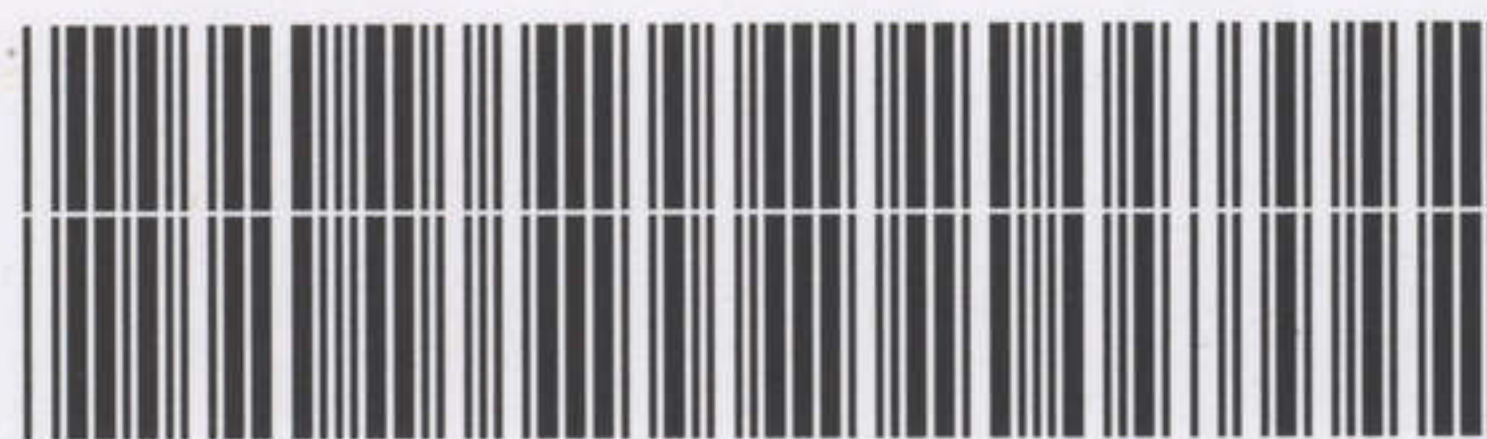


**AWM78**  
**Reports of Proceedings,  
HMA Ships and Establishments**

[Harbour Defence Motor Launch] HDML 1326

**Item number:** 152/1

**Title:** November 1944 - September 1946



AWM78-152/1



115-111  
#1326 L. of P.

45BML

AUSTRALIAN ARCHIVES  
ACCESS STATUS

OPEN

Archives Branch  
NAVAL HISTORICAL RECORDS

Declassification Authority—Defence Records  
This record has been reviewed and has been  
declassified by the Department of Defence  
(Navy) with effect from 1 NOV 1990  
Authority D/G (N) Admin 18-13  
Reviewer: LCDR R. L. Spurr (RANEM)  
Signature: *R. Spurr* Date: 1 Nov 90



Monthly Reports of Proceedings  
for HDML 1326, May and October 1946  
are located in  
item [377/2], 20th Minesweeping Flotilla:  
Reports of Proceedings



## DEPARTMENT OF THE NAVY.

## MINUTE PAPER.

*PART FILE*

SUBJECT:

H.M.A.S. *"HMAS" 1326*

REPORT OF PROCEEDINGS.

*September 1946*S.N.B. *1/11*2nd N.M. *9.4/11*3rd N.M. *7/11*D. of 1. *13/11*D.R.E. *13/11*Ops. (N) *13/11*N. 5. *20/11*D.E. (N) *20/11*D.O.T.M. *20/11*D.N.M.S. *20/11*H.P.B. *20/11*A.A. 2nd N.M. *20/11*N. 5. *20/11*D.N.I. *20/11*D.N.I. (N.H.R.O.)*MSA (DE N) 17/3/12**SNC (E) 17/3/12**SNC (S) 17/3/12**File  
Den  
17/6/46*

✓

*13/11*



11

11

11

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11/12



DEPARTMENT OF THE NAVY  
MINUTE PAPER

589/202/HHL

PART FILE

C.441/45.

SUBJECT: Ama "HDM 1326" Report of Proceedings September 1946

DPS 28/10

24/10/46  
DTSR 28/10

DDO

1/11 30/10

DENS

8 15/11 31/10

25/11 11/11



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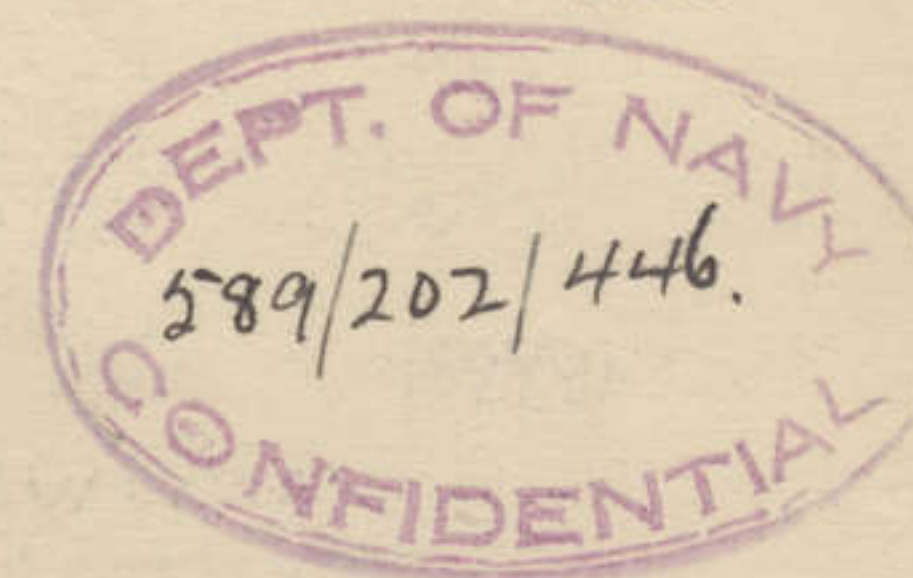
18 OCT 1946

INIT.....

81 6339

# Commonwealth of Australia.

Department of The Navy.



## Royal Australian Navy.

From.....COMMANDING OFFICER H.M.A. H.D.M.L. 1326

Date.....6 OCTOBER 1946.....Reference No.....

To.....SECRETARY, NAVAL BOARD MELBOURNE THROUGH SENIOR OFFICER  
20 MINESWEEPING FLOTILLA.

Subject.....REPORT OF PROCEEDINGS, SEPTEMBER 1946

### SUBMITTED

Following is Report of Proceedings of H.M.A. Ship under my Command for the Month of September 1946.

1. On 1st. of the Month, Ship ran a five hour engine trial in Simpson Harbour, Rabaul, after fitting new Fresh and Salt Water Circulating Pumps to main Engines. Trials were most satisfactory, Engines running cool throughout.

2. At 1600K/3, Ship Proceeded via Southern route to Dreger Harbour to have new water tanks fitted. Destination was reached at 0915K/5, after calling at Gasmatta with mail from the District Office, Rabaul. The work was completed a.m. 10th. and Ship sailed direct to Rabaul via Northern Route.

3. The remainder of the Month, with the exception of a recreation trip to the Duke of York Islands on the 29th.; was spent in Simpson Harbour while A.M.S. Vessels of the 20th. Minesweeping Flotilla were completing the Bougainville moored mine Operations.

4. REMARKS. Morale and Discipline of Ship's Company is good.

Mechanically and Electrically, Ship is now in first class condition.

Ship's Company have been reasonably free from tropical ulcers during the Month as on occasions fresh vegetables were obtained from native markets, and from Milcannia on the 25th.

This opportunity is taken to remark on the speed and thoroughness with which Base Artisans at Dreger Harbour fitted the water tanks. Time taken for similar work on the mainland is several weeks, whereas Dreger completed the work in five days, working through the week-end.

It is also desired to express appreciation at the promptness with which Superintending Naval Stores Officer, Sydney,

W. H. W.



# Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. ....

## REPORT OF PROCEEDINGS CONTINUED

honoured this ship's Demand for a 10ft. Dinghy complete with sails and rigging, to replace one held aboard which was in poor condition, and was not rigged. Already, new item has proved invaluable for recreation purposes, and ship's Company are developing a keen interest in sailing.

### 5. FIGURES

	<u>Month</u>	<u>Total</u>
Hours under way	85 5/60	2249 35/60
Distance steamed	806 miles	16,743 miles.
Average Speed	9.5 knots.	7.5 knots.
Fuel consumed	1010 galls	21,621 galls.
Date of Commissioning	January 1944	

*J. C. Datta.*

LIEUTENANT R.A.N.R.  
COMMANDING OFFICER

### Distribution.

R.S. 20  
A.C.N.B. thro R.S. 20  
A.C.N.B. direct.  
File.



589/202/ HHH6

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

Part

See  
DEW  
19/10/46

SUBJECT:

17 DEC 1946

D.O.T.M.

H.M.A. "ML 1326"

REPORT OF PROCEEDINGS.

August 1946

S.N.B. 27/11

2nd N.M.

JA 28/11

3rd N.M.

D.of P.

D.R.E.

Ops. (N)

N.S. for 1/12

D.E. (N)

D.O.T.M.

