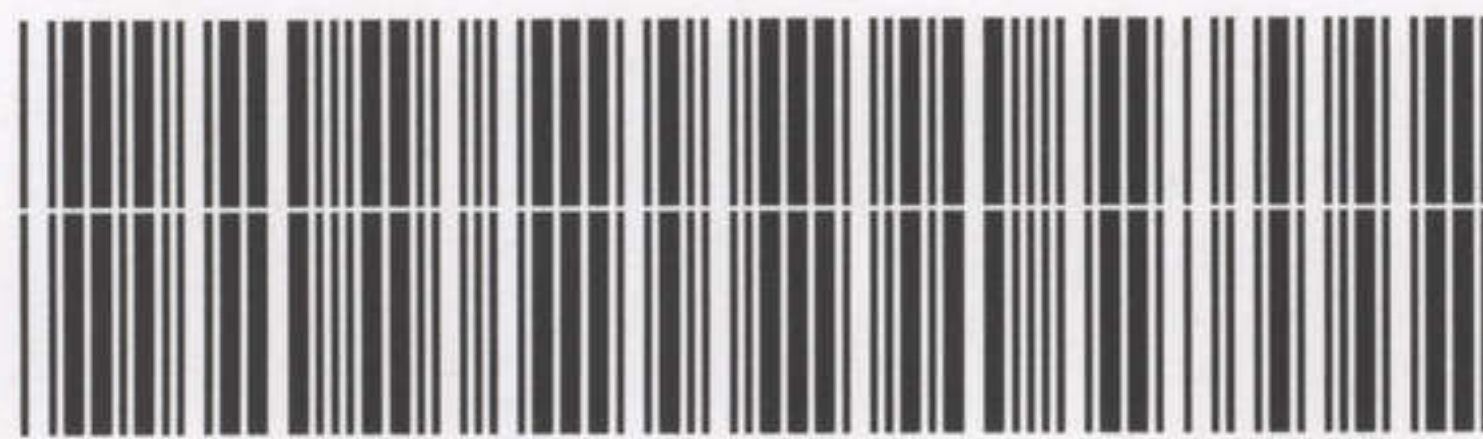


**AWM78**  
**Reports of Proceedings,  
HMA Ships and Establishments**

[Harbour Defence Motor Launch] HDML 1355

**Item number: 167/1**

**Title: February-October 1945**



AWM78-167/1

ADML

16/11

AE. 1355 L. of P.

AUSTRALIAN WAR MEMORIAL  
— RECORDS —  
DEPT.

Archives Branch  
NAVAL HISTORICAL RECORDS

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

RECEIVED  
19 JUN 1946  
D.O.T.M.

2026/7/1498  
580/898/

256B  
2602

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT:

H.M.A. = "M.L. 1355"

REPORT OF PROCEEDINGS.

December 1945.

S.N.B.

In 27/5  
1807 N. Duplicate not sighted in 27/5

2nd N.M.

I think the duplicate of this was sent on through NOIC. N.H. & has been acted on - Suggest these files be combined  
J.A. 22/5.

3rd N.M.

D. of P.

D.R.E.

Ops. (N)

N.S.

D.E. (N)

209 146 - This copy is not paid off

D.O.T.M.

D.N.M.S.

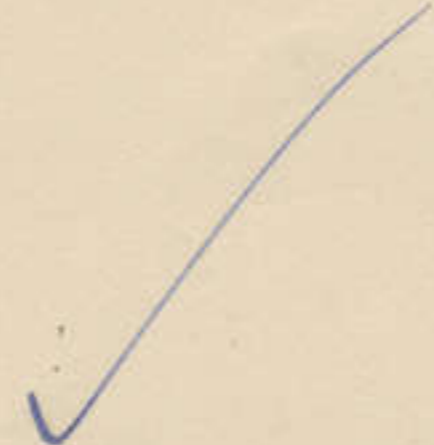
H.P.B.

A.A. 2nd N.M.

N.5.

D.N.I.

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



27/24  
27/5/D  
GA.

2/6

D.N.M.S. B.A.  
21 JUN 1946  
NAVY OFFICE

*[Faint handwritten notes]*

*[Faint handwritten notes]*

*[Faint handwritten notes]*

*[Faint handwritten notes]*

*[Faint handwritten notes]*

*[Faint handwritten notes]*

5/2

**CONFIDENTIAL**

DEPARTMENT OF THE NAVY  
MINUTE PAPER

2026/7/1498 14/A  
S. J. 4

C.441/45. 1031/1

SUBJECT: *SSMA "M/V 1355" Report of Proceedings December 1945*

*SOCC* This vessel is now on passage to Brisbane to pay off.  
Presume NOIC NG will comment re p.2 on duplicate copy submitted through him. *USPN Sec 14/2*

*D.P.S.* The remarks on page 2 dealing with morale + health will no doubt be remarked upon by the administrative authority *Chu 27/2*

*DTSR 24/6*

*DOB 25/6*

HN

*POCNS 1/3*

*Health of Ship's Coy. XII*

Action taken on 668/201/3305 + seen by N.M. *Print*

D. of V.  
17 MAY 1946

*1ST AM 9/3/46*  
*2/3 B.*  
*\* F.*  
*2/4/46*

~~D. of V.~~  
~~D. N. S.~~  
~~D. N. A~~

-Records-

} Request your remarks re relevant pages XII, YII, and XII on page 2. *W.B. 8/3*

Commonwealth of Australia.

Department of the Navy.

Royal Australian Navy.

From COMMANDING OFFICER H.M.A. M.L. 1355

Date 10/1/46. Reference No. \_\_\_\_\_

To The Secretary, Naval Board, Navy Office, MELBOURNE.  
(Through Naval Officer-in-Charge, NEW GUINEA.)

Subject REPORT OF PROCEEDINGS FOR MONTH OF DECEMBER, 1945.



N5-23  
1  
46

Submitted in accordance with C.N.O.97/43 and C.C.N.O.19/45.

The beginning of the month found the ship alongside at the M.L. Repair Base, Alexishafen, where the repairs, which had continued through the month of November, were being completed.

It was found during these repairs that the charging equipment in the ship is not in the best possible condition and that the batteries also are in poor condition.

At 0230K, 4th December the ship proceeded Rabaul by the northern route, arriving in Rabaul at 1750K, 5th December.

On 7th December, at 1545K, proceeded to Kokopo in an attempt to tow H.M.A.S. "Sterna" from off a reef. At 1810K the attempt was abandoned and the ship returned to Rabaul.

The following three days were spent operating in Simpson Harbour.

A.M. on 8th December H.M.A.S. "Westralia" was escorted to anchorage.

A.M. on 9th December N.C.S.O. was taken out to Norwegian Tanker "O.B. Sorensen".

P.M. on 10th December Hospital Ship "Amarapoora" was led to anchorage in Karavia Bay, and H.M.L.S.T.419 was led to the Beach-Head

At 0930K on 12th December proceeded to Mioko Harbour in the Duke of York Group with an Army recreation party, returning to Rabaul at 1659K.

At 0900K on 13th December proceeded to Kokopo, where a party of missionaries were embarked. These were taken on a recreational trip to Watom Island and Simpson Harbour thence back to Kokopo. The ship arrived back in Rabaul at 1825K.

On Saturday 15th December at 0925K proceeded with an Army recreation party to Kokopo, arriving back in Rabaul at 1903K.

SECRET.

P.M. on 16th December, Hospital Ship "Koara" was led to anchorage in Karavia Bay. On this day while operating in Simpson Harbour, assisting the N.C.S.O. and the S.T.O. in their work with "Koara", a defect was made evident in the switch-board when a fire occurred. After this, four more fires occurred at irregular intervals. It was considered that a circuit was "shorted" in the switch-board, and the fires took place when the charging circuit from the main engines was completed, which is so when the engines run at higher than 800 revs.

On Wednesday 19th December, at 0715K, pilot was taken out to S.S. "Triensa". At 1120K ship returned to its berth.

On 20th December Capt. R. Wallace, O.C. 279 L.A.D., Australian Army; came aboard and inspected the switch-board and electrical installations in the ship. A copy of Capt. Wallace's report is submitted herewith for your information.

From this time until the end of the month the ship remained at her berth in Rabaul.

