

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

[Harbour Defence Motor Launch] HDML 1321

Item number: 147/1

Title: March 1944 - September 1945



AWM78-147/1

HDML

[147/1]

AUSTRALIAN ARCHIVES
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OPEN

#A.E. 1321" L. of P.

Declassification Authority—Defence Records
This record has been reviewed and has been
declassified by the Department of Defence
(Navy) with effect from: 1 NOV 1970
Authority Cdg (N) Admin 13-13.
Reviewed: LCDR R. L. Smith (RANEM)

Signature: *R. L. Smith* Date: 1 NOV 70

1 Oct. 1945.

FROM : COMMANDING OFFICER ML.1321.
To : D.S.I.O. NEW GUINEA.
Subject: REPORT OF PROCEEDINGS.

The following report of proceedings of ML 1321 under my command is hereby submitted:

1st Day 20th Sept.

1000 Loaded 16 AIF personnel with their gear and equipment for passage to Finschhafen.
Lt. Marston RANVR, Lt. Mollison RANVR and Capt Richards AIF on board for passage Torokina via Rabaul. Trade goods and cash for Torokina also aboard.
1100 Slipped and proceeded for Finschhafen.
1545 Secured pontoon wharf Dreger Hbr and landed all personnel and equipment.
1615 Secured oil wharf Langenak, commenced fueling. 900 gals. diesel.
1735 Slipped and proceeded. Fine clear weather.

2nd Day 21 Sept.

0600 Ablinge abeam dist 7'
1310 Cape Beechy abeam Dist 1.5'
1600 Jacquinet Bay abeam. Hove too off HMAS "Griffioen". Lt. Palmer aboard.
1650 Resumed course and speed.
1945 A/c to clear Cape Archway.
2000 Reduced speed to 8 knots.
2330 Reduced speed to 6 knots. Fine clear weather visibility good.

3rd Day 22nd Sept.

0600 Anchored Rabaul Hbr. off ML 1327. Reported to DSIO NMA Lt. Cdr. H. Mackenzie RAN.
0900 Transferred cargo and trade goods to ML 1327. Lt. Marston and Capt. Richards transferred to ML 1327.
1030 C.O. ashore with DSIO to report NOIC Rabaul.

4th Day 23rd Sep.

0800 Lt. Cdr. Mackenzie aboard. Sunday routine.

5th Day 24th Sep.

1000 Slipped and proceeded alongside HMAS "Kaninbla" for fresh provisions.
1145 Slipped and returned anchorage.

6th Day 25th Sep.

1100 Lt. Mollison RANVR ashore to NOIC staff.
1500 Proceeded alongside HMAS Dubbo for water.
1600 Returned anchorage. Lt. Cdr. Mackenzie and CO ashore to 11 Div HQ.
2325 Slipped and proceeded to sea for Seragi N. Coast New Britain. Fine clear weather.

7th Day. 26th Sept.

0150 Watom Is. abeam to port Dist 1'
0400 Heavy lighting and rain to NW.
0500 Cape Pomas bearing 5. A/C.
0625 A/C for Seragi Passage.
0730 Anchored off Seragi in 3 fths. Party ashore. No sign of any recent Japanese occupation.
1000 Slipped and proceeded Pondo Hbr.
1230 Secured alongside Pondo Wharf. Party ashore. Contact made with chinese internees. Heavy rain in p.m.

8th Day. 27th Sept.

0600 Slipped and proceeded.
0935 Lolabau Is. abeam to Stabd. A/C for Wulai Is.
1400 Wulai Is. abeam to stabd. A/C for Hoskins.
1445 Anchored Cape Hoskins in 3 fths.
1730 Slipped and proceeded.
1908 Kimbe Is. abeam.
2130 Willaumez Pen. abeam. A/C. Heavy rain squalls from SW

9th Day 28th Sept.

0400 Strong SW wind moderate sea visibility poor.
0600 Cape Gloucester abeam. A/C for inshore route. Heavy SE squalls with rain.
1000 Anchored Sag Sag N.W. Coast New Britain. Heavy rains and strong SE Squalls.

10th Day 29th Sept.

0600 Slipped and proceeded Langemak. Strong SE wind rough sea. Sky overcast.
0715 Shaped course Langemak.
1230 Secured oil wharf Langemak. Loaded 1200 gals diesoline. 200 galls water. Raining and overcast.

11th Day. 30th Sept.

0200 Slipped and proceeded Lae.
0240 Mussing Is. light abeam.
0430 Cape Gerhards abeam Dist 1.5' a/c.
0745 Secured alongside Voco Point Wharf Lae. L. Cmdr. Mackenzie ashore.

*AB Valery 24
RANVA.
C.O. M. 11521*

710

Lao
5th April, 1945.

From : Supervising Intelligence Officer, N.E.A.
To : Naval Officer in Charge, New Guinea.
Subject : Report by C.O. H.D.M.L. 1321 on effecting temporary repairs to hull.

Submitted:

The attached report by Lieut. A.E. Palmer, R.A.N.V.R. Commanding Officer of H.M.A.H.D.M.L. 1321 is forwarded for your information.

2. It is suggested, for your consideration, that Palmer be commended for the efficient and seamanlike manner in which he coped with an abnormal situation.

[Signature]
COMMANDER, R.A.N.
Supervising Intelligence Officer, N.E.A.

COPY:
D.N.I. Melbourne.
D.S.I.O. N.E.A. Brisbane.

4
The Director of Naval Intelligence
Navy Office.
Melbourne.

Submitted for your information.

[Signature]
S.I.O. N.E.A.

METHOD IN WHICH REPAIRS WERE CARRIED OUT ON H.D.M.L.1321

After the vessel struck the reef and was refloated, she was making more water than the bilge pumps could cope with and it was only by forming a line with buckets through mess deck hatch that the water could be kept under, the hole in the bottom being in such a position that the collision mat could not adequately cover the hole and the pressure of water insufficient to stop the leak. As a safe all weather anchorage was only about 7 miles distance, we resumed at half speed and ran the M.L. bows drawing 8' 6" into about 10 feet of water holding her stem offshore by an anchor over the stern, two bow lines held the bows in such a position as to enable us to carry out inspection of the damage with diving goggles.

The only material carried on board in the event of such an emergency arising were sheet lead, $\frac{3}{8}$ " copper tacks, canvas and a 7lb tin of Rubber Tex (drawn from M.L. base Sayonara Rushcutter). The Rubber Tex was forced into the fracture in the hull and beaten well in with a mallet, it is found easier to handle underwater than ordinary putty. This temporarily stopped the leak sufficiently for the bilge pumps to cope with the water. Then a square of double thickness canvas was prepared on deck, well coated with very thick Zinc Chromate, a sheet of lead the same size was cut and placed over the canvas and the copper tacks were driven all round the edges while on deck to make the job of putting each tack in under water without any diving apparatus and securing the patch to the ship's bottom easier. When the patch was ready it was taken overboard and below and placed straight over the Rubber Tex and nailed all round. This can be done under water with ease with the use only of goggles by any swimmer by having the bows of the ship or such part that has to be repaired in shallow enough water to allow the person working under water to kneel or sit on the bottom having sufficient room to work the hammer.

These temporary repairs were effected in $\frac{3}{4}$ of an hour from the time of securing the ship till the bilges were pumped dry. This patch was seaworthy enough to allow the ship to proceed at 12 knots to her base a distance of 320 miles, the bilge pumps being used every 4 hours kept the bilges dry.

On returning to base it was found that the M.L. was required for operational duties almost immediately and some way had to be devised to make the repairs more seaworthy. A small compact compressor unit was obtained from D.S.I.O. New Guinea, the mobile garage type self contained unit consisting of air bottle and small compressor driven by a 3 h.p. petrol engine capable of compressing air to 100 lbs to the sq. inch. A two-way valve ~~was~~ attached to the bottle allowed two pipe lines to be used, a length of $\frac{1}{2}$ " high pressure rubber hose was used for one line and the ship's salvus mask pipe was used for the other. It would have been more efficient if two small pipes of the same diameter could have been used. To the end of each line was attached the general service issue gas respirator, having first removed the non return valve in the face piece so that no air escaped from the valves, the reason for this being that the escaping air from the valve passed upwards in front of the eye pieces and made vision underwater difficult; with the valve closed all excess air and spent air escaped behind the face piece causing no inconvenience at all.

For weights to keep below water without too much effort a deep sea lead was fastened to the waist by a length of line and a slip knot in the event of having to come to the surface to get tools or give instructions. Two 7 lb ingots of white metal slipped into the trouser pockets were used by the second man, these could be easily slipped out when wanting to reach the surface. No difficulty was found in swimming to the bottom to pick up weights and attach them when one wished to commence work. As an extra safety precaution two short lines were put down where the work was being carried out so as to enable either man to pull himself to the top.

Once the air container had been well cleaned out and all traces of oil and water blown out of the bottle no inconvenience

was experienced while working underwater for a period of 4 to 4½ hours at a stretch. Gas and oil fumes from the motor caused slight trouble at first but these were easily overcome by putting an extension piece from the exhaust over the side well away from the air intake of the compressor unit. In carrying out tests before work was commenced a depth of 45 foot was reached without any discomfort and one could have remained there for a long period should it have been required. Only one mask could be worked at this depth.

D.S.I.O. New Guinea provided 4½ copper boat nails, cooper rooves, brass screws 3", putty, white lead, copper tacks and 16 ft of 8' x ½" cedar planks and 6" x 1" oregon planks and sheets of muntz and copper sheathing with which to make a durable patch.

The vessel was then moored securely in about 10 ft. of water so as to allow the men working to be able to stand on the bottom and work at a convenient height. First all the damaged copper sheathing was removed and a thorough inspection of the damaged section of the hull made; wherever the timber had been forced in board, soft wood tingles were made and placed between the ribs and wherever possible wedges were driven against them forcing the damaged planks back into their original positions. The fractures in ship's bottom were then filled with putty and white lead, sheets of tropical proofed canvas, cut to size and shape of copper sheets were then tacked on, having first been well coated with zinc chromate. The fastening of the timber planks 8 ft. by 8 inches broad and half an inch thick was then commenced ½" timber was used as it could be more easily forced into the lines of the ship's hull under water than heavier timber and also to cause less turbulence when the ship was under way.

So as to enable persons working underwater to know the whereabouts of the sound ribs for fastening the outside planks, long copper nails were driven from inside out protruding through the hull about 2" alongside each sound rib; six sound ribs were selected in this case and a row of 4 nails alongside each rib and through the tingles were found to be sufficient to act as a marker for the man working below; the planks were then taken down marked where the nails protruded and then put into place. It was then easy to screw planks to ribs with 3" brass screws and to force the planks hard up against the hull. When the timber had been thus drawn in to fit snugly, copper fastening were then put through and fastened in the normal manner. The planks were ~~then~~ painted with zinc chromate before placing ~~in place~~ in position; painted canvas was then tacked over the patches and sheeted in the normal manner. No difficulty was found in coppering underwater. On three occasions the M.L.'s propellers have been drawn, straightened and replaced with the use of compressed air and respirator without any trouble. In one case new propellers were fitted and gave excellent service.

If it were possible for the ship to carry a small compressor driven off the auxiliary engine when required, with a small container to give an even flow of air, the propellers and underwater fittings can be repaired while the vessel is on station without having to return to the M.L. base several hundred miles away in our case, and therefore save much delay in operational work. In the 80 ft. Australian HDML where the coupling for the tail shaft is outside the stern gland, no difficulty was experienced in removing the tail shaft and straightening it and replacing it.

The repairs carried out on the ML were commenced on the 10th February and completed 14th February, 1945, the ship being then ready for sea. Since repairs have been carried out, the ML has steamed some 3,000 miles and encountered very heavy weather on more than one occasion in Vitiaz and Dampier Straits and to date no appreciable difference has been reported from the engine room as regards the ship making water.

S/ Lieut. A.E. Palmer, R.A.N.V.R.
C.O. H.D.M.L. "1321"
29th March, 1945.

Royal Australian Navy.

NID 139/270

IN REPLY PLEASE QUOTE

N535.....

Heindorff House,
Queen Street,
Brisbane.
15th January 1945.

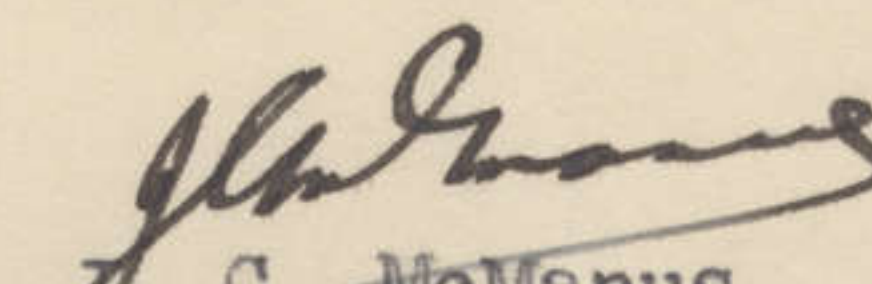
FROM: Supervising Intelligence Officer, North Eastern Area.

TO: Director of Naval Intelligence, Melbourne.

SUBJECT: Proceedings of H.D.M.L. 1321

Submitted:

Forwarded herewith in duplicate copy of report on proceedings
of H.D.M.L. 1321.


J. C. McManus,
Commander, R.A.N.
Supervising Intelligence Officer,
NORTH EASTERN AREA.

Enc. 2.

~~DNI.~~
~~SO (Families)~~
R.M.

15th January 1943.
Brisbane.
Queen Street,
Mendall House,

Royal Australian Navy

In reply please quote

1533.

FROM: Supervising Intelligence Officer, North Eastern Area.

TO: Director of Naval Intelligence, Melbourne.

SUBJECT: Proceedings of N.M.I. 1321

Submitted:

Forwarded herewith in duplicate copy of report on proceedings
of N.M.I. 1321.

NORTH EASTERN AREA.
Supervising Intelligence Officer,
J. G. Williams,
Commander, R.A.N.

Enc. 2.

19/1

COPY

TO: O.I.C., A.I.B., S/S.
DATE: 7th January 1945.
FROM: C.o. H.D.M.L. 1321.

The following proceedings of H.D.M.L. 1321 under my command are submitted:

Day I Dec. 15th 1944.

2330: Slipped and proceeded from Hospital Wharf Lae for Hoskins Peninsula escorting launch "Gnair". Had on board as passengers the following:-

Captain L. Searle, A.I.F.
Lieut. P. Mollison, R.A.N.V.R.
Captain R. Boyan, A.N.G.A.U.
Corp. N. Thomson and two native boys together with a quantity of cargo.

Day II Dec 16th 1944

1200: Mass-mass Is. abeam. Strong N.W. set experienced estimated at 4 knots while passing thru channel between Mass-mass and Nesup Islands.
2400: Fine clear night. Average speed of advance 7.5 knots.

Day III Dec. 17th 1944.

0645: "Gnair" stopped to fuel. Vessel was then 18 miles from Cape Mont.
For the next $1\frac{1}{2}$ hrs "Gnair" had several stops of short duration due to air locks in fuel lines.
1550: Anchored Hoskins in 3 fthms.
Landed Lieut. Mollison, Captain Boyan and Corp. Thomson and one native boy.
Asked to take four officers to Bialla next day and agreed.

Day IV Dec 18th. 1944

0630: With four A.I.F. Officers on board proceeded with "Gnair" for Bialla.
1000: Changed engine oil while under way.
1210: Anchored Bialla. Captain Robinson, A.I.F. on board.
Loaded cargo into canoes. Captain L. Searle and native boy ashore.
1300: Received signal to proceed direct to Madang. Took on board W.O. Blacklock and Corp Kotz for passage Madang.
1410: Slipped and proceeded
1720: Anchored Wulai Is. inside reef in 6 fthms.

Day V Dec. 19th 1944.

1300: Left Wulai Is. and proceeded to Tuare Is anchoring there at
1540: in 10 fthms.

Day VI Dec 20th 1944.

0910: Up anchor and proceeded for Madang.
Seas calm. Wind light N.W.

Day VII Dec. 21st 1944.

1125: Berthed M.L. wharf Madang.
Landed W.O. Blacklock and Corp. Kotz to A.I.B. Station.

/s/ N. Grieve R.A.N.V.R.
C.O. H.M.D.L. 1321.

II

S.I.O., N.E.A.

9th January 1945.

Copy sub-mitted.

/s/ H. A. Mackenzie
D.S.I.O. N.E.A.

