

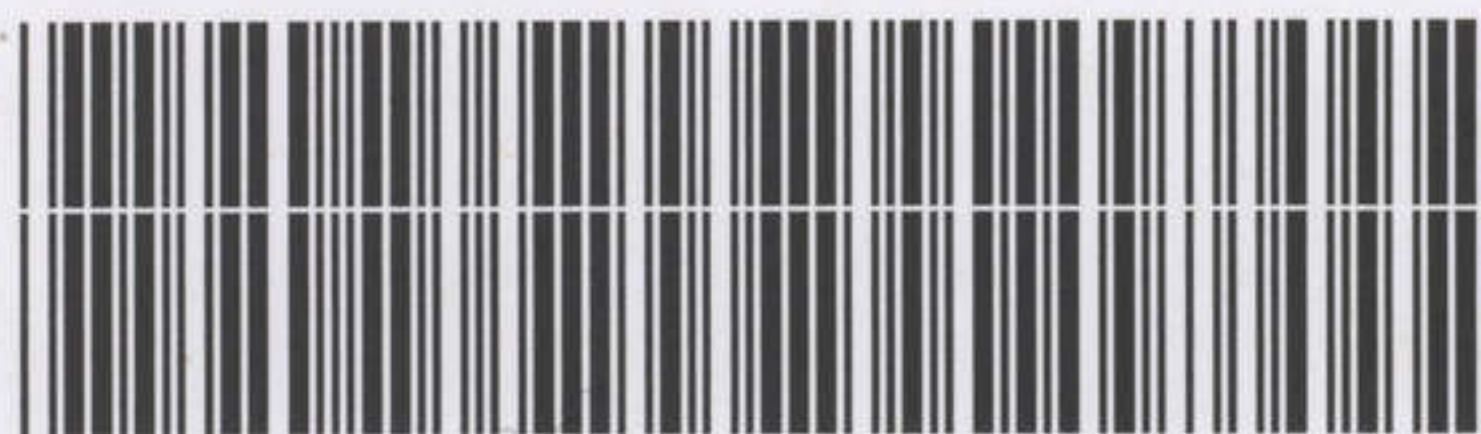
AWM78

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

[Harbour Defence Motor Launch] HDML 1323

Item number: 149/2

Title: October 1944 - August 1946. Duplicate



AWM78-149/2

[149(2)]

AUSTRALIAN WAR MEMORIAL
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HDM L 1323 (d)

Declassification Authority—Defence Records
This record has been reviewed and has been
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Reviewer: LCDR R. L. Smith (RANEM)
Signature: *R. L. Smith* Date: 1 NOV 90

A monthly Report of Proceedings
for HDML 1323, May 1946

is located in

item [377/2], 20th Minesweeping Flotilla:

Reports of Proceedings

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

Sup.

From The Commanding Officer H.M.A.M.L. I323

Date 3rd., September 1946 Reference No. I/6/9

To The Secretary Naval Board, through S.O. 20th., M.S.F.

Subject Report of Proceedings for August 1946.

Submitted:-

On 1st., August M.L.I323 was based on Shortland Harbour with the rest of the ~~20th.~~ 20th., M.S.F., remaining until the 4th., when M.L.'s I323, I326, and I328, with H.M.A.S. "Lithgow" and "Ararat" sailed for Rabaul in company, arriving p.m. 5th., August. 6th., to 29th., Aug., M.L.'s not being required for ~~sweeping~~ sweeping during this period, was spent in Rabaul with a short stay of four days at Massava Bay. There is a very good source of clean fresh water from the river here, and the opportunity was taken to wash down with fresh water and paint ship, and wash bedding. Volcanic fumes continually stain all paintwork while in Rabaul Harbour, particularly affecting any areas on which salt spray has dried. On 29th., August the Flotilla sailed for Bougainville area. M.L.'s were detached to enter Buka Passage independently carrying out a search sweep of area Kilsap while entering. No mines were swept, but the presence was noted of two uncharted shoals (about 5 fathoms) between Siganja Island and Saposa Island, and one uncharted reef (breaking surface) west of the southern extremity of Siganja Island. Owing to the general inaccuracy of charts of this area, and lack of equipment for accurately fixing positions, no special report of these obstructions has been made. This entrance to Buka passage area is only used by small ~~craft~~ craft with local knowledge anyway. 31st., August M.L.I323 was secured alongside Army Vessel "Crusader" at Sohana Island.

