similar to those in the New South Wales Railways.

7. During Thursday, 10th July, the whole of which was spent in Nanking as the guest of Professor and Mrs Copeland, I paid official calls on His Excellency, the British Ambassador (Sir Ralph Stevenson, K.C.M.G.), the Canadian Ambassador (Judge Davis), Admiral Kwei, the head of the Chinese Navy, and the Mayor of Nanking. A luncheon was given for me and my officers by the Naval Attache, Captain H. Dalrymple-Smith, R.N. and Mrs Dalrymple-Smith and a Cocktail party in the late afternoon by Professor and Mrs Copeland after which I attended a dinner party given by Admiral and Mrs. Kwei at their home. The heat throughout the day was of a degree such as I had hardly ever experienced before and the day, although interesting and instructive, was extremely exhausting. I departed from Nanking by train for Shanghai at 2300 the same evening.

8. On Friday, 11th July, Rear-Admiral Kitts and the Consul-General returned my calls; Dr. Wu was too busy to do so, a state of affairs with which I fully sympathised. Accompanied by several of my officers I attended a luncheon given by the Royal Air Force Association and in the evening gave a dinner party on board at which I entertained Rear-Admiral and Mrs. Kitts, the British Consul General and Mrs. Ogden, the newly arrived Australian Consul General and Mrs. Fuhrman and Mr. and Mrs. Wootton. As the ship was unbearably hot except on the upper deck, I was particularly fortunate in being able to give this party on the Quarterdeck as it turned out to be the only evening during our stay during which it did not rain.

9. During the evening of Sunday, 13th July, the ship gave an unofficial Cocktail Party which appeared to be a success in spite of interruption by rain. It had been hoped that the ship could have been able to give both an official Cocktail Party and a private dance but this proved impracticable owing to the pressure of social events ashore. The social life in Shanghai, in common with most other places in the East containing a number of European expatriates, is most intense and it is necessary for ships to arrange well in advance of arrival the dates for their own entertainments. This was not possible in the case of "HOBART'S" visit as not only was the date of our arrival postponed for two days shortly beforehand, but the original length of stay was only four days and it was not until the evening of the day preceding that on which I was originally due to sail, that approval was received from the Chinese Government to the proposal of the Commander-in-Chief that "HOBART'S" stay should be extended for a further three days.

10. Before luncheon on Monday, 14th July, I attended a reception at the Cercle Sportif de Shanghai in honour of the French National Day and one of my officers represented me at a dinner party at the same club that evening.

11. In addition to the official and semi-official events outlined above, a large amount of private hospitality was given to, and reciprocated by, my officers and myself. A good deal of private hospitality was also given to the members of the Ship's Company and in general their welfare was well catered for by the Union Jack Club at which the usual club facilities and beer at a reasonable price were provided, and by the generosity of the United States Naval authorities in making available their own amenities. By the good offices of the Union Jack Club in providing limited sleeping accommodation, it was possible to give all night leave to a small number of men each night and this privilege was restricted to men who had not broken their leave during the cruise. In spite of the difficulties caused by the changes of programme outlined in paragraph 9 above, the extremely unpleasant weather and the difficulties caused by the fluctuation and absurd official price of the Chinese National Dollar there is little doubt that to practically all on board the visit to Shanghai was a most

...../enjoyable

enjoyable and unforgettable experience. It cannot be too strongly emphasised that the success of any further visit by one of H.M.A. ships will be greatly increased if a minimum period of ten days stay can be arranged and ample notice of the projected visit given.

12. Having embarked a number of service passengers for Hong Kong, "HOBART" left Shanghai at 1300I on Tuesday, 15th July, and proceeded uneventfully towards Hong Kong until the evening of Wednesday 16th July, when a typhoon report was received which made it likely that "HOBART" and the typhoon would arrive simultaneously at the Southern end of the Formosa Strait where there is little sea room. Wishing to avoid this, I cruised slowly to the Northward of the Formosa Strait until the situation had clarified. From reports received on the morning of 17th July the course and speed of the typhoon had changed as to give me a good chance of proceeding through the Formosa Strait at a reasonably high speed and clearing the front of the typhoon, this action was carried out and the Ship reached Hong Kong during the afternoon of Friday 18th July having experienced fairly good weather conditions. "HOBART" secured at No. 5 buoy at 1430 and the Ship had just settled down and landed libertymen when at about 1730 the No. 1 typhoon warning was hoisted in respect of a second typhoon approaching Hong Kong from the Southward. The Ship proceeded at 2000 Item in company with H.M. Ships "GAMBIA", "BELFAST", "ALERT", "HART", "CONSTANCE", "CONSORT"; the force proceeded in an Easterly direction and when the next morning it became clear that the typhoon would enter the land and fill up comfortably to the Westward of Hong Kong the force shaped course to return to harbour and "HOBART" secured to No. 5 buoy at 1140 Item. Owing to the dislocation caused by this typhoon my calls on the Commander-in-Chief, British Pacific Fleet, and the Commodore, Hong Kong, were considered as paid and returned.

13. "HOBART" proceeded for exercises at 1030 Item on Tuesday 22nd July, and carried out 6" Full Calibre Radar Calibration Firings at a towed Battle Practice target during which opportunity was taken to qualify as part of a turret's crew the Q.R.3 ratings under instruction, 4" full calibre firings at a towed Battle Practice target as qualifying firings for L.R.3 ratings under instruction, a torpedo exercise using H.M.S. "BELFAST" as target during which 4 torpedoes were fired, and a night encounter exercise with "BELFAST" firing star shell. On completion of the exercise "HOBART" stood out to sea for the night returning to harbour the following morning, and securing to No. 5 buoy at 0730 Item.

14. During the Ship's visit to Hong Kong it was possible to grant allnight leave to the watch ashore as ample sleeping accommodation for them now exists in the China Fleet Club which is in every way a most admirably fitted institution. Apart from the limited all night leave given in Shanghai vide paragraph 11 above, this was the first time since leaving Sydney 4 months before that any of the Ship's Company had had all night leave, and the privilege proved particularly welcome and cheered the Ship's Company up considerably.

15. Opportunity was taken when in Hong Kong to have carried out seamanship examinations for higher rating and various examinations for the communications branch.

16. Having embarked one Naval Officer and a number of Naval ratings on passage for Australia "HOBART" left Hong Kong at 1000 Item on Friday 25th July, and after an uneventful trip in good weather arrived at Yokohama at 0700 Item on Wednesday, 30th July securing to No. 6 buoy in the inner harbour. H.M. Ships in harbour included "SUSSEX" flying the flag of Rear-Admiral C.H.L. Woodhouse, C.B., Commanding Fifth Cruiser Squadron and Flag Officer, Force "T". During the afternoon of the same day I accompanied Admiral Woodhouse to call on the Right Honorable H.V. Evatt, Minister for External Affairs and Attorney General, Commonwealth Government, at the American Embassy in Tokyo and took the opportunity of ascertaining from the latter his wishes regarding the return journey to Australia

...../in "HOBART".

in "HOBART".

17. The conduct of the Ship's Company somewhat to my surprise was exemplary whilst on shore both at Shanghai and Hong Kong and their conduct generally throughout the month showed a marked improvement over the previous months and can be described as very good. Apart from the fact that more cases of V.D. have occurred than I would wish for, the health of the Ship's Company has been excellent. The material condition of the Ship is satisfactory but the taking in hand of certain urgent defects during the forthcoming availability will be welcome.

18. Steaming figures for the month in accordance with Commonwealth Navy Order 266 of 1946 are as follows :-

<u>MONTHLY FIGURES.</u>	Distance run.	4045.4 miles.
	Hours under way.	313 3/60 hours.
	Distance run per ton of fuel	2.8 miles.
<u>TOTAL FIGURES.</u>	Distance run.	85128.9 miles.
	Hours under way.	6053 53/60 hours.

(Sgd.) D. H. HARRIES

CAPTAIN.

H.177/1

June 1140752
Hobart Enclomure 2 to AF.935/1140/38.

H.M.A.S. "HOBART"
at sea between
Yokohama and Shanghai.
8th July, 1947.

The Flag Officer Commanding,
H.M. AUSTRALIAN SQUADRON,

REPORT OF PROCEEDINGS - JUNE, 1947.

Submitted for your consideration the following proceedings of H.M.A. Ship under my command for the month of June, 1947.

2. H.M.A.S. "HOBART" sailed from AOMORI on Sunday 1st June and arrived OTARU on Monday 2nd and berthed alongside No.1 Pier. The American Chart of this harbour is recommended as it is on a better scale than the British Admiralty Chart and shows more up to date information concerning the harbour works.

3. An officer had been sent ahead of the Ship from AOMORI to make arrangements for the visit which was warmly welcomed by the 11th Airborne Division whose headquarters is at SAPPORO. Leave was not given to OTARU as there are no facilities there, but libertymen were sent by special train to SAPPORO where excellent arrangements had been made for their entertainment. In SAPPORO town all Clubs were thrown open to the officers and men of H.M.A.S. "HOBART" and special arrangements were made for the latter to buy beer for yen both there and at Camp Crawford, which is a large and lavishly equipped Camp being completed 3 miles outside SAPPORO to accommodate the officers and men of Headquarters and one regiment of the 11th Airborne division and their dependents. In this Camp in addition to well equipped clubs for officers and men and the usual baseball diamonds and tennis courts there is a golf course, a gymnasium, a swimming pool, an indoor parade ground, a ski lift and a stable of riding horses. Major General Swing, Commanding General 11th Airborne Division upon whom I called on arrival, and his officers were most hospitable and pleased to welcome us to their area. There was a considerable interchange of hospitality.

4. It is regretted to report that in the first evening of the Ship's stay Lieutenant (S) J.R. Williams, R.A.N. of H.M.A.S. "HOBART" sustained fatal injuries when an American driven jeep in which he was returning to the Ship came off the road between SAPPORO and OTARU. An immediate enquiry into the cause of the accident failed to establish its cause. No suspicion of careless driving was revealed and no mechanical defect could be found in the jeep. The minutes and finding of the Board of Inquiry were forwarded to you under cover of my submission H.39/2 of 8th June, 1947.

5. The above incident cast a shadow over the Ship's appreciation of her stay at OTARU and a dance which was to have been held on board was cancelled as well as two dances arranged for the Ship by the 11th Airborne Division. In order that the funeral could take place at an early date at sea it was decided to sail three days early; the Ship sailed accordingly on Friday, 6th, and the funeral took place on the same day in position 43° 21' N, 140° 11.5' E.

.....6/

6. After a short visit to TATEYAMA WAN principally to carry out some general drill and seamanship instruction, "HOBART" arrived at Yokohama on Tuesday, June 10th. On June 12th, the official anniversary of the birthday of His Majesty The King, Ships of Force "T" in harbour were dressed and a Royal Salute was fired by "HOBART" at noon. On this day my officers and I attended two receptions at the British Embassy in honour of His Majesty's birthday; "HOBART's" band played at both these functions and a letter was received from Mr. Gascoigne, the head of the United Kingdom Liaison Mission in Japan, expressing his appreciation of its services.

7. On Wednesday, 19th June, "HOBART" with "QUIBERON" in company sailed for KURE and a number of practices were carried out on passage but "HOBART's" firings for the purpose of qualifying non-substantive ratings under instruction and night firings in order to carry out trials for the H.R.S. target which had had to be postponed on two previous occasions were again postponed when the H.R.S. target dived and parted the tow; the target suffered some damage. The target was recovered and was left at KURE for repairs; approval has been obtained to leave it at KURE for use of vessels of Force "T" pending the arrival of "AUSTRALIA". A separate report on this incident will be forwarded vide your signal D.T.G. 040129/July.

8. My stay at KURE which was arranged in order that "HOBART" should replenish with fresh provisions was uneventful and on 22nd June, "HOBART" proceeded to MITSUHAMMA and anchored in 25 fathoms in position $33^{\circ} 34' N.$, $130^{\circ} 14.5' E.$ N.O.I.C. KURE provided a Japanese tug for use during our stay there and it was invaluable in the weather conditions during the first three days. The trip ashore took half an hour each way and 200 men could be landed at a time.

9. The helpful co-operation of the B.C.O.F. Central Army Training School at MATSUYAMA was a pleasant feature of our visit. A more detailed report on MITSUHAMMA made out in the form of proposed amendments to "Guide to Japan" has been forwarded to the Flag Officer Commanding Fifth Cruiser Squadron.

10. On Monday 23rd June, a typhoon passed close to western Japan and I proceeded to sea for the night to ensure safety as the anchorage in deep water and a strong tidal stream is not a comfortable one. The previous anchorage was taken up at dawn the following morning, 24th June.

11. Having given the non-substantive training classes a 3 day course in weapon and assault training and 120 ratings a one day range course "HOBART" proceeded to YOKOHAMA in order to rehearse for and co-ordinate arrangements for the Parade to be held on 4th July. "HOBART" arrived YOKOHAMA on the evening of 27th June.

12. Apart from a minor outbreak of Rubella the health of the Ship's Company remains good and their conduct and the material condition of the Ship satisfactory.

13. Steaming figures in accordance with paragraph 7 of Commonwealth Navy Order 266 of 1946 are as follows :-

<u>MONTHLY FIGURES.</u>	Distance run.	2317.1 miles.
	Hours under way.	177 32/60 hours.
	Distance run per ton of fuel	2.7 miles.
<u>TOTAL FIGURES.</u>	Distance run.	81083.5 miles.
	Hours under way.	5740 55/60 hours.

(Sgd.) D. J. HARRIES

CAPTAIN.

H.177/1.

H.M.A.S. "HOBART"
at Kagoshima, Japan.
1 May 1947.

The Flag Officer Commanding,
H.M. AUSTRALIAN SQUADRON.

REPORT OF PROCEEDINGS - APRIL 1947.

Submitted for your consideration the following proceedings of H.M.A. Ship under my command for the month of April 1947.

2. On 1st April, "HOBART" was on passage to Kure in company with "QUIBERON". On 1st April, "HOBART" carried out a 6" reduced charge throw off firing at "QUIBERON"; a separate report has been rendered on this firing. On 2nd April, night encounter exercises, firing star shell, were carried out with "QUIBERON".

3. "HOBART" and "QUIBERON" arrived in Kure at 1400 on Sunday 6th April and "HOBART" secured alongside the floating pier No. 4 berth. On Wednesday, 9th April, Rear-Admiral C.H.L. Woodhouse, C.B., ~~R.N.~~, Rear-Admiral Commanding, Fifth Cruiser Squadron and Senior Officer, Force "T" arrived in H.M.S. "GAMBIA".

4. On Tuesday, 15th April, "HOBART" sailed from Kure in company with "GAMBIA" (wearing the flag of C.S.5), "BERMUDA" and "LAGOS". During that day and the following two days an intensive programme of exercises was carried out whilst on passage and at 1800 on Thursday, 17th April, "GAMBIA" and "HOBART" arrived at Yokohama, "HOBART" securing to No. 25 buoy.

5. At 0600 Saturday, having turned over to me the duties of Senior Officer, Force "T", The Rear-Admiral Commanding, Fifth Cruiser Squadron sailed in "GAMBIA" for North China. At 0900 Monday 28th April, "HOBART" sailed for Kagoshima and after an uneventful passage arrived at that port at 0900 Wednesday 30th April.

6. The health of the ship's company has been excellent and their conduct and the material condition of the ship satisfactory.

7. Steaming figures in accordance with paragraph 7 of Commonwealth Navy Order 266 of 1946 are as follows:-

MONTHLY FIGURES.	Distance run	3072.9 miles
	Hours under way	239 9/60 hours
	Distance run per ton of oil fuel	3.2. miles.
TOTAL FIGURES.	Distance run	76768.5 miles
	Hours under way	5410 1/60 hours.

(Sgd.) D. H. HARRIES

CAPTAIN.

H.177/1.

ENCLOSURE No. 1 TO A.F. 540/1140/38.

H.M.A.S. "HOBART"
at Kure, Japan.
8th April 1947.

The Flag Officer Commanding,
H.M. Australian Squadron.

REPORT OF PROCEEDINGS - MARCH 1947.

Submitted for your consideration the following proceedings of H.M.A. Ship under my command for the month of March 1947.

2. From 1st to 20th March ship was in Sydney preparing for the forthcoming cruise to Japan. Opportunity was taken during this period to send an A.A.3 class to H.M.A.S. "MINDARI" for instruction daily. Ship proceeded to sea on Monday 10th March for exercises with H.M.N.Z.S "BELLONA", H.M.A.S. "QUIBERON" and "CONDAMINE" and on 13th independently to carry out P.C.C. Calibration Firings, returning to Sydney in each case in the afternoon of the same day.

3. "HOBART" with "QUIBERON" in company sailed from Sydney at 1100K on Friday 21st March and proceeded to Moreton Bay, both ships anchoring off Gowan Cowan at 0740K on Sunday 23rd March. Potatoes were embarked by both ships from M.S.L. 708 and departure was taken from this anchorage at 1020K on the same day. The voyage proceeded uneventfully until 1900K on Tuesday 25th March when "QUIBERON" was detached to proceed independently to Dreger. "HOBART" arrived at Milne Bay and anchored at Gili Gili anchorage at 1820K on Wednesday 26th March where H.M.A.S. "SHOALHAVEN" was met.

4. After embarking oil fuel from "SHOALHAVEN" and supplying her with a certain amount of fresh provisions, "HOBART" sailed for Kure at 0800K on Thursday 27th March. At about 0025K on Friday 28th March, in position 08° 07'S 150° 47' E an alarm of man overboard was raised; after the appropriate initial steps had been taken to deal with the situation a preliminary investigation as to how the man had fallen overboard revealed that it was improbable that a man had in fact fallen overboard; this improbability was strengthened when, in an attempt to discover the identity of the missing man, all senior hands of messes reported their messes correct. The lifeboat was therefore recalled and a muster by the ledger was carried out; this resulted in every member of the Ship's Company being found on board. The affair thus ended happily as a most realistic exercise, the ship proceeded on her way at 0220K. I am satisfied that the alarm was raised in good faith and was not made because of malice or a misplaced sense of humour.

5. "QUIBERON" was met in the Vitiaz Strait at 1715K on the next day and a small mail received from her. The two ships then proceeded in company to Kure crossing the Equator at 0030K on Sunday, 30th March and no further incidents of note took place.

6. The conduct of the Ship's company has been satisfactory and their health excellent, the material condition of the ship satisfactory.

...../Steaming figures.

- 2 -

8. Steaming figures in accordance with paragraph 7 of Commonwealth Navy Order 266 of 1946 are as follows:-

<u>MONTHLY FIGURES.</u>	Distance run	-	3334.7 miles
	hours under way	-	252 32/60 hours
	Distance run per ton of oil fuel	-	3.2. miles.
 <u>TOTAL FIGURES.</u>	 Distance run	 -	 73695.6 miles
	Hours under way	-	5170 32/60 hours

(Sgd.) D. H. HARRIES

CAPTAIN.

H.177/1.

H.M.A.S. "HOBART"
at sea between
Milne Bay and Kure.
28th March 1947.

The Rear-Admiral Commanding,
H.M. Australian Squadron.

REPORT OF PROCEEDINGS - FEBRUARY 1947.

Submitted for your consideration the following proceedings of H.M.A. Ship under my command for the month of February 1947.

2. Having completed availability for urgent defects the ship shifted berth to No. 1 buoy on 3rd February and embarked fuel, ammunition, provisions and made ready for sea.

3. Having transferred the flag of the Rear-Admiral Commanding, H.M. Australian Squadron to "BATAAN", the ship sailed for Jervis Bay at 1400 on 12th February and carried out a partial repair trial of one hour, at full power, on passage. Just as the ship was entering Jervis Bay, news was received that G.P.V. 963, which was manned by a crew from "HOBART", had broken down off Kiama and I immediately proceeded to her assistance at the best possible speed. On arrival however, in the vicinity of G.P.V. 963 at 1930, she had succeeded in remedying her defect and entered Kiama harbour as had previously been arranged. "HOBART" then returned to Jervis Bay, anchoring in Darling Roads at 2225.

4. The ship remained at anchor in Darling Roads from Wednesday 12th February until Friday 21st February, carrying out harbour drills and "shaking down" after the period of availability in Sydney. On Friday 21st February, I shifted berth to the College anchorage and at the request of the inhabitants of Captain's Point, the ship was thrown open to visitors from 1400-1700 on Sunday 23rd February.

5. At 0715, Monday 24th February, the ship proceeded to sea for Anti-Aircraft exercises and for 6" Sub-calibre firings at a target towed by H.M.A.S. "RESERVE" who had arrived at Jervis Bay the previous evening; anchorage was taken up at Darling Heads on completion and on the same evening the ship again proceeded to sea for Night 6" Sub-calibre firings on completion of which I stood out to sea for the night. Returning to the exercise area the following morning a torpedo practice was carried out, firing one torpedo at H.M.A.S. "RESERVE". After recovery of the torpedo, further 6" Sub-calibre firings were carried out followed by Anti-Aircraft exercises and functioning trials of close range weapons. On completion of the exercises the ship returned to Darling Roads and on the same evening, 25th February, H.M.A.S. "RESERVE" and G.P.V. 963 were sailed for Sydney in company.

6. At 1900 on Wednesday 26th February, the ship sailed for Sydney and at 2000 carried out a Night Encounter exercise with H.M.A.S. "MURCHISON". On completion of the Night Encounter exercise the two ships proceeded in company carrying out an exercise with H.M. Submarine "AURICA" from 0100 to 0535 on 27th February. The ship entered Sydney Harbour at 0700 and secured to No. 1 buoy, the flag of The Rear-Admiral Commanding, H.M. Australian Squadron being re-hoisted at 0800.

.....7/

7. The health and conduct of the Ship's Company is excellent and the material condition of the ship satisfactory.

8. Steaming figures in accordance with paragraph 7 of Commonwealth Navy Order 266 of 1946, are as follows:-

MONTHLY FIGURES.

Distance run	-	515.5 miles
hours under way	-	44 30/60 hours
Distance run per ton of oil fuel	-	1.3. miles.

TOTAL FIGURES.

Distance run	-	70306.4 miles
hours under way	-	4918 20/60 hours.

(Sgd.) D. H. HARRIES

CAPTAIN.

ENCLOSURE No. 1. To

1140/52
A.P. 297/1140/38.

177/1

H.M.A.S. "HOBART"
at Sydney.
13th. March, 1947.

The Rear-Admiral Commanding,
H.M. Australian Squadron.

H.M.A.S. "HOBART" - REPORT OF PROCEEDINGS - JANUARY, 1947.

Submitted that during the month of January, 1947, H.M.A. Ship under my command was alongside Garden Island making good urgent defects and giving long leave.

2. The health of the Ship's Company is good and their conduct has remained at the high level which is always to be expected in Sydney.

3. The delay in forwarding this report is regretted.

(Sd) D. M. Harris

CAPTAIN.

H.177/1.

H.M.A.S. "HOBART"
at Sydney.
21st January 1947.

The Rear-Admiral Commanding,
H.M. Australian Squadron.

H.M.A.S. "HOBART" - REPORT OF PROCEEDINGS - DECEMBER 1946.

Submitted for your consideration the following proceedings of H.M.A. Ship under my command for the month of December 1946.

2. On 1st December, "SHROPSHIRE" wearing the Broad Pendant of the Commodore Commanding, H.M. Australian Squadron, Commodore H.B. Farncomb, C.B., D.S.O., M.V.O., with "ARUNTA" in company anchored in Platypus anchorage Hervey Bay. I called on Commodore Farncomb at 1115 and he returned the call at 1200. The Broad Pendant of the Commodore Commanding, H.M. Australian Squadron, Commodore H.B. Farncomb, C.B., D.S.O., M.V.O. flying in "SHROPSHIRE" was saluted with eleven guns at 0830 Monday 2nd December. "SHROPSHIRE" returned the salute.
3. At 0930 Monday 2nd December, Commodore H.B. Farncomb, C.B., D.S.O., M.V.O., came on board to conduct the Annual Inspection. The Ship's Company at Divisions were first inspected. During the remainder of the forenoon the Upper Deck was inspected and during the afternoon between decks and storerooms were inspected. During the forenoon of 3rd December, the inspection was continued with the ship at General Quarters. This was followed by General Drill.
4. "ARUNTA" came alongside at 1205 on Tuesday 3rd December and embarked 150 tons of oil fuel. At 1453 "SHROPSHIRE", "HOBART" and "ARUNTA" weighed and proceeded to sea in company. Officer of the Watch manouevres were carried out during the afternoon followed by exercising Scaboats at Evening Quarters. At 1800 "HOBART" was detached and proceeded independently to Sydney. "SHROPSHIRE" and "ARUNTA" resumed their passage to Japan.
5. After an uneventful passage, "HOBART" secured to No. 1 buoy, Farm Cove, Sydney, where Pratique was granted and Customs Officials boarded. As a certificate could not be furnished to the Customs Officials stating that no member of the Ship's Company had dutiable goods in excess of \$40.0.0, the ship was searched by them on 6th December.
6. De-ammunitioning of "HOBART" was begun and completed on 6th December at No. 1 buoy. Ship was docked at Sutherland Dock, Cockatoo Island on 11th December, undocked and berthed at Oil Wharf, Garden Island on 19th December.
7. Whilst at Oil Wharf, H.M.A. Ships "KANGAROO", "KATOCHIBA", "LITHGOW" and "ARARAT" were berthed alongside at independent periods to embark fresh provisions.
8. Ratings proceeding on first leave departed on 11th December and the ship was open to visitors during Saturday and Sunday afternoons during the month. Health of the Ship's Company is excellent and some improvement was shown in their conduct. The material condition of the ship is no more than satisfactory.

...../

9. Steaming figures in accordance with paragraph 7 of Commonwealth Navy Order 266 of 1946, are as follows:-

<u>MONTHLY FIGURES.</u>	Distance run	-	569.3 miles
	Hours under way	-	46 57/60 hours
	Distance run per ton of oil fuel	-	2.7 miles
<u>TOTAL FIGURES.</u>	Distance run	-	69,790.9 miles
	Hours under way	-	4873 50/60 hours

(Sgd.) D. H. HARRIES

CAPTAIN.

H.177/1.

H.M.A.S. "HOBART"
at sea between
Hervey Bay and Sydney.
4th December 1946.

The Commodore Commanding,
H.M. Australian Squadron.

H.M.A.S. "HOBART" - REPORT OF PROCEEDINGS - NOVEMBER 1946.

Submitted for your consideration the following proceedings of H.M.A. Ship under my command for the month of November 1946.

2. "HOBART" departed Yokohama for Kure at 1330 on 4 November and arrived at the latter port after an uneventful passage at 1406 on Wednesday 6 November. A call was made on the Naval Officer-in-Charge, Kure (Captain J.A. Grindle, C.B.E., R.N.) who is shortly to be relieved by Captain W.W.P. Shirley-Hollison, R.N. At daylight next morning the ship sailed to assist the Japanese tanker "CHUEI MARU"; a full report on this incident was forwarded in my H.201/1 dated 12 November 1946, and "HOBART" arrived back at Kure at 1930 on Friday 8 November. As far as it is known this is the first occasion since the occupation of Japan in which a warship has navigated a portion of the swept channel leading to Kure during the hours of darkness but the operation was facilitated by a nearly full moon.
3. On Saturday, 9 November, I paid a call on Lieutenant General Robertson, General Officer Commander-in-Chief, British Commonwealth Occupation Forces at his Headquarters at Eta Jima; as General Robertson was fully booked up for the remainder of this day and as I sailed early the following morning, the call was not returned. "HOBART" sailed from Kure at 0924 Sunday 10 November; at 1100 on this day the necessary ceremonies as laid down in Admiralty General Message 19A for Remembrance Day were carried out. After an uneventful passage the ship arrived at Yokohama at 0900 on Tuesday, 12 November, and secured to No. 25 buoy between the inner and outer breakwaters.
4. During the period 12 to 16th November, various arrangements were made in preparation for the temporary assumption of the duties of Senior Officer, Force "T", by the Commanding Officer, H.M.A.S. "QUADRANT". This was necessitated by the delay of H.M.S. "BERMUDA" sailing from Hong Kong. A copy of my letter of proceedings as Senior Officer, Force "T", was forwarded to you (My letter H.177/2 dated 16 November 1946).
5. "HOBART" sailed from Yokohama at 0930 on Saturday 16 November. During the forenoon of Sunday, 17 November, one case of pneumonia developed on board. In order to be reasonably certain of arriving at Guam on Tuesday, 19 November, should the patient not respond to treatment, speed was increased to 22 knots. During the forenoon of the following day, it became apparent that the patient was recovering and speed was reduced to 13 knots. This acceleration in a southerly direction was particularly fortunate in that it enabled me, without further increase of speed or alteration of course, to avoid a severe typhoon then making its way through the North West Pacific Ocean. During the evening of Tuesday, 19 November, the typhoon passed within about 250 miles of the ship and a strong wind was experienced for a few hours.
6. The voyage continued without further incident and the ship hove to off Nussing Island at 0630 on Sunday 24 November to

...../embark

embark a draft from "TARANGAU" and proceeded on her voyage at 0715 to Milne Bay where she arrived at 1500 on Monday, 25 November, anchoring in J.3 berth, Gili Gili anchorage. "BARWON" came alongside immediately after anchoring. Other H.M.A. Ships in harbour were "WILCANNIA" and "L.S.T. 3017".

7. Having embarked 497 tons of oil fuel from "BARWON" the ship sailed for Hervey Bay at 0700 Tuesday, 26 November and arrived at 0554 on Friday, 29th November.

8. During the month under review examinations were carried out, both of Ordinary Seaman in seamanship for Able Seaman and of non-substantive training classes for their respective ratings. 103 Ordinary Seaman passed out in seamanship for Able Seaman and out of 53 Ordinary Seaman who had been trained for Gunnery or Radar non-substantive ratings, 42 passed.

