

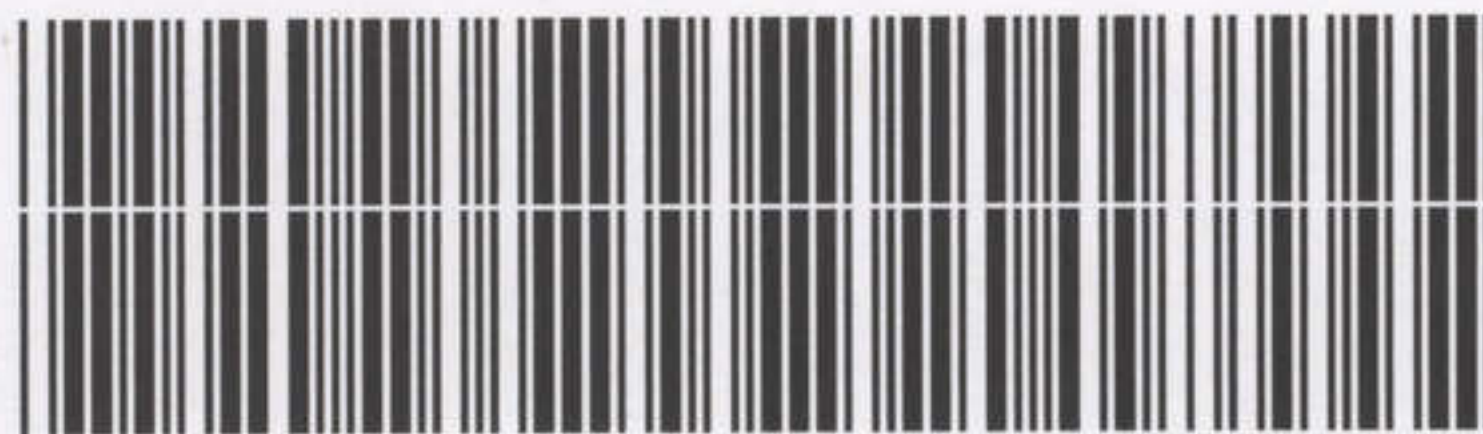
AWM78

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

[Harbour Defence Motor Launch] HDML 1341

Item number: 159/1

Title: December 1944 - December 1945



AWM78-159/1

159/11
JDM/L

"#ME. 1341" L. of P.

AUSTRALIAN WAR MEMORIAL
ACCESS STATUS
OPEN

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 Cig (N) Admin 10-13.
Reviewer: LCDR R. L. Smith (RANEM)

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

Archives Branch
NAVAL HISTORICAL RECORDS

(Letter No. F.S. 4/13/134 from The Commanding Officer,
H.M.A.S. "RUSHCUTTER" dated 24th January, 1945.)

~~DUPLICATE~~

ACK. BY. A.S. 1330Y

21 APR 1945

INIT. *[Signature]*

MONTHLY REPORT OF PROCEEDINGS - DECEMBER - M.L. 1343

2016-7-1271

~~SECRET~~

11.

20 APR 1945

*Original
Sec. Mfr.
HN 1/2/45*

B.S. 987/250/184.
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval Board with reference to Navy Office letter 589/201/941 (053065) dated 23rd October, 1944.

2. The Naval Officer-in-Charge, Brisbane, has been requested to investigate whether rot is present in the planking of this vessel. With reference to paragraph 5, the matter of the provision of lamps with the electric telegraphs is still being investigated. Proposals are being explored of a suggestion to change the lamp-holders from Eddison Screw to Bayonet Cap and thus permit the use of Admiralty pattern lamps.

3. The leak mentioned in paragraph 6 was slight and Engineer Officers did not consider that immediate slipping was necessary.

4. H.D.M.L. 1347 has also recently experienced a similar failure with an anchor as described in paragraph 12. It has already been represented that the anchors supplied with American built H.D.M.L's be replaced with equipment which is supplied to Australian built vessels.

5. With reference to paragraph 21, the following tools are standard equipment in American built H.D.M.L's :-

- 1 Saw - Small hand
- 1 Saw - Heyhole
- 1 Rule - 2 foot
- 1 Brace and set of bits
- 1 Tommy axe

It is recommended that the following additional tools should be supplied to H.D.M.L's :-

- 1 Set Screw Drivers
- ✓ 1 Hammer - Claw
- ✓ 1 in No. 1 1/4" paring chisel
- 1 Hand plane
- 1 pair of tin snips.

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

EC Rhodes.
A/CAPTAIN, R.A.N.
FOR

A/Rear-Admiral.

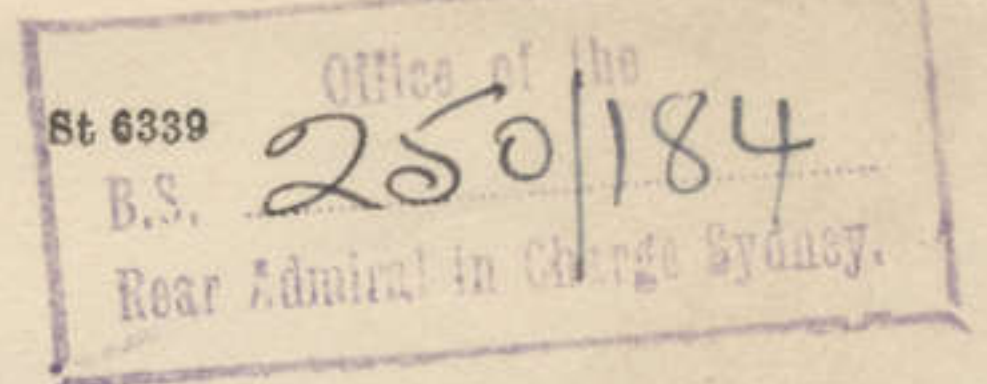
*Replaced with C.O.R.
Type Anchors are 1 1/2"
Chain Cable (ndc
No. 43646 8/5/45
m 603/297/586*

HN

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2 K*

Commonwealth of Australia.

Department of The Navy.



Royal Australian Navy.

CONFIDENTIAL

From The Commanding Officer, H.M.A.S. "RUSHCUTTER".
Date 24 JAN 1945 Reference No. F.S. 4/13/134
To The Flag Officer-in-Charge, SYDNEY
(Copy to Secretary, Naval Board, MELBOURNE)
Subject MONTHLY REPORT OF PROCEEDINGS - DECEMBER - M.L. 1341

Submitted for information the attached report of proceedings for the month of December, 1944 from H.M.A. H.D.M.L. 1341.

2. With reference to paragraph 5, provision of spare globes for the telegraphs of this class of vessel is urgent, since these telegraphs cannot be read unless the globes are functioning. It is now approximately 9 months since vessels of this class arrived in Sydney.

3. The attention of Commanding Officer, H.M.A. H.D.M.L. 1341 will be drawn to the fact that 47 seconds is an excessive time to close up action stations.

4. It is suggested that rot may be present in the planking of this vessel. Submitted that N.O.I.C. Brisbane may be requested to investigate the area mentioned, since this vessel was sailed to Brisbane on 17th January, 1945.



Harvey Whitehead

a/Commander, R.N.

Commonwealth of Australia

Department of The Navy.

CONFIDENTIAL

Royal Australian Navy.

From The Commanding Officer, H.M.A. H.D.M.L. 1341

Date 5th January, 1945 Reference No. 52

To The Officer-in-Charge, FAIRMILE SCHOOL

Subject MONTHLY REPORT OF PROCEEDINGS.

Submitted the attached monthly report of proceedings for December, 1944.

2. It is requested that this report be forwarded to N.O.I.C. Sydney for despatch to Naval Board.

(SGD) C.F. STURM
Sub-Lieutenant, R.A.N.R.

COMMANDING OFFICER,
H.M.A. H.D.M.L. 1341

MONTHLY REPORT OF PROCEEDINGS FOR DECEMBER, 1944.

1. H.M.A. H.D.M.L. 1341 was commissioned fully at 0900 on the 1st December, 1944. Boom duties, Sydney Harbour were assumed at 1805 that evening, ship being anchored without windlass as this fitting was in dockyard hands for repair. Secured from this patrol at 0800 2nd December.
2. 2nd December. Alongside at Rushcutter
3rd December. Boom patrol
4th December. Slipped and proceeded from Rushcutter to Gore Bay and took M.L. 817 in tow alongside, port side to. Proceeded with tow at 1320 to Boat Pond Camber, Garden Island where M.L. 817 was secured alongside. Slipped and proceeded to Rushcutter where M.L. 801 was taken in tow, starboard side to. Proceeded at 1435 to Cruiser Wharf, Garden Island where M.L. 801 was secured alongside at 1450. Returned to Rushcutter.
3. 5th December, slipped and proceeded alongside M.L. 801 at Garden Island. Took M.L. 801 in tow, starboard side to and proceeded to Royal Edward Victualling Yard at 1040, securing alongside there at 1105. Proceeded with tow at 1520 to Storey and Keers Yard, Longnose Point and secured tow alongside at 1545. Slipped tow and proceeded to Rushcutter for stores, thence to boom duty. During the day repaired windlass was fitted.
4. 6th, 7th December. Alongside at Rushcutter.
8th December. Boom
9th December. Alongside at Rushcutter.
10th December. Boom. Anchored without windlass due to broken brake.
5. 11th December. Alongside at Rushcutter. Dockyard electricians were on board all day repairing electric telegraphs. It was found that there are no suitable electric globes in store for this type of telegraph so globes have had to be taken from the bridge telegraph from the wheelhouse telegraph thus putting the latter out of action. To date no spares are available.
6. 12th December. Alongside at Rushcutter. The port stern tube plate was found to be leaking slowly, it was inspected by the Engineer Officer, Coastal Forces, at Garden Island and a Defect List for the ship to be slipped was raised. The ship has not yet been slipped but leak has slowed down a little.
7. While under way to assume Boom duty Action Stations were exercised, the ships company being closed up to A/S Stations in 65 seconds surface action in 47 seconds and Fire Stations in 87 seconds.
8. 13th December. Alongside at Rushcutter, Dockyard electricians again on board to repair electric telegraphs.