COPY

TO: O.I.C., A.I.B., S/S.

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1550: Anchored Hoskins in 3 fthms.
Landed Lieut. Mollison, Captain Boyan and Corp. Thomson and one native boy.
Asked to take four officers to Biella next day and agreed.

Day IV Dec 18th. 1944

0630: With four A.I.F. Officers on board proceeded with "Gnair" for Biella.
1000: Changed engine oil while under way.
1210: Anchored Biella. Captain Robinson, A.I.F. on board.
Loaded cargo into canoes. Captain L. Searle and native boy ashore.
1300: Received signal to proceed direct to Madang. Took on board W.O. Blacklock and Corp Kotz for passage Madang.
1410: Slipped and proceeded
1720: Anchored Wulai Is. inside reef in 6 fthms.

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/s/ N. Grieve R.A.N.V.R.
C.O. H.M.D.L. 1321.

II

S.I.O., N.E.A.

9th January 1945.

Copy sub-mitted.

/s/ H.A. Mackenzie
D.S.I.O. N.E.A.

CONFIDENTIAL

Commonwealth of Australia

Department of The Navy.

Heindorff House,
Queen Street,
BRISBANE.

Royal Australian Navy.

From Supervising Intelligence Officer, North Eastern Area.

Date 20th October, 1944 Reference No. 2827

To Director of Naval Intelligence, Melbourne.

Subject Letter of Proceedings, H.D.M.L. 1321

Submitted:

With reference to my memorandum dated 14th September, 1944, forwarded herewith are two copies of Letter of Proceedings of H.D.M.L. 1321 for period 17th September to 29th September, 1944

J. C. McManus
J. C. McManus,
Commander, R.A.N.
Supervising Intelligence Officer,
NORTH EASTERN AREA.

D.N.I.

S.O. (Families)

D.N.I.

CONFIDENTIAL

Commonwealth of Australia

Defence House,
Queen Street,
Sydney.

Department of the Navy

Naval Intelligence Staff

Reporting Intelligence Officer, North Eastern Area.

5th Station, 1944, Sydney N. 5007

Director of Naval Intelligence, Melbourne.

Letter of Appreciation, 1.1.1. 1951

Submitted:

Also enclosed is a memorandum dated 14th
October, 1944, forwarded to the Director of Naval
Intelligence of 1.1.1. 1951 for period 1st September to
30th September, 1944.

1.1.1. 1951
Reporting Intelligence Officer,
North Eastern Area.

616

COMMONWEALTH of AUSTRALIA.

Department of the Navy.

H.D.M.L. 1321,
1 October, 1944.

Officer Commanding,
Small Ships, A.I.B.

Report of Proceedings.

The following report of proceedings of H.D.M.L. 1321 under my command is submitted.

Day (1) 17 September.

- 0100 Slipped and proceeded from Dreger with Lieutenant Commander MacKenzie, RAN, Captain Robinson AIF, Lieutenant Stokes AIF, Warrant Officer Bevin AIF, two naval coders and five (5) native soldiers for passage to New Britain.
- 0815 Cape Gloucester abeam course altered to take inside route.
- 0900 Anchored Borgen Bay in 5 fathoms. Fresh S.E. wind and rain. Lt.Cdr. MacKenzie, Capt. Robinson and Lieut. Stokes ashore to Angau.
- 1620 Slipped and proceeded Talasea. Fresh S.E. wind choppy sea.
- 2250 Very heavy rain squalls off shore.

Day (2) 18 September.

- 0555 Anchored Garua Hr. in 8 fthms. Lt.Cdr. MacKenzie and Capt. Robinson ashore at A.I.B. Clear Fine weather, light S.E. One chinese halfcaste shipwright aboard for passage Bialla.
- 1345 Slipped and proceeded Cape Hoskins.
- 1530 Gunnery practice was carried out with .37 mm cannon and .50 cal Browning Machine Guns.
- 1620 Anchored Megigi Plantation Cape Hoskins in 3 fthms. Strongwind and rain offshore all night. Lt. Cdr. MacKenzie and Capt. Robinson ashore.

Day (3) 19 September.

- 1140 Lt.Cdr MacKenzie and Capt. Robinson ashore. Slipped and proceeded Bialla Plantation. Fresh S.E. wind. Fine Clear weather.
- 1535 Anchored inside Reef at Bialla Plantation. W.O. Robinson aboard. Lt. Stokes and A.I.B. party landed ashore. Watches maintained from sunset to sunrise. Nil sightings.

Day (4) 20 September.

- 0730 Slipped and proceeded with Lt.Cdr MacKenzie and Capt. Robinson aboard. Fine clear weather with fresh S.E.
- 1100 Anchored at EA-EA in 8 fthms. Capt. Robinson landed.
- 1806 Slipped and proceeded. Gun crews closed.

Day (4) Continued.

2045 Stopped engines and ^{have} ~~leave~~ too approx. 2 miles N.E. of Pondo Pt.

Day (5) September 21.

0100 Watch reported lights ashore on high ground behind Pondo Plantation lasting only a few moments.

0225 Engines were started and steamed out to sea as M.L. had then been set to within 200yds of Pondo Pt.
Nil sightings of barges or any activity on Pondo Plantation.
Visibility was poor but from 2200/20 it improved to Fair. Light wind off shore and calm sea.

0415 Anchored EA-EA in 8 fthms.

0855 Slipped and proceeded.

0915 Hove too off O.P. and picked up Capt. Robinson and Lt. Archer AIF.

0920 Resumed under full speed.

1045 Anchored Wato Hr. in 8 fthms.
Lt. Seaton AIF, Sgts Macauley and MacKay, AIF aboard.

1515 Slipped and proceeded. Fresh S.E. and overcast sky.

1610 Hove too at O.P. and landed A.I.B. party.

1625 Resumed under full speed.

1640 Anchored EA-EA in 8 fthms. Watches set from sunset to sunrise.

Day (6) 22 September.

0530 Nil report or sightings during hours of darkness.

0820 Slipped and proceeded for Seeadler Hbr. Manus Is.
Fresh S.E. medium sea. Fine clear weather.

1030 M.L. in position of the reef reported P.A. but no sign was seen of any shoal water. The area for a distance of 5 miles was thoroughly searched but failed to sight any reef or shoal water. Conditions were excellent fine clear weather with good light and fresh S.W. wind and moderate sea.

1130 M.L. Resumed course and speed.

Day (7) 23 September.

1330 M.L. entered Boom Seeadler Hbr.

1410 Anchored Inrim Plantation in 3 fthms.
Very strong N.E. rain squalls lasting all night.
Lieut. Ebbles RANVR aboard.

Day (8) 24 September.

M.L. remained at Inrim Plantation all day.
Very heavy rains and strong winds from N.E. and E.
Lt. Cdr. MacKenzie ashore at A.I.B.

Day (9) 25 September.

0630 Slipped and proceeded under power.
Lt. Cdr. MacKenzie, Lt. Ebbles and Lt. Smith RANVR, Lt. AIF aboard and 16 native soldiers.

0715 Anchored Lorengau. Landed A.I.B. personnel and Lt. Cdr MacKenzie.

0915 Slipped and proceeded Lambrum Wharf.
Took on 800gals fuel oil and 300 gals fresh water.

Day (9) Continued.

- 1500 Slipped and proceeded Lonengau.
- 1545 Anchored Lonengau. Picked up Lt. Cdr. MacKenzie.
- 1625 Slipped and proceeded.
- 1700 Clear Boom Defence Shaped Course.
Rainy and overcast weather. Strong S.E. wind.
- 2055 BaluanIsld abeam Shaped Course Umboi Island

Day (10) 26 September.

- 0800 Strong S.E. wind and rough sea, much water coming aboard.
- 0830 Altered Course to pass to leeward of Long Island as ship making heavy weather.
- 1315 Anchored under Lee of Long Island.
S.E. blowing gale force. Very rough and confused seas.

Day (11) 27 September

- 0005 Slipped and proceeded at half speed.
Heavy strong S.E. and Rough Sea.
- 1615 Cape Hardenburgh abeam.
Fresh S.E. wind increasing and sea making up.
- 0930 Cape Fortification abeam weather easing. Increased speed.
- 1200 Berthed Dreger Hr. at P.T. Wharf. DSIO New Guinea aboard.
- 1245 DSIO ashore.
- 1515 Slipped and proceeded for Milne Bay.
- 2325 Mitre Rock abeam. Fresh S.E. moderate sea.

Day (12) 28 September.

- 0800 Cape Nelson abeam. Fresh S.E. confused sea.
- 1140 Slowed down to repair mess deck hatch as mess decks were completely flooded out.
- 1350 Cape Vogel abeam. Wind and sea increasing.
Reduced speed to slow and altered Course to gain sheltered water in Goodenough Bay.
- 1630 Under lee of Cape Frere. Increased Revs.
- 2359 Secured R.A.N. Wharf Milne Bay.

Day (13) 29 September.

At Milne Bay
Arrangements made for top overhaul of main engines and slipping of M.L. for inspection of bottom and underwater fittings.

A. L. Palmer.

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

COMMONWEALTH of AUSTRALIA.

Department of the Navy.

H.D.M.L. 1321,
1 October, 1944.

Officer Commanding,
Small Ships, A.I.B.

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- 2250 Very heavy rain squalls off shore.

Day (2) 18 September.

- 0555 Anchored Garua Hr. in 8 fthms.
Lt.Cdr. MacKenzie and Capt. Robinson ashore at A.I.B.
Clear Fine weather, light S.E.
One chinese halfcaste shipwright aboard for passage Biella.
- 1345 Slipped and proceeded Cape Hoskins.
- 1530 Gunnery practice was carried out with .37 mm cannon and 50 cal Browning Machine Guns.
- 1620 Anchored Megigi Plantation Cape Hoskins in 3 fthms.
Strongwind and rain offshore all night.
Lt. Cdr. MacKenzie and Capt. Robinson ashore.

Day (3) 19 September.

- 1140 Lt.Cdr MacKenzie and Capt. Robinson ashore.
Slipped and proceeded Biella Plantation.
Fresh S.E. wind. Fine Clear weather.
- 1535 Anchored inside Reef at Biella Plantation.
W.O. Robinson aboard. Lt. Stokes and A.I.B. party landed ashore.
Watches maintained from sunset to sunrise. Nil sightings.

Day (4) 20 September.

- 0730 Slipped and proceeded with Lt.Cdr MacKenzie and Capt. Robinson aboard.
Fine clear weather with fresh S.E.
- 1100 Anchored at EA-EA in 8 fthms. Capt. Robinson landed.
- 1806 Slipped and proceeded. Gun crews closed.

Day (4) Continued.

2045 Stopped engines and ^{ove} hove too approx. 2 miles N.E. of Pondo Pt.

Day (5) September 21.

0100 Watch reported lights ashore on high ground behind Pondo Plantation lasting only a few moments.

0225 Engines were started and steamed out to sea as M.L. had then been set to within 200yds of Pondo Pt.
Nil sightings of barges or any activity on Pondo Plantation.
Visibility was poor but from 2200/20 it improved to Fair. Light wind off shore and calm sea.

0415 Anchored EA-EA in 8 fthms.

0855 Slipped and proceeded.

0915 Hove too off O.P. and picked up Capt. Robinson and Lt. Archer AIF.

0920 Resumed under full speed.

1045 Anchored Wato Hr. in 8 fthms.
Lt. Seaton AIF, Sgts Macaulley and MacKay, AIF aboard.

1515 Slipped and proceeded. Fresh S.E. and overcast sky.

1610 Hove too at O.P. and landed A.I.B. party.

1625 Resumed under full speed.

1640 Anchored EA-EA in 8 fthms. Watches set from sunset to sunrise.

Day (6) 22 September.

0530 Nil report or sightings during hours of darkness.

0820 Slipped and proceeded for Seeadler Hbr. Manus Is.
Fresh S.E. medium sea. Fine clear weather.

1030 M.L. in position of the reef reported P.A. but no sign was seen of any shoal water. The area for a distance of 5 miles was thoroughly searched but failed to sight any reef or shoal water. Conditions were excellent fine clear weather with good light and fresh S.W. wind and moderate sea.

1130 M.L. Resumed course and speed.

Day (7) 23 September.

1330 M.L. entered Boom Seeadler Hbr.

1440 Anchored ~~Inrim~~ Inrim Plantation in 3 fthms.
Very strong N.E. rain squalls lasting all night.
Lieut. Ebbles RANVR aboard.

Day (8) 24 September.

M.L. remained at Inrim Plantation all day.
Very heavy rains and strong winds from N.E. and E.
Lt. Cdr. MacKenzie ashore at A.I.B.

Day (9) 25 September.

0630 Slipped and proceeded under power.
Lt. Cdr. MacKenzie, Lt. Ebbles and Lt. Smith RANVR, Lt. AIF aboard and 16 native soldiers.

0715 Anchored Lerengau. Landed A.I.B. personnel and Lt. Cdr MacKenzie.

0915 Slipped and proceeded Lambrun Wharf.
Took on 800gals fuel oil and 300 gals fresh water.

Day (9) Continued.

- 1500 Slipped and proceeded Lomongau.
- 1545 Anchored Lomongau. Picked up Lt. Cdr. MacKenzie.
- 1625 Slipped and proceeded.
- 1700 Clear Beam Defence Shaped Course.
Rainy and overcast weather. Strong S.E. wind.
- 2055 Baluanfeld abeam Shaped Course Unboi Island

Day (10) 26 September.

- 0800 Strong S.E. wind and rough sea, much water coming aboard.
- 0830 Altered Course to pass to leeward of Long Island as ship making heavy weather.
- 1315 Anchored under Lee of Long Island.
S.E. blowing gale force. Very rough and confused sea.

Day (11) 27 September

- 0005 Slipped and proceeded at half speed.
Heavy strong S.E. and Rough Sea.
- 1615 Cape Hardenburgh abeam.
Fresh S.E. wind increasing and sea making up.
- 0930 Cape Fortification abeam weather easing. Increased speed.
- 1200 Berthed Dreger Hr. at P.T. Wharf. DSIO New Guinea aboard.
- 1245 DSIO ashore.
- 1545 Slipped and proceeded for Milne Bay.
- 2325 Mitre Rock abeam. Fresh S.E. moderate sea.

Day (12) 28 September.

- 0800 Cape Nelson abeam. Fresh S.E. confused sea.
- 1140 Slowed down to repair mess deck hatch as mess decks were completely flooded out.
- 1350 Cape Vogel abeam. Wind and sea increasing.
Reduced speed to slow and altered Course to gain sheltered water in Goodenough Bay.
- 1630 Under lee of Cape Freere. Increased Rova.
- 2359 Secured R.A.N. Wharf Milne Bay.

Day (13) 29 September.

At Milne Bay
Arrangements made for top overhaul of main engines and slipping of
H.L. for inspection of bottom and underwater fittings.

for. *A.E. Palmer*
Lieutenant, R.A.N.V.R.
Commanding Officer.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 2526

SECRET

Heindorff House,
Queen Street,
Brisbane.

139/270

14th September, 1944.

FROM: Supervising Intelligence Officer, N.E.A.
TO: Director of Naval Intelligence, Melbourne.
SUBJECT: Report on H.D.M.L. 1321

Submitted:

Attached hereto for your information, copy of
report of proceedings of H.D.M.L. 1321.

J. C. McManus
J. C. McManus,
A/Commander, R.A.N.
Supervising Intelligence Officer,
NORTH EASTERN AREA.

per [signature] 19/9
D.N.I.
S.O. (Fairbanks) *[signature] 20/9*

8 N 9.

(copy)

SECRET

COMMANDING OFFICER, A.I.B. SMALL SHIPS

15th August, 1944

COMMANDING OFFICER H.D.M.L. 1321

SAILING ORDERS

- 1 Being in all respects ready for sea and prepared to engage the enemy, you will embark 10 native police for Angau at 0830/16, also Lt.-Commander Mackenzie at 0930/16 at Dreger harbour and proceed Talasea where you will dis-embark native police to Angau.
- 2 You are to place yourself under the orders of Lieut. Comdr. Mackenzie, who will require you to proceed beyond Talasea.
- 3 Should the A.D.O. Talasea desire you to carry the natives on further, you will if possible do so providing Lieut. Commander Mackenzie is agreeable.
- 4 You are to maintain the following W/T skeds:

0915 K
1545K
2100K
- 5 You are to contact this station at least once a day and report your position and projected movements.