9. The incidence of Venereal Disease was satisfactory and the health of the Ship's Company otherwise was excellent. Some improvement was shown in the conduct of the Ship's Company as compared with the previous months. The material condition of the ship is no more than satisfactory and the taking in hand of urgent defects will be welcomed.

10. Steaming figures in accordance with paragraph 7 of Commonwealth Navy Order 266 of 1946, are as follows:-

MONTHLY FIGURES.	Distance run	-	5644.8 miles
	Hours under way	-	426 hours
	Distance run per ton of oil fuel	-	2.89 miles
TOTAL FIGURES.	Distance run	-	69,221.6 miles
	Hours under way	-	4,826 53/60.

(Sgd.) D. H. HARRIES

CAPTAIN.

589/202/498

H. 177/1.

H.M.A.S. "HOBART"
at Sea between
Yokohama and Kure.
4th November, 1946.

The Commodore Commanding,
H.M. Australian Squadron.

Duplicate

H.M.A.S. "HOBART" - REPORT OF PROCEEDINGS - OCTOBER 1946.

Submitted for your consideration the following proceedings of H.M.A. Ship under my command for the month of October 1946.

2. Having embarked a draft of 2 Officers and 48 ratings for Hong Kong, "HOBART" sailed from Yokohama at 0800I on 1st October 1946, under the orders of the Rear-Admiral Commanding, Fifth Cruiser Squadron, in H.M.S. "NEWFOUNDLAND", and with 5 destroyers of the Eighth Destroyer Flotilla. During the first two days of the passage in rough and rainy weather conditions, tracking and radar calibration exercises were carried out and the Squadron was exercised at manoeuvres on several occasions. During the night of 3rd/4th October, H.M.A.S. "QUADRANT" from Sasebo joined the force to the westward of the Osumi Kaikyo. At this time H.M. Ships "CONSTANCE" and "COCKADE" were detached to Sasebo. On Thursday, 3rd October, the weather had improved somewhat and after Evening Quarters on this day competitive drills were carried out which were somewhat marred by a bad squall which struck the Squadron while the seaboats were away from the ships.
3. From this time onwards, the weather rapidly deteriorated and for the next 48 hours of the passage we were accompanied by a northerly gale which caused the cancellation of many practices on the programme including exercises with the aircraft of H.M. Ships "GLORY" and "VENERABLE" which had been arranged for Saturday 5th October. During the afternoon of Friday, 4th October in the Formosa Strait a heavy sea was shipped in the Starboard waist which caused serious damage to the pinnacle; this damage was subsequently made good by H.M. Dockyard, Hong Kong, during the ship's stay at that port.
4. After dark on Saturday, 5th October, the weather having somewhat improved, a night encounter exercise was carried out between "NEWFOUNDLAND" and "HOBART" on the one hand, and "GLORY", "VENERABLE" and the destroyers on the other.
5. During the early forenoon of Sunday, 6th October, a short aircraft tracking exercise was carried out with the Carrier borne aircraft followed by dummy aircraft attacks on the Cruisers. The Squadron entered Hong Kong Harbour during the same forenoon and "HOBART" secured at M.1 buoy at 1110I.
6. Prior to the ships arrival in Hong Kong a comprehensive exercise programme lasting 5 days had been tentatively arranged. This programme, however, had subsequently to be modified several times owing to such causes as the inability to take the air of the two sleeve towing aircraft available at H.M.S. "HARBINGER", the grounding of, and serious damage to, H.M. Tug "ENTICER" the only tug considered capable of towing a Battle Practice Target, and inclement weather including the incidence of a typhoon which is further mentioned below.

.....Monday, Tuesday and

7. Monday, Tuesday and Wednesday 7th, 8th, and 9th October, were spent in harbour and during this period calls were paid on, and returned by, Rear-Admiral (Air), British Pacific Fleet, (Rear-Admiral A.R.M. Bridge, C.B.E., flying his flag in H.M.S. "GLORY") and Commodore, Hong Kong (Commodore, D.H. Everett, D.S.O., M.B.E., R.N.)

8. On Monday 6th October, a Seamanship Board of which I was president, was held on board for the examination of six Midshipmen R.A.N., serving in H.M.S. "NEWFOUNDLAND"; all six of these Officers passed but their results could hardly be described as brilliant.

9. During the forenoon of Thursday, 10th October, "HOBART" ("QUADRANT" being detained in harbour with engine defects) sailed for exercises east of Hong Kong. During the day a considerable number of dummy high level and low level attacks were carried out on the ship by Naval aircraft of 806 Squadron from H.M.S. "NAB-CATCHER"; the attacks were followed by a dummy bombardment exercise several runs of which were carried out in co-operation with aircraft from the above named squadron. On completion of the exercise, "HOBART" anchored in Mirs Bay for the night. On Friday, 11th October, "QUADRANT" joined me in the exercise area and during the day were carried out torpedo firing at "QUADRANT", a further dummy bombardment exercise and trials of the Army H.R.S. target towed by "QUADRANT". The two ships in company returned to harbour that evening, "HOBART" securing at No. 6 buoy at 1554I.

10. After a day of perfect weather on Saturday, 12th October, which was much appreciated in contrast with that previously experienced, a typhoon warning was received during the forenoon of Sunday 13th October, and during the afternoon of the same day all ships capable of steaming were sent to sea. The ships in question were organised into three groups under the general charge of Rear-Admiral (Air), British Pacific Fleet, but each group was given freedom of action to act as necessary to avoid the typhoon. "HOBART" was designated as Senior Officer of Group 2 to which also were attached H.M.S. "OPOSSUM" and H.M.A.S. "QUADRANT"; subsequently the French Frigate "CROIX de LORRAINE" formed a semi-detached unofficial part of the group.

11. The W/T reports concerning this typhoon had been very scanty and it was not until after clearing the harbour that it appeared that the typhoon had been fixed close to Pratas Reef moving in a West North-Westerly direction. Taking this report at its face value the obvious course of action appeared to be to make as much easting as possible and this course was followed by all groups for several hours, Group 2 being somewhat hampered in its movements by the inability of "OPOSSUM" to keep up even at a modest speed of 16th knots. From about 1700 onwards the wind freshened to force 6 or 7 from a direction just west of north. By 2100, the barometer having steadily fallen, the wind had increased to force 8 and had unfortunately remained in the same direction, from which I was led to believe that the Group was carrying out a perfect interception on the centre of the storm and that it was in fact moving North from Pratas Reef. At this stage I would have liked to turn to the South Westward but being reluctant to put my judgement against such an experienced Officer as the Rear-Admiral (Air) with all his meteorological facilities who was still proceeding to the Eastward with Group 1, an anxious half hour was spent still on an easterly course. However, at about 2130 news was received that Group 1 was altering course to the South-westward and I thankfully followed suit. It soon became apparent that the right course of action was now being followed as the barometer steadied up and the wind although still blowing force 9 had unmistakably backed. From shortly after midnight onwards the barometer started to rise, the wind to decrease and the weather to improve rapidly. By dawn next morning the weather had become

.....fair and course

589/202/498

fair and course was shaped for return to the vicinity of Hong Kong.

12. It was unfortunate on this occasion that the warning of the typhoon was received so late and that Pratas Reef Meteorological Station had given us a false estimate of the typhoon's course. We were fortunate that this particular typhoon was of moderate intensity and small dimensions and that no damage to men or material was occasioned. The lesson learnt would appear to be that while W/T reports are most valuable when the typhoon is some distance away, one cannot do better when within the cyclonic circulation of the storm than to follow the old established rules based on Buys Ballot's Law.

13. On return to the vicinity of Hong Kong at about noon on Monday, 14th October, "OPOSSUM" was despatched into harbour and "HOBART" and "QUADRANT" resumed their exercise programme in so far as the dislocation caused by the approach of the typhoon to the shore facilities would allow. During the afternoon of this day mutual torpedo firings were carried out between the two ships, "HOBART" firing 2 torpedoes and "QUADRANT" 1. A point worthy of notice in connection with the torpedo firings off Hong Kong is that with the low salinity of the water, it is nearly always essential to use a blowing head to give the necessary positive bouyancy to the torpedo at the end of its run. On completion of the torpedo firings both ships anchored in Mirs Bay in company, Executive Officers being exercised in anchoring their respective ships.

14. On Tuesday, 15th October, "HOBART" carried out a 6" full calibre reduced charge bombardment of Gau Tau, a small island in the approach to Mirs Bay, using aircraft spotting by Seafires of 806 Squadron. It had been intended to carry out a second run of this bombardment but this had hardly started when the visibility commenced to shut down and I was compelled to discontinue the practice and hurriedly despatch our 4 co-operating aircraft to their base. After some hours delay caused by the low visibility, "QUADRANT" carried out 4.7" sub calibre practices at two pattern II targets towed by a tug on completion of which "HOBART" carried out a 6" full calibre reduced charge firing of twelve rounds per gun at the same targets. Both shoots carried out by "HOBART" on this day were in the nature of working up practices and it is consequently not intended to render analyses of them. On completion of the day's exercises both ships returned to Hong Kong and "HOBART" again secured at No. 6 buoy at 1730I

15. At 1200 on Wednesday, 16th October, "HOBART", on behalf of the Rear-Admiral Commanding, Fifth Cruiser Squadron (whose Flagship H.M.S. "BERMUDA" was in dock), saluted the flag of the Commander-in-Chief, British Pacific Fleet, flying in H.M.S. "BELFAST" with 17 guns. H.M.S. "BELFAST" returned the salute. During the forenoon of Friday, 17th October, I waited upon the Commander-in-Chief, British Pacific Fleet, (Vice-Admiral Sir Denis Boyd, K.C.B., C.B.E., D.S.C.) who had recently arrived from the North in H.M.S. "BELFAST". At 1500 on the same day the Commander-in-Chief returned my call and took the opportunity of inspecting the Ship's Company at Divisions and of meeting the Officers.

16. Having embarked 7 Officers and 80 ratings "HOBART" with "QUADRANT" in company sailed for Yokohama at 1000I, 19th October. In spite of the incidence of the exercise periods and the typhoon, there is no doubt that everybody on board enjoyed their stay in Hong Kong. Though many difficulties arose in connection with the exercise programme as enumerated in paragraph 6 above, nothing could have exceeded the desire to help shown by the Commodore, Hong Kong, and his staff, and by H.M.S. "NABCATCHER", and good value was obtained from the exercises carried out.

.....Passage to Yokohama

17. Passage to Yokohama was uneventful except for bad weather in the shape of another northerly gale in the Formosa Strait on Sunday 20th October and the delay caused by the passage of a typhoon through the North West Pacific. When the ship sailed from Hong Kong, the typhoon had already formed to the eastward of the Phillipines. From a study of the previous tracks of typhoons during the month of October, it was appreciated that the waters of the Eastern sea to the westward of Japan would probably prove to be immune from the effects of the storm which was a very severe one. On arrival in the Osumi Kaikyo late in the afternoon of Tuesday, 22nd October, the typhoon had been fixed approximately to the east ward of Luzon Strait moving in a North North Easterly direction; it was then appreciated that at its most likely course and speed, allowing for the usual increase in speed of these phenomena in higher latitudes, it was likely to strike the Southern coast of Japan on or shortly after my original estimated time of arrival at Yokohama, namely a.m. 24th October. I accordingly decided to stand off to the westward of Japan until the typhoon was no longer a menace. This course of action was followed until noon on 24th October during which period of waiting, the various W/T reports of the progress of the typhoon had been conflicting and somewhat vague but appeared to indicate that it was still moving to the North North Eastward at a somewhat slower speed of advance than usual.

18. During the early afternoon of Thursday, 24th October, "HOBART" supplied "QUADRANT" with 100 tons of oil fuel while under way in the vicinity of Kusakaki Sima; this was done partly as an exercise and partly to give "QUADRANT" more margin of safety in case the waiting time should be still further prolonged. Shortly after the completion of this evolution an excellent W/T report was received from Manila Radio to the effect that the typhoon had been accurately fixed by an aircraft with such a position, course and speed as to establish beyond reasonable doubt that it would pass clear to the southeastward of Honshu. A signal was also received from Commander-in-Chief, British Pacific Fleet, to the effect that H.M.S. "EURYALUS" whom I was relieving at Yokohama as Senior Officer, Force "T", was required to keep her former programme date at Shanghai whence she was proceeding immediately after her relief by "HOBART", the signal further authorising me to exceed economical speed in order to facilitate this. I therefore increased speed to 24 knots, subsequently reducing to 22 knots the following morning in order to arrive at Yokohama during the evening of 25th October. Opportunity was taken during this phase of the passage to carry out consumption trials at 22 and 24 knots.

19. "HOBART" and "QUADRANT" arrived at Yokohama at 1700I on Friday, 25th October, "HOBART" anchoring between the outer and inner breakwaters in the vicinity of "EURYALUS" and the various activities in connection with the assumption of the duties of Senior Officer, Force "T", were proceeded with. These were completed at a late hour the same night thus enabling "EURYALUS" to sail for Shanghai at 0530I the following morning.

20. The remainder of the month was spent uneventfully at Yokohama thus affording a very welcome opportunity to overtake some of the arrears of maintenance and cleanliness which had accumulated during the preceding 8 weeks during which time the ship had been at sea for over 5 weeks and had had far more than her normal share of bad weather.

21. Sixteen cases of Venereal Disease developed during the month under review; taking into consideration the youth and inexperience of a large proportion of the men on board and their unfamiliarity with Asiatic ports, this figure is considered reasonably satisfactory. In other respects the health of the Ship's Company is excellent. Their conduct cannot be classed higher than reasonably satisfactory; the incidence of punishments is still far higher than I could wish for and my remarks on Form A.S. 181 - Punishment Return - for the quarter ended 30th September 1946, are still relevant. In spite of this the Ship's Company are cheerful

.....and are working

and are working very well; I am particularly pleased at the keenness shown by the ratings undergoing instruction (largely voluntarily) for higher rating and by ratings undergoing organized courses for a non-substantive rating. The material condition of the ship is as good as can be expected and in this respect I have nothing to add to my remarks contained in paragraph (E) of my submission H.151/1 dated 1st October 1946. Except for the dislocation in mails caused by the Naval Board decision promulgated in their signal DTG 300153/September (copy attached) mail situation has been moderately satisfactory; some inexplicable irregularities in mail from Australia have been experienced.

22. Steaming figures in accordance with paragraph 7 of Commonwealth Navy Order 266 of 1946, are as follows:-

MONTHLY FIGURES:	Distance steamed	-	4,445 miles
	Hours under way	-	322 36/60.
	Average distance per ton of fuel	-	2.66 miles
TOTAL FIGURES	Since recommissioning		7th December 1944.
	Distance steamed	-	63,576.8 miles
	Total hours under way-		4,400 53/60.

(Sgd.) D. H. HARRIES

CAPTAIN.

COPY.

589/202/498

NAVAL MESSAGE.

Addressed:

HOBART QUADRANT NOIC KURE

From A.C.N.B.

300153 September.

Prepaid airmail for "HOBART" and "QUADRANT" being forwarded Hong Kong, other letter mail being forwarded to Kure by usual service aircraft. CINCPAC's 250652, 270057 and "HOBART"'s 270622 not to all refers. NOIC KURE is requested to arrange if possible for onward transmission. "HOBART" is requested to advise frequency of airmail service between Singapore and Hong Kong. Information is not available from Post Office.

589/202/498

DEPARTMENT OF THE NAVY.

17 DEC 1946

MINUTE PAPER.

PART FILE

SUBJECT:

D.O.T.M.

H.M.A.S.

"Hobart"

REPORT OF PROCEEDINGS.

September 1946

S.N.B. 4/11

2nd N.M. 7/11

2nd N.M.

D. of P. RB 13/11

D.R.E. 18/11

Ops. (N) 19/11

N.S. 12/12

D.E. (N) 17/12

D.O.T.M. 20/12

D.N.M.S. 23/12

H.P.B. 30/12

A.A. 2nd N.M. 30/12

N.S. 3/1/46

D.N.I.

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

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sur
✓

647/201/99
18/10/46

Action on 647/201/99
Pictorial para 4 be forwarded
to CHB for comment. 19/11

3/1 E

13/11



DEPARTMENT OF THE NAVY
MINUTE PAPER

589/202/H98

30/10

C.441/45.

PART FILE

SUBJECT: *Amas "Hobart" Report of Proceedings September 1946*

h2 10
DPS 22/10

25/10/46
DTSR 25/10

DOO 29/10

Open 11/10

DCRS 30/10

1ST NAA *Jim 1/11*

RE 10 N5 for 11

Duplicate

H.177/1

DEPT. OF THE
589/202/498
H.M.A.S. "HOBART"
at Sea.
1st October 1946.

The Secretary,
NAVAL BOARD.

(Copy to: The Commodore Commanding,
H.M. Australian Squadron.)

H.M.A.S. "HOBART" - REPORT OF PROCEEDINGS - SEPTEMBER 1946.

Submitted for the consideration of the Naval Board the following proceedings of H.M.A. Ship under my command for the month of September 1946.

2. "HOBART" sailed from Sydney at 1600K on 2nd September 1946, with Captain D.10 in "BATAAN" in company. In compliance with C.C.A.S. message DTG. 020944/September, and in accordance with "LST.3008's" message DTG. 022330/September, a rendez-vous was made with "LST.3008" (Lieut.-Commander D. Curtis-Otter, RANR(S)) off Sandy Cape at 1600K on 4th September and 5 ratings who had missed H.M.S. "OPOSSUM" at Townsville were embarked for passage to Japan. The remainder of the passage to Port Moresby was uneventful.
3. During the passage both ships concentrated on individual ship drills. Opportunity was taken, however, to carry out several R.C.X., R.I.X. and Radar Tracking Exercises: general drill was carried out with the two ships after evening quarters on two occasions.
4. Owing to persistently adverse currents, the ship did not arrive in Port Moresby harbour until 1730K on Saturday, 7th September; the wind was then blowing from the South East, Force 6. Owing to the difficulties attendant on getting alongside the Main Wharf (near the township) under the prevailing weather conditions and the fading light, it was intended that "BATAAN" should secure alongside "HOBART" at the fuelling berth at Elevala Jetty after the latter had secured. The approach to the berth from the northward occasioned no difficulty but on a closer inspection of the arrangement of the dolphins, which bears little resemblance to that shown on the chart, it was not considered advisable to risk the weight of two ships on them, and "BATAAN" was instructed to anchor for the night. Owing to the impetuous or unfortunate action of one of our predecessors, one of the main dolphins forming the face of the berth had been put out of action and the few rotten and scattered piles remaining were merely another navigational hazard. The whole weight of the ship had to be taken on two dolphins about 16 feet long and only about 40 feet apart. An added anxiety is caused by the deflection of the Trade Winds when blowing strongly by the hills in the vicinity of Port Moresby township which results in the wind blowing from 160° on to the berth.
5. That evening I gave a dinner party arranged for me by the Resident Naval Officer (Lieut.(Sp.) E.R.M. Dietrich, RANVR), the guests at which were intended to be representative of the official life of Port Moresby. However, it was apparently not Port Moresby's (or "HOBART's") night out - the Administrator had a previous engagement, the Deputy Administrator had had a tooth extracted that afternoon, the Judge went away unexpectedly, and the car of the Group Captain, R.A.A.F., broke down, causing him to miss the party. This chapter of accidents added to the lateness of the hour and the breaking down of "HOBART's" motor boat at the critical moment caused a certain amount of confusion: eventually, however, ably supported by Captain D.10 and one of my Officers, a cheerful gathering was at last assembled and a good time was had by all.

..... 6. At dawn /

6. At dawn next morning, the wind having lulled to Force 3, "BATAAN" went alongside the Main Wharf for fuel and "HOBART" shifted berth to the anchorage. On completion of "BATAAN's" fuelling, the ships sailed for Port Apra, Guam, in company at 1000K on 8th September. I had sent a message to the Administrator asking him whether he would like me to call on him at 0900 that morning: as it was Sunday morning, it was not surprising to have this invitation declined.
7. At 1120K on 10th September, "BATAAN" was despatched inside Nussing Island to disembark a draft for "TARANCAU"; she had rejoined me by 1240 and the voyage was resumed. After passing Manus on 11th September, the weather, except for the ever present rain, was good, and opportunity was taken to practice getting in and out paravanes, oiling at sea, and each ship took the other in tow on successive days. It was interesting to see how a bare year after the conclusion of hostilities, the great majority of the Ship's Company regarded the paravanes and their attendant gear as something completely strange.
8. On arrival off Orote Point, Guam, at 0915K on Saturday, 14th September, a pilot was provided for each ship: these were not asked for, nor are they in any way necessary if the ship is in possession of H.O. Chart No. 1850. Without possession of this chart pilots are essential, as the Admiralty chart of Apra is not unnaturally quite useless, a tremendous amount of dredging and development work having been done in the harbour since the re-occupation of the island in 1944.
9. On passing the breakwater, "HOBART" saluted the United States' flag with 21 guns. The salute was returned by U.S.S. "PRINCETON" (flying the flag of Rear-Admiral F.W. McMahon, U.S.N.) which, with her sister ship U.S.S. "TARAWA" comprised the only major warships of the United States Fleet present. "HOBART" and "BATAAN" secured to Nos. 703 and 704 buoys respectively; these are two of the six first class moorings believed to exist in the port.
10. Later in the fore-noon, after the various port and quarantine formalities had been completed, the Commander, Naval Operating Base (Commodore Paton, U.S.N.) very kindly came on board to offer the facilities of the port. The two objects for which we had visited Apra, namely disembarkation of E.C.M. Gear from "HOBART" and the fuelling of "BATAAN", were got underway. After discussion with him I reluctantly decided that it would be unwise to give leave in view of the limited facilities for recreation, the lack of transport, and the impossibility of providing the Ship's Company with any U.S. currency. I was unwilling to impose on the generosity of the U.S. Navy or to jeopardise the self respect of our own Ship's Companies by putting them into the position of mendicants.
11. At 1150, Captain D.10 and I paid a call on Admiral McMahon in U.S.S. "PRINCETON". In the afternoon we proceeded ashore to return the call of Commodore Paton, after which we paid a call on the Commander, Marianas (Rear-Admiral C.A. Pownall, U.S.N.) who is also the Governor of Guam, at his headquarters at Agana, a hill station some 12 miles from Apra.
12. At 1630, Rear-Admirals Pownall and McMahon returned our calls on board "HOBART", Captain D.10 being on board for the occasion, and the ships sailed in company for Japan at 1820 that day.
13. At 0730K next morning, 15th September, "BATAAN" was detached to proceed to Sasebo in compliance with orders received from the Flag Officer, Force "T". The two ships, however, were still in sight of one another when a signal was received containing the information of the draft of one further rating for demobilization. The two ships thereupon closed one another and this rating was transferred by sea boat to "BATAAN" for subsequent onward passage to Australia in "QUICKMATCH". The remainder of the voyage was uneventful in reasonably calm but rather wet weather.
14. The ship arrived at Kure at 1400 on Thursday, 19th September and secured between head and stern buoys in No. 14 berth. The only other warship present in the harbour was the French frigate "CROIX de LORRAINE".

.....During the stay,

15. During the stay of the ship at Kure leave was given to one Watch daily. Arrangements were very kindly made by the Naval Officer-in-Charge, Kure, for a party of 100 ratings each day to view the remains of Hiroshima. A wet canteen where an evening meal can be obtained, and a cinema show is now available at Kure for use of Ships' Companies of visiting ships. The usual calls were exchanged between me and the Naval Officer-in-Charge, Kure, (Captain J.A. Grindle, C.B.E., R.N.) and the Captain of the "CROIX de LORRAINE". On Saturday 21st September, accompanied by my Executive Officer, I paid a call at Eta Jima on Air Vice-Marshal Bladen, R.A.A.F., Chief of Staff to the Commander-in-Chief, British Commonwealth Occupation Forces. The Commander-in-Chief himself was away in Tokyo. In the evening of the same day Air Vice-Marshal Bladen returned my call and had dinner with me; also present at dinner were the Naval Officer-in-Charge, Kure, and the Executive Officer of H.M.S. "COMMONWEALTH".

16. The ship sailed from Kure at 0930 on Sunday, 22nd. September, and after an uneventful but unpleasantly rough passage arrived at Yokohama at 0700 Tuesday, 24th September and joined the Flag of Rear-Admiral C.H.L. Woodhouse, C.B. (Rear-Admiral Commanding, Fifth Cruiser Squadron and Flag Officer, Force "T") flying in H.M.S. "NEWFOUNDLAND". Later in the same forenoon, I paid a call on the Flag Officer, Force "T". At 0800 Wednesday, 25th September, "HOBART" sailed from Yokohama to take part in Fleet Exercises in company with H.M. Ships "NEWFOUNDLAND" (Captain C.C. Allen, A.D.C., R.N.), "EURYALUS" (Captain R.S. Warne, C.B.E. R.N.), "COSSACK" (Captain G.B. Sayer, D.S.C., R.N., Commanding 8th. Destroyer Flotilla) and four other destroyers of the 8th Destroyer Flotilla. The Logistic Support Group for the exercise, consisting of H.M.S. "CAMPERDOWN" and Royal Fleet Auxiliaries "WAVE SOVEREIGN" (Fleet Oiler), "FORT CONSTANTINE" (V.S.I.S.) and "FORT ROSALIE" (N.S.I.S.), sailed at the same time.

17. The Fleet Exercise, which lasted from a.m. 25th September to p.m. 28th September, included, during the first two days, dummy attacks by shore based United States aircraft, dummy torpedo attack by the destroyers on the cruisers, submarine attacks by submarines of the Fourth Submarine Flotilla, a night encounter exercise in which the Red Force as detailed above was opposed by the Blue Force consisting of H.M.S. "ADAMANT" (Captain B. Bryant, D.S.O. ⁴⁴ D.S.C., R.N., Commanding the Fourth Submarine Flotilla) and H.M.S. "HART". It had been intended that on the third day the Red Force would be attacked off the coast of SHIKOKU by British Commonwealth Occupational Force Shore Based Aircraft from IWAKUNI, but this attack failed to materialise as the weather was too bad for the aircraft to get off the ground; this had a pleasantly familiar ring and made us feel quite at home again. A strong south westerly wind caused the cancellation of towing exercises which the Red Force were due to carry out on the same day.

18. On the fourth and last day of the exercises, 28th September, the Red Force replenished at sea from the Logistic Support Group. The weather had improved somewhat from the previous day but it was still far from good. A south westerly of Force 6, and a moderately rough sea, caused some anxious moments during the replenishments but the experience gained was invaluable. Owing to the bad weather a token amount of oil fuel, victualling and naval stores, only was taken.

19. Later in the forenoon of the same day when luckily our replenishment had been completed a serious accident was suffered by a member of the ship's company and as it was feared that he had a fracture of the spine permission was obtained from the Flag Officer, Force "T" to proceed into harbour at 25 knots. Having been detached at 1104I I proceeded accordingly and arrived at Yokohama at 2000. The patient was immediately landed to the 155th. U.S. Station Hospital and we were pleased to hear next day that the patient's total recovery was probable within six weeks.

20. The remainder of the Red Force returned to harbour at 0900I next morning, 29th September. During the late forenoon of this day, at the request of the Flag Officer, Force "T", I entertained on board Mr. Titterington, a member of the House of Commons for one of the divisions

.....of Bradford

of Bradford who is one of a party of five Members of the House of Commons visiting Japan at the invitation of General MacArthur.

21. While the ship was a Yokohama it was possible to give leave to a Watch daily, the chief attraction of the Ship's Company ashore being the wet canteen at the White Ensign Club.

22. I am happy to be able to report that the conduct of the Ship's Company ashore during the few days on which it was possible to give leave in Japan has been exemplary. Their general conduct is satisfactory and their health excellent.

23. MONTHLY FIGURES: Distance steamed -- 7,036.1 miles.
Hours under way -- 521 8/60
Average distance per ton of fuel -- 3.31 miles.

TOTAL FIGURES: Since re-commissioning 7th December 1944.
Distance steamed -- 59,131.8 miles.
Average speed -- 14.4 knots.
Total hours under way -- 4,078 17/60.

(Sgd.) D. H. HARRIES

CAPTAIN.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 611/177/1.



H.M.A.S. HOBART,
At sea between
Sydney and F.N.D.

10th April, 1946.

The Commodore Commanding,
H.M. Australian Squadron.

REPORT OF PROCEEDINGS - H.M.A.S. HOBART, FOR PERIOD 12th TO 27th MARCH. 1946

The following report of proceedings is submitted in accordance with Confidential Commonwealth Navy Order 97 of 1945.

2. H.M.A.S. HOBART with H.M.A.S. ARUNTA in company proceeded from Yokohama on 12th March for passage to Rabaul. At 1200, 18th March, the Broad Pendant of Commodore J.A. COLLINS, C.B., Commodore Commanding His Majesty's Australian Squadron, was hauled down.

3. At 1600, 19th March, seaboats were exercised, "HOBART" sending away two whalers. The ships proceeded again in company at 1625. On 20th March at 0900 "HOBART" and "ARUNTA" arrived at Rabaul. "HOBART" secured alongside the tanker "BRITISH AMBASSADOR", "ARUNTA" going to R.A.F.A. KURUMBA. The Naval Officer in Charge Rabaul, Commander A.E. FOWLER, R.A.N. called at 0930 and I went ashore with him at 1040 to call on Lieutenant-General MORRIS and Major-General EATHER. Lieutenant-General MORRIS, Major-General EATHER and Commander FOWLER returned onboard and lunched with me. "HOBART" slipped from the tanker and proceeded up the swept channel at 1400 anchoring off Rabaul at 1425. I was entertained to dinner by N.O.I.C. RABAU. General EATHER and Commander G.O.C. GATACRE, D.S.C., R.A.N., were also present.