9. 14th December. Took M.L. 817 in tow, port side to, at Rushcutter and proceeded at 0814 to Garden Island. Thence at 0905 proceeded with tow to Poole and Steele's Yards, Balmain. Secured M.L. 817 alongside at 0943. Slipped tow and returned to Rushcutter. At 1505 slipped and proceeded to Morts Dock where M.L. 801 was taken in tow, port side to. Proceeded with tow at 1530 to Storey and Keers Yards where M.L. 801 was secured alongside at 1543. Slipped tow and proceeded to, Rushcutter, thence to boom patrol.

10. 15th December. Alongside at Rushcutter.
16th, 17th, 18th December. Boom patrol
19th December. Alongside at Rushcutter.

11. 20th December. Embarked Officers class and proceeded at 0907 on A/S instruction inside boom. Secured at 1135 alongside at Rushcutter.

12. 21st December. Alongside at Rushcutter. Broken anchor (broken securing pin in American Patent type) landed and new anchor on board.

13. 22nd December. At 0758 slipped and proceeded in company with M.L. 822 and M.L. 823, M.L. 822 Senior Officer, to Jervis Bay. Secured alongside M.L. 822 at Jervis Bay at 1713.

14. At 2040 slipped and proceeded on endless chain patrol of Jervis Bay in company with M.L. 823, M.L.'s being under orders from H.M.A.S. "Hobart". At 2122 on echo was obtained and investigated, ships company being closed up to action stations. It was classified "non-Sub".

15. 23rd December. Daylight patrol of Jervis Bay was carried out to seaward between Bowen Island and Point Perpendicular. At 1735 Licenced Fishing Boat No. 2473 belonging to J. Stewart of La Perouse was observed to be in difficulties to seaward of Point Perpendicular. It was taken in tow astern and was towed into Jervis Bay and secured alongside the jetty inside breakwater. M.L. 1341 was relieved on patrol during this period by M.L. 822. Slipped and proceeded at 1922 and joined M.L. 822 on endless chain patrol in the bay.

16. 24th December. Alongside Jetty, Jervis Bay.
25th December. At 0615 slipped and proceeded on patrol of bay in company with M.L. 822 and M.L. 823. At 0850 proceeded in company with these M.L.'s to position of the torpedoing of the "Robert J Washington". At 0944 the port motor failed through a fuel line blockage. The engine was stopped and repairs were effected. The port motor was started and the starboard motor then stopped with similar trouble. Repairs were effected and M.L. 1341 rejoined company with the other M.L.'s 2 hours later. The position was reached at 1642 and a search patrol was carried out in the area under orders from M.L. 822. At 0650 on the morning of December 26th the port motor again broke down through a choked fuel line. It was repaired and started at 0700. The M.L.'s then proceeded to Eden for fuel. Slipped from Eden at 1408, after re-fuelling, in company with M.L. 810, Senior Officer; M.L. 822, M.L. 823 and

Walker

proceeded to Jervis Bay. Secured alongside M.L. 822 in Jervis Bay at 0320 on December, 27th.

17. 27th December. Alongside at Jervis Bay. First hundred hour overhaul on main engines was carried out.

18. 28th December. Slipped at 1146 and proceeded in company with M.L. 822 and M.L. 823 to Sydney. Secured alongside at Rushcutter at 2045.

19. 29th December. Alongside at Rushcutter and fuelling at Gore Bay.

20. 30th December. Slipped at 0930 and proceeded independently to Coffs Harbour. A strong North East wind and heavy head seas were encountered. Speed of advance was cut to a minimum but slight damage was sustained to deck fittings on the forecastle, one training cowl vent and Doradi box being loosened from its fastenings, the top of a mushroom vent lost overboard and the forward hatch canopy fastenings being bent and loosened. Emergency repairs were carried out on the vent and the canopy was unshipped and stowed aft.

21. 31st December. Secured to North buoy, Coffs Harbour at 1535. The passage from Sydney to Coffs Harbour has found out many deck leaks which, together with the canopy fastenings and the vent box, could be repaired by ships staff if wood working tools were allowed by establishment. It is suggested, therefore, that an amendment to establishment be made to include at least two chisels and a plane thus enabling ships staff to carry out ever-recurring minor repairs.

22. In the first month of the ships commission the health of the crew has been good. Under ordinary circumstances living conditions on board are excellent, however, when rough seas have been encountered encountered deck leaks have made the mess deck very wet indeed. It is hoped that some measure of water tightness will be gained by constant caulk ing and painting.

23. There have been no defaulters.

24. It has been noticed that the wood used in the construction of the original deck fittings of the ship will not hold wood screws. This was particularly noticeable in the Doradi Box forward, which literally fell apart when struck by green seas - although the similar vent and box, port side, forward, which was fitted at Garden Island, showed no sign of loosening. Also the screws securing the wheelhouse door hinges are constantly working free and have had to be replaced by larger screws. If these do not hold it may be necessary to bolt the hinges right through the support.

25.

MONTHLY FIGURES:-

Distance steamed for December, 1944	- 1102 miles
Hours under way for December, 1944	- 135 $\frac{1}{2}$ hours
Average number of gallons per mile	- 1.41 galls.
Hours for operational duties under way	- 132.55/60 hours

Hours for instructional duties under way - 2 1/3 hours

TOTAL FIGURES:-

✓ Total distance steamed since commissioning on
1st December, 1944

- 1102 miles at an
average speed of 9.3
knots.

Total hours under way since commissioning

- 135 1/4 hours.

(SGD) C.F. STURM
Sub-Lieutenant, R.A.N.R.

COMMANDING OFFICER,
H.M.A. H.D.M.L. 1341

23/20

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CONFIDENTIAL

DEPARTMENT OF THE NAVY.
MINUTE PAPER

SUBJECT: H.M.A.S. "WAMU 1341" REPORT OF PROCEEDINGS.
September 7, October 1945

S.N.B.
2 N.M. *12 1/2*

3 N.M. *14*

D. of P. *18/1*

D.B. *4/1*

D.N.I. *(Later)*

Ops. *(N) 22/1*

N.5.

Ames 13/2/46
D.E. (N)

D.O.T.M. *13/1*

D.N.M.S. *13/1*

H.B. *13/1*

N.A.2.N.M. *13/1*

N.5. *13/1*

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

1 2 N M

2 *13/1*

✓ 13/1

13/1
2 1/2 H



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CONFIDENTIAL

DEPARTMENT OF THE NAVY
MINUTE PAPER

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11/11/11
SUBJECT: *Atma "HDMJ 13th" Report of Proceedings September and October 1945.*

SOC ~~_____~~

D.P.S. Vuu 3/1

DTSA 12/1

DOD 12/1

DCNS 12/1

for 1ST NM

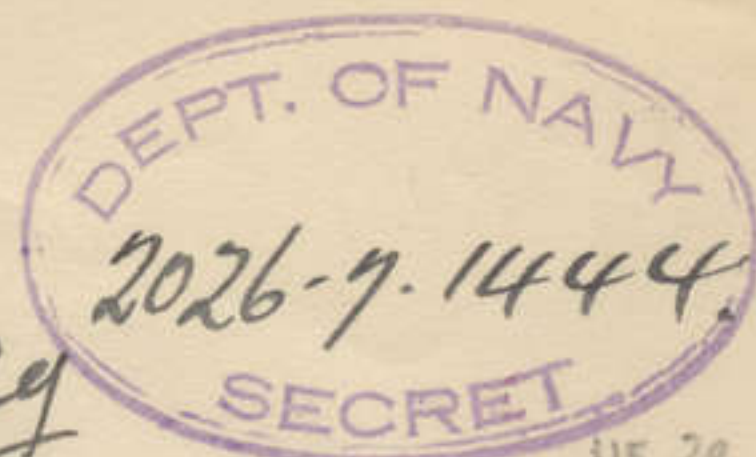
H.M.

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12/1

RECEIVED
20 DEC PM 45
NAVY REGISTER

Royal Australian Navy.



IN REPLY PLEASE QUOTE

No.

From THE COMMANDING OFFICER, H.D.M.L. 1341.
Date 1/12/45 Ref. No. 9/2/45
To THE SECRETARY, NAVAL BOARD, MELBOURNE.
(Copy to N.O.I.C. BRISBANE)
Subject REPORT OF PROCEEDINGS FOR OCTOBER, 1945.

