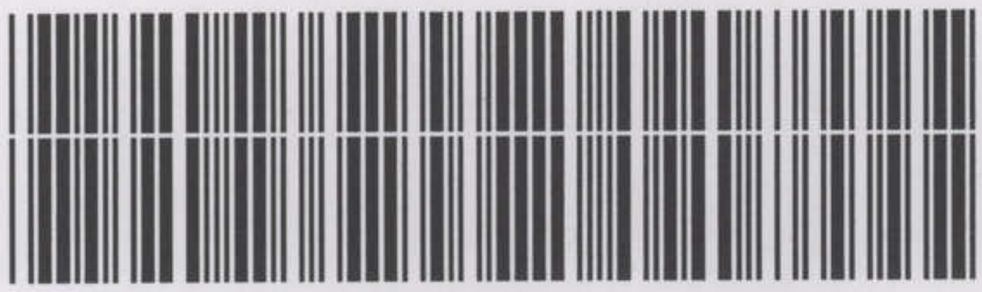
AWM78

Reports of Proceedings, HMA Ships and Establishments

HMAS STUART (I)

Item number: 326/1

Title: September 1939 - January 1946



AWM78-326/1

AUSTRALIAN WAR MEMORIAL RCDIG1074615

"STUART"

L. of P.

Sep 39 – Jan 46

AUSTRALIAN ARCHIVES
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: 12 DEC 90
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Reviewer: LCDR R. L. Smith (RANEM)

Signature: R Smith Date: 12 MAR 91

Archives Branch
NAVAL HISTORICAL RECORDS

AUSTRALIAN WAR MEMORIAL RCDIG1074615

RECEIVED
22.FEB.PM46
NAVY REGISTRY

/ Dup.

DEPT. OF NAVY
2026.7.1529
SECRET

(Letter from Commanding Officer, H.M.A.S. "STUART"
No. 0/192/10, dated 6th February, 1946.)

In circulation
26/2/46

MONTHLY REPORT - JANUARY, 1946.

II.

B.S.461/250/75A.
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with Confidential Commonwealth Navy Order 97/45.

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

A/Rear-Admiral.

Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
POTTS POINT. SYDNEY.

20 FEB 1946

25/2 F.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

AUSTRALIAN WAR MEMORIAL RCDIG1074615

DEPT. OF NAVY
Feb. 7. 1946
SECRET

RECEIVED
22 FEB 1946
NAVY REGISTRY

(Letter from Commanding Officer, H.M.A.S. "STUART"
No. 0\192\10, dated 6th February, 1946.)

MONTHLY REPORT - JANUARY, 1946.

II.

B.S.461\250\75A.
The Secretary,
NAVAL BOARD.

Forwarded for the information of the
Naval Board in accordance with Confidential Commonwealth
Navy Order 97\45.

A\Rear-Admiral.

Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
POTTS POINT, SYDNEY.

20 FEB 1946

Mr. Kelly
1.6.65

RESTRICTED

SECRET

[illegible]LY PLEASE QUOTE
No. 0/192/10.

Royal Australian Navy.

OFFICE OF St.6334
S.S. 250/75A
FLAG [illegible]

H.M.A.S."STUART".
February 6th, 1946.

Flag Officer-in-Charge,
SYDNEY, N.S.W.
(COPY TO:- Secretary, Naval Board.

MONTHLY REPORT - JANUARY, 1946.

Submitted:

Monthly report for the month of January, 1946, of H.M.A. Ship under my command.

1. SHIP'S MOVEMENTS.

From 1st January to 26th January, H.M.A.S."STUART" remained at No.16 Pyrmont, boiler cleaning and loading cargo.

Departing Sydney at 0900K/27th, passage was made inside the Barrier Reef to Townsville for fuel. Secured 1650K/30th.

An adverse current of from 3 to 4 knots was experienced along the N.S.W. coast and it was decided to increase Engine Speed to 16 knots at 0900K/28th in an endeavour to keep schedule. During the morning of the 29th, a serious defect appeared in the Starboard main engine circulating pump, and it was found also that condenser trouble was imminent. Temporary repairs were successful however, and "Stuart" was able to carry on to Townsville. The above defects necessitated a 24 hour delay at Townsville for repairs.

2. GENERAL.

The health and conduct of the Ship's Company remains satisfactory.

3. TRANSPORTATION OF PERSONNEL.

NORTHBOUND

Ex Sydney. (Officers 1
(Ratings 2

SOUTHBOUND. NIL.

4. TRANSPORTATION OF STORES.

NORTHBOUND.

Naval Stores	102	Cases
Vegetables	434	Crates
Apples	400	Cases
Bacon	72	Sides
Butter	75	Boxes
Eggs	67	Dozen
Comforts	5	Cartons
Clothing	39	Cases
Mail	59	Bags
Cigarettes	25	Cases
Provisions	15	Packages
Dinghies.	2	No.

SOUTHBOUND. NIL.

11 FEB 1946 SYDNEY

AUSTRALIAN WAR MEMORIAL RCDIG1074615

5. (a) STEAMING DETAILS JANUARY 1st. TO JANUARY 31st, 1946.

Total Distance steamed.	1,293	miles
Total hours under way.	81	hours
Average Speed.	16	knots
Total fuel expended.	492.76	tons
Average comsumption.	2.62	miles/ton

(b) STEAMING DETAILS SINCE COMMISSIONING, SEPTEMBER 1st, 1939.

Total distance steamed.	244,269.4	miles
Total hours under way.	16,817.4	hours
Average speed.	14.5	knots
Total fuel expended	68,824.53	tons
Average consumption.	3.54	miles/ton

Edgar. W. Welsh.

Lieutenant, R.A.N.R.(S).
In Command.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

Mr. Kelly
1.6.65

SECRET 0/192/9.

RESTRICTED

ACK. BK. A.S. 1330Y
18 JAN 1946
INIT. JMG

H.M.A.S. "STUART"

JANUARY 11th 1946.

DEPT. OF NAVY
SECRET

2026	7.	1529.

Rto. 1349

Flag Officer-in-Charge, N.S.W.
SYDNEY.
(COPY TO:- Secretary, Naval Board.)

Checked for Indexing

MONTHLY REPORT - DECEMBER 1945

Submitted:

Monthly report for the month of December 1945 of H.M.A. SHIP under my command.

1. SHIP'S MOVEMENTS.

H.M.A.S. "STUART" departed Sydney 1030 1st December on passage to Darwin with Naval and Victualling Stores and Personel.

Passage was made inside Great Barrier Reef calling at Townsville for fuel; secured 1737 K/4th. December and commenced fuelling. Slipped 0847 K/5th. December and proceeded inside Great Barrier Reef thence via Torres Strait to Darwin.

Arrived Darwin 1005 IK/9th. December and commenced fuelling. Discharging of cargo was commenced at 1300 IK/9th. and completed at 0145 IK/10th. Backloading was commenced at 0800 IK/10th. and completed at 0940 IK/10th. Personel on passage south were embarked at 0755 IK/11th. Slipped 0954 IK/11th. and proceeded to Townsville via Torres Strait, thence inside Great Barrier Reef.

Arrived Townsville 1045 K/15th. and commenced fuelling. Slipped at 1512 K/15th. after embarking personel and proceeded to Brisbane.

Arrived Brisbane 1525 K/17th. and secured at Thomas Brown's jetty, 1100 K/19th. loading was commenced and completed at 1415 K/19th. Slipped at 0700 K/20th. and secured alongside Hamilton wharf at 0800 K/20 and frozen cargo was loaded from 0845 K/20th to 0930 K/20th. Slipped at 1040 K/20th. and proceeded to Sydney.

Arrived Sydney 22nd. December and secured at No. 16 Pyrmont at 0602 K/22nd.

Discharge of cargo was spasmodic over the holiday period.

2. GENERAL.

There was nothing of importance to report during the voyage. Approval was obtained for thirty days availability during Boiler Clean at Sydney in order that personel could be given home leave over Christmas and New Year period. Boiler cleaning was still in progress on the 31st. December.

The health and conduct of the Ship's Company has been satisfactory.

3. TRANSPORTATION OF PERSONEL. .....continued page 2.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

3. TRANSPORTATION OF PERSONEL

NORTHBOUND

From Sydney.	Officers	Nil
	Ratings	Nil
From Townsville	Officers	Nil
	Ratings	Nil

SOUTHBOUND

From Darwin	Officers	4
	Ratings	128
	R.AAF and A.M.F.	3
From Townsville	Officers	4
	Ratings	15
From Brisbane	Officers	3
	Ratings	12
Arrived Sydney	Officers	11
	Ratings and O.Rs	158.

4 TRANSPORTATION OF STORES.

NORTHBOUND

Naval Stores	401	cases
Beer	320	cartons
Meet	251	carcases
Eggs	67	crates
Vegetables	530	crates

SOUTHBOUND.

Baggage	7	items
Bacon	233	sides
Naval and Armament Stores	644	cases
Victualling	613	packages

5. (a) STEAMING DETAILS DEC. 1st. TO DEC 31st. 1945

Total distance steamed	5,045	Miles
Total hours underway	367	Hours
Average speed	13.75	Knots
Total fuel expended	1,469.53	Tons
Average consumption	3.36	Miles/Ton

SINCE COMMISSIONING SEPT. 1st. 1939

(b)

Total distance steamed	242,976.4	Miles
Total hours underway	16,736.40	Hours
Average speed	14.5	Knots
Total fuel expended	68,331.77	Tons
Average consumption	3.55	Miles/Ton.

Edgar. G. Lehmann.

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

AUSTRALIAN WAR MEMORIAL RCDIG1074615

RECEIVED
10 JAN 1946
NAVY REGISTRY

DEPT. OF NAVY
2026-7-1349
SECRET

Dup

(Letter From Commanding Officer, H.M.A.S. "STUART"
dated 10 December, 1945.)

MONTHLY REPORT - NOVEMBER, 1945.

Inbirculation

II.

B.S.5097/250/75A.
The Secretary,
NAVAL BOARD.

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

A/Rear-Admiral.

Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
POTTS POINT. SYDNEY.

9 JAN 1946

AUSTRALIAN WAR MEMORIAL RCDIG1074615

AUSTRALIAN WAR MEMORIAL RCDIG1074615

DEPT. OF NAVY
Noted - 7 - 1944
SECRET

RECEIVED
NAVY REGISTRY

(Letter from Commanding Officer, H.M.A.S. "STURT" dated 10 December, 1945.)

MONTHLY REPORT - NOVEMBER, 1945.

II.

B.S.5097/250/75A.
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with Navy Office letter 589/201/944 (053065) dated 23rd October, 1944.

A/Rear-Admiral.

Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
POTTS POINT, SYDNEY.

9 JAN 1945

RESTRICTED

~~SECRET~~.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

St 6334
OFFICE OF THE
B 8 250/75A
FLAG OFFICER-IN-CHARGE
SYDNEY.

H.M.A.S."STUART".
10th December, 1945.

The Flag Officer-in-Charge, N.S.W.
SYDNEY.
(Copy to:- Secretary, Naval Board.)

MONTHLY REPORT - NOVEMBER, 1945.

Submitted:

Monthly report for the month of November, 1945, of H.M.A. Ship under my command.

1. SHIP'S MOVEMENTS.

H.M.A.S."STUART" was at sea on the 1st of November, on passage to New Guinea, with stores and personnel, having sailed the day before at 0800.

The passage was made by direct route to China Straits and ship arrived at Milne Bay, securing alongside the oil wharf at MODEWA at 1615 K/4th.

The next morning at 0550, slipped and proceeded across the bay to Number 4 wharf AHOIMA, where stores for MADANG were embarked, sailing again at 1140 for LAE.

Arrived LAE at 1140 K/6th where mail was unloaded. Twenty Army personnel were embarked for passage to RABAUL, and ship slipped and proceeded to MADANG at 1410 K arriving there and securing alongside BILIAU ISLAND at 0645 K/7th.

Stores and personnel were disembarked and back-loading completed p.m. 9th.

At 0640 K/10th, slipped and proceeded to RABAUL by the Northern route, arriving there at 1130 K the next day. Ship was secured alongside the tanker O.B.SORENSEN and oiled whilst stores and personnel for RABAUL and attached ships were disembarked.

Owing to the state of the wharf at MODEWA, being unsuitable for oiling alongside, it was decided to proceed direct to Sydney via the outside route instead of making for Townsville for fuel, and ship was sailed from RABAUL for SYDNEY at 1100 K/12th.

Arrived Sydney 17th November, and secured alongside No.16 Pyrmont at 0910 K.

2. GENERAL.

The main distiller pump was in a very poor state throughout the voyage and the severest rationing had to be imposed on water consumption from RABAUL to SYDNEY.

The distiller pump ex "Vendetta" was applied for and installed in "Stuart" during the period after return to Sydney. The new installation has proved very satisfactory.

The health and conduct of the Ship's Company have been satisfactory.

3. TRANSPORTATION OF PERSONNEL.....continued page 2.

REGISTRY
27 DEC 1945
SYDNEY

AUSTRALIAN WAR MEMORIAL RCDIG1074615

3. TRANSPORTATION OF PERSONNEL.

NORTH.

Navy.	Officers	2
	Ratings	30
		32
A.M.F.	Officers	2
	Other Ranks	34
		36
R.A.A.F.	Officers	Nil
	Other Ranks	4
		4

SOUTH.

Navy.	Officers	4
	Ratings	55
		59
A.M.F.	Officers	6
	Other Ranks	24
		30
R.A.A.F.	Officers	1
	Other Ranks	12
		13

4. TRANSPORTATION OF STORES.

NORTH.

NIL.

(N.B. Stores for North were included in October return.)

SOUTH.

Naval Stores	207 cases.
Mail	47 bags.
Baggage	105 pkgs.
Medical Stores	8 cases.
C.B.'s	12 bags.
Armament Stores	46 cases.

5.(a) STEAMING DETAILS FROM November 1st to November 30th, 1945.

Total distance steamed	4,160.0	miles
Total hours under way	281.40	hours
Average speed	14.80	knots
Total fuel expended	1,141.53	tons
Average consumption	3.64	miles/ton

5.(b) STEAMING DETAILS SINCE COMMISSIONING - 1st September, 1939.

Total Distance steamed	233,771.4	miles
Total hours under way	16,087.55	hours
Average speed	14.5	knots
Total fuel consumption	65,720.71	Tons
Average consumption	3.5	miles/ton

A. C. Malahan

Lieutenant Commander, R.A.N.
In Command.

NAVY-AUS
27 DEC 1945
SYDNEY

AUSTRALIAN WAR MEMORIAL RCDIG1074615

RECEIVED
29.NOV.PM45
NAVY REGISTRY

DEPT. OF NAVY
SECRET

Sup. 2026-7-1349.

(Letter from Commanding Officer, H.M.A.S. "STUART",
Ref. O/192/9 dated 2 November, 1945).

Intercalation

MONTHLY REPORT OF PROCEEDINGS - H.M.A.S."STUART" -
OCTOBER, 1945.

II.

B.S.3426/150/75A
The Secretary,
NAVAL BOARD.

DN.1
(NHRO)

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

A/CAPTAIN, R.A.N.
FOR A/Rear-Admiral.

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

28 NOV 1945

AUSTRALIAN WAR MEMORIAL RCDIG1074615

AUSTRALIAN WAR MEMORIAL RCDIG1074615

RECEIVED
29 NOV 1945
NAVY REGISTRY

DEPT. OF NAVY
SECRET

(Letter from Commanding Officer, H.M.A.S. "STUART",
Ref. O/192/9 dated 2 November, 1945).

MONTHLY REPORT OF PROCEEDINGS - H.M.A.S."STUART" -
OCTOBER, 1945.

II.

B.S.3426/150/75A
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval Board
in accordance with Navy Office letter 589/201/9th (05306S)
dated 23rd October, 1944.

A/CAPTAIN, R.A.N.
FOR A/Rear-Admiral.

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

28 NOV 1945

RESTRICTED

SECRET.

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. O/192/9.

H.M.A.S. "STUART".
2nd November, 1945.

The Flag Officer-in-Charge, N.S.W.
SYDNEY.
(Copy to:- Secretary, Naval Board.)

MONTHLY REPORT - OCTOBER, 1945.

Submitted:

Monthly report for the month of October, 1945, of H.M.A. Ship under my command.

1. SHIPS MOVEMENTS.

H.M.A.S. "STUART" sailed for Milne Bay at 0700K/30th September at 15 knots, arriving at Modewa at 1400K/4th October.

