

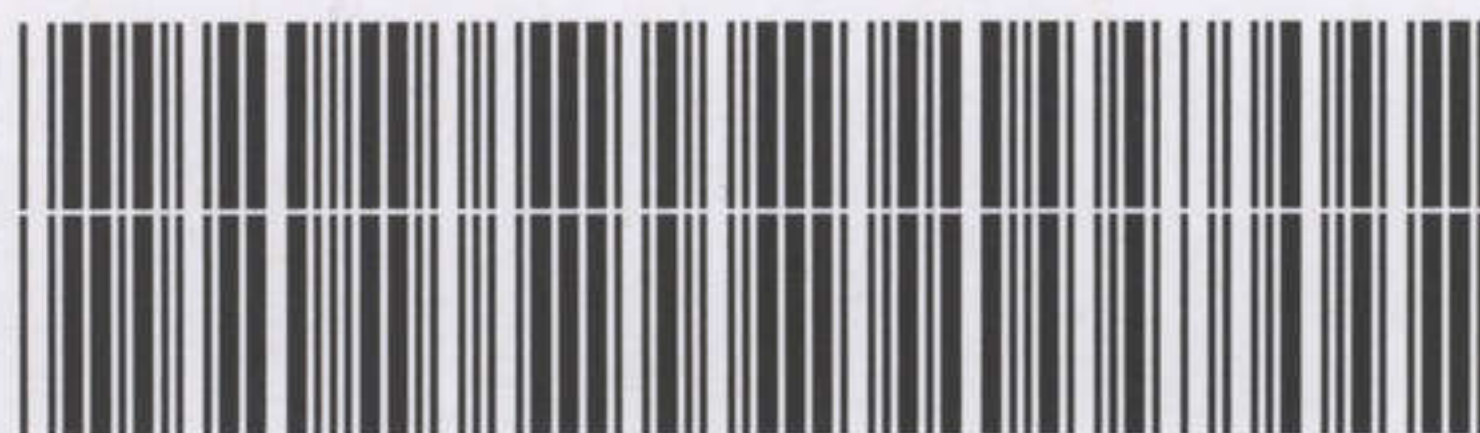
AWM78

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

[Harbour Defence Motor Launch] HDML 1343

Item number: 161/2

Title: January-November 1945. Duplicate



AWM78-161/2

[161(2)]

HDML 1343 (d)

Declassification Authority—Defence Records
This record has been reviewed and has been
declassified by the Department of Defence
(Navy) with effect from: 1 NOV 1999
Authority Dig (N) Admin 18-13.
Reviewer: LCDR R. L. Smith (RANEM)

Signature: *R. L. Smith* Date: 1 Nov 99

2026/7/1344 2164

CONFIDENTIAL

DEPARTMENT OF THE NAVY.

MINUTE PAPER

RECEIVED
1 MAY 1946
D.O.T.M.H.M.A.

SUBJECT: "M/1343" REPORT OF PROCEEDINGS.
November 1945

S.N.B. in 3/11

2 N.M. 24/12 5/2

3 N.M.

for D. of P. march 23/2

D.R. 4/2

D.N.I. later 20/2

Ops. (N) 26/2

N.S. 27/2

A/MLS KAG 17/4/46

D.E. (N)

D.O.T.M. 18/1/5

D.N.M.S. 11/2

H.E.B. 1/5

N.A. 2 N.M. 1/5

N.S. 7/5

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

- re p5, the Med Store asc for period 3.10.44 to 23.1.46 (paid off) has been received & is satisfactory
Stores 2/5

Sup.

8/2 I

1/5 B. 8/2 I



24/1
CONFIDENTIAL

DEPARTMENT OF THE NAVY
MINUTE PAPER

2026/7/13/14

118

C.441/15.