A.M.
Submitted for the information of Naval Board in accordance with G.C.N.O 97 of 1943 and N.O.L. 059439 of 27/10/42 the following report of proceedings for October, 1945.

- 1st. - 2nd. Alongside at Thursday Island.
- 3rd. Slipped at 1203 and proceeded to Mt. Adolphus Island. Anchored off Dickey Pt. at 1500 in 7 fathoms, 2 shackles.
- 4th. Weighed at 0400 and proceeded to Portland Roads. Secured alongside at Portland Roads at 1855.
- 5th. Slipped at 0520 and proceeded to the Flinders Group. Anchored in Stokes Bay at 1750, 6 fathoms, 2 shackles.
- 6th. Weighed and proceeded at 0430 to Cooktown. Secured alongside at Cooktown at 1720.
- 7th. Slipped at 0630 and proceeded to Townsville.
- 8th. Secured alongside at Townsville at 0730.
- 9th. Alongside at Townsville.
- 10th. Slipped and proceeded at 1025 to Mackay.
- 11th. Secured alongside at Mackay at 0554.
- 12th. Slipped at 1020 and proceeded to Gladstone.
- 13th. Secured alongside at Gladstone at 0835.
- 14th. Slipped at 0700 and proceeded to Brisbane.
- 15th. Secured alongside at Small Craft Base Brisbane at 1150.
- 16th. - 31st. Alongside at S.C.B. Brisbane. *S*

The health of the Ship's company has been excellent.

There have been no defaulters.

RECEIVED
20 DEC PM 11
NAVY REGISTER

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.



Orig

From THE COMMANDING OFFICER H.D.M.L. 1341
Date 4/12/45 Ref.No. 9/2/45
To THE SECRETARY, NAVAL BOARD, MELBOURNE.
(Copy to N.O.I.C. BRISBANE)
Subject REPORT OF PROCEEDINGS FOR SEPTEMBER, 1945.

Submitted for the information of the Naval Board in accordance with C.C.N.O. 97 of 1943 and N.O.L. 059439 of 27/10/42. The following report of proceedings for September 1945.

1st. - 17th. Alongside at Meranke.
18th. Slipped and proceeded to Thursday Island at 0600 using port motor only.
19th. Secured alongside at Thursday Island at 1205.
20th. - 30th. Undergoing repairs at Thursday Island. *8*

The health of the ship's company has been excellent.

There have been no defaulters.

Monthly Figures:

Distance steamed for Sept. 1945.	- 234 miles.
Fuel consumed	- 284 galls.
Average speed on one motor.	- 7.8 knots.
Gallons consumed per mile.	- 1.2 galls.

Total Figures:

Total distance steamed since commissioning on Dec. 1st. 1944.	- 6698 miles.
Average speed.	- 8.4 knots.
Total hours under way since commissioning.	- 794 hours.

*noted
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2*

Shellgrove
COMMANDING OFFICER,
H.D.M.L. 1341.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

- 2 -

Monthly Figures: -

Distance steamed for October, 1945.	1390 miles.
Fuel consumed.	1363 galls.
Average speed.	10.1 knots.

Total Figures: -

Total distance steamed since commissioning on Dec. 1st. 1944.	8088 miles.
Average speed.	8.7 knots.
Total hours under way since commissioning.	931 hours.

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W. H. Bellgrove *S/P/C RANR.*
/ COMMANDING OFFICER.
H.M.L. 1341.

Duplicate

2026-7-1444

DEPARTMENT OF THE NAVY.

CONFIDENTIAL

MINUTE PAPER.

3048....

SUBJECT: *Adm. "H.D.M.L. 1341." Report of Proceedings. August. 1945.*

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DPS.

DTSR.

*D.N.1
(NMRD) 17/5/46*

DOD.

DCNS.

1st. NM.

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CONFIDENTIAL
DEPARTMENT OF THE NAVY
MINUTE PAPER

From: THE COMMANDING OFFICER, H.M.A. H.D.M.L. 1349

Date: 1 SEPTEMBER 1945

REF. NO. 51.



TO: THE SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE
(THRU' THE NAVAL OFFICER IN CHARGE, MERAUKE, DUTCH NEW GUINEA.)

Subject: REPORT OF PROCEEDINGS FOR AUGUST 1945.

Submitted in accordance with C.C.N.O. 97 of 1943 and Navy Office letter 059439 of 27 October 1942, the following report of proceedings for the month of August 1945.

1 & 2 August. - Alongside Pontoon Wharf, Merauke.

3 August - Slipped and proceeded on practice shoot with RAAF Aircraft at 0845. Commenced shoot at 0945. Completed shoot at 1030 and proceeded into harbour, securing at 1130 alongside Pontoon wharf.

4 - 6 August. - Alongside Pontoon wharf, Merauke.

7 August. - At 0255 One Dutch Naval rating was embarked for passage to Tanah Merah. Slipped and proceeded to Princess Marianna Straits. Entered Straits at 1100 and cleared the northern entrance at 1707. Anchored at 2000 in 6 fathoms, Modderhock Point, N 75 degrees East, 7 miles with 3 shackles.

8 August. - Weighed at 0700 and proceeded into the mouth of the Diogel River. While proceeding upstream to Mappi Bivak Post, vibration became apparent in the starboard propellor shaft. As there was considerable driftwood in the river, it is presumed that the propellor struck a submerged log. There was no appreciable jar felt by the Officer of the watch or the rating on duty in the engine room. Anchored close inshore at Mappi Bivak Post, 64 miles from the river mouth at 1340. Weighed at 1500 and took Dutch Patrol Craft H.1 in tow. Proceeded with tow at 1535 to Tanah Merah. An attempt to anchor was made at 2000 but due to river current and the soft mud bottom no holding ground could be found. It was decided to steam slowly all night, a lookout being posted in the eyes of the ship with the aldis lamp.

9 August - At 0950, the tow carried away, was made good and ships proceeded again at 1000. Secured alongside Pontoon wharf, Tanah Merah, 247 miles from mouth of river at 2015. Secured H.1 alongside.

10 August. - Alongside Pontoon Wharf, Tanah Merah.

11 August. - At 0900 embarked emergency stores for Veldt Policei Post 6, Eilanden River. Slipped and proceeded downstream at 1035. Anchored at 2012 in 5 fathoms, 149 miles from the river mouth, 3 shackles.

12 August. - Weighed and proceeded at 0630. At 1343 supplies and mail were disembarked at Mappi Bivak Post. Cleared the mouth of the Diogel River at 2030 and proceeded to the Eilanden River.

13 August. - Anchored at 0830 in 2½ fathoms, 1½ shackles, off mouth of Eilanden River and waited for weather to clear. Weighed and proceeded into Eilanden River at 0925. At 1130 anchored off Post 6 and commenced discharging stores. Weighed at 1300 and proceeded on Port motor only for Merauke. Cleared mouth of Eilanden River at 1413 and shaped a course for Princess Marianna Straits.

14 August. - Entered the Straits at 0645. Cleared the southern mouth of the Straits at 1600. Due to bad seas the strain on the port propellor shaft which was vibrating each time the vessel pitched was eased by starting the starboard motor.

15 August :- Raised Merauke Light at 0305. Anchored in Merauke outer channel at 0330 to await tide. Weighed and proceeded into harbour at 0600. Secured alongside Pontoon Wharf, Merauke, at 0730 where the Dutch naval sergeant was disembarked.

16th August - 31st August. - *Alongside at Merauke.*

The health of the Ship's Company has been excellent. There was one defaulter, the case being dealt with by the Naval

Officer in Charge, Merauke.

Monthly Figures.

Distance steamed for August 1945	1094 miles.
Fuel consumed	1023 galls.
Gallons consumed per mile.	.93 galls
Average speed	8.10 knots.
Hours on one motor for month	26 hours.

Total Figures.

Total Distance steamed since commissioning, 1 December 1944.

Average Spped

6481 miles.
8.11 knots.

Total hours under way since commissioning 799 hours.

Sub Lieutenant R.A.N.R.
COMMANDING OFFICER.

4/29/10

2026/7/1444

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138

DEPARTMENT OF THE NAVY.

MINUTE PAPER

24 OCT 1945
D.O.T.M.

SUBJECT: H.M.A.S. *HDML 1341* REPORT OF PROCEEDINGS.

July. 1945.

S.N.B. *1979*

2 N.M. *16/4*

3 N.M. *8/20/4*

D. of P. *18/4*

D.R.M. *1/10*

D.N.I. *1/15*

Cps. (N) *3/10*

N.S. *3/10*

for D.E. (N) *KAG 11/10/45*

D.O.T.M. *029/10*

D.N.M.S. *11/25/10*

H.P.B. *29/10*

N.A.C.N.M. *29/10*

N.S. *29/10*

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

1/10 in French

20/108

4/10
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1/9

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SECRET

DEPARTMENT OF THE NAVY.
MINUTE PAPER.

5644.

2026/7/1444

SUBJECT: *J.H.M.A. H.D.M.L. 1341. Report of proceedings July 1945.*

4/9/45 ~~S.O.C.C.~~ *30/8*

~~D.P.S.~~ *Ken 3/9*

~~D.T.S.R.~~ *RB/9*

~~D.O.D.~~ *9 8/9*

9/9
~~D.C.N.S.~~

1st NM
NS

4/9/45

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

(This side only to be written on.)