D.N.M.S.

H.P.

A.A. 2nd N.M.

N.S. for 2/12

D.N.I.

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

Immediate Action

Hof N. Please send a <sup>signal</sup> ~~letter~~ MS 20 (R) ML 1326  
referring to this report & requesting his  
remarks on paras lost at sea

JA 28/11

31/12 F  
H.R.B.







DEPARTMENT OF THE NAVY  
MINUTE PAPER

589/202/446  
PART FILE

11/46.

SUBJECT: *Ma "ML 1326" Report of Proceedings August 1946*

File  
Den  
19/6/46

DPS

12/10

DTSR

17/10

DOIS

17/10

D. & V

Paris 6.

DCRS

24/11

1STNM

24/11

19/12

26/11

Plans?

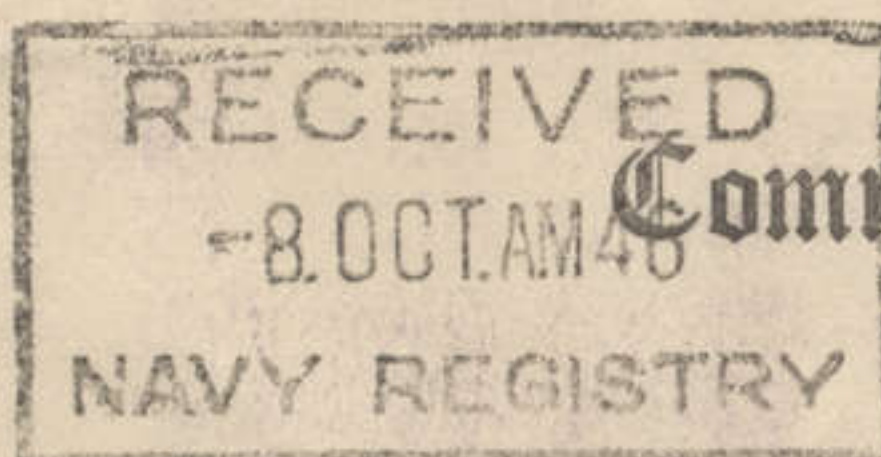
The provision of the refrigerated lighter at Bremer  
should result in a more regular supply of  
fresh provisions being obtainable.  
Extract made & will be referred to *Prud. 20/10*  
N.O.I.C., N.G. & S.O. 20<sup>th</sup> M.S.F.

for *Prud. 20/10* in comm.

668/201/2455.

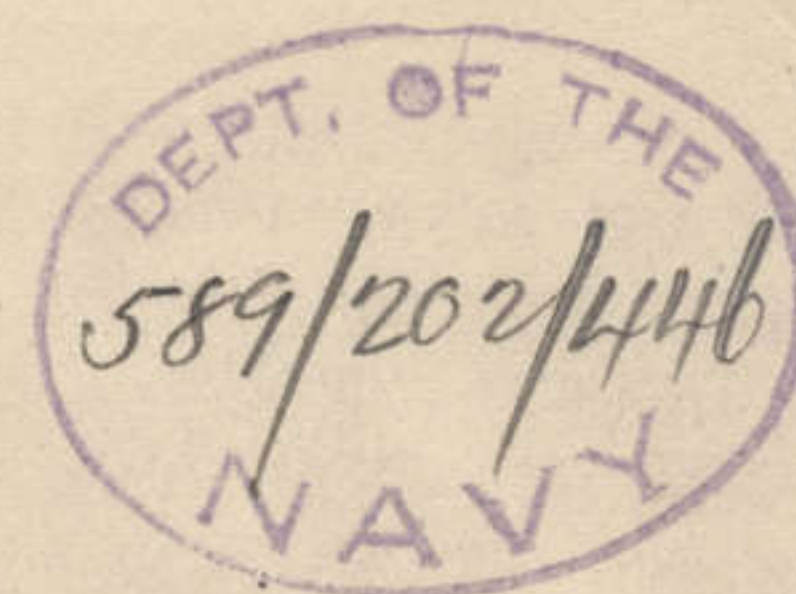
20/11





Commonwealth of Australia.

Department of The Navy.



## Royal Australian Navy.

From COMMANDING OFFICER H.M.A.S. 1326Date 4 SEPTEMBER 1946

Reference No. ....

To THE SECRETARY, THE NAVAL BOARD, MELBOURNE.Subject REPORT OF PROCEEDINGS, AUGUST 1946.

Submitted is Report of Proceedings of H.M.A. Ship under my command, for the Month of August, 1946.

1. From the 1st. to the third of the Month, Ship was in Shortland Harbour, Bougainville Strait, with Katoomba, Warrnambool, Lithgow, Ararat, Cowra and M.L.'s 1323 and 1328.

2.

2. At 1300K/4th., ML1326 sailed in company with Lithgow, Ararat and the two M.L.'s to Rabaul. During the trip, the Fresh Water Pump Coupling Chain on the Starboard Main Engine parted, and the Salt Water Pump on the Port Main Engine seized up through wear in the gears. This trouble has been expected for several weeks. The Coupling Chain from the Port Motor was fitted to the Starboard Motor to enable trip to be completed on that Motor. Secured alongside Ararat in Simpson Harbour, Rabaul, at 2300K/5.

3. From the 6th. to the 29th., the Ship lay in Rabaul awaiting Pump Assemblies from Sydney. They arrived on the 29th., and were fitted. A trial run of 8 hours on the 31st., was most satisfactory.

4. During this stay in Rabaul, a run was made to Massava Bay, New Britain, for recreation purposes, on the 16th., returning to Rabaul on the 19th. From 6th. to 29th., MLs 1323 and 1328 were in Rabaul, and on 29th., these ships sailed for Buka.

5. Remarks Ship is now considered mechanically reliable, but a little trouble is being experienced with Main Engine Generators. It is hoped that in the near future, an opportunity to proceed to Dreger Harbour will present itself, in which case this trouble will be rectified.

Morale and discipline are good. Tropical Ulcers are beginning to trouble the Ship's Company, and one or two cases of cellulitis have occurred. It is considered this is caused by lack of Fresh Food, only a negligible quantity of which was available during the month. Standard of living is poorer at present than at any other time since 1943 in the New Guinea Area.



# Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

## REPORT OF PROCEEDINGS, AUGUST 1946

### 6. Figures

	<u>Month</u>	<u>Total</u>
Hours under way	32 40/60	2164 31/60
Distance steamed	260miles	15,938miles
Average speed	7.9 knots	7.4 knots.
Fuel Consumed	295galls	20,611galls.
Date of Commissioning January 1944.		

*S. A. Dutton*

LIEUTENANT R.A.N.R.  
COMMANDING OFFICER

Dist.  
M.S.20  
A.C.N.B. thro' M.S.20  
A.C.N.B. direct  
File.



583/202/ *HH6*

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

PART FILE

*Jim  
Dew  
19/6/46*

SUBJECT:

H.M.A.

*"H.M.A. 1326"*

REPORT OF PROCEEDINGS.

*July 1946*

S.N.E. *to 3/10*

2nd N.M.

3rd N.M.

D.of P.

D.R.E.

Ops. (N)

N.S.

D.E. (N)

D.O.T.M

D.N.M.S.

H.P.B.

A.A.2nd N.M.

N.S.

D.N.I.

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

RECEIVED  
24 OCT 1946  
D.O.T.M.

*4/10  
10/10  
10/10*

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*14/10*

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*11/10*

*22/10/46*

*29/10*

*30/10*

*11/11*

*11/11*

*11/11*

✓

*11/11  
6/11 A.*







DEPARTMENT OF THE NAVY  
MINUTE PAPER

589/202/HH6  
PART FILE  
Report of Proceedings July 1946

C.441/45.

SUBJECT: Hma "HDM 1326"

~~DP.S~~ 22/8

~~DTA~~ 27/8

~~DOES~~ 28/8  
DE (NT)

