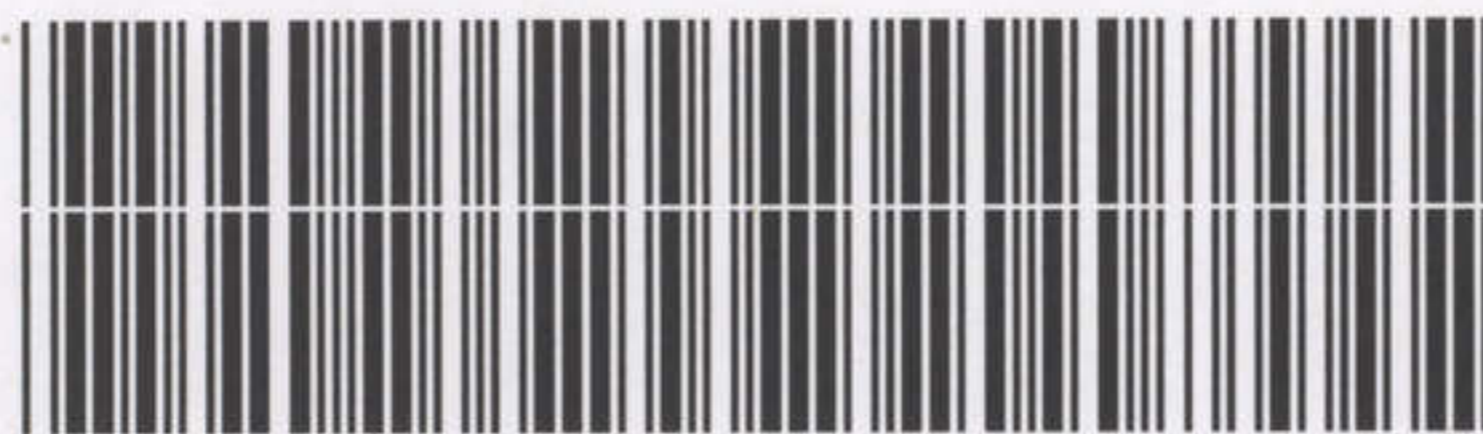


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

[Harbour Defence Motor Launch] HDML 1329

Item number: 155/1

Title: November 1944 - October 1948



AWM78-155/1

HDMML

MMF. 1329 L. of P.

155/11

AUSTRALIAN ARCHIVES
ACCESS STATUS ✓

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Archives Branch
NAVAL HISTORICAL RECORDS

Declassification Authority—Defence Records
This record has been reviewed and has been
declassified by the Department of Defence
(Naval) with effect from: 1 NOV 1970
Authority Cig (N) Admin 18-13.
Reviewer: LCDR R. L. Smith (RANEM)

Signature: *R. L. Smith* Date: 11/6/70

717

589/202/ 571.

4
3

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A. "H.M.L. 1329"

REPORT OF PROCEEDINGS.

October 1918

S.N.B. 17/12

2nd N.L. 16/12

3rd N.L. 17/12

D. of P. 30/12

Ops (N) 30/12

N.S. 20/12

D.N.L. 5/1

H.P.C. 6/1

A.A. 2nd N.M. 7/1

D. of M. 16/12

D.D.M. 10/1

D.E. (N) 13/1

D.O.T.M. 17/1

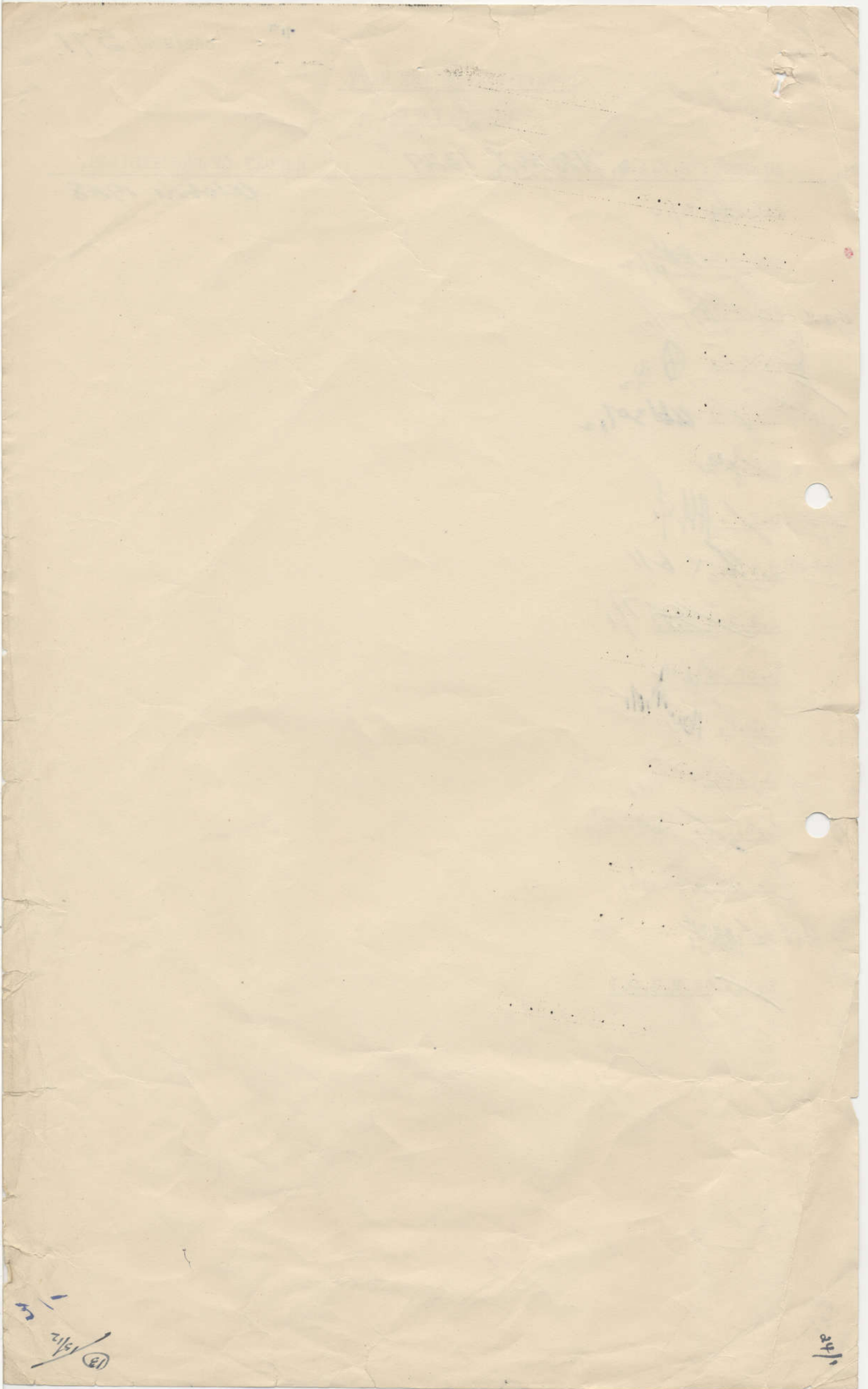
D.N.M.S. 19/1

N.S. 24/1

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

22/12

24/1



19/12

DEPARTMENT OF THE NAVY
MINUTE PAPER

589/202/571

C.441/45.