3642.

SUBJECT :

HN-
Extract from NOIC Merauke's letter No. F.39/45 of 5/8/45 - Monthly
Report, Merauke File - 2026-7-1446.

ATTACHED VESSELS.

"TOOMEREE" carried out usual harbour duties and pilotage. Has had to stand by for possible air sea rescue on three occasions, fortunately without having to take action. Engines have had attention and although in urgent need for general refit can be used if necessary for urgent rescue.

M.L. 1341 has carried out patrols to Post 6 on the Eilanden River and sounding around Quantoe River, Fredrik Hendrik Island. Please find attached copy of report from this operation.

COPY.

From: THE COMMANDING OFFICER, H.M.A.H.D.M.L. 1341

Date: 24 JULY 1945

To: THE NAVAL OFFICER IN CHARGE, MERAUKE.

Subject: REPORT OF PROCEEDINGS DURING PATROL, 11 JULY TO 18 JULY '45.

Submitted:

In accordance with your written instructions dated 10 July 1945, Lieutenant A.W. Benton, R.A.N.R.(S) was embarked at Merauke on 11 July 1945 for duties as Naval Officer in Charge of the Patrol.

11 July. Slipped and proceeded from Merauke to Kimaan at 0608. At 1410 entered Princess Marianna Straits. A practice shoot was carried out at 1500, the 20 m.m. Celrikon firing satisfactorily, the .50 Calibre Colt Browning's having one stoppage due to leak in the oil bath recoil system. Repairs were effected. Secured to Kimaan jetty at 1720.

12 July. At 1535 slipped from alongside at Kimaan and proceeded to Veld Police, Post 6, Eilanden River. At 1603 the port main engine was stopped due to breakdown in the supercharger. The supercharger was unshipped and adjustments made to enable the port motor to run satisfactorily without it. Port motor started at 1755. Cleared Princess Marianna Straits at 2200.

13 July. Due to rain and overcast, the position of the ship could not be fixed, so anchored in Flamingo Bay at 0835 and waited for the weather to clear. Weighed and proceeded at 1247 to the entrance of the Eilanden River. Entered Eilanden River at 1455 and anchored off Post 6 at 1650. K.M.S. "KOOTJE" was also at anchor there.

14 July. At 0800 embarked Mr. Singer, the Assistant Resident Merauke; WX 19471, Sgt. C. Metcalf, AIF., Field Security; C.1502, Sgt. J.J.V. Holst-Pellekaan, N.E.I. Army; for passage during patrol to Ajam and Soeroeh. Weighed and proceeded downstream at 0803. Entered Djet River at 0850. Anchored off Ajam village at 1030 and embarked Sarah, native woman interpreter. Weighed and proceeded to Soeroeh at 1130. At 1137 the starboard motor was stopped and found to have the same trouble as the port motor. Similar adjustments were made after unshipping the supercharger and the motor was started again at 1353. Anchored off Soeroeh village at 1425. At both villages the Intelligence party proceeded ashore and interrogated the natives. Weighed and proceeded upstream at 1500. Entered Djet River at 1602 and the Eilanden River at 1810. Anchored off Post 6 at 1830 and disembarked Mr. Singer, Sgt. Metcalf and Sgt. Holst-Pellekaan and Sarah.

15 July. Weighed at 0813 and carried out soundings in alternative channel in entrance to Eilanden River. A sketch survey was also made by Lieutenant Benton and the Commanding Officer. At 1000 soundings were completed. Proceeded to Post 6 and anchored there at 1230. At 1700 weighed and proceeded down river. Sighted and spoke to KMS "KOOTJE" at 1745. Cleared entrance of Eilanden River at 1755 and shaped a course for the mouth of the Kwantoea River, Fredrik Hendrik Island.

16 July. Arrived off Kwantoea River at 1200 and commenced sounding for a channel over the bar to the entrance. No low tide channel was found so proceeded at 1400 for Marianna Straits. Anchored for the night inside the entrance to the straits at 2100.

17 July. Weighed at 0808 and proceeded through the Straits and anchored at 1850 at the deserted Post 2 at the southern end of the straits.

18 July Weighed at 0600 and proceeded to Merauke. Cleared the Straits at 0700. At 1600 entered Merauke River and secured alongside the Pontoon Wharf at 1635, when Lieutenant Benton disembarked.

Sgd. C.F. Sturm.
Sub Lieutenant R.A.N.R.
COMMANDING OFFICER.



INTELLIGENCE REPORT OF MISSION TO KIMAAN, POST 6 AND
KWANTOEIA RIVER BY HDML 1341 - 11 to 17 JULY '45.

Arrived Kimaan 1730K/11 July where we questioned the Javanese Magistrate about any further reports of sightings on the Kwantoea River. Reply: No further reports.

The Dutch Priest, Father Thieman stated that the natives had reported to him that, not only had some of them seen what seems to have been a periscope, but that a small vessel had remained in the Kwantoea for nearly a month. When shown pictures of submarines and Motor Torpedo Boats, they failed to identify it as either.

Departed Kimaan 1540K/12 July and arrived at Post 6 at 1600K/13 July, where we found the Dutch Motor Vessel "KOOTJE" with Mr. Singer, the Javanese Assistant Resident of Merauke, on board, also Sergeant C. Metcalf, Field Security, A.M.F.

On discussing the proposed visit to the villages of Ajam and Soeroe to ascertain latest intelligence re Japanese establishment of a Post at Djamas on the Pi River, these two gentlemen agreed to accompany us.

Departed Post 6 0800K/14 July for Ajam. On arrival at Ajam we were unable to gain further information, but took on board the native woman Sarah who was returning to Post 6 where she acts as interpreter, and who subsequently proved very useful to us.

From Ajam we proceeded to Soeroe which has a good deal of traffic with Japero, some of their people being now at work there. The Chief of the Soeroes had recently been to Japero to get some of his people back to the village, but had been chased away by the Japanese without attaining his object.

His information was that there were no Japanese outposts further south than Japero. The reported establishment of a Japanese Post at Djamas on the Pi River appears to be entirely false. The people of the Djamas had been away on one of their many migrations but had recently returned and this had evidently been misunderstood to mean the establishment of Japanese post there.

Departed Post 6 1700K/15 July and proceeded to the Kwantoea River on the West coast of Fredrik Hendrik Island. Arriving off the Kwantoea River at 1200K/16, we commenced soundings at a distance of 5 miles off shore, north point of the River mouth bearing 133 degrees. Stearing 210 degrees for 9 miles, we obtained a uniform set of soundings ranging from 1 and three quarters to 2 1/4 fathoms. We then altered course 180 degrees with south bank of the river mouth bearing 064 degrees distant 9.5 miles and sounded back to the point of commencement with similar results to those described above. We tried several tacks towards the shore but the water shoaled to 6 or 7 feet. The line of soundings commenced five miles off shore and finished at the southern end and 3.3 miles off shore.

These soundings were taken at approximately low water estimated by Merauke Tide Tables, allowing that the tides of the Kwantoea River are one hour earlier than those at Merauke. We therefore conclude that only very small surface craft could enter and leave the Kwantoea River at High Water (Tidal range 6 to 16 feet) and that the possibility of even a small submarine entering the river would be extremely remote if not altogether impossible.

At 1400K/16 July we ceased sounding and proceeded to Princess Marianna Straits en route to Merauke.

(Sgd.) A.W. Benton

Lieutenant R.A.N.R.(S)

RECEIVED

23 AUG 1945

From: THE COMMANDING OFFICER, H.M.A.H.D.M.

2026
L. 1341

7

1444

Date: 1 AUGUST 1945

To: THE SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.

Subject: REPORT OF PROCEEDINGS FOR JULY 1945.

Submitted for the information of the Naval Board in accordance with Confidential Commonwealth Navy Order Number 97 of 1943 and Navy Office letter 059439 of 27 October 1942, the following report of proceedings for the month of July 1945.

1 to 4 July - Alongside at Merauke.

5 July - At 0945 slipped and proceeded up Merauke River on Engine Trials. Trials satisfactory, secured alongside Pontoon Wharf Merauke at 1150.

6 - 10 July - Alongside at Merauke.

11 - 18 July -

11 July. Embarked Lieutenant A.W. Benton, R.A.N.R.(S), slipped and proceeded from Merauke to Kimaan at 0608. At 1410 entered Princess Marianna Straits. A practice shoot was carried out at 1500, the 20 m.m. Oerlikon firing satisfactorily, the .50 Calibre Colt Browning's having one stoppage due to leak in oil bath recoil system. Repairs were effected. Secured to Kimaan jetty at 1720.

12 July. At 1535 slipped from alongside at Kimaan and proceeded to Veld Police, Post 6, Eilanden River. At 1603 the port main engine was stopped due to breakdown in supercharger. The supercharger was unshipped and adjustments made to enable port motor to run satisfactorily without it. Port motor started at 1755. Cleared Princess Marianna Straits at 2200.