~~DOES~~ 2/10

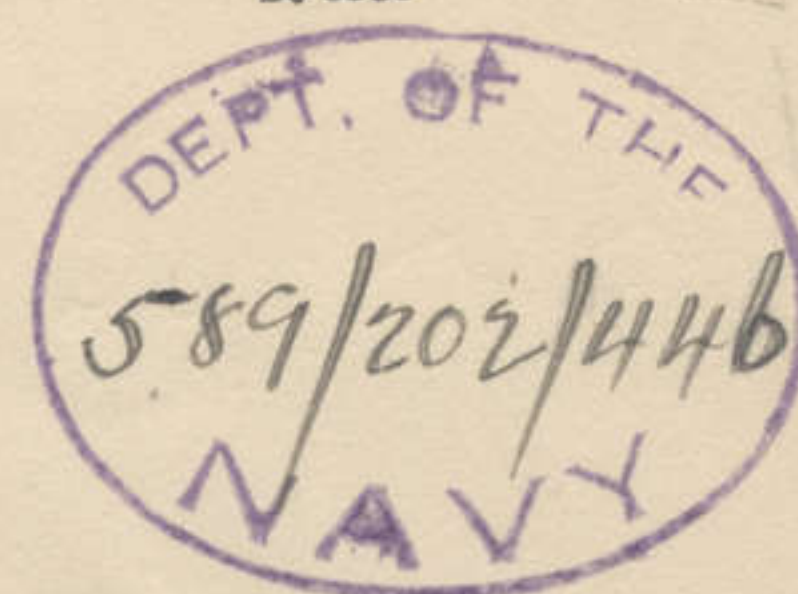
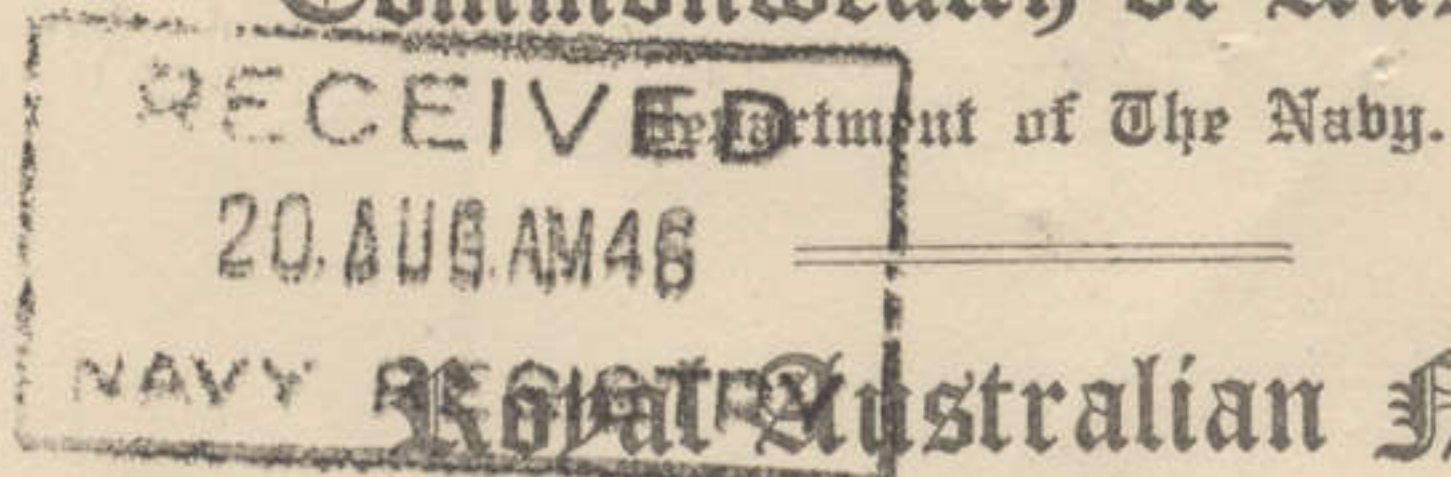
ISTNA

~~26/8~~ E. N. 11/10

24/9/46 - Letter raised to NOIC Brisbane regarding overhaul of the engine.



## Commonwealth of Australia.

From UNITED STATES OFFICE IN AUSTRALIA 1326Date 21 AUG 1946 Reference No. To THE MAR. NAVY DEPT., WASHINGTONSubject REPORT OF PROCEEDINGS, JULY 1946.

Submitted in accordance with C.O.N.O. 19/45 in Report of  
proceedings for Month of July 1946.

1. On the first of the Month, ship sailed from Kavieng for Rabaul in company with Deloraine, Ararat and M.L. 1323. Shortly after leaving Stoffan Strait, a valve spring broke in the starboard Motor, and as no spares were carried, the trip was completed on the Port Motor at 7 knots. Deloraine proceeded independently. Ship arrived in Rabaul 1100Z/2nd.

2. From 2nd to 12th., M.L.'s were in Rabaul while remainder of Flotilla were Boiler Cleaning at Dreger Harbor. During this period, ship was docked by Eighth Military District Watercraft Workshops for minor water inspection and routine.

3. At 1300Z on 13th., ship proceeded with M.L.'s 1323 and 1328 to Bougainville, and were overtaken by team with Astorba, Warrumbool, Lithgow, Ararat and Cowra in St. George's Channel. All ships proceeded together, and trip was made at 8 knots in the teeth of a Force 4-5 North-easterly wind. Three more valve springs were broken during the passage which was completed on the starboard Motor, destination, Pango Island, being reached at 1100Z / 15. The heavy weather made the ship extremely uncomfortable. The mess deck was flooded out, and on the afternoon of 14th., it was necessary to turn the ship's Company to with buckets to bale the bilges, as the pump was losing suction due to wear in the bushes.

4. Ship was laid up from 15 to 31st., awaiting spare valve springs from Sydney. The centre cylinder Head Gasket on the starboard Motor, which was in bad condition, was changed during this interval.

5. From 22-28 A.M.S. Vessels were in Rabaul for fuel.

REMAINS

6. Health morale and discipline are good.

7. Despite the above defects, the general condition of the



TWO

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. ....

REPORT OF PROCEEDINGS CONT'D  
M.L.1326 JULY 1946

Main Engines is satisfactory. Valve Springs have become 'tired' and have crystallised, as they have done about 2,500 hours running. They were not replaced during reconditioning last year. It is anticipated that all the originals will break in the next 50-100 hrs. running.

Fresh and salt water circulating pumps are also in poor condition, and will break down in the near future. Replacements were first demanded by Commanding Officer H.M.A.S. Deloraine in March, and since then by Senior Officer, 20 Mine sweeping Flotilla. Advice has just been received that pumps ex M.L.1324 will be dispatched in a few days. Once the defective items are replaced the Engines will give no further trouble.

All defects are the result of an incomplete re-conditioning in Brisbane under the supervision of A.B.E.O.2 Brisbane.

8. The Ship operated during the Month short in complement to the extent of a Signaller and Two Seamen. The former and one latter have been appropriated, but at the end of the Month neither had joined. Ship lacks an experienced Able Seaman or Coxswain.

9. FIGURES.

	Month	Total.
Hours under way	86 45/60	2126 21/60.
Distance steamed	654 miles	15642 miles.
Average speed	7.7 knots	7.3 knots.
Fuel consumed.	615 gals	20316 gals.
Date of commissioning	January 1944.	

Dist.

S.O.M/S 20

A.C.N:B. Direct. /

do. through M/S 20.

FILE.

*J.C. Satterthwaite*LIEUTENANT R.A.N.R.COMMANDING OFFICER.



RECEIVED  
2-SEP 1946  
U.S. N.A.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

PART FILE 2013  
589/202/ HHH  
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Dew  
19/6/46  
REPORT OF PROCEEDINGS.  
June, 1946

SUBJECT: H.M.A.S. *HMAS 1326*

S.N.E. *7/8*

2nd N.M. *7/8/8*

3rd N.M. *12/8*

D. of P. *8/8*

D.R.E. *15/8*

Ops. (N) *5/8/46*

N.E. *20/8*

D.E. (N) *KAG 29/8/46*

D.O.T.M. *3/9*

D.N.M.S. *11/9*

H.P.B. *13/9/46*

A.A. 2nd N.M. *11/9*

N.E. *16/9*

D.N.I.

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

S.N.C. (Eg) *29 Aug 46*

*13/8 16/9 C.*



9 - SEP 1946



PART, FILE

DEPARTMENT OF THE NAVY

589/202/HH6

MINUTE PAPER

C.441/45.

SUBJECT: *Hma "HDM L 1326" Report of Proceedings June 1946*

D.P.S.