The next morning at 0800, proceeded to "LADAVA" and anchored to discharge stores, sailing again at 1400 for Oro Bay. On arrival there at 0730/6th October two vehicles were embarked for Madang, and ship sailed again at 1300.

The following day, 7th October, ship arrived at Madang at 0930, where personnel, mail, stores and meat were dis-embarked. Back loading of stores was begun the next day and completed P.M. 9th October.

At 0800K/10th October sailed for Rabaul, arriving there the next day at 1400, where meat was unloaded for the base and small ships.

Considerable trouble was experienced through swarms of Jelly fish being sucked into the main circulating inlets causing serious blockages, and the ship was delayed nearly an hour before the system could be sufficiently cleared for the ship to be able to get underway at 1700 on 12th October. Further clearing of the inlets was carried out on clearing harbour, and course was set for Jacquinot Bay, where the ship arrived and anchored off shore at 0655 the next morning.

Whilst at Rabaul opportunity was taken for the Ship's Company to land and have a look around what was once the township. The main item of interest was the countless number of tunnels which the Japanese had had excavated during their period of siege there.

Mail and stores were immediately unloaded and ship sailed again at 0915K for Milne Bay, by the route Eastward of Kiriwina. At 1030/14th October "STUART" secured alongside No.10 wharf Ahioma, Milne Bay, where stores, back loaded from Madang, were dis-embarked, and at 1600 berth was shifted to across the harbour to Modewa to complete with fuel that night.

Ship sailed for Sydney at 0600 on 15th October via China Straits and outside route, arriving there and berthing at No.16 Pyrmont at0915 on 19th October.

At 0800 on 31st October ship sailed again for Madang with personnel, stores and mail for the New Guinea Area.

2. GENERAL.

Throughout the passage the main feed pumps gave trouble and ship had to be slowed down on several occasions. The main distiller pump also gave trouble and is showing signs of complete fatigue.

The health and conduct of the Ship's Company have been satisfactory.

3. TRANSPORTATION OF PERSONNEL..... continued page 2.

RLHP-AEA
19 NOV 1945
SYDNEY

AUSTRALIAN WAR MEMORIAL RCDIG1074615

3. TRANSPORTATION OF PERSONNEL.

NAVY. NORTH.

	5/10/45.	6/10/45.	30/10/45.	
Officers.			2.	2.
Ratings.	3.	2.	18.	23.
				25.

NAVY. SOUTH.

	10/10/45.	12/10/45.	13/10/45.	14/10/45.	26/10/45.	
Officers.	7.	3.	1.	1.		12.
Ratings.	71.	2.	9.	8.	1.	91.

R.A.A.F.

Officers.	2.		2.
Ratings.		2.	2.

U.S.N.

Ratings.	2. (Chinese)	2.
		109.

4. TRANSPORTATION OF STORES.

NORTH.

8/10/45.
Beer. 30 packages; Eggs. 24 packages; Spirits. 9 packages.

23/10/45.
Naval Stores. 115 packages.

28/10/45.
Meat. 220 packages; Vegetables. 46 packages.

29/10/45.
Mail. 1388 packages; Baggage. 2 packages.

SOUTH.

9/10/45.
Mail. 161 packages; Medical Stores. 4 packages.

14/10/45.
Baggage. 135 packages; Naval Stores. 145 packages.

5.(a). STEAMING DETAILS 1st OCTOBER - 31st OCTOBER, 1945.

Total distance steamed.	4,445.	Miles.
Total hours underway.	311.20.	Hours.
Average speed.	14.2.	Knots.
Total fuel expended.	1,198.66.	Tons.
Average consumption.	3.7.	Miles/Ton.

5.(b). STEAMING DETAILS SINCE COMMISSIONING - 1st September'45.

Total distance steamed.	233,771.4.	Miles.
Total hours underway.	16.087.55.	Hours.
Average speed.	14.5.	Knots.
Total fuel expended.	65.720.71.	Tons.
Average consumption.	3.5.	Miles/Ton.

19 NOV 1945
SYDNEY

A Crutcher
Lieutenant-Commander. R.A.N.
In Command.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

RECEIVED
25.OCT.PM45
NAVY REGISTRY

DEPT. OF NAVY
2026.7.1349
SECRET

Dup.

(Letter from Commanding Officer, H.M.A.S. "STUART"
No.0/192/9. dated 2nd October, 1945.)

In circulation
27.10.45

HN. 15/L/45

REPORT OF PROCEEDINGS - H.M.A.S. "STUART".

II.

B.S.2746/250/75A.
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with Navy Office letter 589/201/941 (53065) dated 23rd October, 1944.

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

A/CAPTAIN, R.A.N.
FOR A/Rear-Admiral.

Office of Flag-Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
POTTS POINT. SYDNEY.

24 OCT 1945

26/10

AUSTRALIAN WAR MEMORIAL RCDIG1074615

RCDIG1074615

AUSTRALIAN WAR MEMORIAL

SECRET
DEPT. OF NAVY
PART 1. 1945

NAVY REGISTRY
RECEIVED
SECRETARY

(Letter from Commanding Officer, H.M.A.S. "SYDNEY",
No.0\1545\8. dated 8th October, 1945.)

REPORT OF PROCEEDINGS - H.M.A.S. "SYDNEY".

II.

R.S.S.\SYD\ASA.
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval
Board in accordance with Navy Office letter 283\SOI\8A
(25082) dated 8th October, 1944.

A.\CAPTAIN, R.A.N.
FOR A\Rear-Admiral.

PORTS POINT, SYDNEY.
Naval Base Headquarters,
Office of Flag-Officer-in-Charge, N.S.W.,
8 OCT 1945

RESTRICTED

SECRET.

Royal Australian Navy.

St 6334

250/75A

IN REPLY PLEASE QUOTE
No. 0/192/9.

H.M.A.S. "STUART",
2nd October, 1945.

The Flag Officer-in-Charge, N.S.W.
SYDNEY.
(Copy to:- Secretary, Naval Board.)

MONTHLY REPORT - SEPTEMBER, 1945.

Submitted:

Monthly report for the month of September, 1945, of H.M.A. Ship under my command.

1. SHIPS MOVEMENTS.

On 1st September ship was on passage from Biak to Madang, arriving at the latter port at 1000K/2nd September.

Provision had previously been made for "STUART" to take in 150 tons of fuel oil at Madang, but on arrival it was found that the Naval Officer-in-Charge, New Guinea, had been obliged to retain all fuel in Madang for other specific purposes. Consequently, I was instructed to proceed to Langemak to top up after taking in back loaded stores and personnel for the mainland.

However, I required 50 tons of fuel to enable me to get to Langemak with a sufficient safety margin, and as I required a further 50 tons only to get the ship to Milne Bay it was decided to give 100 tons to "STUART" from "ROCKLEA", thus obviating the necessity for a call at Langemak.

"STUART" sailed for Milne Bay at 0900K/3rd September and arrived at Modewa at 1600K/4th September, where oil fuel was taken onboard. Personnel and stores ex "LADAVA" were embarked and ship sailed for Sydney via outside route at 0900K/5th September, berthing at No.16 Wharf, Pyrmont, at 0900K/9th September.

At 0700 on 30th September ship sailed for Milne Bay at 15 knots with stores and mail for Madang.

2. GENERAL.

"STUART" was shifted to Garden Island on 10th September to effect minor urgent repairs, principally machinery and electrical circuits, and was again moved on completion bach to Pyrmont on Monday 24th September, when de-storing and storing was commenced.

It was intended to sail "STUART" for Milne Bay on 29th September, but owing to a temporary breakdown in the main freezer embarkation of meat had to be delayed twenty-four hours, necessitating a delay in sailing until the following day Sunday 30th September.

During the stay in Sydney one rating was landed suspected case of mumps, but there have been no further suspects and the incubation period has now been completed.

The health and general conduct of the Ship's Company have been satisfactory.

3. TRANSPORTATION OF PERSONNEL..... continued page 2.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

3. TRANSPORTATION OF PERSONNEL.

	SOUTH.			
NAVY.	1/9/45.	2/9/45.	5/9/45.	
Officers.	1		1	2.
Ratings.		15	8	23.
ARMY.				
Ratings.		13		13.
R.A.A.F.				
Ratings.		7	6	13.
				51.

	NORTH.						
NAVY.	19/9.	21/9.	24/9.	25/9.	26/9.	27/9.	28/9.
Ratings.	5	3	14	8	9	8	13

60.
60.

4. TRANSPORTATION OF STORES.

SOUTH.

2/9/45.
Clothing. Personnel effects. 192 packages., Medical. 61 packages., Armament. 16 packages.

4/9/45.
Clothing. 5 packages., Medical. 10 packages.

NORTH.

28/9/45.
Mail. 573 packages., Meat. 273 packages., Vegetables. 51 packages., Naval Stores. 64 packages., Clothing. 6 packages., Comforts. 7 packages., Beer. 300 packages., Spirits. Wine. 17 packages., Lifejackets. 100 packages., Eggs. 24 packages.

5.(a). STEAMING DETAILS 1st September - 30th September, 1945.

Total distance steamed.	2,783.4	miles.
Total hours underway.	178.35	hours.
Average speed.	15.6	knots.
Total fuel expended.	827.72	tons.
Average consumption.	3.3	miles/tons.

5.(b). STEAMING DETAILS SINCE COMMISSIONING 1st September, 1939.

Total distance steamed.	229,326.4	miles.
Total hours underway.	15,776.35	hours.
Average speed.	14.5	knots.
Total fuel expended.	64,522.05	tons.
Average consumption.	3.4	miles/tons.

REAR-ADMIRAL-IN-CHARGE
11 OCT 1945
SYDNEY

A. Culatha

Lieutenant-Commander, R.A.N.
In Command.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

RESTRICTED

Duplicate.

DEPT. OF NAVY
2026-7-1349
SECRET

(Letter No. 0/192/9 dated 10th Sep. '45 from
the Commanding Officer, H.M.A.S. "STUART")

ACK. BY A.S. 1[illegible]
-1 OCT 1945
INIT.

MONTHLY REPORT OF PROCEEDINGS: H.M.A.S. "STUART"
AUGUST, 1945.

NS 15/6/45

In circulation
2/10/45.

II

B.S. 2429/250/75A
The Secretary,
Naval Board.

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

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

A/Rear-Admiral

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

2/10.

28 SEP 1945

AUSTRALIAN WAR MEMORIAL RCDIG1074615

AUSTRALIAN WAR MEMORIAL

RESTRICTED

Letter No. 0/1921/9 dated 10th Sep. '45 from
the Commanding Officer, H.M.A.S. "STUART"

- 1 OCT 1945
INIT

MONTHLY REPORT OF PROCEEDINGS: H.M.A.S. "STUART"
AUGUST, 1945.

II

B.S. 2429/250/75A
The Secretary,
Naval Board.

Forwarded for the information of the Naval Board
in accordance with Navy Office letter 589/201/9th (053065)
dated 23rd October, 1944.

A/Rear-Admiral

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

28 SEP 1945

RCDIG1074615

RESTRICTED

SECRET.

Royal Australian Navy.

St 6334

250/75A

IN REPLY PLEASE QUOTE

No. 0/192/9.

H.M.A.S. "STUART".
10th September, 1945.

The Flag Officer-in-Charge, N.S.W.
SYDNEY.
(Copy to:- Secretary, Naval Board).

MONTHLY REPORT - AUGUST, 1945.

Submitted:

Monthly report for the month of August, 1945, of H.M.A. Ship under my command.

1. SHIPS MOVEMENTS.

"STUART" was undocked from Fitzroy Dock P.M. Saturday 28th July and proceeded to berth at No. 16 Pyrmont. During the ensuing week boiler clean was completed and stores for the Task Force, and northern bases, struck down.

It had been intended to sail on Friday 3rd August but a slight delay was occasioned with the main steam valve blowing. Temporary repairs were effected and ship sailed for Milne Bay at 0900 Sunday 5th August.

On arrival at Modewa, Milne Bay, Thursday 9th August ship was fuelled and sailed for Madang the following morning.

Arrived Madang noon 11th August and proceeded to discharge personnel and stores. Further personnel and stores were taken onboard for Mios Woendi, Biak and Morotai, and ship sailed for Mios Woendi at 1130 on Sunday 12th August, arriving there A.M. Tuesday 14th August, and securing alongside U.S. Tanker "VILLA LOBOS". This contact with "VILLA LOBOS" was fortunate as she sailed for Morotai and Zamboanga one hour after "STUART" slipped from alongside her, on the morning of August, 15th.

Whilst at Mios Woendi, "STAWELL" came alongside and took off stores and supplies for P.D. Biak.

Shortly after sailing from Mios Woendi the announcement was received over the air of the final capitulation of Japan, but celebration of V.P. Day was stood over to comply with the provisions of A.C.N.B. Signal 120431z/August.

On arrival at Morotai 1030I/16th August, "STUART" proceeded to anchorage adjacent to "PLATYPUS", and unloading of stores and dis-embarkation of personnel was commenced. Unloading and onloading was continued next day and completed P.M.

"STUART" topped up with fuel from the Tanker "BISHOPDALE" from her remaining slender stocks, and sailed for Subic Bay at 1130 18th August at a speed of 20 knots.

Whilst on passage an O.P. signal addressed to "STUART" was received in a garbled form, and a repetition was asked for. It was thought, at the time, that this signal might be a direction to join the Task Force elsewhere, but as no repetition was received I had insufficient information to act on this assumption.

On arrival at Subic Bay at 1700I/20th August the Task Force was found to have sailed, and I was unable to elicit any information from the local authorities as to its whereabouts. Consequently, a signal was despatched asking for direction, and "STUART" was instructed to join the Task Force in Manila Bay next morning. The stay in Subic Bay was not wasted as I had onboard one officer and several ratings for the four A.M.S. vessels anchored there, namely "FREMANTLE", "MILDURA", "BATHURST" and "BROOME".

An uncomfortable night..... continued page 2.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

An uncomfortable night at anchor was spent in Subic Bay with the south west monsoon blowing strongly, and at daylight the next morning 21st August ship sailed for Manila at 20 knots.

After a short but uncomfotable run "STUART" entered Manila Bay, and secured alongside "SHROPSHIRE" at 1130 that afternoon. Personnel and stores, including mail, were dis-embarked and back loading of stores completed the following day.

Whilst at Manila opportunity was taken to give the Ship's Company a brief look around the city, and at 1600/23rd August "STUART" was sailed for Leyte to deliver stores to "LACHLAN". On arrival at Leyte at 1600/25th August, "LACHLAN" was found to have sailed to Manila the evening before, but was not contacted en route

Arrangements were immediately made with R.A.N.L.O. Tacloban to land stores in a barge to be held by him pending the return of "LACHLAN". However, this measure was obviated as "LACHLAN" arrived late P.M. 26th August, and arrangements were made to discharge stores to her next day.

On completion of unloading stores "STUART" sailed for Morotai at 1600I that day 27th August, fuel having been obtained from H.M.S. "OLNA" the previous day.

At 0800I/29th August ship anchored at Morotai and further back loading of personnel and stores was effected. At 0900I/30th August proceeded to Sorido Lagoon, Biak, arriving there at 1200I/31st August where 5000lbs of fresk meat was delivered to P.D. Biak. Ship sailed again for Madang two hours later.

Whilst on passage to Madang a signal was received from N.O.I.C. New Guinea instructing me to call at Hollandia to pick up one officer for passage to Madang, adjusting speed to arrive at the latter port by 0800K/2md September. Speed was accordingly increased from 16½ knots to 20 knots. However, some eight hours later further instructions were received cancelling the above and speed of advance was reduced to 17 knots; the ship proceeding direct to Madang and arriving there at 1000K/2nd September.

2. GENERAL.

1. After fuelling from "VILLA LOBOS" at Mios Woendi, on the outward run, that tanker sailed immediately after me for Zamboanga.

On returning to Morotai from the Philippines ship was topped up with fuel from "BISHOPDALE", and it is believed this tanker also sailed for the north a few days later. Consequently, as far as it is known, no fuel is now available between Hollandia and the Philippines with the likelihood that fuel may be not long available at the former port, although confirmation has not been obtained on this.

2. With regard to the fresh meat carried by "STUART" very little assistance could be given to the Task Force in this respect, as the ships had filled up shortly before from "MERKUR". However, 6000lbs was taken by "SHROPSHIRE" as a stand by for the destroyer units of the Task Force against any possible shortage at a later date.