13 July. Due to rain and overcast, the position of the ship could not be fixed, so anchored in Flamingo Bay at 0835 and waited for weather to clear. Weighed and proceeded at 1247 to the entrance of the Eilanden River. Entered Eilanden River at 1455 and anchored off Post 6 at 1650. K.M.S. "KOOTJE" was also at anchor there.

14 July. At 0800 embarked Mr. Singer, the Assistant Resident Merauke, WX 19471, Sergeant C. Metcalf A.I.F., Field Security, C.1502, Sergeant J.J.V. Holst-Pellekaan, N.E.I. Army, for passage during patrol to Aijam and Soeroeh. Weighed and proceeded down stream at 0803. Entered Djet River at 0850. Anchored off Aijam village at 1030 and embarked Sarah, native woman interpreter. Weighed and proceeded to Soeroeh at 1130. At 1137, the starboard motor was stopped and found to have the same trouble as the port motor. Similar adjustments were made after unshipping the supercharger and the motor was started again at 1353. Anchored off Soeroeh village at 1425. At both villages the Intelligence party proceeded ashore and interrogated the natives. Weighed and proceeded upstream at 1500. Entered Djet River at 1602 and the Eilanden River at 1810. Anchored off Post 6 at 1850 and disembarked Mr. Singer, Sgt. Metcalf and Sgt. Holst-Pellekaan and Sarah.

15 July. Weighed at 0813 and carried out soundings in alternative channel in entrance to Eilanden River. A sketch survey was also made by Lieutenant Benton and the Commanding Officer. At 1000 soundings were completed. Proceeded to Post 6 and anchored there at 1230. At 1700 weighed and proceeded down river. Sighted and spoke KMS "KOOTJE" at 1745. Cleared entrance of Eilanden River at

...../2

1755 and shaped a course for the mouth of the Kwantoea River, Fredrik Hendrik Island.

16 July 1945

Arrived off Kwantoea River at 1200 and commenced sounding for a channel over the bar to the entrance. No low tide channel was found so proceeded at 1400 for Princess Marianna Straits. Anchored for the night inside the entrance to the Straits at 2100.

17 July.

Weighed at 0808 and proceeded through the Straits and anchored at 1850 at the deserted Post 2 at the southern end of the starits.

18 July

Weighed at 0600 and proceeded to Merauke. Cleared Straits at 0700. Entered Merauke River at 1600 and secured alongside the Pontoon Wharf at 1635, where Lieutenant Benton disembarked.

19 to 23 July. Alongside at Merauke.

24 July.

At 0455 slipped and proceeded to fairway buoy in company with HMAS "TOOMEREE" for practice shoot. Returned to harbour and secured alongside at 1056.

25 & 26 July

Alongside at Merauke.

27 July

Embarked Squadron Leader G. Upwood, Flt. Lt. B. Newman, Pilot Officer J. McDonald and Sub Lieutenant (s) M. Edmonds RANR., and proceeded at 1300 to the village of Sabau, Koembe River. Anchored off Sabau at 0645.

28 July

At anchor off Sabau.

29 July

At 0700 embarked 32 natives for passage to Kembe village. Weighed and proceeded downstream at 0715. Anchored off Koembe at 0920 and disembarked natives. Embarked 14 natives for passage to Merauke at 1505. Weighed and proceeded at 1600. Secured alongside at Merauke at 1800 and disembarked officers on passage and natives.

30 & 31 July

Alongside at Merauke.

The health of the Ship's Company has been excellent.

There has been one defaulter, the case being dealt with by N.O.I.C. Merauke.

Monthly Figures:

Distance steamed for July 1945	960 miles
Fuel Consumed	1150 galls.
Average Speed	9.21 knots.
Gallons consumed per mile	1.23 galls.

Total Figures.

Total Distance steamed since commissioning on Dec. 1 1944.	5387 4427 miles.
Average speed	8.6 miles.
Total hours under way since commissioning	663 3/4 hours.

COMMANDING OFFICER
G. L. Smith
H.M.A. "M.L.1341" RANR.

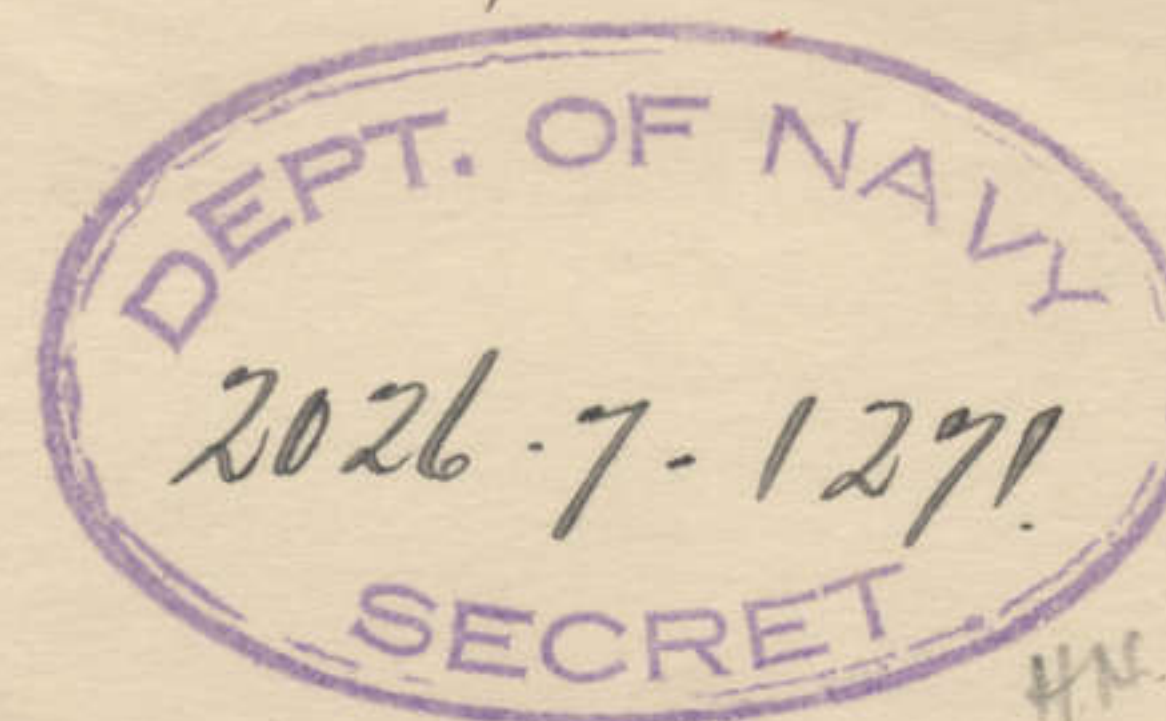
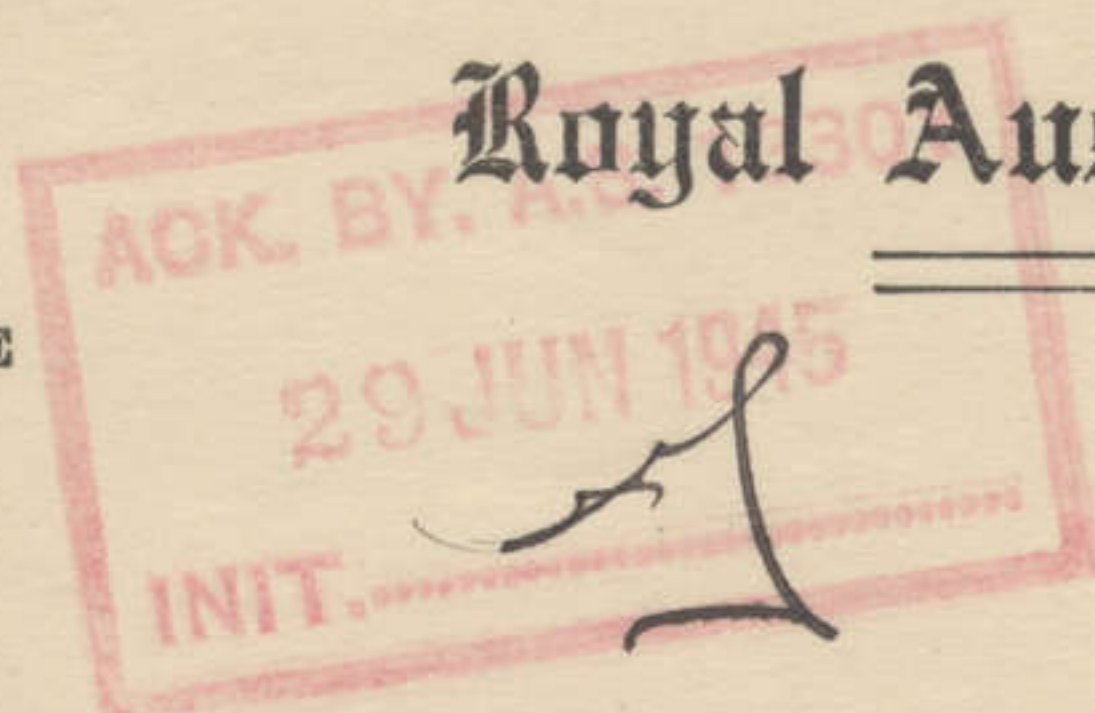
St 4539

SECRET

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. NG 269/86



Office of N.O.I.C.
New Guinea. Madang.
23rd June, 1945.