F. E. WELLS
LIEUTENANT. R.A.N.V.R.
OFFICER IN CHARGE,
A.I.B. SMALLSHIPS

Copy to: Supervising Intelligence Officer, N.E.A.
D.S.I.O. New Guinea.

(COPY)

FROM: C.O. HDML. 1321.
DATE: 1st September. 1944.
TO: OFFICER-IN-CHARGE, A.I.B. SMALL SHIPS.

The following report of proceedings of H.D.M.L. 1321 under my command is submitted.

DAY 1 AUGUST 16 th.

0300 Slipped and proceeded P.T. watering base.
0845 Embarked 15 native police boys for transport Talasea, New Britain
1130 Lt. Cmdr. Mackenzie R.A.N. aboard.
1200 Slipped and proceeded. Heavy seas and fresh wind from S.E.
1600 W/T operator reported 3B receiver damaged by ship's rolling.

Day 11 Aug. 17 th.

1000 Anchored Talasea Harbour. Lt. Comdr. Mackenzie ashore. Landed W/T receiver for repairs and picked up a set from U.S. Army.
1510 Slipped and proceeded.
1700 Hove to Cape Hoskins and landed native police.
1710 Resumed under full power for Bialla Plantation.
2000 Stopped engines and hove to 3 5? west of Bialla. Guns crew closed watches set, in endeavour to make contact with light reported in this locality by shore parties.

Day 111 August, 18th.

0530 Started engine and proceeded to Bialla. Nil sightings.
0715 Anchored Bialla.
1145 Slipped and proceeded. Lt. Seton and Cpl. Young aboard. Proceeded to Lolobau Is. searching N.W. and S.W. coast for possible barge hideouts.
1700 Returned to Bialla and hove to in same position as previous night.

Day 1V August, 19th.

0530 Started engine and proceeded to Bialla. Nil sightings.
1220 Slipped and proceeded with Lt. Seton, Cpl. Young and A.I.B. stores aboard.
1540 Anchored off Ea Ea with stern moorings on to shore. Contacted O.P.
1800 Watches set and gun crews closed.
2110 Lookout reported light bearing N 60° E. Light appeared as though from low powered searchlight sweeping the water in its vicinity, lasting about 3 minutes.
2205 Light sighted again for a few seconds flashing vertically distance approx. 5 to 7 same bearing.

Day V August, 20th.

1445 Slipped and proceeded into Hixson Bay.

- 1510 Hove to off O.P.
 1520 Resumed under power.
 1700 Anchored off point about 4-5 miles West of ~~La~~amona Mission Station.
 1800 Watches set and guns crews closed. Calm clear weather.

Day VI August, 21st.

- 0540 Slipped and proceeded.
 0745 Anchored Biialla, A.I.B. personnel reported lights to west of Biialla. Distance about 3 miles ?.
 1155 Slipped and proceeded.
 1525 Anchored Megigi plantation in 3 fathoms.

Day VII August, 22nd.

- 1305 Slipped and proceeded.
 1525 Anchored Talasea Hbr. in 8 fths. Fuel ship from U.S. Army barge. 400 gals. Returned U.S. Army W/T receiver and picked up ships, receiver working well.

Day VIII August, 23rd.

- 0630 Slipped and proceeded. weather overcast and raining. Light S.E. wind.

Day IX August 24th.

- 0320 Anchored Dreger Hbr. in 8 fthms. Changed lub. oil of main engines. Re. virtualled ship.
 1155 Slipped and proceeded. Light S.W. wind. Overcast sky and moderate seas

Day X August 25th.

- 0500 Clear Cape Nelson. Going well.
 1745 Secured alongside R.A.N. wharf Milne Bay.

Day XI August, 26th.

AT Milne Bay. Lt. Comdr. Mackenzie ashore. Unable to put M.L. on slip as slip will not be vacant for at least 10 days. New propellers have not arrived at Naval Stores.

Day XII August 27th.

At Milne Bay. Saw Naval stores re new store for M.O. also re. dingy, signal despatched N.S.O. Sydney for 8 ft. pram dinghy, W/T receiver overhauled and checked.

Day XIII August 28th.

AT Milne Bay. O.As. aboard overhauling and checking. 20 m.m. and 3 pdr. guns. Returned old stove to Naval Stores and installed new Alladins Kerosene Stove.

DAY XIV August 29th.

- 0800 At Milne Bay. Slipped and proceeded to Oil Wharf and fueled 800 gals. Received orders from D.S.I.O. N.E.A. to dismantle three pdr. ready for returning to Naval Armanent Officer.

(3)

1430 3 pdr. lifted by Armanent staff, also 3 pdr. ammunition and appurtēnances. All signal flares and very pistol and 1 1/2 cartridges checked by N.O.I.C. N.E.A.

DAY XV August 30 th.

1125 Slipped and proceeded for Dreger Harbour.

2330 Centering on leads, Cape Nelson. Heavy tide rips and fresh S.E. wind. Dinghy pooped by large following sea. Carrying away after thwart brought dinghy inboard and secured.

Da y XV¹ August 31 st.

0900 Cape Ward Hunt abeam. Fresh S.E. wind moderately rough sea. Raining and overcast.

1630 Anchored P.T. Base in 4 fthms. Put out stern moorings.

DayXVLL. Sept. 1st.

At Dreger. Lt. Comdr. Mackenzie ashore making arrangements for new main armanent for HDML. Fresh S.E. wind and overcast weather.

Distance steamed	1,472 miles.
Fuel consumed	1,622 gals.
Average speed	11 knots.

E. PALMER Lieut RANVR
C.O. H.D.M.L. 1321.
Sept 2nd 1944.

Day V, August 5th, 1944

- 0810: Up anchor and skirting island inside reef, passed out western entrance. Set course for Talasea. Strong S.E. winds and heavy seas.
- 1100: Anchored Talasea, landed passengers and remained at anchor overnight.

Day VI, August 6th, 1944.

Took on board 200 gals of fresh water. Decided to remain at anchor until weather abated.

Day VII, August 7th, 1944.

- 1030: Left Talasea having on board Capt. A. McLean, A.I.F., Lieut. P. Mollison, R.A.N.V.R. and four natives for Dreger. Mod rough seas the entire passage.

Day VIII, August 8th, 1944

- 1110: Anchored Dreger Harbour after first calling into Langmak only to find that no fuel was available.

II

22nd August, 1944.

No. 2395.

Director of Naval Intelligence,
Melbourne.

Submitted for your information.

J. C. McManus
J. C. McManus,
Commander, R.A.N.
Supervising Intelligence Officer,
NORTH EASTERN AREA.

D.N.I.
S.O. (Fairmiles)

→ D.N.I.

Ans 29/8

Day V. August 27th, 1944

0800: US anchor and shifting island inside reef, passed out western entrance. Set course for Taiwan. Light S.S. winds and heavy seas.

1100: Anchored Taiwan, landed passengers and remained at anchor overnight.

Day VI. August 28th, 1944

Took on board 200 gals of fresh water. Decided to remain at anchor until weather cleared.

Day VII. August 29th, 1944

1000: Left Taiwan having on board Capt. A. Nelson, L.L.P., Lieut. P. McIlroy, R.N., and four natives for Treger. Had rough seas the entire passage.

Day VIII. August 30th, 1944

1100: Anchored Treger Harbor after first sailing into Langkai only to find that no fuel was available.

22nd August, 1944

11

No. 2335

Director of Naval Intelligence,
Hobart.

Submitted for your information.

[Signature]
Superintendent Intelligence Officer,
NORTH EASTERN AREA.

2/9

ROYAL AUSTRALIAN NAVY

FROM: COMMANDING OFFICER, H.D.M.L. 1321
DATE: 12TH AUGUST 1944.
TO: OFFICER IN CHARGE, A.I.B. SMALL SHIPS

The following report of proceedings of H.D.M.L. 1321 under my command is submitted:

Day I, August 1st, 1944

1230 After effecting repairs to the starter on Port engine Slipped and proceeded from Dreger Harbour having on board:
Capt. W. Money, A.I.F.
Lieut. C Seton, A.I.F.
S/Sgt. R.A. Naylor, ANGAU
Cpl. Young, A.I.F.
and 12 native boys, one bitch and a pup.
Proceeded in heavy rain and poor visibility for Umboi and at
1735: Anchored at Barim and landed natives. Anchor dragged after a few hours. Moved ship to another position. Strong S.E. wind and swell.

Day II, August 2nd, 1944

0730: Left Barim and proceeded for Cape Gloucester. Heavy seas and S.E. wind, force 5 - 6 encountered after rounding Rooke Is.
1320: Anchored Cape Gloucester. Staff Sergeant Naylor, ANGAU ashore.
1650: Left Gloucester for Talasea. Strong S.E. winds, force 5 and rough sea during the night.

Day III, August 3rd, 1944

0900: Arrived Talasea and anchored off Government Station. Lieut. Mollison on board to say that Capt. McCloud was no longer at Witu. Landed natives for ANGAU. Capt. A. McMean arrived from Bialla by barge. Remained at anchor overnight.

Day IV, August 4th, 1944

0810: Slipped and proceeded for Bialla Plantation. Moderate S.E. sea and wind.
1400: Anchored off Bialla Plantation. Landed Lieut. Seton and party.
1510: Left Bialla with two A.I.B. ratings on board for passage to Talasea.
1800: Anchored at Wulai Is. in 6 fathoms passing through Eastern entrance.

SECRET

Commonwealth of Australia

Department of The Navy.

DIRECTOR OF NAVAL INTELLIGENCE

CONFIDENTIAL NO. 139/270

Heindorff House,
Queen Street,
Brisbane.

Royal Australian Navy.

From Supervising Intelligence Officer, N.E.A.

Date..... 9th August 1944 Reference No. 2291

To..... Director of Naval Intelligence, Melbourne.

Subject H.D.M.L. 1321 - Report.

Submitted:-

Attached hereto copies of reports of proceedings
of H.D.M.L. 1321.

J.C. McManus
J.C. McManus,
A/Commander R.A.N.

Supervising Intelligence Officer,
NORTH EASTERN AREA.

~~V.N.I.~~
~~S.G. (Famulus) 14/8~~

~~D.N.I.~~

Commonwealth of Australia

Reinhardt House,
Queen Street,
Melbourne.

General Distribution 1939

For Secretariat Intelligence Officer, A.S.A.

1st August 1939

Director of Naval Intelligence, Melbourne.

Secret A.S.A. 1939 - Report

Submitted:-

Attached hereto copies of reports of proceedings
of A.S.A. 1939.

~~For Secretariat Intelligence Officer,
A.S.A. 1939.~~

~~For Secretariat Intelligence Officer,
A.S.A. 1939.~~

SECRET

FROM : C.O. H.D.M.L. 1321.
DATE : 31st May, 1944.
TO : OFFICER-in-CHARGE, A.I.B. MILNE BAY.

The following report of proceedings of H.D.M.L. 1321 under my command is submitted.

Day I 28th May 1944.

- 1015 Proceed in good weather from Dreger Hbr. for Arawe, having on board Lieut.J.Hamilton A.I.F. Sgt.L.Hall, A.I.F. Cpl. C.J.Moynihan A.I.F., Corporal A.P.Colman, A.I.F. together with approx. 2½ ton of provisions and ammunition.
- 1730 Berthed Arawe. Lieut.Hamilton and self visited Brig.Gen. Cunningham, G.O.C. Arawe. Had conference with General Cunningham, Col.Hooper and two other American Officers in regard to the cleaning up of Japanese O.P. position at Awul by U.S. Army listed for Wednesday 1st June. The General expressed the wish that, on our return journey from Waterfall Bay, we call at Rimgaini (Vahsel Hbr) and see Captain Laird, U.S.A. who has charge of the operation and render him any aid possible in the way of local knowledge, together with a bombardment of Japanese position if this be within range.
Remained alongside overnight.
Arawe had its first black out in weeks after we had informed the General that enemy planes had been reported on the 24th over Wide Bay. Fortunately there was a moon for our return journey from Headquarters.

Day II. 29th May 1944.

- 0600 Slipped, and proceeded for Waterfall Bay. Swell from S.E. Clear day. Sent signal 290900K to D.S.I.O. informing him of G.O.C. Arawe's requests.
- 1715 Forward lookout reported seeing light flash similar to torch at a point on Cape Cunningham south. Watch was kept but no further light or lights were seen until 1735, with the Cape abaft the beam, the after lookout reported the flash of an electric torch. Course was continued and light was not seen again.
- 2215 Gave challenge and received reply when off southern end of KAWAWUA Island. Leading lights were lit and vessel proceeded to anchorage, anchoring off Cutarp Plantation in 10 fthms at 2225. Captain Fairfax-Ross on board with personnel to be evacuated. Commenced unloading stores and ammunition into canoes.
- 2340 Raised anchor and departed having on board: Capt. R.I. Skinner, Sergt. J. Gilmore, Sergt. McEvoy, Cpl. Bliss and nine natives together with a quantity of parachutes and defective W/T equipment.

Day III May 30th, 1944.

- 0105 Cape Cunningham south/abeam. Careful watch was kept for lights. for it was learnt from Captain Skinner that none of our chaps were there - but nothing was seen. There were heavy rain squalls with nil visibility during most of the return passage when at
- 0700 Vahsel Hbr. was entered and at 0715 Capt. Laird with

2003/4/8

several other officers boarded the vessel. We learnt from him that Lieut. White of ANGAU, had started the previous day with 10 police boys to make a reconnaissance of the Jap position at Awul. After White had left, Capt. Laird had received direct orders to take Awul. He was now in the dilemma of not knowing where the Jap force (if any) was situated, and out of touch with Lieut. White who could perhaps tell him. Four police boys had been despatched to contact White and tell him to rendezvous with Capt. Laird at Ania River. Capt Skinner gave what little information he had of Awul and at

0752

Vessel proceeded to leave Vahsel Hbr. for Arawe. After going some distance and thinking over the matter of the Americans blundering into Awul without prior knowledge of where and how many Japs might be encountered, should Laird fail to contact White, I decided, after conferring with Capt. Skinner to return and give further aid should Lieut. White fail to return to the rendezvous. In the event of White being there we would continue on to Arawe.

0900

Anchored Vahsel Harbour. Put five of our sick natives ashore for treatment by the U.S. M.O. there and with Capt. Skinner, Sergt. Gilmore, Corp. Bliss and four police boys embarked on an armed barge with Capt. Laird's party bound for rendezvous. Sent signal to D.S.I.O. informing him of events. White failed to arrive so the police boys were sent to gather information while the rest of the party embarked again and proceed to patrol the shore off Awul. Late afternoon the boys returned with the information that Awul was evacuated, the Japanese having destroyed their excess tinned stores and rice. The boys could not say how recently this had happened. In any case the way was now open for the Americans to enter and the party returned to Vahsel Hbr. picking up enroute Lieut. White who had finally reached the rendezvous. White reported having been shot at by Japs in the Awul vicinity the previous day.

1840

Party transferred to M.L. and arrangements were made to have the native boys ashore returned. Some considerable delay occurred in doing this and it was not until

2045

that the ship was able to proceed, Set direct course for Dreger. Heavy rain and poor visibility during the night.

Day 1V May 31st 1944

1345

Berthed alongside PT wharf Dreger. Rang DSIO and landed party, retaining parachutes on board for transference to "PALUMA" next day.

1420

Anchored north side of Cape Cretin.

/s/ N. Grieve, Lieut. RANVR
Commanding Officer.
H.M.A. M.L. 1321

FROM: C.O. H.D.M.L. 1321
DATE: 8th June, 1944
TO : OFFICER-in-CHARGE, A.I.B. MILNE BAY.

The following report of proceedings of H.D.M.L. 1321 under my command is submitted:

Day 1 June 4th, 1944.

- 1000 With Commander McManus, R.A.N. on board slipped from PT wharf Dreger. Set course for Cape Gloucester, New Britain.
1800 Off Cape Gloucester. A/c for Cape Mont reducing speed to 8 knots.

Day 11 June 5th, 1944

- 0530 Abeam Cape Mont. Met there "Paluma" which had left Dreger earlier the previous day. With "Paluma" astern set course for Garua Hbr. anchoring there at 0800.
0900 Lieut. Mollison R.A.N.V.R. on board together with Lt. Firskin U.S. Army. Arrangements made to transfer cargo from "Paluma" into one barge and a request that we provide escort for U.S. party proceeding in a barge to a point near Lolobau Island.
1440 Proceeded to leave Garua Hbr. escorting two barges for Hoskins Peninsula.
1615 Sighted barge off Kimbe Island. Signalled barges astern to proceed and A/c to investigate. Found it was a barge stranded on reef.
1625 Returned to escort barges.
1730 Anchored off Air Strip Hoskins Pen. in 3 fthms. Remained at anchor over night.