---

#### Morale of the Ship's Company.

x ( The morale of the ship's company is at a very low ebb. Discontent was evident during the month of December as to the kind of work given to this ship. Most of December was spent alongside, the only running was mainly with recreational parties and what pilotage work was done, it was found could be done quite as efficiently with a motor work boat which was shewn when the ship was immobilised from the 20th December onwards.

x ( It has been found necessary, constantly to explain to the ship's company why this class of ship is required in the area, even though it is considered that the ship is serving no practical purpose.

o ( Also among the ship's company is evident the rancour over the Naval Board's niggardly attitude towards the much complained-against payment of climate pay in lieu of hard-lying money to men in these craft.

---

#### Health of the Ship's Company.

x ( The health of the ship's company has been satisfactory in spite of the paucity of provisions obtainable in Rabaul. The ship has been without eggs, potatoes, and green vegetables for the last three weeks of the month, and fresh meat is found hard to obtain from the army sources in Rabaul. Some Christmas Fare was obtainable if purchased from the AUstralian Army Canteens Service at a price which was not compatible with the small amount of fare obtained.

---

#### Naval Stores

Y ( Naval stores are very difficult to obtain in this area; especially such items as paint, terpentine, oils and the such. It has been found necessary for the officers in the ship to approach Army or R.A.A.F. authorities in order to obtain such supplies for the ship, which practice is known all too well to officers in Coastal Craft, who have had to resort to this avenue many times in the past in order to obtain many essential stores for their ships.

It is extremely unfortunate that the R.A.N. must make itself for so many things dependant upon the other services.

---

SECRET.

Copy of above mentioned Report by an A.E.M.E. Officer.

COPY ONLY.

Subject: INSPECTION REPORT.

279 Aust. LAD (AIF)  
21 Dec. 45.

C E M E  
11 Aust. Div.

At the request of NOIC, I inspected the electrical installation of Navy 72ft ML 1355, on 20 Dec 45.

The following details are submitted:

1. The main switchboard wiring is defective, all wire insulation having deteriorated. Numerous short circuits have occurred at various times.
2. The electric telegraph system from bridge is inoperative due to ingress of water.
3. The general cabling system throughout the vessel is probably suffering from tropical deterioration, as the vessel was not designed for tropical conditions.
4. A drain of 4 amps from batteries is indicated when all circuits are energised but no appliances connected.

Action recommended:-

A complete overhaul of whole electrical installations should be carried out by a base workshop, including complete renewing of main switchboard wiring.

It is considered that this work should be undertaken immediately as further faults will render the electrical system unserviceable.

(Sgd) R.A.F. Wallace Capt.  
o c 279 Aust LAD (AIF)

EFFICIENCY REPORT.

Main engines-----	Satisfactory.
A/S Batteries and Equipment----	Satisfactory.
Batteries-----	In poor condition.
Hull-----	In sound condition.

MONTHLY FIGURES.

Distance steamed during month.....1020mIs.  
 Hours under way during month.....107hrs.  
 Average speed for month.....9.5kts.  
 Gallons of fuel expended .....1347gals  
 Gallons expended per hour.....10gals.  
 Total hours under way since commissioning 923hrs  
 Date of commissioning.....11/12/44.

*Acting*  
 COMMANDING OFFICER  
*Robert E. Ahwagh*  
 Subj: *RANR*  
 H.M.A. M.L. 1355



113.

07  
2026/7/ 1498

168 B

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "HMAS 1355" REPORT OF PROCEEDINGS.  
November 1945

S.N.B. *18/1*

2 N.M. *21/1*

3 N.M. *21/1*

for D. of P. *SOCC 14/2*

D.R. *1/2*

D.N.I. *late 1/2*

Ops. (N) *18/2*

SOCC *19/2*

N.S. *20*

A/MC *25/2/45*

D.E. (N)

S.N.C. *(1/2)*

D.O.T.M. *28/2*

D.N.M.S. *1/3*

H.P.B. *1/3*

N.A.2.N.M. *1/3*

N.S. *1/3*

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

*Handwritten signature*

*13/3 Fi.*

*25/c.*

B/3



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DEPARTMENT OF THE NAVY

MINUTE PAPER.

2026/7/1898

D.46 2.43.-C.14053.

SUBJECT: AMA 'MY 1355' Report of Proceedings November 1945.

~~see later memo.~~

~~D.P.S~~

A review of allowances for small vessels has been made by DMA this in circulation *W 9/1*

~~DTSR R/S/1~~

~~DOD G 16~~

~~1 Dec 1945~~

~~for ISTAN 18/1/46~~

~~18~~

~~18~~

Commonwealth of Australia.

Department of the Navy.

DEPT. OF NAVAL SECRET.  
2026-7-1498 Copy  
SECRET  
#119  
11/45

ACK. BY

- 3 JAN 1946

INIT.

Royal Australian Navy.

From Commanding Officer H.M.A. M.L. 1355

Date 10 DEC 1945 Reference No.

To The Secretary, Naval Board through N.O. 'c. New Guinea

Subject Report of Proceedings for month of November 1945.

Submitted in accordance with N.O. 97/43 and C.C.N.O. 19/45.

H.M.

Throughout the month of November the ship was secured alongside at the M.L. Repair Base, Alexishafen, for repairs to the electrical system (viz. auxiliary generator, charging circuits and ship's batteries); also for repairs to Sheppard Diesel auxiliary engine which needed a new cylinder head.

The auxiliary engine was immobilised for the first three weeks of the month during which time repairs could not be effected to the electrical defects since the ship was electrically dead.

When new cylinder head was fitted to the auxiliary engine it was found necessary to strip the engine to fit new piston rings and to effect repairs to the fuel feed pump which had developed a defect due to dirty distillate supplied by O.F.L. "Lockha" at Madang.

These further repairs occupied the remaining days of the month. Whilst at Alexishafen the ship was slipped for inspection of underwater fittings and hull. These were found to be in a satisfactory and sound condition. The hull was given a coat of anti-fouling and the ship unslipped.

Health of Ship's Company

The health of the ship's company was reasonably satisfactory. During the month of November the ship standard of victuals was much improved on the last several months.

H.K.

Royal Australian Navy.

H.M.A. M.L. 1355

IN REPLY PLEASE QUOTE

No. \_\_\_\_\_

Morale of the Ship's Company

The morale of the ship's company is good, though marked dissatisfaction is still being expressed about the lack of payment of coastal craft pay to this class of vessel. As stated in my Report of Proceedings for the month of October 1945, the ship's company are aware of the anomalous position of these ships in this matter and feel that an injustice is being imposed upon them.

Efficiency Report

Main Engines - Satisfactory  
 A/S Batteries & Equip. - Satisfactory  
 Batteries - In poor condition  
 Hull - In sound condition

Monthly Figures

Distance steamed during month - NIL miles  
 Hours under way during month - NIL  
 Total hours under way  
 since commissioning - 816 Lrs  
 Date of commissioning - 11th Dec '44.

COMMANDING OFFICER  
 J. J. Miller  
 Lieut. R.A.N.R.  
 H.M.A. M.L. 1355

2026/7/1198

**CONFIDENTIAL**

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A. 33 'M/1355' REPORT OF PROCEEDINGS.

November 1945

S.N.B. *J.M. 25/11*

2 N.M. *J.B. 5/2*

3 N.M. *J.B.*

for D. of P. *MAPM SOCC 22/2*

D.R. *J.B. 25/2*

D.N.I. *later.*

Ops. (N) *26/2*

N.5. *✓*

A/M.S. *KAG 2/3/46*

D.E. (N)

D.O.T.M. *17/3*

D.N.M.S. *PH 3*

H.P.B.

N.A.2.N.M.

N.5.

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

*18/2 J.*

6 MAR 1949  
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5481  
MILITARY

RECEIVED

NO

DATE

TIME

NAME

UNIT

GRADE

REGIMENT

COMPANY

PLATOON

SECTION

POST

ADDRESS

CITY

STATE

COUNTRY

REMARKS

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RECEIVED

Royal Australian Navy.

DEPT. OF NAVY  
2026-7-1498  
SECRET

*Sup*

*#112  
1/46.*

IN REPLY PLEASE QUOTE

ACK. BY. A.S. 1330Y  
11 JAN 1946  
INIT. *A.* SECRET

No. NG. 269/49. 11 JAN 1946

Office of the N.O.I.C.  
New Guinea, Madang.  
5 January, 1946.