2) Apart from the usual deck leaks, the hull appears to be sound and makes no water. Weed near the waterline has been scrubbed off without docking, and the bottom appears to be otherwise clean. No dry rot has been observed, though water appears to be lodging behind armourplate on the wheelhouse. If this could be removed and the timber canvassed, the life of the latter would probably be prolonged besides reducing top weight considerably.

3) Main and auxiliary engines have worked well. A breakdown in the 24 Volt auxiliary generator was caused by the cooling fan collapsing and cutting into the field windings. This appears to be a common trouble. Luckily the generator was stopped before the damage became ~~serious~~ serious. Temporary repairs have been effected, but a replacement has been demanded as a further breakdown may be caused by the damaged insulation which would probably put the field winding out of commission altogether. ~~This generator~~ ~~is~~ ~~OK~~

& vegetables

1. Fruit eaten raw
must invariably be
first peeled. This should
be much as potatoes
may be easily peeled
after being dipped in
boiling water for a few
minutes.

2. Vegetables which it
is impossible to peel
e.g. long vegetables such
as lettuce & spinach
should never be eaten
raw unless their condition of
growth & handling are ^{known to be} ~~very~~
beyond reproach.

From fair and regular
obtained from various sources
are reasonably safe
provided elementary
precautions are observed.
It should be remembered
that the sole source of
supply of these very necessary
foods in many areas is
from natives and ^{that} they are
entirely of the standard white
population with ^a reasonable
~~inquire~~ degree of inquiry
The following simple rules
should be observed on all
matters of hygiene and sanitation.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. _____

This generator appears to be a very old type, the only access to brushes and commutator being by removing the entire end-plate, there being no separate cover. To do this, owing to the position of the generator unit, it is necessary to uncouple the generator and turn it horizontally through 90 degrees. This does not facilitate regular and proper servicing of brushes and commutator.

4) Health and performance of the ship's company have remained good on the whole. It has been possible to get good supplies of fresh fruit, vegetables, and fish, particularly in the Bougainville area, by trading with the natives and fishing from the ship. This has been a great aid in the maintenance of both health and morale. Good advice and help in these matters has been given willingly by civil authorities (District Officers) wherever these have been encountered.

Statistics.

1) Miles steamed during the month...	...	...	735.5 miles.
2) Hours under way X- " -	....	...	79 $\frac{3}{4}$ hours.
3) Average speed - " -	...	...	9.2 knots.
4) Fuel consumed - " -	...	...	760 gallons.
5) Engine hours run - " -	...	...	89 $\frac{3}{4}$ hours.
6) Average fuel consumed per hour...	...	...	8.5 gallons.
7) Miles steamed since May '46	...	...	2701.9 miles.
8) Hours under way - " -	...	...	394 $\frac{1}{4}$ hours
9) Average speed - " -	...	...	6.9 knots.

COMMANDING OFFICER.

H.M.A. M.E. 1323.



CONFIDENTIAL

COMMONWEALTH OF AUSTRALIA
DEPARTMENT OF THE NAVY

ROYAL AUSTRALIAN NAVY

Drawn to Board.

FROM : THE COMMANDING OFFICER, H.M.A.S. 1323.
DATE : 11th DECEMBER, 1944. REFERENCE : TD/44
TO : SECRETARY, NAVAL BOARD (THROUGH H.O.I.C. MELBOURNE)
(Copy to H.O.I.C. Townsville)
SUBJECT: MONTHLY REPORT OF PROCEEDINGS - NOVEMBER, 1944.