Day 111. June 16th 1944.

- 0540 Up anchor and proceeded to escort barges to Walo.
1000 Anchored off Walo village. Barges ashore to pick up A.I.B. party. Commander McManus ashore.
1130 Left Walo with barges having on board.
Capt. A. Maclean, A.I.F. Lieut. G. Archer, A.I.F. and two other A.I.F. officers. The remainder of the AIB party on the barges.
1300 Hove to off Bialla Pltn. after skirting numerous reefs. Sent barges in to land A.I.B. party and discharge cargo.
1435 Proceeded with barges astern to pick a way thru shore reefs. Bad light.
1500 Set course for position $5^{\circ} 3' S$, $151^{\circ} 12' E$. Blowing fresh from N.W. with rough sea.

1800 : Anchored off position in 5 fthms.

Barges landed on beach. Cmdr. McManus ashore to see
Lt. Stokie A.I.F.
Brought off six German Missionaries and one Chinese
Boy who were being evacuated after two years of living
in the bush. They were in pretty poor shape and we
fitted them out with what clothing we had on hand.

2250 : Up anchor and proceeded for Talasea. Barges and party
remaining in vicinity for a further three days.

Day IV June 7th 1944.

0620 : Entering Garua Hbr., barge with Lt. Mollison on board
closed ship. Arranged to transfer the missionaries at
the anchorage. Barge with its manouvering forced ship
to move to port and forepart of vessel grounded on a
unmarked reef. No damage was done, a few feet of copper
on either side of the stem was torn.

0640 : Ship proceeded to anchorage where party was transferred
and put ashore.

1100 : Left Garua Harbour for return journey to Dreger Harbour.

Day V June 8th 1944

0020 : Off Cape Gloucester. A/c for Siassi Islands. Overcast
with rain.

0400 : Nesup Is. abeam. Buoy marking reef missing.

0835 : Anchored Dreger Harbour. Commander McManus, R.A.N. ashore.

/s/ N. Grieve, Lieut. RANVR
Commanding Officer,
H.M.A. M.L. 1321

FROM : C.O. H.D.M.L. 1321
TO : O.I.C. A.I.B. MILNE BAY.

The following report of proceedings of HDML 1321 under my command is submitted:-

DAY 1 June 9th, 1944.

2130 : Slipped and proceeded from Dreger Hbr. with Commander McManus R.A.N. on board for Saidor. Clear and good weather.

Day 11 June 10th 1944.

0815 : Arrived Saidor. Stood off waiting for N.I.O.
0930 : N.I.O. failing to arrive pushed on for Madang.
1325 : Berthed at Wharf Madang. Lt-Comdr. Gordon R.A.N.R. (Port. Director) on board. Arranged to transport A.I.B. party and gear to Sek Hbr.
1640 : Anchored near "Koopas" Sek Harbour. Arrangements under way for transportation to Hollandia of Cmdr. McManus by Fairmile and A.I.B. party to Domura Bay

Day 111 June 11th, 1944.

0600 : S/Lt. Jim Reid left on ML for Domura Bay leaving remainder of party on board.
1310 : Commander McManus, R.A.N. proceeded on M.L. 817 for Hollandia.
Remainder of day spent preparing for slipping of ship to replace torn copper.

Day 1V. June 12th 1944.

0600 : All hands turned to rigging slipway. Reeving off new blocks and wire and greasing cradle wheels. Slip was ready to receive ship at 1630 but it was then low water so slipping was delayed until early following day. The "Koopas" was moored right across opening of slip and it was necessary to have her moved. This they did but left only just sufficient room to get ship between her and slip. Requests to move "Koopas" further out and astern were refused because of the number of cables she had fore and aft.

Day V. June 13th, 1944

0530 : All hands employed slipping ship. Great difficulty was found in getting ship square on to cradle because of the position of Koopas lying 45° to the opening of the slip. Only the forepart of the ship could be supported on the cradle because of the cradle's size but this was considered sufficient as only the copper forward was damaged.
1130 : Ship was sufficiently raised and tide fallen enough to make a start on the coppering. Much less damage was found than anticipated.
The bronze shoe under the forefoot was torn on its after end but was easily bent back into place and refastened. The copper sheathing along the keel for a depth of 3" and about 5 ft. long was torn. This too was replaced on port side when rising tide put an end to

further work for the day. Lieut (E) Prendergast B.E. Fairmiles placed two shipwrights at our disposal.

Day VI June 14th 1944.

The ship had a slight list to starboard and had increased the list during the night so it was decided that as the tides were taking off it would be necessary to have the ship further up on to the slip - before doing this the ship must be placed upright.

To effect this the slip had to be lowered further into the water to allow the ship to become more waterborne and while lowering away the slip took charge, snapped the bow check lines and allowed the starboard quarter to strike the sponson on "Koopaa" who was moored only 9 ft. behind the stern of the 1321.

Two planks were split for a distance of 18 inches. Berthed alongside "Koopaa" overnight. Sent sig. to DSIO requesting we do top-overhaul of engines in view of delay in rigging the slip and repairs to counter. DSIO agreed.

Day VII June 15th, 1944.

0700 : Motor Mechanic and stoker commenced getting heads off engines. Shipwrights started on counter. Lieut. (E) Prendergast agreed to get further timber for slipway as it was impossible to satisfactorily slip the ship without adequate shores and timbering. Ships Company employed on scraping and serving guard rails and stanchions.

1700 : (Approx) Cmdr. McManus, R.A.N. arrived from Hollandia. Arrangements were made for his further transportation to Dreger via standby Fairmile. Ship now out of commission for approx. 10 days.

/s/ N. Grieve Lieut. RANVR
Commanding Officer,
H.M.A. M.L. 1321

FROM : C.O. H.D.M.L. 1321
DATE : 20th July 1944
TO : O.I.C. A.I.B. SMALL SHIPS.

The following proceedings of H.D.M.L. 1321 under my command is submitted.

Day 1 19th July 1944.

1700 : Alongside jetty at Madang. Took on board for passage:

Capt. W Money A.I.F.
Lieut. J. Reid, R.A.N.V.R.
W.O. F. Bevan, A.I.F.
Cpl. F. Young, A.I.F.
Sig. F. Vockler, R.A.N.
and 10 natives.

1800 : Slipped and proceed for Dreger.
Moderate S.E. seas and wind which freshened during night.

Day 11. 20th July 1944.

0345 : Sio abeam, vis. poor. Rough seas and sky overcast.

1130 : Berthed Torpedo Wharf, Dreger. Landed party.

Housr underway: 17.4

Distance covered: 155 miles.

Fuel consumption: 221 gals.

Average Speed : 9.1 knots.

/s/ N. Grieve Lieut. RANVR
Commanding Officer,
H.M.A. M.L. 1321

FROM : C.O. H.D.M.L. 1321
DATE : 27th May, 1944.
TO : O-i-C, A.I.B. MILNE BAY.

The following report of proceedings of HDML 1321 under my command is submitted:

DAY 1 May 26th, 1944.

- 0500 : Slipped and proceeded from Dreger Hbr. in heavy rain and poor visibility for Lae.
- 1100 : Berthed alongside at Lae. F.O. Leydin and Lieut. Hamilton on board. Truck with stores for return journey delayed. Proceeded to discharge cargo brought from Dreger. During the passage it was found that the fresh water tanks were empty. A defective pipe had been replaced the previous day but another was found with numerous holes caused by corrosion. It was found impossible to replace this pipe so a temporary job was made by plugging it at either end and so isolating one set of tanks from the other. Only half the ships supply can be pumped throughout the ship-to use the remainder will mean lifting cleaning hole plates over tanks and dipping out the contents. Was unable to take on water at Lae - non available.
- 1230 : Cargo for Dreger arrived. Ships company employed loading it. It was comprised of ammunition - rice (40 bags) tarpaulins etc. Approx. deadweight 2 tons. Took also on board for passage for Dreger Lieut. Hamilton and Sergt. Calder.
- 1305 : Slipped and proceeded for Dreger Hbr.
- 1750 : Berthed alongside P.T. wharf. Part of cargo and passengers unloaded. Passengers were taken to A.I.B. H.Q. Cape Cretin cargo remained on wharf overnight.

Day 11 May 27th 1944.

- 0700 : A.I.B. truck alongside to take cargo. Further cargo which is to be added to that already on board and intended for Waterfall Bay failed to arrive. Changed engine oil.
- 1000 : Unable to remain alongside wharf any longer as it was needed by the P.T. Slipped and proceeded to Langemak Bay for fuel and water..
- 1040 : Berthed Oil Wharf Langemak outside two other vessels awaiting their turn for fuel.
- 1210 : Finished fuelling and watering. Returned to Dreger Hbr.
- 1300 : Berthed alongside P.T. wharf. During the afternoon further cargo destined for Waterfall Bay arrived. Total now on board approx. 3 tons.
- 1733 : Signal from D.S.I.O. postponing sailing at 280600K to 281000K owing to non-arrival of one of the personnel. Remained alongside.

/s/ N. Grieve, Lieut. RANVR.
Commanding Officer
H.M.A. M.L. 1321

FROM: C.O. H.D.M.L. 1321
DATE: 29th June 1944
TO : O.I.C. A.I.B. SMALL SHIPS.

REPORT ON TOP OVERHAUL : HDML 1321

June 15th

Work commenced on starboard Engine by Ship's staff assisted by one M.M from "Koopas". Cylinder heads were exceptionally free of carbon. Cylinder liners showed approx. wear of 3 thou. Valves and seats very pitted and exhaust valves, stems and tappets badly worn. Valves were replaced from spares carried on board. New Head and manifold gaskets were fitted with the one complete set on board. Base Staff must supply new gaskets for next refit and have been told so.

June 22nd.

Work commenced on Port Engine.
Cylinder heads were free from carbon but valves and seats were badly pitted. Cylinder liners showed wear of approx. 2 thous. Exhaust valve stems and tappets were worn but having no further spares on board, and none procurable from "Koopas", the valves and tappets were ground and replaced. New valves and tappets will be needed for next overhaul and Base Staff so informed. The original head and manifold gaskets had to be re-used as no spares were available.

June 28th.

Both auxiliaries were dismantled and decarbonised. They were both in good order, but no spares are carried on board and it would be advisable to have spares ready for next overhaul. Base Staff were informed.
Opportunity was taken during refit to unship both propellers - one had a bent blade that needed straightening. Blades were found to be badly worn and showing strong signs of galvanic action. The metal was crumbly and could be broken away by hand. The lock screw bosses on after end of both propellers were so badly corroded that they were replaced with new ones as fitted to Fairmiles. Zinc plates fitted to "A" brackets were found intact as were the "A" brackets themselves. The bronze rudder was in reasonably good condition as were the remainder of the underwater fittings. Shafts were in good condition. The bronze cowlings fitted as shields on outside shaft coupling had corroded and fallen off. No replacements were available.
The underwater work was done by Ship's Company by Salvus Gear fed with compressed air from "Koopas".

In my opinion the engines should be good for a further 2,000 hours before again needing a top overhaul.

On the question of spares such as valves, gaskets and propellers the Engineer Officer, Fairmiles, has sent a signal requesting their immediate despatch.

/s/ N. Grieve Lieut RANVR.
Commanding Of.H.M.A. M.L. 1321

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

Heindorff House,
Queen Street,
Brisbane.

At 6335
DIRECTOR OF NAVAL INTELLIGENCE
CONFIDENTIAL NO. 139/240.

From Supervising Intelligence Officer, N.E.A.
Date 14th June, 1944 Reference No. 1910
To Director of Naval Intelligence, Melbourne.
Subject H.D.M.L. 1321 Proceedings.

Submitted:

Forwarded herewith are two copies of report of
proceedings of H.D.M.L. 1321 from May 21st to 24th, 1944.

1. ~~D.V.~~ 17/6
2. S.O. (Fairmiles) 19/6
3. D.N.I.

Enc. 2.

G.J. Brooksbank
G.J. Brooksbank,
Lt/Commander, RANVR
For Supervising Intelligence Officer,
NORTH EASTERN AREA.

19/6

Ministry of Defence,
P.O. Box 15,
Canberra.

Royal Australian Air Force

General Staff, Canberra, A.C.T.

1st June, 1944.

Director of Royal Australian Air Force.

General Staff, Canberra, A.C.T.

Forwarded herewith are two copies of report of
proceedings of R.A.A.F. from 1st to 31st, 1944.

For General Staff, Canberra, A.C.T.
General Staff, Canberra, A.C.T.

Enc. 2.

12/6

COPY

FROM: C.O. H.D.M.L. 1321.
DATE: 24th May, 1944.
TO: Officer-in-Charge, A.I.B., MILNE BAY.

The following report of proceedings of H.D.M.L. 1321 under my command is submitted:

Day I May 21st 1944.

0600 : Slipped and proceeded from Dreger Harbour for Manus Is. having on board for the passage Commander McManus, R.A.N. and Col. Ind U.S.A. Fine weather was experienced during remainder of the day.

Day II. May 22nd 1944.

0730 : Anchored Hyane Hbr. Los Negros. Commander McManus, Col. Ind and myself ashore to interview Commodore of the Base, R.A.A.F. and A.N.G.A.U. Business completed we hove short at
1120 : Round for Seeadler Harbour there to anchor off Inrum Plantation at 1310. There we saw Major McCarthy, A.N.G.A.U. and returned with him to an anchorage at the eastern end of the Harbour, arriving there at 1650. Remained at anchor overnight.

Day III. May 23rd. 1944.

0815 : Commander McManus and Col. Ind ashore to see Major McCarthy.
1110 : Commander and Colonel returned aboard. Col. Ind had lunch and then proceeded ashore to airstrip.
1240 : Up anchor and proceeded from Seeadler Hbr to Dreger. Uneventful trip with fine weather.

Day IV May 24th. 1944.

1645 : Berthed P.T. Wharf Dreger Harbour. Commander McManus ashore to A.I.B. Headquarters. During passage a leak was discovered in the fresh water tanks. Until the whole of the F.W. system has been surveyed ship will be unable to proceed to sea. Survey will commence tomorrow.

/s/

N.GRIEVE,
Lieutenant, RANVR
COMMANDING OFFICER,
H.M.A. M.L. 1321.

COPY

FROM: C.O. H.D.M.L. 1321.
DATE: 24th May, 1944.
TO: Officer-in-Charge, A.I.B., MILNE BAY.

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/s/

N.GRIEVE,
Lieutenant, RANVR
COMMANDING OFFICER,
H.M.A. M.L. 1321.

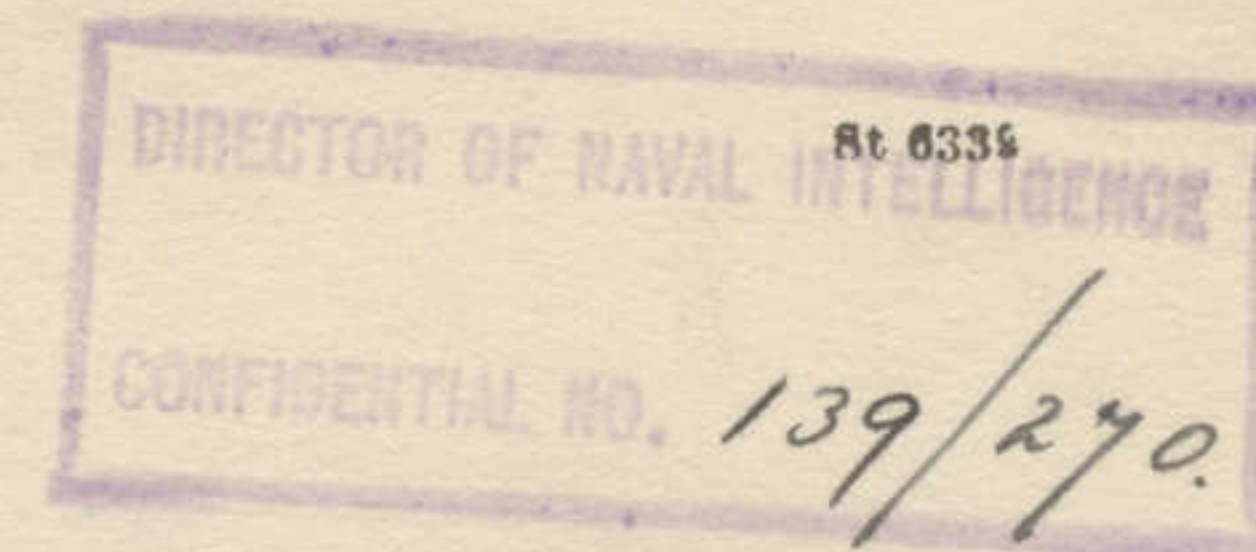
CONFIDENTIAL

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

Heindorff House,
Queen Street,
BRISBANE.