The Secretary, Naval Board,  
Navy Office,  
MELBOURNE, S.C.1.

H.M.A. "M.L.1355" - REPORT OF PROCEEDINGS - NOVEMBER, 1945.

Forwarded for the information of the Naval Board.

2. Although the dieseline supplied by "ROCKLEA" was contaminated with furnace oil some four months ago, and is of a darker colour than usual, it is considered to be quite satisfactory.

*AM.*

*M. M. M.*

A/Captain, R.A.N.  
Naval Officer in Charge,  
NEW GUINEA.

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

*110*



19/

**CONFIDENTIAL**

DEPARTMENT OF THE NAVY  
MINUTE PAPER

2026/7/14/98

C.441/46.

SUBJECT: *Alma* *MJ 1355* *Report of Proceedings November 1945*

*12/15*

~~SOCC~~ *18/1*

~~DPS~~ *Para. 7. Under review* *19/1*

~~DTSR~~ *22/1*

~~DOB~~ *24/1*

~~ADENS~~ *24/1*

~~ISTAM~~ *24/1*

*2/1* *24/1*

C O P Y.

FROM: Commanding Officer, H.M.A. M.L.1355.  
DATE: 10 December, 1945. REF. NO.:  
TO: The Secretary, Naval Board, through N.O.I.C. NEW GUINEA.  
SUBJECT: REPORT OF PROCEEDINGS FOR NOVEMBER, 1945.

Submitted in accordance with N.O.97/43 and C.C.N.O.19/45.

2. Throughout the month of November the ship was secured alongside the M.L. Repair Base, Alexishafen, for repairs to the electrical system (viz: auxiliary generator, charging circuits and ship's batteries) also for repairs to Sheppard Diesel auxiliary engine which needed a new cylinder head.

3. The auxiliary engine was immobilised for the first three weeks of the month, during which time repairs could not be effected to the electrical defects since the ship was electrically dead.

4. When new cylinder head was fitted to the auxiliary engine it was found necessary to strip the engine to fit new piston rings and to effect repairs to the fuel feed pump which had developed a defect due to dirty distillate supplied by O.F.L. "ROCKLEA" at Madang. These further repairs occupied the remaining days of the month.

5. Whilst at Alexishafen, the ship was slipped for inspection of underwater fittings and hull. These were found to be in a satisfactory and sound condition. The hull was given a coat of anti-fouling and the ship unslipped.

6. The health of the ship's company was reasonably satisfactory. During the month of November, the standard of victuals was much improved on the last several months.

7. The morale of the ship's company is good, though marked dissatisfaction is still being expressed about the lack of payment of Coastal Craft Pay to this class of vessel. As stated in my Report of Proceedings for month of October, 1945, the ship's company are aware of the anomalous position of these ships in this matter and feel that an injustice is being imposed upon them.

8. EFFICIENCY REPORT.

Main Engine - Satisfactory  
A/S Batteries and Equipment - Satisfactory  
Batteries - In poor condition.  
Hull - In sound condition.

9. MONTHLY FIGURES.

Distance steamed during month Nil.  
Hours under way " " Nil.  
→ Total hours underway since commissioning 816.  
Date of commissioning 11 December, 1944.

(SGD) J.G. MILLER,  
Lieutenant, R.A.N.R.  
COMMANDING OFFICER.

24 25

480  
1538

2026/7/1498.

**CONFIDENTIAL**

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "M 1355" REPORT OF PROCEEDINGS.

October 1945.

S.N.E.

11/1

2 N.M.

2/2/46 (copy)

3 N.M.

4/14/1

D. of P.

18/1  
3000

D.R.

D.N.I. (Late)

Ops. (N)

5/22/1

N.S.

D.E. (N)

18/2/46

D.O.T.M.

D.N.M.S.

H.C.B.

N.A.2.N.M.

N.S.

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

✓  
Min Jank



30

12  
D.N.M.S. BRANCH  
20 FEB 1946  
NAVY OFFICE

TO: [Faint text]

FROM: [Faint text]

SUBJECT: [Faint text]

RE: [Faint text]

DATE: [Faint text]

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FOR: [Faint text]

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**CONFIDENTIAL**

DEPARTMENT OF THE NAVY  
MINUTE PAPER

17/11

89 B

2026/7/1498

2.441/45.

*12/11*  
SUBJECT: *Abma "M/L 1355" Report of Proceedings October 1945.*

→ ② ~~SACC~~ <sup>①</sup> DNA re page 2, para 1. Please return to SACC ~~12/12~~  
(Entered on circulating file now) <sub>12</sub>

~~D.P.S~~ *12/11*

↓ ~~D.T.S.R~~ *RA*

~~DOB~~ *9/1*

~~ACV~~ *9/1*

for *ISTM* *10/1*

*NS* *11/1*



DEPT OF NAVY  
SECRET

*orig.* 2026 7 1498.

*R/1327"*

FROM Commanding Officer, H.M.A.M.L. 1355.  
DATE 1st. November, 1945.  
TO Secretary, Naval Board, through N.O.I.C. New Guinea.  
SUBJECT - REPORT OF PROCEEDINGS FOR MONTH OF OCTOBER, 1945 -

Submitted in accordance with GNO 97/43 and CGNO 19/45.

From 1st. to 6th. October, 1945, the ship was alongside at Jacquinot Bay. Whilst at Jacquinot Bay defects became evident in the generator; voltage regulator, and sea water pump on the Port main engine.

*MP*  
Replacement parts were ordered by signal and temporary repairs were effected by W/M Iv. B.L. Glover utilizing the ships auxiliary engine for the supply of sea water coolant and charging power for Port main engine, thereby enabling the ship to carry on until the arrival of the necessary replacement parts.

At 0001 K 6th October the ship proceeded to Rabaul securing alongside H.M.A.M.L. 808 in Simpson Harbour at 1215 K same day. From 6th to 22nd October the ship remained in Rabaul under the operational control of Naval Officer in Charge, Rabaul.

Proceeded 1130 K 18th October to S.S. "River Burdekin" with Port Orders and anchorage instructions, returning to berth at 1230 K.

Proceeded 0900 K 20th October with pilot to H.M.A.S. "Sterna" returning to berth at 0937 K.

At 0500 K on 22nd October the ship proceeded to Madang. The ship secured alongside in Jacquinot Bay at 1640 K same day. Proceeding Langemak 1200 K 23rd October the ship secured alongside there at 1150 K 24th October.

Proceeding Madang 1545 K 24th October the ship secured alongside there at 0430 K 25th October.

On Saturday 27th October the ship proceeded to M.L. Repair Base, Alexishafen for repairs. From this date till the end of the month the ship remained alongside in Alexishafen.

HEALTH OF SHIP'S COMPANY.

During the month of October there was a general deterioration in the health of the ship's company. One rating was discharged suffering from mental disorders and two other ratings (whose illnesses were not diagnosed) were discharged to hospital.

I consider that this deteriorating in health is largely due to the poorness of victuals received during the past few months. The ship has received no fresh green vegetables and no fresh fruit.

Another contributing factor is the general strain and hardship of living in this class of vessel in the tropics.

4026/7/1198  
~~500/202/~~

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT:

H.M.A.S. "M.L. 1355"

REPORT OF PROCEEDINGS.

October 1945.

~~S.N.B.~~ 21/3

~~2nd N.M.~~

28. 28/3

~~3rd N.M.~~

~~D. of P.~~

~~D.R.E.~~

~~Ops. (N)~~

~~N.S.~~

~~D.E. (N)~~

~~D.O.T.M.~~

~~D.N.M.S.~~

~~H.P.B.~~

~~A.A. 2nd N.M.~~

~~N.S.~~

~~D.N.T.~~

D.N.T. (N.H.R.C.)

S.M.C. [Signature]

Duplicate



20/3 27/4





18/12

**CONFIDENTIAL**

DEPARTMENT OF THE NAVY  
MINUTE PAPER

16/1 75<sup>B</sup>  
2026/7/1498

0.441/45.

SUBJECT: Atma "Mf 1355" Report of Proceedings October 1945.