4. It was found that the only means of obtaining fresh fruit at Rabaul, was by barter with the natives. A supply of pawpaws and bananas was obtained in exchange for some tins of preserved beef. This unusual course was followed as the last issue of fresh fruit made onboard had been on 26th February. During the afternoon of 20th March, 30 nurses and A.A.M.W.S. were shown round the ship and entertained at tea onboard. At 1645, 21st March, "ARUNTA" slipped and proceeded independently down the swept channel. At 1700, "HOBART" weighed and the passage to Hervey Bay was commenced.

5. The first indication that H.M.A.S. SHROPSHIRE was taking the Victory March Contingent to England was received from an Australian Broadcasting Commission News broadcast at 0645, 22nd March. This fact was repeated on three successive News broadcasts. At 0900, 23rd March, both ships cleared Jomard Entrance and passage across the Coral Sea commenced. Your message D.T.G. 241001 was received at 2130, 24th March, delaying the arrival at Hervey Bay 24 Hours. It was therefore decided to anchor inside Frederick Reef. This was done at 1415, 25th March. The fishing at Frederick Reef was disappointing although there was considerable evidence of big-game fish.

6. Both ships weighed and departed from the reef at 1500, 26th March, to effect rendezvous with "SHROPSHIRE", wearing your Broad Pendant, off Hervey Bay. "HOBART" and "ARUNTA" passed through ordered position at 0830, 27th March, and made radar contact at 0845 thereby joining your Flag and commencing the Exercise Programme. The health and conduct of the Ship's Company during the period have been satisfactory.

R.R. Downing
CAPTAIN.

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pse
check

H.M.A.S. "HOBART",
Tokyo Bay.

24th December, 1945.

Sir,

LETTER OF PROCEEDINGS - 6th December to 23rd December, 1945.

In accordance with K.R. & A.I., Article 1132, I have the honour to report the following proceedings during the period in which I acted as Senior Officer Force "T" (Commander Task Force 57), vide para 2 of your message 300157 October, 1945.

2. On the departure of Vice-Admiral E.J.P. Brind CB CBE (CS.4) in "SWIFTSURE" on 6th December, I assumed the duties of Flag Officer, Force "T" and Senior British Naval Officer (Afloat).

That day I lunched in H.M.S. "ANSON", Captain A.C.G. Madden, and in the evening was entertained at dinner by the Wardroom Officers "HOBART". "ALACRITY" arrived from Hong Kong and her Commanding Officer, Lieutenant-Commander Clutton Baker called on me.

3. "ANSON" departed A.M. 7th December for Hong Kong carrying a number of Swiss families being repatriated in addition to R.N. personnel for demobilisation. I returned "ALACRITY's" call and also called on General Hall, U.S. Army, Commander 11th Corps, and temporarily Commanding General U.S. 8th Army in the absence of General Eichelberger.

The force provisioned from "PORT CHARLOTTE" during this and succeeding days.

4. On Saturday, 8th December, "ALACRITY" departed for Hong Kong and "UNDAUNTED" and "URANIA" for Atami and to rendezvous with "URSA".

"TERMAGENT", who had escorted the Japanese destroyer "KAMIKAZE" from Hong Kong to Uraga, arrived at noon. "KAMIKAZE" had on board some 300 Japanese civilian repatriates and Vice-Admiral Fukadome, who was Commander-in-Chief, Japanese 10th Fleet.

"ARUNTA" on completion of provisioning secured alongside "HOBART".

5. On Sunday, 9th December, I entertained to lunch Captain Ball, Head of the British Section, NAVTECJAP, and Captain H.P. Henderson, Captain (D), 25th Destroyer Flotilla, and in the evening dined with General Hall.

6. "GRENVILLE" (Captain D 25) with "UNDINE", "ULYSSES" and "ARUNTA" departed at 0700 on Monday, 10th December, to rendezvous with "URSA", "URANIA" and "UNDAUNTED" for exercises in Sagami Wan and a visit to Atami. "URSA" and "UNDAUNTED" returned to Yokohama P.M. the same day.

During the forenoon I called on General Marshall, Chief of Staff to General Douglas MacArthur. That night I dined with Rear-Admiral Rodgers, Commander Task Force 54.

7. On Tuesday, 11th December, British Ships present dressed ship with masthead flags on the occasion of Accession Day. American Ships in harbour conformed. Captain Grant, U.S.N., (ComFairwing 17) called on me during the forenoon.

"TERMAGENT"/.....

"TERMAHENT" sailed at 1300 for Hong Kong and "URANIA" returned from Atami and berthed alongside at Tokyo. That afternoon "GREENVILLE" (Captain D 25) with "URSA", "ULYSSES" and "ARUNTA" returned from Atami.

8. On Friday, 14th December, British Ships dressed with mast-head flags on the occasion of the birthday of H.M. the King. U.S. Ships in harbour conformed. That afternoon I sailed in "ARUNTA" for Kure, to inspect the facilities of the port to be the headquarters of the British Occupation Force. "ARUNTA" arrived at 1100 on Sunday, 16th December.

9. Calls were exchanged with Rear-Admiral H.P. Forrestal, U.S. Navy, Commander Task Group 55.3, and in the afternoon in company with the Admiral and Commander W.F. Sherrie, the U.S. Port Director, I looked round the port and dockyard. My observations regarding Kure as a port for the British Occupation Force have already been forwarded by signal. Later I called on Major-General Clarkson, Commanding General X Corps, and conferred with Lieutenant-General Northcott and party who had arrived at Kure that day. I dined with Admiral Forrestal who was most co-operative throughout my visit and later arranged for my transport to Tokyo in a Navy P.M.

10. A close inspection of the area was carried out on Monday, 17th December, in company with Brigadier-General Willey, Commanding General, Kure Base, Port Command. I entertained the Port Director to lunch and Admiral Forrestal and his Flag Captain, Captain Olsen, Captain Schultz, ComDesRon 63 and Commander Caldwell of the Service Force to dinner.

11. Owing to bad weather the flying boat to Tokyo on Tuesday, 18th December, was cancelled after a delay of several hours. Opportunity was taken to visit General Doe, Commanding General 41st Division, who dined me at his headquarters. I returned to Tokyo by P.M. next day.

12. Although the Supreme Commander had authorised that, in anticipation of Governmental approval, planning should commence on the basis of the MacArthur-Northcott agreement, it was remarkable that no action was taken to inform the U.S. Authorities. My secret hand message to Commander Fifth Fleet, on 14th December, was the only information he received until a despatch came from Washington on 23rd December. Local authorities at Kure were completely unaware of the agreement or that planning had been authorised.

13. R.I.N. Sloop "CAUVERY" arrived on 17th December from Hong Kong.

14. On Tuesday, 18th December, "UNDINE" and "UNDAUNTED" departed Yokohama for Tobu.

15. "BASEDALE" (RFAO) arrived on 20th December and "BROOMDALE" (RFAO) sailed on 21st December for Shanghai.

On 21st December, "ARLAINNE", carrying a quantity of Christmas mail for R.N. Ships, and some stores and personnel arrived from Hong Kong.

16. On Sunday, 23rd December, "TYNE", flying the flag of Rear-Admiral E.R. Archer CBE DSC, Rear-Admiral Destroyers, British Pacific Fleet, arrived. Turnover of duties was effected and at 1200 Item, 24th December, R.A.(D) relieved me as Senior British Naval Officer (Afloat), Japan, Flag Officer Force "T" and Commander Task Force 57.

"UNDINE" and "UNDAUNTED" returned to Yokohama at 2300, 23rd December, from Tobu.

17. The only/.....

17. The only incident of special note during the period occurred on 10th December, when the Forty-Ninth Destroyer Division visited Atami (vide para 6 above). On landing to pay a call upon the U.S. Military Authorities, Captain (D) 25, was informed by three U.S. Army officers that, owing to alleged (but never substantiated) misconduct of the Libertymen of the 50th Destroyer Division two days previously, British Naval Libertymen would not be allowed to land at Atami. Captain (D) 25 accordingly withdrew his Division to Tokyo Bay, where he reported the matter to me.

18. I at once reported to the Commander Fifth Fleet by letter and in person. Admiral Towers expressed indignation at the action taken by a junior Army officer. Subsequently he informed me by letter that General Kreuger, Commanding U.S. Sixth Army, had asked that I be informed that the incident happened without his knowledge and that he deeply regretted the occurrence. Further, the officer involved had been replaced and a thorough official investigation was being made.

19. The Commander Fifth Fleet added that, in future, he would inform Army Commanders in the areas concerned of proposed visits of H.M. Ships "in order that every courtesy and assistance may be extended to such visitors".

20. I am satisfied that there is no substance in the allegation of misconduct on the part of Libertymen of the 50th Destroyer Division.

21. No further action is considered necessary.

I have the honour to be,

Sir,

Your obedient servant,

(SGD.) JOHN COLLINS.

COMMODORE.

The Commander-in-Chief,
British Pacific Fleet.

The Flag Officer, Force "T".

The Secretary, Naval Board.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 1254/177/74

H.M.A.S. "HOBART",
At Tokyo Bay.

23 November, 1945.

The Commodore Commanding
H.M.A. Squadron.

LETTER OF PROCEEDINGS.

Submitted with reference to A.F. 1141/I of 24 June, 1945, the following report of proceedings for the period 11 September to 17 November, 1945.

2. H.M.A.S. "HOBART" departed from anchorage in Tokyo Bay at 1200 (Zone-9) on 11 September, 1945, for passage to Sydney. By 2300 on 13 September the wind increased to gale force from the East South East, although the barometer did not show any marked fall. A typhoon which had commenced near Guam the previous evening was moving in a North Westerly direction across the ship's path. It was calculated the typhoon would cross about 300 miles ahead, and it was decided not to change course. This proved correct and although the wind blew at gale force during most of the 14 September, it moderated during the night 14/15 September and died away when the ship passed South of Latitude 9 degrees North.

3. The ship entered Seeadler Harbour, Admiralty Islands, at 1315 (Zone-10) on 16 September and secured alongside R.F.A. "EGLESDALE" for furnace fuel. At 1825 (-10-) the ship slipped and proceeded for Sydney.

4. The ship passed through Jomard Passage at 0200 (-10) on 18 September. At 0600 (-10) on Thursday 20 September the ship hove to off Caloundra Head light to transfer Queensland long service personnel embarked in H.M.A.S. "HOBART" for passage, to an M.F.V. Draft notes detailing the majority of changes to the Ship's Company during the period in Sydney were received onboard.

5. The ship proceeded at 0715 for the final passage to Sydney. H.M.A.S. "NAPIER" who had previously been encountered when leaving Jomard Passage, was again encountered off Port Jackson at 0700 Friday 21 September, and in accordance with the orders of Flag Officer in Charge, Sydney, joined company. Both ships were hove to off Port Jackson at 0800 while twenty-two press representatives were transferred to H.M.A.S. "HOBART" from the Pilot Vessel "CAPTAIN COOK".

6. At 0900 the ship entered the West Gate and secured alongside the Oil Wharf, Garden Island, at 0930. The South Australian and Queensland long leave parties proceeded on leave on 22 September, the Victorians and Tasmanians on 23 September and the Western Australians on 25 September. The New South Wales long leave party proceeded on 4 October. This arrangement allowed 21 days leave plus travelling time.

7. The ship remained alongside Garden Island until 29 October when she shifted berth to Sutherland Dock, Cockatoo Island, for docking. The ship was undocked on 1 November and towed by tugs to No. 1 Buoy Farm Cove.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. I254/I77/74

LETTER OF PROCEEDINGS.

- 2 -

8. Sea stores of fresh vegetables and the last of the stores were placed alongside at 0800 Monday 5 November. By the very strenuous efforts of the Ship's Company the ship was made ready for sea, and at 1637 on 5 November, No. I Buoy was slipped and passage commenced to Tokyo.

9. At 0700, 11 November, the ship entered Seeadler Harbour, Admiralty Islands, and secured alongside R.F.A. "CLEODORA" for furnace fuel and fresh water. At 1520 the ship slipped and proceeded out of harbour for passage to Tokyo. H.M.A.S. "ARUNTA" joined company at 1200 16 November, but due to the heavy weather encountered that day, was forced to part company at 2205 as she could not maintain the speed required to arrive at Yokohama at 0700 (Zone -9) on 17 November. The ship entered Tokyo Bay at 0500 (Zone -9) on 17 November and secured alongside H.M.A.S. "SHROPSHIRE" at 0715 (Zone -9). At 1600 (-9) on 17 November, the Broad Pendant of Commodore J.A. Collins, C.B., Royal Australian Navy, Commodore Commanding His Majesty's Australian Squadron, was hoisted in H.M.A.S. "HOBART".

10. The following numbers of officers and ratings took passage in H.M.A.S. "HOBART".

	Officers	Ratings	Total
From Tokyo to Sydney 11/21 September	18	238	256
From Sydney to Manus 5/12 November	10	29	39
From Manus to Tokyo 12/17 November	8	25	33

Whilst in Sydney 19 officers and 413 ratings left the ship and 13 officers and 240 ratings joined.

11. During the availability the following was accomplished:-

1. Awning stanchions, fittings and ridge-ropes were replaced, and new awnings made for the Forecastle, "X" Deck and Quarterdeck.

2. Eighteen lower deck side scuttles were replaced in accordance with A.C.N.B. signal 120703 October.

3. Ready-use ammunition lockers were removed in accordance with A.C.N.B. signal 191411 October.

4. Three single 40mm. Bofors, two single Oerlikons, depth charge rails and depth charges were removed. One remaining single 40mm. Bofors was replaced by a toadstool mounting. (A.C.N.B. signals 112358 Oct. and 191213 Oct.)

5. A stowage was made to accommodate the Commodore's Barge on the starboard side of the iron-deck.

6. Leaks from oil fuel tanks into B Boiler Room, After Engine Room, "X" Shell Room and after Six Inch magazine were repaired by Dockyard and the appropriate tanks tested on completion.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. I254/I77/74

LETTER OF PROCEEDINGS.

- 3 -

II. (Continued.)

7. All defects in Boilers, Main and Auxiliary machinery were made good.

8. The ship was fumigated throughout.

9. The ship was docked for underwater examination and maintenance, and re-coated with U.S. cold brushing plastic paint, formula I47E.

③

R. H. Dowling
CAPTAIN



SECRET

RESTRICTED
(See 72/51/56) J.B. Bailey 11/12/60

Duplicate

The Commanding Officer, H.M.A.S. HOBART.

1 February, 1945.

8818/176/37

The Secretary, Naval Board, Navy Office.

(Copy to: The Commodore Commanding the Australian Squadron)
LETTER OF PROCEEDINGS FOR THE MONTH OF JANUARY, 1945.

Submitted:

H.M.A.S. HOBART remained alongside Nelson Pier, Williamstown, until 0900 Tuesday, 2nd January.

2. The ship then proceeded for the first exercise of the amended programme: H.P.P. of 2nd January, 1945. This programme was formulated at a conference between R.A.A.F. Staff Officer, the Port Gunnery Officer and Ship's Officers. H.M.A.S. KOROWA, a minesweeping trawler, was placed under my orders to assist with the exercises. The first exercise, Heightfinding, was carried out from an anchorage close to the centre of Port Phillip Bay. The ship moved to an anchorage off Frankston at 1730. The first week was spent carrying out elementary drills and exercises. These normally necessitated the ship moving into the centre of Port Phillip each day, returning to the anchorage off Frankston each night. On Friday, 5 January, 6" Sub calibre day and night firings were carried out against Pattern VI targets towed by H.M.A.S. KOROWA.

3. On Saturday, 6 January, the ship proceeded to Port Melbourne and secured alongside Princes Pier at 1600. The ship remained alongside until 0630 Monday, when she proceeded into Port Phillip to continue the exercise programme. The R.A.A.F. Staff Officers and aircrews concerned, attended a conference held on board at 1730, Sunday, 7 January. Each aircraft crew co-operating with H.M.A.S. HOBART thus knew what was required of them.

4. The first air exercise of the second week was most successful. "HOBART" due to limited speed inside Port Phillip, was at a tactical disadvantage for the dummy massed air attacks which were pressed home. Ship anchored off Frankston at 1215. On Tuesday, 9 January, the ship proceeded to Mornington where Admiral Sir Guy ROYLE, K.C.B., C.M.G. and Commodore T.B. DREW, C.B. accompanied by officers from Navy Office and Flinders Naval Depot, came on board. Ship then proceeded to sea for 4" Full Calibre high angle and close range weapon firings only. At 1715 ship anchored off Mornington when Admiral Sir Guy Royle and party landed. 6" Sub calibre firings were carried out at Pattern VI targets towed by H.M.A.S. KOROWA. The day firing took place at 1900 and the night firing at 2000. Ship anchored off Frankston at 2225.

5. On Wednesday the calibration of the long range air warning Radar Set commenced. This entailed moving out to a position 25 miles south-east of Cape Otway and remaining at sea for 36 hours. On the way to the rendezvous with the calibrating aircraft, a dummy massed air attack was again exercised. All aircraft pressed home their attacks very realistically. This was of great value. On completion of the calibration of the long range air warning Radar Set, a 4" full calibre high angle shoot was carried out at a sleeve target. At 1700 Port Phillip was entered and the ship anchored off Frankston at 1850.

6. All initial exercises were now completed. On Friday 12th ship moved up to Gellibrand Light for a check 6" Director test. At 1600 ship secured alongside Princes Pier Port Melbourne for fuel. Opportunity was taken to despatch some interstate ratings who had had little or no leave, on long leave.

7. At 0830, Saturday 13th Admiral Sir Guy Royle, K.C.B., C.M.G. embarked. Ship slipped and proceeded to sea at 0842 for passage to Sydney. At 1700 when off Wilson Promontory H.M.S. FENCER was encountered on an opposite course. On Sunday 14th a full power trial was successfully carried out. Poor visibility prevented another massed air attack from being carried out at about 1230. At 1420 6" Full Calibre reduced charge firing was carried out against a Battle Practice Target towed by H.M.A.S. BATHURST. Ship entered Port Jackson at 1510 and secured alongside Sutherland Wharf at 1640. At 1715 Admiral Sir Guy Royle, K.C.B., C.M.G. left the ship. On Monday 15th senior dockyard officials inspected the ship with particular regard to the defect lists which had been forwarded before the ship left Port Phillip. On Tuesday 16th a conference was held to examine thoroughly what work could be completed and how much time would be required to render the ship operationally fit. A period of 21 days was decided. Signals were sent accordingly.

R. Royle
CAPTAIN.

(DUPLICATE)

COMMONWEALTH OF AUSTRALIA

ROYAL AUSTRALIAN NAVY.

RESTRICTED

(See 72/51/50) J.R. Bailey
1/12/60

From: The Commanding Officer, H.M.A.S. "HOBART".
Date: 14th October 1943. Reference No. 9927/177/69.
To: The Rear Admiral Commanding, H.M.A. Squadron.
Subject: WAR DIARY. 1st. - 30th. SEPTEMBER, 1943.

Submitted in accordance with Navy Office letter No. 034989 dated 8th. November, 1940, the following War Diary of H.M.A.S. "HOBART" for the month of September, 1943.

(All times unless otherwise stated, are Zone (-11))

Wednesday	1st.	Refitting routine. 1345: First Watch New South Wales officers and ratings proceeded on long leave.
Thursday	2nd.	Refitting Routine.
Friday	3rd.	Refitting routine. 1230: Hands mustered for Special Divine Service on Dockside.
Saturday	4th.	Refitting routine. 1600: Eight 4" Mark XVI ^t Guns and mountings removed from ship.
Sunday	5th.	Harbour routine. 1300: Y Turret lifted out of ship. 1445: 6" Director Control Tower lifted out of ship.
Monday	6th.	Refitting routine. 0810: Slipped from Cruiser Wharf, Garden Island. Towed by Tugs to Cockatoo Island. 1025: Entered Sutherland Dock, Cockatoo Island.
Tuesday	7th.	Refitting routine.
Wednesday	8th.	Refitting routine. 1610: Sutherland Dock pumped out.
Thursday	9th.	Refitting routine. A.M. Commenced clearing after provision room.
Friday	10th.	Refitting routine 1445: Admiral Sir Guy Royle, K.C.B. C.M.G. Rear Admiral V. Crutchley, V.C. D.S.C. Rear Admiral G. Muirhead Gould D.S.C. visited ship.
Saturday	11th.	Refitting routine. Completed clearing after provision room.
Sunday	12th.	Harbour routine.
Monday	13th.	Refitting routine. 1940: Cordite fire broke out in Y Turret lobby. Mustered fire Quarters. 1943: Fire extinguished. Two dockyard workmen, Mr.G.Trotter and Mr.G.Irwin treated for burns.
Tuesday	14th.	Refitting routine.
Wednesday	15th.	Refitting routine.
	16th.	Refitting routine.

(H.M.A.S. "HOBART" Letter No. 9927/177/69 of 14th October 1943.)

Page 2.

Saturday	18th.	Refitting routine.
Sunday	19th.	Harbour routine.
Monday	20th.	Refitting routine.
Tuesday	21st.	Refitting routine.
Wednesday	22nd.	Refitting routine.
Thursday	23rd.	Refitting routine.
Friday	24th.	Refitting routine.
Saturday	25th.	Refitting routine.
Sunday	26th.	Harbour routine.
Monday	27th.	Refitting routine.
Tuesday	28th.	Refitting routine.
Wednesday	29th.	Refitting routine.
Thursday	30th.	Refitting routine.

0800: First Watch New South Wales officers and ratings returned from long leave.

2. The health and conduct of the Ship's Company during the month has been very good.



(Signed) C.W. JOHNS

LIEUTENANT COMMANDER.

(DUPLICATE)
COMMONWEALTH OF AUSTRALIA.

ROYAL AUSTRALIAN NAVY

From: The Commanding Officer, H.M.A.S. "HOBART"
Date: 8th. September, 1943. Reference No: 9586/177/68
To: The Rear Admiral Commanding, H.M.A. Squadron.
Subject: WAR DIARY, 1st. - 31st. AUGUST, 1943

Submitted in accordance with Navy Office letter No. 034989 dated 8th. November, 1940, the following War Diary of H.M.A.S. "HOBART" for the month of August, 1943.

(All times, unless otherwise stated, are Zone (-11))

Sunday	1st.	Harbour routine.
Monday	2nd.	Harbour routine.
Tuesday	3rd.	Harbour routine. 1300: Weighed starboard anchor to shift berth. 1308: U.S.S. "VESTAL" anchored in Berth 13 with H.M.A.S. "HOBART" secured alongside.
Wednesday	4th.	Harbour routine.
Thursday	5th.	Harbour routine. 0930: H.M.A.S. "AUSTRALIA" flying the flag of Commander, Task Force 74, entered harbour. 1245: Secured floating crane aft.
Friday	6th.	Harbour routine.
Saturday	7th.	Harbour routine.
Sunday	8th.	Harbour routine.
Monday	9th.	Harbour routine.
Tuesday	10th.	Harbour routine. 2230: Red Air Raid warning received. Assumed first degree of readiness. 2345: All Clear.
Wednesday	11th.	Harbour routine. 2143: Red Air Raid warning received. Assumed first degree of readiness. 2148: All Clear.
Thursday	12th.	Harbour routine.
Friday	13th.	Harbour routine.
Saturday	14th.	Harbour routine.
Sunday	15th.	Harbour routine.
Monday	16th.	Harbour routine.
Tuesday	17th.	Harbour routine. 1255: H.M.A.S. "AUSTRALIA" flying flag of Commander, Task Force 74, left harbour.
Wednesday	18th.	Harbour routine. 1300: Carried out Basin trials. 1500: Completed trials.
Thursday	19th.	Harbour routine. 1256: Slipped from U.S.S. "VESTAL" and proceeded. 1350: Came to Starboard anchor in East No. 11 Berth.

Friday 20th. Harbour routine.

Saturday 21st. Sea routine.
0400: Commenced oiling from Y.M.20.
0520: Completed oiling. Received 700 tons.
0700: H.M.A.S. "WARRAMUNGA" and H.M.A.S. "ARUNTA" entered harbour and proceeded to fuel.
1000: Weighed and proceeded out of harbour. H.M.A.S. "WARRAMUNGA" and H.M.A.S. "ARUNTA" proceeded ahead to form A/S screen.
1140: Proceeded on route assigned to Sydney.

Sunday 22nd. Sea routine.

Monday 23rd. Sea routine.

Tuesday 24th. Sea routine.

Wednesday 25th. Sea routine.
1800: Retarded clocks one hour to Zone (-10).

(All times, unless otherwise stated, are Zone (-10))

Thursday 26th. 2254: Sighted loom of Sugar Loaf Point Light bearing 268° distant approximately 37miles
Sea routine.
0840: Entered swept channel off Port Jackson.
0940: Hove to off entrance. Delayed by fog.
1111: Passed through West Gate.
1150: Secured alongside Cruiser Wharf, bows south.

Friday 27th. Harbour routine.
Commenced destoring and deammunitioning ship.

Saturday 28th. Harbour routine.

Sunday 29th. Harbour routine.
Completed deammunitioning ship.

Monday 30th. Harbour routine.

Tuesday 31st. Harbour routine.

2. During the month the ship steamed a distance of 1625 miles, representing the passage from Espiritu Santo to Sydney. This was accomplished in five days giving an actual number of hours steamed as 123, at an average speed of 13.21 knots.

3. The health and conduct of the Ship's Company during the month has been very good.

THE COMMANDER

10 SEP 1943

TASK FORCE 74

(Sgd.) H. A. SHOWERS

CAPTAIN.

~~SECRET~~ RESTRICTED

(See 7451/50) Whaley 1/12/60

~~2 copies~~

From: The Commanding Officer, H.M.A.S. "HOBART".
Date: 3rd August 1943. Reference No. 9009/177/65
To: The Rear Admiral Commanding, H.M.A. Squadron.
SUBJECT: WAR DIARY, 1st - 31st JULY 1943.

Submitted in accordance with Navy Office Letter No. 034989 dated 8th November 1940, the following War Diary of H.M.A.S. "HOBART" during the month of July 1943.

(All times, unless otherwise mentioned are Zone -10).

Thursday 1st. Sea Routine.
Friday 2nd. Sea Routine.
Saturday 3rd. Sea Routine.
Sunday 4th. Sea Routine.
Monday 5th. Sea Routine.
0900 Carried out Calibration of Fire Control Radars with H.M.A.S. "AUSTRALIA".
1000 Carried out Radar and Rangefinder Calibration Exercise (C.O.P. Exercise No. 11) with H.M.A.S. "AUSTRALIA".
1200 Exercises completed. Took Station in Cruising Disposition "S".
Tuesday 6th. 0730 Carried out Close Range weapons firings at Sleeve Target towed by aircraft of H.M.A.S. "AUSTRALIA".
0815 Entered Lowry Passage.
0935 Secured alongside Tanker "AASE MAERSK" for fuel. Received 876 tons.
1520 Slipped from Tanker "AASE MAERSK" and anchored in "S One" berth, Stokes Bay, Flinders Group.
1500 Stored ship by boats from U.S.S. "MIZAR".
Wednesday 7th. Harbour Routine.
Thursday 8th. Harbour Routine.
Friday 9th. Harbour Routine.
Saturday 10th. Sea Routine.
0800 Proceeded in company with H.M.A.S. "AUSTRALIA" to carry out Long Range A.A. firing at Sleeve Target towed by aircraft of H.M.A.S. "AUSTRALIA".
1010 Exercise completed. Proceeded in company with Task Force 74.
1210 Passed through Lowry Passage to commence Coral Sea Patrol.
Sunday 11th. Sea Routine.
Monday 12th. Sea Routine.
Tuesday 13th. Sea Routine.
Wednesday 14th. Sea Routine.
1400 Advanced Clocks One Hour to Zone -11.
(All times unless otherwise mentioned, are Zone Minus Eleven.)
Thursday 15th. Sea Routine.

Page 2.

Friday 16th. Harbour Routine.
0900 Entered Second Channel, Espiritu Santo.
0935 Secured alongside Tanker "COMET" for fuel. Received 1015 tons.
1548 Slipped from Tanker "COMET" and anchored in No.14 Berth, Second Channel.

Saturday 17th Sea Routine.
0900 Proceeded in company with Task Force 74 for operations.

Sunday 18th. Sea Routine.
0720 Rendezvoused with U.S.S. "NICHOLAS", flying pendant of Comdesron 21, U.S. Ships "O'BANNON", "RADFORD", AND "JENKINS".
0815 H.M.A.S. "WARRAMUNGA" alongside to transfer despatches.
1300 H.M.A.S. "WARRAMUNGA", H.M.A.S. "ARUNTA", and U.S.S. "LAMSON" parted company.
1620 U.S.S. "RADFORD" alongside to transfer despatches.

Monday 19th. Sea Routine.

Tuesday 20th. Sea Routine.
1844 $\frac{3}{4}$ Struck port side aft by Submarine Torpedo.
1857 Opened fire with star shell, between bearings 300° and 310°.
1900 U.S.S. "NICHOLAS" and U.S.S. "O'BANNON" in company and screening. Manoeuvred engines ahead as requisite to set course for Bougainville Strait.
1920 Steady on course 105°, speed 8 $\frac{1}{2}$ knots.

Wednesday 21st. Sea Routine.
0510 U.S.S. "SAUFLEY" joined company.
0815 U.S. Tug "APACHE" standing by.
0930 U.S. Tug "SIOUX" standing by.
1015 U.S. Tug "VIREO" standing by.
1230 Detached U.S. Tug "APACHE".
1440 Detached U.S.S. "SAUFLEY".
1615 Carried out the burial at sea of Lieutenant (E) J. S. Ellis, R.A.N., Sub-Lieutenant G. C. Parkin, R.A.N.V.R., Mr. R. R. R. Callaby, Gunner (T), R.A.N., Mr. W. E. Brown, Warrant Engineer, R.A.N., Steward R. M. Minorgan, O.N. F.3633, Ordnance Artificer 4th Class E. K. King, O.N. P.M.3743, and Able Seaman C. Baron, O.N. S.3096.
1700 U.S. Tug "SIOUX" took ship in tow forward.
1725 U.S. Tug "VIREO" secured alongside Starboard side.
1740 Cast Off U.S. Tug "VIREO".
2100 Passed through Bougainville Strait. Set course for Second Channel.
2230 Secured U.S. Tug "VIREO" alongside.
2300 Embarked pilot.