From Supervising Intelligence Officer, N.E.A.

Date 31st. May, 1944. Reference No. 1820.

To Director of Naval Intelligence, Melbourne.

Subject H.M.A. H.D.M.L. 1321.

Submitted:

With reference to my memorandum No.1763 dated 24th May, 1944 forwarded herewith are two copies of letter of proceedings received from Commanding Officer H.D.M.L. 1321.

The separate report referred to has been forwarded to O.C. Hydrographic Branch, Sydney

Hugh Mackenzie.

H.A. Mackenzie.
Lieutenant Commander R.A.N.
for S.I.O. N.E.A.

D.N.I.

S.O. (Fairmiles)

D.O.D. 8/6

5/6

8/6

Commonwealth of Australia

Department of the Navy

Reinforced House,
Queen Street,
MELBOURNE.

Royal Australian Navy

From: Australian Intelligence Officer, R.A.N.

To: Chief of Staff, R.A.N., 1944.

Re: Director of Naval Intelligence, Melbourne.

Subject: U.S.S. 1321.

Referred:

With reference to my memorandum No. 1773 dated
24th May, 1944 forwarded hereto and two copies of
letter of proceedings received from Commanding Officer
U.S.S. 1321.

The separate report referred to has been
forwarded to U.S. Hydrographic Service, Sydney.

For S.S. 1321.
Lieutenant Commander R.A.N.
R.A.N.

o/o

COPY

FROM: C.O. H.D.M.L. 1321

DATE: 19th May, 1944.

TO : Officer-in-Charge, A.I.B. MILNE BAY.

The following report of proceedings of H.D.M.L. 1321 under my command is submitted:

Day I. May, 13th, 1944.

0600 : With Lieut. (sp) J. Wilson, RANVR on board slipped and proceeded for Manus Island. Sea was a little rough and ship rolled badly.

Day II. May 14th, 1944.

0315 : Papialou Island (Chart F.O.54) sighted distant 5.5 miles and careful watch was kept for Sauwai Island whose existence is doubtful.
The island was not seen, and at

0345 : Papialou Island was brought abeam distant 3.5 miles. Visibility was excellent, but a further search will be made on the return passage in daylight.

0955 : Anchored off Lorungau, Seeadler Harbour. Lieut. Wilson ashore but soon returned with the news that the Base Commander was situated at Eastern end of Harbour.

1030 : Up anchor and proceeded to wharf near Papitalai Harbour. Lieut. Wilson being unable to secure transportation to base it was decided to proceed to Hyane Harbour the Base being situated on Lau.

1550 : Entered Hyane Harbour the entrance between the reefs is now bouyed with a black can buoy on either arm. A Liberty ship was anchored inside.

1600 : Anchored Hyane Harbour. Lt. Wilson put ashore at airstrip returning at 1830 (approx) having arranged for tour of sights for station etc. next day.

Day III. May 15th, 1944.

0800 : Lieut. Wilson ashore.

1500 : Lieut. Wilson back on board having finalized position.

1545 : Sent signal to D.S.I.O. in regard to arrangements made and E.T.A.

Day IV May 16th, 1944.

0600 : Up anchor and proceeded, making echo trace of depth thru entrance.

1030 : Hove to off Papialou Island to check its position and that of the adjacent island; also to check whether Sauwai Island existed.

DAY IV cont'd.

1055 : Resumed speed and course after having placed Papialou Island 213°2' from its charted position and proved the non existence of Sauwai Island. This forms the subject of a separate report to D.S.I.O. for the Hydrographic Office through S.I.O.

Day V. May, 17th.

0025 : Tolokiwa Island abeam.

0855 : Berthed at oil wharf Langemak for fuel and water.

1115 : Anchored Dreger Harbour. Landed Lieut. J. Wilson.

/s/ N. Grieve.
Lieutenant R.A.N.V.R.

COPY

FROM: C.O. H.D.M.L. 1321

DATE: 19th May, 1944.

TO : Officer-in-Charge, A.I.B. MILNE BAY.

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Day V. May, 17th.

0025 : Tolokiwa Island abeam.

0855 : Berthed at oil wharf Langemak for fuel and water.

1115 : Anchored Dreger Harbour. Landed Lieut. J. Wilson.

/s/ N. Grieve.
Lieutenant R.A.N.V.R.

Commonwealth of Australia

Department of The Navy.

DIRECTOR OF NAVAL INTELLIGENCE
St 6335

CONFIDENTIAL NO. 139/270.

Heindorff House,
Queen Street,
Brisbane.

Royal Australian Navy.

From Supervising Intelligence Officer, North Eastern Area.

Date 24th May, 1944 Reference No. 1763.

To Director of Naval Intelligence, Melbourne.

Subject Report from C.O., H.D.M.L. 1321

Two copies of report of proceedings of H.D.M.L. 1321, dated 11th May, 1944 are submitted herewith.

H. A. Mackenzie
H. A. MACKENZIE,

Lieutenant Commander, R.A.N.,
for: Supervising Intelligence Officer,
NORTH EASTERN AREA.

Encl. 2.

200/5
S.O. Fairgiles
D.O.D.
31/5

200/5

Commonwealth of Australia

Department of the Navy

Headquarters House,
Queen Street,
Sydney.

Naval Station Group

New Supermarine Intelligence Officer, North Eastern Area.

New 15th May, 1944. Reference No. 1733.

to Director of Naval Intelligence, Melbourne.

Subject: Report from C.O. H.B.M.I. 1943.

Two copies of report of proceedings of H.B.M.I. 1943, dated 11th May, 1944 are submitted herewith.

Lieutenant Commander, H.B.M.I.,
New Supermarine Intelligence Officer,
North Eastern Area.

W/C

COPY.

FROM: C.O. H.D.M.L. 1321.

DATE: 11th May, 1944.

TO : Officer-in-Charge, A.I.B. Milne Bay.

The following report of proceeding of H.D.M.L.1321 under my command is submitted:

DAY I. May 6th. 1944.

0600 : Slipped and proceeded from Dreger Hbr. for Cape Gloucester having on board F.Lt. R. Marsland for passage to Talasea.

1400 : Anchored Cape Gloucester to allow F.Lt.Marsland ashore to confer with General Commanding.

1720 : Up anchor and set course for Talasea.

DAY II. May 7th. 1944.

0930 : Anchored off Govt. Station, Garua Hbr. after quiet passage. F.Lt. Marsland and self ashore to interview Lieut. P. Mollison, R.A.N.V.R. in charge of A.I.B. Intercept Station. Learnt from him that the return party were on board U.S.S. Hilo which was due to leave for Dreger Hbr. at 1400. Lieut. Mollison said he had cancelled the party's passage via "Hilo" and asked us to tranship them. A signal from D.S.I.O. was produced that M.L. 1321 was to remain at anchor until ordered to proceed.

1330 : Transhipped the party consisting of: Lieut.L. Searle,A.I.F.
Sgt. Marsh, "
Cpl. M. Foley "
together with one native boy and a quantity of parachutes. Vessel remained at anchor overnight.

DAY III May 8th. 1944.

Vessel at anchor.

DAY IV May 9th. 1944.

Lieut. Mollison on board to enquire could we take badly wounded U.S. Soldier and attendant to Cape Gloucester -Agreed.

DAY V May 10th. 1944.

0930 : U.S. Medical Officer on board to inspect accommodation for wounded man. The wounded man had been blown up in a booby trap losing one arm, fracturing a thigh and having extensive injuries. Accommodation not approved.

1000 : Lieut. Mollinson on board with copies of all signals passed between he and D.S.I.O. One signal stated we were to have left on 8th May but sig. not received by Lieut. Mollison until 092130K. Squad. Ldr. Widmer, R.A.A.F. requested passage to Dreger and brought his gear on board.

1030 : Up anchor and proceeded for Langemak there to fuel and water ship.

1200 : Anchored off island northern end of Peninsula (Tuanie Is.)

- 2 -

Contd. Day V.

Is. to shoot pigeons for the pot.

1500 : Up anchor and proceeded.

0001 : Cape Gloucester abeam.

DAY VI MAY 11th. 1944.

0315 : Heavy rain vis.nil. Last fix, on Ritter Is., at 0245. Rain continued with heavy sea from S.E. and at 0515 vessel was hove to until visibility should clear, E.P then being off Nessup Is. Vessel remained hove until 0600 when Nessup was sighted ahead and course was set to pass between Nessup and Mas Mas Islands.

Heavy rain and seas continued until 0830.

1200 : Berthed at oil wharf, Langamak, after waiting until berth was clear. Landed party and parachutes and phoned A.I.B. who promised to send a truck.

1415 : Left oil wharf and proceeded to Dreger Hbr. Rang D.S.I.O. and reported arrival of vessel.

COMMANDING OFFICER,
/sgd/ N. Grieve Lieut. R.A.N.V.R.
H.M.A. M.L. 1321

COPY.

FROM: C.O. H.D.M.L. 1321.

DATE: 11th May, 1944.

TO : Officer-in-Charge, A.I.B. Milne Bay.

The following report of proceeding of H.D.M.L.1321 under my command is submitted:

DAY I. May 6th. 1944.

- 0600 : Slipped and proceeded from Dreger Hbr. for Cape Gloucester having on board F.Lt. R. Marsland for passage to Talasea.
- 1400 : Anchored Cape Gloucester to allow F.Lt. Marsland ashore to confer with General Commanding.
- 1720 : Up anchor and set course for Talasea.

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- 0930 : Anchored off Govt. Station, Garua Hbr. after quiet passage. F.Lt. Marsland and self ashore to interview Lieut. P. Mollison, R.A.N.V.R. in charge of A.I.B. Intercept Station. Learnt from him that the return party were on board U.S.S. Hilo which was due to leave for Dreger Hbr. at 1400. Lieut. Mollison said he had cancelled the party's passage via "Hilo" and asked us to tranship them. A signal from D.S.I.O. was produced that M.L. 1321 was to remain at anchor until ordered to proceed.
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Sgt. Marsh, "
Cpl. M. Foley "
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- 2 -

Contd. Day V.

Is. to shoot pigeons for the pot.

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Heavy rain and seas continued until 0830.

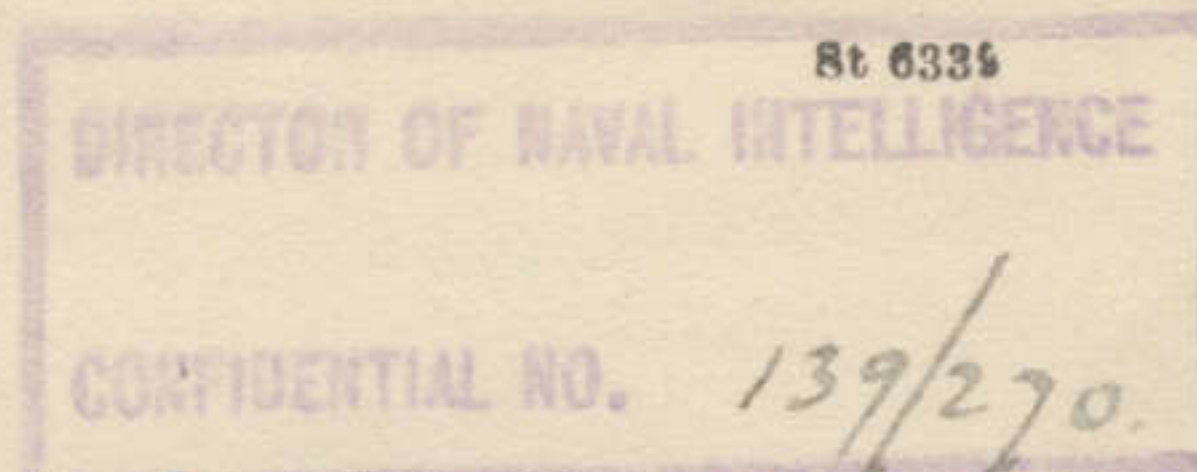
1200 : Berthed at oil wharf, Langamak, after waiting until berth was clear. Landed party and parachutes and phoned A.I.B. who promised to send a truck.

1415 : Left oil wharf and proceeded to Dreger Hbr. Rang D.S.I.O. and reported arrival of vessel.

COMMANDING OFFICER,
/sgd/ N. Grieve Lieut. R.A.N.V.R.
H.M.A. M.L. 1321

Commonwealth of Australia

Department of The Navy.



Heindorff House,
Queen Street,
Brisbane.

GJB/JNE Royal Australian Navy.

From Supervising Intelligence Officer, North Eastern Area.

Date 14th April, 1944 Reference No. 1493

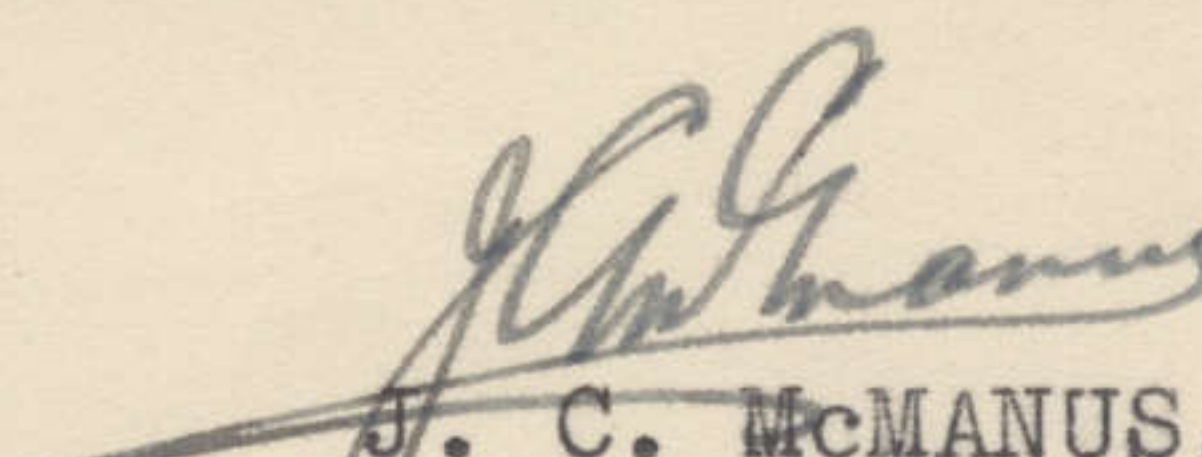
To Director Naval Intelligence, Melbourne.


Subject Letter of Proceedings H.D.M.L. 1321

Submitted:

Forwarded herewith are two copies of letter of Proceedings of H.D.M.L. 1321 for period 27th March to 3rd April.

Extracts have been forwarded to Officer in Charge, Hydrographic Branch, Sydney.


J. C. McMANUS,
A/Commander, R.A.N.
Supervising Intelligence Officer,
NORTH EASTERN AREA


~~D.N.I.~~
D.O. (Fairmiles) 1914
~~D.O.O.~~ 20/4
D.N.I.

COPY

H.D.M.L. 1321.

5th April, 1944.

TO : Officer-in-Charge, A.I.B. Milne Bay

SUBJECT: Report on Proceedings.

The following report of proceedings of H.D.M.L.1321 under my command is submitted:

Day 1. March 27th, 1944.

0900 Delivered report of proceedings Feb.26th - Mar.26th to D.S.I.O. for typing and despatch.
Request from Commander Bowling for use of M.L. to take party to New Britain. Signal sent O.I.C. A.I.B. Milne Bay requesting approval. Approval granted vide signal 271835K. Remainder of day spent finalizing arrangements.

Day 2. March 28th, 1944.

0800 Proceeded alongside Torpedo Wharf and watered and provisioned ship. We are to tow a small landing barge for use in investigating the Itni and Puli Rivers. Borrowed tow lines and bridles from P.T. base.

1300 Returned to anchorage and proceeded to rig towing hawser.

1600 Message from P.T. base to say that we could not sail next day as intended.

1700 Amphibious tank crashed into port side admidships damaging planking. Split outer skin for a distance of 6 inches.

Day 3. March 29th, 1944.