11/13/1 SUBJECT: *Am a "M/L 13H3" Report of Proceedings November 1945.*

SOCC MTRM 24/1

DPS *[Signature]* 24/1

↓
DTSR *[Signature]* 24/1

DOS *[Signature]* 29/1

[Signature] 29/1

[Signature] 1st NM 20/1

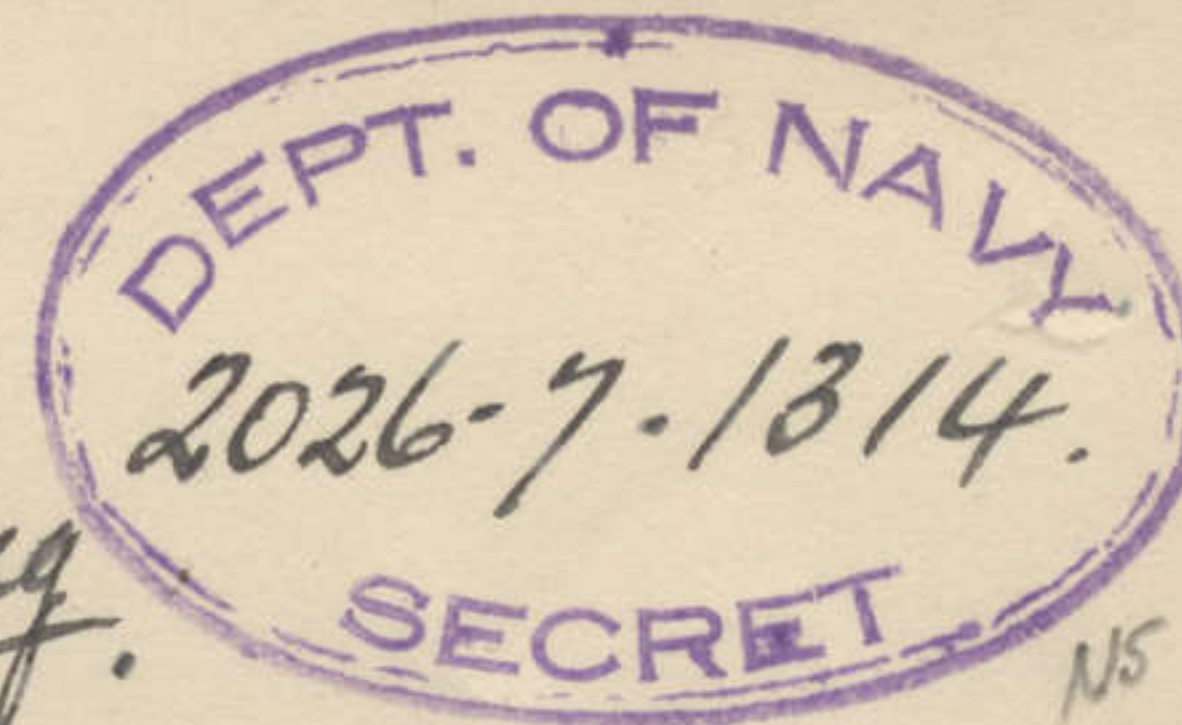
[Signature] 25/1 K

RECEIVED

22 JAN. AM 1946

NAVY REGISTRY

Royal Australian Navy.



IN REPLY PLEASE QUOTE

No.

FROM : Officer-in-Charge, Small Craft Base, Colmslie.

DATE : 15th January, 1946. Reference No: *R.1/441*

TO : Secretary, Naval Board, Melbourne.

SUBJECT : MONTHLY REPORT OF PROCEEDINGS
H.D.M.L. 1343

AM.

Submitted herewith the report of proceedings for the month of November received from the Commanding Officer H.D.M.L. 1343 for transmission to you.

The delay in forwarding this report is regretted but has been caused by difficulty in obtaining Office Staff in this Base.

H. Gillespie

.....

LIEUTENANT-COMMANDER RANVR
OFFICER-IN-CHARGE

28/1.

COPY

COMMONWEALTH OF AUSTRALIA
DEPARTMENT OF THE NAVY,

FROM : COMMANDING OFFICER H.M.A. "ML 1343"
DATE : 21st December, 1945. Reference NO. MX 101.
TO : SECRETARY, NAVY BOARD through C.O. M.L. REPAIR BASE
BRISBANE.
SUBJECT : MONTHLY LETTER OF PROCEEDINGS.