*In circulation
H.N. 3/7/45*

The Secretary,
Naval Board,
MELBOURNE.

(Copy to Commanding Officer, H.M.A.S. "RUSHCUTTER").

H.M.A.M.L. 1341 - REPORT OF PROCEEDINGS - MAY 1945.

Submitted for the information of the Naval Board.

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

[Signature]
A/Captain R.A.N.
Naval Officer in Charge
New Guinea.

*~~Lt McBooke~~
"Scarlett" 4/7
Mrs. Lesson*

2/7M

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.D.M.L. 1341.

Date 1st. June 1945

Reference No.

To The Secretary, Naval Board, Melbourne S.C.L.
(through Naval Officer in Charge, New Guinea).

Subject REPORT OF PROCEEDINGS FOR MAY 1945.

Submitted:-

In accordance with C.C.N.O. 97/43 and Navy Office Letter 059439 of 27th. October 1942, the following report of proceedings for month of April 1945.

2. From 1st May to 14th May ship was ⁱⁿfit alongside at M.L. Base Brisbane. Engine trials were carried out on the 14th. and were satisfactory.
- 15 May. Swing compass in Brisbane River and alongside at M.L. Base.
 - 16 May. Proceeded at 1205 from M.L. Base to Bribie Is. in company with M.L. 1355. General trials were carried out in Moreton Bay - slight adjustments were necessary to main engines and were made by Ships' Staff. Anchored at Bribie at 1511.
 - 17 May. Proceeded at 1420 for Nixon Smiths Wharf, Brisbane Secured alongside at 1745.
 - 18 May. Proceeded to M.L. Base at 1415 for final check and overhaul before proceeding North. Secured at 1510.
 - 19 May. Slipped at 1442 and proceeded in company with M.L. 1354 (Senior Officer) M.L. 1347 was joined by H.M.A.S. "KARINA" to Gladstone. Group was joined by M.L. 1355 at 1935.
 - 20 May. On passage to Gladstone.
 - 21 May. Secured alongside at Gladstone, Main Jetty at 0755.
 - 22 May. At 0630 slipped and proceeded with Group for Mackay.
 - 23 May. Secured alongside Brest Wharf, Mackay at 1005.
 - 24 May. Slipped and proceeded with group at 0748 for Townsville.
 - 25 May. Secured alongside at Hynes Wharf, Townsville at 0600.
 - 26 -31 May. Alongside Hynes Wharf, Townsville.

The health of Ship's Company has been good.
There have been no defaulters.

Monthly figures:-

Distance steamed for May 1945	838 M.
Hours under way for May 1945	119 Hrs.
Average gallons per mile, both motors	1.175 Gals.
Hours for operational duty under way	119 Hrs.
Hours for instructional duty under way	Nil.

Total Figures:-

Total distance steamed since commissioning on Dec. 1st. 1944	2521 miles.
At an average speed of	7.6 knots.
Total hours under way since commissioning	330 $\frac{3}{4}$ Hrs.

COMMANDING OFFICER
[Signature]
S/Lieutenant. RANK
H.M.A. "M.L. 1341"

St 6039

NG 219/96.

NAV

IN-CHARGE,

21 JUN 1945

SECRET

DEPARTMENT OF THE NAVY.
MINUTE PAPER.

2026/7/1271.

3644

4/10/5 SUBJECT: *Atma "HDM 13H1" Report of Proceedings April 1945.*

S.O.C.

Ac 11/5

D.P.S

D.T.S.R

D.O.D

D.C.N.S

I.S.T.N.M

N 5





Commanding Officer, H.D.M.L. 1341



To THE SECRETARY, NAVAL BOARD, MELBOURNE
(Through Naval Officer -in-Charge, Townsville)
Subject REPORT OF PROCEEDINGS - APRIL, 1945

Submitted:

In accordance with C.C.N.O. 97/43 and Navy Office letter 059439 Of 27th October, 1942, the following report of proceedings for month of April, 1945.

2 Alongside M.L. Base, Brisbane for the month undergoing refit which has proceeded according (according) to schedule.

3 Health of the Ship's Company has been good.

4 There have been no defaulters.

5 Monthly figures, nil.

6 Total figures;-

Total distance steamed since commissioning in December 1st 1944. 1583 miles

At an average speed of 7.36 knots.

Total hours under way since commissioning 211½ hours.

HW

T. Joynton Smith
.....
Sub Lieutenant, R.A.N.V., R
A/COMMANDING OFFICER.

25m

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337

2026/7/ 1271

SECRET

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT:

H.M.A.S. "HMAS 1341"

REPORT OF PROCEEDINGS.

February and March 1945.

S.N.B.

2 N.M.

3 N.M.

D. of P.

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D.N.I.

Ops. (N)

N.S.

D.E. (N)

D.O.T.M.

D.N.M.S.

H.

N.A.2.N.M.

N.S.

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

H.S. 17/6.

~~La Mr Barker~~
" Scarlett
~~Mr Shover~~

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6 JUN 1945
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1945 JUN 10

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SECRET

DEPARTMENT OF THE NAVY.
MINUTE PAPER.

27th

2026/7/1271

3644.

SUBJECT: *HMA "HDM" 13H1 "Report of Proceedings" February and March 1945.*

~~S.O.C.~~ 4/5

~~DPS~~ 6/5

~~DTSR~~ 11/5

~~DOD~~ 9th/5

~~DENS~~

for 1ST NM 12/5

~~7/5R~~
N 5



Duplicates



(Commanding Officer H.M.A. "H.D.M.L.1341"'s reports dated
1st March and 1st April 1945.)

Orig. HN 6/4

H.M.A. "H.D.M.L.1341" - MONTHLY REPORT OF PROCEEDINGS
FEBRUARY AND MARCH 1945

*In accordance with
2/5/45*

II

N.T.0600/66

CONFIDENTIAL

The Secretary,
NAVAL BOARD.

Submitted for the information of the Naval Board.

2. In accordance with C.S.W.P.S.F. message
1044/24 April 1945, this craft is now allocated to Administrative
Control of the Naval Officer-in-Charge, Merauke.

R. Byrne

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

Naval Headquarters,
DARWIN, N.T.
25th April 1945.

2/5/45

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

From THE COMMANDING OFFICER, H.M.A. H.D.M.L. 1341.

Date Ist. April, 1945. Reference No. 36.

To THE SECRETARY, NAVAL BOARD, MELBOURNE.
(Through Naval Officer-in-Charge, Darwin)

Subject REPORT OF PROCEEDINGS FOR MARCH, 1945.

Submitted:

In accordance with C.C.N.O. 97/43 and Navy Office letter 059439 of 27 th. October, 1942, the following report of proceedings for month of March, 1945.

2. Alongside M.L. Base, Brisbane for the month undergoing refit which has proceeded according to schedule.
3. Health of the Ship's Company has been good. *W*
4. There have been no defaulters.
5. Monthly figures, nil.
6. Total figures:-

Total distance steamed since commissioning
in December Ist. 1944. 1583 miles.
At an average speed of 7.36 knots.
Total hours under way since commissioning
211 $\frac{3}{4}$ hours.



[Signature]
Sub Lieutenant, R.A.N.R.
COMMANDING OFFICER.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

From COMMANDING OFFICER, H.D.M.L. 1341

Date 1st March, 1945.

To THE SECRETARY, NAVAL BOARD, MELBOURNE. *Darwin.*
(Through Naval Officer-in-Charge, Brisbane)Subject REPORT OF PROCEEDINGS - FEBRUARY, 1945.

Submitted:

In accordance with C.C.N.O.97/43 and Navy Office letter 059439 of 27th October, 1942, the following report of proceedings for month of February, 1945.

2. Alongside M.L. Base, Brisbane for the month undergoing refit which has proceeded according to schedule.
3. Health of the Ship's Company has been good.
4. There have been no defaulters.
5. Monthly figures, nil.
6. Total figures:-

Total distance steamed since commissioning in December 1st 1944.	1583 miles
Atan average speed of	7.36 knots
Total hours under way since commissioning	211 $\frac{3}{4}$ hours.



C. Sturmer
.....
Sub Lieutenant, R.A.N.R.
COMMANDING OFFICER.



8/5
331P

2026/7/1271

SECRET

DEPARTMENT OF THE NAVY.

MINUTE PAPER

Original

SUBJECT: H.M.A.S. H.D.M.L. 1341 REPORT OF PROCEEDINGS. *January 1945*

S.N.B. *14/5*

2 N.M. *8/5*

3 N.N. *12/5*

D. of P. *Sec. 14/5*
Sec. 8/5

D.B.M.

D.N.I. *16/5*

Ops. (N) *14/5*

N.S. *15/5*

EO/MC *12/5* *20/5/45 - A recommendation has already been submitted that*
E.Q.R. anchors should be supplied in lieu of the U.S. type

D.E. (N) *15/5*

D.O.T.M. *15/5*

D.N.M.S. *14/6*

H. 16/6

N.A. 2. 16/6

N.5. *16/6*

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

*Lt Mcbarr
Bennett
Plesso*

7/6/1
2/4/5
7/5/1

9/8



27/4

27/4 205

SECRET

DEPARTMENT OF THE NAVY.
MINUTE PAPER.

2026/7/1271

3044.