The balance was held in the ship, and with the exception of a small quantity for the ship's use, was eventually delivered to P.D Biak under instructions from N.O.I.C. Moluccas.

3. A considerable number of minor defects (particularily Engine Room) have resulted after long and continued steaming which will require attention on completion of the round trip

4. The general conduct and health of the Ship's Company have been satisfactory.

3. TRANSPORTATION OF PERSONNEL..... continued page 3.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

3. TRANSPORTATION OF PERSONNEL.

NORTH.

NAVY.	2/8/45.	4/8/45.	5/8/45.	10/8/45.	12/8/45.	18/8/45.	
Officers.	1.	3.		2.	2.	1.	9
Ratings.		75.	1.	3.		11.	90
R.A.A.F.							
Officers.				1.			1
							100

SOUTH.

NAVY.	22/8/45.	23/8/45.	30/8/45.	
Officers.	2.	3.	4.	9
Ratings.	28.	4.	10.	42
ARMY.				
Officers.	-	-	-	
Ratings.	2.			2
				53

4. TRANSPORTATION OF STORES.

NORTH.

5/8/45.
Beer and spirits. 178 packages., Naval Stores. 256 packages., Mail 1398 bags., Personnel effects. 19 packages., Meat. 241 packages., Vegetables. 51 packages., Eggs. 24 boxes., Bacon. 17 packages.
9/8/45.
Naval Stores. 14 packages.
11/8/45.
Mail. 7 bags., Naval Stores. 1 package, Beer and spirits. 229 packages.
13/8/45.
Naval Stores. 63 packages.

SOUTH.

29/8/45.
Personnel effects. 53 packages., 20 packages., Naval Stores. 90 packages. Mail. 16 bags.
27/8/45.
Personnel effects. 8 packages.
22/8/45.
Personnel effects. 23 packages., Naval Stores. 146 packages.

5.(a). STEAMING DETAILS. 1st AUGUST - 31st AUGUST, 1945.

Total distance steamed.	6,273.7	miles.
Total hours underway.	386.0	hours.
Average speed.	16.2	knots.
Total fuel expended.	1,925.53	tons.
Average consumption.	3.31	miles/ton.

5.(b). STEAMING DETAILS SINCE COMMISSIONING - 1st September, '39.

Total distance steamed.	226,543.0	miles.
Total hours underway.	15,598.0	hours.
Average speed.	14.5	knots.
Total fuel expended.	63,694.33	tons.
Average consumption.	3.55	miles/ton.

REAR-ADMIRAL-IN-CHARGE
14 SEP 1945
SYDNEY

Lieutenant-Commander. R.A.N.
In Command.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

(Letter from Commanding Officer, H.M.A.S. "STUART",
Ref. 0/192/9, dated 5th August, 1945).

SECRET

RESTRICTED

27 AUG 1945

DEPT. OF NAVY
2026-7-1349
SECRET

MONTHLY REPORT OF PROCEEDINGS: JULY, 1945.
H.M.A.S. "STUART".

II.

B.S.2055/250/75A.
The Secretary,
NAVAL BOARD.

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

Commodore.

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

23 AUG 1945

AUSTRALIAN WAR MEMORIAL RCDIG1074615

AUSTRALIAN WAR MEMORIAL

DEPT. OF NAVY
2024. 7-1944
SECRET

(Letter from Commanding Officer, H.M.A.S. "STUART"
Ref. 0/192/9, dated 5th August, 1945).

SECRET

27 AUG 1945

MONTHLY REPORT OF PROCEEDINGS: JULY, 1945.
H.M.A.S. "STUART".

II.

B.S.2055/250/75A.
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with Navy Office letter 589/201/9ki (053065) dated 23rd October, 1944.

Commodore.

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

23 AUG 1945

RESTRICTED SECRET

Royal Australian Navy.

St 6334
OFFICE OF THE FLAG OFFICER SYDNEY
250/54

IN REPLY PLEASE QUOTE
No. 0/192/9.

H.M.A.S. "STUART".
5th August, 1945.

The Flag Officer-in-Charge, N.S.W.
SYDNEY.
(Copy to:- Secretary, Naval Board.)

MONTHLY REPORT - JULY, 1945.

Submitted:

Monthly report for the month of July, 1945, of H.M.A. Ship under my command.

1. SHIP'S MOVEMENTS.

At 0830I 1st July, 1945, ship secured alongside wharf at Soredo Lagoon (Biak), and discharged personnel, equipment and stores for Port Directorate Biak, casting off and proceeding again at 0915 at 18½ knots. Morotai was made in the late afternoon of the next day and ship secured alongside "WHANG PU" at 1730, and commenced immediately to discharge personnel and stores. Discharge of cargo was completed at 0100/3, and at 0700/3 berth was shifted to alongside "BISHOPDALE" to take in fuel. On completion ship sailed for Tawi Tawi at 1130/3 at 18½ knots, arriving there at 1900I/4, and secured alongside "HOBART", which, in company with "SHROPSHIRE" and "ARUNTA" had arrived there a few hours previously.

Air mail was taken onboard at Morotai for the squadron and the ship was made welcome on arrival at Tawi Tawi.

Discharge of personnel and stores was completed by 1200I/5, and personnel and stores for back loading were then embarked and completed that afternoon.

Instead of proceeding late that afternoon on the return journey permission was given to "STUART" to remain over night, and proceed to Laa Island for the day (five miles across the bay), to give the Ship's Company a "breather", and a recreation run ashore amongst the coconuts. The weather was pleasant and the short stay most beneficial.

Ship sailed at 1700I/6 for Morotai at 16 knots, and arrived there at 0600I/8 securing alongside "MOMBAH", where the bulk of the frozen meat - still held onboard - was discharged for distribution to small ships by "PLATYPUS". Discharge and back loading was completed late that day, and at 0700/9 berth was shifted to "BISHOPDALE" to complete with fuel.

Unfortunately, "BISHOPDALE" was unable to give sufficient fuel to take the ship to Milne Bay, and arrangements were made for "STUART" to put in at Mios Woendi to complete there. Ship sailed for Mios Woendi at 20 knots at 1200I/9, and arrived there at 1730I/10, securing alongside the American tanker "VILLA LEBOS". One hundred tons of fuel were taken in and ship sailed at 1900I/10. The passage out was successfully made in the dark, and the ship proceeded to Madang at 16 knots, arriving there at 1600K/12, where further personnel and stores were back loaded. "STUART" sailed for Milne Bay at 0700K/14, and the passage was made at 17 knots, arriving at Modewa fuelling base at 1400/K/15.

The next morning at 0700K ship sailed for Sydney, and shortly after departure a signal was received instructing "STUART" to proceed to Saumerez Reef, to render assistance to the Liberty Ship "F.P. BLAIR" which had grounded there.

On the first night out from China Straits a strong southerly wind force 7-8, with a heavy southerly swell, was encountered and speed had to be reduced to 12 knots. However, towards afternoon of the next day the wind eased to force 5 and speed was again increased, contact being made with the stranded vessel at 1200K/18. U.S. Liberty ship "JAMES IVES" was already standing by.

Just prior..... continued page 2.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

Just prior to the arrival of "STUART" on the scene a Catalina flying boat was seen in the vicinity and it was later learned that the Salvage Officer from Townsville had been flown to the reef, and was onboard "F.P. BLAIR" inspecting the possibilities of salvage.

On closing "F.P. BLAIR" "STUART" was advised to wait and pass on the report of the Salvage Officer by W/T.

Whilst waiting for the report "JAMES IVES" informed me that he was without a large scale chart of the reef and asked for a spare. A tracing was quickly made and successfully transferred by means of a rocket and cod-line, as no Coston-gun lines were held in "STUART". Spare Coston-gun lines have since been obtained in Sydney. At 1700 I closed "F.P. BLAIR" and the Salvage Officer's report was received by T.B.S. communication, and transmitted to N.O.I.C. Townsville. Copy of signal is appended for information.

"STUART" was then instructed to stand by in company with "JAMES IVES" until arrival of tug the following afternoon, a report of these instructions being the subject of a separate signal to N.O.I.C. Townsville. At 2200 instructions were received from N.O.I.C. Townsville to proceed to destination and course was set, speed 18 knots, to comply.

At 1500K/20 ship entered Sydney Heads and secured alongside No.16 Pyrmont at 1600K.

On Monday 23rd July boiler clean was commenced, and on Saturday 28th July "STUART" was docked after a routine inspection had revealed that the white metal bushes in both "A" Brackets needed renewal. Opportunity was taken to replace the starboard propeller whilst ship was in dock

2. The inclusion of Mios Woendi as a fuelling base has the double advantage of reducing the distance between fuelling ports and also lightening the call on fuel at Morotai where, apparently, stocks are at present somewhat low.

The health and conduct of the Ship's Company have been satisfactory.

3. TRANSPORTATION OF PERSONNEL.

NAVY.	NORTH.					
	3/7/45.	24/7/45.	25/7/45.	27/7/45.	23/7/45.	
Officers.						
Ratings.	6.	6.	7.	2.	21.	42.
						42.

NAVY.	SOUTH.					
	5/7/45.	6/7/45.	9/7/45.	11/7/45.	14/7/45.	
Officers.		2.	3.	1.	1.	7.
Ratings.	16.	11.	23.		20.	70.
ARMY.						
Officers.	1.					1.
Ratings.	4.			12.		16.
R.A.A.F						
Officers.						
Ratings.				10.		10.
						104.

4. TRANSPORTATION OF STORES..... continued page 3.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

4. TRANSPORTATION OF STORES.

NORTH.

2/7/45.
C.B.'s. 9 bags.

SOUTH.

4/7/45.
Naval Stores. 48 cases.
5/7/45.
Naval Stores. 11 cases.
Personnel effects. 8 packages.
8/7/45.
Armament. 128 cases., Armament M.T. 47 cases., Naval Stores. 32 cases., Mail. 48 bags., Personnel effects. 76 packages.
13/7/45.
Victualling Stores. 3 cases., Naval Stores. 70 cases., Personnel effects. 192 packages., Mail. 43 bags.
15/7/45.
Mail. 14 bags.

5(a). STEAMING DETAILS 1st JULY - 31st JULY, 1945.

Total distance steamed.	5,171.6 miles.
Total hours underway.	326.20 hours.
Average speed.	15.8 knots.
Total oil fuel expended.	1,533.8 tons.
Average consumption.	3.37 miles/ton.

(b). STEAMING DETAILS SINCE COMMISSIONING - 1st SEPTEMBER, 1939.

Total distance steamed.	220,271.8 miles.
Total hours underway.	15,212 hours.
Average speed.	14.48 knots.
Total fuel expended.	61,768.8 tons.
Average consumption.	3.56 miles/ton.

REAR-ADM... 17 AUG 1945 SYDNEY

A C Mather
Lieutenant-Commander. R.A.N.
In Command.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

PRIORITY

NAVAL MESSAGE.

S. 1320h.
(Established 1935.)
(Reprinted 1940.)

To:

FROM:

NOIC TOWNSVILLE

STUART

4,000,000—6000/1/42—15364—St 4479 A. H. PETTIFER, ACTING GOVT. PRINTER.

FOLLOWING FROM FRANCIS PRESTON BLAIR BEGINS: NOIC TOWNSVILLE PASS TO GATRELL W.S.A. BLAIR 60 DEGREES TOWARDS BROAD ON REEF STERN 75 FEET INSIDE OUTER EDGE OF REEF. OUTER BOTTOMS SET UP ENTIRE LENGTH. TANK TOP INTACT EXCEPT 6 INCH HOLE UNDER STARBOARD SETTLER. HOLD SHELL PLATING BADLY CORRUGATED BRIDGE TO NUMBER 5 HOLD BOTH SIDES. STARBOARD BOILER SET UP 12 INCHES AFTER END. MAIN ENGINE DOWN 18 INCHES AFTER END. REFLOATING DOUBTFUE IF GOOD WEATHER. IF REFLOATED VESSEL CONSTRUCTIVE TOTAL LOSS. SALVAGING EQUIPMENT COSTLY OPERATION. ARMED GUARD OFFICER REQUESTS INSTRUCTIONS FROM U.S. NAVY REGARDING PERSONNEL AND NAVY ARMAMENT EQUIPMENT. SIGNED CAPTAIN CRUTE. ENDS.

//180712 Z

AUSTRALIAN WAR MEMORIAL RCDIG1074615

2026/7/ 1349

DEPARTMENT OF THE NAVY.

RESTRICTED SECRET

MINUTE PAPER

11 SEP 1945

SUBJECT: H.M.A.S. "Stuart" REPORT OF PROCEEDINGS. June 1945

S.N.O.

2 N.M.

S N.M.

D. of P.

action re para 2 on file 2037/7/1102

D.R.M.

D.N.I. NIS

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D.E. (N)

D.O.T.M.

D.N.M.S.

H.P.B.

N.A.2.N.M.

N.S.

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

Duplicate

AUSTRALIAN WAR MEMORIAL RCDIG1074615

D.N.M.E. BRANCH
14 SEP 1945
NAVY OFFICE

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AUSTRALIAN WAR MEMORIAL RCDIG1074615

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DEPARTMENT OF THE NAVY

2026/7/1349

MINUTE PAPER

SUBJECT: HMAS "Stuart" Reports of Proceedings June 1945

D.P.S

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AUSTRALIAN WAR MEMORIAL RCDIG1074615

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DEPT. OF NAVY
2026-7-1349
SECRET

orig.

RECD BY. A.S. 1330Y
22 JUL 1945
INIT.

0/192/9.

H.M.A.S. "STUART".
9th July, 1945.

The Flag Officer-in-Charge, N.S.W.
SYDNEY.
(Copy to:- Secretary, Naval Board.)

MONTHLY REPORT - JUNE, 1945.

Submitted:

Monthly report for the month of June, 1945, of H.M.A. Ship under my command.

At 0900 3rd June, 1945, I assumed command of H.M.A.S. "STUART", my predecessor having been flown south a week previously for urgent compassionate reasons. Ship was lying at anchor at Madang and had been there one week.

At 0500K 4th June ship weighed and proceeded to Milne Bay at 20 knots, arriving at Modewa Oil Wharf, securing alongside there, at 1345K 5th June. It was my intention to sail from there on completion of fuelling in time to make the passage through China Straits before dark. The pump at the fuelling installation had however broken down and fuel had to be taken in by gravity. Fuelling was not completed until 2100

Ship slipped from Modewa Oil Wharf at 0600K 6th June and proceeded to Sydney, arriving there on Sunday 10th June at 0800K, twenty four hours ahead of a severe cyclone. Ship was eventually berthed at No.16 Pyrmont at 1200K 10th June.

The passage through the Coral Sea was smooth but the weather deteriorated down the East coast of Australia, with increasing South Easterly wind and heavy rain squalls.

Unloading of stores transported south was begun on Monday 11th June, and ship commenced boiler clean on 12th June. Naval and Victualling stores were embarked during the ensuing week.

Boiler clean was completed A.M. Wednesday 20th June. Twenty four hours later storing of cold and cool room stores was commenced and completed late that afternoon.

At 1600K 22nd June on completion of fuelling ship sailed for Milne Bay at 17 knots.

Identification was exchanged with H.M.S. "SWIFTSURE" south bound in position 23° 09' South 154° 30' East at 1120K 24th June.

Ship arrived Milne Bay and secured alongside Modewa Oil Wharf at 1115K 26th June. Personnel and stores for "LAVADA" were dis-embarked into barges whilst ship was fuelling. As fuelling was not completed until it was too late to make Raven Channel before dark, sailing was delayed until the morning of the 27th June, when ship departed at 0700 arriving Madang and securing alongside at Beliau Island at 1430K 28th June. Personnel and stores were dis-embarked. Further stores and personnel for transportation north were embarked next morning, and ship sailed for Biak at 1100K 29th June, arriving there at 0830I 1st July, 1945.

2. On arrival in Sydney on 10th June a letter was forwarded to Naval Board, and Flag Officer-in-Charge, N.S.W., requesting that consideration be given for the installation of a surface warning radar set to replace the 286Q S.A. set now fitted. This request is emphasised as a result of experience gained to date, and in view of "STUART's" committments very little reliance can be placed on the 286Q set for surface work.

On 9th June..... continued page 2.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

On 9th June whilst on passage to Sydney a hedhehog pattern was fired in accordance with C.A.F.O. 194/44. During the firing a dummy attack was carried out to exercise personnel. Results were satisfactory and the pattern detonated on the bottam in the prescribed time. The ship received a shaking and the main power switch jumped causing failure of the main lighting, the gyro compass also failing. This was soon rectified and no other ill effects were noticed.