*Wue 24/7*

*23/7*  
~~DISK~~

*23/7*

~~DOD~~

*24/7*

*KAG 31/7*

*29*

*4*

*46*

~~DECT~~

*Efficiency Report*

~~DCNS~~

~~ISTNM~~

*23/7*

*2*

*15*

*6*

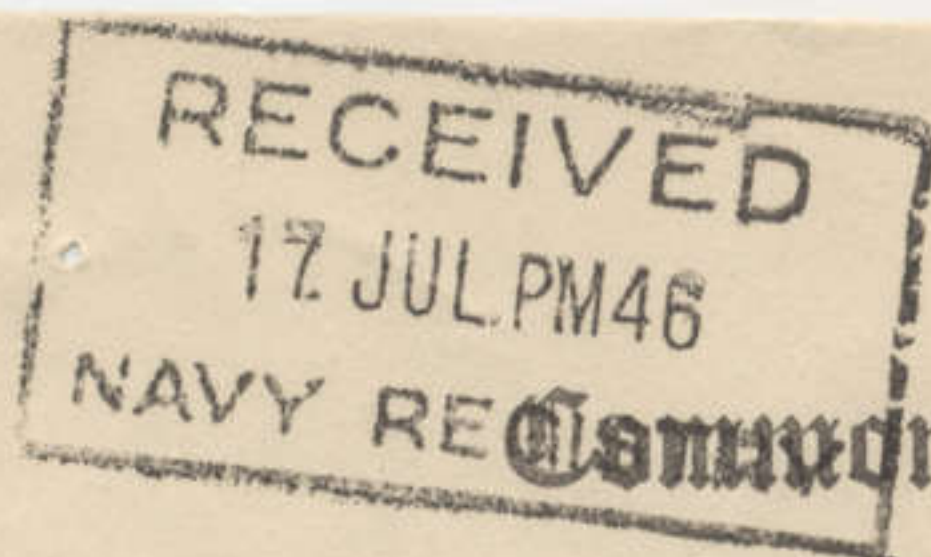
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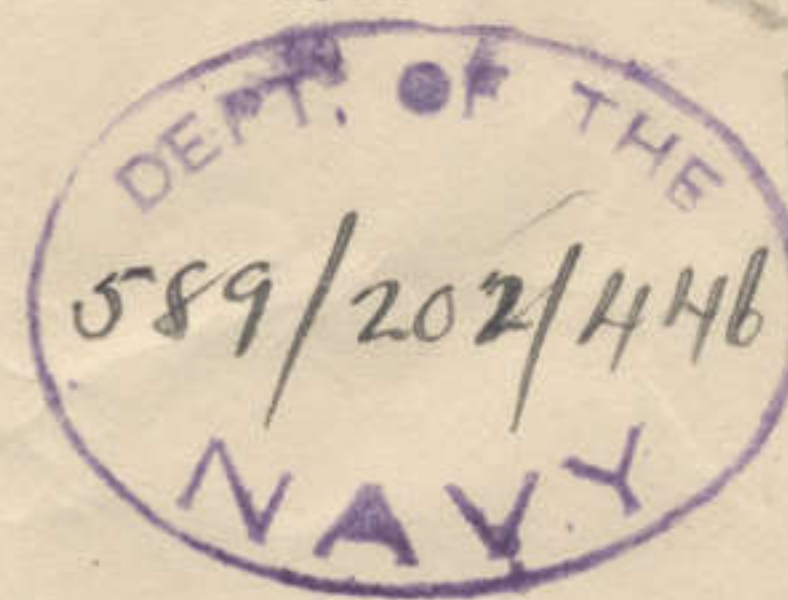
*CHSD will be informed by HS*  
~~MSA/DE~~ (N) - Spans for Bada Lanova engine.





Original

St 6839



Commonwealth of Australia.

Department of The Navy.

## Royal Australian Navy.

From COMMANDING OFFICER, H.M.A. S.S. 1323

Date 3rd JULY 1946 Reference No.

To SECRETARY, NAVAL BOARD, MELBOURNE.

Subject REPORT OF PROCEEDINGS, JUNE 1946.

Submitted in accordance with C.C.N.O. 29/45 is Report of Proceedings for Month of June 1946.

Ship was mainly used for Mine Destruction duties, following orders of A.M.S. Vessels during sweeping operations. This work was carried out in the vicinity of Rabaul on 14th., 17th., and 20th., and Ravieng on 27th. and 28th.

2/. On 26-27th., passage was made to Ravieng with Swan, Watcombe, Deloraine, Lithgow, Echua, Coura and M.L.'s 1323.

3/. The remainder of the period was spent in Simpson Harbour, carrying out such duties as transporting stores, Pilots and Officers and Ratings as ordered.

### REMARKS

Discipline, Morale and General Health are good.

### EFFICIENCY REPORT

Main Engines are running satisfactorily at present, but are in need of overhaul. Spare parts, which have been demanded by S.O. 26 M/s Flotilla, Deloraine and this Ship have not yet arrived and are urgently required.

Auxiliary Engine is satisfactory.

New water tanks arrived during the month, but owing to lack of facilities, have not yet been fitted.

Ship's Company is at present two Seamen (including Coxswain) below Complement.

### FIGURES

	June	Total
Hours underway	54 30/60	2039 36/60
Distance steamed	570 miles	1478 miles.
Average speed	6.8 knots	7.3 knots
Fuel expended	698 gals.	19701 gals
Date of Commissioning	January 1944	

### Dist.

S.O. M/s 20  
A.O.S.D. direct  
A.O.S.D. thro' M/s 20  
File

Lieutenant R.A.N.R.  
COMMANDING OFFICER



DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT:

H.M.A. *"M 1326"*

REPORT OF PROCEEDINGS.

*April 1946*

S.N.B. *to 27/5*

2nd N.M. *ga. 28/5*

3rd N.M. *28/5*

D. of P. *28/5*

D.R.E. *28/5*

Ops. (N) *28/5*

N.S. *18/6*

D.E. (N) *20/6*

D.O.T.M. *22/12*

D.N.M.S. *22/12*

H.P.S. *22/12*

A.A. 2nd N.M. *22/12*

N.S. *19/12*

D.N.I.

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

*28/6*  
SNC - *(blue)* - FW Tanks.

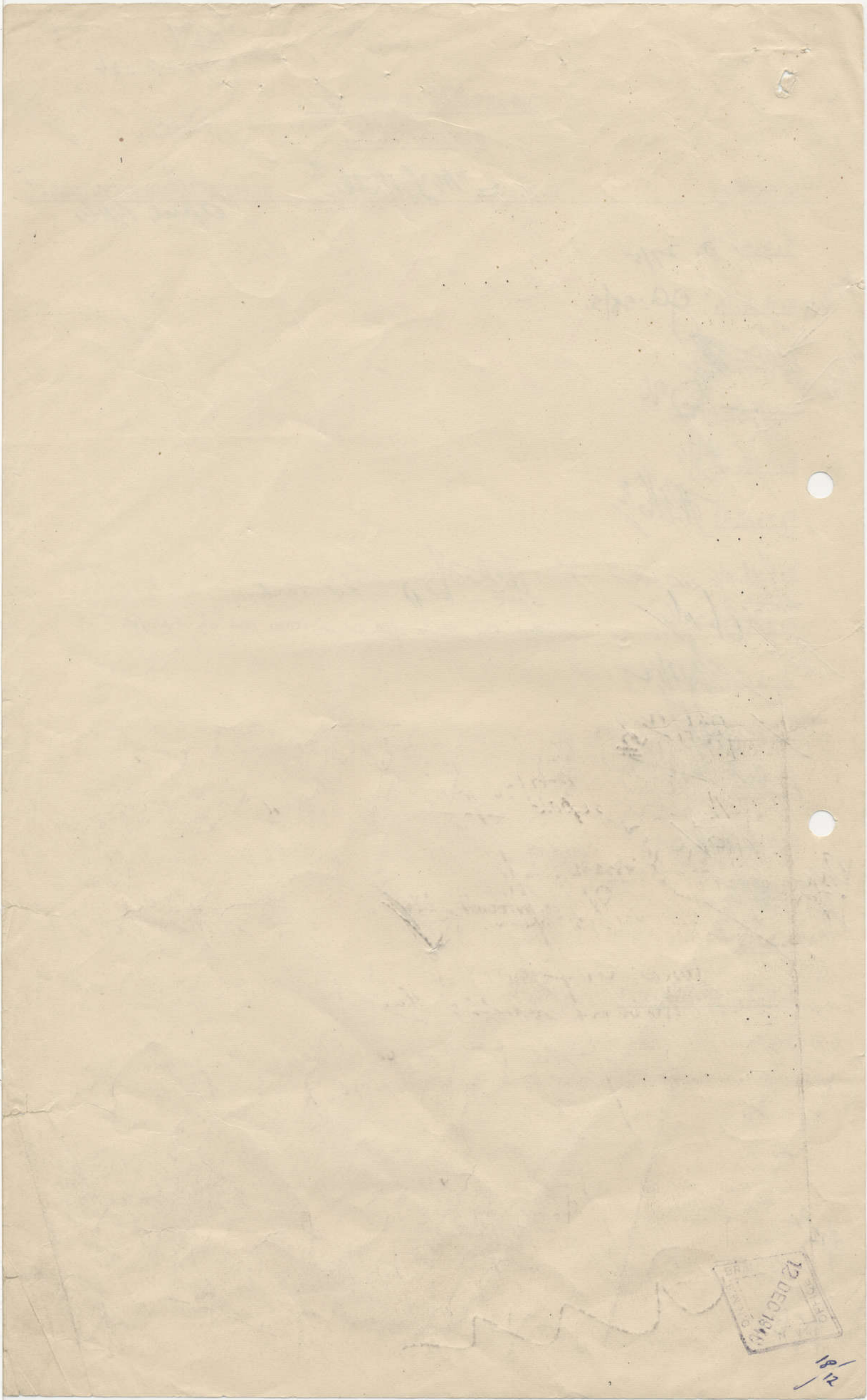
*New F/W Tanks fitted in HDML 1326 in Sept. /46*



*18/12 A.*

*5/6*







DEPARTMENT OF THE NAVY  
MINUTE PAPER

17-5-8  
589/202/HH6

C.441/45.

SUBJECT: *Hma "M" 1326* Report of Proceedings April 1946

~~ops~~ 20/5

~~DRS~~ 22/5  
20/5-16

600 23/5

for DENs 23/5

24/5

27/5  
24/5



DUPLICATE.



H.M.A. "M.L. 1326",  
30th. April 1946.

Checked for  
Indexing

DEFENCE NAVY		
589	202	446

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

Copies to - Senior Officer,  
20th. Minesweeping Flotilla;  
The Secretary,  
Naval Board.

MONTHLY LETTER OF PROCEEDINGS - APRIL 1946.

Submitted the Monthly Letter of Proceedings for  
H.M.A. Ship under my command.

1st. to 3rd. April. Assisted H.M.A.Ss. "Deloraine" and "Echuca" with  
LL sweeping operations.

4th. Stand-off.

5th. to 14th. April. Engaged in harbour duties.