SUBJECT: *AMA "H.M.L. 1329" Report of Proceedings October 1948*

~~DNI~~ *for 2/12/48.*

~~DPS~~ *for 3/12*

~~6/12 DTR~~ *& 9/12*

~~DOD~~ *for 9/12*

~~DCNS~~ *11/12*

~~8/12~~

~~10/12~~

~~11/12~~

~~12/12~~
~~Ac.~~

for 14/12

DEPARTMENT OF THE NAVY
MINUTE PAPER

TABLE

2/12

RECEIVED

(Letter from H.M.A. H.D.M.L. 1329 dated 1st November, 1948.)

NAVY CONFIDENTIAL RECORDS

DEPT OF NAVY

589 202 571

INDEXED
INT
DATE

REPORT OF PROCEEDINGS : OCTOBER, 1948.

11.

B.S. 1807/250/271
THE SECRETARY,
NAVAL BOARD.

5835

Forwarded for the information of the
Naval Board in accordance with Commonwealth Navy
Order 107 of 1948.

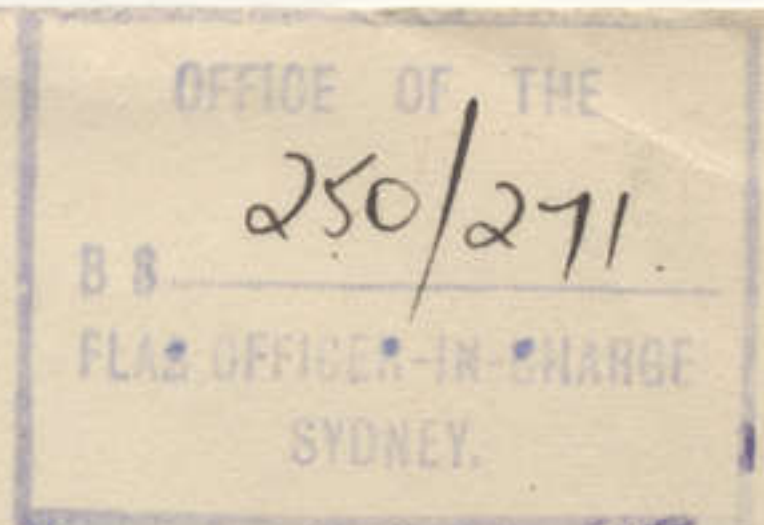
A/Rear-Admiral.

Office of Flag Officer-in-Charge, N.S.W.,
Naval Headquarters,
Potts Point, Sydney.

26 NOV 1948

Encl: Attached on Regn.

L.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. _____

H.M.A. "H.D.M.L. 1329"

at Sydney.

1st. November, 1948.

The Secretary,
Naval Board,
Navy Office,
MELBOURNE.
(Through the Flag Officer
in Charge, New South Wales)

REPORT OF PROCEEDINGS = OCTOBER, 1948.

Submitted,

Report of Proceedings for the month of October, 1948, for
H.M.A. Ship under my command.

2. H.D.M.L. 1329 has been alongside "SWAN" at the Fitting Out wharf, Garden Island, during the month and owing to the leave period which did not end until 21st. October, very little was done towards preparing for paying off. Since the latter date, however, satisfactory progress has been made.

3. As much work as possible is being completed before the ship effectively falls into dockyard hands because it will then be necessary to employ the ship's company on the upper deck whilst water tanks and the like are being removed and preserved.

4. Conduct of the hands has been satisfactory and except for two ratings in hospital, the health of all on board is quite good.

MONTHLY FIGURES.

Hours under way	Nil.
Distance steamed	"
Average speed	"
Engine hours Port	"
Engine hours Starb.	"
Fuel consumed.	43 gals.

SINCE COMMISSIONING.

2,627 hours.
17,748.6 miles.
6.75 knots.
2,333.25/60 hours.
2,442.5/60 hours.
20,617 gals.



X. Schütz
Lieutenant, R.A.N.R.
COMMANDING OFFICER.

SECRET

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DEPARTMENT OF THE NAVY.

2026-7-1463

10/9

MINUTE PAPER.

3644.

4/27/49 SUBJECT: *H.M.A. "M.L. 1329"* *Report on Proceedings.* *August. 1945.*

~~*Done*~~

D.P.S.

D.T.S.R.

D.O.D.

D.C.N.S.

St. N.M.

N.S.

*D.N. 1
(N.K.R.O.)
19/5/46*

sep

2056-7-1463

DEPARTMENT OF THE NAVY

MINUTE PAPER

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[Faint handwritten word, possibly "end"]

17
1/5

RECEIVED
-5. SEP. AM 45
NAVY REGISTRY

DEPT OF NAVY
SECRET
2026 7 1463

Checked for
indexing

From: Commanding Officer HMA ML 1329

Date: 1st, September 1945

To: Naval Board through Naval Officer in Charge Darwin
(Copy to Secretary Naval Board)

Subject: Report of Proceedings for August 1945.

Rps 1249

115
9
2
45

Submitted:

114.

Ship carried out boom patrol for periods of twenty four hours each commencing 3rd, 5th, 10th, 14th, 18th, 21st, 24th, 27th,

2. At 1525IK/3rd, slipped and proceeded to HMAS "Gympie" at No.1 buoy swept channel. At 1715IK embarked pilot and returned to boom patrol relieving ML 813 and placing pilot on board.

3. At 1510IK/10th, slipped and proceeded to HMAS "Gympie" No.1 buoy swept channel. At 1640IK transferred mail and NCS documents aboard HMAS "Gympie" and returned to boom patrol relieving HDML 1322 at 1740IK.

4. From 1140IK/15th, to 1340IK/15th, carried out loop tests.

5. At 2330IK/22nd, embarked two pilots and proceeded to rendezvous US tankers "Duquesne" and "Schenectady" in vicinity of No.1 buoy swept channel. At 0105IK/23rd, placed pilot aboard "Duquesne" and at 0115IK placed pilot aboard "Schenectady". All ships then entered harbour.

6. At 1400IK/26th, embarked pilot and proceeded to rendezvous eastbound US tanker "Idaho Falls" in vicinity No.1 buoy swept channel. At 1530IK placed pilot aboard and after completing NCS documents returned to harbour.

7. At 1110IK/28th, boom patrol was discontinued ship returning to harbour.

8. Depth charges and chutes were removed pm 28th, provisions for three weeks were taken aboard am 29th, and pm 6 44 gallon drums of fuel were taken on deck, and one 44 gallon drum of lubricating oil.

9. As aft two water tanks are defective 100 two gallon water tins were acquired, filled with fresh water, and stowed in bilges bringing capacity to 380 gallons.