0900 Barge alongside. Fitted bridle to barge.

1500 D.S.I.O. on board with mail and signals. Arrangements finalized to sail on the 30th.

Day 4. March 30th, 1944.

0715 Barge alongside with party comprising Major Throsby A.I.F. (Int) Lieut. Kunzell U.S.N. (Int) and Major Throsby's batman.

0730 With barge in tow proceeded for Arawe.

1520 Raised P.W.S.S. Cape Merkus - sent signal Port Director regarding our movements.

1630 Entered Puli River and anchored 1 mile upstream. Soundings of 12feet over the bar.15ft.at anchorage. Strong ebb stream. Put out kedge astern. Signalled D.S.I.O. of our arrival

Day 5 March 31st. 1944.

0600 Defective starter discovered on barge engine. M.Mechanic commenced repairs.

0930 Started fixed. Party away on barge. River investigated for distance of Eleven - Twelve miles without discovering either barges or dumps. Several parties of Americans camped on banks of river. Soundings of 2 fathoms were steady to the point reached upstream.

- 1400 Party commenced return journey. Oil pressure dropped to zero the cause being a fractured oil feed line. Attempted repairs.
- 1500 Affected temporary repairs with piece of rubber hose.
- 1610 Temporary repair carried away. Hailed passing barge and was towed back to M.L.

Day 6 April 1st 1944

- 0600 M /Mechanic under way repairing defective oil feed line.
- 0935 Proceeded out of Pulie River. Took barge in tow at river mouth.
- 1120 Off Kaptimati Is and found reef with 5 fthms over it extended approx 5 miles in S.S.W. direction.
- 1255 Towing eye on port side of barge carried away. Cast off barge which proceeded to follow astern under own power.
- 1615 Closed entrance to Itni River. Got soundings of one fathom 300 yds. off shore. Sent barge ahead sounding to the bar. Barge got one fathom all the way in to the bar and 2-3 fthms inside the bar.
- 1645 Anchored ship in 2 fthms water 500 yds off shore. Barge moored astern.

Day 7 April 2nd 1944

- 0800 Barge party away. Viewed sunken midget gun-boat in river and barge alongside bank with large cylinder in after end the use of which could not be determined. Met Marine patrol and carried on investigation of right fork of stream without further results. Soundings shew $1\frac{1}{2}$ fthms for approx 5 miles.
- 1630 Barge party alongside M.L. Barge secured astern.

Day 8 April 3rd 1944

- 0800 Barge party away to investigate left fork of river. Found a fairly large camp approx six miles from river mouth. Equipment and guns had been destroyed by fire and presumable, by Japanese themselves.
- 1600 Barge alongside M.L. Fitted new bridle around forward part of hull to replace that carried away when towing eye broke.

Day 9 April 4th 1944

- 0600 With barge investigated whether islands shown to the eastward of Cape Busching existed. Found no trace of islands as shewn in latest Aus.F.O.25.
- 0700 Slipped and proceeded with barge in tow for Dreger Hbr.
- 0845 Entered a maze of uncharted reefs on a course S.50°W from Cape Busching. Got least depth of 5 fthms on those we passed over.
- 1315 Tow broke away 18 miles from Dreger Hbr. Put 2 men on board and barge continued under its own power at 6 knots.
- 1620 Anchored Dreger Hbr. Lieut Kunsall U.S.N. Major Throsby & batman ashore.

/s/ M. GRIEVE.
Lieut. R. ANVR.
C.O. HMA M.L. 1321

COPY

H.D.M.L. 1321.

5th April, 1944.

TO : Officer-in-Charge, A.I.B. Milne Bay

SUBJECT: Report on Proceedings.

The following report of proceedings of H.D.M.L.1321 under my command is submitted:

Day 1. March 27th, 1944.

0900 Delivered report of proceedings Feb.26th - Mar.26th to D.S.I.O. for typing and despatch.
Request from Commander Bowling for use of M.L. to take party to New Britain. Signal sent O.I.C. A.I.B. Milne Bay requesting approval. Approval granted vide signal 271835K. Remainder of day spent finalizing arrangements.

Day 2. March 28th, 1944.

0800 Proceeded alongside Torpedo Wharf and watered and provisioned ship. We are to tow a small landing barge for use in investigating the Itni and Puli Rivers. Borrowed tow lines and bridles from P.T. base.

1300 Returned to anchorage and proceeded to rig towing hawser.

1600 Message from P.T. base to say that we could not sail next day as intended.

1700 Amphibious tank crashed into port side admidships damaging planking. Split outer skin for a distance of 6 inches.

Day 3. March 29th, 1944.

0900 Barge alongside. Fitted bridle to barge.

1500 D.S.I.O. on board with mail and signals. Arrangements finalized to sail on the 30th.

Day 4. March 30th, 1944.

0715 Barge alongside with party comprising Major Throsby A.I.F. (Int) Lieut. Kunzell U.S.N. (Int) and Major Throsby's batman.

0730 With barge in tow proceeded for Arawe.

1520 Raised P.W.S.S. Cape Merkus - sent signal Port Director regarding our movements.

1630 Entered Puli River and anchored 1 mile upstream. Soundings of 12feet over the bar.15ft.at anchorage. Strong ebb stream. Put out kedge astern. Signalled D.S.I.O. of our arrival

Day 5 March 31st. 1944.

0600 Defective starter discovered on barge engine. M.Mechanic commenced repairs.

0930 Started fixed. Party away on barge. River investigated for distance of Eleven - Twelve miles without discovering either barges or dumps. Several parties of Americans camped on banks of river. Soundings of 2 fathoms were steady to the point reached upstream.

- 1400 Party commenced return journey. Oil pressure dropped to zero the cause being a fractured oil feed line. Attempted repairs.
- 1500 Affected temporary repairs with piece of rubber hose.
- 1610 Temporary repair carried away. Hailed passing barge and was towed back to M.L.

Day 6 April 1st 1944

- 0600 M /Mechanic under way repairing defective oil feed line.
- 0935 Proceeded out of Pulie River. Took barge in tow at river mouth.
- 1120 Off Kaptimati Is and found reef with 5 fthms over it extended approx 5 miles in S.S.W. direction.
- 1255 Towing eye on port side of barge carried away. Cast off barge which proceeded to follow astern under own power.
- 1615 Closed entrance to Itni River. Got soundings of one fathom 300 yds off shore. Sent barge ahead sounding to the bar. Barge got one fathom all the way in to the bar and 2-3 fthms inside the bar.
- 1645 Anchored ship in 2 fthms water 500 yds off shore. Barge moored astern.

Day 7 April 2nd 1944

- 0800 Barge party away. Viewed sunken midget gun-boat in river and barge alongside bank with large cylinder in after end the use of which could not be determined. Met Marine patrol and carried on investigation of right fork of stream without further results. Soundings shew $1\frac{1}{2}$ fthms for approx 5 miles.
- 1630 Barge party alongside M.L. Barge secured astern.

Day 8 April 3rd 1944

- 0800 Barge party away to investigate left fork of river. Found a fairly large camp approx six miles from river mouth. Equipment and guns had been destroyed by fire and presumable, by Japanese themselves.
- 1600 Barge alongside M.L. Fitted new bridle around forward part of hull to replace that carried away when towing eye broke.

Day 9 April 4th 1944

- 0600 With barge investigated whether islands shown to the eastward of Cape Busching existed. Found no trace of islands as shewn in latest Aus.F.O.25.
- 0700 Slipped and proceeded with barge in tow for Dreger Hbr.
- 0845 Entered a maze of uncharted reefs on a course S.50°W from Cape Busching. Got least depth of 5 fthms on those we passed over.
- 1315 Tow broke away 18 miles from Dreger Hbr. Put 2 men on board and barge continued under its own power at 6 knots.
- 1620 Anchored Dreger Hbr. Lieut Kunsall U.S.N. Major Throsby & batman ashore.

/s/ M. GRIEVE.
Lieut. R. ANVR.
C.O. HMA M.L. 1321

Commonwealth of Australia

Department of The Navy.

~~CONFIDENTIAL~~ St 6335
CONFIDENTIAL NO. 139/270
Heindorff House,
Queen Street,
Brisbane.

GJB/JNE

Royal Australian Navy.

From SUPERVISING INTELLIGENCE OFFICER, NORTH EASTERN AREA.

Date 4TH APRIL, 1944


Reference No. 1399

To DIRECTOR OF NAVAL INTELLIGENCE, MELBOURNE.

Subject H.D.M.L. 1321

Submitted:

Forwarded herewith are two copies of letter
of proceedings of H.D.M.L. 1321 for the period 1st February -
30th March, 1944.


J. C. McMANUS,
A/Commander, R.A.N.
Supervising Intelligence Officer,
NORTH EASTERN AREA.

Encl

✓
D.N.I. ✓ a) Thank you
S. J. Parnell ✓
Please return to D.N.I.

COMMANDING OFFICER, M.L. 1321.

27th March, 1944.

OFFICER -in-CHARGE, A.I.B. MILNE BAY.

REPORT

The following report of proceedings of H.D.M.L. 1321 under my command is submitted:

Day 1 Feb.26th, 1944.

1000 : Slipped and proceed from Milne Bay. Extra personnel on board were Sergt. Dempsey, Telegraphist Special Branch and one native boy to be delivered to ANGAU Lae.

2345 : Off Tuffi Heads. Sergt. Dempsey on watch.

Day 2 Feb.27th, 1944.

0115 : Negative report from Sergt. Dempsey, Spear Is. abeam.

1910 : Anchored Salamoua. Sergt. Dempsey had kept watch at periods during the day without success.

Day 3 Feb.29th, 1944.

0700 : Slipped and proceeded to Lae.

0835 : Anchored Lae. Native boy to ANGAU. C.O. to 2/7th A.G.H. with malaria.

0000 : Negative report from the Sergt.

Day 4 Feb.29th,1944.

1200 : Slipped and proceeded to Dreger Hbr. S/Lt. A.E. Palmer in command.

1730 : Anchored Dreger. Reported to D.S.I.O.

Day 5 Mar.1st.1944.

At anchor awaiting orders from D.S.I.O. Sergt.Dempsey ashore to contact shore party from Special Branch Signals.

Day 6 Mar.2nd.1944.

S/Lt. Palmer and Sergt. Dempsey ashore to see D.S.I.O. Signal sent to O.I.C., A.I.B. Milne Bay requesting permission to continue the search north of Sio, Sgt.Dempsey stating that his orders were to search as far north of Saidor as practicable. Permission granted vide sig. 021645L/2nd.

Day 7 Mar.3rd.1944.

0700 : Watered ship.

0945 : Water tanks reported empty. Inspection revealed that junction pipe between two forward and two midship tanks

had corroded through due to action between brass limber chains and galvanised pipe lying in bilge water. This forms subject of separate report to O.C.F.M. Milne Bay.

Remainder of day spent effecting repairs and replacing corroded pipe lines.

Day 8 Mar. 4th. 1944.

0800 : Refilled water tanks.

0900 : Signal sent to O.I.C. A.I.B. Milne Bay requesting permission for search to continue with S/Lt. Palmer in command.

0000 : No reply received.

Day 9th Mar. 5th 1944.

At anchor awaiting reply.

Day 10. Mar. 6th. 1944.

Request from Commander Bowling U.S.N. P/T Squadron that ship be made available for work at Salamoua. D.S.I.O. concurred and sent signal informing O.I.C. A.I.B. Milne Bay.

Sergt. Dempsey reported trouble with a receiver.

Day 11. Mar. 7th 1944.

0700 : Stored ship from PT Base supply.

0800 : Sergt. Dempsey brought technician from shore party to trace fault in receiver.

1300 : Trouble traced to defective valve. Signal despatched for replacement.

Day 12. Mar. 8th. 1944.

0630 : Slipped and proceeded to pick up party of four from PT Base - Major Thosby, A.I.F. (Int.) Lieut. Keller, U.S.N., W/O (T) Bennet U.S.N. and C.P.O. Malloy, U.S.N.

0700 : Proceeded to Salamaua

1410 : Anchored Salamoua. Party away to examine Japanese barge sunk in 10ft. water with the intention of removing the engines.

Day 13. Mar. 9th. 1944.

0730 : Commenced removing the engines.

1200 : Both engines on deck. They proved to be four cylinder radial engines driving two propellers on the one shaft, one clockwise and the other anti clockwise. They were torpedo type engines and used compressed air or gas, the barge itself having two large cylinders 60ft. by 4½ft. diameter moulded to the hull on either side.

1300 : Slipped and proceeded alongside stranded Japanese Steamer on SE side of peninsular. She was loaded with trucks and motor cycles all under water.

1700 : Returned to anchorage Salamoua.

Day 14. Mar.10th.1944.

- 0645 : Proceeded to Hanisch Harbour.
- 1030 : Anchored Hanisch Harbour Party ashore to inspect Japanese barges.
- 1300 : Proceeded to Cape Arkona.
- 1435 : Anchored S.E. side of Cape. Party ashore to inspect barges. Remained at anchor overnight.

Day 15. Mar.11th.1944.

- 0745 : Proceeded to Lae.
- 0935 : Anchored and reported to Port Director Lae.
- 1200 : Watered ship.
- 1400 : Learnt that C.O. was to remain in hospital. Remained at anchor overnight.

Day 16. Mar.12th.1944.

- 0510 : Proceed to Dreger Harbour.
- 1110 : Berthed P.T. Torpedo wharf. Landed party and engines. Reported to D.S.I.O. Changed engine oil.
- 1600 : Proceeded to anchorage.

Day 17. Mar.13th.1944.

- 0800 : Orders from D.S.I.O. to stand by to land party of natives on Rooke Island next day.
- 1200 : Replacement valves for special receiver arrived by air freight.

Day 18. Mar.14th.1944.

- 0700 : Lieut. Wilson A.I.B. and 12 natives on board.
- 0800 : Proceeded to Rooke Is.
- 1410 : Anchored Gizarum Plantation. Landed natives and took on board three more for return trip.
- 1515 : Proceeded to Greger Harbour.
- 2030 : Anchored Dreger. Sergt. Dempsey had nothing to report.

Day 19. Mar.15th.1944.

- 1000 : Landed party. Received orders from D.S.I.O. to proceed to Lae next day.

Day 20. Mar.16th.1944.

- 0645 : Proceeded to Lae.
- 1245 : Anchored Lae.
- 1300 : C.O. on board.
- 1400 : Watered and provisioned ship.

Day 21. Mar.17th.1944.

- 0805 : Proceeded to Dreger Harbour.

1215 : Anchored Dreger Harbour. Reported to D.S.I.O.

1615 : D.S.I.O. on board to arrange with Port Director Langemak for fuel and orders to remain at anchor until party for Cape Gloucester and Saidor are ready.

Day 22. Mar.18th.1944.

A.M. At anchor.

P.M. At anchor.

Day 23.Mar.19th.1944.

Received sailing orders from D.S.I.O. to fuel and water ship at Langemak next day and sail for Cape Gloucester.

Day 24.Mar.20th.1944.

0700 : Proceeded to Langemak.

0730 : Arrived Langemak. Saw Port Director. Fuel not immediately available and no water.

1130 : Fuelled ship. Port Director advised sailing next day owing to insufficient time to make Cape Gloucester in daylight.

1200 : Proceeded to Dreger Harbour.

1230 : Watered ship Dreger Harbour. Reported to D.S.I.O.

1330 : Proceeded to anchorage.

Day 25.Mar.21st.1944.

0700 : Proceeded to Cape Gloucester. S/Lt.Kirkwall Smith on board.

1600 : Anchored Borgen Bay. Saw Port Director and delivered mail. Collected three native boys from ANGAU. Agreed to give ANGAU sergeant passage to Rooke Is. Sgt. Dempsey on watch. Plenty of Jap radio transmission but nothing special to report.

Day 26.Mar.22nd.1944.

0600 : Boat away to pick up ANGAU Sergt. and gear.

0700 : Proceeded to Rooke Island.

1215 : Hove to off Gizarum Plantation. Landed Sergt.

1220 : Shaped course for Saidor.

1930 : Secured alongside "Wathcer" at Saidor. Reported to Port Director and Lt. Harlow A.I.B.

2000 : Lieutenants Harlow and Mollison on board. Arrangements made to see ANGAU for further boys for S/Lt. Smith.Sergt.Dempsey on watch.

Day 27.Mar.23rd.1944.

0800 : Lieutenants Harlow, Mollison, Grieve and S/Lt.Smith ashore to ANGAU.
Landed tent and cases for Lieut. Harlow.