15th. April. Proceeded to Greet Harbour and exploded mine on surface.

16th. April. Proceeded at 1400 for Kavieng in tow with "Deloraine".

17th. April. At 0600, proceeded in "G" formation with "M.L.1328" to sweep  
through Steffan Strait ahead of "Deloraine" and "Echuca". At 1350,  
secured on "Deloraine" at Kavieng Wharf.

18th. April. Carried out Oropesa sweep to South-West of Nusalomon Island.

19th. April. Carried out sweep ahead of "Echuca" through Nusa Channel, Steffan  
Strait and Byron Strait.

20th. April. Slipped at 0530 and proceeded for Rabaul.

21st. April.

At 1105, secured on "Deloraine" at anchor in Simpson Harbour.

22nd. & 23rd. April. Stand-off.

24th. April. Proceeded to Greet Harbour and carried out sweep in "G"  
formation with "M.L.1328". Three mines were cut by the latter.

25th. April. Continued operations in Greet Harbour. Two mines were cut and  
all five were destroyed by demolition party from "Deloraine".

26th. & 27th. April. Stand-off.

28th. April. Proceeded astern of "Deloraine" to Duke of York Island.

29th. April. ~~29th. April.~~ Commenced Operation "Kilduke". Cleared mine-lines  
2 and 3.

30th. April. Completed clearing of mine-line 3. Two mines were destroyed on  
the surface in the vicinity of Bradley's Island.

At 16300 embarked Commander Paul, R.A.N.R.(S) and proceeded to Moko  
Harbour where G.P.V. 955 was aground. Returned to "Deloraine" at 1800.  
Returned to the G.P.V. at 1940 and embarked 10 Army personnel who were  
transported to Rabaul. Secured on "Echuca" at 2215.

CONDUCT. Continuous sweeping operations during the latter part of the month  
have kept the Ship's Company in a cheerful frame of mind with the result  
that conduct has been most satisfactory.

HEALTH. The health of the Ship's Company continues to be very good.

SWEEPS. Throughout all sweeping operations, the Mark V gear has proved  
to be very efficient, and most of the mines swept have been cut by the  
sweep wire before the mooring reached the "T" cutters.

GENERAL. Due to the fact that three mines have been swept and another three  
destroyed, great interest has developed in the ship. Whereas, prior to these  
successes, sweeping tended to become rather monotonous, much enthusiasm  
has now been aroused, with the crew working with unusual vigour, making them  
a body cheerful and easy to control.

Maintenance and upkeep of the ship has been difficult during operations,  
although, whilst in Rabaul, two Japanese were made available each day.  
The greatest drawback is the lack of fresh water due to five of the seven tanks  
having rusted through. The rust has attacked the base seams of the tanks  
and it is considered that they are beyond repair. Replacement of defective  
tanks is being arranged and in the meantime, in addition to water in the  
two unaffected tanks, two 44gallon drums are carried on deck.



589/202/446

GENERAL (contd.)

Pressure of work has made organised sport difficult to arrange, but the majority of the Ship's Company are very keen on swimming, and they appear quite content with this.

PERFORMANCE.

For the Month.

Distance steamed	793 miles.
Average speed	6.5 knots.
Fuel expended	942 galls.
Hours under way	122 hours.

Since Commissioning.

Distance steamed	16,005 miles.
Average speed	8.5 knots.
Fuel expended	18,305 galls.
Hours under way	1,880 hours.

COMMANDING OFFICER,

*H. M. A. M. L. 1326.*



Dep.  
H.M.A.S. "M.L. 1326"  
31st. March 1946.



*24/4*  
The Commanding Officer,  
H.M.A.S. "DELORAINE."

Copies to - Senior Officer,  
20th. Minesweeping Flotilla;  
The Secretary,  
Naval Board.

*In Circulation*  
*24 H. H6*

*D.N.1*  
*(N.A.R.O.)x*  
MONTHLY LETTER OF PROCEEDINGS - MARCH 1946.

Submitted the Monthly Letter of Proceedings for  
H.M.A. Ship under my command.

1st. March. En route from Brisbane to Townsville. At 0805, the salt water pump on the starboard main engine became defective, necessitating our proceeding on the port motor alone. At 2335, the salt water pump on the port main engine became defective and the engine was stopped. Sufficient pressure was obtained in the salt water pump of the starboard motor at 2344, and a speed of 3 knots was maintained. The adverse weather conditions prevailing at the time precluded a tow line being passed from H.M.A.S. "Deloraine" who stood by until daylight when a line was passed.

2nd. March. The tow line was passed at 0630, and course was set for Shaw Is. in the lee of which the division came to anchor at 1315. The ship's company were grateful to be able to make use of H.M.A.S. "Deloraine" for hot meals and bathing after a most uncomfortable period in rough seas.

3rd. March. By means of connecting the auxiliary fire hose system to the port motor, it was run at half speed together with the starboard motor at slow speed and at 0840, proceeded to Stonehaven Anchorage in the Whitsunday Passage where shelter was obtained from the cyclone at 1200. The cyclone reached its maximum intensity during the afternoon, after which the weather moderated rapidly.

4th. March. At 0900 proceeded in tow with H.M.A.S. "Deloraine" for Townsville

5th. March. Slipped the tow in Cleveland Bay at 0645 and secured on H.M.A.S. "Deloraine" at No. 1 Pier, Townsville, at 0755.

7th. March. The salt water pumps for both main engines having been repaired in base workshops, proceeded to Cleveland Bay where the tow was shackled on at 1840.

8th. to 11th. March. En route from Townsville to Port Moresby via the inshore route of the Great Barrier Reef and Great North East Channel. Slipped the tow in Port Moresby Harbour at 1446/11, and secured on H.M.A.S. "Deloraine" at the jetty at 1530.

12th. March. Shackled on the tow at 0900 and proceeded to Milne Bay.

13th. March. At 0940, rendezvoused with H.M.A.S. "Barcoo" in Milne Bay where ratings were transferred from H.M.A.S. "Deloraine" before proceeding at 1035 for Rabaul.

15th. March. Slipped the tow in Blanche Bay at 0745 and secured on H.M.A.S. "Deloraine" at anchor in Simpson Harbour. At 1300, embarked Commander Paul R.A.N.R.(S), and inspected the shores of the harbour in preparation for minesweeping.

16th. March. Engaged in swinging H.M.A.S. "Deloraine" for adjustments to be made to her de-gaussing apparatus.

17th. March. During the forenoon, laid dan-buoys in preparation for minesweeping. At 1345, embarked Commander Paul, R.A.N.R.(S) and proceeded to Kokopo, returning to H.M.A.S. "Deloraine" at 1644.

18th. March. Commenced minesweeping operations with H.M.A.S. "Deloraine". During the afternoon, laid dan and can-buoys.

19th. March. Engaged in minesweeping operations with H.M.A.S. "Deloraine".

20th. to 23rd. March. Stand-off days.

24th. March. Embarked Commander Paul R.A.N.R.(S) and proceeded to Duke of York Islands for survey of minefields. Returned to H.M.A.S. "Deloraine" at 1740.

25th. March. Engaged in minesweeping operations with H.M.A.S. "Echuca".

At 1205, overheating of starboard engine caused the abandonment of operation and was relieved by M.L. 1328.

26th. March. Engaged in laying dan and can-buoys.

27th. & 28th. March. Assisted H.M.A.S. "Echuca" in minesweeping operations.

29th. March. Engaged in laying dan and can-buoys.

30th. & 31st. March. Stand-off days.



1711 7 1121  
H.M.A.S. "DELORaine"  
31st March 1946

July

244 No.

The Commanding Officer,  
H.M.A.S. "DELORaine".  
Copies to - Senior Officer,  
South Minesweeping Division;  
The Secretary,  
Naval Board.

MONTHLY LETTER OF PROCEEDINGS - MARCH 1946

D.N.  
(N.460)

H.M.A.S. Ship under my command.  
Submitted the Monthly Letter of Proceedings for

1st. March. En route from Brisbane to Townsville. At 0805, the salt water pump on the starboard main engine became defective, necessitating our proceeding on the port motor alone. At 2335, the salt water pump on the port main engine became defective and the engine was stopped. Sufficient pressure was obtained in the salt water pump of the starboard motor at 2344, and a speed of 3 knots was maintained. The adverse weather conditions prevailing at the time precluded a tow line being passed from H.M.A.S. "Deloraine" who stood by until daylight when a line was passed.

2nd. March. The tow line was passed at 0630, and course was set for Shaw Is. in the lee of which the division came to anchor at 1315. The ship's company were grateful to be able to make use of H.M.A.S. "Deloraine" for hot meals and bathing after a most uncomfortable period in rough seas.

3rd. March. By means of connecting the auxiliary fire hose system to the port motor, it was run at half speed together with the starboard motor at slow speed and at 0840, proceeded to Stonehaven Anchorage in the Whitunday Passage where shelter was obtained from the cyclone at 1200. The cyclone reached its maximum intensity during the afternoon, after which the weather moderated rapidly.

4th. March. At 0900 proceeded in tow with H.M.A.S. "Deloraine" for Townsville.

5th. March. Slipped the tow in Cleveland Bay at 0645 and secured on H.M.A.S. "Deloraine" at No. 1 Pier, Townsville, at 0755.