Mh.

10. On 1st, August A/S dome was found to have dropped off as per report dated 2nd, August and new dome was fitted on the 3rd, of August. This dome was found to be defective and new dome was fitted on the 7th, August which operated efficiently until removed pm 28th, August.

11. Health and conduct of ship's company during month were satisfactory.

12. Figures for the month:-

Hours under way	82 hours
Distance steamed	780 miles
Average speed	9.5 knots
Oil fuel consumed	655 gallons
Average No. of gallons per mile	.84 "

Figures since commissioning:-

Total distance steamed	15380 miles
Total hours under way	1730 hours.

*P. Wischer S/Lt
RANR.*

Sub/Lieut. RANVR
Commanding Officer.

Duplicate

1249

(Commanding Officer, H.M.A. "M.L.1329"'s report dated 2nd August 1945)

(H.M.A. "M.L.1329" - MONTHLY REPORT OF PROCEEDINGS - JULY, 1945)

DEPT. OF NAVY
2026:4.1249
SECRET

ACK. BY. A.S. 1329Y
17 AUG 1945 II.
INIT. *[Signature]*

N.T. 0600/58.

The Secretary,
NAVAL BOARD.

CONFIDENTIAL

In circulation
20/8/45

Submitted for the information of the Naval Board.

[Signature]

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

Naval Headquarters,
DARWIN.....N.T.
9th August, 1945.

[Signature]
[Signature]

H.S.
24/8

[Signature]

D.N.1 (N.H.R.O.) x

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Handwritten:
8026 M 1544
17 AUG 1945
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Red Stamp:
17 AUG 1945
INIT

Stamp:
M.T. 0600/58.
The Secretary,
NAVAL BOARD.

CONFIDENTIAL

Submitted for the information of the Naval Board.

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

Stamp:
Naval Headquarters,
DARWIN.....M.T.
9th August, 1945.

Handwritten:
A R. [unclear]
[unclear]
8/11/45
2/18

From: Commanding Officer H.M.A ML 1329
Date: 2nd, August 1945.
To: Naval Board, through Naval Officer in Charge, Darwin.
(Copy to the Secretary, Naval Board)
Subject: Report of Proceedings-July 1945.

Submitted:

Ship carried out boom patrol for periods of 24 hours each commencing pm 3rd, 8th, 12th, 16th, 21st, 26th, and 31st.

2. On the 5th, general inspection of ship was carried out by Lt. Griffen and Lt. Amey. At 0950 ship slipped from Main Jetty and action and fire stations were exercised. At 1010 ship ~~ship~~ returned and secured to Main Jetty.

3. On the 6th, slipped from Main Jetty at 0740IK and proceeded to No.1 buoy swept channel and there awaited Rowallon Castle which was westward bound. Pilot was embarked at 0930IK and ship then returned to harbour.

4. At 0735IK 11th, embarked two pilots and left harbour proceeding to No.1 buoy swept channel. At 0845IK placed pilot aboard eastbound U.S merchant ship Jack Slinger and after completing N.C.S documents ship proceeded. At 1425IK embarked pilot from westbound U.S tanker Balls Bluff at same time completing N.C.S documents. Ship then proceeded. At 1640IK embarked pilot from westbound U.S tanker Northfield and after completing N.C.S documents returned to harbour.

5. At 0230IK 15th, embarked three pilots and left harbour proceeding to No.1 buoy swept channel. At 0745IK placed pilot aboard eastbound U.S merchant ship Glenn Curtiss and after completing N.C.S documents ship proceeded. At 1530IK embarked pilot from westbound U.S tanker Fort Namanu, ship proceeding when N.C.S documents completed. At 1630IK embarked pilot from westbound U.S tanker Edgehill and after completing N.C.S documents returned to harbour.

6. At 0530IK 16th, embarked pilot and proceeded out of harbour to No.1 buoy swept channel. At 0738IK placed pilot aboard eastbound U.S merchant ship Alexander Mitchell and after completing N.C.S documents returned to harbour.

7. Fire and damage control inspection was carried out by Capt. Carr from 1105IK to 1130IK on the 16th.

8. From 1110IK to 1312IK 17th, while on boom patrol/loop tests were carried out.

9. At 1330IK 18th, embarked pilot and proceeded out of harbour to No.1 buoy swept channel. At 1440IK placed pilot aboard eastbound U.S merchant ship Thomas Nuttall and after completing N.C.S documents proceeded into harbour.

10. At 1145IK 19th, embarked pilot and proceeded to No.1 buoy swept channel. At 1325IK placed pilot aboard eastbound U.S tanker Tampico and when N.C.S documents were completed vessel proceeded. At 1430IK embarked pilot from westbound U.S tanker Idaho Falls and after completing N.C.S documents proceeded into harbour.

11. At 2300IK 20th, embarked pilot and proceeded out of harbour to No.1 buoy swept channel. At 0035IK 21st, placed pilot aboard eastbound U.S tanker Gaines Mill and after completing N.C.S documents returned to harbour.

12. At 0434IK 21st, embarked pilot and proceeded out of harbour to No.1 buoy. At 0655IK placed pilot aboard eastbound U.S tanker Cayuse and after completing N.C.S documents returned to harbour.

13. On the 23rd, Base Staff carried out inspection of depth charge pistols.

14. At 0845IK 24th, embarked pilot and proceeded to No.1 buoy swept channel to rendezvous E.W.Sinclair from the west. On arriving at No.1 buoy instructions were received to return to harbour and ship secured at main jetty 1132IK and disembarked pilot.

15. On the 31st, AM S/Lt.Wischer RANR assumed temporary command from Lt.P.J.Morrison who was discharged to HMAS "Melville" for onward passage and 21 days leave. NOIC.D 300022 refers.

16. Health and conduct of ship's company during month were satisfactory.

Figures for the month.

Hours under way	92	hours.
Distance steamed	830	miles.
Average speed	9	knots.
Oil fuel consumed	645	galls.
Average No. of gallons per mile	.77	"

Figures since commissioning
(14th, June 1944)

Total distance steamed	14600	miles.
Total hours under way	1648	hours.

P. J. Wischer S/Lt. RANR.

S/Lt.P.J.Wischer R.A.N.R
Commanding Officer.



ACK. BY. A.S. 1330Y
16 JUL 1945
INIT: *[Signature]*

CONFIDENTIAL

DEPT. OF NAVY
2026-7-1249
SECRET

✓ Sup.

(Commanding Officer, H.M.A. "H.D.M.L.1329's" report dated 2nd July 1945.)

H.M.A. "H.D.M.L.1329" - MONTHLY REPORT OF PROCEEDINGS
JUNE 1945.

Incorporation
17-7-45
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II

N.T.0600/58
The Secretary,
NAVAL BOARD.

H.M.A. 17/7

Submitted for the information of the Naval Board.

[Signature]

A/Commander, R.A.N.
for A/Captain, R.A.N. (A.O.D)
Naval Officer-in-Charge, Darwin

Naval Headquarters,
DARWIN N.T.
12th July 1945.