1200 : Returned on board with six natives and equipment.

1230 : Slipped and proceeded.

1415 : Anchored off Yala, S/Lt. Smith's plantation. Landed party. Sergt. Dempsey on watch.

Day 28. Mar. 24th. 1944.

0800 : Proceeded to Enke Point. Cruised in the vicinity for two hours until satisfied that Sgt. Dempsey could not intercept anything of importance. Set watch on Radar detecting equipment but without results.

1200 : Closed Enke Point and fired five rounds of 3 pdr. at Japanese lines. Some activity resulted, sounds of gun fire and smoke was seen from small plantation on extremity of point. Only a few rounds were fired and their destination was unobservable. Previous to this no activity was observed and only one plane, a DC3, dropping supplies five miles south of Enke Point.

1215 : Set course for Saidor.

1510 : Arrived off Saidor, suitable anchorage not available. Decided to go Sio.

1530 : Set course for Sio.

2030 : Arrived off Nambariwa anchorage three miles south of Sio Mission. Mission anchorage unsuitable in N.W. season. Had some difficulty in finding anchorage in darkness, sent dinghy ahead to locate reef and finally anchored ship at 2200. Sergt. Dempsey set watch. Unable to keep schedule with VIV because of interference and static - the same conditions were experienced at 1600.

2300 : Sergt. ceased watch. Nothing special to report.

Day 29. Mar. 25th. 1944.

0800 : At anchor Nambariwa anchorage. Sergt. Dempsey on watch. Was able to make contact with VIV. We are to remain at anchor until tomorrow to enable the Sergt. to complete his job.

1300 : First Lieutenant and shore party away to investigate Japanese dumps ashore.

1800 : Shore party returned with cylinders and gauges which were found in cases buried underground. Heavy rain had revealed their hiding place and as complete case was too bulky for party only the contents were brought away. Three cases in all were found and as the lid of the cases contained a description of what might be the uses of the cylinders it was arranged for a further party with native carriers to bring in remainder of cases next morning.

1900 : Sergt. Dempsey on watch.

2100 : Sergt. ceased watch.

Day 30. Mar. 26th. 1944.

0700 : Party ashore for remainder of cases.

1030 : Party returned with two cases containing cylinders and one containing nozzle spray. The small motor unit for supplying compressed air to the cylinders was also secured.

1100 : Slipped and proceeded to Dreger Harbour.

1600 : Anchored Dreger Harbour. Reported to D.S.I.O.

/s/ W. Grieve Lieut. R.A.N.V.R.

COMMANDING OFFICER, M.L. 1321.

27th March, 1944.

OFFICER -in-CHARGE, A.I.B. MILNE BAY.

REPORT

The following report of proceedings of H.D.M.L. 1321 under my command is submitted:

Day 1 Feb.26th, 1944.

1000 : Slipped and proceed from Milne Bay. Extra personnel on board were Sergt. Dempsey, Telegraphist Special Branch and one native boy to be delivered to ANGAU Lae.

2345 : Off Tuffi Heads. Sergt. Dempsey on watch.

Day 2 Feb.27th, 1944.

0115 : Negative report from Sergt. Dempsey, Spear Is. abeam.

1910 : Anchored Salamoua. Sergt. Dempsey had kept watch at periods during the day without success.

Day 3 Feb.29th, 1944.

0700 : Slipped and proceeded to Lae.

0835 : Anchored Lae. Native boy to ANGAU. C.O. to 2/7th A.G.H. with malaria.

0000 : Negative report from the Sergt.

Day 4 Feb.29th,1944.

1200 : Slipped and proceeded to Dreger Hbr. S/Lt. A.E. Palmer in command.

1730 : Anchored Dreger. Reported to D.S.I.O.

Day 5 Mar.1st.1944.

At anchor awaiting orders from D.S.I.O. Sergt.Dempsey ashore to contact shore party from Special Branch Signals.

Day 6 Mar.2nd.1944.

S/Lt. Palmer and Sergt. Dempsey ashore to see D.S.I.O. Signal sent to O.I.C., A.I.B. Milne Bay requesting permission to continue the search north of Sio, Sgt. Dempsey stating that his orders were to search as far north of Saidor as practicable. Permission granted vide sig. 021645L/2nd.

Day 7 Mar.3rd.1944.

0700 : Watered ship.

0945 : Water tanks reported empty. Inspection revealed that junction pipe between two forward and two midship tanks

had corroded through due to action between brass limber chains and galvanised pipe lying in bilge water. This forms subject of separate report to O.C.F.M. Milne Bay.

Remainder of day spent effecting repairs and replacing corroded pipe lines.

Day 8 Mar. 4th. 1944.

0800 : Refilled water tanks.

0900 : Signal sent to O.I.C. A.I.B. Milne Bay requesting permission for search to continue with S/Lt. Palmer in command.

0000 : No reply received.

Day 9th Mar. 5th 1944.

At anchor awaiting reply.

Day 10. Mar. 6th. 1944.

Request from Commander Bowling U.S.N. P/T Squadron that ship be made available for work at Salamoua. D.S.I.O. concurred and sent signal informing O.I.C. A.I.B. Milne Bay.

Sergt. Dempsey reported trouble with a receiver.

Day 11. Mar. 7th 1944.

0700 : Stored ship from PT Base supply.

0800 : Sergt. Dempsey brought technician from shore party to trace fault in receiver.

1300 : Trouble traced to defective valve. Signal despatched for replacement.

Day 12. Mar. 8th. 1944.

0630 : Slipped and proceeded to pick up party of four from PT Base - Major Thosby, A.I.F. (Int.) Lieut. Keller, U.S.N., W/O (T) Bennet U.S.N. and C.P.O. Malloy, U.S.N.

0700 : Proceeded to Salamaua

1410 : Anchored Salamoua. Party away to examine Japanese barge sunk in 10ft. water with the intention of removing the engines.

Day 13. Mar. 9th. 1944.

0730 : Commenced removing the engines.

1200 : Both engines on deck. They proved to be four cylinder radial engines driving two propellers on the one shaft, one clockwise and the other anti clockwise. They were torpedo type engines and used compressed air or gas, the barge itself having two large cylinders 60ft. by 4½ft. diameter moulded to the hull on either side.

1300 : Slipped and proceeded alongside stranded Japanese Steamer on SE side of peninsular. She was loaded with trucks and motor cycles all under water.

1700 : Returned to anchorage Salamoua.

Day 14. Mar.10th.1944.

- 0645 : Proceeded to Hanisch Harbour.
- 1030 : Anchored Hanisch Harbour Party ashore to inspect Japanese barges.
- 1300 : Proceeded to Cape Arkona.
- 1435 : Anchored S.E. side of Cape. Party ashore to inspect barges. Remained at anchor overnight.

Day 15. Mar.11th.1944.

- 0745 : Proceeded to Lae.
- 0935 : Anchored and reported to Port Director Lae.
- 1200 : Watered ship.
- 1400 : Learnt that C.O. was to remain in hospital. Remained at anchor overnight.

Day 16. Mar.12th.1944.

- 0510 : Proceed to Dreger Harbour.
- 1110 : Berthed P.T. Torpedo wharf. Landed party and engines. Reported to D.S.I.O. Changed engine oil.
- 1600 : Proceeded to anchorage.

Day 17. Mar.13th.1944.

- 0800 : Orders from D.S.I.O. to stand by to land party of natives on Rooke Island next day.
- 1200 : Replacement valves for special receiver arrived by air freight.

Day 18. Mar.14th.1944.

- 0700 : Lieut. Wilson A.I.B. and 12 natives on board.
- 0800 : Proceeded to Rooke Is.
- 1410 : Anchored Gizarum Plantation. Landed natives and took on board three more for return trip.
- 1515 : Proceeded to Greger Harbour.
- 2030 : Anchored Dreger. Sergt. Dempsey had nothing to report.

Day 19. Mar.15th.1944.

- 1000 : Landed party. Received orders from D.S.I.O. to proceed to Lae next day.

Day 20. Mar.16th.1944.

- 0645 : Proceeded to Lae.
- 1245 : Anchored Lae.
- 1300 : C.O. on board.
- 1400 : Watered and provisioned ship.

Day 21. Mar.17th.1944.

- 0805 : Proceeded to Dreger Harbour.

1215 : Anchored Dreger Harbour. Reported to D.S.I.O.

1615 : D.S.I.O. on board to arrange with Port Director Langemak for fuel and orders to remain at anchor until party for Cape Gloucester and Saidor are ready.

Day 22. Mar.18th.1944.

A.M. At anchor.

P.M. At anchor.

Day 23.Mar.19th.1944.

Received sailing orders from D.S.I.O. to fuel and water ship at Langemak next day and sail for Cape Gloucester.

Day 24.Mar.20th.1944.

0700 : Proceeded to Langemak.

0730 : Arrived Langemak. Saw Port Director. Fuel not immediately available and no water.

1130 : Fuelled ship. Port Director advised sailing next day owing to insufficient time to make Cape Gloucester in daylight.

1200 : Proceeded to Dreger Harbour.

1230 : Watered ship Dreger Harbour. Reported to D.S.I.O.

1330 : Proceeded to anchorage.

Day 25.Mar.21st.1944.

0700 : Proceeded to Cape Gloucester. S/Lt.Kirkwall Smith on board.

1600 : Anchored Borgen Bay. Saw Port Director and delivered mail. Collected three native boys from ANGAU. Agreed to give ANGAU sergeant passage to Rooke Is. Sgt. Dempsey on watch. Plenty of Jap radio transmission but nothing special to report.

Day 26.Mar.22nd.1944.

0600 : Boat away to pick up ANGAU Sergt. and gear.

0700 : Proceeded to Rooke Island.

1215 : Hove to off Gizarum Plantation. Landed Sergt.

1220 : Shaped course for Saidor.

1930 : Secured alongside "Wathcer" at Saidor. Reported to Port Director and Lt. Harlow A.I.B.

2000 : Lieutenants Harlow and Mollison on board. Arrangements made to see ANGAU for further boys for S/Lt. Smith.Sergt.Dempsey on watch.

Day 27.Mar.23rd.1944.

0800 : Lieutenants Harlow, Mollison, Grieve and S/Lt.Smith ashore to ANGAU.
Landed tent and cases for Lieut. Harlow.

1200 : Returned on board with six natives and equipment.

1230 : Slipped and proceeded.

1415 : Anchored off Yala, S/Lt.Smith's plantation.Landed party.Sergt. Dempsey on watch.

Day 28.Mar.24th.1944.

0800 : Proceeded to Enke Point. Cruised in the vicinity for two hours until satisfied that Sgt.Dempsey could not intercept anything of importance. Set watch on Radar detecting equipment but without results.

1200 : Closed Enke Point and fired five rounds of 3 pdr. at Japanese lines. Some activity resulted, sounds of gun fire and smoke was seen from small plantation on extremity of point. Only a few rounds were fired and their destination was unobservable. Previous to this no activity was observed and only one plane, a DC3, dropping supplies five miles south of Enke Point.

1215 : Set course for Saidor.

1510 : Arrived off Saidor, suitable anchorage not available. Decided to go Sio.

1530 : Set course for Sio.

2030 : Arrived off Nambariwa anchorage three miles south of Sio Mission Mission anchorage unsuitable in N.W. season. Had some difficulty in finding anchorage in darkness, sent dinghy ahead to locate reef and finally anchored ship at 2200. Sergt. Dempsey set watch. Unable to keep schedule with VIV because of interference and static - the same conditions were experienced at 1600.

2300 : Sergt. ceased watch. Nothing special to report.

Day 29.Mar.25th.1944.

0800 : At anchor Nambariwa anchorage. Sergt. Dempsey on watch. Was able to make contact with VIV. We are to remain at anchor until tomorrow to enable the Sergt. to complete his job.

1300 : First Lieutenant and shore party away to investigate Japanese dumps ashore.

1800 : Shore party returned with cylinders and gauges which were found in cases buried underground. Heavy rain had revealed their hiding place and as complete case was too bulky for party only the contents were brought away. Three cases in all were found and as the lid of the cases contained a description of what might be the uses of the cylinders it was arranged for a further party with native carriers to bring in remainder of cases next morning.

1900 : Sergt. Dempsey on watch.

2100 : Sergt. ceased watch.

Day 30.Mar.26th.1944.

0700 : Party ashore for remainder of cases.

1030 : Party returned with two cases containing cylinders and one containing nozzle spray. The small motor unit for supplying compressed air to the cylinders was also secured.

1100 : Slipped and proceeded to Dreger Harbour.

1600 : Anchored Dreger Harbour. Reported to D.S.I.O.

/s/ W.Grieve Lieut.R.A.N.V.R.

Royal Australian Navy.

DIRECTOR OF NAVAL INTELLIGENCE

CONFIDENTIAL NO. 139/270

IN REPLY PLEASE QUOTE

No. 1367

SECRET

Heindorff House,
Queen Street,
BRISBANE.
30th March, 1944.

FROM : Supervising Intelligence Officer, N.E.A.
TO : Director of Naval Intelligence, Melbourne.
SUBJECT: D/F Search for Enemy O.P.'s in New Guinea.

Forwarded herewith is first report of operations of special equipment fitted in H.D.M.L. 1321 for the detection of possible enemy radio units in Allied occupied territory in New Guinea.

Encl.

J.C. McManus
J.C. McManus.
A/Commander R.A.N.
Supervising Intelligence Officer,
NORTH EASTERN AREA.

Copy to: Fleet Intelligence Officer, 7th Fleet.
The Director, Central Bureau.

~~D.N. 1367~~
~~D.B. 1367~~
DNI

Royal Australian Navy

SECRET

Heindorf House,
Green Street,
BRISBANE.
30th March, 1944.

FROM : Supervising Intelligence Officer, R.A.N.
TO : Director of Naval Intelligence, Melbourne.
SUBJECT: Search for Enemy O.P.'s in New Guinea.

Forwarded herewith is first report of operations of
special equipment fitted in R.A.N. 1521 for the detection
of possible enemy radio units in Allied occupied territory
in New Guinea.

J. E. McManus,
Commander R.A.N.
Supervising Intelligence Officer,
NORTH EASTERN AREA.

Copy to: Fleet Intelligence Officer, 7th Fleet.
The Director, Central Bureau.

4/4

D.S.I.O.

NEW GUINEA.

W/T (Int) COMMITMENT NO.1.

INVESTIGATION AS TO WHETHER ENEMY OP's PRIOR TO
RETREAT ARE STILL IN EXISTANCE

1. MILNE BAY AREA. Acting upon instructions from Lieut. Wells a sweep of this area was made 0900 - 1130 25/3/44. Ultra High Frequencies were watched particularly, to locate if possible, reported enemy R/T. NIL WAS HEARD OF ENEMY R/T IN THIS AREA.

2.
(a)

PERIOD 26/2/44 - 29/2/44.

W/T investigation carried out as follows:-

26th Milne Bay Salamaua 0800 - 1200, 1800 - 2400
27th Salamaua Lae Cape Cretin 0700 - 1100
28th Cape Cretin Lae 0800 - 1200, 1800 - 2400
29th Lae Cape Cretin 1900 - 2400.

During this period Ultra High Frequency Receiver in addition to Medium Frequency Receiver, was used to investigate reported enemy R/T Lae area. NIL RESULTS WERE OBTAINED.

(b)

PERIOD 1/3/44 - 7/3/44.

Anchored Cape Cretin. Faulty valve in receiver replaced and periodic listening periods did not produce any results.

(c)

PERIOD 8/3/44 - 13/3/44.

W/T Investigation carried out as follows:-

8th Cape Cretin Salamaua	0800 - 1200, 1900-2400
9th Salamaua	0800 - 1200, 2000-2400
10th Salamaua Cape Gerhards	
Cape Arkona Salamaua	2000 - 2400
11th Salamaua Lae	0800 - 1200, 1500-2000
12th Lae Cape Cretin	0900 - 1300
13th Cape Cretin	1000 - 1200, 1400-1600
<u>NIL RESULTS OBTAINED.</u>	

(d)

PERIOD 14/3/44.

Rooke Is.
NIL HEARD BETWEEN 1300 - 1415.

(e) PERIOD 15/3/44 - 20/3/44.

Cape Cretin Lae
Daily investigations were carried out.
NIL HEARD REQUIRED COMMITMENT.

(f) PERIOD 21/3/44 - 25/3/44.