18/12  
18/12

SOEC ~~18/12~~ 14/7/46

DPS ~~18/12~~ 3/2

Page 2, Para 1. up to 12/12  
Navy Office Message 100607 Feb 47  
Covered the question  
14/2/47

10  
2

~~DTR~~ 18/2

~~DoD~~

18 months old!! 1/11/1942

~~DCNS~~ 18/23

~~ISTAM~~

Director of Naval  
Medical Services

18/12  
18/12  
18/12

18/12

AGK  
St 4539. BY. A.S. 1330Y  
27 NOV 1945  
INIT.

IN REPLY PLEASE QUOTE

No. NG 269/49

Royal Australian Navy.

DEPT. OF NAVY  
2026-7-1498  
SECRET

Dup.

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11  
45

SECRET

Office of the N.O.I.C.  
New Guinea, Madang.  
14th. November, 1945.

Secretary,  
Naval Board,  
MELBOURNE.

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

H.M.A.M.L. 1355 - REPORT OF PROCEEDINGS - OCTOBER, 1945.

AMC

Forwarded for the information of the Naval Board.

2. H.M.A.M.L. 1355 is at present being overhauled at M.L. Base Alexishafen.

3. This ship was fitted with a new receiver type AR8 in September, 1945, and on investigation it was found that the poor results obtained were due to inefficient batteries. This latter defect is receiving attention during the current overhaul.

*[Handwritten Signature]*

A/Captain, R.A.N.  
Naval Officer in Charge,  
New Guinea.

*[Handwritten Initials]*

269/49

NAVAL OFFICER-IN-CHARGE  
- 4 NOV 1945  
NEW GUINEA

FROM Commanding Officer, H.M.A.M.L. 1355.  
DATE 1st. November, 1945.  
TO Secretary, Naval Board, through N.O.I.C. New Guinea.  
SUBJECT - REPORT OF PROCEEDINGS FOR MONTH OF OCTOBER, 1945 -

Submitted in accordance with CNO 97/43 and CCNO 19/45.

From 1st. to 6th. October, 1945, the ship was alongside at Jacquinot Bay. Whilst at Jacquinot Bay defects became evident in the generator, voltage regulator, and sea water pump on the Port main engine.

Replacement parts were ordered by signal and temporary repairs were effected by M/M iv. B.L. Glover utilizing the ships auxiliary engine for the supply of sea water coolant and charging power for Port main engine, thereby enabling the ship to carry on until the arrival of the necessary replacement parts.

At 0001 K 6th October the ship proceeded to Rabaul securing alongside H.M.A.M.L. 808 in Simpson Harbour at 1215 K same day. From 6th to 22nd October the ship remained in Rabaul under the operational control of Naval Officer in Charge, Rabaul.

Proceeded 1130 K 18th October to S.S. "River Burdekin" with Port Orders and anchorage instructions, returning to berth at 1230 K.

Proceeded 0900 K 20th October with pilot to H.M.A.S. "Sterna" returning to berth at 0937 K.

At 0500 K on 22nd October the ship proceeded to Madang. The ship secured alongside in Jacquinot Bay at 1640 K same day. Proceeding Langemak 1200 K 23rd October the ship secured alongside there at 1150 K 24th October.

Proceeding Madang 1545 K 24th October the ship secured alongside there at 0430 K 25th October.

On Saturday 27th October the ship proceeded to M.L. Repair Base, Alexishafen for repairs. From this date till the end of the month the ship remained alongside in Alexishafen.

HEALTH OF SHIP'S COMPANY.

During the month of October there was a general deterioration in the health of the ship's company. One rating was discharged suffering from mental disorders and two other ratings (whose illnesses were not diagnosed) were discharged to hospital.

I consider that this deteriorating in health is largely due to the poorness of victuals received during the past few months. The ship has received no fresh green vegetables and no fresh fruit.

Another contributing factor is the general strain and hardship of living in this class of vessel in the tropics.

MORALE OF SHIP'S COMPANY.

General dissatisfaction is expressed due to the substitution of climate pay for Coastal Craft pay. The Ship's Company is aware of the anomalous position in this matter between this class of vessel and "B" type Fairmiles which draw Climate Pay and full Coastal Craft money.

General living quarters are greatly inferior to those enjoyed by the ship's company of "B" type Fairmiles.

REMARKS. - W/T Equipment.

During the past several months the state of the W/T equipment borne in this vessel has been very unsatisfactory, the defects all being located in the A.R. 8 (Receiver Unit) and the vibration unit of the set.

Periods of satisfactory operation of the set after the several occasions on which repairs were effected to the set at Madang, never at any time have exceeded five days.

It has not been possible to assess the equipment since last defects were remedied owing to the poor condition of the ship's batteries.

EFFICIENCY REPORT.

Main Engines	-	Satisfactory
A/S Engines and Equipment	-	Satisfactory
Batteries	-	In poor condition
Guns	-	Satisfactory
Hull	-	In sound condition

MONTHLY FIGURES.

Distance steamed during month	-	780 miles
Hours under way during month	-	74 hours
Hours under way on one engine	-	Nil
Average speed for month	-	10½ Knots
Gallons of fuel expended	-	890 gallons.
Gallons of fuel expended per hour	-	11 gallons
Total hours under way since commissioning	-	816 hours
Date of commissioning.	-	11 December, 1944

*J. G. Miller*  
 Commanding Officer,  
 H.M.A. M.L. 1355.  
 Lieut. R.A.N.R.

St 4589

ACK. BY. A.S. 1330Y.

22 OCT 1945

Royal Australian Navy.

DEPT. OF NAVY  
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IN REPLY PLEASE QUOTE

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Office of the N.O.I.C.  
New Guinea, Madang.  
15th. October. 1945

Secretary,  
Naval Board,  
MELBOURNE.

In circulation  
23/10/45

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

H.M.A.M.L.1355 - REPORT OF PROCEEDINGS - SEPTEMBER, 1945.

Forwarded for the information of the Naval Board.

J. W. Barwood.  
A/Commander, R.A.N.  
for Naval Officer in Charge,  
New Guinea.

Miss J. ...

~~Handwritten initials~~  
D.N.I.  
(N.V.R.O.)\*

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Royal Australian Navy

SECRET

Office of the N.O.T.O.,  
New Guinea, Rabaul,  
15th October, 1945.

Secretary,  
Naval Board,  
MELBOURNE.

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

H.M.A.S. 155 - REPORT OF PROCEEDINGS - SEPTEMBER, 1945.

Forwarded for the information of the Naval Board.

Commander, R.A.N.  
for Naval Officer in Charge,  
New Guinea.

COPY

FROM COMMANDING OFFICER, H.M.A.M.L. 1355.

DATE 4th OCTOBER, 1945.

TO THE SECRETARY, NAVAL BOARD, MELBOURNE THROUGH N.O.I.C.  
NEW GUINEA.

SUBJECT - REPORT OF PROCEEDINGS FOR MONTH OF SEPTEMBER, 1945 -

Submitted in accordance with C.N.O. 97/43 and C.C.N.O.19/45.

From 1st to 6th September the ship was alongside at Madang.

On Sunday 2nd September the ship proceeded to Karkar Island returning to Madang P.M. that day.

At 1100K 6th September the ship proceeded to Hollandia. Anchoring at night, the ship secured alongside in Hollandia at 1513I 9th September. An electrical defect became apparent as I secured.

From 9th to 15th September the ship remained in Hollandia effecting repairs to voltage control regulator on Port main engine. Superficial damage to wiring was also repaired.

At 0500I on 15th September the ship proceeded to Madang. Anchoring by night, the ship secured alongside in Madang 2235K 17th September.

On Saturday 22nd September the ship proceeded to M.L. Repair Base, Alexishafen where a 100 hour main engine routine was carried out. The ship returned to Madang P.M. 24th September.

At 1430K 25th September the ship proceeded Jacquinot Bay.

The ship secured alongside in Finschafen 0740K 26th September.

Proceeding at 1230K 27th September the ship secured alongside in Jacquinot Bay 1215K 28th September.

From thence until the end of the month the ship was secured alongside at Jacquinot Bay.

Health and morale of the ship's company remains very satisfactory.

EFFICIENCY REPORT:

Main engines	- Very Satisfactory.
A/S Engines & equipment	- " "
Batteries	- Satisfactory.
Guns	- New .50 cal. Colt Browning not yet tested.
	- All other guns satisfactory.
Hull	- In sound condition.