*D.N.I (N.A.R.O.)**

[Signature]
[Signature]

17/7 B

DEPT. OF NAVY
3036-7-1549

CONFIDENTIAL

(Commanding Officer, H.M.A. "H.D.M.L. 1329" report dated 2nd July 1945.)

H.M.A. "H.D.M.L. 1329" - MONTHLY REPORT OF PROCEEDINGS
JUNE 1945

II

NAVAL BOARD
The Secretary,
N.T. 0600/58

Submitted for the information of the Naval Board.

Naval Officer-in-Charge, Darwin
for A/Captain, R.A.N. (A.O.D.)
A/Commander, R.A.N.

Naval Headquarters,
DARWIN N.T.
1st July 1945.

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

18/4

From: Commanding Officer H.M.A. "ML 1329"
Date: 2nd, July 1945 **CONFIDENTIAL**
To: Naval Board, Through Naval Officer in Charge Darwin.
(Copy to The Secretary Naval Board)
Subject: Report of Proceedings: June 1945.

Submitted:-

Ship did boom patrol of Darwin boom for periods of twenty to four hours each commencing pm on 1st, 19th, 24th, 28th, and 29th, days of the month.

On the nights of the 19th, and 28th, of June ship also acted as target vessel for searchlight exercise carried out by Coastal Artillery Searchlight unit.

2. On the 5th, of June ship embarked Pilot, left harbour at 1330IK and proceeded to No.1 buoy searched channel. Transferred pilot to U.S ship "Alfred C. True" at 1600IK, and both ships entered harbour at 1745IK. Disembarked pilot from "Alfred C. True", and at 1830IK transferred pilot to U.S ship "Maryville Victory" which continued on passage to eastward.

3. Ship was slipped at Darwin Fairmile Slipway on 7th, June and unslipped on 16th, June.

4. When ship was on slip mild steel propellor shaft, which was fitted at last slipping in January, was found to be badly corroded, and was replaced by monel metal shaft. The chafing piece on the keel was eaten by worm, and was replaced by new timber for the full length. The propellers and rudder were in good condition, the copper sheathing was badly coated with shell and marine growth, but otherwise was in good condition. While on the slip, several small defects were also remedied.

5. Top overhaul of the main engines was commenced on the 6th, of June and completed on the 16th, June. This was the second top overhaul, the engine hours since last top overhaul being Port 833, Starboard 834. The total hours run by the engines up to commencement of overhaul was Port 1519, Starboard 1507.

6. On 24th, June ship left harbour at 0700IK and ~~xxx~~ proceeded to No.1 buoy Searched Channel. At 1500IK went alongside U.S tanker "Frenchtown" which 1st, Lieut. boarded with Naval Control Service documents for the Master. Both ships then proceeded to Darwin, "Frenchtown" entered harbour at 1800IK, and this ship proceeded direct to boom patrol.

7. On 29th, June at 0730IK ship proceeded in company with "Parkes" (Senior Officer), "Inverell", "ML 813", "ML 807", "Air Sailor", "PMB 33" and PMB 26 to position seven miles outside boom. At 0900IK ships commenced practice shoot at sleeve target towed by aircraft. At 0945IK returned to harbour in company with ML 813 and ML 807, and resumed boom patrol at 1049IK.

8. During the month the following Departmental Inspections were held, namely, Gunnery on 6th, Anti-Submarine on 21st, and Electrical on 26th.

9. While the ship was on the slip, all the ship's company had five days at the Naval rest camp at Adelaide River. The health and conduct of the ship's company during

the month were satisfactory.

FIGURES FOR THE MONTH

Hours under way	69	hours
Distance steamed	620	miles
Average speed	9	knots
Oil fuel consumed	465	gallons
Average No. gallons per mile	0.75	"

FIGURES SINCE COMMISSIONING (14th, JUNE 1944)

Total distance steamed	13770	miles
Total hours under way	1556	hours.



J. P. Morrison
Lieut. R.A.N.V.R
Commanding Officer.

Duh.

(Commanding Officer, H.M.A. "HDML 1329's" report dated 4th June 1945)

H.M.A. "H.D.M.L. 1329" - MONTHLY REPORT OF PROCEEDINGS - MAY 1945.

ACK. BY S. 1320Y
25 JUN 1945

II

DEPT. OF NAVAL
6026. 7. 1249
SECRET

CONFIDENTIAL

Invention how
with
asp/45

N.T. 0600/58
The Secretary,
NAVAL BOARD.

Submitted for the information of the Naval Board.

2. My submission N.T. 506/97 dated 13th June 1945, forwarded a report on the accident referred to in paragraph 8 above.

Boyer

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

Naval Headquarters,
DARWIN N.T.
22nd June 1945.

~~St Mc Barker~~
Mrs Lessor

25/6 A
H.M.A. 1329
NIS 1329/47
D.N.I. (N.H.R.O.) x

Out

(Commanding Officer, H.M.A. "H.M.L. 1329" report dated 11th June 1945)

H.M.A. "H.M.L. 1329" - MONTHLY REPORT ON PROCEEDINGS - MAY 1945

REPT OF NAVAL BOARD
10th June 1945

CONFIDENTIAL

II

ACK BY 25 JUN 1945
25 JUN 1945

NAVAL BOARD
The Secretary
N.T. 0600/58

Submitted for the information of the Naval

Board.

My submission N.T. 506/97 dated 13th June 1945, forwarded a report on the accident referred to in paragraph 8 above.

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

Naval Headquarters,
DARWIN N.T.
22nd June 1945.

~~Mr. W. G. ...~~
Mr. ...

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

50/29
6.

From: N Commanding Officer H.M.A "ML 1329".
Date: 4th, June 1945.
To: Naval Board, Through N.O.I.C. Darwin. (Copy to The Secretary Naval Board)
Subject: Report Of Proceedings, May 1945.

Submitted:-

Ship did boom patrol of Darwin boom for periods of 24 hours each commencing PM on 2nd, 4th, 8th, 12th, 15th, 18th, 20th, 23rd, 25th, and 28th, days of the month. Ship also acted as relief boom patrol vessel for two hours on the 28th, and for six hours on the 31st, while duty patrol vessel was on other duty.

2. While on boom patrol, ship tested Lisa equipment AM on the 5th, of May, test satisfactory. On night of 25th, ship acted as target vessel for searchlight exercise carried out by Coastal Artillery Searchlight unit.

3. On 2nd, May ship embarked Naval pilot, passed through boom at 1030IK and proceeded to No.1 buoy searched channel. Met RFA tanker "Loma Novia" at 1300IK and transferred pilot to it. Both ships then proceeded to Darwin passing the boom at 1440IK.

4. On 8th, May ship embarked Naval pilot, passed through boom at 0500IK and proceeded to searched channel. Placed pilot on board U.S tanker "Stephen G. Porter" at No.5 buoy at 1000IK. Ships returned to Darwin in company, and entered boom at 1220IK.