1. Submitted is report of proceedings for the month of November, 1945.
2. Until 20th November, remained on the slip at Kuching Borneo. Necessary materials not being available the shafts and propellers were not refitted. In accordance with orders the vessel was made seaworthy to be towed to Brisbane.
3. In tow by H.M.A.S. "LATROBE" departed Kuching on the 21st November and arrived Labuan at dusk on the 22nd Nov. With A.S.R. 922 "AIR CLAN" in a tow tandem tow "LATROBE" proceeded from Labuan on the 28th November to return to Australia.
4. Engines. Both engines and auxiliary are working satisfactorily and are being used for charging ship's batteries.
5. Ship's Company. Lt. J.L.Stevens R.A.N.V.R. was relieved by Lt. D.G.Mitchell R.A.N.V.R. on the 23rd November as Commanding Officer. It was found that the books and accounts had been neglected and this matter is being remedied where possible. Conduct and health of the Ship's Company has been good.

Fuel used during the month	72 gallons
Oil " " " "	10 gallons
Miles steamed " " "	NIL
Average speed since commissioning 3/10/44	8.4 knots
Miles under tow " " "	1420 miles
Miles steamed " " "	8463 miles.

4

(SGD) D.MITCHELL
LIEUTENANT RANVR
COMMANDING OFFICER
H.M.A. "ML1343"

135/3
CONFIDENTIAL

DEPARTMENT OF THE NAVY.

MINUTE PAPER

2026/7/1344

SUBJECT:

H.M.A.S.

'1343'

REPORT OF PROCEEDINGS.

October 1945.

S.N.B.

2 N.M.

3 N.M.

D. of P.

D.E.

D.N.I.

Ops. (N)

N.5.

D.E. (N)

D.O.T.M.

D.N.M.S.

H.P.B.

N.A.2.N.M.

N.5.

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

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I 2 N.M.

2 145

SNC (E.T.) 14/7

SNC (Ship) 20/2

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RECEIVED

OFFICE OF RECORDS

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DEPARTMENT OF THE NAVY
MINUTE PAPER

2026/7/131H ^{89B}

145 SUBJECT: *Hma "Mf 13H3" Report of Proceedings October 1945*

SOCC MPM 17/12

D.P.S. Vuc 5/1

DTSR RBL

DOD 9/1

POCNS 9/1

ISIM 10/1

15/1

FROM: COMMANDING OFFICER, H.M.A.M.L. 1343.

DATE: 11TH NOVEMBER 1945.

TO: SECRETARY, NAVY BOARD, THROUGH N.O.I.C. MOLUCCAS.

SUBJECT: MONTHLY REPORT PROCEEDINGS.

ML 8/8/45

DEPT. OF NAVY
2026-7-1314
SECRET

HEREWITH REPORT OF PROCEEDINGS FOR MONTH OF OCTOBER 1945.

OCT 1-10 AT KUCHING.

AT 0935 HOURS ON 11TH SHIP ENTERED DRY DOCK - KUCHING, AND REMAINED THERE FOR REMAINDER OF THE MONTH.

HULL: WHEN DOCK WAS PUMPED DRY IT WAS FOUND THAT BOTH THE A AND SKEG BRACKETS ON THE PORT SIDE HAD PULLED AWAY FROM THE HULL AND WERE SWINGING LOOSELY ON THE SHAFT. THE BEARING FROM THE SKEG BRACKET WAS MISSING. AFT SECTION OF THE PORT SHAFT WAS BADLY WORN DUE TO THE ACTION OF THE BRACKETS.

THE HULL ITSELF, APART FROM THE FALSE KEEL, IS FREE FROM WORM, AND SHOWS NO OUTWARD TRACE OF DRY ROT, ALTHOUGH THE PHENEROCK ANTI FOULING WAS CHIPPED AWAY IN SEVERAL PLACES.

PORT AND STARBOARD A AND SKEG BRACKETS WERE REMOVED TOGETHER WITH PROPELLORS AND AFT AND CENTRE SECTIONS OF EACH SHAFT. IN BOTH CASES THE FLANGE COUPLINGS JOINING THE CENTRE AND FORWARD SECTIONS OF SHAFTING WERE SEIZED TO THE SHAFT. THE PORT COUPLING WAS EVENTUALLY REMOVED, BUT STARBOARD COUPLING HAD TO BE CUT AWAY.