3. The health and conduct of the Ship's Company have been satisfactory.

4.(a). TRANSPORTATION OF PERSONNEL.

	SOUTH.	
NAVY.	3/6/45.	
Officers.	1.	1.
Ratings.	23.	23.
R.A.A.F.		
Ratings.	1.	1.
		25.

	NORTH.					
NAVY.	14/6/45.	22/6/45.	23/6/45.	27/6/45.	29/6/45.	
Officers.	Nil.	8.	Nil.	Nil.	6.	14.
Ratings.	24.	65.	4.	4.	28.	125.
						139.

4.(b). TRANSPORTATION OF STORES.

NORTH.

21/6/45.
Naval Stores. 336 cases.
Vict. Stores.(Dry). 884 cases.
Vegetables (Cooler). 80 cases.
Meat (Freezer). 262 packages.
Beer, Spirits. 189 cases.
Mail. 1188 bags.

29/6/45.
Mail. 6 bags.
C.B.'s. 17 bags.
W/T Stores. 17 cases.

5.(a). STEAMING DETAILS. 1st JUNE - 30th JUNE, 1945.

Total distance steamed.	4,683 miles.
Total hours underway.	290.50 hours.
Average speed.	16.0 knots.
Total fuel expended.	1,251.0 tons.

5.(b). STEAMING DETAILS SINCE COMMISSIONING - 1st SEPTEMBER, 1939.

Total distance steamed.	215,100.2 miles.
Total hours underway.	14,885.50 hours.
Average speed.	14.45 knots.
Total fuel expended.	60,235.0 tons.
Average consumption.	3.57 miles/ton.

A Cullather

Lieutenant-Commander, R.A.N.
In Command.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

14/6

RECEIVED 8 JUN 1945 D.O.T.M.

30/5

347 A

2026/7/ 1349.

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SECRET RESTRICTED

SUBJECT: H.M.A.S. "Stuart" REPORT OF PROCEEDINGS. April 1945.

S.N.B. 22/5

2 N.M. 24/5

3 N.M. 15

D. of P. 30/5

D.R.M. 31/5

D.N.I. 1/6

Ops. (N) 2/6

N.S. 4/6

D.E.(N) 8/6

D.O.T.M. 9/6

D.N.M.S. 12/6

H.A.B. 14/6

N.A.2.N.M. 14/6

N.O. 15/6

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

Duplicate

Mrs Gleson

12

AUSTRALIAN WAR MEMORIAL RCDIG1074615

DISCHARGED
11 JUN
NAVY OFF

AUSTRALIAN WAR MEMORIAL RCDIG1074615

281 1/5

281 4

RESTRICTED SECRET

DEPARTMENT OF THE NAVY.

MINUTE PAPER. 2026/7/1349

3644.

SUBJECT: HMAS "Stuart" Report of Proceedings April, 1945.

10/4/1945

D.P.S. 11/5

D.T.S.R. 15/5

D.O.D. 16/5

DGNS

1ST NM 21/5

N 5

AUSTRALIAN WAR MEMORIAL RCDIG1074615

DEPT OF NAVY
SECRET
2026 | 7 | 1349

ACK. BY. A.S. 1330Y
7 MAY 1945

RECEIVED
7 MAY 1945
NAVY CONFIDENTIAL RECORDS

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

1st May, 1945. 0/192/9.

The Flag Officer-in-Charge, N.S.W.
(Copy to:- The Secretary, Naval Board, Melbourne.)
LETTER OF PROCEEDING. 1st - 30th APRIL, 1945.

Submitted:

Report of proceeding for the month of April, 1945, of H.M.A. Ship under my command.

At the beginning of the month "STUART" was still undergoing refit and conversion at Garden Island Dockyard, Sydney.

Tuesday. 3rd April. Steam trials, gun, hedgehog and Radar trials were carried out at sea satisfactorily.

Wednesday 4th April - Thursday 5th April. An Inclining Test was carried out by Dockyard Officers at No.4. Buoy, on completion ship proceeded to loading berth and embarked mails, cargo and personnel for passage. Numbers carried for passage being 7 Officers and 67 Ratings.

Friday 6th April - Tuesday 10th April. Ship proceeded from Sydney at 1605K for Milne Bay.

Wednesday 11th April. The passage was uneventful and ship secured at Pontoon Jetty, Milne Bay at 0850K. During passage the Engineer Officer reported that he was unable to hold water in the Reserve Feed Tank.

Thursday 12th April - Monday 16th April. On completion of fuelling slipped and proceeded from Milne Bay at 0550K 12th April, on passage to Madang. At 1238K it was necessary to stop engines, as apparently boiler feed water was leaking rapidly from the Main Feed Tank. At 1405K ship proceeded at reduced speed of 7 knots to Oro Bay, to embark fresh water and make up feed water, arriving at 0530K 13th April. While in Oro Bay condensor trouble was experienced, and ship proceeded again when ready for sea at 0800K 15th April, arriving at Madang at 0630K 16th April.

Cargo and personnel were discharged the same day, and personnel for passage south embarked.

Tuesday 17th April. Ship proceeded from Madang at 0507K.

Wednesday 18th April - Thursday 19th April. Berthed at Modewa Oil Wharf, Milne Bay at 1040K 18th April. Ship slipped and proceeded at 1535K 18th April, on passage to Sydney.

Fresh to strong S.E. winds were experienced on passage.

Further trouble was also experienced with boiler feed water, the loss being excessive, and as Ship's Distiller Unit was unable to maintain supply of feed water, water was drawn from Ship's Tanks. It was necessary to proceed to Brisbane to renew supplies of fresh water, and change evaporator coils.

Friday 20th April - Monday 23rd April. Berthed at Milling Wharf, Brisbane River at 1425K 20th April, and proceeded again at 0705K 21st April for Sydney, arriving at 1340K 23rd April.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

Tuesday 24th April - Monday 30th April. On the 24th April, boiler cleaning was commenced and Main and Reserve Feed Tanks are being surveyed, and tested by Dockyard staff.

The following personnel were carried on passage during the month:-

NORTH. 7 Officer and 67 Ratings.

SOUTH. 7 Officers and ~~67~~ 66 Ratings.

With the number above embarked, living space in the Mess Decks is not unduly congested, and fresh provisions were available during the passage.

The following ships were sighted and identified during the month:-

H.M.A.S. "BUNGAREE" at 1630K 7th April. Position. 27°56' S. 153°40' E.
H.M.A.S. "FREMANTLE"at 0645K 9th April. Position. 19°33' S. 147°58' E.
H.M.A.S. "SWAN"at 1820K 12th April. Position 09°24' S. 149°43'.5E.
H.M.A.S. "COLAC"at 0620K 16th April. Dallman Passage, Madang.

The general conduct, and health of the Ship's Company have been satisfactory.

STEAMING DETAILS - 1st April - 30th April. (Incl.)

Distance steamed.	4,084.4.	miles.
Hours underway.	287.05.	hours.
Average consumption.	3.58.	miles per ton.
Total fuel expended.	1,111.73.	tons.
Average speed.	14.2.	knots.

SINCE COMMISSIONING - 1st September, 1939.

Total distance steamed.	205,272.1.	miles.
Total hours underway.	14,229.30.	hours.
Average speed.	14.42.	knots.
Total fuel expended.	57,420.077.	tons.
Average consumption.	3.59.	miles per ton.

W A Litchfield
Lieutenant-Commander. R.A.N.R. (S).
In Command.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

3/5

2026/7/1066.

60

DEPARTMENT OF THE NAVY.
MINUTE PAPER.

3644.

RECEIVED 26 APR 1944

RESTRICTED

SECRET

SUBJECT: HMAS "STUART" — PROCEEDINGS FOR MONTH OF MARCH, 1944

S.N.B. 17/4

2nd Cmd 17/4

B 20/4

DCD 21/4

D.O.P. 21/4/44

D.N.I. 24/4

Ops(N) 24/4

DE(N) 19/4

FOL

DOTM 2/5

3/5/44 NDB 31/5

2nd N M 2/5

DNI (NHRO)

21/4/44

800,000 miles

change of command

NHRO 4/5

NHRO

File

NPC 10 8/5

AUSTRALIAN WAR MEMORIAL RCDIG1074615

AUSTRALIAN WAR MEMORIAL
RCDIG1074615

4/5

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

SUBJECT: H.M.A.S. "Stuart". Letter of Proceedings

SECRET RESTRICTED

2026/7/1066

Almost 200,000 miles

N.1

D.N.M.S. BRANCH
13 APR 1944
NAVY OFFICE

D.N.M.S. BRANCH
15 APR 1944
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1074615

Commonwealth of Australia

Department of Defence

Royal Australian Navy.

REFERENCE No. 192/9.

Distance Steamed during March, 1944.	1644	miles.
Total hours under way.	105.25	hours.
Average speed.	15.6	knots.
Fuel expended.	550.0	tons.
Average consumption.	3.0	miles/ton.

Since Commissioning - 1st. September, 1939.

Total distance steamed.	201,187.7	miles.
Time under way.	13,942.25	hours.
Average speed.	14.4	knots.
Total fuel expended.	56,308.35	tons.
Average consumption.	3.57	miles/ton.

Lieutenant Commander
In Command.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

13

Royal Australian Navy.

ACK. BY. A.S. 1330Y 11 APR 1944 INIT.

DEPT. OF NAVY 2026: 7.1066 SECRET

IN REPLY PLEASE QUOTE No.

FROM ..... The Commanding Officer, H.M.A.S. "Stuart".

DATE ..... 3rd. April, 1944. REF.NO. 192/9.

TO ..... The Secretary, Naval Board, Melbourne.
Copy to: The Rear Admiral in Charge, Sydney.

SUBJECT .... H.M.A.S. "STUART" - PROCEEDINGS FOR THE MONTH OF MARCH, 1944.

RESTRICTED

Submitted for the information of the Naval Board, the following report of proceedings of H.M.A.S. "Stuart" for the month of March, 1944.

Wednesday, 1st. March: On passage Milne Bay to Cairns.
2021 - Exchanged identities with M.L. 811.
2145 - Came to with Starboard anchor off Cairns Harbour.

Thursday, 2nd. March: 1120 - Weighed and proceeded into Harbour. Secured alongside H.M.A.S. "Platypus" and commenced Boiler Cleaning.

Thursday, 2nd. to Monday, 6th. March: Alongside "Platypus" at Cairns, Boiler Cleaning. Divers examined 'A' brackets and reported excessive wear down. A.M. 4th. March - Lieutenant Commander N.R. Read, R.A.N., joined and assumed command. Paid call on Naval Officer in Charge Cairns, Acting Captain E.C. Rhodes. A.M. 5th. March - Sub-Lieutenant D.J. Wiles, R.A.N.V.R., discharged to H.M.A.S. "Rushcutter".

Monday, 6th. March: 1500 - Slipped and proceeded to sea.

Tuesday, 7th. March: 0230 - Identified to P.W.S.S., Townsville. 0435 - Secured alongside Concrete Pier, Townsville, Port side to. 1000 - Slipped and proceeded to sea for Sydney.
1235 - Fell in with S.S. "David Belasco" who requested guidance past shoal area.
1451 - Parted company with S.S. "David Belasco".

Wednesday, 8th. March: 0102 - Passed V.S.I.S. "Merkur", North bound. 1013 - Passed S.S. "Tambua", South bound.
1615 - Passed S.S. "Gorgon". 1803 - Passed H.M.A.S. "Cowra".
1925 - Passed S.S. "Time". 2314 - Passed H.M.A.S. "Whyalla".

Friday, 10th. March: 0630 - Exchanged identities with H.M.A.S. "Deloraine". Proceeded as requisite to enter Port Jackson. 0830 - Secured alongside Cruiser Wharf, Garden Island.

Friday, 10th. to Friday, 31st. March: Alongside Garden Island. Disembarked ammunition and stores. In dockyard hands for reconstruction. First watch proceeded on long leave 15th. March. All Engine Room complement and 30% of Seaman and Miscellaneous complement to return to ship, remainder for disposal.

The conduct and health of the Ship's Company have been good throughout.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

ACK. BY A.S. 1330Y
13 MAR 1944
INIT.

Royal Australian Navy.

St 6334

DEPT. OF NAVY
2026-7-1066
SECRET

IN REPLY PLEASE QUOTE
No.

FROM ..... The Commanding Officer, H.M.A.S. "Stuart".

DATE ..... 2nd. March,1944. REF.NO. 192/9.

TO ..... The Secretary,Naval Board, Melbourne.
Copy to: The Naval Officer in Charge,New Guinea.
The Commander (D),Milne Bay.
The Commander (D),Cairns.

SUBJECT .... LETTER OF PROCEEDINGS - 1st. - 29th. February,1944.

RESTRICTED

Submitted for the information of the Naval Board:

Tuesday, 1st. February: Proceeded to effect rendezvous with "Sea Flasher". NOIC New Guinea's message T.O.O. 010555z informed me that she had already arrived and "Stuart" consequently anchored in Suiaha Bay.

Wednesday, 2nd. February: 0754 - Exchanged identities with ML 801,proceeding to take up station for pilotage duties,and with H.M.A.S. "Benalla",northward bound. A magnetic switch in the Training Unit of the A/S set burned out during the night and it was necessary to proceed into Milne Bay for a replacement. The set was operating satisfactorily at 1630,spare parts having been obtained with the assistance of the Base Staff. 1755 - Weighed and cleared China Straits before dark,anchoring in Suiaha Bay.

Thursday, 3rd. February: Proceeded to rendezvous with "Monticello" in accordance with NOIC New Guinea's 010955Z. Met at 0640 and escorted to Milne Bay. Fuelled from "Bishopdale" and watered at Lyle Wharf before anchoring.

Friday,4th. - Saturday,5th. February: At Milne Bay.

Sunday, 6th. February: 0500 - Weighed and proceeded,at 0705 sighted H.M.A.S. "Glenelg" escorting U.S. Submarine "Scamp" and H.M.A.S. "Gladstone" with convoy which included a floating dock. 0720 - Identified "John W.Meldrum" who was obviously in unfamiliar surroundings and not being able to spare the time referred "him" to the escorts previously mentioned. At 1745 rendezvoused with "Sea Snipe" and provided escort to Milne Bay.

Monday, 7th. February: 0705 - Exchanged identities with U.S. Destroyers "Slater","Davison" and "Hobby",and at 0750 with SC 476. Oiled from "Bishopdale" and took in water at Lyle Wharf,then to anchorage.

Tuesday, 8th. February: At Milne Bay.

Wednesday, 9th. February: Damage Control Action Exercises.

Thursday,10th - Saturday,12th.February: At anchor in Milne Bay.

Sunday, 13th. February: A.M. Paid call on C.T.F. 74, Rear Admiral V. Crutchley who arrived flying his flag in H.M.A.S. "Shropshire". Also on board were the First Naval Member,Admiral Sir Guy Royle,Mr. Essington Lewis and Paymaster Captain Foley.

Monday, 14th. February: C.T.F. 74 returned my call.

Tuesday, 15th. February: H.A. Close Range firings,4.7" Full Charge Bombardment,Radar Ranging Exercises and O.O.W. Manoeuvres with "Gascoyne","Ararat" and "Stawell". These were very good value and "Stuart" shot down a sleeve in the first serial. On completion returned to anchorage after refuelling from "Bishopdale".

AUSTRALIAN WAR MEMORIAL RCDIG1074615

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

Wednesday, 16th. February: 1600 - Sailed and carried out O.O.W. Manoeuvres with "Gascoyne" and "Vendetta" before ships proceeded to rendezvous with incoming merchant ships. Anchored in Suiaha Bay and was informed by NOIC New Guinea that "Klipfontein" would be delayed.

Thursday, 17th. February: At anchor in Suiaha Bay.

Friday, 18th. February: 0006 - Weighed and proceeded to meet "Klipfontein". Met at 0630, about 100 miles from China Straits, and provided escort to Milne Bay. 1048 - Exchanged identities with "Stawell" and at 1155 with "Gascoyne". Oiled from "Victoria" and proceeded to anchorage. The port condenser was showing a strong cloud and it was approved for "Stuart" to go to extended notice to carry out repairs.