7th. March. The salt water pumps for both main engines having been repaired in base workshops, proceeded to Cleveland Bay where the tow was shackled at 1840.

8th. to 11th. March. En route from Townsville to Port Moresby via the inshore route of the Great Barrier Reef and Great North East Channel. Slipped the tow in Port Moresby Harbour at 1440/11, and secured on H.M.A.S. "Deloraine" at the Jetty at 1530.

12th. March. Shackled on the tow at 0900 and proceeded to Milne Bay.

13th. March. At 0940, rendezvoused with H.M.A.S. "Barcoo" in Milne Bay where ratings were transferred from H.M.A.S. "Deloraine" before proceeding at 1035 for Rabaul.

15th. March. Slipped the tow in Blanche Bay at 0745 and secured on H.M.A.S. "Deloraine" at anchor in Simpson Harbour. At 1300, embarked Commander Paul R.A.N.R.(S), and inspected the shores of the harbour in preparation for minesweeping.

16th. March. Engaged in towing H.M.A.S. "Deloraine" for adjustments to be made to her de-gassing apparatus.

17th. March. During the forenoon, laid dan-buoys in preparation for minesweeping. At 1345, embarked Commander Paul R.A.N.R.(S) and proceeded to Kokopo, returning to H.M.A.S. "Deloraine" at 1644.

18th. March. Commenced minesweeping operations with H.M.A.S. "Deloraine". During the afternoon, laid dan and can-buoys.

19th. March. Engaged in minesweeping operations with H.M.A.S. "Deloraine".

20th. to 23rd. March. Stand-off days.

24th. March. Embarked Commander Paul R.A.N.R.(S) and proceeded to Duke of York Islands for survey of minefields. Returned to H.M.A.S. "Deloraine" at 1740.

25th. March. Engaged in minesweeping operations with H.M.A.S. "Deloraine". At 1205, overheating of starboard engine caused the abandonment of operation and was relieved by M.L.1328.

26th. March. Engaged in laying dan and can-buoys.

27th. March. Assisted H.M.A.S. "Deloraine" in minesweeping operations.

28th. March. Engaged in laying dan and can-buoys.

30th. & 31st. March. Stand-off days.



18 APR PM 40  
NAVY REGISTRY

2.

CONDUCT. The Conduct of the Ship's Company continues to be most satisfactory.

HEALTH. At Townsville on 2nd. March, A/B R.D.Langdon was admitted to the R.A.A.F. Hospital in a comatose condition and placed on the "dangerously ill" list with condition undiagnosed. The rating was left at Townsville and the ship proceeded with one seaman short of complement. At the present time, one rating is suffering from boils, but apart from that the health of the Ship's Company continues to be satisfactory.

ENGINES. Both engines were installed in September 1945, in Brisbane, after having been re-conditioned. Since heavier duties have been imposed upon them whilst minesweeping, many defects have been discovered. To all appearances, the re-conditioning of these engines was inexpertly carried out, especially with regard to the salt and fresh water cooling systems.

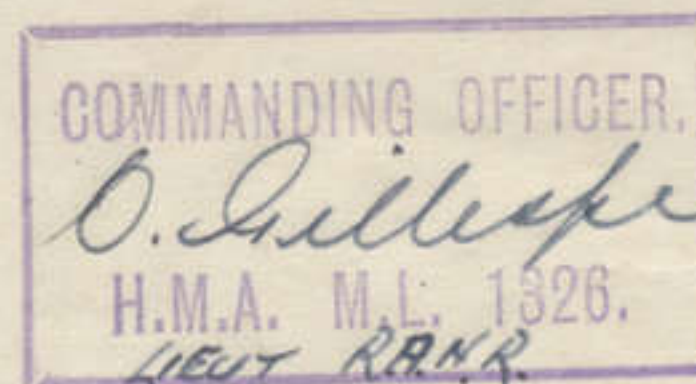
GENERAL. Despite experiences and mishaps encountered during the cyclone, no damage was sustained by the ship and the Ship's Company withstood the hardships and discomforts cheerfully. As yet, minesweeping operations have consisted of assisting H.M.A.S."Deloraine" and H.M.A.S."Echuca" with their LL Sweep, and the laying of buoys.

PERFORMANCE.  
For Month.

Distance steamed	272 miles.
Average speed	6.3 knots.
Fuel expended	763 galls.
Hours under way	43 hours
" not under way	55 "

Since Commissioning.

Distance steamed	15,212 miles.
Average speed	8.6 knots.
Fuel expended	17,363 galls.
Total engine hours	1,758 hours.





Duf.

H.M.A. "M.L. 1326",  
1st. March, 1946.

2016.7.1156

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

Copies to - Senior Officer,  
20th. Minesweeping Flotilla;  
The Secretary,  
Naval Board.

*In circulation*  
*22/3/46*

MONTHLY LETTER OF PROCEEDINGS - FEBRUARY 1946.

Submitted the Monthly Letter of Proceedings for  
H.M.A. Ship under my command.

1st. to 4th. February. Berthed at Lighthouse Wharf, New Farm, Brisbane.

4th. February. Proceeded to Pile Light where party was embarked from  
H.N.M.S. "Cairns" and returned to port. Compass Adjustor was disembarked  
on the H.M.A.S. "Koala" in Brisbane River. Returned to Pile Light and  
re-embarked Compass Adjustor from "Koala" and returned to port at 1725k.

5th. February. Embarked 3 E.R.A.'s from Small Craft Base and proceeded  
to Pile Light. Conditions were so unfavourable that attempts to land  
the party on the Pile were abandoned, so returned to Small Craft Base.  
At 1300K, proceeded to Mud Island where A.S.R. duties were carried out  
until 1630K.

12th. February. Minesweeping gear was embarked at Lighthouse Wharf and  
proceeded to Small Craft Base for fitting of same.

13th. to 19th. February. Daily engaged in shifting paid-off H.D.M.L.'s  
between Small Craft Base and Cruiser "D" Berth on the opposite side of  
the river. Fitting of the minesweeping gear proceeded.

25th. February. Embarked Medical Officer at 1835K, and proceeded to Pile  
Light. Proceeded alongside H.M.S. "Artifex" at 1945K and embarked urgent  
appendicitis case. Berthed at Small Craft Base at 2105K and disembarked  
patient into ambulance.

26th. February. Fitting of minesweeping gear and ship's defects completed.  
Joined Division of 20th. Minesweeping Flotilla berthed at New Farm Wharf  
and transferred all excess stores to H.M.A.S. "Deloraine".

27th. February. Carried minesweeping trials in Moreton Bay with satisfactory  
results. Took on tow from H.M.A.S. "Deloraine" at Caloundra and proceeded  
for Townsville.

28th. February. Towline severed when fouled by "Deloraine's" starboard screw.  
Slight damage sustained to stem and port bow when stern seas carried ship  
on to "Deloraine's" quarter.

CONDUCT. The conduct of the Ship's Company continues to be most satisfactory

HEALTH. Very good.

GENERAL. After a stay of some months in Brisbane, the Ship's Company  
appears to be looking forward to the trip North and the duties which the  
vessel will be carrying out will be an interesting change from those to  
which they have been ~~used~~ ACCUSTOMED.

PERFORMANCE.

Figures for the month of February.

Distance steamed	531 miles
Average speed	9 knots
Fuel expended	589 gallons
Hours under way	59 hours

Figures since Commissioning.

Distance steamed	14,940 miles
Average speed	9 knots
Fuel expended	16,600 gallons
Hours under way	1,660 hours



DNI.  
(NAIRO/x)





NAVY  
2012.7.1127  
H.M.A. "M.L. 1328"  
1st. March, 1946.

Administrative  
2012/7/11

The Commanding Officer,  
H.M.A.S. "DELORAIN".  
Copies to - Senior Officer,  
20th. Minesweeping Flotilla;  
The Secretary,  
Naval Board.

2/12

MONTHLY LETTER OF PROCEEDINGS - FEBRUARY 1946.

Submitted the Monthly Letter of Proceedings for  
H.M.A. Ship under my command.

1st. to 4th. February. Berthed at Lighthouse Wharf, New Farm, Brisbane.  
4th. February. Proceeded to Pile Light where party was embarked from  
H.M.S. "Gairns" and returned to port. Compass Adjuster was disembarked  
on the H.M.A.S. "Koala" in Brisbane River. Returned to Pile Light and  
re-embarked Compass Adjuster from "Koala" and returned to port at 1725K.  
5th. February. Embarked 3 H.R.A.'s from Small Craft Base and proceeded  
to Pile Light. Conditions were so unfavorable that attempts to land  
the party on the Pile were abandoned, so returned to Small Craft Base.  
At 1300K, proceeded to Mud Island where A.S.R. duties were carried out  
until 1630K.  
12th. February. Minesweeping gear was embarked at Lighthouse Wharf and  
proceeded to Small Craft Base for fitting of same.  
13th. to 19th. February. Daily engaged in shifting paid-off H.D.M.L.'s  
between Small Craft Base and Cruiser "D" Berth on the opposite side of  
the river. Fitting of the minesweeping gear proceeded.  
25th. February. Embarked Medical Officer at 1835K, and proceeded to Pile  
Light. Proceeded alongside H.M.S. "Artifex" at 1945K and embarked urgent  
appendicitis case. Berthed at Small Craft Base at 2105K and disembarked  
patient into ambulance.  
30th. February. Fitting of minesweeping gear and ship's defects completed.  
Joined Division of 20th. Minesweeping Flotilla berthed at New Farm Wharf  
and transferred all excess stores to H.M.A.S. "Deloraine".  
27th. February. Carried minesweeping trials in Moreton Bay with satisfactory  
results. Took on tow from H.M.A.S. "Deloraine" at Caloundra and proceeded  
for Townsville.  
28th. February. Towline severed when fouled by "Deloraine's" starboard screw.  
Slight damage sustained to stem and port bow when stern seas carried ship  
on to "Deloraine's" quarter.