LEAD STERN TUBES, WHICH WERE VERY BADLY WORN WERE REMOVED. A NEW FLANGE COUPLING AND AFT SECTION OF SHAFTING TO REPLACE WORN PORT SECTION WERE TURNED UP IN THE DOCKYARD WORKSHOP.

ENGINES: BOTH MAIN ENGINES ARE RUNNING SATISFACTORILY. THE BILGE PUMP ON THE AUXILIARY ENGINE WAS REMOVED SO THAT THE GEAR WHEEL COULD BE BUILT UP IN DIAMETER AND MACHINED TO FIT. A LIGHT SKIN WAS TAKEN OFF THE INSIDE OF THE PUMP HOUSING TO ELIMINATE SCORE.

SHIP'S COMPANY: SUB. LIEUT TAYLOR, R.A.N.R. WHO RELIEVED LIEUT. E.B. HOPKINS, R.A.N.V.R. AS COMMANDING OFFICER ON THE 3RD, WAS RELIEVED BY LIEUT. J.S.L. STEVENS, R.A.N.V.R. ON THE 26TH. CONDUCT OF THE SHIP'S COMPANY HAS BEEN VERY GOOD. HEALTH GOOD.

ML

Fuel used during month		40 galls
Oil used during month		12 galls
Miles steamed during month		Nil
Average speed since commissioning		8.4 knots
Total engine hours		932 hours
	Port	1002 "
	Starboard	1002 "
Miles under tow		1113 miles
Miles steamed		8463 "

4/12 N

Sub. Lieut. R.A.N.R.
Commanding Officer

1.4.3.1.50

FROM: Commanding Officer H.M.A.M.L. 1343.

DATE: 8th October 1945.

TO: Secretary Navy Board, through N.O.I.C. Moluccas.

SUBJECT: Monthly Letter Proceedings

REFERENCE: M.L. 8/8/45.

Herewith report of proceedings for the month of September 1945.

1 - 8th September at Labuan.

At 0630 hours on the 9th ship sailed for Kuching. Arriving at Tanjong Po at 2050 hours on the 10th we anchored for the night.

The following day after embarking troops from U.S.S. Barnes we proceeded with H.M.A.S. Kapunda to Pending in the Sarawak River, where officers of the Japanese Kuching Force boarded Kapunda and officially surrendered.

At 1610 hours we proceeded once more with the convoy. On arrival at Kuching we secured alongside and finally disembarked our troops at 2130 hours.

The population accorded all ships and personnel a very warm welcome and to all outward appearances were genuinely pleased at the return of British Authority.

We made one trip down river and embarked troops from the Wanganella and two further trips to the Wanganella with prisoners of war.

Despite their poor physical condition the morale of the p.o.w.'s was very high.

AM 19th slipped and proceeded with personnel from British Borneo Civil Affairs Unit for Simmangang, arriving pm the same day. Simmangang is approximately 50 miles up the Lupar River.

An interesting feature of the river is the "bore", which causes the tide to rise three to eight feet in a matter of seconds. Consequently the tide floods in about two or three ^{feet} at approximately 7 knots, and takes about 7 or 8 hours to ebb. It is believed that a similar occurrence may be observed in the two rivers on either side of the Lupar River. Towards the approach of the spring tides it was necessary to slip and proceed to midstream to await the passing of the bore.

Whilst secured alongside in this river one of the many large logs coming downstream broke the painter of the dinghy and carried it away. The dinghy was smashed to pieces and both oars and rollicks lost.

At 0700 hours on the 23rd with 14 Japanese p.o.w.'s - 6 Eurasians and Malays who had been taken to Simmanagan by the Japanese, and the P.B.C.A.U. Personnel we slipped and proceeded to Kuching, arriving pm the 24th, after spending the night at Lingga.

HULL The underwater fittings of the ship appear to be deteriorating rapidly. On the 13th whilst returning to Kuching from Tanjong Po the lead stern tube on the starboard shaft broke away again and started leaking very badly. Temporary repairs were effected by caulking along the cover plate and forcing it down on to the hull. Again whilst returning from Simmangang the port stern tube carried away in the same manner. This is believed to have been mainly caused by the many large logs, which, coming up and down river with the tide had struck the skeg bracket and propellor. Weakened by this buffeting the stern tube broke away when the engine was put in gear. It was necessary to use the hand pumps as well as the auxiliary motor pump to overcome the flow of water.