21st. Cape Cretin Bergen Bay (Cape Gloucester)
1500 - 2400, 0430 - 0730
22nd. Bergen Bay Saidor 1800 - 2400
23rd. Saidor Yala 0000 - 0030, 0400 - 1600, 1700-2400.
24th. Yala, Enke Pt. to within 15 miles Madang
0630 - 1200.
Enke Pt., Saidor Sio to Nambariwa 1400 - 1900
and 2000 - 2400.
25th. Nambariwa 0600 - 1030, 1800 - 2400.
26th. Nambariwa Cape Cretin 1200 - 1600.

A THOROUGH WATCH WAS KEPT AT THE ABOVE TIMES BUT
NIL WAS HEARD OF REQUIRED COMMITMENT.

3. Results were consistently negative and from this it may be possible to deduce that enemy O.P's existing prior to enemy retreat do not now exist.
4. The time lapse in commencing this investigation in conjunction with Allied activities, would be the major reason for obtaining such a negative result.

/s/ H.A. Dempsey Sgt.A.I.F.

CONFIDENTIAL

C.141/45.

DEPARTMENT OF THE NAVY
MINUTE PAPER

2026/16/1492

~~14/17/10~~ SUBJECT: *HMA "HMS" 1321 "Report of Proceedings"* *3rd May to*
30th September
1945.

~~50cc~~

WPM 22/10

Duplicate

DPS

DTSR

DOD

DCNS

ISTNM

N5

~~DT~~
(NARO) $\frac{17}{3/46}$



DEPARTMENT OF THE NAVY

MINUTE PAPER

2000/10/19/1993

4/17

Royal Australian Navy.

DEPT OF NAVY
SECRET

IN REPLY PLEASE QUOTE

No. 5286

RECEIVED

15 OCT 1945

NAVY

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indexing

Dub 2026

16

1492

Heindorff House,
Queen Street,
Brisbane,
9th October, 1945.

HM.
The Secretary,
Naval Board,
Navy Office,
MELBOURNE.

Report of Proceedings - H.D.M.L. 1321.

Submitted for the information of the Naval Board,
the attached copies of Report of Proceedings from the
Commanding Officer, H.D.M.L. 1321 covering the period 3rd
May to 30th September, 1945.

J.C. McManus
J.C. McManus,
A/Commander, RAN.
Supervising Intelligence Officer,
NORTH EASTERN AREA.

From : Commanding Officer, H.D.M.L. 1321.
Date : 16th May, 1945.
To : D.S.I.O. NEW GUINEA.
Subject : REPORT OF PROCEEDINGS.

The following report of proceedings of HL 1321 under my command is hereby submitted:-

1st Day, 3rd May, 1945.

- 1030 Slipped and proceeded to sea enroute Brisbane for major refit via Milne Bay, Port Moresby, Thursday Is. and Townsville.
- 2007 Myre Rock abeam to starbd: distance $3/4^{\circ}$ A/C.
- 2310 Eve shoal light abeam distance $1/2^{\circ}$ A/C.

2nd Day 4th May, 1945.

- 0530 Tufi heads, Cape Nelson in transit A/C for Ham reef light buoy.
- 0700 Heavy rains, calm sea, visibility bad.
- 1000 Ipoteto Is. light abeam dist 1.5° .
- 1530 Clear Hornbill Channel shaped course for Gili Gili.
- 1850 Secured main jetty HMAS "Ladava". CO reported ashore to S.O.(O) for routing instructions.

3rd Day 5th May, 1945.

- 0400 Slipped and proceeded Port Moresby.
- 0545 A/C for China Straits.
- 0700 Clear China straits. Heavy rains and overcast - medium sea.
- 0910 South Cape abeam. A/C inside route.
- 1630 Grange Is. abeam. A/C for open sea. Raining, overcast & visibility bad.
- 2235 A/C for Port Moresby. Visibility bad. Calm sea.

4th Day, 6th May, 1945.

- 0445 Reduced Revs as no Leading Lights visible.
- 0500 Hove to awaiting sufficient light for entering passage.
- 0600 Spoke PWSH and resumed under full speed.
- 0630 Secured eastern end main wharf Port Moresby. CO ashore to report S.O.(O) and received routing instructions.
- 0830 Watered ship - 90 gals. Fuelled ship 1000 gals.
- 1200 Slipped and proceeded Thursday Is.
- 1300 Took departure from Western End Fishermans Isld.
- 1800 Fresh SE visibility poor with moderate sea.
- 2359 Ship going well. Visibility improving.

5th Day. 7th May.

0545 Reduced speed and A/C.
 0600 Darvelley Isld. abeam Dist 8' increased speed.
 Fine clear calm weather. Visibility good.
 1600 A/C for FWSS
 1630 Spoke FWSS. Requesting permission proceed Townsville.
 1710 Permission granted. Resumed under full speed.
 2311 Cairn Cross light abeam Dist 1.3' speed 11 knt. A/C.

6th Day. 8th May.

0100 Hannibal Light abeam. A/C.
 0553 Cape Grenville abeam. A/C. Heavy rains visibility poor.
 1030 Chapman Is. light abeam.
 1500 Hay Is. light abeam.
 2255 Reduced Revs. visibility bad. Heavy rains fresh SE.
 Anchored lee Pipers Reef light awaiting daylight.

7th Day. 9th May.

0615 Slipped and proceeded under full speed. Fresh SE wind moderate sea.
 0845 Hawick Is. abeam. Short steep sea. Much water coming aboard.
 1230 Wind and sea increasing. Visibility bad.
 1615 Egret Is. abeam. Dist 1.5'
 2030 Low Islets abeam Dist 2.1'
 2350 Cairns Light brg S12°W. Weather moderating.

8th Day. 10 May.

0116 Fitzroy Light abeam. Dist 1.1'
 0530 North Bernard Light abeam dist 1.8'
 1200 Hannah Is abeam dist 1'
 1305 A/C to take inshore route for Townsville.
 1420 Entering breakwater Townsville. Reduced speed.
 1450 Secured Hynes Wharf Townsville. C.O. reported SO (O) and received instructions to proceed in company with HMML 1339 for Brisbane. Watered ship. 90 gals. Fueled ship 1000 gals. Stood by awaiting ML 1339.

9th Day 11th May.

1150 Slipped and proceeded in company with ML 1339 for Brisbane.
 1210 Clear Eastern Breakwater. Shaped Course.
 1425 Reduced speed as ML 1339 unable maintain station.
 2205 Reduced speed as ML 1339 dropping astern.
 2317 Entering Whitsunday Passage. Visibility fair calm sea no wind.

10th Day 12th May 1945.

0320 Clear Whitsunday Passage.
 1347 ML 1339 signalled requesting 200 gals fuel. Unable to supply.
 1700 ML 1339 broke company to proceed to Gladstone to refuel.
 Fresh SE wind moderate sea.
 2232 Capricorn Light abeam Dist 7.2'

11th Day. 13 May.

0230 Bustard Head abeam.
0635 Lady Elliott Is. abeam to port. Dist 7'.
0800 Heavy rains. Visibility nil.
0845 Light Ship. (Breaksea Spit) bg. N55°E.
0915 Light Ship abeam. Dist. 2' A/C.
1752 Double Is. Light abeam. Dist 2'.
2155 Spoke FWS8 Caloundra.
2230 Coming in on leads. Visibility bad.

12th Day. 14 May.

0105 Anchored in 7 fms off Moreton Is. Heavy fog. Visibility nil.
0630 Slipped and proceeded at reduced speed. Heavy fog.
0815 Anchored off Pile Light. Unable to Proceed.
1000 Resumed under half speed.
1230 Secured at Fairmile Base Wharf
1400 Slipped and proceeded up river to Nixon Smith Wharf.
CO reported 80 (0) Brisbane and 810 NEA.

13th Day. 15th May. 1945

0800 W/T equipment for AIB discharged. CO reported to BBO
and arrangements made for hull repairs to done by
private contractor.
1500 Slipped and proceeded to Watts and Wright Wharf, Bulimba.
Stabd. watch proceeded on 28 days leave. All ships stores
taken ashore and stowed in lay apart store at
shipyards.

A. B. Selby
LIEUTENANT RANVR
CO ML 1321.

From : Commanding Officer, HDML 1321.
Date : 17th Sept. 1945.
To : D.S.I.O. NEW GUINEA.
Subject : REPORT ON PROCEEDINGS.

The following report of proceedings of ML 1321 under my command is hereby submitted:

17th May:

0800 Towed to S.B.S.R. Wharf where engines were lifted out to be sent to Commonwealth Marine Shops Rocklea for overhaul.
1600 Returned to Watts & Wright and secured.

18th May

1000 Ship slipped without mishap.
Dockyard workers commenced stripping upper sheathing and repairing damage to hull. Wheelhouse dismantled and guard rails unshipped.

28th May: Commanding officer on 14 days leave.

5th June: Coxswain away on leave.

11th June: Commanding Officer returned from leave.

19 June: First Lieutenant proceeded on leave.
A.B. Edwards discharged ashore to HMAS Moreton for demobilisation.

20 June: Starboard watch returned from leave.

21 June: Port Watch proceeded on leave.

23 June: ML Launched in preparation for installation of main engines. AB Morris admitted Balmoral Sick Bay with malaria.

26 June: AB Long reported for duty.

28 June: New type diesel stove installed. Engineers & electricians on main engines and ships wiring also under water fittings.

13 July:

1000 ML towed to SBSR by ML 1325. Engines installed and vessel returned Watts & Wright wharf with main engines installed.

1800 1st Lieut returned from leave.

17 July:

1030 ML towed to Small Craft base where .37 mm was unshipped and 40 mm Bofors gun was mounted.

1600 ML returned to Watts & Wright Wharf. A.B. Murray discharged ashore to S.C.B.

26 July:
1300

Port watch returned from leave.

27 July:

A/B Thompson reported on board for duty in lieu of A/B Morris who had been discharged to HMAS 'LONSDALE'.

9 Aug:

M/M Swan reported on board for duty; M/M Stevens discharged to HMAS 'MORETON' for onward passage to HMAS 'RUSHCUTTER'.

13 Aug:
1000

Slipped and proceeded C.O.R. wharf for fueling under own power. Electrical defects also steering defects. Took on board 1200 gal. Fuel tanks satisfactory.

20 Aug:
0930

Slipped and proceeded down river on engine and gun trials. SIONEA, SO(E), P.T.O. and P.G.O. aboard also engineers and dockyard representatives.

1500

Returned and secured Watts & Wrights. Gun & engine trials satisfactory. Electrical defects apparent.

21 Aug:
1230

Slipped and proceeded down river with compass adjuster aboard. Swung compasses and returned Watts & Wrights 1500.

29 Aug:
0900

Loaded A.I.B. trade goods for shipment to Lae. A/B Galloway reported on board for duty.

30 Aug:
1300
1450

Slipped and proceeded C.O.R. wharf for topping fuel. Received sailing orders from SIONEA. Owing to an electrical defect the ships main batteries were found to be completely flat. Sailing postponed.

31 Aug:
1230

Slipped and proceeded up river to St. Lucia where inclination tests were carried out.

1600

Returned Burke's wharf. Loaded 2 barrels rum for field parties New Guinea and Solomons.

1 Sept.:
0800

Stood by to slip but owing to cyclonic disturbances off Lady Elliot Island, sailing was delayed.

2 Sept.

Standing by but bad weather conditions still prevailed.

3 Sept :

1450 Slipped and proceeded Lac, via Townsville, Thursday Island and Port Moresby. DSIO New Guinea (Lt. (S) J.H. Paterson RANR) aboard for passage to Lac.
1730 East Knoll buoy abeam a/c.
1920 Spoke PWSS Caloundra.
2000 Departure from outer buoy shape course.
Weather calm and clear moderate swell. Visibility fair.
2359 Wind to NW and fresh.

4 Sept :

0700 A/c for Breaksea Spit Light vessel.
0845 Sandy Cape abeam. Calm clear weather.
1336 Lady Elliott Is. abeam to starbd.
1715 Round Hill abeam.
2220 Cape Capricorn Light abeam.
2330 A/c to clear Barron Island.
Fresh NE wind moderate sea; visibility fair.

5 Sept :

0245 Flat Island abeam to port distance 2 miles.
0800 Low Island abeam to port.
Wind from W fresh, moderate sea, visibility good.
1930 Entering Whitsunday Passage. Calm.
2009 Dent light abeam.
2300 Estelby Island light abeam Dist. 1'

6 Sept :

0605 C. Bowling green abeam. A/c strong SW overcast, rough sea.
0815 Cape Cleveland abeam. A/c
0905 Pile Light abeam.
0935 Berthed Hynes wharf. CO reported SO(0) for onward routing.
Fueled ship 900 gals., watered ship 100 gal.
1420 Slipped and proceeded by inshore route.
2350 North Barnard light abeam to port. Dist. 2.5'.

7 Sept :

0225 Russell Lt. abeam. Dist. 1.5'. A/c
Fresh S.E. with rough sea. Visibility fair.
0415 Fitzroy Is. abeam. Dist. 1.25'. A/c
0758 Low Islets abeam to port Dist. 2'. Wind to SW and gusty.
1212 Cape Archer abeam. Rough sea yawing badly.
1330 Secured alongside Cooktown jetty.
2230 Slipped and proceeded. Rough sea. Fresh wind. Visibility bad.

8 Sept :

0037 Three Islets abeam to starbd.
0845 Pison Lt. abeam.
0900 Cape Flinder abeam.
1340 Hannah Isld abeam. Fresh wind from SE. rough sea.
1715 Night Isld. abeam.
2015 Restoration light abeam.
2245 Piper light abeam.
2340 A/c for C. Grenville. Visibility bad. Rain & high seas.

9 Sept.

0415 Home Is. light abeam; A/c
0405 Hannibal Light abeam to port.
0603 Cairncross Light abeam; A/c.
Blowing hard from SE. Bad cross sea. Visibility bad.
0800 Very heavy rain squall. Rough sea. Steering badly.
1705 Anchored lee of Darnley Is. in Treacherous Bay in 3 fths.
Blowing a gale from SE with heavy rain squalls.
Reported to NOIC Thursday Is. & Moresby by W/T.

10 Sept : At Darnley Is. weather bound.
Blowing hard from SE. Barometer falling. Sky overcast.

11 Sept:

1045 Slipped and proceed to sea on route for Port Moresby.
1345 Clear Barrier Reef shaped course Port Moresby.
Heavy SE swell bad visibility strong SE wind.
1700 Reduced speed, to half. Lot of water coming aboard.
2300 Wind and sea increasing. Reduced speed.
Mess deck hatch covering damaged and starbd mess deck ventilators cowl washed away.

12 Sept:

0600 Very high sea running. Blowing a gale from SE.
1100 Entering reef Port Moresby. Increased to full speed.
1130 Secured T wharf Port Moresby. CO reported Port Director for forward routing.
Fueled 1200 gals. Watered 150 gals.
B.E.O. repairing damage forward.

13 Sept:

1115 Repairs effected. Requested permission to proceed.
1130 Slipped and proceeded inside route.
Local pilot aboard. Strong SE and rough seas. visibility bad.
1730 Anchored Hula village (Hood Point) in 3 fth.
Fresh SE wind all night.

14 Sept:

0700 Slipped and proceeded.
Fresh SE moderate sea. Visibility fair.
1215 Cape Rodney abeam.
1530 Cape Batamata abeam.
1730 Anchored lee Laroro Is. in 3 fth.
Heavy rains. Fresh SE wind.

15 Sept:

0530 Call hands and slipped.
0945 Eagle Pt. abeam. Fresh SE moderate sea.
1200 Entering Sun Passage. Heavy rains.
1345 Entering China Straits.
1435 Berthed alongside ML825. Landed pilot.
1440 Resumed.
1700 Clear Hornbill Channel. Calm sea; wind nil; sky o/cast.
2230 Cape Vogel abeam.

16 Sept:

0217 Ham Reef light abeam; A/c.
0250 Clear Cape Nelson leads A/c
0438 Spear Island light abeam. A/c
0927 Eve buoy abeam A/c
1225 Anchored Port Douglas in 3 fth.
2000 Slipped and proceeded.
2021 Clear Mitre RR A/c
Calm sea. Visibility good. Wind nil.

17 Sept:

0200 Reduced speed.
0500 Reduced speed. Calm clear weather.
0645 Secured alongside wharf Vece Point Loe.
Landed DSIO New Guinea and all AIB cargo.
1200 Moved to pontoon and secured.
Calm sea.

/s/

Lieutenant RANVR
CO HML 1321.

AWM

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