MONTHLY FIGURES.

Distance steamed during month	- 1400 miles.
Hours under way " "	- 139 hours.
" " " on one engine	- NIL
Average speed for month	- 10 knots.
Gallons of fuel expended	- 1500 gals.
" " " " per hour	- 11 "
Total hours underway since comm'g-	- 742 Hours.
Date of commissioning	- 11th. December, 1944.

LT. J. G. MILLER. R.A.N.R.  
COMMANDING OFFICER, H.M.A.M.L. 1355.

St 4530  
ACK BY A.S. 1330Y  
5 OCT 1945  
IN REPLY PLEASE QUOTE  
No. NG 269/49.

Royal Australian Navy.

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Office of the N.O.I.C.,  
New Guinea, Madang.  
27th September, 1945.

The Secretary,  
Naval Board,  
MELBOURNE.

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

H.M.A.M.L.1355-Report Of Proceedings-AUGUST, 1945.

Forwarded for the information of the Naval Board.

*[Handwritten Signature]*

A/Captain, R.A.N.  
Naval Officer in Charge,  
New Guinea.

*HN.*

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

*9/10 6*

*16<sup>th</sup> Session  
11<sup>th</sup> in June*





Naval Australian Army.

SECRET

Office of the N.O.I.G.,  
New Guinea, Madang,  
27th September, 1945.

SECRET

The Secretary,  
Naval Board,  
MILBURN.

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

H.M.A.S. 1355-Report of Proceedings-AUGUST, 1945.

Forwarded for the information of the Naval Board.

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

# Royal Australian Navy.

269/49

IN REPLY PLEASE QUOTE

No. ....

FROM Commanding Officer, H.M.A. M.L. 1355  
DATE 1st September, 1945.  
TO The Secretary, Naval Board, through N.O.I.C. New Guinea.  
SUBJECT REPORT OF PROCEEDINGS FOR MONTH OF AUGUST 1945.



Submitted in accordance with N.O. 97/43 and C.C.N.O. 19/45.

From 1st to 13th August undergoing 500 hour overhaul at M.L. Repair Base, Alexishafen. Some defects were also made good. The work at the base was carried out in an efficient and expeditious manner.

On Thursday, 9th August, engine trials were carried out off Ottilien Passage.

Proceeded A.M. on 13th August for Madang to embark ammunition and stores.

At 1500K August 16th proceeded out of Madang Harbour to dump faulty ammunition.

Proceeded A.M. August 26th to Karkar Is for fresh stores for Madang, N.B.H.Q., returning P.M. the same day.

Since arriving from Alexishafen, except for the Karkar passage, ship remained alongside in Madang.

Health and morale of the ship's company remains very satisfactory.

### Efficiency Report

Main engines	-	Very satisfactory
A/S engines and equipment	-	Very satisfactory
Batteries	-	Satisfactory
Guns	-	New .50 cal. Browning not yet tested. All other guns satisfactory.
Hull	-	In sound condition


### Naval Stores

Some difficulty is found in obtaining Naval Stores especially in the turpentine and painting oil lines.

### Monthly Figures.

Distance steamed	80 miles
Hours under way	12
" " " on one engine	Nil
Average speed for month	8 knots
Gallons of fuel expended	260
" " " " per hour	8

Total hours under way since commissioning 603  
Date commissioned - 11th December, 1944.

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

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**CONFIDENTIAL**

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. M.L. 1355. REPORT OF PROCEEDINGS.

July. 1945.

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3 N.M. 20/9

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D.N.M.S. 22/10

H.P.B. 24/10

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DEPARTMENT OF THE NAVY.  
MINUTE PAPER.

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~~4/5/4~~ SUBJECT: Report of Proceedings - H. 6 a. "M.L. 1355" - July 1945

S.O.C.C. 11/49

D.P.S. 11/49

D.T.S.R. 11/49

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Royal Australian Navy.



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RECEIVED N.G. 269/49.  
- 4 SEP 1945  
NAVY CONFIDENTIAL RECORDS  
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Office of N.O.I.C.,  
New Guinea. Madang,  
27 August, 1945.

The Secretary,  
Naval Board,  
MELBOURNE.  
(Copy to: C.O. "RUSHCUTTER").

*H.M.*

REPORT OF PROCEEDINGS, JULY 1945 - M.L. 1355.

Forwarded for the information of the Naval Board,

2. The Commanding Officer, M.L. 1355 has been instructed to raise Form S 1148 (L) for the failure of .50 Browning Machine gun and return gun to Armament Store Accounting Officer, Madang for inspection.

A/Captain, R.A.N.  
Naval Officer in Charge,  
New Guinea.

Ack'd By Form

A. S. 130

Init.

Date: 6/9

*6/9/45*

269/49

From: Commanding Officer H.M.A. M.L. 1355

Date: 6th August 1945

To: The Secretary, Naval Board, Navy Office, Melbourne.  
(Through Naval Officer-in-Charge, New Guinea)

Subject: Coastal Craft Report of Proceedings - Month of July.

Submitted in accordance with N.O. 97/43 and C.N.O. 19/45 the following report of proceedings of H.M.A. Ship under my command.

At the beginning of the month the ship was alongside at Finschhafen whilst en route to Jacquinot Bay. Superficial damage had been sustained by the ship on the last day of the preceding month and shipwrights from American Small Ships M. & R. Section were working aboard the vessel.

At 0800K on 4th July the ship proceeded for Jacquinot Bay. At 1040K a defect developed in the port main engine, which had to be stopped, and the ship returned to Finschhafen, securing alongside at 1510K.

On Thursday 5th July the ship was alongside at Finschhafen whilst the engine defect was made good.

At 0820K on 6th July the ship proceeded for Jacquinot Bay. At 0920K, whilst exercising gun shoot, a premature explosion occurred in one .50 cal Colt Browning M.G. due to faulty feed. Able Seaman B. W. Garton S. 6953 received slight punctured wound in abdomen. His condition was not serious and the ship continued on passage.

At 1045K on July 7th the ship secured alongside in Jacquinot Bay. From this time until 24th July the ship remained in Jacquinot Bay under the operational control of Port Director Jacquinot Bay. The ship was employed here during its stay in a survey of the southern anchorage of Jacquinot Bay. A chart of the area was being prepared by the ship's officers.

At 1220K on 24th July the ship proceeded on and on back to Madang.

At 1230K 25th July the ship secured alongside at Finschhafen

At 1500K 26th July the ship slipped and proceeded to Langemak Bay for fuel and thence to Madang.

At 0605K 27th July the ship secured alongside at Madang. Between 1015K and 1218K on this morning the ship assisted M.L. 811

in Honoring H.M.A.S. "Tolga" in Madang Harbor:

On Saturday 28th July the ship unloaded ammunition and depth charges.

At 1135K 20th July the ship proceeded for Alexishafen to M.L. Repair Base for engine top overhaul, securing alongside there at 1210 K.

On July 31st top overhaul was begun.

Efficiency Report.

(a) Main Engines have performed very satisfactorily

(b) A/S Engines and equipment has performed satisfactory, although a marked drop in the resistance of the beam oscillator was noticed towards the latter part of the month and this part of the A/S equipment had steadily deteriorated. This item was raised as a defect on return to Madang.

(c) All batteries have performed very satisfactorily.

(d) Constant trouble has been experienced with the twin water-cooled .50" calibre salt-braining machine guns in this ship. In spite of frequent inspection and adjustment by Ordnance Artificers a serious defect was developed in one of these guns which was only made evident when a premature explosion took place, which may have proved dangerous. The gun was rendered unserviceable. Remaining guns of armament have performed very satisfactorily.

(e) As far as can be ascertained the hull is in a sound condition and no apparent ill-effects have been caused by strain thrown on the hull during the heavy weather encountered during the month.

Monthly Figures.

Distance steamed during month — 940 miles

Hours under way " " — 93 hours

" " " on one engine — 3 "

Average speed for month — 10 Knots.

Gallons of fuel expended during month — 855 gallons

Total distance steamed since commissioning — 5502 miles

Average speed since " — 9.35 Knots

Total hours under way since commissioning — 589 hours.

Date of " — 11.12.44.