Upon arrival at Lingga it was found that several of the stern tube cover plate coachscrews, all the bolts holding the skeg bracket to the hull and the ball race at the after end of the inboard section of the shaft were broken. It is considered by the Motor Mechanic, who was absent from the ship with malaria for a few days when the ship was beached at Labuan, that the Army Engineers who assisted in his absence with the fitting of the two new lignum vitae bearings, allowed far too much clearance, in altering the .005 clearance to .020 clearance. It is thought that the increased vibration due to the excessive clearance assisted in weakening the port stern tube.

Native workmen at Lingga effected similar repairs to the port shaft as those carried out on the starboard shaft. This reduced the leak considerably but has not stopped it, and it is still necessary to pump the bilges four times each day. Journey from Lingga to Kuching was completed on the starboard shaft.

It is hoped to dock ship in the dry dock at Kuching early in October.

ENGINES AND BATTERIES: Apart from the worn supercharger drive chains and lack of spare fuel injector piping both engines are satisfactory.

AUXILIARY ENGINE The Auxiliary motor has now been running for 1357 hours without an overhaul. The oil seals on the crank shaft are very badly worn and motor is using 1 gallon of oil every 5 hours.

The bilge pump is also worn to such an extent that it will not pick up its

own suction and has to be primed each time before use through the sea suction valve.

Attention was drawn to the condition of this motor during our refit at R.L. Base Alexishaven, but nothing was done to rectify same, as no replacement parts were available.

SHIP'S COMPANY: Lieut. E.B. Hopkins R.A.N.V.R. relieved Lieut. W.J. Watts R.A.N.V.R. as Commanding Officer on **6th Sept.** Lieut Watts was granted compassionate leave to Brisbane.

Health and conduct of Ship's Company has been satisfactory.

Fuel used during the month		620 galls
Oil Used " " "		45 "
Miles steamed " " "		717 miles
Miles per gall " " "		1.1 "
Galls per hour " " "		6.3 galls
Hours steamed on one engine during the month		9 hours
Average speed since commissioning		8.4 knots
Total engine hours since commissioning	Port	932 hours
	Starboard	1002 "
Miles under tow since commissioning		1113 miles
Miles steamed since commissioning on 3/10/44		8463 "

CONFIDENTIAL

DEPARTMENT OF THE NAVY.
MINUTE PAPER.

2026/7/13/14.

SUBJECT: *WMA "WJ 1343" Report of Proceedings August 1945.*

WJ 1019

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(NARO) $\frac{17}{5} = 46.$

gulf

SECRET/1/1914

DEPARTMENT OF THE NAVY
MINUTE PAPER

NAVY OFFICE, 101, WHITEHALL, LONDON, E.C. 4

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11/5

SUBJECT: Monthly letter of proceedings.

Submitted is report of proceedings for month of August 1945.

Aug 1 - 15 At Moretai. Routine work. Trips for stores to Platypus, Whang Pu and Mombah.

Aug 16 a.m. Slipped and proceeded for Zamboanga. Arrived pm 18th.

Aug. 21 am Slipped and proceeded for Labuan. At 1630 hours 22nd closed escort - P.C. 842 - in position 15 miles east Balabac Island. Proceeded for shelter. Dropped anchor in lee of Roughton Island. At 2345 weighed anchor and proceeded with escort and U.S. Tanker. Speed of advance 5 knots. Due to very heavy seas and high wind. At pm 24th dropped anchor in outer harbour Labuan. Proceeded to anchorage in inner harbour am 25th.

As the massi cassi bearings on the port shaft were in very bad condition ship was beached at 1415 on the 26th alongside the China Pontoon. Shores were erected along the outboard side.

Work was commenced during the evening of the 25th and the port shaft skeg bracket, and the two cassi cassi bearings were removed. The rising tide necessitated cessation of work at 2345.