CONDUCT. The conduct of the Ship's Company continues to be most satisfactory.

HEALTH. Very good.

GENERAL. After a stay of some months in Brisbane, the Ship's Company  
appears to be looking forward to the trip North and the duties which the  
vessel will be carrying out will be an interesting change from those to  
which they have been accustomed.

PERFORMANCE  
Figures for the month of February.

Distance steamed	531 miles
Average speed	9 knots
Fuel expended	589 gallons
Hours under way	59 hours

Figures since Commissioning.

Distance steamed	14,940 miles
Average speed	9 knots
Fuel expended	16,600 gallons
Hours under way	1,660 hours

14,940 miles  
9 knots  
16,600 gallons  
1,660 hours

COMMANDING OFFICER  
H.M.A. M.L. 1328  
2012/7/11

2/12  
2/13  
17 MAR 1946  
SENIOR OFFICER  
20th MINE SWEEPING FLOTILLA

2/12  
2/13  
2/14



SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "MY 1326" -REPORT OF PROCEEDINGS.

December 1944

S.N.B.

2.N.M.

3 N.M.

D. of P.

D.B.M.

D.N.I.

Ops (N)

N.S.

D.E. (N)

D.O.T.M.

D.N.M.S.

H.P.B.

N.A.2.N.M.

N.5.

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

St Rankin 24/4  
Mr Slessor  
Jth

2/54



2026/7/ 1251



2/4



TO THE HONORABLE

MEMBER OF PARLIAMENT

MR. J. H. ...

MEMBER OF PARLIAMENT

MR. J. H. ...

MEMBER OF PARLIAMENT

MR. J. H. ...

MEMBER OF PARLIAMENT

MR. J. H. ...

MEMBER OF PARLIAMENT

MR. J. H. ...

MEMBER OF PARLIAMENT

MR. J. H. ...

MEMBER OF PARLIAMENT

MR. J. H. ...

MEMBER OF PARLIAMENT

MR. J. H. ...

MEMBER OF PARLIAMENT

MR. J. H. ...

MEMBER OF PARLIAMENT

RECEIVED

17/3/45



14/2

13/2 1257

SECRET

DEPARTMENT OF THE NAVY.  
MINUTE PAPER.

2026/7/1251

3644.

SUBJECT: *Hma "W" 1326"* *Report of Proceedings* *December 1944*

*14/2*  
*SOCC 18/2*

*DPS 18/2 14/2/45*

*DTSR 15/2*

*DOO 18/2*

*DCNS 18/2*

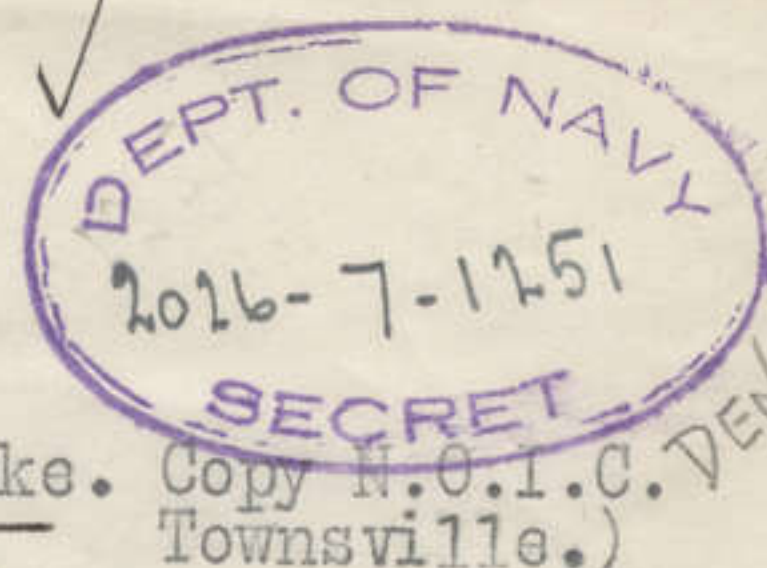
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CONFIDENTIAL

ACK. BY. A.S. 1320V  
COMMONWEALTH OF AUSTRALIA  
- 8 FEB 1945 - Department of the Navy  
INIT. *ms* ROYAL AUSTRALIAN NAVY



FROM : The Commanding Officer, H.M.A. M.L. 1326  
DATE : 30th January, 1945. REFERENCE : TC/44  
TO : Secretary, Naval Board. (Through N.O.I.C. Merauke. Copy N.O.I.C. DEN 31-14  
Townsville.)  
SUBJECT : MONTHLY REPORT OF PROCEEDINGS - DECEMBER, 1944.

Submitted is my report of proceedings for the month of December; 1944.

1320K/5 Dec. : Proceeded from Merauke river in company with M.L's 1322 and 1323 and Toomere.  
1427K/5 " : Commenced to carry out exercises under supervision of N.O.I.C. in Toomere.  
1605K/5 " : Exercises completed - course set for Merauke.  
1730K/5 " : Made fast to Pontoon Wharf.  
1845K/5 " : Proceeded to M.L. buoy.  
1405K/9 " : Slipped from buoy and watered ship from Pontoon Wharf.  
1530K/9 " : Returned to M.L. buoy.  
0830/18 " : Proceeded to Pontoon Wharf for fuel and water.  
1905/18 " : Left Merauke for Post 6 having embarked Lt. Benton, RANR(S) and Ldg. Tel Waldock.  
0615/19 " : Entered Princess Marianna Straits.  
035/19 " : Anchored in 4 fthms with 20 fthms cable at northern end of Princess Marianna Straits.  
1805/19 " : Weighed anchor and set course for Eilanden River.  
0855/20 " : Entered Eilanden River.  
0940/20 " : Anchored in 5 fthms with 20 fthms cable off Post 6.  
1125/20 " : Weighed anchor after embarking C.O. Post 6 and 2 interpreters.  
1150/20 " : Entered Djet River.  
1431/20 " : Entered Oetoemboewe River.  
1500/20 " : Anchored in 5 fthms with 20 fthms cable off Ajam.  
1700/20 " : Weighed anchor and proceeded down Oetoemboewe River.  
1815/20 " : Anchored in Oetoemboewe River 2 miles above Agats.  
1900/20 " : Look outs posted and ship darkened.  
0640/21 " : Weighed anchor and proceeded to Soeroh at mouth of Oetoemboewe River.  
0655/21 " : Arrived Soeroh.  
0725/21 " : Departed Soeroh after interrogating natives.  
0835/21 " : Entered Lorentz River.  
0945/21 " : Entered Pi River.  
00/21 " : Anchored in 4 fthms with 20 fthms cable off Djoni.  
1235/21 " : Departed Djoni and proceeded up Pi River.  
1443/21 " : Entered Noordwest River.  
1500/21 " : Arrived Atap but found village deserted so proceeded down Noordwest River.  
1730/21 " : Entered Flamingo Bay.  
1755/21 " : Entered Oetoemboewe River.  
1840/21 " : Anchored in 5 fthms, 25 fthms cable, 2 miles above Soeroh.  
1915/21 " : Lookouts posted - ship darkened.  
0633/22 " : Weighed anchor and proceeded up Oetoemboewe River to Ajam.  
0810/22 " : Anchored in 2 fthms water off Ajam.  
0850/22 " : Departed Ajam for Post 6.  
0925/22 " : Entered Djet River.  
1220/22 " : Anchored in 5 fthms off Post 6.  
1715/22 " : Departed Post 6 for Merauke.  
1800/22 " : Cleared Eilanden River.  
0800/23 " : Entered Princess Marianna Straits.  
1240/23 " : Called at Post 2 to collect mail.  
1415/23 " : Cleared southern entrance to Princess Marianna Straits Set course for Merauke.  
2213/23 " : Made fast to Pontoon Wharf, Merauke.  
0955/24 " : Proceeded to main wharf for fuel and water.  
1500/24 " : Slipped from main wharf.  
1515/24 " : Anchored off Town Wharf owing to M.L. buoy having disappeared.  
1845/28 " : Proceeded to pontoon wharf for water and provisions.  
2250/28 " : Embarked Lt. Buchan, RANVR and Captain Dale, AIF.  
2300/28 " : Slipped from wharf for Post 6.  
0842/29 " : Entered Princess Marianna Straits.  
1415/29 " : Anchored in 2½ fthms at northern entrance to Princess Marianna Straits.....Cont 2