SUBJECT: AMU ADMIRAL 13HI Report of Proceedings January 1945.

SOCC 27/4

DPS 24/4

DTSR 26/4

DOO 27/4

DCNS

ISTNM 28/4

N5

1271
(Commanding Officer, H.M.A. "HDML 1341"'s report dated 6th February 1945.)

MONTHLY REPORT OF PROCEEDINGS - JANUARY 1945.

N.T.0600/66

The Secretary,
NAVAL BOARD.



1271
2026-7-1271
SECRET
CONFIDENTIAL.

Submitted for the information of the Naval Board.

2. Referring to the comments on patent anchors, an inspection will be carried out upon arrival of "HDML 1341" and a report forwarded.

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

HN
NA
Naval Headquarters,
DARWIN. N.T.
10th April 1945. ✓

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

From: Commanding Officer, H.D.M.L. 1341
Date: 6th February, 1945.
To: Secretary, Naval Board, Melbourne through
Naval Officer in Charge, DARWIN
Subject: MONTHLY REPORT OF PROCEEDINGS - JANUARY, 1945.

Having arrived in Coffs Harbour to assume Patrol Duty there, late in the afternoon of the 31st December, 1944 it was decided to commence patrol on Tuesday 2nd January. Monday 1st being devoted to cleaning Ship, and drying bedding and clothing after the rough passage from Sydney.

Tuesday 2nd January	"	Slipped at 0754, and proceeded North, to North Solitary Island. Returned to Coffs Harbour and secured at 1509.
Wednesday 3rd	"	Slipped at 0816, and proceeded South to Nambucca abeam. At 1435 the Starboard Motor was stopped, and a broken fuel line repaired, and motor being started again at 1452.
Thursday 4th	"	In harbour
Friday 5th	"	Slipped at 0240, proceeded to bombing Target Island, and carried out practice shoot at 0915. All guns fired satisfactorily, the Oerlikon having one stoppage due to a weak spring in the magazine. Proceeded at 0930, and patrolled to North Solitary Island. Returned to Coffs Harbour, and secured at 1448.
Saturday 6th	"	Slipped at 0735, and proceeded on Southern patrol to Nambucca. At 0747 passed S.S. "ULMARRA", proceeding North to the Clarence River mouth, inshore route. At 1115 NAMBUCCA abeam, returned to Coffs Harbour, securing to North Buoy at 1443.
Sunday 7th	"	In harbour
Monday 8th	"	Carried out Southern patrol, slipping at 0740, and returning to Harbour and securing at 1525.
Tuesday 9th	"	Slipped at 0730, and proceeded on Northern Patrol. Returned to harbour, and secured at 1447.
Wednesday 10th	"	In harbour
Thursday 11th	"	Slipped at 0800, and proceeded on Southern Patrol. At 1355, it was suspected that either the Starboard propeller had unshipped itself, or that the Starboard propeller shaft had broken.

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25

At the time the Ship was steering North to East, Mutton Bird Island abeam, distant three (3) miles.

There was no remarkable sound at the time, as of the propeller hitting a piece of driftwood, and the Ship was in clear water, so no reason can be advanced for the damage.

The Starboard motor was stopped, and Ship proceeded into harbour on one motor.

At 1520 Ship was anchored close inshore, and while veering cable, and going slow astern on the Port Motor the shaft of the patent anchor (U.S.N. Type) broke. The spare anchor shipped and manoeuvre carried out again.

At 1550 an inspection was carried out of underwater fittings, by the Motor Mechanic and the Commanding Officer, and it was found that the propeller shaft was broken, inside the forward "A" bracket, Starboard side.

Weighed at 1600 and secured to North buoy.

Friday 12th Jan.

Instructions were received from Engineer Officer, Coastal Forces, Garden Island, to remove the propeller from the broken shaft, as the Commanding Officer feared that while on passage to the nearest slip at Sydney or Brisbane, the thrust of water on the propeller may force the broken piece of shaft aft, and join the rudders. There is no Marine Slipway in Coffs Harbour, so the Ship was as close inshore as possible, with the object of letting the ratings, working on the propeller stand on the sea bottom.

All depth charges from the Starboard side were then carried by hand to the Port side of the forecastle.

The after magazine was also cleared, and the ammunition placed as far forward as possible. In this way the Ship was given a list of Port, and the underwater fittings were brought within a foot of the surface of the water. Work was started, and the securing nuts of the propeller were removed. However, a cold wind sprang up, making it impossible for work in the water to be continued, and hands secured for the day at 1545.

Saturday 13th Jan.

Work was recommenced at 0815, in bad conditions, ratings having to be relieved in the water every ten minutes. However, by 0910, the last securing nut was removed, and attempts were made to shift the propeller by means of a "puller" borrowed ashore. After two hours unsuccessful work with the puller, a report was rung through to Sydney, and instructions were received to cut the shaft just aft of the aft "A" bracket. This work was completed at 1530. While waiting to return to the buoy, the anchor was found on the sea bed, and when broken free was found to be in a bent and warped condition. It was decided that it could not be trusted

January 14th, 15th 16th.	for anchoring again. In harbour
Tuesday 16th January	At 1520 H.M.A.S. "Limosa" entered harbour, and secured alongside at 1540.
Wednesday 17th Jan.	In harbour. At 2130 slipped and proceeded in company with H.M.A.S. "Limosa", for Brisbane, "Limosa" being Senior Officer. Speed of advance 7 knots, 1050 revs on the Port Motor.
Thursday 18th Jan.	On passage
Friday 19th Jan.	Entered Brisbane River, at 1125 and secured alongside M.L.Base at 1240.
January 20th - 31st	Alongside M.L.Base, Brisbane

The Ships Company responded very well indeed, when called upon to carry out unusual duties while unshipping the propeller. The Motor Mechanic, Motor Mechanic IV. H.W.Wardon, showed initiative throughout the work, and gave an excellent example to the rest of the men by his unceasing efforts in bad conditions.

Since Commissioning two month ago, three Patent Anchors (U.S.N.Type) have either broken completely, or have bent so much as to become useless. It is therefore suggested, that tests be carried out on other H.D.M.L's carrying this type, as it is considered that the workmanship in these anchors is unsatisfactory, and that they are not to be trusted. It is pointed out that, in all three cases of this Ship breaking her anchor, there was not any undue strain imposed, and in the case on the 11th January, where the anchor shaft broke, the Ship was moving very slowly astern (approx. 1 to 1½ knots) in calm water. The broken piece of shaft has been retained on board in case it should be needed for inspection.

The health of the Ships Company has been good.

There have been no defaulters.

MONTHLY FIGURES

Distance steamed for January, 1945	481 miles
Hours under way for January, 1945	76½ hours
Average gllons per mile both Motors	1.21 gallons
Port Motor from 11/1/45 till 31/1/45	.9 gallons
Hours for operational duty under way	76½ hours
Hours for instructional duty under way	Nil

TOTAL FIGURES

Total distance steamed since Commissioning on December 1st, 1944	1583 miles
At an average speed of	7.36 knots
Total hours under weight since Commissioning	211¾ hours.



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DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "HMAS 13H" REPORT OF PROCEEDINGS.

December 1944

S.N.B. *27/6*

2 N.M. *28/6*

3 N.M. *29/6*

D. of P. *30/6*

D.R.M. *1/7*

D.N.I. *2/7*

Ops. (N) *3/7*

N.S. *4/7*

D.E. (N) *5/7*

D.O.T.M. *6/7*

D.N.M.S. *7/7*

H.P. *8/7*

N.A. 2 N.M. *9/7*

N.S. *10/7*

D.N.I. (N.H.R.O.) *11/7*

16th Session

22/8
24/8
27/8
30/8

23/11/44
BRANCH
17 AUG 1944
NAVY
OFFICE

1/2 7/10/44

1/2 7/10/44

1/2 7/10/44

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2026/7/12/71

364

SUBJECT: HMA "H.M.L. 13H1" Report of Proceedings December 1944

Soc

15/6

DPS

Wm

16/6

DTSR

Amn 22/6

DDP

9²³/₆

DCNS

D.N.S.
24 MAY 1945

[Signature]

Action being taken on separate papers re this tool see file 612/2015604.

KAG 8/5/45 - Recommend approval for the additional tools for issue to the class.

S.N.C (lec) - Re lamps

SE (at)

Jm

Concur exploratory work by F.O.I.C. Sydney.

for ISTANT 26/6

N 5

3¹/₆ E

5/5

14
13/5

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DEPARTMENT OF THE NAVY.
MINUTE PAPER.

2026-7-1271

3644.

SUBJECT : HMA "M L 1341" Report of Proceedings December 1944

46-12

S.O.C.C.

D.P.S.

D.T.S.R.

D.O.D

D.C.N.S

I.S.T.N.M.

N.S.

[Handwritten signature]



DEPT. OF NAVAL CONFIDENTIAL		
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CONFIDENTIAL

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

24 JAN 1945

F.S. 4/13/134

The Flag Officer-in-Charge, SYDNEY

(Copy to Secretary, Naval Board, MELBOURNE)

MONTHLY REPORT OF PROCEEDINGS - DECEMBER - H.M.L. 1341

Submitted for information the attached report of proceedings for the month of December, 1944 from H.M.A. H.D.M.L. 1341.