Work was resumed on the evening of the 27th and the shaft, 2 new lignum vitae bearings, procured at Morotai, and the skeg bracket were replaced. Zinc plates were fitted, one on each rudder, and one either side of the iron plate on the bow.

HULL The hull, generally, is still in quite good condition but as much of the false keel as could be seen is very badly infested with worm.

On several places the phenocryst has chipped away, leaving the wood exposed to the water. Where possible these parts were painted with copper anti fouling paint, but insufficient was available to do all the underwater portion of the hull.

Cassi Cassi bearings the starboard shaft are wearing very well and should last for some time to come.

The lead stern tube, which was repaired at Alexishaven, for the starboard shaft is showing signs of breaking away again, and water is beginning to seep through into the Wardroom Bilges.

Ship was refloated at 0535 hours on the 31st.

ENGINES Both engines are running satisfactorily, but supercharger drive chains on both motors are well worn, and it is thought that these chains will not last very much longer. About $\frac{1}{8}$ " adjustment can still be made on each chain, but due to their wear it is not considered advisable to tighten them too much.

To date no fuel injector piping has been procured, and unless it is possible to obtain some in the near future both engines are likely to be out of commission. Only one spare No 6 is on hand, and that is second hand, two new No 2's and one new No 5 are the only other spares held.

SHIP'S COMPANY

SHIP'S COMPANY
Conduct of the ships company has been very good, and during the month they have worked very well. Health, apart from one or two minor ailments has also been good.

Fuel used during the month	950	galls
Oil used during the month	33½	"
Miles steamed during the month	1209	miles
Miles per gallon for the month	1.27	"
Gallons per hour " " "	6.4	galle
Hours on one engine " "	42½	hours
Average speed since Commissioning	9.4	miles
Total Engine hours since commissioning	825½	hours
	808	"
Miles under tow since commissioning	1113	miles
Miles steamed since commissioning on 3/10/44	7746	miles

ENGINE HOURS FOR AUGUST JULY SHOULD READ PORT 720 hours STB'D 660 hours.

Wm. Rader Subst. RANK.
p.p. COMMANDING OFFICER

FROM@ COMMANDING OFFICER H.M.A.M.L. 1343.

DATE@ 8th September 1945.

2026-7-1314 5/9

DEPARTMENT OF THE NAVY.
MINUTE PAPER.

SECRET

3644.

Duplicate

Left 4/9 SUBJECT: *Report on Proceedings H.M.A. "ML 1343"*

July 1945

Soc

D. P. S.

D. T. A.

DOD

D. C. M. S.

1st N. M.

N5

Dep

From: Commanding Officer. H.M.A.S. *1343*
 Date: 10th August 1945
 To: Secretary, Navy Board, through NO 1/160000
 Subject: Monthly Letter Proceedings

ACK. BY
 31 AUG 1945
 INIT.

DEPT. OF NAVY
 2026-7-1314
 SECRET

ML 8/8/45

HM. Submitted is report of proceedings for July 1945.
 At 0530K on the 18th. Paymaster Captain Heyes and
 Lieut. Giumm repaired on board for transport to H.M.A.S.
 Bancora, which was close to off Ballina Passage. These
 officers were deposited on board the Bancora and
 passage was resumed to Hollandia, calling overnight
 at Duma Bay and Mewak.
 He arrived at Hollandia at 0800K on the 21st. and
 departed for Biak at 1020 item on the 22nd, arriving at 1800i
 on the 23rd.
 Ship was towed from Biak to Morotai by H.M.A.S.
 Jupiter. Departing Biak at 1800i on the 24th and arriving
 Morotai 0700i on the 29th.

HULL

On 3rd July ship was shopped and work on the
 underwater fittings was continued. Due to corrosion the
 one piece steel shaft on the port side was replaced with
 the spare two piece bronze shaft carried. The steel shaft
 is now held on board in case of emergency.
 All four micarta bearings were replaced with locally
 made "cass-cass" bearings.
 Whilst on slip all loose plencrock was cleaned off
 and before unclipping hull was painted with copper
 anti-fouling paint.
 No zinc plates were obtainable at Ombakau,
 therefore more and missing plates could not be replaced.
 An underwater inspection of "cass-cass" bearings
 after 75 hours running reveals that these bearings are not
 satisfactory and if they continue to wear at present
 rate, they will only last approximately 150 hours.
 To protect the ship from Toledo Worm, it should be
 regularly scraped or re-treated with plencrock. Present
 lampriser has worn away and cracked in various places.
 These areas have been treated with anti-fouling paint
 but it is doubtful whether this will be effective for
 more than two months.