5. On 9th, May ship embarked three Naval Clarence Strait pilots and one Naval Control Service Officer, passed through boom at 0040IK on the 10th, and proceeded to searched channel. Put pilots on board U.S tanker "Jalapa" at 0900IK. At 1410IK met U.S tanker "Sheldon Clark" coming from east and disembarked Clarence Strait pilot from it. Then returned to harbour, entered boom at 1525IK.

6. On 14th, May embarked Naval pilot, left harbour at 0520IK and proceeded to No.1 buoy searched channel to await arrival of ship from the west. As ship had not arrived by 1420IK instructions were received to return to harbour, entered boom at 1527IK.

7. On 22nd, May embarked two Naval pilots and one Naval Control Service Officer, passed through boom at 0050IK, and proceeded to searched channel. Put pilots on board U.S tanker "Charlestown" at 0610IK, and U.S tanker "Port Royal" at 0655IK. Then waited at No.1 buoy to take pilot off vessel expected from the east, as this vessel did not arrive, returned to ~~boom~~ Darwin, entered boom at 1612IK.

8. On 20th, May a party from this ship were ashore on a recreation trip when the Naval truck in which they were travelling became involved in an accident. As a result the First Lieutenant, Sub.Lieutenant D.R.Watson, and one rating were admitted to Darwin Naval Hoospital on the 20th, May. The rating rejoined ship on the 29th, May, and the First Lieutenant rejoined on the 31st, May. Apart from this the health of the ship's company during the month was satisfactory.

9. Medical inspection of ship and ship's company was carried out by a Naval Medical Officer on the 31st, May.

10. The conduct of the ship's company during the month was satisfactory.

2.

Figures For The Month.

Hours under way	318	hours
Distance steamed	2700	miles
Average speed	8½	knots
Oil consumed	1840	gallons
Average No.gallons per mile	0.68	"

FIGURES SINCE COMMISSIONING (14th, June 1944)

Total distance steamed	13150	miles
Total hours under way	1487	hours



J. P. Morrison

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

ACK. BY A.S. 1330Y
21 MAY 1945
INIT. *f*

1249

Duplicates

DEPT. OF NAVY
2026. 7. 1249
SECRET

(Commanding Officer, H.M.A. "HDML.1329"'s reports dated 3rd April and 4th May 1945.)

H.M.A. "H.D.M.L.1329" - MONTHLY REPORT OF PROCEEDINGS
MARCH AND APRIL 1945.

In circulation
11th
23/5/45

II

CONFIDENTIAL

N.T.0600/58
The Secretary,
NAVAL BOARD.

Submitted for the information of the Naval Board.

Boyer

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

Naval Headquarters,
DARWIN, N.T.
16th May 1945.

16/5

D.N.1 (N.H.R.O.) +

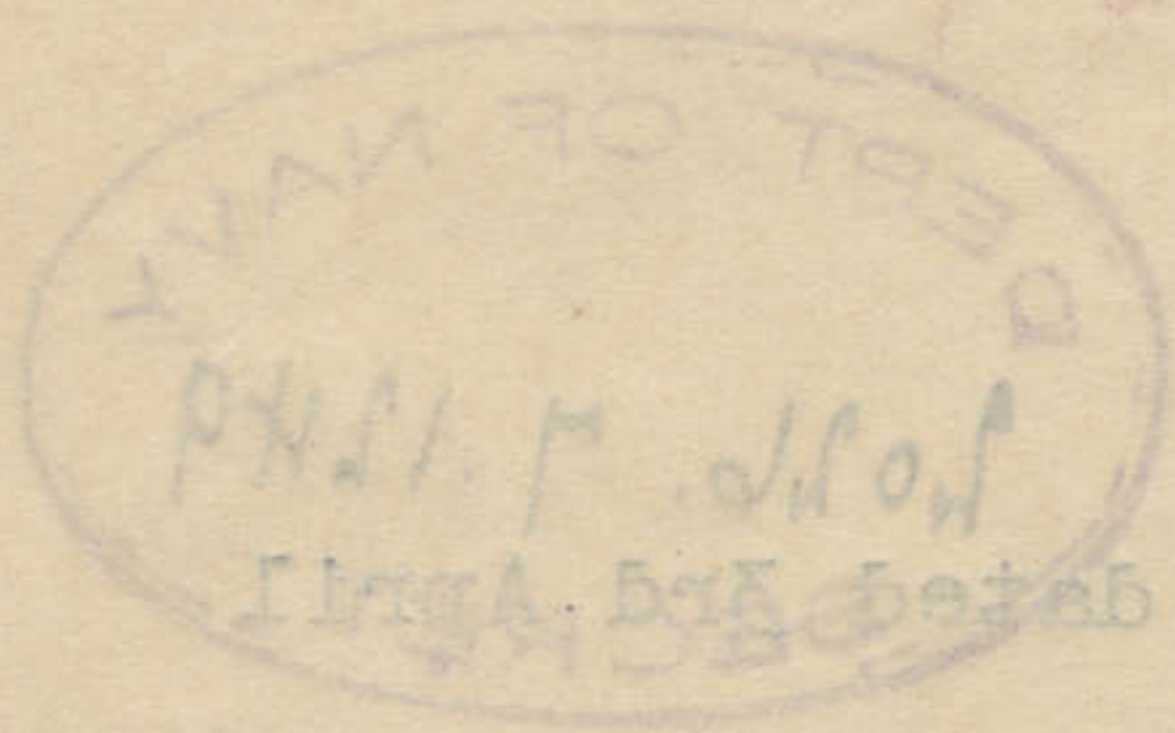
16/5

16/5

Lt Pent
Lt Bennett
Lt Barker
Mr. Messer

Confidential

1244



(Commanding Officer, H.M.A. "H.M.S. 1329" a reports dated 3rd April and 11th May 1945.)

H.M.A. "H.M.S. 1329" - MONTHLY REPORT OF PROCEEDINGS MARCH AND APRIL 1945.

for Board of Inquiry

CONFIDENTIAL

II

N.T. 0500/58
The Secretary,
NAVY BOARD.

Submitted for the information of the Naval Board.

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

Naval Headquarters,
DARWIN, N.T.
15th May 1945.

D.M.1 (N.A.R.)

24/5

From The Commanding Officer H.M.A ML 1329
Date 4th, May 1945
To Naval Board, Through Naval Officer In Charge Darwin.
Copy to The Secretary Naval Board.
Subject:- Monthly Report Of Proceedings: April 1945.

Submitted:-

Ship carried out boom patrol of Darwin boom for periods of 24 hours each commencing PM on 1st, 6th, 8th, 11th, 16th, 21st, 23rd, 25th, 27th, and 29th, days of the month. Ship was also on boom patrol from 0130IK to 0930IK on the 11th, as relief for duty patrol vessel which was sent on a detached patrol.

2. On 10th, April, ship ~~was~~ embarked two Clarence Strait pilots and proceeded to sea at 0930IK, met United States merchant ship "Cape Saunders" at No.1 buoy searched channel at 1230IK and transferred pilots to it, than returned to harbour and secured at 1640IK.