COMMANDING OFFICER  
J. J. Miller  
Lieut R.A.N.  
H.M.A.S. "TOLGA" 1355



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DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT Report on Proceedings. H.M.A.S. ML 1355 REPORT OF PROCEEDINGS.

June 1945.

S.N.B. *Mr 3/9*

S.N.M. *10/9*

S.N.M.

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N.A.S.N.M.

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

*Miss Smith*

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DINM.B. BRANCH  
B.M.N.D.  
12 Oct 1945  
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**SECRET**

DEPARTMENT OF THE NAVY

2026/7/1327

MINUTE PAPER

SUBJECT: *Amma "NY 1355" Report of Proceedings June, 1945*

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Royal Australian Navy.

DEPT. OF NAVY  
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IN REPLY PLEASE QUOTE

No. N.G. 269/49.

Office of N.O.I.C.,  
New Guinea. Madang,  
28 July, 1945.

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The Secretary,  
Naval Board,  
MELBOURNE.  
(Copy to: C.O. "RUSHCUTTER").

Submitted for the information of the Naval Board.

*[Handwritten Signature]*

A/Captain, R.A.N.  
Naval Officer in Charge,  
New Guinea.

*J* M

COPY.

Commonwealth of Australia.

From Commanding Officer, H.M.A. M.L. 1355  
Date 5th July, 1945. Ref. No. 55/6/N.  
To The Secretary, Naval Board, Melbourne (through N.O.I.C. New Guinea.)  
Subject REPORT OF PROCEEDINGS, MONTH OF JUNE 1945.

Submitted in accordance with C.C.N.O. 97/43 and Navy Office Letter No. 059439 of 27th October, 1944, the following Report of Proceedings for the information of the Naval Board.

At 0325K June 1st the ship en route to Madang cleared the Port of Townsville and proceeded for Thursday Island.

At 0930K June 2nd the ship secured alongside M.L. 1347 anchored off Lizard Island.

Proceeding at 0630 K June 3rd, the vessel anchored in Stoker Bay, Stanley Island at 1515K the same day.

At 0355K June 4th the ship weighed and proceeded securing alongside at Portland Roads at 1545K.

At 1000K on June 5th the ship slipped and proceeded for Margaret Bay, anchoring there at 1550K.

Proceeding at 0400K June 6th the ship proceeded to Thursday Island, securing alongside M.L. 431 at 1730k.

From thence to June 11th the ship remained alongside at Thursday Island. Fuel, water and provisions were taken aboard and some minor defects were made good. At 0920K June 11th, the ship slipped and proceeded with M.L. 1347 in company for Port Moresby via the Great North East Channel, anchoring off Coconut Island at 1725K June 11th.

Weighing at 0745 June 12th the ship proceeded with M.L. 1347 in company.

Sighting Yule Island at 0704K June 13th the ship secured alongside at Port Moresby at 1325K that day.

From this time till 19th June the ship was secured alongside at Port Moresby whilst preparations were being made for its onward routeing. 100 hour engine overhaul was also carried out.

Slipping at 0615K June 19th the ship proceeded in company with M.L. 1354 via the coastal route for Milne Bay. Courses to steer and anchorages were indicated by a native Pilot aboard M.L. 1354. At 1400K the vessel secured alongside M.L. 1354 anchored off Hula, on Hood Point.

On JUNE 20th at 0655k the ship slipped and proceeded securing alongside at Alean Island at 1505K.

On June 21st at 0710 K the ship slipped and proceeded, anchoring in Fyfe Bay at 1700K.

At 0610K June 22nd the ship proceeded for Milne Bay, securing alongside M.L. 1354 at 1413K.

During Saturday 23rd June the ship was secured alongside at Milne Bay whilst fuel, water and provisions were taken aboard.

Slipping at 1400K June 24th, in company with M.L. 1354 the ship proceeded for Madang.

The vessel secured alongside Madang at 1530K June 26th.

At 1530K June 27th the ship proceeded for Alexishafen securing alongside there at 1625K

On Thursday June 28th the ship remained alongside at Alexishafen. 100 hour engine overhaul was carried out and minor defects were made good.

At 0710K June 29th the ship proceeded for Madang securing alongside at 0805K. At 1600K June 29th the ship proceeded for Langemak Bay en route to Jacquinet Bay, New Britain.

On June 30th at 1710K the ship secured alongside H.M.A.S. "ELLAN" at Finschhafen.

Throughout the entirety of the voyage from Brisbane to Madang, the ship performed very satisfactorily.

Various weather was experienced en route and the ship handled very well in the heaviest seaway.

X Super-chargers performed satisfactorily and upon inspection at Madang on arrival, little or no slack was found for supercharger chain adjustment.

It is my considered opinion that the satisfactory performance of the propelling and auxiliary machinery is due to the care and maintenance of my Motor Mechanic and Engine Room rating.

The only serious defect suffered en route was damage to one of the main engine oil coolers. It is my opinion that this damage was due to heavy-handed carelessness on the part of an E.R.A. in Base Staff, Townsville, to whom the oil cooler was submitted for the fitting of new studs.

---

The health and efficiency of the Ship's company is of a very high standard and the morale is exceptionally good.

---

Distance steamed during month	2216 miles
Hours under way " "	220 hours
Average distance per ton of fuel	250 miles
Total distance steamed since commissioning	4,562 miles
At an average speed of	9.5 knots
Hours under way since commissioning	496 hours.

(Sgd.) J.G. Miller

Commanding Officer,  
H.M.A. M.L. 1355.

ACK. BY. A.S. 1330Y  
10 JUL 1945  
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*Duplicate*

DEPT. OF NAVY  
2026-7-1327  
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Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. N.G. 269/49.

SECRET

Office of N.O.I.C.  
New Guinea, Madang.  
4th July, 1945.

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*In circulation  
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*HKK 11/7*

The Secretary,  
Naval Board,  
MELBOURNE.

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

REPORT OF PROCEEDINGS FOR MAY, 1945 - H.M.A.M.L.1355.

*J. Andrew*

A/Captain R.A.N.  
Naval Officer-in-Charge,  
New Guinea.

*D.N.1 (N.H.R.O.) +*  
*H.M. Foster*  
*B. J. Brown*

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REPT. OF NAVY  
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Royal Australian Navy

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Office of I.O.I.C.  
New Guinea, 1937

The Secretary,  
Naval Board,  
H.M.A.S. WINDHOUSTON.

(Copy to the Government Office,  
H.M.A.S. WINDHOUSTON.)

REPORT OF PROCEEDINGS FOR NOV. 1937 - H.M.A.S. 1133

*John Jones*  
Naval Officer-in-Charge,  
New Guinea.

*W. J. ...*  
*W. J. ...*

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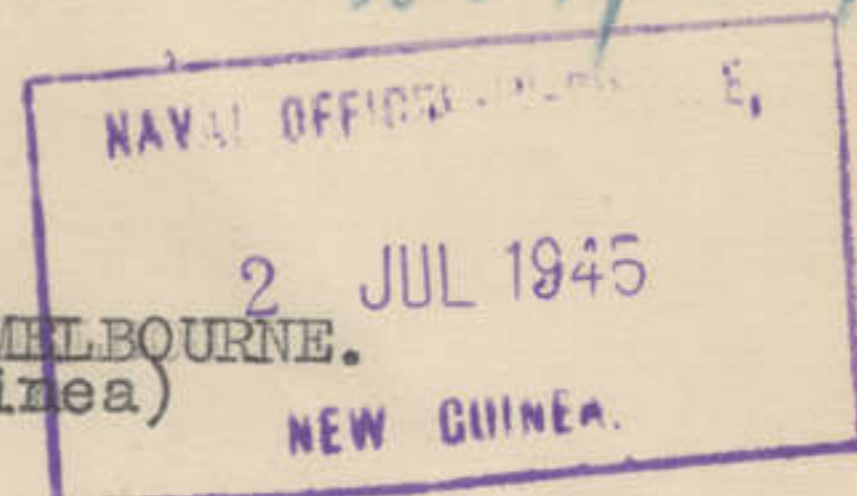


From COMMANDING OFFICER, H.M.A. M.L.1355.

Date 14th June, 1945.

To THE SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.  
(Through Naval Officer-in-charge, New Guinea)

Subject REPORT OF PROCEEDINGS - MAY 1945.