D. Watts to Ramm

ENGINES AND BATTERIES

Engine overhaul was completed satisfactorily. The oil consumption of the starboard motor is back to normal. Port motor is using slightly more than normal.

Great difficulty has been experienced in securing spare parts, namely supercharger drive chains, fuel injector piping, and thrust gears for water pumps.

The existing supercharger chains had stretched necessitating the removal of one link. This is not altogether satisfactory as each individual link has stretched, resulting in the chain riding unevenly over the gears. It is suggested that spare supercharger chains, and fuel injector piping should be made available in quantity.

The 2 x 12V 200 amp hour and 4 x 6V 150 amp hour batteries have been replaced by 4 x 12V 270 amp hour batteries. This has proved quite satisfactory.

FORWARD REFRIGERATOR.

A great deal of trouble has been experienced with this unit. The assistance of various refrigeration maintenance staffs, between Sydney and Koroit has been enlisted, from time to time, but no reduction in the ampere consumption has resulted.

Eleven amps, according to the instructions are required to operate this unit. Since leaving Sydney it has consumed approximately 30 amps per hour. Due to the excessive drain on the batteries it has only been possible to operate this unit when main engines are running.

Ships Company.

Health and conduct of the Ship's Company have been good.

Fuel used during the month		800 g.
Oil " " " "	Port. 97 g. Stbd 1 g.	
Boiler steamed " " "		846
Boiler under tow " " "		475
Boiler per gallon " " "		1.06
Gallons per hour " " "		10.3
Avg. speed since commissioning		9.07
Total engine hours since commissioning	Port. 712. Stbd. 622.	
Boiler steamed since commissioning		6537.

W. H. Brown
Commanding Officer

SECRET

DEPARTMENT OF THE NAVY.
MINUTE PAPER.

2026/7/13/14. 24/6

3844.

16/11/57 SUBJECT: *Hma "M L 13H3" Report of Proceedings May 1945.*

Soce

D.P.S

DTSR

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N5.

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Copy

FROM: COMMANDING OFFICER, H.M.A.M.L. 1343.

DATE: 6th June 1945.

TO: SECRETARY NAVY BOARD, THROUGH N.O.I.C. NEW GUINEA.

SUBJECT: MONTHLY LETTER OF PROCEEDINGS.

ACK. BY: A.S. 1330Y

19 JUN 1945

INIT. Submitted is report of proceedings for month of May 1945,

From 1st to 14th ship, remained in Lae.

At 1125K on 14th slipped and proceeded for Jacquinot Bay. At 1415 hours whilst in the Huon Gulf we struck a submerged log. Ship was stopped immediately, and both propellers examined. Apart from a bend on the tip of one of the blades of the starboard propeller no damage was apparent, but an increased vibration in the shafts was noticeable. Proceeding once more we secured alongside the Naval Jetty at Jacquinot Bay, at 1900K on the 15th.

On 16th refuelled ship and prepared towing bridle and towing equipment for Army 38foot launch A.M. 1477.

At 0830K on the 17th, A.M. 1477 was taken in tow and we proceeded on the return trip to Lae, arriving there at 1910 on the 18th.

On 22nd stores were embarked from F.E.L.O. for a field party to be landed in the Hansa Bay Area. Three members of F.E.L.O. and 8 police boys arrived and were embarked at 1530 hours. At 1600 A.M. 1477 was taken in tow again and we proceeded for Madang, arriving at 2000K 23rd.

We proceeded for Hansa Bay at 2200 hours on the 24th. On arrival at Hansa Bay it was decided that the party should be landed at BOGIA, consequently we returned there arriving at 1455K on the 25th. The field party were landed with their stores, and we remained at Bogia at anchor overnight, then proceeded to Madang for refit, arriving at 0310 hours 27th.