3. On 14th, April ship ~~was~~ slipped at 0400IK and ~~and~~ proceeded via Clarence and Dundas Straits to Cape Don. Met merchant ship "James Cook" off Cape Don at 1310IK, and escorted her from there to Darwin. Both vessels anchored at Cape Hotham at 1845IK on 14th, and continued on passage at 0600IK on 15th, and entered Darwin harbour at 1400IK the same day. On passage met H.M.A.S "Southern Cross" at 0620IK on 15th, H.M.A.S "Chinampa", at 0950IK on 15th, and H.M.A.S "Warrnambool" with convoy at 1210IK on 15th. Voyage was otherwise devoid of incident.

4. On 19th, April between 1400IK and 1615IK ship acted as transmitting ship to enable Port W/T officer to calibrate the D/F equipment of H.M.A.S "Warrnambool", tests were carried out within harbour limits.

5. On 25th, April, ship ~~was~~ embarked a Clarence Strait pilot and proceeded to sea at 0720IK. Met U.S tanker "Beaver Dam" at No.5 buoy searched channel at 1235IK and transferred pilot to it. As "Beaver Dam" required water, both ships proceeded to Darwin, entered harbour at 1320IK.

6. On 19th, April one rating was discharged to hospital and was operated on for appendicitis. During the month there were three other cases of sickness. One rating suffering with sore throat had two days in hospital and three days at convalescent camp. Another rating with slight pleurisy had three days in hospital. Another rating was discharged ashore for treatment for two days, for sinusitis and slight cold.

7. The conduct of the ship's company during the month was satisfactory.

2.

Figures for the month.

Hours under way	244	hours
Distance steamed	1950	miles
Average speed	8	knots
Oil consumed	1400	gallons
Average No.gallons per mile	0.7	"

Figures since commissioning
14th. June 1944

Total distance steamed	10,450	miles
Total hours under way	1169	hours
Average speed	9	knots



J. A. Morrison

Lieut.R.A.N.V.R
Commanding Officer.

CONFIDENTIAL

From The Commanding Officer H.M.A.ML 1329

Date 3rd, April 1945.

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

Subject:-Monthly report of proceedings, March 1945.

Submitted:-

Ship did boom patrol of Darwin boom for periods of 24 hours each commencing P.M on the 2nd, 4th, 6th, 10th, 13th, 17th, 21st, 27th, and 29th, days of the month.

2. The ship is in sound condition except for some leaks in the wheelhouse and messdeck.

3. During the month the health and conduct of the ship's company was satisfactory.

Figures for the month.

Hours under way	83 hours.
Distance steamed	662 miles.
Average speed	8 knots.
Oil consumed	430 gallons.
Average No.gallons per mile	0.6 gallons.

Figures since Commissioning, 14th, June 1944.

Total distance steamed	8500 miles.
Total hours under way	925 hours.
Average speed	9.2 knots.



J. P. Morrison
Lieutenant R.A.N.V.R.
Commanding Officer.

July 13
28/5



2026/7/1249

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SECRET

SUBJECT: H.M.A. 'W.D. L. 1329' REPORT OF PROCEEDINGS.
February 1945

S.N.B. *11/19/5*

2 N.M. *11/14/5*

3 N.M. *11/27/5*

D. of P. *11/27/5*
11/23/5

D.R.M. *11/23/5*

D.N.I. *11/23/5*

Ops. (N) *11/20/5*

N.S. *11/23/5*

D.E. (N) *11/23/5*
11/20/5
E.O.M.L.S. *11/23/5*

D.O.T.M. *11/23/5*

D.N.M.S. *11/23/5*

H.P.B. *11/23/5*

N.A. 2 N.M. *11/23/5*

N.S. *11/23/5*

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

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St. Mc busker
H.S.

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2/5

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D.N.M.S. BRANCH
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Duplicate

2026/7/12/49

SECRET

DEPARTMENT OF THE NAVY.
MINUTE PAPER.

3644.

26/4

SUBJECT: ~~AMC~~ ~~ADM~~ 1329. Report of Proceedings February 1945.

~~SOCC~~ 30/4

D.P.S. ~~AMC~~

~~DTSR~~ ~~AMC~~
4/5

~~DOD~~
per ~~AMC~~
4/5

~~DCNS~~

~~for ISTNM~~ 11/5

N 5

(Commanding Officer, H.M.A. "HDML 1329"'s report dated 3rd March 1945.)

Duplicate

H.M.A. "HDML 1329" - MONTHLY REPORT OF PROCEEDINGS - FEBRUARY 1945.

DEPT. OF NAVY
2026-7-1249.
SECRET

N.T.0600/58

ACK. BY. A.S. 1330Y
21 APR 1945
INIT. *[Signature]*

II.

The Secretary,
NAVAL BOARD.

CONFIDENTIAL

In

Submitted for the information of the Naval Board.

2. With reference to paragraph 3 above, it is understood that the fresh water tanks in this vessel leaked within two weeks of commissioning. An endeavour to repair the tank will be made at the vessel's next slipping.

[Signature]

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

Naval Headquarters,
DARWIN. N.T.
16th April 1945.

H.N.
[Handwritten marks]

CONFIDENTIAL

From The Commanding Officer H.M.A.M.L. 1329.

Date 3rd. March 1945.

To The Secretary, NAVAL BOARD - Through Naval Officer-in-Charge,
(Copy to The Secretary, Naval Board) Darwin.

Subject: MONTHLY REPORT OF PROCEEDINGS - FEBRUARY 1945.

Ship patrolled Darwin boom for periods of 24 hours each commencing P.M. on 1st, 2nd, 4th, 7th, 10th, 13th, 16th, 18th, 19th, 21st, 24th, and 27th. February. On 3rd. and 17th. ship salvaged flotation buoys which had broken away from the boom net.

2. Ship was target ship for searchlight exercises by Coastal Artillery Searchlight Unit on the nights of 1st, 7th, 13th and 19th. February. Tests of "LISA" equipment were held on 3rd. and 13th. The tests were satisfactory. On 23rd. February ship proceeded to sea and dropped practice depth charge and fired all guns.

3. At the beginning of the month a bad leak developed in one of the after fresh water tanks. The ship's fresh water capacity was thereby reduced from 300 gals. to 190 gals. which it is submitted is inadequate for eleven men, and seriously reduces the operational efficiency of the ship. During the month fresh leaks developed in the wheelhouse, a trouble which has occurred frequently in the past. In other respects the ship is in sound condition.

4. During the month the conduct of the ship's company was satisfactory and the health of the ship's company was good in the circumstances.

5. Monthly figures:

Hours under way	113 hours
Distance steamed	960 miles
Average speed	8.5 knots
Oil fuel consumed	697 gallons
Average gallons per mile	0.73 gallons

Total figures:

Distance steamed since commissioning on 14.6.'44	7,838 miles
Hours under way	842 hours



J. A. Morrison

Lieutenant R.A.N.V.R.