Submitted is my report of proceedings for the month of November, 1944.

0930/8 November : Embarked Flt. Lieutenant Watt, Medical Officer, R.A.A.F. and proceeded to Nagai.
0917/9 " : Cleared outer buoy. Set course for Marianna Straits.
1630/9 " : Entered Marianna Strait.
1742/9 " : Anchored Post 2. 5 fathoms, 2 shackles.
0600/9 " : Proceeded. Courses as requisite to navigate Princess Marianna Strait.
1030/9 " : Practised 3 pounder and Corlikon firing practice. Fired 6 rounds 3 pdr. 1 mag. 20 lb.
1415/9 " : Rodderhook Pt. about 10 miles a/c H. 60 W.
1700/9 " : Courses as requisite to enter Nagai River.
1755/9 " : Anchored position 8 1/2 miles from Rodderhook Pt. 3 1/2 fathoms, 1 1/2 shackles.
0630/10 " : Proceeded. Courses as requisite to navigate river to Nagai.
0720/10 " : Raboe Aman about 5th.
1015/10 " : Practised firing practice 3 pounder and Corlikon. Serious stoppages in Corlikon due to separated cases.
1125/10 " : Anchored off Post 3 (Nagai), 7 fms. 2 shackles.
1235/10 " : Landed Flt. Lieutenant Watt, R.A.A.F.
1340/10 " : Embarked 2 patients Post 3 to Princess Marianna Straits.
0610/11 " : Proceeded. Courses as requisite to navigate river.
1100/11 " : Raboe Aman about to port.
1235/11 " : Set course H. 60 W.
1351/11 " : De Jongs Pt. bearing H. 10 E. a/c 3.5 E.
1630/11 " : Courses as requisite to enter Princess Marianna Strait.
1930/11 " : Anchored in Princess Marianna Strait. 5 fathoms, 1 1/2 shackles.
0540/12 " : Proceeded.
0700/12 " : Bee Is. about Port.
0900/12 " : Stop at and collected mail from Kambies Post 2.
1215/12 " : Raboeke Is. about Port 6 miles.
1630/12 " : Fairway buoy about 5th.
1745/12 " : Secured at Portoon Wharf, landed doctor and patients.
1300/16 " : Lieutenant J.L. Stevens, R.A.N.V.R. assumed command.
0850/21 " : Embarked Flt. Lieutenant Pyffe, R.A.A.F. and Japanese Sergeant.
0900/21 " : Proceeded in company with H.L. 1326.
0940/21 " : Fairway buoy about. Set course H. 64 W.
1330/21 " : Raboeke Is. about 5th.
1520/21 " : a/c H. 44 W.
1700/21 " : Entered Wamoi River.
1730/21 " : Anchored at mouth of river, 3 fathoms 2 1/2 shackles. Flt. Lieutenant Pyffe landed to interrogate natives.
0910/22 " : Proceeded.
0930/22 " : Course S.W. for Marianna Straits.
1045/22 " : Kambies by. H. 65 W. 3 miles. a/c course to enter Princess Marianna Straits.
1205/22 " : Anchored off Post 2, 4 fms 2 shackles. Lt. Pyffe landed to interrogate natives.
1430/22 " : Practised gunnery. 3 pdr. and Corlikon, also men overboard, taking in tow, breakdown steering gear.
0700/23 " : Proceeded for Moruke.
0810/23 " : Cleared Kambies. Set course S. 64 E.
1037/23 " : Raboeke Is. about Port 6 miles.
1330/23 " : Fairway buoy about.
1600/23 " : Secured Portoon Wharf, Flt. Lt. Pyffe and Japanese Sergeant disembarked.
Throughout month work on ship has progressed

Cont.....

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/ sterility.

Wheel house is in very bad condition and looking heavily.

Geo. Stevens.