Thursday 22nd Harbour Routine.
0100 Slipped U.S. Tug "SIOUX".
0145 Entered Second Channel.
0228 Came to Starboard Anchor, 2 Cables 120° from No. 13 Berth.
0900 Board of Inquiry assembled on board. Captain H. B. Farncomb, D.S.O., R.A.N., President.
1600 Disembarked Cordite from After Magazine.
1645 H.M.A.S. "AUSTRALIA", flying the flag of the Commander of Task Force 74, proceeded to sea.

Friday 23rd. Harbour Routine.

Saturday 24th. Harbour Routine.

Sunday 25th. Harbour Routine.

Monday 26th. Harbour Routine.

Page 3.

Tuesday 27th. Harbour Routine.

Wednesday 28th. Harbour Routine.

Thursday 29th. Harbour Routine.

1200 Secured U.S. Tug "SIOUX" alongside. After Pom Pom
lifted from Quarterdeck and placed in Port Waist.

Friday 30th. Harbour Routine.

0715 Secured U.S.S. "VESTAL" alongside.

Saturday 31st. Harbour Routine.

2. During the month the ship has been at sea during 19 days,
giving the actual number of hours steaming as 390. 5918 miles were
steamed at an average speed of 15.2 knots.

3. The conduct and health of the Ship's Company during the month
has been very good.

H. A. Shower
CAPTAIN.

~~RESTRICTED~~
~~SECRET~~ COMMONWEALTH OF AUSTRALIA
ROYAL AUSTRALIAN NAVY.
(See 22/5/50) J. H. Bailey 1/12/60

(DUPLICATE)

From: The Commanding Officer, H.M.A.S. "HOBART"
Date: 5th. July, 1943 Reference No: 8876/177/64
To: Rear Admiral Commanding H.M.A. Squadron
SUBJECT: WAR DIARY 1st. - 30th. JUNE. 1943

Submitted in accordance with Navy Office letter No. 034989 dated 8th. November, 1940, the following War Diary of H.M.A.S. "HOBART" during the month of June, 1943.

(All times, unless otherwise stated, are Zone -10)

Tuesday 1st. Exercise routine.
0630: Secured H.M.A.S. "ARUNTA" alongside to exercise fuelling at sea.
0920: Slipped H.M.A.S. "ARUNTA" who received 125 tons of oil fuel. Proceeded to Challenger Bay.
0953: Anchored in Z2 Berth.
1545: Secured Tanker "AASE MAERSK" alongside for fuelling.
1820: Tanker "AASE MAERSK" returned to anchorage. Received 322 tons of oil fuel.

Wednesday 2nd. Harbour routine
1013: Secured V.S.I.S. "MERKUR" alongside to provision ship.
1442: V.S.I.S. "MERKUR" returned to anchorage.

Thursday 3rd. Harbour routine

Friday 4th. Harbour routine

Saturday 5th. Harbour routine

Sunday 6th. Harbour routine

Monday 7th. Harbour routine

Tuesday 8th. Harbour routine

Wednesday 9th. Exercise routine.
1510: Proceeded out of harbour in company with H.M.A.S. "AUSTRALIA" for exercises.
1610: Carried out check of Radar Calibration.
1700: Carried out Radar Tracking and Rangefinding exercise. (C.O.P. No. 1)
2000: Carried out night tactical exercise with H.M.A.S. "AUSTRALIA", U.S.S. "PERKINS", U.S.S. "SMITH", U.S.S. "FLUSSER" and U.S.S. "MAHAN".
2100: Commenced night lookout exercise.

Thursday 10th. Exercise routine
0130: Ceased night lookout exercise. Task Force 74 proceeded to Cid Harbour.
0612: Anchored in "A" Berth, Cid Harbour.
1130: Secured Tanker "AASE MAERSK" alongside. Received 172 tons of oil fuel.
1420: Tanker "AASE MAERSK" proceeded to anchorage.

Friday 11th. Harbour routine

Saturday 12th. Harbour routine

Sunday 13th. Harbour routine
1800: Weighed and proceeded northwards.

Monday 14th. Exercise routine
0555: Anchored in Cleveland Bay
0700: Embarked mails and Lieutenant Greentree, R.A.N.R. (S), Liaison Officer to No. 8 Squadron, R.A.A.F.
0800: Commenced exercises with No. 8 Squadron, R.A.A.F.
1025: One aircraft crashed into sea on port bow.
1030: Sent away Starboard life boat.
1033: All four members of crew rescued.
1036: Hoisted Starboard life boat.
1040: Proceeded with exercises.
1400: Completed exercises. Proceeded to Cleveland Bay.
1500: Transferred R.A.A.F. personnel to R.A.A.F. boat.
1520: Proceeded to Challenger Bay.
1655: Anchored in Z2 Berth.

Tuesday 15th. Exercise routine.
0715: Proceeded to sea for exercises with No. 8 Squadron, R.A.A.F.
0800: Commenced exercises.
1330: Completed exercises. Proceeded to Challenger Bay.
1408: Anchored in Z2 Berth.
1550: Tanker "AASE MAERSK" secured alongside. Received 285 tons of oil fuel.
1825: Tanker "AASE MAERSK" proceeded to anchorage.

Wednesday 16th. Harbour routine

Thursday 17th. Harbour routine

Friday 18th. Exercise routine
0715: Proceeded to sea for exercises with No. 8 Squadron, R.A.A.F.
0800: Commenced exercises.
1340: Completed exercises, returned to Challenger Bay.
1540: Secured alongside U.S.S. "MIZAR" to provision ship.
1830: Slipped from U.S.S. "MIZAR".
1840: Anchored in Z2 Berth, Challenger Bay.

Saturday 19th. Exercise routine
0700: Task Force 74 proceeded for exercises with No. 8 Squadron, R.A.A.F.
0800: Commenced exercises.
1230: Completed exercises. Proceeded to Challenger Bay.
1407: Anchored in Z2 Berth.

Sunday 20th. Exercise routine
0815: Proceeded in company with Task Force 74 for exercises with No. 8 Squadron, R.A.A.F.
0930: Commenced exercises.
1250: Completed exercises. Proceeded to Challenger Bay
1400: Secured alongside Tanker "AASE MAERSK". Received 286 tons of oil fuel.
1625: Slipped from Tanker "AASE MAERSK".
1633: Anchored in Z2 Berth, Challenger Bay.
1815: Proceeded for night exercises with No. 8 Squadron, R.A.A.F.
2030: Commenced exercises.
2358: Completed exercises. Proceeded to Challenger Bay.

Monday 21st. Exercise routine.
0055: Anchored in Z2 Berth, Challenger Bay.
0945: Task Force 74 proceeded to sea for exercises with No. 8 Squadron, R.A.A.F. H.M.A.S. "HOBART" delayed due to Cable Holder jamming.
1015: Weighed and proceeded to rejoin Task Force.
1040: In station.
1240: Completed exercises, acted independently to carry out gunlayers firings.
1315: Carried out gunlayers 6" sub-calibre and 4" full-calibre reduced charge firings at Chilacott Rocks.

Page 3.

Monday 21st. 1445: Completed firings. Proceeded to Challenger Bay.
(Continued) 1548: Anchored in Z2 Berth.
1845: Proceeded for night exercises with No. 8 Squadron, R.A.A.F.
2130: Commenced exercises.
2330: Completed exercises. Proceeded to Challenger Bay.

Tuesday 22nd. Exercise routine.
0030: Anchored in Z2 Berth, Challenger Bay.
0915: Proceeded in company with Task Force 74 for exercises with No. 8 Squadron, R.A.A.F.
1150: Aircraft of No. 8 Squadron, R.A.A.F., attacked Task Force dropping seven torpedoes.
1202: Sent away Port sea boat to recover one torpedo.
1250: Hoisted Port sea boat.
1300: Formed 4,000 yards on port beam of H.M.A.S. "AUSTRALIA" during search for lost torpedoes.
1345: Proceeded independently to Challenger Bay.
1530: Secured alongside U.S.S. "MIZAR" to provision ship.
1710: Slipped from U.S.S. "MIZAR".
1733: Anchored in Z2 Berth, Challenger Bay.

Wednesday 23rd. Harbour routine
1100: No. 8 Squadron, R.A.A.F. attacked ships in anchorage.

Thursday 24th. Harbour routine.
0830: Proceeded to Pandora Reef for 6" sub-calibre and full calibre full charge blind firings.
0905: Sent away Motor Boat with Rake party.
0925: Carried out 6" sub-calibre Blind firings at Pandora Reef Beacon.
1015: Carried out 6" full calibre blind firing at Pandora Reef Beacon.
1040: Hoisted Motor Boat, proceeded to Challenger Bay.
1130: Anchored in Z2 Berth, Challenger Bay.
1300: Secured "AASE MAERSK" alongside for fuel. Received 225 tons.
1515: "AASE MAERSK" proceeded to anchorage.

Friday 25th. Harbour routine

Saturday 26th. Harbour routine
1000: Proceeded northwards in company with Task Force 74.
1100: Carried out Radar Calibration Exercise (C.O.P.No.11) with H.M.A.S. "AUSTRALIA".
1220: In station 3 cables astern of H.M.A.S. "AUSTRALIA"

Sunday 27th. Harbour routine.
0915: Anchored in F2 Berth, Fly Channel, Flinders Group.
1230: Tanker "AASE MAERSK" secured alongside. Received 140 tons of oil fuel.
1436: Tanker "AASE MAERSK" proceeded to anchorage.

Monday 28th. Harbour routine.

Tuesday 29th. Sea routine
0645: Proceeded to sea in company with Task Force 74.

Wednesday 30th. Sea routine.

2. During the month the ship has been at sea during 16 days for an actual steaming time of 166 hours. The distance steamed was 2,747 miles at an average speed of 10.4 knots.

3. The conduct and health of the Ship's Company during the month has been very good.

(Sgd.) H. A. SHOWERS

CAPTAIN.

THE COMMANDER

6 - JUL 1943

TASK FORCE 44

Page. 3.

Monday 24th. Harbour routine.

Tuesday 25th. Exercise routine.
0830: Weighed and proceeded to carry out Exercise Programme "A.P".
0930: Carried out destroyer Day attack exercise.
1030: Exercised Task Force manoeuvres.
1330: Carried out long range A/A firing at sleeve target.
1555: Carried out Radar and Rangefinder ranging exercise. (C.O.P. Exercise No. 11).
2000: Carried out Night Tactical exercise.
2115: Exercises completed. Proceeded to Cid Harbour.
2400: Came to Port anchor in "A" Berth.

Wednesday 26th. Harbour routine.
0940: Tanker "AASE MAERSK" secured alongside. Received 221 tons of oil fuel.
1225: Tanker "AASE MAERSK" returned to anchorage.
1330: Squadron Engineer Officer carried out Damage Control Inspection.

Thursday 27th. Exercise routine.
0830: Weighed and proceeded to carry out Exercise Programme "B.P".
0930: Carried out destroyer Day Attack exercise.
1000: Exercised towing with U.S.S. "DRAYTON" and U.S.S. "FLUSSER".
1345: Carried out close range weapon firing at sleeve target.
1505: Carried out Radar Tracking exercise and Range Finder exercise with H.M.A.S. "AUSTRALIA".
1545: Carried out 4" Gunlayers firing at surface targets.
1652: Completed exercises, proceeded to Cid Harbour.
1800: Came to Port anchor in "A" Berth.

Friday 28th. Harbour routine

Saturday 29th. Harbour routine

Sunday 30th. Harbour routine

Monday 31st. Exercise routine
1240: Weighed and proceeded to carry out Exercise Programme "C.P" whilst on passage to Challenger Bay, Palm Islands.
1400: Carried out Radar Tracking and Rangefinding exercise.
1440: Exercised towing with H.M.A.S. "ARUNTA" and U.S.S. "FLUSSER".
1900: Carried out night tactical exercise.
2116: Completed night tactical exercise. Acted independently to take up initial position for next exercise.

2. During the month the ship has steamed 1,060 miles, being at sea for a total of 80.5 hours actual steaming time, giving an average speed of 13.17 knots.

3. The health and conduct of the Ship's Company during the month has been very good.



(Sgd.) H. A. SHOWERS

CAPTAIN.

(DUPLICATE)

~~RESTRICTED~~
~~SECRET~~
COMMONWEALTH OF AUSTRALIA
ROYAL AUSTRALIAN NAVY

(See 72/51/50) J. Bailey 1/12/60

From: The Commanding Officer, H.M.A.S. "HOBART"
Date: 9th. June, 1943. Reference No: 8691/177/63
To: Rear Admiral Commanding H.M.A. Squadron
SUBJECT: WAR DIARY 1st - 31st. MAY. 1943

Submitted, in accordance with Navy Office letter No. 034989 dated 8th. November, 1940, the following War Diary of H.M.A.S. "HOBART" during the month of May, 1943.

(All times, unless otherwise stated, are Zone -10)

Saturday	1st.	Harbour routine
Sunday	2nd.	Harbour routine
Monday	3rd.	Harbour routine 0001: H.M.A.S. "AUSTRALIA" flying the flag of Commander, Task Force 74, and U.S.S. "RALPH TALBOT" proceeded south. Captain H. A. Showers, A.D.C., R.A.N., in H.M.A.S. "HOBART" assumed duty of Senior Officer of Task Force 74 in North East area. 0650: Weighed and proceeded to sea for exercises with destroyers. 0900: Completed dummy Divisional and Individual Low Visibility attacks with Destroyers. Commenced Blind Fire Tracking exercise with U.S.S. "MUGFORD". 1200: Completed exercises, proceeded to Challenger Bay. 1300: Came to Starboard Anchor in "Z 3" Berth, Challenger Bay.
Tuesday	4th.	Harbour routine 0850: Weighed and proceeded to Wheeler Reef. U.S.S. "HENLEY" in company. 0945: Carried out Blind Fire Tracking exercise while on passage. 1230: Carried out 6" Sub-calibre blind firing at Wheeler Reef Beacon. 1300: Came to Starboard anchor off Wheeler Reef.
Wednesday	5th.	Harbour routine 0950: Weighed and proceeded to carry out 6" sub-calibre blind firing at Wheeler Reef Beacon. 1110: Completed firings. 1130: Carried out Blind Fire Tracking exercise with U.S.S. "HENLEY". 1215: Exercise completed. U.S.S. "HENLEY" carried out Radar controlled dummy Torpedo attack. 1230: Attack completed, proceeded to Challenger Bay. U.S.S. "HENLEY" detached to Townsville. 1450: Came to Starboard Anchor in "Z 3" berth, Challenger Bay. 1500: U.S.S. "MUGFORD" detached to Townsville for escort duty.
Thursday	6th.	Harbour routine. 0730: R.F.A. "BISHOPDALE" secured alongside. Received 166 tons of oil fuel. 1145: R.F.A. "BISHOPDALE" returned to "Y 2" Berth. 1230: Fired two torpedoes for test runs.
Friday	7th.	Exercise routine 1330: Weighed and proceeded for exercises and passage to Cid Harbour. U.S.S. "HEMM" and U.S.S. "HENLEY" in company. 1830: Completed day exercises. 2000: Commenced night exercises.
Saturday	8th.	Exercise routine 0430: Completed night exercises 0700: Commenced fuelling exercise with R.F.A. "BISHOPDALE" using Admiralty Bouyant Hose method.

Page 2.

Saturday 8th. 0900: Completed fuelling exercise. Received 75 tons fuel.
(Continued) 1115: Came to Port Anchor in "A" Berth Cid Harbour where
U.S.S. "HENLEY" and U.S.S. "HELM" occupied "D" and "C"
Berths respectively.
2205: U.S.S. "HENLEY" proceeded to Townsville for escort duty.

Sunday 9th. Harbour routine. Anchored in Cid Harbour H.M.A.S.
"HOBART", U.S.S. "HELM", and R.F.A. "BISHOPDALE".

Monday 10th. Harbour routine.
0930: V.S.I.S. "MERKUR" arrived and secured alongside
Starboard side.
1630: V.S.I.S. "MERKUR" proceeded to anchor in "J" Berth.

Tuesday 11th. Harbour routine.
0900: H.M.A.S. "WARRAMUNGA" arrived.

Wednesday 12th. Harbour routine.
H.M.A. Ships dressed ship with masthead flags in honour
of the anniversary of the coronation of Their Majesties
the King and Queen. U.S. Ships conformed.
1300: H.M.A.S. "ARUNTA" arrived and completed with fuel from
Tanker.
2100: H.M.A. Ships "WARRAMUNGA" and "ARUNTA" sailed to
Townsville for escort duties.

Thursday 13th. Harbour routine.

Friday 14th. Harbour routine.
0800: U.S. Ships "PERKINS" and "CONYNHAM" arrived.
1800: U.S.S. "HELM" proceeded southwards.

Saturday 15th. Exercise routine.
0745: Weighed and proceeded to sea for exercises. U.S.S.
"PERKINS" and U.S.S. "CONYNHAM" in company.
1530: Secured alongside R.F.A. "BISHOPDALE" for fuel. Received
168 tons fuel.
1600: Destroyers anchored.
1740: Proceeded to anchor in "A" Berth.

Sunday 16th. Harbour routine. Anchored in Cid Harbour H.M.A.S.
"HOBART", U.S.S. "PERKINS", and U.S.S. "CONYNHAM".
R.F.A. "BISHOPDALE" and V.S.I.S. "MERKUR"

Monday 17th. Harbour routine.
1800: U.S.S. "CONYNHAM" proceeded south for escort duty.
2000: R.F.A. "BISHOPDALE" proceeded to Townsville.

Tuesday 18th. Harbour routine..
0730: Tanker "AASE MAERSK" arrived.

Wednesday 19th. Harbour routine
0630: H.M.A.S. "WARRAMUNGA" arrived.
0940: A Hydrophone contact was obtained and first degree of
readiness was assumed. Contact was then classified as
non-submarine.
1130: H.M.A.S. "WARRAMUNGA" secured alongside to effect minor
repairs.

Thursday 20th. Harbour routine
1345: H.M.A.S. "WARRAMUNGA", repairs completed, proceeded to
"E" Berth

Friday 21st. Harbour routine.
1306: H.M.A.S. "AUSTRALIA" wearing the flag of Commander,
Task Force 74 with U.S.S. "FLUSSER" and U.S.S. "MAHAN"
in company, arrived.

Saturday 22nd. Harbour routine.

Sunday 23rd. Harbour routine.

~~RESTRICTED~~

COMMONWEALTH OF AUSTRALIA

~~SECRET~~

ROYAL AUSTRALIAN NAVY

See 72/51/50 JTBailey 1/12/60

From: The Commanding Officer, H.M.A.S. "HOBART"
Date: 12th. May, 1943. Reference No: 8431/177/61
To: Rear Admiral Commanding H.M.A. Squadron
SUBJECT: WAR DIARY 1st. - 30th. APRIL, 1943

Submitted, in accordance with Navy Office Letter No. 034989 dated 8th. November, 1940, the following War Diary for H.M.A.S. "HOBART" during the month of April, 1943.

(All times, unless otherwise stated, are Zone -10)

Thursday	1st.	Refitting Routine.
Friday	2nd.	Refitting Routine
Saturday	3rd.	Refitting Routine. A.M. First Watch returned from long leave P.M. Second Watch proceeded on long leave.
Sunday	4th.	Refitting Routine
Monday	5th.	Refitting Routine
Tuesday	6th.	Refitting Routine
Wednesday	7th.	Refitting Routine
Thursday	8th.	Refitting Routine 1315: Slipped from Garden Island and proceeded to Cockatoo Island under tow. 1455: Secured in Sunderland Dock, Cockatoo Island.
Friday	9th.	Refitting Routine
Saturday	10th.	Refitting Routine
Sunday	11th.	Refitting Routine New South Wales Officers and ratings returned from long leave.
Monday	12th.	Refitting Routine Interstate Officers and ratings returned from long leave
Tuesday	13th.	Refitting Routine
Wednesday	14th.	Refitting Routine. 0925: Commenced flooding dock 1130: Undocked, proceeded under tow to No. 1 Bouy. 1231: Secured to No. 1 Bouy. 1250: Commenced Ammunitioning Ship. 1845: Secured oil lighters alongside 1900: Ceased Ammunitioning, commenced fuelling. 2330: Submarine alarm rockets fired by Garden Island Signal Station. Assumed First Degree of readiness against harbour attack. Ceased fuelling.
Thursday	15th.	Harbour Routine. 0130: Assumed Second Degree of readiness against harbour attack. 0640: Resumed normal routine. Recommenced fuelling. 0830: Ceased fuelling. Commenced ammunitioning and storing ship. 1700: Ceased ammunitioning. Recommenced fuelling. 2030: Completed fuelling. Received 665 tons.

Friday 16th. Harbour Routine
0830: Commenced ammunitioning ship
1050: Completed ammunitioning
1200: Slipped from No. 1 Bouy and proceeded over D.G. Range for calibration trials.
1622: Secured to No. 1 Bouy.
1640: Western Australian ratings returned from long leave.

Saturday 17th. Sea routine.
0834: Slipped and proceeded to sea for trials.
0920: Commenced A/S trials.
1030: Completed A/S trials. Commenced R.D.F. trials.
1100: Carried out 4" H.A. gun trials.
1140: Completed R.D.F. trials, returned to harbour.
1305: Secured to No. 3 Bouy.
1320: Commenced swinging ship for adjustment of compasses and D/F equipment.
1630: Completed swinging ship.
1650: Secured alongside fuel and water lighters.
1745: Admiral Sir Guy Royle, K.C.B. C.M.G., First Naval Member, and Paymaster Captain J. B. Foley, C.B.E., R.A.N. joined ship for passage.
1850: Completed fuelling, lighter cast off.
1904: Slipped and proceeded to rejoin Task Force 74 in North East area.

Sunday 18th. Sea routine.

Monday 19th. Sea routine.
1615: Sighted H.M.A.S. "AUSTRALIA" flying the Flag of Rear Admiral V.A.C. Crutchley, V.C., D.S.C., Commander, Task Force 74.
1651: Came to Port anchor 347⁰, 4 cables from H.M.A.S. "AUSTRALIA" in Cid Harbour.
1700: Admiral Sir Guy Royle, K.C.B., C.M.G., and Paymaster Captain J. B. Foley, C.B.E., R.A.N., left ship to join H.M.A.S. "AUSTRALIA".
1830: Weighed and proceeded to initial position for night encounter exercise.
2115: Carried out night encounter exercise with H.M.A.S. "AUSTRALIA".
2200: Exercise completed. Formed astern of H.M.A.S. "AUSTRALIA"

Tuesday 20th. Sea routine.
0245: Carried out night tactical exercise with Destroyers.
0315: Completed night exercises.
0800: Carried out close range A/A firing at sleeve target towed by aircraft of H.M.A.S. "AUSTRALIA".
0930: Witnessed 8" Full Calibre shoot at Wheeler Reef beacon by H.M.A.S. "AUSTRALIA".
1030: Carried out Radar tracking and Rangefinding exercise with H.M.A.S. "AUSTRALIA".
1340: Anchored in company with H.M.A.S. "AUSTRALIA" in Challenger Bay.
1445: Tanker "AASE MAERSK" secured alongside.
1820: Tanker "AASE MAERSK" proceeded to anchorage. Received 631.5 tons fuel.

Wednesday 21st. Harbour routine.

Thursday 22nd. Harbour routine.

Friday 23rd. Harbour routine.
1030: Exercised air defence of Task Force 74 at anchor. Task Force 74 attacked by four B.26 aircraft which made skip bombing, torpedo bombing, and medium level bombing attacks on the Task Force.
1200: Completed air defence exercise

Page 3.

Saturday 24th. Harbour routine.

Sunday 25th. Harbour routine.

Monday 26th. Exercise routine.
0830: Weighed and proceeded in company with H.M.A.S. "AUSTRALIA" for exercises.
0930: Exercised air defence of Task Force 74 under way. Task Force 74 attacked by three B.26 aircraft.
1030: Completed air defence exercise.
1045: Proceeded independently. Commenced fuelling U.S.S. "RALPH TALBOT" under way.
³1210: Completed fuelling, proceeded to Dunk Island anchorage.
1530: Sighted Task Force 74 in Dunk Island anchorage.
1612: Came to Port anchor in "Q" berth, Dunk Island anchorage.

Tuesday 27th. Harbour routine.

Wednesday 28th. Harbour routine.

Thursday 29th. Exercise routine.
0810: Weighed and proceeded independently to take up initial position for exercises with Task Force 74.
0900: Carried out Radar tracking and Rangefinding exercise with H.M.A.S. "AUSTRALIA".
1030: Carried out night tactical exercise with destroyers.
1130: Completed exercises, proceeded to Challenger Bay.
1300: Came to Starboard anchor in "Z2" berth, Challenger Bay.

Friday 30th. Harbour routine.
0715: Tanker "BISHOPDALE" secured alongside.
1010: Tanker "BISHOPDALE" returned to her anchorage. Received 270 tons fuel.

2. During the month the ship has steamed 1617 miles, being at sea for a total of 87 hours actual steaming time, giving an average speed of 18.6 knots.

3. The health and conduct of the Ship's Company during the month has been very good.



(Sgd.) H. A. SHOWERS

CAPTAIN.

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

Date.... 12th April, 1943.

No... 8136/177/60

To..... The Rear-Admiral Commanding, H.M.A. Squadron.

Subject.

WAR DIARY 1st - 31st MARCH, 1943.

(See 73/51/50)
RESTRICTED
SECRET

Submitted in accordance with Navy Office letter No.034989 dated 8th November, 1940, the following War Diary of H.M.A.S. "HOBART" during the month of March, 1943.

ALL TIMES ARE ZONE -11 UNLESS OTHERWISE STATED.

Monday	1st	Exercise Routine. 0820: Weighed and proceeded to area south of Palm Islands for exercises. 0915: H.M.A.S. "HOBART" carried out dummy torpedo attack on U.S.S. "SELFIDGE" and U.S.S. "RALPH TALBOT". 0945: Carried out Rangefinder and Radar calibration exercise (C.O.P. No.11). 1030: Carried out Rangefinder and Tracking exercise (COP No.4). 1100: Carried out Destroyer Radar exercise. 1115: Carried out Destroyer low visibility encounter exercises. 1300: Completed exercises. Returned to harbour. 1355: Task Group 44.5 anchored in Challenger Bay.
Tuesday	2nd	Harbour Routine. 1230: V.S.I.S. "MERKUR" despatched to Townsville for stores and mail.
Wednesday	3rd	Harbour Routine. 0830: U.S.S. "VICTORIA" secured alongside. Received 103 tons of oil fuel. 0930: U.S.S. "SELFIDGE" and U.S.S. "RALPH TALBOT" proceeded to sea for exercises. 1100: U.S.S. "VICTORIA" returned to anchorage. 1230: Destroyers entered harbour and completed with fuel before anchoring.
Thursday	4th	Exercise Routine. 0650: Task Group 44.5 weighed and proceeded to area north of Palm Islands for exercises. 0700: Sighted U.S.S. "PHOENIX" entering Challenger Bay from southward. 0900: Carried out Rangefinder and Tracking exercise. 1000: Carried out Destroyer Radar exercise. 1045: Carried out Destroyer low visibility encounter exercises. 1145: Task Group 44.5 and Task Group 44.7 in company took formation for anchoring. 1247: Task Group 44.5 and Task Group 44.7 anchored in Dunk Island anchorage. 1724: V.S.I.S. "MERKUR" anchored. 1815: U.S.S. "VICTORIA" anchored.
Friday	5th	Harbour Routine. 1200: H.M.A.S. "AUSTRALIA" flying the flag of the Commander, Task Force 44 entered the anchorage and secured alongside U.S.S. "VICTORIA". 1245: H.M.A.S. "AUSTRALIA" anchored in "P" berth.
Saturday	6th	Harbour Routine. 2010: The death occurred of Paymaster Sub-Lieutenant W.J. Henderson, R.A.N.
Sunday	7th	Sea Routine 0300: Weighed and proceeded to Townsville. 0812: Anchored in Cleveland Bay. 0915: The body of the late Paymaster Sub-Lieutenant W.J. Henderson landed for burial in Townsville cemetery.

Sunday 7th (Continued) 1205: Weighed and proceeded to Dunk Island anchorage.
1723: Secured alongside U.S.S. "VICTORIA" for fuel.
Received 183.4 tons.
1853: Slipped from U.S.S. "VICTORIA" and proceeded to anchorage in "R" berth.

Monday 8th Harbour Routine.
Task Force 44 at Dunk Island anchorage.
1000: Board of Enquiry on board H.M.A.S. "HOBART".

Tuesday 9th Exercise Routine.
0800: Task Force 44 weighed and proceeded in company for exercises.
0900: Carried out night tactical exercise.
0920: Dummy synchronised air attacks carried out on Task Force.
1100: Carried out Rangefinder and Tracking exercise (C.O.P. No.1).
Carried out close range sleeve target firings at target towed by aircraft of H.M.A.S. "AUSTRALIA".
1130: Exercises completed. Proceed in company with H.M.A.S. "AUSTRALIA".
1302: Anchored in company with H.M.A.S. "AUSTRALIA" in Challenger Bay.

Wednesday 10th Harbour Routine.
Task Force 44 at anchor in Challenger Bay.

Thursday 11th Harbour Routine.

Friday 12th Harbour Routine.
1050: V.S.I.S. "MERKUR" secured alongside. Stored ship.
1400: V.S.I.S. "MERKUR" slipped and proceeded to her anchorage.

Saturday 13th Harbour Routine.

Sunday 14th Harbour Routine.

Monday 15th Harbour Routine.