Submitted in accordance with C.C.N.O.97/43 and Navy Office letter No.059439 of 27th October 1944, the following Report of Proceedings for the information of the Naval Board.

From 1st to 10th May, the ship was secured alongside at M.L.Repair Base, Brisbane, whilst preparations were being made for the ship's departure to Madang.

At 0945K 11th May the ship proceeded to sea with the Port Gunnery Officer for gun trials in Moreton Bay; returning at 1515K. The guns performed unsatisfactorily.

From 12th to 14th May the ship was secured alongside at M.L.Repair Base.

At 1015K 15th May the ship proceeded to sea with the Port Gunnery Officer for gun trials in Moreton Bay, returning at 1430K. Guns performed satisfactorily.

At 1200K 16th May the ship proceeded to sea with M.L.1341 in company, to Advanced Fairmile Base, Bribie Island, to act as A/S Guard Ship; arriving there at 1500K. At 1700K the ship weighed anchor and proceeded on orders back to M.L.Repair Base; securing alongside at 2005K.

At 1000K 17th May the ship proceeded to Watts & Wright's shipyard in the Brisbane River. Thence, taking M.L.1323 in tow proceeded to South Brisbane Ship Repair Wharf, where at 1330K tow was slipped and the vessel proceeded back to M.L.Repair Base.

At 1540K the ship was slipped for inspection of under-water fittings. These were found to be in a satisfactory condition.

At 1415K 18th May the ship was unslipped.

At 1515K 19th May the ship slipped and proceeded on passage to Madang.

The ship secured alongside at Gladstone at 0800K 21st May for fuel, water and provisions.

Slipping at 0630K 22nd May the ship proceeded to Mackay securing alongside at 1010K 23rd May.

The ship proceeded to Townsville at 0745K 24th May; securing alongside at Townsville at 0610K 25th May for fuel, water and provisions.

From this time to the end of the month the ship was secured alongside at Hynes Wharf at Townsville where several minor defects were remedied. 100 hour engine routine was also carried out.

---

Since leaving Brisbane en route to Madang the vessel has performed very satisfactorily and handled well in a heavy sea-way.

---

The health and morale of the Ship's Company is of a very high standard.

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Monthly Figures.

Distance steamed during month..... 1070 miles.  
Hours under way " " ..... 119 hours.  
Average distance per ton of fuel..... 300 miles.  
Total distance steamed since commissioning.... 2346 miles.  
At an average speed of..... 8.5 knots.  
Hours under way since commissioning..... 276 hours.

---

COMMANDING OFFICER  
*J. G. Miller*  
*Lieut. R.A.N.R.*  
H.M.A.S. L. 1355

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**SECRET**

Royal Australian Navy.

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*Duplicate*

DEPT. OF NAVY  
2026-7-1324  
**SECRET**

IN REPLY PLEASE QUOTE

No. N.G. 269/49.

ACK. BY: *[Signature]*  
16 MAY 1945  
INIT. *[Signature]*

Office of N.O.I.C.,  
New Guinea. Madang,  
11 May, 1945.

*In Circulation*  
*[Signature]*  
18/5/45

The Secretary,  
Naval Board,  
MELBOURNE.

(Copy to: C.O. "RUSHCUTTER").

REPORT OF PROCEEDINGS FOR MARCH - H.D.M.L. 1355.

Submitted for the information of the Naval Board.

*[Handwritten initials]*  
18/5

*[Handwritten initials]*  
N.S. MB 2/5

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

*[Signature]*

(C.R. Reid)  
A/Commander, R.A.N.  
Commander (A) New Guinea.

*[Handwritten signatures and notes]*  
12/5/45  
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Royal Australian Navy

SECRET  
IN REPLY PLEASE QUOTE  
R.A.N. 200/17

Office of the  
New Guinea, Madang,  
12 May 1917

The Secretary,  
Naval Board,  
Melbourne,  
(Copy for C.A. "Proceedings")

REPORT ON PROCEEDINGS FOR MARCH - APRIL 1917  
Submitted for the information of the Naval Board

Commander (R.N.) New Guinea,  
Commander, R.A.N.,  
(C.A. 201)

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

2/5

# Royal Australian Navy.

269/49

IN REPLY PLEASE QUOTE

No. ....

SECRET

NAVAL OFFICER-IN-CHARGE,  
7 - MAY 1945

From COMMANDING OFFICER, H.M.A. M.L. 1355.

Date 4th April, 1945.

To THE SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.  
(Through Naval Officer-in-Charge, New Guinea.)

Subject REPORT OF PROCEEDINGS - MARCH, 1945.

Submitted for the information of the Naval Board in accordance with C.C.N.O.97/43 and Navy Office letter No.059439 of 27th October 1944, the following Report of Proceedings for month of March, 1945.

2. From 1st March to 7th March, seven days working up exercises were carried out in Moreton Bay. From 8th March to 31st March, the ship was secured alongside M.L. Repair Base whilst work was effected on defects.

3. Distance steamed during month - 520 miles  
Hours under way -  $65\frac{1}{4}$  hours  
Average distance per ton of fuel - 250 miles  
Total distance steamed since commissioning - 800 miles  
At average speed of  $8\frac{1}{2}$  knots  
Total hours under way since commissioning -  $97\frac{3}{4}$  hours.

*J. J. Miller*  
.....  
Lieutenant, R.A.N.R.  
COMMANDING OFFICER.

24/1



28/4  
312 12

**SECRET**

2026/7/ 1327

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. *WAMU 1355* -REPORT OF PROCEEDINGS.

*1st March to 7th March 1945*

S.N.B. *16/4*

2.N.M. *1/5*

3.N.M. *2/5*

D. of P. *30/4  
2/5*

D.R.M. *3*

D.N.I. *1/5*

Ops (N) *1/5*

N.S. *1/5*

D.E. (N) *1/5*

D.O.T.M. *2/5*

D.N.M.S. *1/5*

H.P.B. *2/5*

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

N.S. *3/5*

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

*St Pauli 2/5  
St Andrew 3/5  
St Andrew 1/6  
St Andrew*

5/2/45

BRANCH  
D.N.M.S.  
24 MAY 1945  
NAVY  
OFFICE

TO: [Faint text]

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**SECRET**

DEPARTMENT OF THE NAVY.  
MINUTE PAPER.

2026/7/1327

3644.

SUBJECT: AMA "ADM L" 1355" Report of Proceedings from 1st March  
7th March 1945

~~SOCC~~ 4/4

~~DPS~~ Rev 7/4

~~DTSR~~ Answer 11/4

~~OOD~~ 12/4

~~DCNS~~

~~for~~ 1st NM 12/A

N5



Commonwealth of Australia

SECRET

Department of The Navy.

DEPT. OF NAVY		
CONFIDENTIAL		
2026	7	1327

Royal Australian Navy.

From COMMANDING OFFICER H.M.A. "H.D.M.L. 1355"

Date 8th. MARCH 1945.

Reference No. \_\_\_\_\_

To THE SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE (THROUGH NAVAL OFFICER IN CHARGE, BRISBANE / THROUGH STAFF OFFICER COASTAL CRAFT.)

Subject REPORT OF PROCEEDINGS FOR WORKING UP PERIOD FROM 1st. MARCH 1945 TO 7th. MARCH 1945 INCLUSIVE.

Checked for Indexing

Submitted:

At 0700K on 1st. March, the ship proceeded to sea for 7 days working up exercises. 1315K after clearing Pile Light, action stations were exercised including surface, anti-aircraft and anti-submarine. A shoot was carried out at Schermuly rockets and calcium flares as targets. During these exercises, the alacrity and efficiency with which these drills should be carried out was impressed upon the ship's company. At the conclusion, fire stations, collision and abandon ship stations were also exercised, being satisfactorily carried out and executed by the ship's company.

HN

2. At 1418K the ship came to anchor off Comboyuro Light. This was the first time the ship had come to an anchorage, and the entire operation was carried out as an evolution. Upon securing, the crew were instructed in the rudiments of navigation by the Commanding Officer, especially in the use of the azimuth circle for taking bearings. This was important from the ship's point of view in light of the fact that the majority of the ship's company were about to act as quartermasters for the first time on a ship at anchor. While at anchor, the opportunity was taken to give the ship's company some instruction and exercise in the use of hand grenades and small arms.