Lieutenant, R.A.N.V.R.
CHILLIWONG DISTRICT

COMMONWEALTH OF AUSTRALIA
DEPARTMENT OF THE NAVY

ROYAL AUSTRALIAN NAVY

NB

FROM : THE COMMANDING OFFICER, H.M.A.S. 1323.
DATE : 15th NOVEMBER, 1944.
TO : SECRETARY, NAVAL BOARD, (THROUGH H.O.I.C. MEMBERS)
(Copy to H.O.I.C. Townsville)
SUBJECT: DAILY REPORT OF PROCEEDINGS - OCTOBER, 1944.

Submitted is my report of proceedings for the month of October, 1944.

2. At 0200/2nd slipped and proceeded (with Lt. Cdr. R.M. Levy, R.A.N.R. on board) to Post 6 (Anorop) on the Milanden River in company with H.L. 1322 and the Dutch minesweeper "Moraboe" - wind S.E. force 2-3, slight short sea with clear sky. At 0745/2 Hobecko Island was abeam to starboard. Princess Marianna Straits were entered at 1105/2 courses and speeds as requisite for navigating the straits. At 1515/2 ship anchored in 5 fathoms northern entrance of Strait. Weighed and proceeded to Milanden River at 2000/2.

3. Before entering the Milanden River a 3 pounder and 60 calibre gun shoot was carried out at large floating logs. Milanden River was entered at 0930/3 and anchored off Post 6 in 4 fathoms, embarked native interpreters and Army personnel. 1400/3 weighed and proceeded to Wasse Village assuming 3rd degree of readiness. Post River was entered at 1423/3 ship anchored off Wasse Village at 1542/3 in 4 fathoms. At 1635/3 weighed and proceeded to Post 6 via Djot River anchoring off Post 6 at 1830/3 in 4 fathoms.

4. In company with H.L. 1322 and H.M.A.S. "Moraboe" at 0625/4 ship weighed and proceeded to Kaine and Ate Villages. At 0935/4 anchored off Kaine Village in 4 fathoms, interrogated and traded with natives, weighed and proceeded to Ate Village at 1130/4. This village was reached at 1430 where ship anchored, proceeding again after interrogation to Post 6 at 1717/4. At 1852/4 ships anchored and set anchor watch for the night.

5. At 0645/5 weighed and proceeded to Post 6 via Kaine Village. This village was reached at 0915/5 and ship proceeded half an hour later to Post 6, arriving and anchoring at Post 6 at 1137/5. 1412/5 Air Raid Red Warning was given, the all clear following 6 minutes later. In company with H.L. 1322 and Moraboe weighed and proceeded to Moruke at 1615/5, 825 revs. Wind and sea increased considerably about 2300/5 so speed was reduced to 625 revs. As Moraboe could not maintain speed, she fell astern and proceeded independently.

6. During the middle watch the ship was set considerably to the north. At 0445/6 it was discovered that the ship had entered shallow water about two miles off shore of an uncharted area of the north coast of Frederick Hendrick Is. position approximately 7 degrees 30 minutes S., 138 degrees 40 minutes E. The engines were immediately put astern and in doing so the log rotator which had been streamed since clearing Milanden River was lost. The ship did not touch the ground, soundings being not less than 14 fathoms; new course of H. 70 degrees E. was set to maintain course S. 66 E. to northern end of Princess Marianna Straits. The Straits were entered at 0615/6 courses and speeds as necessary. Anchored at Kachies R.A.A.F. Post to await morning tide to pass over bar. 1600K "Moraboe" anchored.

7. Weighed and proceeded with H.L. 1322 at 0600/7 Kachies Cape abeam at 0730 and course set for Moruke. Wind S.E. 6 Sea 41. Due to frequent patches of very high short seas and strong squalls, all ship's company gathered in vicinity of bridge for shelter. Moraboe, Mess Deck, galley were unusable and considerable amounts of water entered the living spaces wetting bedding, clothing etc. Ship's stiff which was secured forward of 3 pounder gun was badly damaged by seas. Preparation of food was not possible.