Tuesday 16th Harbour Routine.

Wednesday 17th Exercise Routine.
1515: Weighed and proceeded in company with H.M.A.S. "AUSTRALIA" flying the flag of Commander Task Force 74, and U.S.S. "PHOENIX".
1600: Carried out Radar and Rangefinder ranging exercise.
1745: Carried out Rangefinding and Tracking exercise.
1820: H.M.A.S. "HOBART" acted independently to take up initial position for night interception and night encounter exercise.
2200: Established patrol between Morinda Shoal and Cape Bowling Green.
2245: Encountered H.M.A.S. "AUSTRALIA" and U.S.S. "PHOENIX".
2305: Completed exercise. Cruisers proceeded in company.

Thursday 18th Exercise Routine.
0200: Carried out night tactical exercise. Cruisers of Task Force attacked by Destroyers protecting Convoy.
0300: H.M.A.S. "HOBART" acted independently to take up initial position for night encounter exercise.
0500: Carried out night encounter exercise.
0530: Completed night encounter exercise.
1000: Formed astern of U.S.S. "VICTORIA" to exercise fuelling whilst underway.
1100: Commenced fuelling from U.S.S. "VICTORIA".
1250: Completed fuelling. Received 234 tons. Cast off and proceeded to Dunk Island anchorage.
1520: Anchored in "Q" berth Dunk Island anchorage where Task Force were at anchor.

Friday 19th Harbour Routine.

~~SECRET~~ RESTRICTED Page 3.

Saturday 20th. Harbour routine.

Sunday 21st. Sea routine
0730: Weighed and proceeded to Townsville
1220: Anchored in Cleveland Bay. Embarked personnel and mails.
1545: Weighed and proceeded to Sydney.

Monday 22nd. Sea routine.

Tuesday 23rd. Sea routine.

Wednesday 24th. Sea routine.
0800: Entered Sydney Harbour
0842: Secured to Number One Bouy, Farm Cove.
0900: Secured Ammunition lighters alongside. Commenced to
De-Ammunition ship.
P.M. Tasmanian Officers and Ratings proceeded on long leave.

Thursday 25th. Refitting routine.
1230: Completed de-ammunitioning ship
1440: Slipped from Number One Bouy.
1520: Secured alongside Oil Wharf, Garden Island.
P.M. Victorian and South Australian and Queensland Officers
and Ratings proceeded on long leave.

Friday 26th. Refitting routine.
P.M. Western Australian ratings proceeded on long leave.

Saturday 27th. Refitting routine.

Sunday 28th. Refitting routine

Monday 29th. Refitting routine

Tuesday 30th. Refitting routine

Wednesday 31st. Refitting routine.

2. During the month the ship has steamed 2054 miles, being at sea for a total of 120 hours actual steaming, giving an average speed of 17.1 knots.

3. The health and conduct of the Ship's Company during the month has been very good.



(Sgd.) H. A. SHOWERS

CAPTAIN.

~~SECRET~~
(See 12/5/50)
Bailey

COMMONWEALTH OF AUSTRALIA

ROYAL AUSTRALIAN NAVY

From: The Commanding Officer, H.M.A.S. "HOBART"
Date: 7th. March, 1943. Reference No: 7931/177/59
To: Rear Admiral Commanding H.M.A. Squadron.
SUBJECT: WAR DIARY 1st. - 28th, FEBRUARY, 1943

Submitted, in accordance with Navy Office Letter No. 034989 dated 8th. November, 1940, the following War Diary of H.M.A.S. "HOBART" during the month of February, 1943.

(All times, unless otherwise stated, are Zone -11)

Monday	1st.	Harbour routine. Task Group 44.5 anchored off Dunk Island.
Tuesday	2nd.	Harbour routine.
Wednesday	3rd.	Harbour routine. 0900: Carried out Damage Control Exercise. 2315: Task Group 44.5 weighed and proceeded.
Thursday	4th.	Sea routine. 0500: Detached U.S.S. "PATTERSON" with defective 4T Transmitter alternator ex H.M.A.S. "HOBART" to Townsville. 0730: Anchored in Challenger Bay. 1325: Weighed and proceeded to rendezvous with U.S.S. "PATTERSON". 1415: Carried out destroyer Radar Exercise. 1515: Carried out Rangefinder and Inclination Exercise. 1550: Carried out Dummy Low Visibility Torpedo attack on U.S.S. "PATTERSON". 1610: Completed exercises. Set course for Dunk Island anchorage. 1800: Anchored off Dunk Island.
Friday	5th.	Harbour routine Cutter race between Officers and Petty Officers, won by Officers.
Saturday	6th.	Exercise routine. 0650: Weighed and proceeded to rendezvous with Task Group 44.7 for exercises. 0900: Exercises Numbers 1 and 2, C.O.P., for 30 minutes each. 1000: Low Visibility Torpedo Firing - H.M.A.S. "HOBART" fired two torpedoes at U.S.S. "PHOENIX". 1015: Exercise Number 5 for Task Group 44.5 only. 1039: Recovered Torpedoes. 1120: U.S.S. "PHOENIX" took H.M.A.S. "HOBART" in tow. 1230: Task Groups parted company. 1330: U.S.S. "SELFRIDGE" joined Task Group 44.5 which proceeded to Challenger Bay. 1400: Anchored in Challenger Bay. 1430: Fuelled from Tanker "AASE MAERSK". Received 297 tons.
Sunday	7th.	Sunday Harbour Routine.
Monday	8th.	Harbour routine. 0900: 3 Aircraft from U.S.S. "PHOENIX" arrived for exercises. 0948: One aircraft crashed on landing. Crew and plane were salvaged by boats from U.S.S. "PATTERSON" and H.M.A.S. "HOBART". 1630: Task Group 44.7 anchored in Challenger Bay. Transferred damaged aircraft to U.S.S. "PHOENIX".

Page 2.

Tuesday 9th. Harbour routine
1630: U.S.S. "PATTERSON" despatched to Townsville with defective main Wireless Telegraphy alternator ex H.M.A.S. "HOBART".

Wednesday 10th. Harbour routine.
0730: Secured V.S.I.S. "MERKUR" alongside. Stored and watered ship.
1250: Proceeded for exercises.
1330: Destroyers carried out Dummy Torpedo attack on cruisers.
1415: Exercise Number 11 (C.O.P).
1535: Exercise Number 1 (C.O.P).
1630: H.M.A.S. "HOBART" took U.S.S. "PHOENIX" in tow.
1740: Ships proceeded to anchorage.
1910: Anchored in Challenger Bay.

Thursday 11th. Harbour routine.

Friday 12th. Harbour routine.

Saturday 13th. Harbour routine.

Sunday 14th. Harbour routine.
1400: Tanker "AASE MAERSK" entered Challenger Bay and secured alongside H.M.A.S. "HOBART". Received 163 tons. of oil fuel.
1630: Tanker "AASE MAERSK" cast off and anchored.

Monday 15th. 0320: Task Group 44.5 proceeded to take up initial position for Night Encounter exercise with Task Group 44.7.
0445: Carried out Night Encounter exercise.
0530: Completed Night Encounter exercise.
0600: Destroyers carried out dummy dawn Torpedo attack on cruisers.
0630-0800: H.M.A.S. "HOBART" provided targets for Exercise Number 6 (C.O.P).
0900: Exercises Numbers 1 and 2 simultaneously.
0930: Task Groups parted company, set course for Dunk Island anchorage with Task Group 44.5.
0945: Exercise Number 7.
1150: Task Group 44.5 anchored off Dunk Island.

Tuesday 16th. Harbour routine.
1000: Carried out Fire Control Radar Calibration firing 8 rounds 6" Full calibre from "A" turret.

Wednesday 17th. Harbour routine.
0900: Carried out Damage Control Exercise.
1130: H.M.A.S. "STUART" brought mail and despatches.
1245: H.M.A.S. "STUART" parted company.

Thursday 18th. Exercise routine.
0900: Proceeded for exercises.
0930: Destroyer Radar exercise.
1000: Exercise Number 11, destroyers operating as one unit.
1045: Dummy Low Visibility Torpedo attack by H.M.A.S. "HOBART".
1115: Carried out Damage Control exercise under way. Destroyers acted independently.
1300: H.M.A.S. "HOBART" anchored off Dunk Island.
1615: Destroyers returned to anchorage.
1800: Received Submarine report from H.M.A.S. "BALLARAT" via aircraft giving Submarine position as 16°10' S., 146°30' E., at 1230 Love.
2000: Kept steam at 30 minutes notice.
2348: Sound contact of stationary target reported bearing

Thursday 18th. 2348: 055°, distance 1,700 yards, reported by U.S.S.
(Continued) "RALPH TALBOT".
2350: Steam ordered for immediate notice.
2358: U.S.S. "RALPH TALBOT" weighed and proceeded to investigate the contact.

Friday 19th. Harbour routine.
0020: U.S.S. "RALPH TALBOT" reported initial contact doubtful and lost. Returned to anchorage at 0110.
0045: Steam ordered at 30 minutes notice.
0730: Steam ordered at 2 hours notice.
1130: Steam ordered at 4 hours notice.

Saturday 20th. Harbour routine.

Sunday 21st. Harbour routine.

Monday 22nd. Harbour routine.
To conform with destroyers, dressed ship in honour of the Birthday of George Washington.

Tuesday 23rd. Exercise routine.
0640: Proceeded alongside Tanker "AASE MAERSK"
0930: Slipped from Tanker and proceeded for exercises.
1000: Destroyer Radar Exercise.
1030: Exercise Number 11 (C.O.P). Destroyers act as one unit.
1100: Exercise Number 1.
1130: Dummy Low Visibility Torpedo attack on destroyers
1315: Destroyers took H.M.A.S. "HOBART" in tow. U.S.S. "SELFRIDGE" by the bow. U.S.S. "RALPH TALBOT" by the stern.
1425: Exercises completed, set course for Challenger Bay.
1545: Task Group 44.5 anchored in Challenger Bay, where V.S.I.S. "MERKUR" was already at anchor.
1600: Tanker "AASE MAERSK" anchored in Challenger Bay.

Wednesday 24th. Harbour routine.
0700: V.S.I.S. "MERKUR" secured starboard side for storing and watering ship.
1400: V.S.I.S. "MERKUR" proceeded to anchorage.

Thursday 25th. Exercise routine.
1430: Proceeded for exercises.
1530: Low Visibility Torpedo attack by H.M.A.S. "HOBART".
Owing to weather it was not possible to fire torpedoes.
1630: Manoeuvres.
1740: Exercise Number 11. Destroyers acted as one unit.
1810: Exercise Number 1 (duration 30 minutes).
2030: Night lookout exercise.
2330: Completed exercises, set course for Challenger Bay.
2350: When avoiding small vessel fine on port bow, which switched on navigation lights, engines were stopped and Paravanes became foul.

Friday 26th. Harbour routine.
0150: Proceeded, Paravanes clear and inboard.
0210: Task Group 44.5 anchored in Challenger Bay.
0730: V.S.I.S. "MERKUR" secured starboard side for storing and watering ship.
1400: V.S.I.S. "MERKUR" proceeded to anchorage.

Saturday 27th. Harbour routine.
0830: U.S.S. "VICTORIA" entered harbour and secured alongside H.M.A.S. "HOBART". Received 137 tons of oil fuel.
1135: U.S.S. "VICTORIA" proceeded to anchorage.

Sunday 28th. Harbour routine.

Page 4.

2. During the month H.M.A.S. "HOBART" proceeded to sea on seven occasions making the total number of hours at sea 59. The distance steamed was 742 miles.

3. The conduct of the Ship's Company during the month has been very good.

4. The general health of the Ship's Company has been very good, but, consequent upon long service under conditions of heat in the tropics, a large number of skin conditions manifested themselves. These were chiefly prickly heat, tinea or ringworm of the feet, groins, and, in some cases, spreading over most of the skin surface. Various infective conditions of the skin chiefly boils and carbuncles. As plentiful an issue as possible of fresh fruit was given to the Ship's Company. One factor in the control of skin conditions, i.e., an adequate laundry service, whereby underclothing and tropical dress could be readily boiled and thus sterilize clothing and kill causative organisms, was not available. Such clothing was invariably put through the large sterilizer, but the possession of facilities for boiling clothes would prevent a number of skin conditions from ever occurring.



(Sgd.) H. A. SHOWERS

CAPTAIN.

COMMONWEALTH OF AUSTRALIA

ROYAL AUSTRALIAN NAVY

~~SECRET~~ (See 72/51/50) *Shaw*

From: The Commanding Officer, H.M.A.S. "HOBART"
 Date: 10th. February, 1943 Reference No: 7755/177/55
 To: Rear Admiral Commanding H.M.A. Squadron
 SUBJECT: WAR DIARY 1st. - 31st. JANUARY, 1943

Submitted, in accordance with Navy Office Letter No. 034989 dated 8th. November, 1940, the following War Diary of H.M.A.S. "HOBART" during the month of January, 1943.

(All times, unless otherwise stated, are Zone -11)

Friday	1st.	Sea routine (Coral Sea Patrol). 0815: Secured U.S.S. "BAGLEY" alongside for fuelling. 1020: U.S.S. "BAGLEY" cast off. Delivered 109 tons. 1040: Secured U.S.S. "SELFRRIDGE" alongside for fuelling. 1125: U.S.S. "SELFRRIDGE" cast off. Delivered 47 tons. 1300: Commenced Destroyer Radar Exercise. 1348: Completed exercise.
Saturday	2nd.	Sea routine. 1015: Commenced Destroyer Radar Exercise. 1110: Completed exercise.
Sunday	3rd.	Sea routine.
Monday	4th.	Sea routine. 0826: Sighted H.M.A.S. "AUSTRALIA" flying flag of Commander Task Force 44. and Task Group 44.3. 0900: Formed astern of H.M.A.S. "AUSTRALIA" 1042: U.S.S. "HENLEY" commenced transferring mail to H.M.A.S. "HOBART". 1050: 5 bags of mail lost overboard. U.S.S. "HENLEY" proceeded to recover 4 of the bags. 1130: U.S.S. "HENLEY" again transferred mail. 1230: Completed transferring mail. Parted company with Commander, Task Force 44 and Task Group 44.3. 1240: Set course for Grafton Passage.
Tuesday	5th.	Sea routine. 0920: Entered Grafton Passage. Set course for Cid Harbour 1130: U.S.S. "SELFRRIDGE" received mail from H.M.A.S. "HOBART".
Wednesday	6th.	Sea routine. 0656: Came to Starboard anchor in Cid Harbour. 0930: U.S.S. "PHOENIX" and U.S.S. "MUGFORD" entered Cid Harbour and anchored. 1005: Tanker "AASE MAERSK" arrived Cid Harbour. 1740: Tanker "AASE MAERSK" secured alongside. Commenced fuelling. Received 284 tons.
Thursday	7th.	Harbour routine. 0650: Tanker "AASE MAERSK" slipped and proceeded to Townsville. 0945: U.S.S. "SELFRRIDGE" weighed and parted company. 1345: Weighed and proceeded to Brisbane.
Friday	8th.	Sea routine.
Saturday	9th.	Sea routine. 0600: Entered Moreton Bay Swept Channel. 0730: Exercise Action Stations for H.A. firings. 0800: U.S.S. "PATTERSON" joined company. 0804: Commenced 4" H.A. long range firing at sleeve target towed by R.A.A.F. aircraft.

Page 2.

Saturday 9th. 0910: Completed firings.
(Continued) 0930: Entered Moreton Bay.
1120: Entered Brisbane River.
1325: Secured alongside Newstead Wharf No. 1, Brisbane.
P.M. Completed with fuel. Received 1171 tons.

Sunday 10th. Sunday Harbour routine.

Monday 11th. Harbour routine.

Tuesday 12th. Harbour routine.

Wednesday 13th. Harbour routine.

Thursday 14th. Exercise routine.
0900: Slipped and proceeded down river.
1120: Came to port anchor 4 miles 330° from Pile Light.
Carried out Rangefinder and Director test.
1630: Weighed and proceeded for Sub-calibre firings in Moreton Bay.
1730: Commenced Sub-calibre firings at Pattern V1 target towed by H.M.A.S. "TONGKOL".
1830: Completed firings.
1850: Came to starboard anchor.
2000: Carried out Searchlight calibration.
2045: Weighed and proceeded for night sub-calibre firings.
2115: Commenced night Sub-calibre firing at Pattern V1 target towed by H.M.A.S. "TONGKOL".
2215: Completed firings.
2250: Came to starboard anchor 7 cables 320° off Pile Light

Friday 15th. Exercise routine
0730: H.M.A.S. "VENDETTA" joined company.
0900: Exercise Action Stations for Damage Control Exercise.
1020: Secured from Damage Control Exercise.
1100: U.S.S. "PATTERSON" joined company.
1130: Weighed and proceeded for 4" H.A. long range and 6" full calibre firing.
1530: Commenced 4" H.A. long range firing at sleeve target towed by R.A.A.F. aircraft. Sleeve shot down.
1710: Carried out 6" Full calibre reduced charge firing at Battle Practice target.
1730: U.S.S. "PATTERSON" carried out 5" full calibre firing at Battle Practice target.
1800: H.M.A.S. "VENDETTA" carried out 4.7" full calibre firing at Battle Practice target.
2105: Carried out 6" Full calibre reduced charge night firing at Battle Practice target.
2120: U.S.S. "PATTERSON" carried out night 5" Full calibre firing at Battle Practice target.
2145: H.M.A.S. "VENDETTA" carried out night 4.7" full calibre firing at Battle Practice target.
Detached H.M.A.S. "VENDETTA" to return to Brisbane.
2230: Took up patrol line for night encounter exercise.

Saturday 16th. 0345: Night encounter exercise with H.M.A.S. "WARRAMUNGA"
0430: Set course for Moreton Bay.
0620: Carried out fuelling at sea exercise with H.M.A.S. "WARRAMUNGA".
0800: Entered Moreton Bay.
1120: Entered Brisbane River.
1330: Secured alongside Mercantile Wharf, Brisbane. Took in 205 tons of oil fuel.

Sunday 17th. Sunday harbour routine.

Monday 18th. Harbour routine.
0600: Shifted berth to Hamilton Wharf.
0720: Secured at Hamilton Wharf.

Page 3.

Tuesday 19th. Harbour routine
1030: The Right Reverend Dr. J. Duhig, Archbishop of Brisbane, presented engraving "The Death of Nelson" to the ship.

Wednesday 20th. Harbour routine.
0945: Carried out Fighter Director Exercise.

Thursday 21st. Harbour routine.
0930: Carried Fighter Director Exercise.

Friday 22nd. Harbour routine.
0820: Slipped and proceeded down Brisbane River.
1035: Came to Starboard anchor 320° 7 cables off Pile Light. Carried out F.C. Radar calibration. U.S.S. "RALPH TALBOT" joined company.
1330: Weighed and proceeded to seaward of Cape Moreton.
1700: Commenced Radar Calibration Exercise No. 11 (C.O.P.)
1930: Calibration completed. Set course for Moreton Bay.
2330: Came to starboard anchor 320° 7 cables off Pile Light.

Saturday 23rd. Sea routine.
0610: Weighed and proceeded up Brisbane River.
0820: Secured alongside Newstead No. 2 Wharf.
0945: Commenced fuelling.
1215: Slipped and proceeded down river.
1800: Cleared Moreton Bay Swept Channel. Set course for Barrier Reef anchorage.
2350: Sighted H.M.A.S. "AUSTRALIA", U.S.S. "SELFIDGE" and U.S.S. "HENLEY".

Sunday 24th. Sunday sea routine.
1106: Closed and identified British Merchant Ship "ADMIRAL CHASE".

Monday 25th. Sea routine.
0930: Sighted U.S.S. "PATTERSON" escorting Munition Supply Ship "POYANG".
1202: Came to starboard anchor in Challenger Bay. U.S.S. "PHOENIX", U.S.S. "MUGFORD" and U.S.S. "HELM" in company, at anchor.
1350: Secured "POYANG" alongside.
1600: "POYANG" slipped and proceeded to anchorage.
1640: U.S.S. "VICTORIA" secured alongside. Commenced fuelling.
1915: U.S.S. "VICTORIA" slipped and proceeded to anchorage received 307 tons.

Tuesday 26th. Harbour routine.
0700: U.S.S. "PHOENIX", U.S.S. "HELM" weighed and proceeded.
0715: H.M.A.S. "SWAN" escorting U.S.S.S. "GEORGE MATHEWS" entered Challenger Bay and anchored.
0750: U.S.S. "PATTERSON" and U.S.S. "MUGFORD" weighed and proceeded for exercises.
0825: H.M.A.S. "SWAN" and U.S.S.S. "GEORGE MATHEWS" weighed and proceeded.
1230: U.S.S. "PATTERSON" and U.S.S. "MUGFORD" returned to Challenger Bay, fuelled and anchored.

Wednesday 27th. Harbour routine.
0915: U.S.S. "MUGFORD" weighed and proceeded.
1035: U.S.S. "HELM" rejoined and anchored in Challenger Bay.
1120: U.S.S. "HELM" weighed and proceeded.

Thursday 28th. Harbour routine.
0730: U.S.S. "PATTERSON" weighed and proceeded to Townsville.
1920: U.S.S. "PATTERSON" rejoined, and anchored.
2040: H.M.A.S. "STUART" entered Challenger Bay and anchored.

Page 4.

Friday 29th. Exercise routine.
0810: U.S.S. "PATTERSON" and H.M.A.S. "STUART" weighed and proceeded.
0830: Weighed and proceeded for exercises.
0930: Carried out Rangefinder and Inclination Exercise (Exercise No. 1 (C.O.P.) with U.S.S. "PATTERSON".
1005: Carried out Destroyer Radar Exercise with U.S.S. "PATTERSON".
1045: U.S.S. "PATTERSON" took H.M.A.S. "HOBART" in tow.
1200: Completed exercises. Set course for Challenger Bay.
1330: Came to Port anchor in Challenger Bay.

Saturday 30th. Harbour routine.
1410: U.S.S. "VICTORIA" secured alongside. Received 108 tons oil fuel.
1535: U.S.S. "VICTORIA" slipped and returned to anchorage.

Sunday 31st. Sea routine
0715: Weighed and proceeded with U.S.S. "PATTERSON" in company to rendezvous with Task Group 44.7.
0900: Carried out close range A.A. firings at sleeve target towed by aircraft of U.S.S. "PHOENIX".
0930: Carried out Rangefinder and Inclination exercise with U.S.S. "PHOENIX", and Heightfinding exercise with aircraft.
1045: Closed and took U.S.S. "PHOENIX" in tow.
1150: Cast off tow.
1200: Set course for Dunk Island anchorage. U.S.S. "PATTERSON" in company.
1515: Came to starboard anchor in Dunk Island anchorage.
1730: Established Shore Signal Station in co-operation with R.A.A.F. detachment on Dunk Island.

2. During the month H.M.A.S. "HOBART" spent $18\frac{1}{2}$ days in harbour and has been at sea $12\frac{1}{2}$ days. The ship has steamed a distance of 4335 miles during the 12 days 7 hours actual steaming time at an average speed of 14.7 knots.

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

THE COMMANDER

22 FEB 1943

TASK FORCE 44.7

(Sgd.) H. A. SHOWERS

CAPTAIN.

SECRET
see 72/51/50
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RESTRICTED

COMMONWEALTH OF AUSTRALIA

ROYAL AUSTRALIAN NAVY

From: The Commanding Officer, H.M.A.S. "HOBART"
Date: 3rd. January, 1943. Reference No: 7421/177/53
To: The Rear Admiral Commanding H.M.A. Squadron
SUBJECT: WAR DIARY 1st. - 31st. DECEMBER, 1942.

Submitted, in accordance with Navy Office Letter No. 034989 dated 8th. November, 1940, the following War Diary of H.M.A.S. "HOBART" during the month of December, 1942:-

(All times, unless otherwise stated, are Zone -11)

Tuesday 1st. Harbour routine.
A.M. Damage Control exercise.

Wednesday 2nd. Harbour routine.
P.M. Carried out torpedo test runs.
Band landed to play at settlement on Great Palm Island.

Thursday 3rd. Harbour routine.
A.M. Carried out torpedo test runs.
1540: H.M.A.S. "AUSTRALIA" anchored.
1600: Flag of Rear Admiral V. A. C. Grutchley, V.C., D.S.C. broken in H.M.A.S. "AUSTRALIA" and struck in H.M.A.S. "HOBART".

Friday 4th. Sea routine.
0924: Weighed and proceeded.
1000: Commenced fuelling from U.S.S. "VICTORIA".
1220: Completed fuelling. Received 75 tons.
1915: Cleared Grafton Passage. Commenced Coral Sea Patrol.

Saturday 5th. Sea routine.

Sunday 6th. Sea routine.

Monday 7th. Sea routine.

Tuesday 8th. Sea routine.

Wednesday 9th. Sea routine.
2359: Detached U.S.S. "BAGLEY" to rendezvous and escort U.S.S. "TULSA".

Thursday 10th. Sea routine.

Friday 11th. Sea routine.
0910: Sighted H.M.A.S. "AUSTRALIA" flying flag of Commander of Task Force 44 and Task Group 44.3.
0925: Sighted U.S.S. "BAGLEY" rejoining.
0945: Commenced Rangefinding and Inclination exercise with Task Group 44.3.
1015: Completed exercise.
1500: Commenced Radar Calibration exercise.
1615: Completed exercise. Parted company with Commander, Task Force 44 and Task Group 44.3. Set course for Reef anchorage.

Saturday 12th. Sea routine.
0615: Sighted land ahead.
0745: Entered Grafton Passage.
0900: U.S.S. "SELFRIDGE" parted company and proceeded to Cairns.

Saturday 12th. 1000: Carried out Damage Control exercise with ship listed 6°
(Continued) 1100: Secured from exercise.
1305: Came to Port anchor 285° Mound Islet, 8 cables off
Bunk Island.
1420: Secured U.S.S. "VICTORIA" alongside. Received 955 tons
of oil fuel and 17 tons of diesel oil.
1715: U.S.S. "SELFREDGE" rejoined.

Sunday 13th. Sunday harbour routine.
0700: U.S.S. "VICTORIA" slipped and anchored.

Monday 14th. Harbour routine.

Tuesday 15th. Harbour routine.
0725: V.S.I.S. "MERKUR" secured alongside.
0800: Hands employed storing ship.
1200: Storing completed. V.S.I.S. "MERKUR" slipped and
anchored.

Wednesday 16th. Harbour routine.
0700: U.S.S. "BAGLEY" proceeded with mail to Cairns.
1130: Weighed and proceeded alongside U.S.S. "VICTORIA".
1230: Secured alongside. Received 70 tons of oil fuel.
1340: Slipped and proceeded to rendezvous with Task Group
44.3.
1730: U.S.S. "BAGLEY" joined company.

Thursday 17th. Sea routine.
0915: Sighted Task Group 44.3.
0945: Commenced Rangefinding and Inclination exercise.
1015: Exercise completed.
1315: Commenced Radar Calibration exercise.
1445: Parted company with Commander, Task Force 44 and Task
Group 44.3. Took over Coral Sea Patrol.
2035: Sighted U.S.S. "PATTERSON".

Friday 18th. Sea routine.

Saturday 19th. Sea routine.
0942: Commenced fuelling U.S.S. "SELFREDGE".
1050: Completed fuelling. 74 tons delivered.
1115: Commenced Destroyer Radar exercise.
1200: Completed exercise.

Sunday 20th. Sea routine.
1000: Commenced Destroyer Radar exercise.
1050: Completed exercise.

Monday 21st. Sea routine.
1015: Commenced Destroyer Radar exercise.
1100: Completed exercise.

Tuesday 22nd. Sea routine
1015: Commenced Destroyer Radar exercise.
1035: Completed exercise
1514: U.S.S. "BAGLEY" reported doubtful A/S contact. Task
Group made emergency turn to Port and increased speed.
1530: Normal speed resumed.
1630: U.S.S. "BAGLEY" rejoined.

Wednesday 23rd. Sea routine.
0915: Sighted Task Group 44.3.
1000: Commenced Rangefinding and Inclination exercise.
1030: Ceased exercise.
1100: U.S.S. "HELM" collected and distributed despatches.
1257: H.M.A.S. "AUSTRALIA" launched aircraft.
1320: Carried out H.A. heightfinding exercise.
1410: Commenced Close Range A/A firing at Sleeve Target
towed by aircraft of H.M.A.S. "AUSTRALIA".

Wednesday 23rd. 1435: Carried out Submarine alert exercise.
 (Continued) 1458: H.M.A.S. "AUSTRALIA" recovered aircraft.
 1515: Commenced Radar Calibration exercise
 1640: Ceased exercise. Parted company with Commander, Task Force 44 and Task Group 44.3, and proceeded to Reef anchorage.

Thursday 24th. Sea routine.
 0605: Sighted land ahead.
 0740: Entered Grafton Passage.
 0820: Cleared Grafton Passage.
 0900: Stopped to transfer sick man, Stoker D. K. HILL, O.N. P.A.3023, and mails to U.S.S. "BAGLEY" for passage to Townsville.
 1522: Came to Port anchor 351° East End of Eclipse Island 3 miles in Challenger Bay.
 1600: Tanker "AASE MAERSK" secured alongside, Starboard side.
 1630: V.S.I.S. "MERKUR" secured alongside, Port side.
 Hands employed storing ship.
 1835: Storing complete. V.S.I.S. "MERKUR" slipped and anchored.
 1940: U.S.S. "BAGLEY" rejoined.
 2215: Completed fuelling, received 1093 tons.

Friday 25th. Sunday routine.
 0655: Tanker "AASE MAERSK" slipped and anchored.
 1200: Hands to Christmas Dinner.

Saturday 26th. Harbour routine.

Sunday 27th. Harbour routine.
 0800: Destroyers weighed and proceeded for exercises.
 1400: Destroyers returned and secured alongside Tanker "AASE MAERSK".
 1445: Destroyers proceeded to anchorages.