Saturday, 19th. February: Diver examined outlet valve of condenser which was very stiff. It was thought some obstruction might be the cause and it was not considered desirable to exert too much pressure until this had been examined. Marine growth - found to be the trouble - was satisfactorily cleared, main condenser valve closed and one tube found leaking was plugged. The diver also made a cursory examination of the weardown in both "A" bracket bushes by inserting a marlin spike, and it would appear that the Starboard bush is down about 0.35", Port about 0.3". Vibration is becoming more noticeable at speeds over 16 knots. Board of Inquiry held on board on the death of Stoker James McKnight, RANR O/N W 2060.

Sunday, 20th. February: Reverted to normal notice.

Monday, 21 st. February: P.M. - From Milne Bay to anchorage in Suiaha Bay.

Tuesday, 22nd. February: Weighed and proceeded. 0655 - Exchanged identities with U.S. Destroyer "Bush". Rendezvous with "Esso Bayonne" at 1545 and escorted to China Strait. H.A. Firings by all Close Range weapons and main armament barrage. 2220 - 2245, Starboard engine temporarily slowed and stopped due to Air Pump failure.

Wednesday, 23rd. February: P.M. - Anchored in Suiaha Bay until 2200 when we proceeded to rendezvous with "Mexico" as ordered by NOIC New Guinea's message 222335Z.

Thursday, 24th. February: As we had not contacted "Mexico" by dusk course was reversed so as to be in a position off the sunken barrier at which "Mexico" was due to arrive at 1030. 2345 - Exchanged identities with PC 1123. A Radar contact at 0515 was tracked until dawn when we identified the tanker "Jacksonville" and from her received information that "Mexico" was some way ahead. This was confirmed by "Glenelg" at 0755. Accordingly escort was provided for "Jacksonville" to Milne Bay. While transferring charts, "Stuart's" starboard flare bumped the port side of the tanker. Damage to "Stuart" consisted of slight buckle to flare and to "Jacksonville" a bent guardrail and a slight indentation in a plate 15' above the waterline. On arrival in harbour after fuelling from "Bishopdale" extended notice was approved in order to repair the Fire and Bilge Pump.

Saturday, 26th. February: P.M. - Reverted to normal notice.

Sunday, 27th. February: Embarked Lieutenant Elliot and Ensign Moore U.S.N. as Liaison Officers and proceeded in company with U.S. Submarine "Scamp" (Officer in Charge Training Exercises) and SC 747 for Submarine Exercises. 1705 - Exchanged identities with U.S. Cruisers "Boise" and "Nashville" and U.S. Destroyers "Daly", Hutchins", "Bache" and "Beale". Oiled from "Bishopdale" and at 1920 anchored off "Ladava". During the day twelve rounds of Hedgehog Practice were fired and we claimed several kills, which were later

AUSTRALIAN WAR MEMORIAL RCDIG1074615

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

confirmed by the submarine. Numerous dummy Depth Charge attacks were carried out and on completion of exercises one Depth Charge was fired for exercise.

Monday, 28th. February: Proceeded alongside "Dobbin".

Tuesday, 29th. February: Commander N.A. Mackinnon,R.A.N. departed to take up his appointment to H.M.A.S. "Warramunga". Lieutenant A.D. Black,R.A.N.,assumed temporary command. 0700 - Slipped and proceeded as escort for "Sea Snipe" and "Cape Neddick". Exchanged identities as follows - 0945 "Kapunda",0948 U.S. Destroyer "Thorn",1007 "Bundaberg",1011 "Pirie".

The conduct of the Ship's Company has been excellent and apart from a large number of colds which must necessarily spread in the congested mess decks,their health has been very good. Morale is high but it has been disappointing to find life so devoid of excitement and the possibility of coming into contact with the enemy so remote.

The ship has started a weekly four page magazine,contributions to which show that there is considerable literary talent among the Ship's Company. A most successful concert was also held on board. As regards physical recreation, several water polo games and swimming matches have been arranged with A.M.S. and it is hoped to arrange some soft ball,cricket and shooting matches ashore. In this respect "Stuart's" activities have been very limited owing to the fact that the Motor Boat has been out of action for five weeks. This has caused great inconvenience and although "Ladava" has helped as much as they could, the extreme age and unsuitability of their boats has been a handicap. A more modern Ford engine has been obtained from the Army and this is now being refitted. The situation regarding provisions is still unsatisfactory and will remain so until "Ladava" is supplied with suitable boats.

Steaming Details - 1st. to 29th. February,1944.

Total distance steamed	3,044.0	miles.
Total hours under way	204.00	hours.
Average speed	15	knots.
Total fuel expended	1,343	tons
Average consumption	2.26	miles/ton.

Since Commissioning - 1st. September 1939.

Total distance steamed	199,543.7	miles.
Total hours under way	13,837.00	hours.
Average speed	14.4	knots.
Total fuel expended	55,758.347	tons.
Average consumption	3.57	miles/ton

R.D.B. Lacey
Lieutenant,R.A.N.
for Commander, R.A.N.
A.O.D.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

D.P.S. I have discussed this with N.M. in your absence. Cuy 4/3

16/3 D.P.S. See me 3/3

K

N.S

Do you know what the present position is in regard to

Sec. NM.

My proposal was not approved by Treasury.
I asked for £2000 to be made available for the purchase of 35 m.m. machines for Milne Bay + Moreton
16 m.m. machines for other establishments + small ships.
They were to be used for training, Education + Recreation purposes.
Treasury did not like us using Trust Funds (other Trust Moneys) for "Recreation".
I have now proposed the machines should be bought from D.E.V.T.s
Educational Vote (he concurs) for Training + Education purposes only.
When approval is obtained, the order for Lodovas machine will be placed.

28/2

A' D.P.S. 2/3

AUSTRALIAN WAR MEMORIAL RCDIG1074615

11/5

2026/7/1066.

SECRET

H.P. 7/8/43.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644

SUBJECT: Hms "STUART" – LETTER OF PROCEEDINGS – JANUARY 1944

RESTRICTED

SECRET

S/S Hon 18/3

2 N M 21/3

3 N M 23/3 air 27/3

D O N 28/3.

D of P 30/3

D N S 30/3

Ops (N)

J D E (N) EBV 24/3

D O I M 8/5

D N M S 10/5

H P B 11/5

H O N M 11/5

1) D V.

2) P C & O (D N I.)

ADO III RLB 3/4/44

19/5

N H R O

D/N

D N

File

N.1.

Para 3. Provisioning facilities at "Kadava" are now under review following discussion with D.C.N.S., A.C.N.S. & D. of P.

10/5/44

D. Mitchell
D of V.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

17/5

D.N.M.S. BRANCH
9 MAY 1944
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1074615

6/3

8

2026/7/1066

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

S.

3644.

SUBJECT: H.M.A.S. "Stuart" - Letter of Proceedings

D.P.S. as marked 7/6/2

The institution of a Cinema machine at LADAVA would be an excellent move. I understand from D.P.S. that financial approval was asked for about 4 months ago.

D.C.N.S.

R.L. Bowden 23/2

1st N.M.

N4

St 4539

Royal Australian Na

RECEIVED 21 FEB 1944 NAVY CONFIDENTIAL

DEPT OF NAVY SECRET 2026. 7. 1066

RESTRICTED

IN REPLY PLEASE QUOTE
No. F.R.101/43/1

H.M.A.S. "LADAVA"
14 FEBRUARY, 1944.

The Secretary,
Naval Board,
MELBOURNE.

Routeing of H.M.A.S. "STUART"

Submitted for the information of the Naval Board with reference to H.M.A.S."Stuart's" Secret letter of Proceedings 192/9 dated 3 February, 1944. — 2026/7/1066

2. It would appear that "Stuart's" route took her somewhat close to Saumarez Reef and Frederick Reef in view of the weather likely to be, and actually experienced at this time of the year.

Ack'd By Form A. 3. 1050 Ins. 22/2/44

Checked for Indexing

for CAPTAIN R.A.N.
NAVAL OFFICER IN CHARGE
NEW GUINEA.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

ACK BY A.B. 1330Y
14 FEB 1944
INIT.

DEPT. OF NAVY
SECRET

2026/7/1066

HP 7/8/43

FROM..... The Commanding Officer, H.M.A.S. "Stuart".

Date..... 3rd February,1944. REF.NO. 192/9

TO ..... The Commander "D",Milne Bay.
Copy to - The Secretary,Naval Board,Melbourne.

SUBJECT.. LETTER OF PROCEEDINGS , 1st. - 31st,January,1944.

RESTRICTED

Submitted,

HN 14/2/44

Saturday,1st,January-Wednesday,5th,January: Boiler cleaning alongside Garden Island. During this period forty eight hours leave was granted to each watch.

Thursday,6th,January: Reverted to four hours notice for steam.

Friday,7th,January: Whilst raising steam in No 4 boiler to test steam tightness of doors etc both main valves developed a bad leak. One pilot valve had been removed and refitted during the boiler clean,and it is assumed the main valves were disturbed by the hand easing gear while this was being done. After clearing steam from this boiler both main cages were removed and faces lightly skimmed. No further trouble was experienced.

Saturday,8th,January: 0800 Slipped and proceeded to Brisbane for fuel before making rendezvous with "CAPE PERPETUA" in accordance with CBWPSF message T00 030237 January. 1916 Exchanged identities with "GEELONG". 1634 Steering gear broke down and ship was steered by main engines for twenty minutes. The immediate cause of the trouble was the starboard top end bolts slacking back. On arrival in Brisbane the bearings were opened up and it was found that a brass liner of approximately 1/8 inch thick had fallen into the bearing and was imbedded flush with the white metal. 1820 Passed H D M L's 1321 and 1129 and at 1930 S.S."GIANG ANN".

Sunday,9th,January: 0530 Arrived off CALOUNDRA.Vizibility was very poor owing to heavy rain squalls. The Tanker "BEAU" was seen to be aground on Western Bank by N W 6 buoy. She appeared to be quite comfortable and as I had no time to spare,I could not stop to help. A signal was made through COMAN COMAN to NOIC Brisbane, but it was later ascertained that "BEAU" had already asked for assistance by W/T. However she refloated on the rising tide before a tug arrived. 0930 Secured alongside Newstead for fuel. 1400 Slipped and proceeded to rendezvous with "CAPE PERPETUA". 1855 Exchanged identities with "WHYALLA".

Monday,10th,January: 0940 Sighted "CAPE PERPETUA" and provided escort to MILNE BAY.

Tuesday,11th,January - Wednesday,12th,January: On passage to MILNE BAY. We appeared to be just skirting the edge of a cyclonic depression reported by NOIC Townsville on Sunday. The weather gradually deteriorated and conditions became very unpleasant with a rough sea and strong easterly wind. After falling to 996 m.b.s. at 0500 on Wednesday,the barometer started to rise and the wind veered to the North West. Owing to the overcast weather no sights could be taken for thirty six hours and as sets are very strong and unpredictable in this area it is recommended that ships should always be routed outside KEEN REEF during the hurricane season and not to the westward of WRECK and FREDERICK Reefs.

Thursday,13th,January: A landfall was made twelve miles to the eastward of the position given on the route and "CAPE PERPETUA" was led through China Strait to Milne Bay. After fuelling from "VICTORIA", "STUART" anchored off LADAVA.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

Friday,14th,January: Shifted berth to outside "DALY" and "SHAW",alongside "DOBBIN".

Sunday,16th,January: 0800 Slipped from "DALY" and proceeded to China Strait to carry out A/S Patrol and pilot duties. This entailed putting charts of China Strait and Milne Bay on board incoming ships which had not touched at an Australian port,and then leading them to an anchorage in SUAHIA BAY to await a pilot ordered by W/T.

Wednesday,19th,January: 1230 Relieved by PC 1123. After fuelling from "BISHOPDALE" proceeded alongside "SHROPSHIRE" who gave us water,lubricating oil and bread and whose RADAR officer managed to get our RADAR sets,both of which were out of action, in working order again.

Saturday,22nd,January: Shifted berth to "DOBBIN" outside U.S. destroyers "AMMON","MULLANY" and "BUSH".

Sunday,23rd,January: 1800 Slipped and proceeded to clear China Strait in daylight. Anchored in SUAHIA BAY until 2300 and then proceeded to rendezvous with "ALGOA PATRIOT" about 100 miles South East of China Strait.

Monday,24th,January: 0500 Met "ALGOA PATRIOT" and provided escort to Milne Bay. Fuelled from "BISHOPDALE" and berthed alongside "DOBBIN".

Tuesday,25th,January: 0500 Slipped and proceeded to rendezvous with "NOORDAM".1600,met and escorted to Milne Bay. Fuelled from "VICTORIA" and anchored off LADAVA,our berth alongside "DOBBIN" being unavailable as she was preparing for sea.

Friday,28th,January: 1700 After watering at Lyle Wharf proceeded to rendezvous with "MOUNT VERNON". at 2300 we passed through a most unusual type of lines quall. It first appeared as a low,dense black ribbon on the horizon and gave one quite an eerie sensation as we approached. When we met,it was like entering a vast cave,the bottom of which was just above mast head height. It became darker and darker,but no rain fell until we had gone over a mile,and then it came down in sheets and continued to do so until 0200 when we emerged the other side. I have never before seen such a black and forbidding looking cloud.

Saturday,29th,January: 0500 Met "MOUNT VERNON" and escorted to Milne Bay. We were most impressed by the way this large ship was turned exactly in our wake,five cables astern,as we passed through the Strait.

Sunday,30th,January: 0500 Weighed and proceeded to rendezvous with "MONTEREY".There was a good deal of movement on the ship as soon as we crossed the sunken barrier,and occasional seas were coming over amidships. Shortly before 0800, Stoker McKnight who was proceeding along the port side of the iron deck,was thrown violently against the oerlikon,and sustained severe internal injuries.The ship was turned into the wind until he could be moved to the sick bay,and after hearing my Medical Officer's report I decided to return to Milne Bay to land him. I had already decided that the sea was too rough to continue without damage at a high enough speed to effect a daylight rendezvous,and in any case, even had this been possible,owing to "MONTEREY" being early,we would not have been able to maintain her speed of advance of 20 knots.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

NOIC New Guinea was informed of my intentions and McKnight was transferred to one of "LADAVA'S" boats at 1210,after having been given a serum injection on the way in. At 1330 U.S.Destroyer Division 5 was passed in China Strait. At 1625 a sea over the iron deck swept a number of ratings who were sheltering behind the superstructure of the 3" gun,on to the top of the Engine Room hatches. These were partly open and two ratings very nearly went through. One of them,ERA Green,sustained a severely lacerated leg which required eight stitches. Apart from some minor bruises there were no other casualties.

Monday,31st,January: At 0100 we had not made contact with "MONTEREY" and course was reversed so that "STUART" would be in the vicinity of the position off the sunken barrier at which "MONTEREY" was due to arrive at 0730. At 0630 "MONTEREY" was sighted about ten miles to the southward both ships having been set approximately fifteen miles to the eastward. At 0830 U.S.Destroyers "MUGFORD" and "BAGLEY" were sighted ahead. Visibility then deteriorated owing to heavy and almost continuous rain squalls. "MONTEREY" and a Dutch ship the "KOTA AGOENG",which appeared to be rather uncertain of the way,and was waiting for an escort,were led through China Strait to Milne Bay. On arrival in harbour we were informed that Stoker McKnight had died at 0600 that morning. After taking in fuel and water "STUART" sailed at 1830 to rendezvous with "SEA FLASHER".

Owing to extremely congested conditions in the mess decks, which are aggrevated by the weather experienced in this area,it is hoped that future consideration may be given to increasing the payment of Hard-lying money to full rates for the Ship's Company, and half rates for the officers,of "STUART" and "VENDETTA" while these ships are operating in certain tropical areas. A letter on this subject is being forwarded.

We were all very sorry to see "DOBBIN" leave. "STUART" had been made an honorary member of her "nest" and she did everything she could for us,providing water,fresh provisions,the services of her repair staff,the use of her A/S attack table and last,but not least,an open invitation to officers and ship's company to attend her cinema. This was very much appreciated as amusement is hard to find in Milne Bay and not only was there a change of programme every night,but there was a choice of two shows,one forward and one aft.

a limit for leave can be made available if more in off.

The supply of fresh provisions to a ship with such limited refrigeration space as "STUART",which requires topping up every four days,is at present unsatisfactory. This is due to the fact that there is no refrigeration or suitable storage space in "LADAVA" and all provisions for the Allied Navies are kept in the U.S. Naval Store Depot at Gamadodo,six miles away. Owing to the shortage of boats and ratings for a working party,"LADAVA" is unable to collect the ship's demands and place them on board during the short and often uncertain periods we spend in harbour.