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SECRET

DEPARTMENT OF THE NAVY.
MINUTE PAPER.

2026/7/1249

3644.

SUBJECT: HMA "ML 1329" Report of Proceedings January 1945

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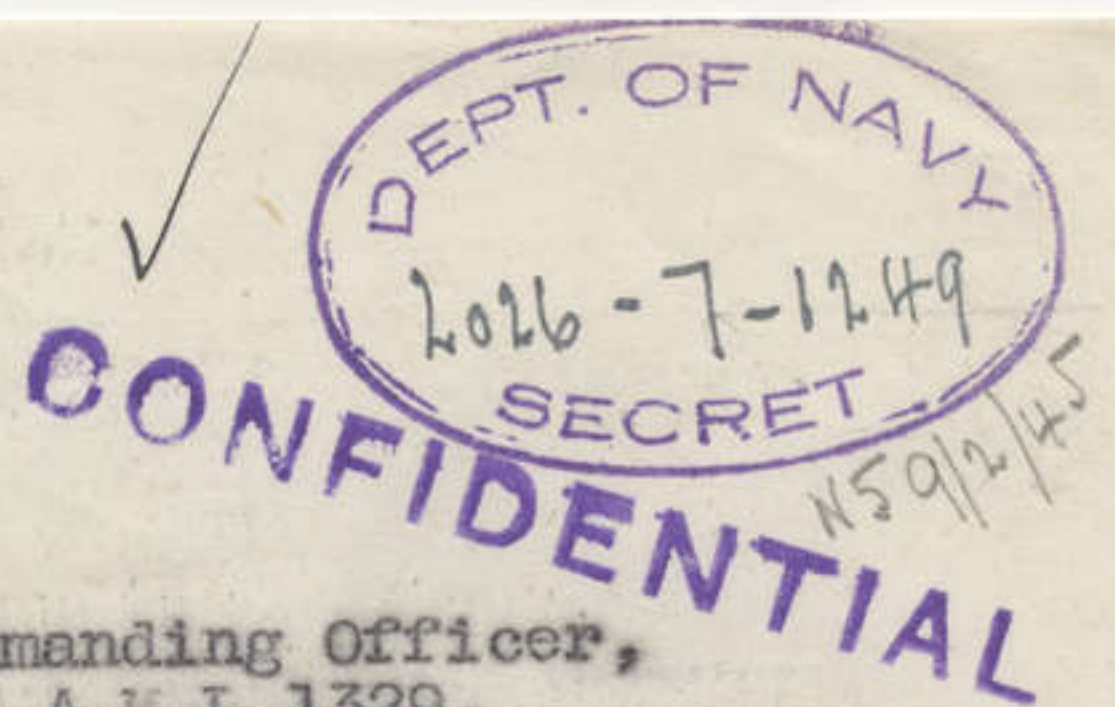
D.O.D

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Commanding Officer,
H.M.A.M.L. 1329,
1st February, 1945.

The Secretary, NAVAL BOARD -
Through Naval Officer-in-Charge, Darwin.
(Copy to The Secretary, Naval Board)

MONTHLY REPORT OF PROCEEDINGS : JANUARY, 1945.

Submitted:

At 1630IK 1st January 1945 ship proceeded on Boom Patrol, Darwin for period of twenty-four hours.

2. Ship was slipped at Darwin Fairmile slipway A.M. 3rd January and remained on slip until P.M. 16th January.

3. While ship was on slip, the propellers and hull were found to be in good condition, and small patches were put on copper sheathing. Starboard intermediate shaft was removed and machined at after end, and starboard propeller shaft was replaced with bright mild steel shaft. To remedy leaks in wheelhouse, the armour plating on top of wheelhouse was removed and canvas was placed under the plating. Opportunity was also taken to remedy several small defects.

4. Top overhaul of the engines was commenced on 3rd January and completed on 13th January. This was the first top overhaul, the engine hurs being Port 685, Starboard 672.

5. Ship was on patrol of Darwin boom on 21st, 24th, 27th and 30th January, for period of 24 hours on each occasion.

6. While on boom patrol on 22nd January, ship salvaged U.S. Army launch D356 (26ft dory) which was adrift four miles outside boom, and returned the launch to its mooring inside the harbour.

7. On 28th January ship also salvaged a flotation buoy which had broken away from boom net and was drifting to seaward. On night of 30th January ship acted as target for searchlight exercise by Coastal Artillery Searchlight unit.

8. The conduct of the ship's company during the month was satisfactory. The health of the ship's company was satisfactory on the whole, except for a few cases of heat rash and one case of tropical ear complaint.

9. While the ship was on the slip, every member of the ship's company had four days at the Naval Rest Camp at Adelaide River, which was of great value for the health and morale of the ship's company.

10. The ship is in sound condition. At the beginning of the month there were many leaks, especially in the wheelhouse, but most of these were remedied while the ship was on the slip.

11. Living conditions on board leave much to be desired, owing to the heat and lack of an adequate ventilating system. Most of the ship's personnel prefer to sleep on deck rather than in the normal sleeping accommodation, but on most nights this is impossible owing to rain.

/over

12. Conditions in the engine room and galley are especially bad. It is submitted that the galley urgently requires a ventilating skylight similar to that fitted in American-built H.D.M.L's.

FIGURES FOR THE MONTH

Hours under way	49 hours
Distance steamed	392 miles
Average speed	8 knots
Oil consumed	237 gallons
Average gallons per mile	0.6

FIGURES SINCE COMMISSIONING (14th June, 1944)

Total distance steamed	6878 miles
Total hours under way	729 hours



Lieut RANVR
Lieutenant R.A.N.V.R.
Commanding Officer.

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2026/7/1249

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A. "M 1329" -REPORT OF PROCEEDINGS.
November 1944

S.N.B. 25/11

2.N.M. 14/12

3 N.M.

D. P. 14/12

D.R.M. 15/12

D.N.I. 16/12

Ops (N) 17/12

D.E.(N) 21/2/45

D.O.T.M. 20/12/45

D.N.M.S. 26/12

H.P.B. 1/3

N.A.2.N.M. 2/3

N.5. 3/3

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

St Paulson 21/12/45
Mr Slessor
Zulu

5/30

7/26

7/26

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DEPARTMENT OF THE NAVY

2026/7/12H9

MINUTE PAPER

29/12

SUBJECT : *H.M.A. "M L 1329"* *Report of Proceedings* *November 1944*

~~SOCC~~
~~A/D.P.~~

~~D.P.S~~ *22/1*

~~D.T.S.R~~ *March 23/1*

~~D.O.D.~~

~~D.C.N.S.~~

~~1st N.M.~~ *24/1*
~~NS.~~

2026/7/1249

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

(This side only to be written on.)

D.3718/5.40—C.6346.

SUBJECT:

M.L.1329 -- REPORT OF PROCEEDINGS

~~D.O.D.~~

~~D.C.N.S.~~

~~H. of "N".~~

Action taken on file 589/201/941 J.N. 19/1

With reference to paragraph 2 of N.O.I.C. Darwin's remarks hereunder, it is desirable that monthly reports of proceedings be forwarded by all Coastal Craft.