2. With reference to paragraph 5, provision of spare globes for the telegraphs of this class of vessel is urgent, since these telegraphs cannot be read unless the globes are functioning. It is now approximately 9 months since vessels of this class arrived in Sydney.

3. The attention of Commanding Officer, H.M.A. H.D.M.L. 1341 will be drawn to the fact that 47 seconds is an excessive time to close up action stations.

4. It is suggested that rot may be present in the planking of this vessel. Submitted that H.O.I.C. Brisbane may be requested to investigate the area mentioned, since this vessel was sailed to Brisbane on 17th January, 1945.

(Sgd.) H. M. NEWCOMB
a/Commander, R.N.

CONFIDENTIAL

The Commanding Officer, H.M.A. H.D.M.L. 1341

5th January, 1945

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The Officer-in-Charge, FAIRMILE SCHOOL

MONTHLY REPORT OF PROCEEDINGS.

Submitted the attached monthly report of proceedings
for December, 1944.

2. It is requested that this report be forwarded to
H.O.I.C. Sydney for despatch to Naval Board.

(SGD) C.F. STURM
Sub-Lieutenant, R.A.N.R.

COMMANDING OFFICER,
H.M.A. H.D.M.L. 1341

MONTHLY REPORT OF PROCEEDINGS FOR DECEMBER, 1944.

1. H.M.A. H.D.M.L. 1341 was commissioned fully at 0900 on the 1st December, 1944. Boom duties, Sydney Harbour were assumed at 1805 that evening, ship being anchored without windlass as this fitting was in dockyard hands for repair. Secured from this patrol at 0800 2nd December.
2. 2nd December. Alongside at Rushcutter
3rd December. Boom patrol
4th December. Slipped and proceeded from Rushcutter to Gore Bay and took M.L. 817 in tow alongside, port side to. Proceeded with tow at 1320 to Boat Pond Camber, Garden Island where M.L. 817 was secured alongside. Slipped and proceeded to Rushcutter where M.L. 801 was taken in tow, starboard side to. Proceeded at 1435 to Cruiser Wharf, Garden Island where M.L. 801 was secured alongside at 1450. Returned to Rushcutter.
3. 5th December, slipped and proceeded alongside M.L. 801 at Garden Island. Took M.L. 801 in tow, starboard side to and proceeded to Royal Edward Victualling Yard at 1040, securing alongside there at 1105. Proceeded with tow at 1520 to Storey and Keers Yard, Longnose Point and secured tow alongside at 1545. Slipped tow and proceeded to Rushcutter for stores, thence to boom duty. During the day repaired windlass was fitted.
4. 6th, 7th December. Alongside at Rushcutter.
8th December. Boom
9th December. Alongside at Rushcutter.
10th December. Boom. Anchored without windlass due to broken brake.
5. 11th December. Alongside at Rushcutter. Dockyard electricians were on board all day repairing electric telegraphs. It was found that there are no suitable electric globes in store for this type of telegraph so globes have had to be taken from the bridge telegraph from the wheelhouse telegraph thus putting the latter out of action. To date no spares are available.
6. 12th December. Alongside at Rushcutter. The port stern tube plate was found to be leaking slowly, it was inspected by the Engineer Officer, Coastal Forces, at Garden Island and a Defect List for the ship to be slipped was raised. The ship has not yet been slipped but leak has slowed down a little.
7. While under way to assume Boom duty Action Stations were exercised, the ships company being closed up to A/S Stations in 65 seconds surface action in 47 seconds and Fire Stations in 87 seconds.
8. 13th December. Alongside at Rushcutter, Dockyard electricians again on board to repair electric telegraphs.

9. 14th December. Took M.L. 817 in tow, port side to, at Rushcutter and proceeded at 0814 to Garden Island. Thence at 0905 proceeded with tow to Poole and Steele's Yards, Balmain. Secured M.L. 817 alongside at 0943. Slipped tow and returned to Rushcutter. At 1505 slipped and proceeded to Morts Dock where M.L. 801 was taken in tow, port side to. Proceeded with tow at 1530 to Storey and Keers Yards where M.L. 801 was secured alongside at 1543. Slipped tow and proceeded to, Rushcutter, thence to boom patrol.
10. 15th December. Alongside at Rushcutter.
16th, 17th, 18th December. Boom patrol
19th December. Alongside at Rushcutter.
11. 20th December. Embarked Officers class and proceeded at 0907 on A/S instruction inside boom. Secured at 1135 alongside at Rushcutter.
12. 21st December. Alongside at Rushcutter. Broken anchor (broken securing pin in American Patent type) landed and new anchor on board.
13. 22nd December. At 0758 slipped and proceeded in company with M.L. 822 and M.L. 823, M.L. 822 Senior Officer, to Jervis Bay. Secured alongside M.L. 822 at Jervis Bay at 1713.
14. At 2040 slipped and proceeded on endless chain patrol of Jervis Bay in company with M.L. 823, M.L.'s being under orders from H.M.A.S. "Hobart". At 2122 on echo was obtained and investigated, ships company being closed up to action stations. It was classified "non-Sub".
15. 23rd December. Daylight patrol of Jervis Bay was carried out to seaward between Bowen Island and Point Perpendicular. At 1735 Licenced Fishing Boat No. 2473 belonging to J. Stewart of La Perouse was observed to be in difficulties to seaward of Point Perpendicular. It was taken in tow astern and was towed into Jervis Bay and secured alongside the jetty inside breakwater. M.L. 1341 was relieved on patrol during this period by M.L. 822. Slipped and proceeded at 1922 and joined M.L. 822 on endless chain patrol in the bay.
16. 24th December. Alongside Jetty, Jervis Bay.
25th December. At 0615 slipped and proceeded on patrol of bay in company with M.L. 822 and M.L. 823. At 0850 proceeded in company with these M.L.'s to position of the torpedoing of the "Robert J Washington". At 0944 the port motor failed through a fuel line blockage. The engine was stopped and repairs were effected. The port motor was started and the starboard motor then stopped with similar trouble. Repairs were effected and M.L. 1341 rejoined company with the other M.L.'s 2 hours later. The position was reached at 1642 and a search patrol was carried out in the area under orders from M.L. 822. At 0650 on the morning of December 26th the port motor again broke down through a choked fuel line. It was repaired and started at 0700. The M.L.'s then proceeded to Eden for fuel. Slipped from Eden at 1408, after re-fuelling, in company with M.L. 810, Senior Officer; M.L. 822, M.L. 823 and

proceeded to Jervis Bay. Secured alongside M.L. 822 in Jervis Bay at 0320 on December, 27th.

17. 27th December. Alongside at Jervis Bay. First hundred hour overhaul on main engines was carried out.

18. 28th December. Slipped at 1146 and proceeded in company with M. . 822 and M.L. 823 to Sydney. Secured alongside at Rushcutter at 2045.

19. 29th December. Alongside at Rushcutter and fuelling at Gore Bay.

20. 30th December. Slipped at 0930 and proceeded independently to Coffs Harbour. A strong North East wind and heavy head seas were encountered. Speed of advance was cut to a minimum but slight damage was sustained to deck fittings on the forecastle, one training cowl vent and Doradi box being loosened from its fastenings, the top of a mushroom vent lost overboard and the forward hatch canopy fastenings being bent and loosened. Emergency repairs were carried out on the vent and the canopy was unshipped and stowed aft.

21. 31st December. Secured to North buoy, Coffs Harbour at 1535. The passage from Sydney to Coffs Harbour has found out many deck leaks which, together with the canopy fastenings and the vent box, could be repaired by ships staff if wood working tools were allowed by establishment. It is suggested, therefore, that an amendment to establishment be made to include at least two chisels and a plane thus enabling ships staff to carry out ever-recurring minor repairs.

22. In the first month of the ships commission the health of the crew has been good. Under ordinary circumstances living conditions on board are excellent, however, when rough seas have been encountered deck leaks have made the mess deck very wet indeed. It is hoped that some measure of water tightness will be gained by constant caulking and painting.

23. There have been no defaulters.

24. It has been noticed that the wood used in the construction of the original deck fittings of the ship will not hold wood screws. This was particularly noticeable in the Doradi Box forward, which literally fell apart when struck by green seas - although the similar vent and box, port side, forward, which was fitted at Garden Island, showed no sign of loosening. Also the screws securing the wheelhouse door hinges are constantly working free and have had to be replaced by larger screws. If these do not hold it may be necessary to bolt the hinges right through the support.

25.

MONTHLY FIGURES:-

Distance steamed for December, 1944	- 1102 miles
Hours under way for December, 1944	- 155½ hours
Average number of gallons per mile	- 1.41 galls.
Hours for operational duties under way	- 132.55/60 hours

Hours for instructional duties under way - 2 1/3 hours

TOTAL FIGURES:-

Total distance steamed since commissioning on
1st December, 1944 - 1102 miles at an
average speed of 9.3
knots.

Total hours under way since commissioning - 135 1/2 hours.

(SGD) C.F. STURM
Sub-Lieutenant, R.A.N.R.

COMMANDING OFFICER,
H.M.A. H.D.M.L. 1341

AWM 72

Q3a Germany - Reparation of churhalian Row NID 424/14