Monday 28th. Harbour routine.
 0700: Tanker "AASE MAERSK" secured alongside.
 0730: Destroyers weighed and proceeded for towing exercises.
 0835: Tanker "AASE MAERSK" slipped and proceeded to anchorage. Received 70 tons. V.S.I.S. "MERKUR" weighed and proceeded to Townsville.
 0950: Weighed and proceeded to rendezvous with Task Group 44.3.

Tuesday 29th. Sea routine.
 0928: Sighted Task Group 44.3.
 1000: Commenced Rangefinding and Inclination exercise with H.M.A.S. "AUSTRALIA"
 1030: Ceased exercise.
 1035: Commenced H.A. heightfinding exercise.
 1110: U.S.S. "BAGLEY" commenced collecting and delivering despatches.
 1145: H.M.A.S. "AUSTRALIA" recovered aircraft.
 1315: Commenced Radar Calibration exercise.
 1415: Ceased exercise. Parted company with Commander, Task Force 44 and Task Group 44.3. Assumed Coral Sea Patrol.
 2004: U.S.S. "SELFIDGE" reported A/S contact in position 12° 25' S., 149° 16' East.
 2005: Task Group 44.5 made emergency turn to Port and increased speed to 20 knots.
 2008: U.S.S. "SELFIDGE" attacked contact with depth charges.
 2032: Reduced speed to normal night speed.
 2110: Resumed course

Wednesday 30th. Sea routine.
 0605: Sighted U.S.S. "SELFIDGE" bearing 121°, 14 miles.
 0630: Commenced Destroyer Radar exercise.
 0650: Ceased exercise.

Page 4.

Thursday 31st. Sea routine. Encountered heavy rain storms all day.
1015: Carried out Destroyer Radar exercise.
1100: Ceased exercise.

2. During the month H.M.A.S. "HOBART" spent $11\frac{1}{2}$ days in harbour and has been at sea on $19\frac{1}{2}$ days. The ship has steamed a distance of 7798 miles during the 19 days 21.7 hours actual steaming time at an average speed of 16.3 knots.

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



(Sgd.) H. A. SHOWERS

CAPTAIN.

C.S.O.

S.O.O.

S.O.C.

PA

~~SECRET~~
(see 72/51/50) *W. Bailey*
~~RESTRICTED~~

COMMONWEALTH OF AUSTRALIA

ROYAL AUSTRALIAN NAVY

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

Date: Reference No: 7424/177/54

To: Rear Admiral Commanding H.M.A. Squadron.

SUBJECT: WAR DIARY 1st. - 30th. NOVEMBER, 1942.

Submitted, in accordance with Navy Office Letter No. 034989 dated 8th. November, 1940, the following War Diary of H.M.A.S. "HOBART" during the month of November, 1942.

(All times, unless otherwise stated, are Zone -11)

Sunday	1st.	Sunday Sea routine. 1540: Exercised Action Stations. 1600: Opened fire. Carried out full calibre bombardment firing at Cato Island. 1615: Cease fire. 2000: Commenced night encounter exercise 2030: Ceased exercise.
Monday	2nd.	Sea routine. 1000: Damage Control exercise. 1200: Entered North West Channel, Moreton Bay. 1327: Entered Brisbane River. 1530: Secured alongside No. 3 Berth, Newstead Wharf. Received 950 tons of oil fuel.
Tuesday	3rd.	Harbour routine.
Wednesday	4th.	Harbour routine. 0830: Slipped and proceeded down Brisbane River. 1025: Cleared Brisbane River. 1042: Came to, Starboard anchor, in Moreton Bay. 1945: Exercised action Searchlight, 6" Director and Star Shell Control crews. 2030: Completed exercises.
Thursday	5th.	Exercise routine. 1015: Weighed and proceeded. Carried out Radar Calibration in Moreton Bay. 1142: Came to, Starboard anchor. 1235: Weighed and proceeded. Carried out Sub-calibre firing. 1614: Came to Starboard anchor. 1934: Weighed and proceeded. Carried out night Sub-calibre firing. 2106: Came to, Starboard anchor.
Friday	6th.	Exercise routine. 1015: Weighed and proceeded. 1400: Cleared North West Channel, Moreton Bay. 1440: Task Force 44 commenced gunnery exercises. 1600: Carried out day 6" Full calibre (reduced charge) firing Battle Practice Target. 2200: Carried out Night 6" Full calibre (reduced charge) firing at Battle Practice Target. Completed exercises. Return to anchorage.
Saturday	7th.	Exercise routine. 0318: Came to Port anchor. 345° Caloundra Light 7.9 miles. 0830: Weighed and proceeded to Pile Light anchorage. 1120: Secured alongside Tanker "AASE MAERSK". Received 169 tons of oil fuel. 1258: Slipped from tanker "AASE MAERSK" and proceeded up Brisbane River 1523: Secured alongside Hamilton Wharf.

Sunday	8th.	Sunday Harbour routine.
Monday	9th.	Harbour routine.
Tuesday	10th.	Harbour routine.
Wednesday	11th.	Harbour routine. 1030: Slipped from Hamilton Wharf and proceeded down Brisbane River. 1225: Secured alongside Tanker "AASE MAERSK" in Pile Light anchorage. Received 69 tons of oil fuel. 1345: Slipped and proceeded to anchorage. 1409: Came to, Starboard anchor. 1940: Weighed and proceeded with Task Force 44 in company to outer end of swept channel. 2359: Set course for Reef anchorage.
Thursday	12th.	Sea routine. 1000: Carried out Rangefinding and Inclination exercise. 1030: Completed exercise.
Friday	13th.	Sea routine. 1150: Came to, Port anchor, in Cid Harbour.
Saturday	14th.	Harbour routine. 1255: Secured Tanker "AASE MAERSK" alongside. Received 251 tons. 1708: Tanker "AASE MAERSK" slipped.
Sunday	15th.	Harbour routine. 1900: U.S. Ships "PHOENIX", "MUGFORD" AND "HELM" weighed and parted company.
Monday	16th.	Harbour routine 2050: Weighed and proceeded.
Tuesday	17th.	Sea routine. 0600: Detached U.S.S. "BAGLEY" to Townsville. 0846: Came to, Starboard anchor, in Challenger Bay, Palm Islands. 1325: U.S.S. "BAGLEY" rejoined.
Wednesday	18th.	Harbour routine.
Thursday	19th.	Harbour routine. 0730: Tanker "AASE MAERSK" secured alongside. 0950: V.S.I.S. "MERKUR" secured alongside. Hands employed storing ship. 1200: Tanker "AASE MAERSK" slipped and proceeded to anchorage. 1355: V.S.I.S. "MERKUR" slipped and proceeded to anchorage.
Friday	20th.	Harbour routine.
Saturday	21st.	Harbour routine. 0945: Weighed and proceeded to rendezvous with Task Group 44.4.
Sunday	22nd.	Sea routine. 0900: Sighted U.S.S. "PHOENIX" bearing 008°, 18 miles. 0945: Commenced Rangefinding and Inclination exercise with Task Group 44.4. 1015: Ceased exercise. Assumed Coral Sea Patrol.
Monday	23rd.	Sea routine.
Tuesday	24th.	Sea routine.

Wednesday 25th. Sea routine.

Thursday 26th. Sea routine.
0850: Commenced fuelling U.S.S. "BAGLEY"
0954: Completed fuelling U.S.S. "BAGLEY" (356 barrels)
1343: U.S.S. "HENLEY" reported doubtful A/S contact. Task Group made emergency turn and increased speed.
1349: Normal speed resumed.
1418: U.S.S. "HENLEY" resumed station.

Friday 27th. Sea routine.
1100: Sank floating bouy with Short Range weapon fire.

Saturday 28th. Sea routine.
0857: Sighted U.S.S. "PHOENIX", bearing 122°, distant 18 miles.
0945: Carried out Rangefinding and Inclination exercise with Task Group 44.4.
1036: Exercise completed.
1300: Parted company with Task Group 44.4.
Set course for Reef anchorage.

Sunday 29th. Sea routine.
1424: Came to, Port anchor, in Challenger Bay.
1715: V.S.I.S. "MERKUR" secured alongside.
2005: Tanker "AASE MAERSK" secured alongside.

Monday 30th. Harbour routine.
0645: Tanker "AASE MAERSK" slipped and proceeded to anchorage.
0700: V.S.I.S. "MERKUR" slipped and proceeded to anchorage.
1400: Carried out torpedo test runs.

2. During the month H.M.A.S. "HOBART" spent 13 days in harbour and has spent 17 days at sea. The ship has steamed a distance of 5151 miles during the 13 days 20 hours actual steaming time at an average speed of 15.5.knots.

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



(Sgd.) H. A. SHOWERS

CAPTAIN.

~~SECRET~~
(See T2/51/50)
~~RESTRICTED~~

COMMONWEALTH OF AUSTRALIA

ROYAL AUSTRALIAN NAVY.

From: The Commanding Officer, H.M.A.S. "HOBART"
Date: 27th. November, 1942 Reference No: 7115/177/52
To: Commander, Task Force 44.
SUBJECT: WAR DIARY 1st. - 31st. OCTOBER, 1942.

(All times, unless otherwise, stated are zone -11)

Submitted, in accordance with Navy Office Letter No. 034989 dated 8th. November, 1940, the following War Diary of H.M.A.S. "HOBART" during the month of October, 1942:-

Thursday	1st.	Sea routine 0700: Hauled Paravanes
Friday	2nd.	Sea routine 1918: U.S. Destroyer "HELM" parted company
Saturday	3rd.	Sea routine 1200: U.S. Destroyer "HELM" rejoined 1400: Passed Hospital Ship "MANUNDA"
Sunday	4th.	Sunday sea routine
Monday	5th.	Sea routine 0700: Stopped: Sent seaboard to H.M.A.S. "AUSTRALIA" to embark personnel and mails. 0730: Hoisted boat. Detached from Task Force 44 and proceeded independently to Sydney.
Tuesday	6th.	Sea routine
Wednesday	7th.	Sea routine 1428: Streamed Paravanes 1536: Hauled Paravanes off North Head 1550: Entered harbour 1630: Secured bows south at Cruiser Wharf, Garden Island, Starboard watch proceeded on seven days long leave.
Thursday	8th.	Harbour routine. Commenced Dockyard refit. F.F.S. "LE TRIOMPHANT" berthed alongside.
Friday	9th.	Refitting routine
Saturday	10th.	Refitting routine
Sunday	11th.	Sunday refitting routine
Monday	12th.	Refitting routine 0930: Court Martial assembled on board 1215: Court Martial dissolved
Tuesday	13th.	Refitting routine
Wednesday	14th.	Refitting routine
Thursday	15th.	Refitting routine F.F.S. "LE TRIOMPHANT" slipped from alongside Starboard watch returned from long leave Port Watch proceeded on seven days long leave.
Friday	16th.	Refitting routine 0820: Slipped from wharf and proceeded to Cockatoo Dock assisted by three tugs.

Page 2.

Friday (Continued)	16th.	1000: Secured in Sutherland Dry Dock
Saturday	17th.	Saturday refitting routine Cables ranged on dock bottom for survey.
Sunday	18th.	Sunday refitting routine After upper deck cabins fumigated.
Monday	19th.	Refitting routine
Tuesday	20th.	Refitting routine 1230: Dock flooded: proceeded to berth alongside F.F.S. "LE TRIOMPHANT" at Garden Island assisted by three tugs. Completed with oil fuel.
Wednesday	21st.	Refitting routine Completed with stores etc.
Thursday	22nd.	0900: Slipped from berth and proceeded to Degaussing range 1100: Completed Degaussing ranging and proceeded to sea Tested percussion effect of 4" firing on Type 271 R.D.F. 1240: Returned to harbour and secured to No. 2 Bouy. 1330: Commenced swinging for adjustment of Compasses 1420: Abandoned swing owing to weather
Friday	23rd.	Port Watch returned from long leave 0815: Slipped and proceeded to sea for R.D.F. trials in co-operation with Coastal Patrol boat, mine sweeper and Royal Australian Air Force Aircraft. 1430: Trials completed 1700: Secured to No. 2 Bouy. Completed with oil fuel and fresh water 2200: Sailing delayed by crane breakdown
Saturday	24th.	Sea routine 0250: Effected repairs to crane: slipped and proceeded to rejoin Task Force 44.
Sunday	25th.	0355: Streamed Paravanes 0530: Hauled Paravanes 0800: Anchored off Pile Light in berth C.4 0900: Flag of Rear Admiral V. Crutchley, V.C., D.S.C., Commander, Task Force 44, struck in H.M.A.S. "AUSTRALIA" and broken in H.M.A.S. "HOBART" Received 249 tons oil fuel from R.F.A. "KURUMBA" 1100: Weighed and proceeded up Brisbane River 1300: Secured bows downstream at Hamilton Cold Stores Wharf 1730: Slipped and proceeded down river and to sea
Monday	26th.	Sea routine 0100: Cleared outer end of Swept Channel, proceeded towards Coral Sea area: U.S.S. "PHOENIX" and Destroyers "BAGLEY", "MUGFORD" AND "PATTERSON" in Company 1000: Range and Inclination exercise with U.S.S. "PHOENIX"
Tuesday	27th.	Sea routine 1030: Range and Inclination exercises with U.S.S. "PHOENIX"

Page 3.

Wednesday	28th.	Sea routine 1650: U.S. Destroyer "PATTERSON" transferred despatches from U.S.S. "PHOENIX" to H.M.A.S. "HOBART"
Thursday	29th.	Sea routine
Friday	30th.	Sea routine 0915: U.S. Destroyer "HENLEY" joined Company. Destroyers fuelled from U.S.S. "PHOENIX" 1440: U.S. Destroyer "HENLEY" delivered mails and despatches to Task Force 44. 1500: Proceeded towards Brisbane
Saturday	31st.	Sea routine 1000: Range and Inclination exercises with U.S.S. "PHOENIX"

2. During the month H.M.A.S. "HOBART" spent 14 days in harbour and has been at sea on 17 days. The ship has steamed a distance of 6262 miles during 14 days 19.2 hours actual steaming time at an average speed of 17.6 knots.

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

THE COMMANDER

3 DEC 1942

TASK FORCE 44/

(Sgd.) H. A. SHOWERS

CAPTAIN.

SECRET
RESTRICTED
(see 72/51/50) J.Bailey

COMMONWEALTH OF AUSTRALIA.

ROYAL AUSTRALIAN NAVY.

From: The Commanding Officer, H.M.A.S. "HOBART"
Date: 3rd. October, 1942. Reference No: 6790/177/50.
To: Commander, Task Force 44.
SUBJECT: WAR DIARY 1st. - 30th. SEPTEMBER. 1942.

Submitted in accordance with Navy Office Letter No. 034989, dated 8th. November, 1940, the following War Diary of H.M.A.S. "HOBART" during the month of September, 1942:-

Tuesday 1st. (Zone -12) Sea routine. On passage Solomon Islands to Brisbane.
1800: Clocks retarded 1 hour to zone (-11).

Wednesday 2nd. (Zone -11) Sea routine.
0730: Course and speed as required to open to 9 miles from H.M.A.S. "AUSTRALIA" and maintain station while U.S. Destroyer "SELFREDGE" fuelled from "AUSTRALIA".
0830: Fuelling completed. Rangefinding and Inclination exercises.
1000: Rejoined and exercised A.A. alertness with 4" and short range weapons firing at smoke burst targets.
1330: U.S.S. "PHOENIX" and Destroyers "PATTERSON" and "BAGLEY" joined company.
1800: Clocks retarded 30 minutes to zone (-10½)

Thursday 3rd. (Zone -10½) Sea routine.
0900: Opened to 8 miles from H.M.A.S. "AUSTRALIA"
0930: U.S.S. "PHOENIX" and H.M.A.S. "HOBART" exercised 6" full calibre throw off firing with H.M.A.S. "AUSTRALIA".
1050: Exercise completed: rejoined.
1114: Streamed Paravanes.
1224: Passed Cape Moreton.
1300: Hauled Paravanes off Caloundra Head.
1330: Clocks retarded 30 minutes to zone (-10). Proceeded independently to berth.
1825: Secured Starboard side to at Newstead Wharf. Received 1111 tons fuel.

(All times, unless otherwise stated, are Zone -10)

Friday: 4th. Harbour routine.
Hands employed cleaning, storing and provisioning ship.

Saturday 5th. Harbour routine.
0830: Ammunition ship "YUNNAN" secured alongside. Hands employed embarking ammunition.
1600: S.S. "YUNNAN" slipped.

Sunday 6th. Sunday Harbour routine.
1230: U.S. Ship "JOHN WISE" collided with H.M.A.S. "HOBART" causing damage to port side in way of Ward Room.
1440: Mine watching exercise.
1650: Hull inspection in way of collision by divers. No underwater damage apparent.
2000: Collision damage repairs commenced by shore labour.

THE COMMANDER

5 OCT 1942

TASK FORCE 44 /

H.M.A.S. "HOBART" letter 6790/177/50 Continued.

Page 2.

Monday 7th.	Harbour routine, Hands employed painting ship.
Tuesday 8th.	Harbour routine.
Wednesday 9th.	Harbour routine. 1720: Completed with oil fuel (70 tons received)
Thursday 10th.	1130: Collision damage repairs completed. 1145: Slipped and proceeded. 1525: Streamed Paravanes at inner end of Searched Channel F.20 1710: Hauled Paravanes at outer end of Searched Channel F.20, and set course to rendezvous with Task Force 44.
Friday 11th.	Sea routine.
Saturday 12th.	Sea routine. 0805: Sighted Task Force 44 bearing 285°, distant 15 miles. 0924: Took station in assigned position. 1600: Patrolling independently astern of H.M.A.S. "AUSTRALIA" and U.S.S. "PHOENIX" who were fuelling destroyers. 1900: Fuelling operations ceased and Task Force reformed cruising disposition.
Sunday 13th.	Sea routine. 0615: Fuelling destroyers resumed by H.M.A.S. "AUSTRALIA" and U.S.S. "PHOENIX". 0805: Fuelling completed and Task Force reformed cruising disposition.
Monday 14th.	Sea routine.
Tuesday 15th.	Sea routine.
Wednesday 16th.	Sea routine. 0600: Streamed Paravanes. 0742: Entered Grafton Passage. 1030: Short range firing at sleeve target. 1330: Destroyers exercised throw off firing; H.M.A.S. "HOBART" marking. 1510: Hauled Paravanes. 1530: Anchored in Challenger Bay, Palm Islands. 2325: Oiler "BRITISH SAILOR" secured to Starboard side.
Thursday 17th.	Harbour routine. 0610: Oiler "BRITISH SAILOR" slipped. 1054 tons fuel received. 1600: Assumed .A.A Guard. Received fresh provisions ex launch "MALAITA"
Friday 18th.	Sea routine. 0400: H.M.A.S. "AUSTRALIA" took over A.A. Guard. 0900: Weighed and proceeded in company Task Force 0910: Streamed Paravanes. 1736: Hauled Paravanes at outer end Grafton Passage
Saturday 19th.	Sea routine.
Sunday 20th.	Sea routine.
Monday 21st.	Sea routine. 0745: Sighted U.S. Destroyer "MUGFORD" 0820: Transferred mail from and to "MUGFORD"

H.M.A.S. "HOBART" letter 6790/177/50 Continued.

Page 3.

Tuesday 22nd.	Sea routine.
Wednesday 23rd.	Sea routine.
Thursday 24th.	Sea routine. 0630: Closed H.M.A.S. "AUSTRALIA" for fuel. 0655: Commenced oiling. 0858: Completed oiling; 264 tons received. Patrolling independently eastern of fuelling units of Task Force 44. 1300: Fuelling operations completed. Task Force reformed cruising disposition.
Friday 25th.	Sea routine.
Saturday 26th.	Sea routine. 0710: Transferred mail to U.S.S. "MUGFORD"
Sunday 27th.	Sea routine. 0200: Clocks advanced 1 hour to zone (-11) (Summer time)
(All times unless otherwise stated, are zone -11)	
	1020: Streamed Paravanes. 1140: Entered Grafton Passage. 1230: U.S.S. "MUGFORD" proceeded independently.
Monday 28th.	0700: Hauled Paravanes. 0730: Anchored in Old Harbour (berth c) 1240: Oiler "BRITISH SAILOR" secured alongside and commenced oiling. 1900: Completed fuelling; 1009.32 tons received. 1910: "BRITISH SAILOR" slipped and grazed starboard outer propeller.
Tuesday 29th.	Harbour routine. 0720: S.S. "MERKUR" secured on starboard side. Hands employed provisioning ship. Diver inspected starboard outer propeller. 1800: S.S. "MERKUR" slipped.
Wednesday 30th.	Sea routine. 0652: Weighed and proceeded in company with Task Force 44. 0935-1015: Short trial up to 28 knots to observe effect of damage to propeller. 1750: Officer's Cook Edward George ALLAN, O.N. P.M. 3073 fell overboard in Latitude 17°57'S Longitude 146°20'E. 1802: Man recovered. Rejoined Task Force. 2230: Cleared Grafton Passage.

2. During the month 8 days were spent in harbour and 22 days at sea. The ship steamed 7978 miles at an average speed of 17.6 knots during the 18 days 21.6 hours actually under weigh.

3. The health and conduct of the Ship's Company during the month has been very good.

(Sgd.) H. A. SHOWERS

CAPTAIN.

~~SECRET~~

RESTRICTED

(see 72/51/50)
Baird

COMMONWEALTH OF AUSTRALIA

ROYAL AUSTRALIAN NAVY.

From: The Commanding Officer, H.M.A.S. "HOBART"
Date: 8th. September, 1942 Reference Number: 6653/177/48.
To: Commander, Task Force, 44.
SUBJECT: WAR DIARY 1st. - 31st. AUGUST, 1942.

Submitted in accordance with Navy Office Letter No. 034989, dated 8th. November, 1940, the following War Diary of H.M.A.S. "HOBART" during the month of August, 1942:-

(All times, unless otherwise stated, are zone -11)

Saturday	1st.	Sea routine. Making passage with Task Force 62 from Koro Island to Guadalcanal
	(Zone -12) 1735:	Sighted covering force bearing 230°.
Sunday	2nd. (Zone -12)	Sea routine.
	1800:	Clocks retarded one hour to zone (-11)
	(Zone -11) 1800:	H.M.A.S. "HOBART" and 5 D.M.S. (Minron 2) detached and proceeded, speed 17 knots, course 280°, to fuel at Vila.
Monday	3rd.	Sea routine
	0855:	Identified with P.W.S.S. Vila. Oiler had not arrived. Waited until 1130 off entrance to Mili Bay for news of arrival of oiler.
	1130:	Proceeded to re-join Task Force 62.
	1445:	Resumed station with Task Force 62.
Tuesday	4th.	Sea routine.
	1115:	Reduced speed to 8 knots while destroyers fuelled from transports.
	1423:	Course and speed as required to close U.S.S. "CIMARRON". (Oiler).
	1506:	Secured alongside "Cimarron" and commenced oiling.
	1656:	Completed oiling. Slipped from oiler and resumed station with Task Force 62.
Wednesday	5th.	Sea routine.
	0800:	Stopped while shore spotting personnel were transferred from cruisers to transports.
	0924:	Resumed course and speed.
	1320:	Exercised forming A.A. formation.
	1350:	U.S.S. "CALHOUN" alongside for transfer of green paint.
	1420:	Resumed cruising disposition A.C.3.
	1450:	Exercised forming approach disposition A.R.3.
	1600:	Resumed cruising disposition A.C.3.
Thursday	6th.	Sea routine.
	1600:	Assumed approach disposition A.R.3.
Friday	7th.	Sea routine.
	0148:	Sighted Guadalcanal Island bearing 031°.
	0535:	Assumed first degree of readiness approaching transport area.
	0620:	Arrived in transport area. Cruisers opened fire on shore targets and bombing attacks made by U.S. Naval Aircraft.

H.M.A.S. "HOBART" letter 6653/177/48 Continued.

Page 2.

Friday 7th.
(Continued)

- 0627: Small enemy vessel apparently carrying fuel or ammunition set on fire by U.S. aircraft.
- 0630: H.M.A.S. "HOBART" patrolling N.W. Sector of arc around transport squadron "X".
- 0900: Close support fire commenced from designated fire support groups.
- 0910: Zero hour. First troops landed on Guadalcanal. Throughout forenoon troops, stores etc. landed from transports.
- 1320: Attacked by approximately 27 high level enemy bombers. No damage apparent to our forces.
- 1455: Attacked by enemy dive bombers. No apparent damage.
- 1840: Joined company with U.S.S. "SAN JUAN" and patrolled across Eastern approaches to area throughout night.

Saturday 8th.

- Sea routine.
- 0600: Resumed patrol of N.W. Sector of "X" transport area.
- 0940: Received warning of impending enemy air attack.
- 1115: Transports under weigh and escorts formed A.A. screen.
- 1158: Attacked by approximately 18 torpedo bombers and a smaller force of high level bombers. One transport hit and approximately 12 enemy aircraft observed shot down.
- 1210: Force returned to transport area.
- 1400: Air raid warning received. All ships under weigh and A.A. screen formed.
- 1600: No attack developed. Returned to transport area. "Hobart" resumed normal patrol.
- 1900: Proceeded to patrol of Eastern approaches with U.S.S. "SAN JUAN".

Sunday 9th.

- Sea routine.
- 0145: Observed 4 aircraft flares in vicinity of "X" transport area.
- 0150-0224: Observed Naval gunfire and burning ships on and beyond horizon to westward.
- 0630: Resumed patrol of transport area "X".
- 0835: Stopped to transfer Surgeon Lieutenant W. H. Milroy, R.A.N.R. and 3 Sick Berth Attendants to U.S.S. "FULLER".
- 0855: Air raid warning. Formed A.A. screen round transports under weigh.
- 1045: No attack developed. Transports returned to areas and resumed hoisting all boats.
- 1350: Re-embarked Surgeon Lieutenant Milroy and Sick Berth Attendants.
- 1600: Majority of "X" transports and escorts departed via Lengo Channel. Joined remaining transports in Tulagi area.
- 1830: Assumed cruising disposition A.R.4.
- 2000: Proceeded in company with remaining ships of Task Force 62.
- 2100: Passing through Lengo Channel.
- 2200: Cleared channel. Course as required.

Monday	10th.	Sea routine. 0634: Exercised emergency turn on submarine sighting report. 0815: Formed cruising disposition A.C.3. P.M.: Emergency turns as required on several reports of submarine by hydrophone effects.
Tuesday	11th.	Sea routine. 0910: Joined company with squadron X and escort. All ships forming up in cruising disposition A.C.3. 1010: Emergency turn on hydrophone effect report.
Wednesday	12th.	Sea routine.
Thursday	13th.	Sea routine. 1200: Raised Amedei Light House. 1230: H.M.A.S. "AUSTRALIA", "HOBART" and U.S.S. "SAN JUAN" proceeded ahead of convoy to enter harbour. 1320: Bulari Passage. 1440: Came to with starboard anchor 5 shackles in 12 fathoms in berth No. 10 Dumbea Bay.
Friday	14th.	Harbour routine. 0625: Weighed and proceeded into Port Noumea. 0720: Secured starboard ^{side} to alongside U.S.S. "PRESIDENT JACKSON" at Grand Quay. 0935: Commenced oiling. 1245: Hands to general payment.
Saturday	15th.	Harbour routine 0405: Completed oiling (Received 830 tons) 0628: Slipped and proceeded to anchorage. 0738: Came to with 5 shackles on starboard anchor in 12 fathoms in berth No. 10 Dumbea Bay. 1100: Ship's Company addressed by C.T.F.62.6. 1120: Weighed and proceeded alongside oiler "CHESTER SUN" in Great Road. 1210: Secured port side to on oiler. 1330: Completed with fuel. 1350: Slipped from oiler and proceeded to anchor in Berth No. 10.
Sunday	16th.	Harbour routine. 0720: S.S. "MERKUR" secured alongside. Hands employed throughout day provisioning and storing ship. 1720: S.S. "MERKUR" slipped.
Monday	17th.	Harbour routine, Hands employed cleaning ship. 1728: Weighed and proceeded into Great Road. 1758: Came to with 3 shackles on port anchor in 8 fathoms in berth A.2.
Tuesday	18th.	Harbour routine.
Wednesday	19th.	0637: Weighed and proceeded in company with H.M.A.S. "AUSTRALIA" and U.S. Destroyers "SELFREDGE", "BAGLEY" and "PATTERSON" 0819: Cleared Bulari Passage. Set course and speed as requisite.

Page 4.

Thursday	20th.	Sea routine.
Friday	21st.	Sea routine. 1128: Sighted U.S. Carrier Task Forces. Course and speed as required to join up with Task Force 11. "U.S.S. "SARATOGA", "NEW ORLEANS" "MINNEAPOLIS" and destroyers. Cruising to southward of Guadalcanal Island. Course as required for flying off and on aircraft. 2345: Advanced clocks 30 minutes to zone -11½.
Saturday	22nd.	Sea routine. Cruising to South and East of Guadalcanal and Santa Cruz Islands. Courses and speeds as required for aircraft operations.
Sunday	23rd.	Sea routine. Cruising in company to Eastward of Malaita Island. Courses and speeds as required for carrier flying operations.
Monday	24th.	Sea routine. (Zone -11½) 0654: Formed cruising disposition I.V. 0800: U.S. Destroyer "PATTERSON" closed and transferred mail. 1325: Received warning of impending air attack. 1700: Increased to 28 knots. Task Force approximately 8 miles to Northward (U.S.S. "ENTERPRISE") attacked by enemy aircraft.
Tuesday	25th.	Sea routine. Courses and speeds as required for flying operations and to rendezvous with fuelling group. (Zone -11½) 1440: Course to close U.S.S. "CIMARRON". 1600: Secured alongside U.S.S. "CIMARRON" and commenced oiling. 1840: Finished fuelling and slipped from oiler. Course and speed as required zig-zagging astern of U.S.S. "SARATOGA" and attendant oiler.
Wednesday	26th.	(Zone -11½) 0030: U.S.S. "SARATOGA" finished oiling. Formed on relative bearing 135° at 2500 yards. Course and speed as requisite.
Thursday	27th.	Sea routine. Cruising to South East of San Christobal Island. Courses and speeds as required for flying operations.
Friday	28th.	Sea routine.
Saturday	29th.	Sea routine (Zone -11½) 0700: Sighted Task Force 17. U.S.S. "HORNET" "PENSACOLA" "SAN DIEGO" "NORTHAMPTON" and Destroyers. 1440: US Destroyer "FARRAGUT" closed to deliver mail.