All air mail is now sent to U.S.N. Brisbane for onward transmission

Air Mail from Sydney appears to take an unnecessarily long time en route,and while that from Melbourne is normally received in three days,letters posted in Sydney take anything from seven to fourteen days.

The conduct and health of the ship's company remains satisfactory.

AP 172

STEAMING DETAILS - JAN. 1st. to JAN 31st.(Incl).

Total distance steamed	4,766.6	miles
Total hours underway	315.05	hours
Average consumption	3.0	miles/ton
Total fuel expended	1,582.969	tons
Average speed	15.1	knots

AUSTRALIAN WAR MEMORIAL RCDIG1074615

SINCE COMMISSIONING - 1st SEPTEMBER 1939.

Total distance steamed	196,499.7	miles
Total hours underway	13,633.00	hours
Average speed	14.4	knots
Total fuel expended	54,415.277	tons
Average consumption	3.6	miles/tons

Wm. A. MacKinnon

Commander in Command.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

2026/7/1066

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

SUBJECT: H.M.A.S. "Stuart" - Letter of Proceedings - Dec 43

SECRET RESTRICTED

D.S.S.

D.C.N.S.

S.N.B.

2N.M.

3N.M.

DOD

DRN

DASD Amendment will be made to B.U.S. Table, Form I & Form 2.

DSC

DDP

D.N.S.

DP(N)

DE(N)

DO

PC.LO.

15 FEB 1944

N.1

RCDIG1074615

AUSTRALIAN WAR MEMORIAL

RECEIVED
11 JAN 1944
NAVY CONFIDENTIAL RECORDS

ACK. BY A.S. 13304
11 JAN 1944
UNIT

DEPT. OF NAVY
2026/7/1066
SECRET
4 P
11/2/43

FROM .....The Commanding Officer, H.M.A.S. "Stuart" .

DATE .....6th. January,1944. REF.NO. I92/9.

TO .....The Rear Admiral in Charge, Sydney.
Copy to - The Secretary,Naval Board,Melbourne.

HN 11/1

SUBJECT... LETTER OF PROCEEDINGS, Ist. - 3Ist. December,I943.

SEC RESTRICTED

Submitted,

WEDNESDAY, Ist, December-Thursday 2nd December: Alongside Newstead Wharf.On Thursday Lieut General LUNSDEN and his two staff officers,Lieut-Colonel Palmer and Captain Gale lunched with me on board.

Friday,3rd. December: 0800- Slipped and proceeded to carry out close range firings at sleeve target and exercises with "Cowra" in Moreton Bay. The firings had to be cancelled as the towing aircraft had engine trouble. At III5 "Stuart" commenced taking "Cowra" in tow using "Cowra's" wires. Weather conditions were ideal and the tow was fast in five minutes. "Cowra" towed comfortably at 8 knots. After slipping the tow "Stuart" anchored off Pile Light. At I430 weighed and proceeded with U.S. Liaison Officer ,Commander S.A.Lewis,on board for exercises with "Cowra" and U.S.Submarine "Guardfish".These exercises were brought to a sudden end at midnight owing to "Guardfish" coming into collision with an unknown vessel,later ascertained to be the "Y 20",a small U.S. Army Tanker.

Saturday. 4th.December: At the time of the collision "Stuart" was about five miles distant,commencing a high speed run as target ship. Before the submarine,which was on the surface,had been picked up by Radar,some pyrotechnic signals and a flashing light were sighted fine on the starboard bow,and it was realised that something was wrong.Whilst closing,"Guardfish"signalled he had been in collision and asked me to stand by.

I passed this information to "Cowra", who was following up astern,and asked him to invistigate some radar echoes which might have been the other ship concerned. In actual fact they were probably side echoes from "Guardfish",but I ~~understand~~ considered "Cowra" should be able to pick up anything in the vicinity with his own U.S.Radar,and,as it was an exceptionally dark night I wished to keep my Radar on "Guardfish" until I could see him.

"Guardfish" then informed me that although he had sustained damage to two ballast tanks,his pressure hull appeared to be intact and he requested me to escort him back to Brisbane. He also confirmed the fact that he had reported the accident to C.T.F 72. He appeared to be uncertain what type of ship had hit him although he later said he thought it was a medium sized tanker.

From the latest Merchant Shipping Intelligence,the small tanker Y 20 appeared to be a distinct possibility.

Whilst taking station ahead of "Guardfish" ,"Vendetta" was sighted proceeding to the Eastward. In reply to a signal he informed me that he had passed what he thought to be a submarine chaser, a few minutes earlier. It therefore appeared possible that some small vessel had been involved in the collision and this might itself require assistance.Consequently when "Cowra" reported his search to be negative,I ordered him to remain in the vicinity until daylight.

The return to Moreton Bay was accomplished without incident. When approaching Pile Light N.O.I.C.B.message T.O.O. 032I45 December was received which ordered me to overtake "Contessa" and escort her to Lady Elliot Island. I informed Commander Lewis of my suspicions regarding Y 20 and he was then transferred to

AUSTRALIAN WAR MEMORIAL RCDIG1074615

"Guardfish". When proceeding through North West Channel,"Cowra" and Y 20 were passed within a mile of each other. However, a signal to "Cowra" asking whether "Y 20" was the culprit,was answered in the negative. At 1530 took station ahead of "Contessa". 1700 - Exchanged identities with "Geelong" escorting convoy LQ 34.

Sunday, 5th. December: 0130 - Parted company with "Contessa" and proceeded to rendezvous with "Duntroon" off Jenny Lind Rock in accordance with Naval Officer in Charge Brisbane's Message T.O.O. 040441 December. 0800 - In station ahead of "Duntroon".

Monday, 6th. December: 0700 - Parted company with "Duntroon" and proceeded to rendezvous with "Willard A. Holbrook" in accordance with Naval Officer in Charge Brisbane's Message T.O.O. 041011 December. 0826 - Met "Willard A. Holbrook" and escorted to Brisbane. At 1510,when approaching Caloundra,we passed through a very heavy squall. Visibility was nil and I found my tin hat a necessary protection against hail stones,which were very nearly the size of pigeon's eggs. When the storm cleared I asked my consort what he thought of it,and he replied "That certainly was something". 1930 - Secured alongside Newstead No. 3.

Tuesday, 7th. December: Paymaster Lieutenant J.W. Emerton, R.A.N.V.R.,joined A.M.. 1210 - Slipped and proceeded to rendezvous with "Sea Snipe". Took station ahead and escorted to Brisbane. 1605 - Passed "Willard A. Holbrook". 2347 - Secured alongside Newstead No. 3.

Thursday,9th. December - Friday,10th. December:
As the fuelling berth at Newstead was required "Stuart" shifted to Task Force 72's Wharf at Newfarm at 1415. This movement was not accomplished without difficulty owing to the activities of six P.T. boats which were loath to leave my berth in the first place, and which,when they did so,showed a complete lack of knowledge of sound signals and a disregard for their own safety. However,after a few near misses,we were all secured comfortably. Newfarm is a pleasant berth as the Ship's Company are allowed to use Task Force 72's canteen and cinema,and the officers are made Honorary Members of the Officers' Club. Also,a car was placed at my disposal.

Saturday, 11th. December: 1930 - Slipped and proceeded to carry out night firing in Moreton Bay. Unfortunately,this had to be cancelled owing to weather. "Stuart" anchored off Pile Light at 2300. At 2330 the Engineer Officer reported a bad steam leak from under the lagging of the Starboard turbine astern valve. Part of the lagging was removed to locate the leak and it was then found that the joint between the main steam pipe and the astern steam valve was blowing badly.

Sunday, 12th. December: The Engine Room staff worked until 0330 trying to stop the leak,but it became steadily worse and a danger to the Engine Room personnel working on it. It was therefore necessary to shut main steam off both port and starboard turbines,and all authorities were informed in my signal T.O.O. 111630 December. "Stuart" has no isolating valve in the cross connection steam pipe,this Alteration and Addition,vide A.F.O.s 1592/42 and 4840/43 being still outstanding.

Work on removing the astern valve and fitting a new joint was completed by 1300. The old joint was found to have blown in three places.

At 1330 weighed and proceeded to rendezvous with "Boschfontein" in accordance with Naval Officer in Charge Brisbane's Message T.O.O. 100641 December. This was effected at 2240 and "Boschfontein" escorted to Moreton Bay.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

Monday, 13th. December: 1310 - Carried out two runs Full Calibre firing in Moreton Bay, anchoring off Pile Light on completion.

Tuesday, 14th. December: Exercised general drill in the forenoon. 1440 - Slipped and proceeded to rendezvous with "Pennant" in accordance with Naval Officer in Charge, Brisbane's Message T.O.O. 110608 December.

Wednesday, 15th. December: 0630 - Met "Pennant" and provided escort to vicinity of Lady Elliot Island. At 1030, "Pennant" had engine trouble and reduced speed to ten knots for one hour. 1940 - Parted company and proceeded for Brisbane.

Tuesday, 16th. December: 1156 - Secured Newstead Wharf.

Friday, 17th. December: 0100 - Proceeded with U.S. Liaison Officer, Commander G.A. Lewis, on board to rendezvous with U.S. Submarine "Scamp". 0630 - Met "Scamp" and commenced exercises.

Saturday, 18th. December: 1700 - Completed exercises. After collecting Commander Willingham U.S.N. from "Scamp", the submarine proceeded on patrol and "Stuart" returned to harbour. At 2100 Commanders Willingham and Lewis were disembarked off Pile Light and "Stuart" carried out night firing in Moreton Bay.

The shoot was arranged so that operation "Raspberry" could be exercised, Star Shell only being fired in the first run. On completion of firing anchored off Pile Light.

Sunday, 19th. December: At 1300, Naval Officer in Charge Brisbane informed me that "Sea Pike" was fifteen hours late. Ship proceeded up river and secured at Newstead at 1625.

Monday, 20th. December: 1045 - Slipped and proceeded to escort U.S.S. "Blue Ridge" to Lady Elliot Island in accordance with Naval Officer in Charge Brisbane's Message T.O.O. 192218 December.

Tuesday, 21st. December: 0425 - Parted company with "Blue Ridge" and proceeded to rendezvous with "Sea Pike". Course was set to the reciprocal of what "Sea Pike's" should have been, but even though visibility was extreme, this ship was not sighted. A "Not Met" signal was made. At dark "Stuart" steered towards Lady Elliot Island at "Sea Pike's" speed of advance until Naval Officer in Charge Brisbane's Message T.O.O. 211041 December was received, when course was altered towards Caloundra.

Wednesday, 22nd. December: 1230 - Exchanged identities with U.S.S. "Tulsa" and at 1435 with "Inverell". 1652 - Secured at Newstead Wharf.

Thursday, 23rd. December: 0600 - Slipped and proceeded to rendezvous with U.S.S. "Orion" in accordance with Naval Officer in Charge Brisbane's Message T.O.O. 221118 December. 1030 - Passed "Townsville". 1740 - Sighted "Orion" and U.S. Escort vessel "Harmon". Took station ahead and provided escort to Brisbane.

At 1600 the steel pin in the top of the distiller fresh water plunger fractured, and the evaporator was out of action until repairs were completed by dockyard at 2300 on Sunday 26th. December.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

Friday,24th. December - Sunday,26th. December:
1020 - Secured alongside Newstead Wharf. On Christmas Day, Divisions and a short Church Service were held on board. The Victualling Store Officer Brisbane is to be congratulated on the fare he provided and the ship's Cooks on the excellent Christmas dinner they produced.

Monday, 27th. December: 0600 - Slipped and proceeded to rendezvous with "Townsville" and U.S. Submarine "Albacore" for exercises. 1200 - Commenced exercises. Sound conditions were generally bad,and at times maximum A/S range was 300 to 500 yards.

Tuesday, 28th. December: At 1005 "Stuart" parted company and proceeded to Caloundra to rendezvous with "Orion" and escort to vicinity of Sydney in accordance with Naval Officer in Charge Brisbane's Message T.O.O. 250127 December.

This was the first occasion on which "Stuart" had had the opportunity to carry out attacks on a submarine with another ship in company,and the experience was most valuable. The Combined Submarine Attack Table (A.B.R.1) was used,and R/T proved to be easily the most satisfactory method of intercommunicating. It is considered that to allow for ships with Hedgehogs,the Signal "Fox 1" and "Fox 2" should be introduced to indicate the method of attack being carried out, e.g.

Fox 1 - Depth Charge.
Fox 2 - Hedgehog.

At 1400 took station ahead of "Orion".

Wednesday, 29th. December: 2100 - Parted company with "Orion" and proceeded to Sydney.

Thursday, 30th. December: 0544 - Secured alongside Kurraba Wharf for fuel. 1000 - Shifted berth to outside "Kanoora" at Garden Island. Commenced Boiler Clean. In view of C.S.W.P.S.F's Message T.O.O. 290701 December which gave rendezvous with "Etolin" as January 6th. it did not look as though much work could be done,and it was decided that only one boiler could be properly cleaned,the others being washed through. When the rendezvous was put forward another two days,vide C.S.W.P.S.F. Message T.O.O. 301425 December,it was obvious that very little boiler cleaning could be done and that serious defects could not be completed. This was reported in Naval Officer in Charge Sydney's Message T.O.O. 310117 December and "Stuart's" escort duty for "Etolin" was subsequently cancelled.

The health and conduct of the Ship's Company has been very satisfactory.

STEAMING DETAILS FROM 1st. to 31st. December (Incl.):

Total distance steamed	6,036.6	miles.
Total hours under way	392.15	hours.
Average Speed	15.4	knots.
Total fuel expended	1,729.455	tons.
Average Consumption	3.5	miles/ton.

SINCE COMMISSIONING - 1st. September,1939:

Total distance steamed	191,733.1	miles.
Total hours under way	13,317.55	hours.
Average speed	14.4	knots.
Total fuel expended	52,832.308	tons.
Average consumption	3.63	miles/ton.

NEIL A. MACKINNON

Commander In Command.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

15/2

2026/7/1066.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3643....

SUBJECT: H.M.A.S. "STUART" – LETTER OF PROCEEDINGS FOR NOVEMBER, 1943.

SECRET RESTRICTED

S.N.B. 23/12

2N.M. 24/12

3N.M. 31/12

D.A.S.D. 5/1

D.D.P. 6/1

D.N.G.

Ops(N) 7/1

D.O.S. 29/12

D.N.R.M.

D.O.Int. 11/1

12/1 D.V. page 3 Position re khaki clothing being investigated, vide enclosure.

D.N.O. 11/1/44

13 JAN 1944.

H.P.B. 15/1

U.N.2N.M.

P.C.L.O.

N.N.R.O.

A/N.H.R.O. 12/1.

File

D.N.R.M. 8 JAN 1944 DEPT OF NAVY

AUSTRALIAN WAR MEMORIAL RCDIG1074615

D.N.M.S. BRAN
13 JAN 194
NAVY

AUSTRALIAN WAR MEMORIAL RCDIG1074615

EC/EC.

The Victualling Store Officer,
Royal Edward Victualling Yard,
SYDNEY. N.S.W.

KHAKI CLOTHING FOR H.M.A.S. "STUART".

It is requested that the position regarding khaki clothing outstanding on demand by H.M.A.S. "STUART" may be advised. An extract from Letter of Proceedings dated 5th December reads:-

> Great difficulty is being experienced in obtaining the requisite supplies of battle dress for the Ship's company; in fact there appears to be an acute shortage of all khaki clothing".

Director of Victualling.

II.

The Victualling Store Officer,
H.M.A. Victualling Yard,
Creek Street,
BRISBANE. Q'LD.

Forwarded for information and advice regarding any outstanding demands held at H.M.A. Victualling Yard, Brisbane.

(Sgd.) E. R. Calder
Director of Victualling.
13.1.45

AUSTRALIAN WAR MEMORIAL RCDIG1074615

15/1d

15/18

2026/7/1066
P1

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Stuart" Letter of Proceedings Nov '43

D.N.S. 15/12

~~D.O.D. re 30th Nov.~~ Boiler cleaning at Sydney will be arranged when practicable. 17/12

D.C.N.S. 16/12

1st N.M. for A.C. 27/12.

N.H. 15/12F.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

RECEIVED
11 DEC 1943
NAVY CONFIDENTIAL RECORDS

DEPT. OF NAVY
2026/7/1066
SECRET

FROM ..... The Commanding Officer, H.M.A.S. "Stuart".

DATE ..... 5th. December, 1943. REF.NO. 192/9.