3. Weighing at 0900K on the 2nd. March, the ship got under way and instruction was given to the ship's company in ship handling, mainly quartermaster watches on the wheel. It was felt that a good deal of this instruction was necessary since the ship's company were new to this type of vessel.

4. At 1100K action stations were exercised. While under way a signal was received from Pile Light instructing me to rendezvous with H.M.A.S. "Matthew Flinders" off Coloundra. This was advantageous as it enabled us to instruct the ship's company in quartermaster watches on the wheel in a seaway. Upon effecting the rendezvous, the ship returned to port and secured alongside Nixon Smith's wharf at 2241K

5. A.M. Saturday 3rd. March the ship was provisioned and watered. At 1215K, slipped from Nixon Smith's wharf and proceeded to Moreton Bay. Pile Light was cleared at 1445K and 1515K action and fire stations were exercised. After these drills were carried out the ship's company were addressed by the Commanding Officer and the various drills were discussed and improvements made.

6. The sea anchor was streamed at 1600K. The evolution was carried out quite successfully but the day was too calm to be able to observe any actual benefits. Upon securing the sea anchor, the ship went into hand steering. Some difficulty was found in unshipping the hand steering tiller from the stowage in the tiller flat. It is considered that this tiller should be stowed on deck so that it shall be more readily accessible. The evolution was satisfactorily executed, though it was impossible to steer the vessel with the normal steering gear still assembled owing to the gearing at the bridge and wheel-house steering positions.

7. At 1710K the ship secured alongside at the advanced Fairmile Base, Bribie Island. Here, at 2100K the crew were instructed in the use of and firing of pyrotechnics. The usage for identification of the various flares and lights were explained and pyrotechnics of all types carried were fired.
8. On Sunday 4th. March, at 1200K, the ship slipped and proceeded to Moreton Bay for further exercises before proceeding to Fairmile Base for fuel and water. At 1400K action stations were sounded and A.A. and A/S stations were exercised. Upon the conclusion of these exercises, officers and ship's company were instructed by the motor mechanic in the starting, stopping and operation of the main and auxiliary engines. At 1702K the ship secured alongside at Fairmile Base.
9. Monday, 5th. March, the ship slipped at 0805K and proceeded to sea in company with M.L.s 821 and 1354. At 1000K after clearing Pile Light action stations were exercised.
10. Moreton Bay was cleared at 1309K and the ships proceeded to a predetermined position where A/S stations were exercised and a depth charge fired. The depth setting was 170 ft. and the detonation was quite satisfactory after the correct time interval.
11. At 1630K M.L. 821 detached, steaming a north-westerly course. I proceeded on a northerly course at 1700K with M.L. 1354 in company to effect rendezvous with M.L. 821, 5 miles due East of Double Island Light. The distance to be steamed was approximately 60 miles, and the time of rendezvous was 2330K. At 2325K, M.L. 821 was sighted, and rendezvous effected at 2332K. The trip was excellent experience for the ship's company, as a force 4 to 5 wind and a head sea were to be contended with for the greater part of the distance steamed. Although it was the crew's first taste of the open sea in these ships, they carried out a very good job on the wheel, resulting in the correct course being made good to within almost a degree, thus enabling the rendezvous to be effected to time notwithstanding the state of the sea. By 2340K the ships had assumed Order 1. and proceeded on a southerly course for Coloundra.
12. At 0750K Tuesday 6th. March, the ship came to anchor off Comboyuro Light and the forenoon was spent working part of ship and cleaning guns.
13. The ship weighed anchor and proceeded in company with M.L. 821 and M.L. 1354 at 1330K. Exercises manoeuvring as a fleet were carried out using R/T communication. These exercises were very successful, and excellent practice was afforded to the Telegraphist.
14. At 1530K, as the exercises were concluding, a bad rattle was detected in the starboard shaft, resulting in that engine being shut down.
15. At 0745K Wednesday 7th. March, the ship slipped and proceeded independantly for Fairmile Base. The trip was completed on one engine and the ship berthed at Fairmile Base at 1055K.
16. The working up exercises carried out in these seven days were markedly successful. The ship's company, as a result of the experience gained, improved greatly, particularly in regard to their handling of the ship as quartermasters.

*R. G. Miller*  
 Lieutenant R.A.N.R.  
 COMMANDING OFFICER.

SECRET

DEPARTMENT OF THE NAVY.  
MINUTE PAPER.

2026-7-1327

SUBJECT: H.M.A "H.D.M.L 1355" Report of Proceedings February 1945

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D.T.S.R

D.O.D

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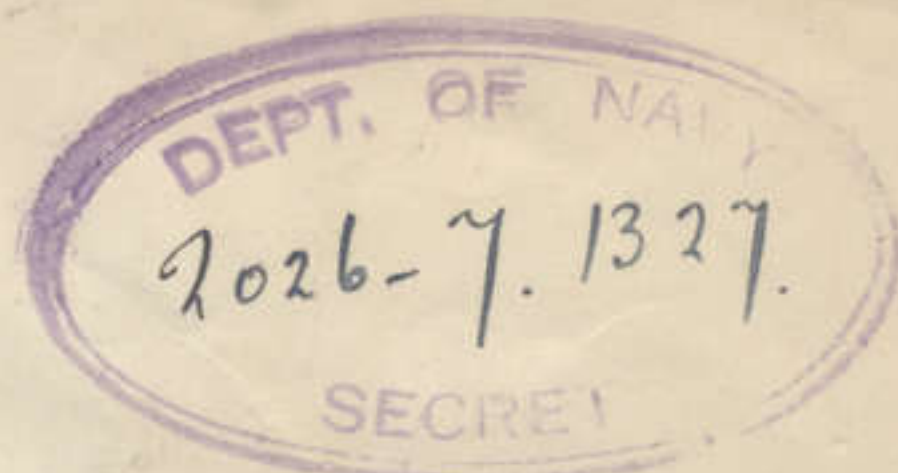
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**From** COMMANDING OFFICER, H.M.A. "H.D.M.L.1355".  
**Date** 4th March, 1945.  
**To** THE SECRETARY, NAVAL BOARD, MELBOURNE.  
 (Through Naval Officer-in-Charge, Brisbane.)  
**Subject** REPORT OF PROCEEDINGS - FEBRUARY, 1945.

**Submitted:**

In accordance with C.C.N.O. 97/43, ACB 0238 (2) and Navy Office letter 059439 of 27th October, 1942, the following is a report of proceedings for H.D.M.L.1355 for month of February, 1945.

2. From 1st February to the 19th of the month the ship was secured alongside at the M.L. Repair Base, Colmeslie, whilst repairs were being carried out to the engines and outstanding A's and A's and defects were made good.

3. On 19th February the ship proceeded to Mereton Bay with M.L.'s 1354 and 1357 in company for engine trials where manoeuvres and a shoot were also carried out. The vessels returned to M.L. Repair Base at 1500, whereupon a report was made upon the result of the trials.

4. On Thursday 22nd February the ship was slipped at M.L. Repair Base for inspection and adjustment of propelling machinery. The ship was unslipped at 0600 on 23rd February. At 1000 the same day engine trials were carried out in the Brisbane River. It was found that the port stern gland was still overheating. From 1205 that day to Monday 26th February, the ship was secured at M.L. Repair Base, Colmeslie.

5. At 1215 on 26th February, the ship was slipped at the Repair Base whereupon adjustments were made to the port stern gland and the ship unslipped again at 1035 on 27th February when engine trials were carried out in the Brisbane River. Port stern gland still ran very warm.

6. At 1315 on 28th February the ship took M.L.808 in tow and proceeded to Norman Wright's Shipyard. There tow was slipped and the ship proceeded to Nixon Smith's wharves arriving there at 1510.

Hours steamed during month Port 14 Starboard 14  
 Distance steamed during month 100 miles  
 Hours steamed since commissioning Port 33½ Starboard 36½  
 Distance steamed since commissioning 280 miles at an average speed of 9 knots.  
 Average distance per ton of fuel 240 miles.

*J. G. Miller*  
 .....  
 Lieutenant, R.A.N.R.  
 COMMANDING OFFICER.

H.N.

24/4/45

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