H.M.A.S. "HOBART" letter 6653/177/48 Continued.

Page 5.

Sunday 30th. Sea routine
(Zone -11½) 0100: Advanced clocks 30 minutes to zone -12.
(Zone -12) 0815: Joined company with Task Force 18.
(U.S.S. "WASP").
1440: U.S. Destroyer "LANG" closed to transfer mail.

Monday 31st. Sea routine.
(Zone -12) 1400-1600: Formed column on H.M.A.S. "AUSTRALIA" and manoeuvred as required to screen heavy units from astern while fuelling destroyers.
1600: Fuelling completed. Resumed cruising disposition I.
1810: Task Force 44 (H.M.A.S. "AUSTRALIA" "HOBART" and U.S.S. "SEFRIDGE") detached from Task Force 18 and proceeded.

2.

AUGUST STEAMING SUMMARY.

Number of days in harbour.	5.
Number of days at sea.	26.
Distance Steamed.	8546.4 miles.
Steaming Hours.	23 days 11.6 hours.
Average Speed.	15.26 knots.

3. The health and conduct of the Ship's Company during the month has been very good.



(Sgd.) H. A. SHOWERS

CAPTAIN.

SECRET
(See 72/51/50)
J. B. R. L.

ENCLOSURE No. 7 To A.F. 768/1141/23

COMMONWEALTH OF AUSTRALIA.

ROYAL AUSTRALIAN NAVY.

From: The Commanding Officer, H.M.A.S. "HOBART"
Date: 4th. August, 1942. Reference Number: 6529/177/46.
To: Commander, Task Force 44.
SUBJECT: WAR DIARY 1st.-31st. JULY, 1942.

Submitted in accordance with Navy Office Letter No. 034989 dated 8th. November, 1940, the following War Diary of H.M.A.S. "HOBART" during the month of July, 1942:-

(All times, unless otherwise stated, are zone -10).

Wednesday	1st.	0640:	Sea routine. On passage Noumea to Brisbane. Exercised initiating "Shad" and "Help" messages off Cape Moreton.
		0830:	Commenced 4" H.A. firing at sleeve target between Cape Moreton and Caloundra Head and in North West Channel.
		1030:	Ceased firing.
		1150:	Secured alongside oiler "BRITISH SAILOR" off Pile Light and completed with fuel.
		1430:	Slipped and proceeded up Brisbane River.
		1635:	Secured port side to alongside H.M.A.S. "CANBERRA" at Abattoirs wharf.
		1955:	Oiler "BRITISH SAILOR" secured to starboard side to fuel H.M.A.S. "CANBERRA"
Thursday	2nd.	0325:	"BRITISH SAILOR" slipped. Harbour routine.
Friday	3rd.		Harbour routine.
Saturday	4th.		Harbour routine.
Sunday	5th.		Sunday harbour routine.
		2100:	General recall to ships of Task Force 44 issued.
Monday	6th.	0615:	Slipped and proceeded down river.
		0749:	Anchored off Pile Light (Moreton Bay)
		1900:	Exercised night action.
Tuesday	7th.	0930:	Weighed and proceeded. Towed splash target in Moreton Bay East for dive bombing attacks by R.A.A.F. Aircraft. Damage Control exercises under weigh.
		1220:	Anchored off Pile Light.
		1840:	Exercised night action.
Wednesday	8th.	0700:	Weighed and proceeded to sea in company with Task Force 44.
		1130:	Range and Inclination exercises with 2nd. division.
		1740:	H.M.A.S. "HOBART" and one Destroyer opened to ten miles from Task Force 44.
		1800:	Turned towards Force and exercised night encounter. On conclusion, formed astern of Cruisers, course as required to follow Searched Channel and anchor in North West Channel.
		2200:	Anchored in North West Channel.
Thursday	9th.	0630:	Weighed and proceeded to Moreton Bay.
		0800-0930:	Exercised Damage Control in Moreton Bay. West. Close Range A.A. exercise cancelled.

Thursday	9th.	1130:	Secured alongside R.F.A. "KURUMBA" at Pile Light and completed with fuel.
	(Continued)	1350:	Slipped and proceeded up Brisbane River.
		1640:	Secured bows downstream at Hamilton Cold Stores wharf.
Friday	10th.		Harbour routine.
Saturday	11th.		Harbour routine.
Sunday	12th.		Sunday harbour routine.
Monday	13th.		Harbour routine.
		0830:	Damage Control exercises. Hands cleaning and painting ship.
Tuesday	14th.	0440:	R.F.A. "KURUMBA" secured alongside: completed with oil fuel.
		0607:	R.F.A. "KURUMBA" slipped.
		1430:	Slipped and proceeded down river.
		1700:	Task Force 44 formed column off Pile Light and proceeded to sea.
Wednesday	15th.		Sea routine. Exercised repelling dummy dive bombing and torpedo bombing attacks by cruiser's aircraft.

(All times, unless otherwise stated, are zone -11).

Thursday	16th.	0001: (zone -10)	Clocks advanced one hour to zone (-11) Range and inclination exercises. Destroyers fuelled from 8" cruisers
Friday	17th.		Sea routine
		1000:	Range and Inclination exercises.
Saturday	18th.		Sea routine.
		1600:	Streamed Paravanes.

(All times, unless otherwise stated, are zone (-12))

Sunday	19th.	0001: (zone -12)	Clocks advanced one hour to zone (-12).
		0310:	Stephen Island abeam.
		0630:	Brothers Island abeam.
		0800:	Hauled Paravanes.
		0925:	Anchored in Port Nicholson, Wellington, New Zealand.
		P.M:	Embarked fresh and dry provisions.
Monday	20th.		Harbour routine. Completed with fuel. Embarked central stores. Hands employed painting ship.
Tuesday	21st.		Harbour routine. Joined Task Force 62.
Wednesday	22nd.	0815:	Weighed and proceeded out of harbour.
		1000:	Cleared searched Channel. Convoy (S.T.G. 62.1) and escort (S.T.G. 62.2) formed up in cruising disposition 62C1. Course 140, speed 14 knots.
		1400:	Altered course 090°.
		1524:	Formed disposition 62C2.
		1530:	Altered course 040°.
		1637:	Reformed disposition 62C1.
Thursday	23rd.		Sea routine.
		1300:	Altered course 360°.

Thursday 23rd.
(Continued)

- 1400: U.S. Destroyers "BAGLEY" and "HELM" joined company.
1440: U.S.S. "BAGLEY" came alongside to pass despatches and mail.

Friday 24th.

- Sea routine.
Speed reduced throughout day owing to strong North-Easterly winds and heavy sea.
1730: U.S.S. "HELM" closed on port quarter for passing despatches.

Saturday 25th.

- Sea routine.
1000: Exercised Range and Inclination observations with H.M.A.S. "CANBERRA"
1300: Weather moderating. Increased speed.

Sunday 26th.

- Sea routine.
P.M. Sighted three American Task Forces.
(a) 1 CV, 1 BB, 5 AP, 1 CL, 1 CA, and DD's.
(b) 1 CV, 3 CA, and DD's.
(c) 1 CV, 1 AO, 3 CA or CL, and DD's.
5 transports from Task Force (a) also U.S. Cruisers "SAN JUAN", "VINCENNES", "ASTORIA" and "QUINCY" joined company.

Monday 27th.

Sea routine.

Tuesday 28th.

- Sea routine.
0630: Formed approach disposition AR2.
1030: Transports stopped in Transport area and commenced lowering boats to exercise landing on Koro Island.
1050: Established independent patrol to Northward of Eastern half of transport area.
1800: Rejoined H.M.A.S. "AUSTRALIA", waiting for transports to recover landing craft.
2135: Proceeded. Task Force 62 formed disposition AR2, course as required throughout night.

Wednesday 29th.

- 0800: Arrived in transport area to northward of Koro Island.
Transports commenced re-embarking troops and hoisting landing craft.
Patrolling Eastern half of area North of transports.
1130: U.S. Destroyer "BAGLEY" alongside and transferred four ratings from H.M.A.S. "BRISBANE"
1730: Task Force 62 formed disposition AR2, courses as required and speed 12 knots throughout night.

Thursday 30th.

- 0800: Transports stopped in transport area.
H.M.A.S. "HOBART" commenced patrolling to North and East of transports during second rehearsal of landing operations.
1130: Received outward mails and one cot patient ex H.M.A.S. "AUSTRALIA" and "CANBERRA"
1540: Transferred patient and outward mails to oiler "KANAWHA" via U.S. Destroyer "MUGFORD".
2200: Secured alongside U.S. Oiler "PLATTE" on course 145°, speed 7 knots, and commenced fuelling.

Friday 31st.

0200: Completed fuelling (5509 barrels received). Slipped from oiler and returned to transport area.
0600: Resumed patrol to northward of transport area.
1040: Received despatches from U.S. Destroyer "MORGAN" and H.M.A.S. "AUSTRALIA"
1300: Stopped engines and remained in close vicinity of transport area in accordance with C.T.F. 62 instructions.
1615: Pointed ship.
1630: Task Force 62 formed disposition AC3 and departed from Koro Island.

2. During the month the ship has been under way on twenty days, spending eleven days in harbour. The ship steamed 4,894 miles at an average speed of 12.7 knots during the sixteen days one hour actually under way.

3. The conduct and health of the Ship's Company has been very satisfactory.

THE COMMANDER

14 AUG 1942

TASK FORCE 44

(Sgd.) H.A. Showers

CAPTAIN.

ENCLOSURE No. 6 To A.F. 768/1141/22

~~SECRET~~
(See 72/51/50)
~~RESTRICTED~~

COMMONWEALTH OF AUSTRALIA

ROYAL AUSTRALIAN NAVY.

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

Date:- 3rd. July, 1942. Number:- 6366/177/45.

To:- The Commander, Task Force 44.

SUBJECT:- WAR DIARY 1st. - 30th. JUNE, 1942

(Zone time kept is indicated against each date)

Monday	1st. (-10)	1240:	Slipped and proceeded down river.
		1452:	Anchored off Pile Light in Moreton Bay.
		1800:	Exercised night action.
Tuesday	2nd. (-10)	0840:	Weighed anchor and exercised short range A.A. firing at sleeve target in company with H.M.A.S. "AUSTRALIA" and U.S.S. "SALT LAKE CITY"
		1056:	Anchored off Pile Light.
		1315:	Exercised "tow aft"
		1800:	Exercised night action.
Wednesday	3rd. (-10)	0645:	Weighed anchor and proceeded to sea in company with H.M.A.S. "AUSTRALIA" and U.S.S. "SALT LAKE CITY" and destroyers.
		1115:	Range and Inclination exercise with H.M.A.S. "CANBERRA" and U.S.S. "CHICAGO".
		1200:	Exercised manoeuvres in dispositions "S" and "Y" and dummy torpedo attacks by destroyers.
		1700:	H.M.A.S. "HOBART" detached and met remainder of Task Force 44 at 1850 for night encounter exercise.
		1930:	Resumed station as required for return to Moreton Bay.
		2254:	Anchored in North West Channel.
Thursday	4th. (-10)		Flag of Commander, Task Force 44 transferred to H.M.A.S. "CANBERRA"
		1050:	Weighed and proceeded to sea in company with Task Force 44.
		1340:	Exercised manoeuvres in cruising disposition "Y"
		1518:	Range and Inclination exercises. H.M.A.S. "AUSTRALIA" and U.S.S. "HELM" detached to proceed to Sydney.
		1700:	H.M.A.S. "HOBART" detached and met remainder of force at 1844 for night encounter exercise. Cruised throughout night.
Friday	5th. (-10)	0318:	Passed Cape Moreton and proceeded to Brisbane via North West Channel.
		1000:	Secured bows downstream to Shell wharf. Embarked Fresh Water and completed with oil fuel.
Saturday	6th. (-10)		Harbour routine.
		1300:	Shifted berth to alongside H.M.A.S. "CANBERRA" at Hamilton wharf.
Sunday	7th. (-10)		Sunday harbour routine.

Monday	8th. (-10)	Captain H. A. Showers A.D.C. R.A.N. assumed command from Captain H. L. Howden C.B.E. R.A.N.
Tuesday	9th. (-10)	Exercised general quarters and damage control.
Wednesday	10th. (-10)	Hands employed cleaning and painting ship.
	to Friday 12th.	Gunnery training and school classes.
Saturday	13th. (-10)	0800: Flag of Rear Admiral V. Crutchley V.C. D.S.C. broken in H.M.A.S. "HOBART"
		1700: Flag of Rear Admiral Grace C.B. struck in H.M.A.S. "CANBERRA"
Sunday	14th. (-10)	0800: Flag of Rear Admiral V. Crutchley V.C. D.S.C. struck in H.M.A.S. "HOBART" and broken in H.M.A.S. "CANBERRA". Rear Admiral V. Crutchley V.C. D.S.C. assumed command of Task Force 44.
Sunday	14th. (-10)	Completed with oil fuel ex S.S. "BRITISH SAILOR"
Monday	15th. (-10)	Cleaning ship and training classes
Tuesday	16th. (-10)	All gas masks tested and anti-gas drill exercised by Ship's company.
Wednesday	17th. (-10)	1000: Slipped and proceeded to Moreton Bay. Exercised short range A.A. firing at sleeve target in company with U.S.S. "SALT LAKE CITY"
		1500: Anchored off Pile Light.
		1800: Exercised night action.
Thursday	18th. (-10)	Exercised action and general drills during forenoon.
		1350: Weighed and proceeded up Brisbane River.
		1600: Secured alongside oiler "BRITISH SAILOR" at Abattoir wharf: completed with fuel (70 tons)
Friday	19th. (-10)	0900: Slipped from "BRITISH SAILOR" and secured bows downstream at Shell Wharf.
		1300: Shifted berth astern to Vacuum Oil Wharf.
Saturday	20th. (-10)	Hands employed cleaning ship and embarking fresh provisions. Captains' rounds of Mess Decks.
Sunday	21st. (-10)	Sunday harbour routine.
Monday	22nd. (-10)	Sub-Lieutenant Rischbieth R.A.N.R. and Sub-Lieutenant A. Cowan R.A.N.R.(S) discharged to H.M.A.S. "RUSHCUTTER"
		1130: Slipped and proceeded
		1300-1420: Towed splash target in Moreton Bay for R.A.A.F. aircraft exercising bombing attacks.
		1630: Anchored in North West Channel.
Tuesday	23rd. (-10)	0030: Weighed and proceeded to sea in company with remainder of Task Force 44.
		0827: Man lost overboard starboard side: promptly rescued by U.S.S. "CHICAGO"
		1030: Range and Inclination exercises. Evening twilight exercises night emergency turns.
Wednesday	24th. (-10)	Cruising throughout day at speed of advance of 15.5 knots on sweep of Coral Sea.
		1000: A.A. alertness exercise at smoke burst targets
		1530: Range and inclination exercises.

Thursday	25th.	(-10)	Normal cruising routine 2330: Clocks advanced one hour to zone (-11)
Friday	26th.	(-11)	Normal cruising routine.
Saturday	27th.	(-11)	1000: Range and Inclination exercises with 2nd. division.
Sunday	28th.	(-11)	0822: Passed through Bulari passage 0940: Anchored in Great Road, Noumea. Completed with fuel ex R.F.A. "BISHOPDALE"
Monday	29th.	(-11)	0854: Weighed and proceeded in company with remainder of Task Force 44 1024: Cleared Bulari passage 1600: Exercised deploying to attack imaginary enemy force
Tuesday	30th.	(-11)	0955: Investigated strange ship found to be U.S. "WEST CACTUS" Range and inclination exercises 1130: Opened to 15 miles on port bow of Task Force 44. 1600: Closed Task Force 44 - H.M.A.S. "HOBART" representing four enemy cruisers. Task Force 44 exercised deployment and destroyer torpedo attacks. 1756: Resumed station. 1800: Clocks retarded one hour to zone (-10)



(Sgd.) H.A. SHOWERS

CAPTAIN.

ENCLOSURE No. 5 To A.F. 768/1141/223
COMMONWEALTH OF AUSTRALIA.

ROYAL AUSTRALIAN NAVY.

From:- The Commanding Officer, H.M.A.S. "HOBART".
Date:- 2nd June, 1942. Number:- 6073/177/42.
To:- The Commander, Task Force 44.
SUBJECT:- WAR DIARY 1st - 31st MAY, 1942.

~~SECRET~~
RESTRICTED
(See 72/51/50)
Bailey

(Zone time kept is indicated against each date.)

PASSAGE, SYDNEY TO HERVEY BAY.

Friday	1st (-10)	0815:	Slipped from No. 1 Buoy.
		0930:	Carried out sub calibre firing off end of Searched Channel.
		1120:	Joined by H.M.A.S. "AUSTRALIA".
		1130:	Full calibre firing and H.A. sleeve target firing.
		1250:	Proceeded - 26 knots.
Saturday	2nd (-10)	1544:	Arrived Hervey Bay.
		1750:	Secured alongside oiler "KURUMBA".
		1815:	Commenced oiling.
		2100:	Slipped from oiler; proceeded in company "AUSTRALIA" and U.S.S. "WHIPPLE" to rendezvous with Task Force 11.
Sunday	3rd (-10)		Proceeded Course 018° speed 21 knots towards rendezvous, "AUSTRALIA's" Aircraft carried out dawn A/S patrol.
Monday	4th (-10½)	0805:	Joined up with Task Force No. 11, U.S.S. "LEXINGTON", "MINNEAPOLIS", "NEW ORLEANS", and Destroyers. Cruising in Company.
Tuesday	5th (-11)	0823:	Joined company with Task Force No. 17, U.S.S. "YORKTOWN", "CHESTER", "PORTLAND", "ASTORIA", and Destroyers. C.T.F. 17 reported that a successful raid had been carried out on Tulagi by Aircraft from "YORKTOWN", sinking all ships in the harbour.
		0935:	Damage Control exercises.
Wednesday	6th (-11½)		Cruising throughout day in company with Task Force 17 and 11. Courses and speeds as required for flying operations.
Thursday	7th (-11½)	0645:	Task Group 17. 3. ("AUSTRALIA", "CHICAGO", "HOBART" and Destroyers "FARRAGUT", "WALKE", and "PERKINS") parted company with Task Force 17 and 11. Cruising to Southward of Jomard Passage to intercept enemy shipping.
		1130:	Sighted shadowing Aircraft.
		1506:	Force attacked by 11 Torpedo Bombers. One torpedo passed close along Port side "HOBART". Total of five enemy Aircraft shot down. No damage done to ships. Three wounded in "HOBART".
		1513:	Force attacked by 19 high level Bombers. Bombs fell close to "AUSTRALIA" but no hits.
		1519:	3 High level bombers attacked. No damage done. It has subsequently been established that the attack was made by friendly aircraft of 3 U.S. Army Bombers.

Friday 8th (-11½) 1055: Single shadowing aircraft sighted.
 1552: U.S.S. destroyer "PERKINS" secured alongside and fueled. (Trough method).
 1833: "PERKINS" slipped - fueling completed.
 2013: "HOBART" and U.S.S. Destroyer "WALKE" parted from Task Group 17.3. Course and speed as required for Grafton Passage.

Saturday 9th (-11½) 1235: Entered Grafton Passage.
 Remained in company with U.S.S. "WALKE" as she was without Barrier Reef Charts.
 1935: Identified M.S. "CARROO".

Sunday 10th (-10½) 0045: Detached U.S.S. "WALKE" off Townsville and proceeded at increased speed on passage.
 2100: Cleared Capricorn Channel.

Monday 11th (-10) Damage Control exercises.
 1120: Reached Point of Arrival off Caloundra Head. Identified with Port War Signal Station.
 1340: Entered Brisbane River.
 1600: Secured bows downstream at Newstead Wharf. Completed with fuel.

Tuesday 12th (-10) Shifted berth 150 feet astern.

Wednesday 13th (-10) Cleaning and painting ship.
 Shifted berth 40 feet astern.
 H.M.A.S. "AUSTRALIA" berthed ahead.

Thursday 14th (-10) 0600: Slipped from Newstead Wharf.
 0743: Secured bows east at No. 1 Hamilton Wharf.

Friday 15th (-10) 0630: Slipped from berth and secured port side to alongside H.M.A.S. "AUSTRALIA".
 Painting ship.

Saturday 16th to Sunday 31st (-10) Ship remained in Harbour.
 Height finding and dummy dive bombing attacks daily by Aircraft from "SALT LAKE CITY" and "AUSTRALIA".
 Training and School classes.
 Painting Ship.
 Practising diving etc. etc..

Tuesday 26th (-10) 1015: Assumed first degree of A.A. readiness on R.D.F. report from U.S.S. "SALT LAKE CITY".
 Report made as result of 20 unidentified aircraft on R.D.F. screen.
 1025: Report cancelled.

The conduct of the Ship's Company during the prolonged stay in Brisbane has been exemplary.

Their fighting spirit remains in a very high plane.



(Sgd.) H. L. HOWDEN

CAPTAIN.

COMMONWEALTH OF AUSTRALIA.

ROYAL AUSTRALIAN NAVY.

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

Date: 3rd August, 1941.

Number: 177/23.

To : The Commander-in-Chief, Mediterranean Station.

Copies to: The Rear Admiral Commanding, Seventh Cruiser Squadron.

The Secretary, Naval Board, Navy Office,
Melbourne.

The Rear Admiral Commanding, H.M.A. Squadron.

SUBJECT: WAR DIARY: 1st - 31st July, 1941.

Submitted for information, in accordance with Naval Board Letter 034996, dated 8th November, 1940, the following War Diary.

(All times Zone - 3 except where otherwise stated.)

1st - 4th: On passage from Fremantle to Seychelles.

5th: 0915 (-4) arrived at Port Victoria, Seychelles, and anchored. Oiler "BRITISH GENIUS" alongside for fuelling.

1200 (-4) H.E. The Governor and local officials visited ship.

1715 (-4) Slipped from oiler and proceeded for Aden.

2000 (-4) Carried out night full calibre firing at smoke float target.

6th: On passage to Aden.

7th: On passage to Aden. Challenged and identified S.S. "CLAN RANALD."

8th: On passage to Aden. Challenged and identified S.S. "CORONA" (Norwegian), S.S. "DARLINGTON COURT" and S.S. "WIZAM" and H.M.S. "BOTLEY" (A.M.C.)

9th: On passage to Aden. About 0100 (-3½) a distress message was received from S.S. "WIZAM" reporting that "two shots" had been fired. It was appreciated from the position that the vessel concerned was "BOTLEY", and this was confirmed by signal later. Passed and identified S.S. "JUANETTE SKINNER" and "GANGES".

0945 Arrived at Aden and secured in No. 4 Oiling Berth. Fuelled Ship. An H.A. Firing arranged to take place on arrival did not take place owing to the non arrival of the towing aircraft.

1620 Weighed and proceeded for Suez.

10th: On passage to Suez. Passed S.S. "CANADA" and "KING JAMES" and several ships which were not identified, intelligence being that all merchant ships met would be friendly.

11th: On passage to Suez. Passed S.S. "COMEDIAN", "FERNHILL", "CITY OF CHIOS", "WESTRALIA" (ex Danish) and several others not identified. Carried out H.A. Firings at smoke burst target.

12th: 1608 Arrived at Suez and anchored in outer anchorage, near M.V. "GEORGIC". Fuelled, watered and embarked provisions. Ships in harbour H.M.S. "ANSON", H.M.S. "CALEDON" and H.M.S. "KIPLING" and local defence vessels.

13th: 1836 Weighed and proceeded in company with "KIPLING" to pass through Canal. Swept ahead by local craft using magnetic and acoustic sweeps.

1914 Received orders cancelling passage when some distance inside canal. Proceeded stern first down canal and anchored in Inner Anchorage at 2000.

14th: 0005 "Yellow" Air Raid warning.

0020 "Red" Air Raid warning. Enemy aircraft intermittently bombing Port - Tewfik and Suez and engaged by shore batteries.

0800 Aircraft commenced dive bombing shipping at anchor. Engaged by shore batteries and ships A.A. armament.

0313 M.V. "GEORGIC" (anchored in Outer Roads) was hit abaft mainmast - No. 5 Hold - by bomb and shortly afterwards commenced to burn fiercely. She proceeded to beach herself and in doing so struck H.M. Transport "GLENLEARN" which was secured to a buoy, damaging her superstructure and setting her on fire, and finally dragged her ashore. "GEORGIC" and "GLENLEARN" grounded on North Shoal about a cable apart. The fire in "GLENLEARN" was soon extinguished.

0350 Last bombing raid - dawn breaking.

0400 Sent all boats to assist in taking off passengers and crew from "GEORGIC" now burning fiercely except right forward.

0438 "Green" warning - all clear.

0430 - 0830 Boats and medical parties assisting in transferring passengers and crew from "GEORGIC" to shore and attending casualties

A number of the rescued were onboard "HOBART" including the Master of the "GEORGIC". The Commodore of the Convoy and some women and children and a number of wounded received treatment.

1000 Sent sounding party to "GLENLEARN" preparatory to attempting to tow her off at high water (1715).

1417 Weighed and proceeded to anchorage off "GLENLEARN".

1447 Came to both anchors and ran 5½ wire to "GLENLEARN".

1515 Commenced heaving in "GLENLEARN" floated off shoal, being assisted by southerly wind and flood tide.

1530 - 1700 At single anchor with "GLENLEARN" in tow astern; latter had no power and if anchored could not have weighed again.

1715 "GLENLEARN" taken over by tugs; "HOBART" proceeded to anchorage in Inner Roads.

15th: 1000 Weighed and proceeded into Canal, "KIPLING" five kilometres ahead and both ships swept through by magnetic and acoustic sweeping craft.

There had been ¹³ mines reported in the Canal, and it was necessary to drift over mined positions with all main and auxiliary machinery stopped.

- 15th: 1535 Anchored in Great Bitter Lake. Canal closed owing to
convoy from North.
2128: Weighed and proceeded.
2327 Anchored off Ismailia.
- 16th: 0030 "Red" warning. Air raids on various parts of canal but
none in immediate vicinity.
0400: "Green" warning.
0943 Weighed and proceeded through Canal. "Kipling" three Kilo-
metres ahead and both ships swept through.
1530 Cleared Port Said and dropped Pilot. Set course for
Alexandria. "KIPLING" as A/S. escort ahead. Passed H.M.S. KANDA-
HAR" and H.M.S. "JERVIS" on passage.
- 17th: 0900 Sighted and challenged Greek Submarine "PAPANICOLAS".
1000 Passed H.M.S. "LATONA" and H.M.S. "ABDIEL".
1115 Arrived Alexandria secured in No. 7 Berth. Main units of
Mediterranean Fleet in Harbour. Fuelled, watered and provisioned.
- 18th: At Alexandria. Commenced mounting additional close range A.A.
weapons ex "PERTH".
1705 "PERTH" proceeded. "HOBART" joined 7th Cruiser Squadron
(Flag H.M.S. "AJAX".)
- 19th: 0325 "Red" warning. 0525 All Clear.
At Alexandria fitting A.A. weapons. etc.
- 20th: At Alexandria.
- 21st: At Alexandria.
- 22nd: 2102 Proceeded with Mediterranean Fleet for Operation M.E.3.
- 23rd: At Sea with Mediterranean Fleet for Operation M.E.3. Intermit-
tent Air Warnings during day but no enemy aircraft sighted.
- 24th: At sea. a.m. carried out Range Finder and Inclination exercises
and close range A.A. Firings with Seventh Cruiser Squadron.
1800 Returned to Alexandria and secured in No. 8 Berth. Fuelled.
- 25th: At Alexandria fitting A.A. weapons, etc.
- 26th: 0340 "Red" Warning. Enemy air attacks on Harbour and town on
small scale. Fired 4" barrage from time to time. 0455 All Clear
- 27th: At Alexandria.
- 28th: 1306 Slipped from No. 8 berth and proceeded independently.
- 29th: 0900 Secured in "X" berth at Haifa. "KANDAHAR" and "KIMBERLEY"
in harbour. Fuelled on arrival.
- 30th- 31st: At Haifa.



[Handwritten signature]
CAPTAIN

Date 29th October, 1941.

SECRET

SUBJECT :

WAR DIARIES.

MAY, 1941 - JULY, 1941.

FORMER:

Navy Office letter No.034989 of 8th November, 1940.

ENCLOSURES:

PART 1 - CHRONOLOGICAL DIARY OF EVENTS.

1. ~~R.A.C.A.S~~ - ~~1st May, 1941 - 31st May, 1941.~~
2. "HOBART" - June, 1941.
3. "AUSTRALIA" - May, 1941 - June, 1941.
4. "SYDNEY" - May, 1941 - July, 1941.
5. "ADELAIDE" - May, 1941 - July, 1941.
6. "WESTRALIA" - May, 1941 - July, 1941.
7. "MANOCRA" - May, 1941 - July, 1941.
8. "WARREGO" - May, 1941 - July, 1941.
9. "SWAN" - May, 1941 - July, 1941.
10. "ORARA" - May, 1941 - July, 1941.
11. "DOOMBA" - May, 1941 - July, 1941.

12. PART 11 - BRIEF SURVEY AND APPRECIATION OF EVENTS.

The Secretary,
Naval Board.