*HN* ←



1847/29 Dec. : Weighed anchor and headed for Post 6.  
 0842/30 " : Entered Eilanden River.  
 0922/30 " : Anchored in 5 fthms off Post 6.  
 1043/30 " : Embarked 5 Army personnel and proceeded to Djet River.  
 1105/30 " : Entered Djet River.  
 1340/30 " : Entered Oetoemboewe River.  
 1435/30 " : Anchored in 7 fthms off Ajam.  
 1542/30 " : Embarked interpreters and departed Ajam.  
 1730/30 " : Anchored in 7 fthms off Soeroh.  
 1913/30 " : Departed Soeroh after embarking 5 Nepalas.  
 2003/30 " : Anchored in 3 fthms off Ewer.  
 0015/31 " : Departed Ewer for Soeroh.  
 0035/31 " : Disembarked Kepalas at Soeroh and proceeded up Oetoemboewe River to Djet River.  
 0145/31 " : Entered Djet River.  
 0440/31 " : Anchored in 5 fthms off Post 6.  
 0510/31 " : Embarked 200 galls of fuel and 40 gallons water.  
 0735/31 " : Departed Post 6 for Merauke.  
 0816/31 " : Cleared Eilanden River.  
 1537/31 " : Stbd. engine stopped by air lock in fuel line.  
 1607/31 " : Stbd. engine restarted.  
 1713/31 " : Both motors stopped by air lock in fuel lines.  
 1742/31 " : Both motors re started.  
 1800/31 " : Entered northern end of Princess Marianna Straits.  
 0210/1 Jan. : Anchored off Post 2 when both motors cut out by air lock in fuel lines. Embarked mail from Post 2 and 1 RAAF rating for Merauke hospital.  
 0245/1 " : Weighed anchor and proceeded.  
 0326/1 " : Cleared southern entrance to Princess Marianna Strait Set course for Merauke.  
 1110/1 " : Made fast to Pontoon Wharf, Merauke.

Hours under way	-	150½
Consumption of fuel	-	2067 gallons.
Average per hour	-	13.73 gallons.
Distance covered	-	1505 miles.
Average speed	-	10 Knots.

*J. H. W. K.*

Sub Lieutenant, R.A.N.R.  
 for COMMANDING OFFICER A.O.L.



12 1/2

SECRET



120B

2026/7/ 1251.

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT:

H.M.A.S. "my 1326"

-REPORT OF PROCEEDINGS.

November 1944.

S.N.B. 12/1

2.N.M. 12/1

3.N.M. 18/1

D. of P. 18/22/1

D.R.M. 25/1

D.N.I. 12/1

Ops (N) 30/1

f D.E.(N)

12/1. 4/2/45. - re explosion in galley - Minutes & findings of Board of Enquiry on file 432/222/1450 - A CNO is being promulgated dealing with dangers associated with kerosene stoves.

D.O.T.M. 7/2

D.N.M.S. 9/2

H.B.B. 12/1

N.A.2.N.M. 12/1

N.5. 13/1

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

St. Pantson 14/2  
Mrs S. L. Lessor  
St. Raskin  
L. L.

13 1/2



26  
D.N.M.S. BRANCH  
9 FEB 1945  
NAVY OFFICE



27/12

398.

**SECRET**

DEPARTMENT OF THE NAVY  
MINUTE PAPER

2026/7/1251

22/12

SUBJECT: *H.M.A. "M.L. 1326"* *Report of Proceedings* *November 1944*

~~S.O.C.C.~~ 27/12

~~D.P.S.~~ 28/12

~~D.T.S.R.~~ 6/1

~~D.O.D.~~ 18/1

~~C.N.S.~~ 8/1

~~1st. N.M.~~ 20/1

N5.



CONFIDENTIAL

19 DEC 1944

CONFIDENTIAL RECORDS

COMMONWEALTH OF AUSTRALIA

Department of the Navy

ROYAL AUSTRALIAN NAVY

DEPT OF NAVY

SECRET

2026-7-1251

FROM : THE COMMANDING OFFICER, H.M.A. M.L. 1326  
 DATE : 8TH DECEMBER, 1944. REFERENCE TC/44  
 TO : SECRETARY, NAVAL BOARD (THROUGH N.O.I.C. MERAUKE)  
 (Copy to N.O.I.C. Townsville)  
 SUBJECT : MONTHLY REPORT OF PROCEEDINGS - NOVEMBER, 1944.

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

0705/1 November : Survey operations for H.M.S. "Challenger" in vicinity  
 to 1445/1 " of Thursday Island. Lieutenant Commander Tripp, R.N.  
 aboard.  
 2215/1 " : Embarked Torres Strait pilot and proceeded from Thursday  
 Island to rendezvous with 3 U.S. submarines at Stephens  
 Island.  
 0115/2 " : Anchored off Double Island for shelter. Wind E.S.E.  
 force 6, sea 53; depth 7 fathoms, cable 35 fms.  
 0600/2 " : Weighed anchor and proceeded at slow speed to Coconut Is.  
 1205/2 " : Disembarked pilot on to U.S. submarine.  
 1250/2 " : Anchored in lee of Coconut Island in 5 fathoms with 30  
 fathoms of cable.  
 0.15/3 " : Weighed anchor and returned to Thursday Island, arriving  
 there at 1310K.  
 0600/4 " : Shifted berth from H.M.A.S. "Durraween" to H.M.A.S. "Sleuth".  
 1205/4 " : Embarked 4 Army personnel and proceeded to Prince of  
 Wales Island.  
 1315/4 " : Anchored off N.W. Islet, depth 5 fathoms cable 25 fthms.  
 1805/4 " : Weighed anchor and returned to Thursday Island.  
 1855/4 " : Made fast to Naval Jetty.  
 0800/5 " : Proceeded to Horn Island and watered ship.  
 0940/5 " : Slipped from Horn Island. Engaged on survey operations  
 for H.M.S. "Challenger".  
 1905/5 " : Berthed on "Challenger" in Normanby Sound.  
 0650/6 " : Proceeded to Round Island for survey operations.  
 0730/6 " : Explosion in galley. Rating severely burned. Proceeded  
 to Thursday Island and disembarked rating for hospital.  
 1005/6 " : Slipped and resumed survey operations at Channel Rock  
 and Round Island with Lieutenant Osborn, R.A.N. aboard.  
 1916/6 " : Returned to Thursday Island.  
 31/7 " : Survey operations with Lieutenant Carne, R.A.N.V.R. and  
 to 1827 " 3 R.N. ratings from H.M.S. "Challenger".  
 0617 to 1924 " : Ditto.  
 0617 to 1627 " : Ditto.  
 0705/10 November : Shifted berth to Naval jetty, Thursday Island.  
 1400/10 " : Ship's Company attended funeral of late Able Seaman  
 White.  
 0700/11 " : Berthed on H.M.S. "Challenger" in Thursday Is. harbour.  
 Ship's company attended Court of Enquiry.  
 0630/12 " : Embarked Lt. Comdr. Bill, R.N., S/Lt. Bright, R.N. and  
 3 R.N. ratings, and carried out survey operations.  
 1925/12 " : Berthed on H.M.S. "Challenger" in Normanby Sound.  
 /13 " : Alongside "Challenger" for repairs to water pump.  
 1600/13 " : Proceeded to Horn Island for water.  
 1730/13 " : Berthed on "Challenger".  
 0625/14 " : Embarked Lt. Grattan, R.N., Surg. Lt. O'Kane, R.N. and 1  
 R.N. rating. Engaged in survey operations.  
 2205/14 " : Berthed on "Challenger" in Normanby Sound.  
 0630/15 " : Proceeded to naval jetty, Thursday Island for shipwright  
 repairs.  
 0800/16 " : Proceeded to Horn Island for water.  
 1000/16 " : Departed Horn Island for Merauke.  
 1229/16 " : Starboard water pump carried away. Proceeded on Port  
 engine at 700 revs.  
 1324/16 " : Engine defect repaired. Resumed 900 revs on both engines.  
 0655/17 " : Berthed on M.L. 1323 at Pontoon Wharf, Merauke.  
 0906/21 " : Embarked Lt. Comdr. Levy, R.A.N.R. and 1 rating and  
 proceeded from Merauke to Wamal River in company with  
 M.L. 1323.  
 1730/21 " : Anchored in Wamal River, depth 3 fthms cable 20 fthms.  
 .....Cont.



0925/22 November : Departed Wamal River for Radar Station near Kombies.  
1215/22 " : Anchored off Radar Station, Princess Marianna Strait,  
depth 5 fms, cable 25 fms.  
1400/22 " : Weighed anchor and carried out exercises with M.L. 1323  
under supervision of Lieutenant Commander Levy, R.A.N.R.  
1545/22 " : Exercises completed. Anchored in 6 fms with 30 fms  
cable off Radar Station.  
0720/23 " : Departed Kombies for Merauke.  
1615/23 " : Berthed at Pontoon Wharf.

Hours under way : 105 hours 29 minutes.

Consumption of fuel : 1248 gallons. Average per hour  
11.83 galls.

Distance covered : 1055 miles. Average speed 10 knots.

*P. H. Crooks*

*S/* Lieutenant, R.A.N.R.  
COMMANDING OFFICER



Japanese Pearl Harbor Industry, WA

MTD 312/18

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