2. In the past, many vessels which now come within the Coastal Craft section did not forward Reports of Proceedings and as a consequence much information, particularly that of a statistical nature, is not now available.

3. Propose letter to N.O.I.C. Darwin in the following sense:-

"I am directed by the Naval Board to inform you, with reference to paragraph 2 of your NT.0600/58 dated 18th December, 1944, that it is desired that the Commanding Officer of H.D.M.L. 1329 be instructed to forward Reports of Proceedings each month.

2. Reports of Proceedings are required in respect of all Coastal Craft. A list of such craft was included in C.N.O. 652 of 1944.

3. It is requested that the Commanding Officers of all Coastal Craft under your operational or administrative control be instructed to forward monthly Reports of Proceedings in the manner indicated in Navy Office Letter 053065 dated 23rd October, 1944."

[Signature]
D. of P.

[Signature] 11th January, 1945.

copy for 2026/7/1249.

(original m 589/201/941)

The Naval Officer-in-Charge,
DARWIN.

REPORTS OF PROCEEDINGS FROM COASTAL CRAFT.

With reference to paragraph 2 of your Minute NT.0600/58 dated 18th December, 1944, I am directed by the Naval Board to inform you that the Commanding Officer of H.D.M.L. 1329 should be instructed to forward Reports of Proceedings each month.

2. Reports of Proceedings are required in respect of all Coastal Craft. A list of such craft was included in C.N.O. 652 of 1944.

3. It is requested that the Commanding Officers of all Coastal Craft under your operational or administrative control be instructed to forward monthly reports of Proceedings in the manner indicated in Navy Office Letter 053065 dated 23rd October, 1944.

S e c r e t a r y .

SECRET



115B

2026/7/ 1249

DEPARTMENT OF THE NAVY
MINUTE PAPER

SUBJECT: H.M.A. "M 1329" -REPORT OF PROCEEDINGS.
November 1944.

S.N.B.

2.N.M.

3 N.M.

D. of P.

D.R.M.

D.N.I.

Ops (N)

D.E.(N)

D.O.T.M.

D.N.M.S.

H.B.B.

N.A.2.N.M.

N.5.

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

St Pantson
Mrs Slessor
St Rankie
Zulu

10/2/45

12/2



Faint, illegible handwritten text and markings on aged, stained paper.

272

39 B.

SECRET

DEPARTMENT OF THE NAVY

2026/7/1249

MINUTE PAPER

22/12

SUBJECT : *H.M.A. "M.L. 1329" Report of Proceedings*

November 1944

~~D.G.C.C.~~ 27/12

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

~~D.T.S.R.~~ 29/12

~~D.O.D.~~ 18/10/1

~~C.A.S.~~ 18/10/1

~~1st N.M.~~ 18/10/1

NS.

FROM: THE COMMANDING OFFICER, H.M.A. M.L.1329
DATE: 5th December, 1944.
TO : The Secretary, Naval Board.

DEPT. OF NAVY
SECRET

SUBJECT: **10 DEC 1944** REPORT OF PROCEEDINGS : NOVEMBER, 1944 *2826-7-1249*

Submitted:

Ship left Townsville at 1215K 1st November 1944 and secured at Fairmile Jetty, Cairns, 0540K 2nd November.

On 4th November ship left Cairns at 0640K and secured at No. 1 Wharf, Cooktown at 1720K.

HN Shortly after arrival in Cooktown signal was received from NOIC Cairns that Douglas aircraft had crashed at Pipon Island and instructing this ship to proceed and render assistance. Departed Cooktown 1830K 4th and arrived Pipon Island 0440K 5th. On arrival learnt that crew of aircraft were uninjured and were on board U.S. Army Small Ship ST8 ("Caversham"); this ship had picked up the airmen at 1640K 4th but had been unable to either send or receive signals on its wireless.

At 0940 5th embarked Captain of ST8 and Pilot and Co. of aircraft and anchored close inshore off aircraft. The airmen boarded the aircraft and removed from it the navigational and wireless equipment which could be easily removed. (The aircraft was Douglas C47 No. 223661).

In afternoon of 5th both ships proceeded to Flinders Island anchorage for shelter overnight, intending to return airmen to Cooktown in daylight the following day. On arrival at Flinders Island found M.L.801 and M.L.806 which were proceeding to Cooktown the next day, so transferred airmen and equipment to these two ships.

At 2313K 5th signal received from N.O.I.C. Cairns for report of possibility of salvage of aircraft. Replied that plane could be salvaged if immediate action taken; that ST8 was towing large barge which was suitable for salvage work but crane was needed; and that both ships would stand by for further orders.

At 2027K 6th signal received that American Base Operations had decided not to salvage aircraft and instructed that it be destroyed.

At 0700K 7th embarked Captain and Chief Engineer of ST8 and returned to plane at Pipon Island; anchored off aircraft at 0910K. Made further survey then signalled N.O.I.C. Cairns that aircraft practically undamaged and could easily be salvaged and submitting survey by Air Force desirable before plane destroyed. While awaiting reply to this signal stripped plane of all electrical equipment, control gauges and all other valuable equipment. At 1942K 7th signal received from N.O.I.C. Cairns that R.A.A.F. would attend to salvage of aircraft and ordering both ships to proceed on passage.

Left Flinders Island anchorage at 0720 8th and continued on passage to Thursday Island, steaming by day and anchoring at night. Anchored on nights of 8th and 9th November at Sherrard Island and Bird Island respectively. Secured at Thursday Island Jetty 1532K 10th Nov.

Equipment removed from aircraft at Pipon Island was delivered to N.O.I.C. Thursday Island for shipment South.

Departed Thursday Island 1716K 13th November for Darwin. Sighted Cape Wessel 0550K 15th, sighted Cape Don at 1315K 16th and anchored at Abbott Shoal in Dundas Strait 1825K 16th. Departed Abbott Shoal 0830K 17th and secured Main Jetty Darwin 1530K 17th November.

Ship was on Boom patrol Darwin for periods of 24 hours each commencing at 1715K 21st, 24th, 26th, and 29th November.

...../During the month

--(2)--

During the month one rating was in Darwin Naval Hospital with a kidney complaint from 18th to 28th November, and has since been treated as an out-patient. One other member of the ship's company had tropical ear complaint. Except for this, the health of the ship's company has been satisfactory.

The conduct of the ship's company during the month was satisfactory.

Figures for the Month:

Hours under way.	219 hours
Distance steamed.	2190 miles
Average Speed.	10 knots
Oil Consumed.	1873 galls
Average galls. per mile.	0.85 galls

Figures since Commissioning (14th June 1944):

Total Distance steamed	5496 miles
Total Hours under say.	548 hours



Lieut RANVR

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

N10211/108.
21/7/44

AWM 78
AWM 78

1254 Japanese Merchant Ships known
to have been sunk

Photographs of