Forwarded for the information of the Naval Board.

(Signed) J.G. Grace
REAR-ADMIRAL

Office of the Rear-Admiral
Commanding H.M.A.Squadron.

DEPT. OF NAVY
2026. 7. 432
SECRET
JUN 4/10/41

Head of N 4/11
DCA 4/11
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~~SECRET~~
RESTRICTED

(See file 72/51/50) Bailey 1/12/60

The Commanding Officer, H.M.A.S. "HOBART" ✓

7th March, 1941.

3988/177/35

The Rear Admiral Commanding, H.M.A. Squadron.

WAR DIARY - FEBRUARY, 1941.

The War Diary for the month of February, 1941, is submitted for the information of the Rear Admiral Commanding, H.M. Australian Squadron.

1st : Sailed from Wellington for Sydney escorting H.T. "NEIUW AMSTERDAM".

2nd - 3rd :
On passage to Sydney.

4th : 0620(K) Arrived Port Jackson with "NEIUW AMSTERDAM". Secured to No. 1 buoy and completed with fuel. 1230(K) Flag of R.A.C.A.S. transferred to "RUSHCUTTER". Proceeded with Convoy U.S.10. ("AQUITANIA" (Commodore), "QUEEN MARY", and "NEIUW AMSTERDAM") on passage to Fremantle.

5th :
On passage to Fremantle.

6th :
On passage. H.T. "MAURETANIA" from Melbourne joined convoy at Western entrance to Bass Strait at 1650(K).

7th - 9th :
On passage to Fremantle.

10th : 0800(H) Arrived at Fremantle with U.S.10. Secured in 'B' berth. Convoy berthed in harbour and Gage Roads. "CANBERRA" in harbour.

11th : 0815 Proceed for Sydney via Bass Strait.

12th - 15th :
On passage to Sydney.

16th : 1200(K) Sighted "ACHILLES" (escorting convoy) off Port Jackson. 1315(K) Secured at No. 1 buoy, Farm Cove. 1540(K) "ACHILLES" secured at No. 2 buoy.

17th : 1500(K) Proceeded in company with "ACHILLES" for exercises off Port Jackson. Carried out day and night sub-calibre firings and Torpedo firings. 2325(K) Anchored off Watson's Bay.

18th : 0840(K) Proceeded in company with "ACHILLES" for exercises. Carried out full calibre, wide angle, concentration firing and 4" H.A. firings. *and three target firings. Towed splash target for Squadron and R.A.A.F. aircraft bombing practice.*

("HOBART'S" letter No. 2988/177/35 of 7th March, 1941.) Page 2.

18th : (Contin)
1610(K) Parted company with "ACHILLES" and secured
at No. 1 buoy.

19th :
0800(K) In harbour. Hoisted flag of R.A.C.A.S.

20th - 21st :
In harbour.

22nd : 1100(K)
Flag of R.A.C.A.S. transferred to "RUSECUTTER".
Office and staff retained onboard.
1145(K) Proceeded in company with H.T. "AWATEA" as
modified convoy V.K.6. on passage to Auckland.

23rd - 24th :
On passage to Auckland.

25th :
1305(M) Arrived at Auckland and secured at Calliope
Jetty to complete with fuel. "ACHILLES" and "MONOWAI" in
harbour.
1745(M) Slipped and proceeded through Auckland searched
channel and in accordance with N.B. 0600Z/24 to proceed to
datum position in the Tasman Sea. These orders were shortly
afterwards cancelled and amended orders (N.B. 0453Z/25) re-
ceived to proceed to Melbourne with moderate despatch.

26th :
On passage. Amended orders received to rendezvous
with "SYDNEY" in Bass Strait (N.B. 1244Z/25).

27th :
Amended orders (N.B. 1222Z/26) received to proceed to
Melbourne and complete with fuel joining the "SYDNEY" there.

28th :
On passage to Melbourne. Experienced difficulty in
passing E.T.A. through War Signal station, Wilson's Promontory.

(Sgd.) H.L. HOWDEN

CAPTAIN.

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

10th February, 1941.

3824 /177/23

The Rear Admiral Commanding, H.M. Australian Squadron.

DIARY OF PROCEEDINGS - 1st - 31st JANUARY, 1941.

Forwarded for information in accordance with Navy Office Letter 034996, dated 8th November, 1940, the following Diary of Proceedings covering the period 1st - 31st January, 1941.

- 1st. On passage Fremantle to Sydney.
- 2nd. Sighted and closed a darkened merchant ship in position 37° 13' S. 150° 39' E. This ship did not answer after repeated calling by Aldis Lamp, but was identified as "MACUMBA". This incident was reported in my signal timed 0305Z/3rd January.
- 3rd. Arrived Sydney and secured at Oil Wharf Garden Island at 1105 (-10) Flag Officer Commanding Australian Squadron visited ship shortly after arrival. *Ship's Officers were presented to him.*
- 4th. A Care and Maintenance Party was left onboard and the remainder of the ship's company proceeded on fourteen days leave while the Ship was refitting.
- 13th. In accordance with F.O.C.A.S. 0637Z/8 Captain Howden proceeded to Melbourne by train to visit Navy Office, returning on 15th.
- 21st. 0800 (-10) hoisted the Flag of Rear Admiral J.G. Grace.
- 22nd. 0605 (-10) proceeded to Degaussing range at Chowder Bay for calibration and to sea for a partial repair trial. On completion of the trial secured to No. 1 Buoy.
- 23rd. 1400 (-10) sailed for six inch sub-calibre firing. On completion carried out four inch H.A. Firing with "ADELAIDE" in company.
1900 "ADELAIDE" returned to harbour. Met Convoy V.K.3, consisting of "AORANGI" and "NIEUW AMSTERDAM", at entrance of swept channel and escorted them towards New Zealand. Ships acting as a modified convoy in accordance with *modified form of Comvay V.K.3.*
- 26th. 0115. (-11½) "NIEUW AMSTERDAM" parted company in position 36° 22' S. 169° 00' E. and proceeded independantly to Wellington. Escorted "AORANGI" to Auckland. 1250 (-11½) passed American S.S. "MONTEREY" on westerley course in position 33° 08' S. 171° 22' E.
R.A.C.A.S. inspected Ship's Company at divisions.
- 27th. 0300. (-12) Encountered fog when entering the swept channel off Cape Brett. Lost touch with "AORANGI" who proceeded independantly.
0725. (-12) Fog lifted.
1205. (-12) Flew off aircraft in position 36° 27' S. 175° 00' E.
1250. (-12) Arrived Auckland and secured alongside Calliope wharf. F.O.C.A.S. and staff proceeded to Wellington by train.
- 29th. 0503. (-12) Sailed from Auckland.
- 30th. 1446. (-12) Arrived Wellington and secured alongside "Aotea" wharf. F.O.C.A.S. and staff returned onboard.

(Sgd.) H.L. HOWDEN

CAPTAIN.



RESTRICTED

(See file 12/51/50) J.B. Bailey
1/12/60

ENCLOSURE No. 2

To A.F.336/703/17 of 21 May '41.

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

2nd January, 1941

3628/177/32.

The Secretary, Naval Board, Navy Office, Melbourne.

(Thro' The Flag Officer Commanding, H.M.A. Squadron.)

Copies to: The Commander-in-Chief, East Indies Station.

WAR DIARY - DECEMBER, 1940.

(All times Zone - 3.)

Forwarded for information, in accordance with Navy Office Letter No. 589/201/765 dated 10th February, 1940, the following Diary of Proceedings covering the period 1st - 31st December, 1940.

1st:

At 1310 in position 14 degs. 11 mins. N. 53 degs. 3 mins. E. took over escort from H.M.S. "HECTOR" of convoy B.N. 10 consisting of "TALAMBA" (Commodore), "TALMA" and "EL MADINA" all carrying troops. H.M.S. "HECTOR" proceeded to Colombo.

At 1715 received Merchant Raider Alarm that "CITY OF DUNDEE" was being attacked in position 13 degs. 46 mins. N. 53 degs. 53 mins. distance 80 miles from "HOBART'S" position. Alarm was subsequently found to be false when supposed raider was identified as H.M.S. "HECTOR".

3rd:

At 0700 in position 12 degs. 22 mins. North 45 degs. 30 mins. East H.M.I.S. "INDUS" joined escort.

At 1630 in position 12 degs. 25 mins North 43 degs. 40 mins East joined Aden portion of convoy B.N. 10 consisting of twenty-two ships and Submarine "X.2" (Ex Italian "GALLILEO GALILEI" - 8 knots. H.M.S. "CARLISLE" Senior Officer. Ocean Escort. Remainder of escort consisted of "KIMBERLEY" and "AUCKLAND".

5th:

At 1750 in position 18 degs. 08 mins. North 40 degs. 08 mins. East H.M.S. "CARLISLE" and "KIMBERLEY" parted company and proceeded to Port Sudan. "HOBART" assumed command of Ocean Escort. S.S. "TALMA" with troops also proceeded to Port Sudan.

6th:

0530: H.M.I.S. "INDUS" parted company and convoyed three ships to Port Sudan.

1600: H.M.S. "KIMBERLEY" re-joined.

7th:

At 1200 in position 21 degs. 50 mins. North 37 degs. 50 mins East convoys B.N.10 and B.S.10 met.

Turned over escort duties of B.N.10 to H.M.I.S. "CLIVE". Took over escort of B.S.10, consisting of twenty-four ships - speed eight knots.

1300: H.M.I.S. "CLIVE" joined B.S.10. "KIMBERLEY" detached to escort "TALMA" to join B.N.10.

1400: Sent Medical Officer to Greek Ship "IOANNIS GOULANDRIS" and brought Fireman John Pletsopoulos suffering from appendicitis.

0630. H.M.S. "SAGITTA" joined escort.
- 0700: H.M.S. "KIMBERLEY" re-joined escort.
- 0706: Detached INDUS to investigate a dhow. Investigation showed its papers from Port Sudan were in order.
- 9th: 0635: In position 17 degs. 47 mins. North 40 degs. 11 mins. East H.M.S. "CARLISLE" joined and took over duties of S.O. Ocean Escort.
- 1350: A group of aircraft reported by "CARLISLE'S" R.D.F. ten miles to North West but were not sighted. They disappeared to the Eastward.
- 1401: All clear.
- 10th: Fighter escort provided by R.A.F. from 0615 until 1630.
- 1830: "CARLISLE" with "KANDAHAR" parted company and proceeded to Aden.
- 11th: 1800: Detached H.M.S. "AUCKLAND" and H.M.S. "SAGITTA" with Aden portion of convoy.
- 2030 Sent S.S. "UACPORT" to Aden as she reported having a case of smallpox.
- 12th: 0400: With H.M.I.S. "INDUS" parted company from Convoy leaving H.M.S. "KIMBERLEY" to escort convoy to their dispersal point.
- 0615: Sighted H.M.A.S. "PERTH" bound for Aden.
- 0735: Arrived Aden, anchored outer harbour.
- 1112: Entered Inner Harbour, and secured to No. 4 Berth.
- 1800: Sailed for Colombo.

(Zone - 4.)

- 14th: 0600 in position 12 degs 33 mins. North 56 degs. 00 mins. East intercepted and stopped S.S. "PRINCE RUPERT CITY" for purposes of identification. This ship was sighted with the first of dawn. She consistently refused to answer my signal. After identifying her I closed her and cautioned her to pay more attention to answering signals.

(Zone - 5.)

- 16th: 1000: In position 280 degs. Minikoi Island 85 miles fired one torpedo on practice run and flew off aircraft and carried out height finding exercise.

(Zone - 5½.)

- 17th: At 0106 in position ^{IN POSITION 7° 21' N. 76° 01' E.} received report of an armed Merchant Raider having attacked a Merchant vessel in latitude 00° 02' N. and probably 67° East, followed shortly by C.in C.E.I.'s 1934Z/16th December directing "HOBART" to proceed with despatch to position 000 degrees, 70° East, and later by C.in C. E.I.'s 0447/17th reducing speed to 20 knots. Proceeded by way of Maldiva Islands passing through the Khardiva Channel.

At 1200 in position 4° 42' N. 73° 11' E. flew off aircraft with orders to search the atolls of Ari, South Male, Felidu, Nilandu, Mulaka and Kolumadulu. Aircraft returned at 1510 in position 4° 7' N. 72° 30' E. without having sighted anything. It was flown off one hour later and searched an area ahead of the ship and was hoisted in at 1810.

2100 : Reduced to 19½ knots to economise fuel.

8th : 0030 : Sighted and spoke S.S. "SHILLONG" in position 01° 44' N. 71° 00' E.
Aircraft carried out three reconnaissance flights in search of the raider of approximately 3 hours each. Aircraft sighted one British ship S.S. "BARON CAWDOR".

19th : Aircraft made another three reconnaissance flights of three hours each but sighted nothing except S.S. "BARON CAWDOR".
1150 : Arrived Addu Atoll (in the Maldives Islands) and secured to R.F.A. "APPLELEAF" and took in 1,100 tons of oil. H.M.A.S. "WESTRALIA" also at Addu Atoll. Sailed at 1726 to cover shipping to position 00° 02' N. 83° 00' E. and then to Fremantle in accordance with C.in.C. E.I.'s 1244 of 18th December.

20th : Flying was not carried out A.M. due to aircraft undergoing 100 hour examination.
1255 : Aircraft carried out 3 hour reconnaissance from position 00° 37' N. 78° 08' E.

21st : Carried out aircraft reconnaissance flights at 0700 from position 01° 37' N. 83° 13' E. and at 1328 from position 00° 13' N. 84° 57' E. Both flights of 3 hour duration.

(Zone - 6)

22nd : Carried out aircraft reconnaissance for three hours duration commencing at 0800 in position 03° 48' S. 88° 20' E. Aircraft has now passed its 120 hour flying time.

25th : Christmas Day passed quietly. As the report of a raider near the equator necessitated the cancellation of our intended call at Colombo, it was not possible to embark special Christmas Fare or for individual messes to procure Christmas decorations.

(Zone - 8)

28th : 1030 : Arrived Fremantle. Natives of Western Australia numbering 43 proceeded on 14 days leave plus travelling leave.
A number of Pressmen and press photographers visited the ship. Embarked one Department of Information photographer for passage vide A.C.N.E. signal 10652/26th December.
1800 : Sailed for Sydney.

31st December. On passage from Fremantle to Sydney.



(Sgd.) H. L. HOWDEN

FROM: The Commanding Officer, H.M.A.S. "HOBART".

DATE: 4th ^{July} June, 1940.

No. 2834/177/8

TO: The Secretary, Naval Board, Navy Office, Melbourne.
The Commander-in-Chief, East Indies Station.

SUBJECT: Diary of Proceedings, June, 1940.

Forwarded for information in accordance with Navy Office Letter 589/201/765 dated 10th February, 1940, the following Diary of Proceedings covering the period 1st - 31st May, 1940.

All Times are G.M.T.

- June 1st. On patrol Northward of Straits of Bab El Mandeb.
0230. Rendezvoused with "KANDAHAR" S.E. of Perim.
0600. Acted as a target for a dummy torpedo attack by 28th Division of Destroyers.
0700. Proceeded to the Northward in accordance with C.S.4 0618Z/31 to cover fourteen British ships proceeding down the Red Sea.
- " 2nd. 1120. Turned Southward in position 17° 50' N. 40° 10' E.
- " 3rd. 0800. In position 18° 09' N. 41° 49' E. sighted Italian destroyer.
0900. Closed, identified and reported Italian Destroyer "VINCENTO ORSINI" apparently proceeding from Centre Peak Island towards Massawa.
1630. Passed "LIVERPOOL" proceeding Northwards flying Flag of C.S.4. in position 13° 17' N. 43° 07' E.
- " 4th. 0513. Carried out six inch sub-calibre firing at Patt. VI Target off entrance to searched channel. On completion returned to Aden securing in No. 9 berth at 0825, and completed with Oil Fuel.
- Discharged Mr. Lower Commissioned Gunner (T) to R.A.F. Hospital. On completion of fuelling shifted to a position head 030° and stern to No. 9 buoy to augment A.A. Defences of Aden.
- " 5th. Disembarked WALRUS AIRCRAFT No. 2171 to Khormaksar. This Aircraft is now due for 120 hourly inspection and a replacement is being supplied.
- " 6th. Discharged Mr. Sibun Warrant Mechanician to R.A.F. Hospital.
- " 7th. Embarked WALRUS No. L. 2321 from Khormaksar as a replacement for WALRUS No. L. 2171.
2110. S.P.O. T.E. Andrews O.N. 13876 died from heat stroke.
- " 8th. 1400. Funeral of late S.P.O. Andrews at Maala cemetery.
- " 10th. 1838. Received signal to commence hostilities against ITALY at 2300.
- In accordance with C. in C.E.I's 1410/5 and C.S.4 1345/7 "HOBART" was due to escort British Ship "KHANDALLA" up the Red Sea sailing at about 0900Z
1900. Came to two hours notice for steam.
1958. C. in C. E.I. cancelled sailing of "KHANDALLA"

(Diary of Proceedings - June, 1940)

- June 10th. 2045. At request of N.O.I.C. ADEN sent two Officers and armed guard to Italian Merchant Ships "ESQUILINO" and "MONTE PIANO" as they had started to scuttle themselves. When guard arrived "MONTE PIANO" had a heavy list but seacocks had been closed by ratings from "LUCIA"
- " 11th. 0157. Weighed and proceeded with "KINGSTON" in company. Air raid alarm was sounded as "HOBART" left her berth. Reembarked armed guard from "ESQUILINO" in outer harbour.
0540. "KHARTOUM" joined company and screened by "KHARTOUM" and "KINGSTON" proceeded to Centre Peak at 25 knots in accordance with C.S.4's 2008/10th, passing west of ABU AIL. Off Centre Peak course was altered towards S. Massawa Channel and when out of sight from Centre Peak course was again altered to return to Perim at 16 knots.
- " 12th. 0320. Passed Perim. Returned to Aden, destroyers preceding "HOBART" into harbour.
1030. Arrived and completed with fuel.
- Air raid alarms and aircraft reports were received at 1315, 1555, 1845, 1935. Following the 1845 alarm three enemy aircraft were seen to be illuminated by shore searchlights and fire was opened with 4" H.A. 20 rounds being fired.
- " 13th. Air raid alarms and aircraft reports were received at 0147, 0237, 0430 and 0652.
- Four enemy aircraft were sighted at 0148 and 43 rounds 4" H.A. were fired. One aircraft was shot down by either "HOBART" or "CARLISLE". Following the 0430 alarm 11 rounds 4" H.A. were fired at two enemy aircraft.
- In all enemy aircraft dropped about seven bombs in the Sheikh Othman District. No attempt was made to attack ships in harbour.
0804. Sailed in accordance with C.S.4 0933Z/12 to provide distant cover for Perim patrol.
1008. Exchanged identity with "LEANDER".
- " 14th. Remained to S.E. of Perim during the night.
1430. Met "KHANDALLA" escorted by "FLAMINGO" and "KINGSTON" in position 12° 21' N. 44° 10' E. Assumed command of escort and proceeded up Red Sea in accordance with C.S.4 0728Z/14th.
- " 15th. 1400. In accordance with C. in C. E.I. 0852/14 "KHANDALLA" was ordered to transfer Bag 824/1 addressed C.O. "LIVERPOOL" to "HOBART" for return to Aden. This was accomplished by Schermuly pistol and heaving line.
1535. Detached "FLAMINGO" in position 16° 48' N. 41° 03' E. to proceed to Kamaran in accordance with C.S.4 0912/14.
- " 16th. 0315. Norwegian ship "JAMES STOVE" torpedoed and sunk South of Aden.
2230. Detached "KINGSTON" in position 22° 40' N. 37° 27' E. to refuel at Port Sudan in accordance with C.S.4 1046/14.

(Diary of Proceedings - June, 1940)

- June 17th. 0500. Met S.S. "SHARISTAN" in position 24° N. 37° E. Parted company with "KHAIRALLA" and proceeded to escort "SHARISTAN" Southward.
- " 18th. 0820. "KINGSTON" rejoined in position 20° $26'$ N. 38° $32'$ E.
0518. "FLAMINGO" rejoined in position 19° $55'$ N. 38° $51'$ E.
1151. Received report of Italian "U" Boat off Port Sudan.
- "x 19th. 0504. Flew off Aircraft in position 15° $53'$ N. 41° $26'$ E. to carry out bombing attack on Italian W/T Station on Centre Peak Island. "SHARISTAN" was routed to pass out of sight of Centre Peak. Attack carried out by Aircraft at 0604 successfully destroyed one hut of W/T station and damaged the other. Photographs were also taken of a pier which has lately been constructed on North side of the Island. This pier was also bombed but little damage was inflicted. On completion of the attack aircraft refuelled at Kamaran and proceeded to Aden.
- Received information that Italian "U" Boat "GALILIO GALILEI" had been captured by "MOONSTONE" and taken into Aden.
- " 20th. Passed Perim and proceeded to Aden along the parallel of 12° $10'$ N.
0900. Detached "KINGSTON" to proceed to Aden and fuel in accordance with S.N.O.R.S. 0827Z/20.
1050. Parted company with "FLAMINGO" and "SHARISTAN" at the entrance to the searched channel and proceeded to Aden at 24 knots, arriving at 1220.
1818. After completing with fuel proceeded on Perim anti-ship patrol in accordance with S.N.O.R.S. 1131Z/20.
- " 21st. 1619. Received "KANDAHAR'S" 1502Z/21 reporting that a submarine had been attacked North East of MUSA ISLAND but that destruction was not certain.
- " 22nd. 0600. Rendezvoused with "KANDAHAR", "KHARTOUM", "KINGSTON", "FLAMINGO" and "SHOREHAM" 20 miles east of RAS AL BIR Light.
- From information supplied by "KANDAHAR", who had seen the Italian Submarine Operation Orders captured in "GALILIO GALILEI", I formed the opinion that an attempt might be made by Italian surface forces to cover the passage of another "U" boat through the Straits of Bab El Mandeb during the night of 22nd-23rd. I therefore decided to carry out a high speed sweep with destroyers through the Straits of Bab El Mandeb to latitude 12° $58'$ N. and back to Perim with the object of intercepting and destroying enemy surface forces.
0730. In position 12° $23'$ N. 43° $45'$ E. proceeded to the S.E. screened by destroyers and escort vessel.
0925. Flew off Aircraft to carry out a reconnaissance off the coast from RAS AL BIR to the BROTHERS.

(Diary of Proceedings - June, 1940.)

June 22nd. 1200 : Aircraft returned with nothing to report.

1358 : Detached FLAMINGO and SHOREHAM to carry out an A/S search in the vicinity of the BROTHERS.

1740 : Proceeded from a position 130° Perim Light 36' to carry out the sweep at 18 knots with KHARTOUM, KINGSTON and KANDAHAR spread on a 4 mile front ahead of HOBART. On passing Perim speed was increased to 20 knots. On reaching latitude 12° 58' N. course was altered to the southward to pass close to DUMEIRA Island and return to the Straits of BAB EL MANDEB.

Nothing was sighted and on repassing Perim at 2255, HOBART proceeded to the south and east of 12N and 44E to remain in support while destroyers and escort vessel continued the hunt for the "U" boat.

" 23rd. 0234 : Received a report from KANDAHAR that KINGSTON had sighted the Conning tower of the "U" boat south of Perim.

0327 : Flew off Aircraft to co-operate with destroyers. Shortly afterward received information that KANDAHAR had sunk the "U" boat by gunfire. This "U" boat was the E. TORRIGELLI.

0355 : Recovered Aircraft and returned to Aden arriving at 0955. Arrangements were made for the Aircraft to be disembarked on each occasion of returning to Aden to clear the arc of fire of the HA Guns and to avoid damage to Aircraft by gunblast. Received information that KHARTOUM had sunk in Perim harbour.

" 24th. HOBART's aircraft carried out dawn patrol of searched channel on alternate days from 24th June.

" 26th. Received signal stating that KINGSTON had attacked an Italian "U" boat off the entrance to South Massawa Channel.

" 27th. "U" boat attacked by KINGSTON was discovered beached and was bombarded by LEANDER, KANDAHAR and KINGSTON. Italian Aircraft carried out a bombing attack on LEANDER and destroyers but inflicted no damage. "U" boat in question was reported to be the PERLA.

" 28th. 0600 : Board consisting of Commander J.H. Huntley, R.N. H.M.S. FLAMINGO, Lieutenant T.K. Morrison R.A.N., H.M.A.S. "HOBART" assembled onboard under my Presidency to enquire into the circumstances of the loss of H.M.S. KHARTOUM.

" 29th. 0500 : Discharged Lieutenant Commander BAYLDON, R.A.N.R. to V.S.I.S. CHANGTE for passage to Australia. Following also took passage in CHANGTE, Mr Lower, Mr Sibun and four ratings invalided from R.A.F. Hospital.

0930 : Air raid alarm. 3 enemy aircraft were sighted over Maala. Some bombs were dropped and Shore Guns opened fire. The enemy returned to the south east but did not pass within range of our H.A. guns. Another alarm was sounded at 1345 but no aircraft were seen and the "All clear" was made at 1355.

" 30th : 1000 : Commenced embarking 2nd Battalion Punjab Regt.

(Diary of Proceedings - June, 1940.)

June 30th. 1330 : Completed embarkation of 687 Officers and men and equipment. Remaining personnel and all motor transport and heavy stores were embarked in CHANTALA.

1500 : Sailed for BARBERE. FLAMINGO and CHANTALA in company.

Herwerden

CAPTAIN.

(COPY)

COMMONWEALTH OF AUSTRALIA.

DEPARTMENT OF DEFENCE.

ROYAL AUSTRALIAN NAVY.

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

Date 4th May, 1940. Reference No. 2644/177/23.

To The Secretary, Naval Board, Navy Office, Melbourne.
The Commander in Chief, East Indies Station.

Subject DIARY OF PROCEEDINGS - APRIL, 1940..

Forwarded for information in accordance with Navy Office letter 582/201/765, dated 10th February, 1940, the following Diary of Proceedings covering the period 1st - 30th April, 1940.

All times are G.M.T.

April 1st : At Trincomalee in company with C.S.4 in "KENT."

" 3rd : 0215 - Weighed and proceeded for exercises with C.S.4. in "KENT" and carried out Sleeve Target and sub-calibre practices and fired two torpedoes.

After dark searchlight exercises with 9th Battery Garrison Artillery at Trincomalee.

Anchored Trincomalee at 1500.

April 4th : Sailed with C.S.4. in "KENT" at 1430 to intercept Dutch Merchant vessel "ALCINOUS" off south of Ceylon, sailing in accordance with C. in C. E.I.'s 10232/2. "ALCINOUS" was reported to be carrying contraband of war consisting of 8 tons of copper wire and one rubber hose of German origin. At 1338 received C. in C. E.I.'s Signal 18152/4 cancelling order to intercept "ALCINOUS."

Set course for Colombo.

April 5th : Carried out Range and Inclination exercise with "KENT" at 05 00.

1030 - Arrived Colombo.

April 8th-9th: Carried out sectional fumigation using "Clayton Apparatus" against Bugs (*cimex lectularis*) found to have infected certain living compartments of the ship.

April 11th : Came to two hours notice for steam in accordance with C. in C. E.I.'s signal 1216/11

April 12th : 0625 - Reverted to four hours notice.

April 13th : Received C. in C. E.I.'s Signal 0523 (Zone Time) at 0001 to raise steam for full speed.

0345 - Sailed from Colombo, speed eighteen knots for Aden.

April 14th : Intercepted Danish Merchant Vessel "AFRIKA" in position 7°52' N. 73°55' E. at 0245. Boarded her and sent her into Colombo under an armed Guard of one Petty Officer and four ratings.

April 15th : In position 9°40' N. 63°7' E. sighted the loom of

DIARY OF PROCEEDINGS - 1st - 30th April, 1940.

search light bearing 263 degrees. Raised steam for full speed and proceeded to intercept. It was considered probable that the searchlight was from the Netherlands Destroyer "VAN GALEN" which was sailed from Colombo for Aden ahead of "HOBART." This was subsequently found to be the case when at 2106 hours signals were exchanged. It was estimated that Searchlight was sighted from a distance of forty-one miles.

April 16th : 0630. Sighted a strange raft in position $10^{\circ} 40' N.$ $58^{\circ} 00' E.$ On recovery this was found to be a floating target composed of wooden cable reel with empty oil drums etc. which were identified as being of H.M. Dockyard, Portsmouth, origin. It is assumed that the raft had been abandoned by one of H.M. Ships after firing.

April 17th : 0730. Passed Netherlands Destroyer "VAN GALEN," in position $11^{\circ} 57' N.$ $51^{\circ} 46' E.$

1300. Exchanged identity with French A.M.C. "CARAIBE" in position $12^{\circ} 10' N.$ $49^{\circ} 54' E.$

April 18th : 0600. Arrived Aden.

April 25th : 0815. Sailed on a courtesy visit to Kamaran, Hodeida and Mocha in accordance with C. in C. E.I.'s 1216Z/22, and my 0921Z/23rd.

April, 26th : 0500 arrived Kamaran.

1500. Sailed Kamaran.

April 27th : 0500. Arrived Hodeida and sailed 1645.

April 28th : Arrived Mocha 0315 and sailed 1645.

April 29th : 0600 Arrived Aden.

NOTE: My visits to Kamaran, Hodeida and Mocha are reported in my letter No. 2699/177/24 dated 29th April, 1940.

Paymaster Sub-Lieutenant Gurney R.N.V.R. of H.M.S. "GLOUCESTER III" was borne, for victuals only, from 25th-29th April.

TRAINING:

Training classes for Q.R.2's commenced on 15th April.

Every opportunity has been taken to provide organised instruction for Petty Officers and Leading Seamen candidates in preparation for the next Seamen-ship examination.

(Sgd.) H. L. HOWDEN.

CAPTAIN.

AWM 78