Arrangements were then completed for A.M. 1477's tow to Morotai, and on 29th we were instructed to report to the M.L. Repair Base at South Alexishaven. Engine overhaul was commenced on the 30th.

ENGINES AND BATTERIES: Port motor is satisfactory, but Starboard is still using an excessive amount of oil. The reason for this is believed to be due to sticky rings. Excessive back pressure has developed resulting in increased fumes in the Engine Room.

The rubber gears fitted in the main engine salt water pumps have proved to be unsatisfactory when operating in the tropics, but as no brass gears are available we have been unable to replace them.

Considerable trouble has been experienced with both banks of batteries. It is necessary to have the auxiliary motor running for 16 hours a day to charge the batteries sufficiently to keep the for'ard refrigerator and stove running. This is due to the batteries not holding the charge. Spare batteries as fitted to American H.D.M.L.'s are not available in this area, it is therefore suggested that 270 amp hour batteries as fitted in B class M.L.'s, which are carried in stock by M.L. Base Alexishaven be fitted in lieu. Thus giving a greater amp hour capacity.

HULL GUNS ETC. The hull and upper deck fittings, including the guns are in good condition.

SHIP'S COMPANY: During the month three members of the Ship's Company were admitted to the 2/7th A.G.H. at Lae. A/B K. Foot on 1st with Malaria. P/O M.M. M.W. Montgomery on the 2nd with an infected carbuncle on the right forearm, and A/B E.V. Cock on the 3rd with a bad cut on the right instep. The Motor Mechanic and A/B Foot have been replaced and drafted to Madang. A/B Cock is still in Hospital. Conduct of the Ship's Company has been good.

Fuel used during the month	1573 galls.
Oil used during the month 9½ port 38½ Starboard	48 "
Miles steamed during the month	1129 miles.
Average speed since Commissioning	8.9 knots.
Miles per gallon for month	.71 miles.
Gallons per hour " "	13 galls.
Total Engine hours since Commissioning	644½
Miles steamed since Commissioning 3/10/44	Port 584½ Starboard 569½ miles.

3/6

Original

DEPT. OF NAVY
2026.7.1314
SECRET

COMMANDING OFFICER

From: Commanding Officer, H.D.M.L. 1343
Date: 5th February, 1945.
To: Secretary, Navy Board, through Officer in Charge,
M.L.Repair Base, Brisbane
Subject: MONTHLY LETTER OF PROCEEDINGS.

Submitted is Report of Proceedings for month of
January, 1945.

On 10th and 13th respectively the Port Engine and Supercharger were replaced. On 15th Starboard Supercharger was removed and after examination replaced on 18th. Ship was then in all respects ready for sea, so on 20th I slipped from the M.L.Base, and proceeded towards the river mouth on trials. When in the vicinity of Pile Light it was noticed that the Port propeller was not turning, although the shaft at Engine Room end was revolving quite freely. Suspecting a broken propeller shaft I returned to the Base immediately.

At 0530K hours on the 23rd Ship was slipped, and a break in the shaft inside the stern bearing was found. The broken shaft was removed, and a new shaft fitted on the 27th. At the same time the Starboard shaft was examined, and clearance in the stern bearing found to be insufficient. This was adjusted in accordance with B.E.O's instructions.

While the Ship was secured alongside the Base all the Fresh Water tanks were inspected, and found to be rusting badly. They were thoroughly scraped, and cleaned and inside covered with a pitch compound.

Engine trials were again carried out on the 29th, and were completed satisfactorily. Speed trials revealed a top speed of 12.4 knots at 1500 revolutions.

On 31st slipped and proceeded to Double Island Point for trial run. During trip a rattle developed in the Port Supercharger Unit, and on return to the Base on the 1st February it was found to be due to the worn gears in the Blower.

Health of the Ship's Company has been good.

Apart from continual defects in the Supercharger Units, condition of the Ship is satisfactory, and is in all respects fit for sea.

Miles steamed during month	168 miles
Average speed during month	6.2 knots
Miles per ton	.83 miles

Miles steamed since Commissioning
Total hours under way since
Commissioning.

1128 miles

(Sgd.) W. Watts
Lieutenant, R.A.N.V.R.
COMMANDING OFFICER

[161/2]