TO ..... The Rear Admiral in Charge, Sydney.
Copy to: The Secretary, Naval Board, Melbourne.

SUBJECT .... LETTER OF PROCEEDINGS, 1st. - 30th. November, 1943.

SECRET
RESTRICTED

Submitted:

Monday, 1st. November: Arrived Moreton Bay escorting U.S.S. "Long Island". 1215 - Secured outside U.S.S. "Helm" at Newstead No. 3.

Tuesday, 2nd. November: 0740 - Slipped and proceeded to anchorage off Pile Light to await "Long Island". 1545 - Weighed and proceeded to escort "Long Island" to the Eastward.

Wednesday, 3rd. November: 1000 - Parted company with "Long Island" and proceeded to Sydney.

Thursday, 4th. November: In the Morning Watch the wind suddenly backed 180 degrees and "Stuart" passed through a violent ~~hail~~ line squall, wind force 8. 0925 - Secured alongside Kurraba Wharf for fuel. 1325 - Slipped from Kurraba Wharf and secured outside H.N.M.S. "Tromp" at Cruiser Wharf, Garden Island. Commenced boiler cleaning, cleaning and painting ship.

Friday, 5th. November - Saturday, 13th. November: Completed boiler cleaning and came to four hours notice for steam. Lieutenant R. Lockwood R.A.N.V.R. joined ship as temporary relief for Lieutenant R.J. Scrivenor R.A.N. who had been discharged to Canonbury Naval Hospital on arrival in Sydney, suffering from Glandular Fever.

Sunday, 14th. November: 1000 - Slipped from "Tromp" and proceeded to D.G. Range. Carried out three runs and then secured to No. 3 Buoy. 1300 - Swung ship for compass adjustment.

Monday, 15th. November - Tuesday, 16th. November: At No.3 Buoy.

Wednesday, 17th. November: 1700 - Slipped and proceeded to rendezvous with "Nieuw Amsterdam" in accordance with N.O.I.C. Sydney's Message T.O.O. 160457 November.

Thursday, 18th. November: 1100 - Sighted "Nieuw Amsterdam", took station ahead and provided escort to Sydney.

Friday, 19th. November: Arrived Sydney. 0700 - Secured to Kurraba Wharf. On completion of fuelling shifted berth to No. 1 Buoy. The weather throughout this trip was most unpleasant.

Saturday, 20th. November: At No. 1 Buoy.

Sunday, 21st. November: 0815 - Slipped from No. 1 Buoy and proceeded to escort "Nieuw Amsterdam" to the Eastward in accordance with N.O.I.C. Sydney's Message T.O.O. 192309 November.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

Monday, 22nd. November: 0630 - Parted company with "Niew Amsterdam" and proceeded to Sydney.

Tuesday, 23rd. November: 0625 - Secured alongside Kurraba Point. On completion of fuelling shifted to No. 2 Buoy.

Wednesday, 24th. November: Recent runs over the D.G. Range had shown that "Stuart" was again in need of de-perming. This was carried out during the day.

Thursday, 25th. November: 0810 - Slipped and proceeded to D.G. Range. On completion of ranging Commander (E) Clift, Lieutenant Pettigrew and civilian dockyard officers were embarked to carry out final Hedgehog equipment trials, consequent upon the fitting of the Gyro Stabiliser. These were completed satisfactorily and ship returned to No. 2 Buoy. Ship was swung for compass adjustment in the afternoon. Lieutenant R.J. Scrivenor R.A.N. rejoined and Lieutenant R. Lockwood R.A.N.V.R. was discharged to "Rushcutter".

Friday, 26th. November: Lieutenant T.W. Cutts R.A.N. V.R. was discharged to "Lonsdale". 1110 - Slipped from No. 2 Buoy and proceeded to escort tanker "Empire Silver" to Lady Elliot Island in accordance with N.O.I.C. Sydney's Message T.O.O. 250439 November. "Empire Silver's" departure was delayed by over two hours owing to the non-arrival of stores and she did not clear the Heads until 1315.

Saturday, 27th. - Monday, 29th. November: On passage to Lady Elliot Island. On Saturday 27th. November the Reconnaissance Aircraft detailed to arrive at dawn failed to appear. R.A.A.F. Base at Coff's Harbour was heard calling it, but no reply was heard from the aircraft, and from subsequent intercepted signals it would appear that it forced landed in the sea and was lost. Apart from this unfortunate mishap the passage was made without incident in very much better weather than we had been having of late. "Empire Silver" was a most uncommunicative consort as she never once signalled her intended alterations of course, nor did she reply to a signal offering a painted box as a drifting target. At 1630 on Monday, 29th. November "Stuart" parted company off Lady Elliot Island and proceeded to Brisbane. 1650 - Exchanged identities with S.C. 741 and at 1710 with "Whyalla". Shortly afterwards quite a good echo was obtained, but after three quarters of an hour this was classified as a non Sub caused by a temperature gradient.

Thursday, 30th. November: 0130 - Identified S.S. "Esther Johnson". 0940 - Secured alongside No. 2 Newstead.

While the ship was boiler cleaning in Sydney forty eight hours leave was granted to each watch. The opportunity was also taken to send A.A. ratings to the Gunnery Instruction Centre, and to exercise all officers and S.D. ratings on the attack table at "Rushcutter" whenever possible.

Owing to the excellent work done by the Engine Room working party from "Penguin", and the assistance given by Garden Island and the Base Staffs, a much more satisfactory boiler clean and short refit could be carried out than is possible in Brisbane. Facilities in that port are limited, and the Ship's Engine Room Staff are consequently unable to obtain the stand-off they deserve and need during these periods. It is strongly recommended that all future boiler cleans be carried out in Sydney.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

Despite the undoubted attractions of this city, I much prefer to actually operate from a base further North, as I find that Sydney has a decidedly demoralising effect on the general efficiency of the Ship's Company, when they are only absent from it for short intervals of time.

Great difficulty is being experienced in obtaining the requisite supplies of battle dress for the Ship's Company, in fact there appears to be an acute shortage of all khaki clothing.

The fitting of the cool water machine near the mess decks has been carried out and this has proved to be a great asset in hot weather.

The health and conduct of the Ship's Company is satisfactory.

STEAMING DETAILS - 1st. to 30th. November (Incl.)

Total distance steamed	4,004.5	Miles.
Total hours under way	235.35	Hours.
Average speed	17.0	Knots.
Total fuel expended	1,176.058	Tons.
Average consumption	3.4	Miles/Ton.

SINCE COMMISSIONING - 1st. September, 1939.

Total distance steamed	185,696.5	Miles.
Total hours under way	12,925.5	Hours.
Average Speed	14.3	Knots.
Total fuel expended	51,102.853	Tons.
Average consumption	3.6	Miles/Ton.

NEIL A. MACKINNON

Lieutenant Commander
In Command.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

2026/7/1066

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: "Hugo Stuart" — Letter of Proceedings — October, 1943

SECRETARY 23/11

2NM 23/11

3NM 30/11

DOO 1/12

D.S.C. 21/XII

D.F.D. 3/11

D.O.P. 6/11

Ops(N) 1/12

D.N.I. 6/12

DO(N) 26/11

DNRM 8/12/43

D.N. 13-12-43

DO 16/12

DONS 15/12/43

HCB 12

NAONM 16/12

P.C.L.O. 17/12C

N.H.O. 18/12

P/NH 20/12

Sec 20/12

Sotheby 21/12

D.N.R.M. -9. DEC. 1943 DEPT. OF NAVY

AUSTRALIAN WAR MEMORIAL RCDIG1074615

D.N.M.S. BRANCH
13 DEC 1943
NAVY OFFICE

DEPT OF NAVY
-8 DEC 1943
D.N.M.S.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

13/11.

2026/7/1066 pt

DEPARTMENT OF THE NAVY

MINUTE PAPER

H 12/11

SUBJECT: H.M.A.S. "Stuart" - Letter of Proceedings - Oct 43

D.O.S. as marked 13/11

DCNS. Propose that Suggestion marked (X) be passed to NOIC New Guinea for information. 16/11

N.4 Head of N

18/11/43

Please send X & return file to me

1st. W.M.

action taken on file 1806/2/39.

for CNS to see 17/11

P.1

22/11

N4

Stat Ely

ACK. BY A.S.
11 NOV 1943
INIT.

DEPT. OF NAVY
2026/7/1066
SECRET

HP 7/8/43

FROM ..... The Commanding Officer, H.M.A.S. "Stuart".

DATE ..... 8th. November, 1943. REF.NO. 192/9.

TO ..... The Rear Admiral in Charge, Sydney.
Copy to :- The Secretary, Naval Board, Melbourne.

fdN 11/11/43

SUBJECT .... LETTER OF PROCEEDINGS, 1st. - 31st. October, 1943.

SECRET RESTRICTED

Submitted:

Friday, 1st. October: Escorting Convoy P.V.2.

Saturday, 2nd. October: 1545 - Escort parted company with Convoy off Lady Elliot Island. "Warramunga" proceeded to Sydney, "Goulburn" to Gladstone and "Arunta" and "Stuart" to Brisbane. At 1700 carried out Range and Inclination exercises with "Arunta".

Sunday, 3rd. October: 1100 - Secured outside "Arunta" at No.3 Newstead. While proceeding up Brisbane River, "Stawell" was passed with a large number of W.R.A.N.S. very smartly fallen in on her upper deck. They were apparently going out to witness a shoot, but, as this fact was unknown to me at the time I signalled "What is this?" An immediate reply was received - "Comforts for sailors."

Monday, 4th. October: 0800 - Slipped and proceeded to pick up "Boschfontein" in Moreton Bay and escort to the Eastward in accordance with N.O.I.C. Brisbane's Message T.O.O. 030705 October. Although her speed of advance was given as 15.5 knots it was found that her maximum speed through the water was only 15 knots.

Tuesday, 15th. October: Parted company with "Boschfontein" and proceeded to Melbourne.

Wednesday, 6th. October: 1230 - Passed Convoy P.V.3 escorted by "Warramunga", "Helm" and one A.M.S.. Aircraft from Nowra were expected to carry out dummy torpedo attacks during the afternoon, but none arrived. 1820 - Passed "Bundaberg", "Townsville" and "Mildura" escorting a convoy of six ships.

Tuesday, 7th. October: 1215 - Entered Port Phillip. With a heavy following sea against the outgoing tide, water in the Rip was very confused and steering difficult. A large tanker ahead was yawing about ninety degrees. 1430 - Secured alongside Outer East Nelson Pier. 2130 - "Arunta" arrived and secured opposite.

Friday, 8th. October: 0930 - Shifted berth to Inner East Station Pier, followed later by "Arunta".

Saturday, 9th. October - Sunday, 10th. October: Alongside Station Pier. 1100 Saturday attended Convoy Conference at N.C.S. Office for Convoy P.V.4. Whilst at Melbourne opportunity was taken to send training classes away in the Whaler and Motor Boat. Mr. Widdowson Gunner (T) joined on Sunday.

Monday, 11th. October: 0630 - Slipped and proceeded to catch up Convoy P.V.4 at entrance to Port Phillip and escort to Townsville in accordance with C.S.W.P.S.F. Message T.O.O. 060421 October. 1545 - Passed S.S. "Lurline". 1845 - Exchanged identities with "Orara".

Tuesday, 12th. October - Sunday, 17th. October: On passage

AUSTRALIAN WAR MEMORIAL RCDIG1074615

to Townsville. Several practices with close range weapons at Rockets Target Practice were carried out en route. These make quite satisfactory targets when they open, but nearly 50% failures were experienced. At 2100 "F.G. Newlands" hauled out of the line and "Arunta" closed to embark a Marine suffering from acute appendicitis. "Arunta" then went on ahead and landed him at Townsville.

Monday, 18th. October: 0115 - Secured outside "Arunta" West Side Concrete Pier. Early in the forenoon ship was connected to shore power and steam shut down in order that repairs might be effected to the spring loaded exhaust valve in the port condenser. The port fixed lubricating pump was also repaired, this required a complete new set of piston rings. Conditions on board were anything but pleasant during this period, as the shore supply was only sufficient to keep fans running at slow speeds, the ship was very hot between decks.

forced

Wednesday, 20th. October: At 1645 U.S.S. "Conyngham", "Stuart", "Arunta" and P.C. 1124 slipped in that order and proceeded independently to rendezvous off Fitzroy Island with Convoy T.N.170, ex P.V.4 and "Manoora" and "Westralia". 2330 - Exchanged identities with "Katoomba".

Thursday, 21st. October: Carried out a damage control exercise while awaiting the arrival of the Convoy. 1315 - Convoy cleared Grafton Passage and set course for China Strait.

Friday, 22nd. October - Saturday, 23rd. October: On passage. At 1045 Saturday Convoy stopped off North Foreland while Sailing Orders were distributed by H.D.M.L. 1074. "Arunta" sent over 100 lbs. of fresh bread which was most acceptable. 1130 - "Conyngham" and P.C. 1124 detached for Milne Bay and Convoy was split into two parts in accordance with Port Director Milne Bay's Message T.O.O. 210059 October. The original P.V.4, escorted by "Arunta", proceeded to Goodenough Island while "Stuart" escorted "Manoora" and "Westralia" to Oro Bay.

Sunday, 24th. October: 0700 - Anchored off Oro Bay after an uneventful passage. Information received that severe air raids might be expected at Oro Bay had already been passed on to the Ship's Company, and the increase in the efficiency of Air Lookouts was quite marked! However, it was comforting to see large numbers of our own aircraft in the sky, "Stuart's" present H.A. armament is hardly formidable. There were two Red warnings during our stay but both fizzled out. The local Port Regulations dealing with Air Warnings were only received a few minutes before the first Red Warning and it is suggested that these orders should be given to ships as they pass through Milne Bay.

Action taken on 1806/2/39

"Manoora" was most helpful during our stay in providing bread, fresh provisions and even tropical clothing, which it had been impossible to obtain in Brisbane, Melbourne or Townsville.

Monday, 25th. October: 1400 - Weighed and proceeded as escort for "Manoora" and "Westralia" in accordance with Port Director Milne Bay's Message T.O.O. 210059 October. Speed was adjusted so that convoy would pass between Ham and Veale Shoals before dark and arrive off Ravens Channel at daylight. 1600 - Exchanged identities with U.S. Tanker "Victoria" anchored in Porlock Harbour. Shortly afterwards U.S. Destroyer "Smith" passed at high speed, obviously to make sure of passing between Ham and Veale in daylight, because she reduced to about nine knots immediately after clearing these dangers. A large number of ships were passed during the night on their way North.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

Tuesday, 26th. October: On arrival off Ravens Channel, "Smith", who had remained ahead during the night, came round astern and followed "Stuart" through the hole. A very strong Southerly Set was experienced. At 0945 soon after clearing China Strait, identities were exchanged with "Warrego", who with "Wagga" was escorting "Springdale" and "Montcro" to the mainland.

Wednesday, 27th. October: Convoy was met by two Fairmiles off the entrance to Grafton Passage. At 1430 "Stuart" parted company and proceeded to Townsville, securing alongside West Side Concrete Pier at 2200.

Thursday, 28th. October: Friday, 29th. October: 1400 - Slipped and proceeded to comply with C.S.W.P.S.F. Message T.O.O. 190938 October. Despite an excellent weather report obtained before sailing, a strong S.E. wind and moderate sea were experienced all the way down the reef.

Thursday, 30th. October: 1300 - Arrived at position of rendezvous with "Long Island" and remained in vicinity until 1600 when "Not Met" signal was made. In order to be somewhere in the vicinity of the ship at daylight next morning, had she been five or more hours early, when she might have passed unobserved, I altered course towards Cape Moreton and increased to 20 knots. Although these ships are invariably late at their rendezvous I considered I should allow for a possible exception, and even if "Long Island" followed the normal practice, no harm would be done as I would be inside her. When retransmission of "Long Island's" Message T.O.O. 272330 October was received course and speed were adjusted to make the rendezvous in the morning. Examination of the Log showed that "Long Island's" original signal had been previously received on 'Bells' but "Stuart's" Delivery Group was not included. In any case, the message could not have been decyphered as it was in some U.S. System not held in "Stuart".

Sunday, 31st. October: 0600 - Sighted smoke on the horizon. This turned out to be "Long Island" which continued to make a considerable amount of smoke throughout the remainder of the passage, and only about thirteen knots in speed.

With the exception of a few cases of colds and sunburn the health of the Ship's Company has been very good and their conduct all that could be desired.