8. At 1515/7 the outer buoy of Moruke harbour was passed and courses were set to enter harbour. Ship secured at Pontoon Wharf at 1610/7.

Continued Page 2

8. Sunday 23rd October carried out exercises at sea in company with H.L.A.S. "Zouave" and H.L.A.S.L. 1322.
10. 2300/23 Lt. Cdr. K.M. Levy, R.A.N.R. and Sub-Lt. D. Payne, H.A.P. were sent (in absence of ships officers) to take ship on patrol.
11. 0009/29 aligned and proceeded in company with H.L. 1322 for Milne Bay River with slight sea and light S.E. wind. 1015/29 arrived R.A.A.F. Radar Station at Koroia to land mail, departing at 1030/29. At 1430/29 practice shoot on 3 pounder, 20 H.L. Culliton and G.O.V. guns was carried out. Anchored northern entrance Strait in 5 fathoms at 1900/29. 2000/29 weighed and proceeded. Strong southerly set was experienced off mouth of Milne Bay (5 to 6 knots).
12. At 0550/30 it was discovered that the log rotator had been lost during the previous half hour. Wind S.E. 4 gale; heavy visibility 1 mile. Milne Bay River was sighted at 0820/30 and entered at 0925/30. Arrived Post 6 (Anson) at 1010 and anchored in 5 fathoms. At 1230 weighed and proceeded to various native villages upstream. Djot River was entered at 1510/30 passing Djoser at 1410/30. Arrived 1430/30 and Djoser at 1505/30. At 1535/30 entered Otonoboo River and anchored at Ajan Village in 6 fathoms. Due to swift current ship remained in safety within 15 feet of the shore, soundings exceeding 20 fathoms were found 25 feet off shore. At dusk water it was necessary to start engines to assist ship to swing to the change in the flow of the current.
13. 0900/31 weighed and proceeded, anchoring at Soeroc at 1005/31 near river mouth. Weighed at 1435 and proceeded to Djoser via Flamingo Bay. At 1230/31 Hood Boat River was above and at 1235/31 carried out turning exercises (for evading aircraft). Pi River was entered at 1300/31 and anchored at Djoser in 4 fathoms, at 1510/31. Any party ashore with instructions to fire 3 shots if assistance was required. Ship remained anchored for the night. 1700/31 party returned aboard except one native who was to remain ashore till daylight to obtain information.
14. 0700/1 Nov. weighed and proceeded. 0710/1 left Pi River. 0845/1 entered Otonoboo River and at 0900/1 Soeroc Village was passed. 1022/1 Djot River junction was passed and ship stopped at Ajan Village at 1110/1. 1200/1 entered Djot River. 1345/1 carried men overboard. 1400/1 H.L. 1322 was transferred to H.L. 1322 who had engine trouble. Milne Bay River was entered at 1435/1 and Post 6 (Anson) was reached at 1510/1 where ship anchored in 4 fathoms, where any personnel landed. Obtained log rotator on loan from H.L. 1322 weighed and proceeded to Koroia 1810/1. Course was set for Princess Margaret Straits.
15. Strait was entered at 0635/2; 1300/2 arrived Post 2 (Koroia) and anchored. Weighed and proceeded 1430/2. Koroia light was not sighted by midnight, altered course to seaward to suit dawn.
16. 0300/3 altered to reciprocal course to close land. Outer buoy sighted at 0625/3 so altered course for entering channel. 0645 Outer buoy abeam. Entered harbour and secured at Anson wharf at 0745/3.
17. Total fuel consumption for the month of October including 3 days of November (for completion of patrol) is 1576 gallons, engine hours for the same period 179 hours making hourly consumption 8.8 gallons.

A. G. Hooper
 Commandant, R.A.N.R.
 for MONTHLY PROCEEDINGS

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