This recent change in the normal run of duty has been very good for everyone. A large number of the Ship's Company had never even been North of Lady Elliot Island before. Also, the fact that the ship entered an area where air attack might be expected made life considerably more interesting and, as I have already remarked, effected a great improvement in the efficiency of the lookouts.

The return to the tropics made the extreme overcrowding and discomfort in the Messdecks even more apparent. Luckily the weather was nearly always fine at night, and a large number could sleep on deck. The increase in temperature also appears to have increased the birth rate among the cockroaches, which now seem to regard with contempt the powder used for their extermination.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

Steaming Details - October 1st. to October 31st.

Total distance steamed	7,473.9	miles.
Total hours underway	528.05	hours.
Average speed	14.15	knots.
Total fuel expended	1.717.00	tons.
Average consumption	4.35	miles/ton.

Since Commissioning - September 1st.,1939.

Total distance steamed	181,692.0	miles.
Total hours underway	12,690.15	hours.
Average speed	14.3	knots.
Total fuel expended	49,926.795	tons.
Average consumption	3.6	miles/ton.

NEIL A. MACKINNON

Lieutenant Commander
In Command.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

Ex

D ~~D~~/S D. Comment opposite.

Sgd. 16/10

A/D.S.C. An 18 inch signalling projector will be provided when the P.W.S.S. is moved to Fort Nepean.

J. G. S. Brame
19/10.

1st N.M. 21/10

N-4.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

26/11

2026/7/1066.

DEPARTMENT OF THE NAVY

MINUTE PAPER

RECEIVED 23 NOV 1943 D.O.T.N.

SUBJECT: Hucas Stuart - Letter of Proceedings for September 1943

SECRET RESTRICTED

S.N.B. 26/10

2 v M 26/10

3 v M 11/11

25/10/43

D O D 12/11

C of P 15/11

D N 9. 16/11

Opns (N) 16/11

D S (N)

17/11/43 D O T M 22/11

DNR 26/11

26/11/43 H P 26/11

N A & N M 29/11

29/11. N M

P C & O. 29/11

A/Nitkg

A/Off

S.N.R.M. 23 NOV 1943 DEPT. OF NAVY

AUSTRALIAN WAR MEMORIAL RCDIG1074615

AUSTRALIAN WAR MEMORIAL RCDIG1074615

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: Phoenix Island - letter of Governing Br. to Lord Newton 1913

SECRETARY
DEPT. OF NAVY
23 NOV 1945
A.H.R.M.

DEPARTMENT OF THE NAVY.

2026/7/1066

MINUTE PAPER.

(This side only to be written on.)

D.3718/5.40—C.6346.

SUBJECT: USE OF ILLUMINANTS BY AIRCRAFT.

D.C.N.S.

C.N.S.

As a result of a request to R.A.A.F. Command to restrict the use of flares by aircraft in the vicinity of coastal convoys the following Operation Instruction No. 90/1943 was issued by R.AA.F. Command on 9th September, 1943.

"Aeroplanes engaged in operations to seaward by night are not to fire illuminating cartridges or drop flares or any other such pyrotechnics within five miles of friendly convoys unless specifically requested to do so by the S.N.O. Escort or unless the escort itself begins illuminating an area with star shell or snow flake. In this case, the aeroplane should assist the escorts by dropping flares 3 or 4 miles outside the circle or sector of illuminants being fired by the escorts.

2. If, however, an enemy submarine is definitely identified within five miles of a convoy, use may be made of illuminants, flares, etc. to assist the aeroplane in carrying out an attack.

3. The above instruction does not apply to the white and/or yellow verey cartridges which are to be fired over the position of any submarine detected by an aeroplane."

2. The incident referred to, occurred six days before the Operation Instruction was issued.

D.A/S.D.

18th October, 1943.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

9/10.

2026/7/1066

13 **DEPARTMENT OF THE NAVY**

MINUTE PAPER

SUBJECT: Hulas "Stuart" – Letter of Proceedings for September, 1943

SECRET
RESTRICTED

D.P.S. 13/10

for brief Comment

D.A/S.D. Marked (A)

D.C.N.S. 14/10

A/D.S.C. Marked (B).

1st N.M.

N4

10

ACK. BY A.S. 1380Y
- 7 OCT 1943
INIT. MBJ

DEPT. OF NAVY
2026/7/1066
SECRET

1066

14P 7/8/43

FROM ..... The Commanding Officer, H.M.A.S. "Stuart".

DATE ..... 2nd. October, 1943. REF.NO. 192/9.

TO ..... The Rear Admiral in Charge, Sydney.
Copy to: The Secretary, Naval Board, Melbourne.

SUBJECT .... LETTER OF PROCEEDINGS, 1st. to 30th. September, 1943.

SECRET RESTRICTED

Submitted:

LtN 7/10/43

Wednesday, 1st. September: 0600 - Arrived Moreton Bay in company with "Kurumba". Proceeded up river and secured at No.3 Newstead to fuel, provision, and carry out examination of port condenser. The result of this examination has been reported in "Stuart's" letter No. 116/7 of 8th. September. At 2030 slipped and proceeded to escort U.S.S. "Otus" to vicinity of Lady Elliot Island.

Thursday, 2nd. September: 0755 - Passed S.S. "Cape Flattery". 1310 - Passed S.S. "Rachel Jackson". 1350 - Exchanged identities with "Geelong" escorting Convoy LQ 9. 1827 - Parted company with "Otus" and proceeded to Caloundra.

(A)

Friday, 3rd. September: 0313 - Aircraft illuminated "Stuart" with a flare. About twenty minutes later this aircraft dropped two more flares, illuminating Convoy LQ 9. Arrived off Caloundra at 0530 as "Mizar" was entering North West Channel. Took station ahead and escorted to Sydney in accordance with N.O.I.C. Brisbane's Message T.O.O. 020509 Z September.

Saturday, 4th. September: 0715 - Exchanged identities with "Kalgoorlie" and "Broome". 0912 - Exchanged identities with "Echuca". Entered Sydney Harbour astern of "Mizar" and secured at Kurraba Point for fuel at 1040.

Sunday, 5th. September: 0800 - Slipped and proceeded to rendezvous with S.S. "Matsonia" in accordance with N.O.I.C. Sydney's Message T.O.O. 040030 Z September.

Monday, 6th. September: 0730 - Arrived at rendezvous. At 1000 there was still no sign of "Matsonia" and this fact was reported in "Stuart's" Message T.O.O. 060001 Z September. C.S.W. P.S.F. Message T.O.O. 061058 informing me that "Matsonia" would reach the rendezvous at 2300K, was received at 2120, and course was adjusted to pass through the position of the rendezvous at this time. There was no moon and visibility was about two miles. At 2330 I was about to turn to "Matsonia's" course and continue on this at her signalled speed of advance, in the hope of being somewhere in her vicinity at daylight, when the Radar reported an echo bearing Green 60, range 28,000 yards. This proved to be "Matsonia" which, had it not been for our Radar, would have passed unseen seven miles to the Southward. N.O.I.C. Brisbane's Message T.O.O. 060744Z containing instructions for effecting the rendezvous was not received until 0530 next morning, by which time both ships were inside the swept channel.

Tuesday, 7th. September: At 0050 "Stuart" was challenged by P.C. 477 bound from Noumea to Brisbane. At 0730 exchanged identities with "Geelong" and at 1205 secured alongside No.3 Newstead.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

Wednesday, 8th. - Friday, 10th. September: Alongside Newstead.

On Friday 10th. "Moreton" was requested to provide a diver to examine propellors, rope guards and eddy plates in accordance with C.O.R., Article 315 and S.E.O.'s Memos No. 25, para (g). The port rope guard was found to be missing. It was decided to take this opportunity to examine the grease pipes to the "A" brackets and to measure the wear down of the "A" bracket bearings. There was no reason to suspect that this was abnormal, as no excessive vibration had been experienced, and the diver's report that the wear down on both bearings was approximately .5", came as a complete surprise. A report was made immediately to N.O.I.C. Brisbane, as "Stuart" was due to proceed on escort duties early next morning. A diving party from U.S.S. "Fulton" confirmed the report by "Moreton's" diver.

Saturday, 11th. September: 1610 - Slipped from Newstead and proceeded into Brisbane dry dock.

Sunday, 12th. - Wednesday, 15th. September: In dry dock.

Examination of "A" brackets showed wear on the Starboard bracket to be less than that reported. Wear on the Port bracket was nearly ½" and the shaft had been running in bare metal. On 12th. September Mr. S. Wheeler Gunner (T) sustained two broken ribs and shock from a fall down a hatch. He was discharged to "Moreton" for admittance to Rosemount Repatriation Hospital. At 2153 "Stuart" undocked and proceeded to No. 1 Newstead to top up with fuel and replace Asdic Dome.

Thursday, 16th. September: At 0130 slipped and proceeded for Melbourne. 0625 - Exchanged identities with P.C. 1123 and L 240 escorting convoy of three ships.

Thursday, 16th. - Saturday, 18th. September: On passage to Melbourne. At 0325 Saturday passed "Moresby" and Convoy CO 126. At 0527 exchanged identities with "Doomba" escorting Convoy OC 126. 0630 - Entered Port Phillip and secured alongside "Warramunga" at Outer West Nelson's Pier, Williamstown, at 0845.

Sunday, 19th. - Monday, 20th. September: Alongside Nelson's Pier.

1100 Sunday I attended convoy conference for P.V. 1 at N.C.S. Office, Melbourne. 0630 Monday tug hauled "Stuart" off while "Warramunga" slipped from pier. "Warramunga" and U.S.S. "Helm" proceeded for escort duties with P.V.1. Lieutenant Cutts R.N.V.R. joined temporarily from "Lonsdale" for watchkeeping duties. In the absence of Mr. Wheeler "Stuart" would otherwise have been left with only two watchkeeping officers when Sub-Lieutenant Jones left the ship.

Tuesday, 21st. September: 0530 - Slipped and proceeded to escort U.S.S. "Altamaha" to longitude 151° E, in compliance with N.O.I.C. Port Melbourne's Message T.O.O. 200305 Z September. 1230 - Exchanged identities with "Mildura" escorting Convoy OC 127. 1431 - Exchanged identities with "Orara".

Wednesday, 22nd. September: 0200 - Parted company with "Altamaha" and returned to Melbourne. 0930 - Exchanged identities with "Orara". 1715 - Secured alongside Outer West Nelson's Pier, Williamstown, astern of "Arunta". On each occasion of entering Port Phillip difficulty has been experienced in communicating with P.W.S.S., owing to the poor quality of their signal projector.

(B)

AUSTRALIAN WAR MEMORIAL RCDIG1074615

Thursday, 23rd. September: Alongside Nelson's Pier.

Friday, 24th. September: 0910 - Slipped from Pier and proceeded with "Arunta" for firings in Port Phillip. On completion of firings ordinary seamen were exercised in sea boat drill. Returned to Nelson's Pier at 1515.

Saturday, 25th. - Sunday, 26th. September: Alongside Nelson's Pier. I attended Convoy Conference for P.V.2 at 1100 on Sunday. Sub-Lieutenant D.M. Jones, R.A.N.V.R., left the ship.

Monday, 27th. September; Slipped from Nelson's Pier and proceeded with "Arunta" to join up with "Goulburn" and "Bendigo" at entrance to Port Phillip and provide escort for Convoy P.V.2 in accordance with C.S.W.P.S.F. Message T.O.O. 220230 Z September.

Monday, 27th. - Thursday, 30Th. September: On passage. At 0800 Wednesday, 29th. "Warramunga" joined and took over duties of S.O. Escort. "Bendigo" was detached at 2000 that night.

The conduct and health of the Ship's Company has been satisfactory.

Steaming Details - September 1st. - September 30th.:

Total distance steamed	5,109.8	miles.
Total hours under way	312.15	hours.
Average speed	16.4	knots.
Total fuel expended	1,524.568	tons.
Average consumption	3.35	miles/ton.

Since Commissioning - 1st. September, 1939:

Total distance steamed	174,218.1	miles
Total hours under way	12,162.1	hours
Average speed	14.3	knots.
Total fuel expended	48,109.682	tons.
Average consumption	3.6	miles/ton.

Lieutenant Commander
In Command.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

21/10.

2026/7/1066.

File HP 78

DEPARTMENT OF THE NAVY

MINUTE PAPER

SECRET RESTRICTED

SUBJECT: Hunas Stuart - Letter of Proceedings - Aug., 1943

S.V.B. 29/9

2 V.M. 29/9

13 V.M. 29/9

D.O.D. 30/9

D.N.I. 2/10

D.A.S.D. 6/10

for D of P 4/10

D.A.S.(N) 5/10.

D.O.C. (S.S.)

D.O.T.M. 14/10/43

21/10/43

N.O.V.M. 21/10

N.O.V.M. 21/10

N.C. 22/10

25/9 P.C.-L.O.

D.O.T.M. 11 OCT 1943 RECEIVED

Presume he was the man referred to in view of complaints about "homing". 5/10.

R.A.A.F.

D/A/S.D.

A/D.S.C. "took note" that "Stuart" used the wrong "homing" frequency. 6/10

It was a fluke.

J. L. S. Brame 7/10.

note Sunday 29th Sept.

B/N.H. 25/X

File

16/9

2026/4/1066

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Stuart" - Letter of Proceedings - Aug 43

DPS

Remarks pg 4. C.O. Moreton is applying for permission to open a rest canteen. 16/9

DC 17/9

1st Lieu

I will see DPS

STAFF S

ACK. BY A.S. 13 SEP
13 SEP 1943
INITIALS
RECEIVED
13 SEP 1943
NAVY CONFIDENTIAL RECORDS
DEPT. OF NAVY
2026. 7. 1066
SECRET
H.P. 7/8/43

FROM ..... The Commanding Officer, H.M.A.S. "Stuart".

DATE ..... 3rd.September,1943. REF.NO. 192/9.

TO ..... The Rear Admiral in Charge, Sydney.
Copy to: The Secretary,Naval Board,Melbourne.

SUBJECT .... LETTER OF PROCEEDINGS - 1st. to 31st. August,1943.

SECRET
RESTRICTED

Submitted:

Sunday, 1st. August: Escorting U.S.S. "George Washington" to Eastward. 0900 - Parted company. Shortly afterwards "George Washington" reported having sighted an object in the water. This was closed and found to be an empty Carley raft. Patrolled in vicinity of rendezvous with U.S.S. "Altamaha".

Monday, 2nd. August: At 1100 sighted "Altamaha". Took station ahead and provided escort to Brisbane. Weather conditions were anything but pleasant during the night owing to rough seas and a strong westerly.

Tuesday, 3rd. August: Arrived in Moreton Bay and continued up Brisbane River. At 1240 secured outside "Vendetta" at No. 3 Newstead for fuel and provisions.

Wednesday,4th. August - Thursday,5th.August:
Alongside "Vendetta". At 1700 slipped and proceeded down river. At 1850 anchored off Pile Light near "Altamaha".

Friday, 6th. August: 0550 - Weighed and proceeded as escort to "Altamaha" in accordance with Naval Officer in Charge Brisbane's message T.O.O. 050149 Z August.

Saturday,7th. August - Sunday,8th. August: Escorting"Altamaha". At 0600 parted company and proceeded to Sydney to comply with C.S.W.P.S.F. message T.O.O. 060518 Z August. At 0930 passed S.S. "Mount Helmos". 1115 - Exchanged identities with U.S.S. "Lamson" which was escorting U.S. Transport "Mount Vernon" to Sydney. 1310 - Secured alongside Kurraba Wharf and took in fuel and provisions.

Monday, 9th. August: 0600 - Slipped and proceeded to escort S.S. "Cremer" from Sydney to the Northward in accordance with Naval Officer in Charge,Sydney's message T.O.O. 062331 Z August. Weather deteriorated during the day and by 2000 the wind was force 7 - 8 and a heavy Southerly swell was running. The Anson providing air cover was forced to return to base. Green seas bent the shield of the Starboard Midships Oerlikon, its ready use ammunition locker was smashed,and the 3½" flexible oil fuel hose which is stowed on the Upper Deck,was badly damaged. A small damage control locker and two scrambling nets were lost overboard. These losses were reported in my letter 174/36 of 31st.August,1943 and Form A.S. 1096 of 10th.August, 1943.

Tuesday, 10th. August:- Wednesday, 11th. August:
Bad weather continued until the morning of 11th. August. At 1100 "Cremer" carried out practices with short range weapons using boxes dropped by "Stuart" from ahead as targets. At 2100 parted company and proceeded to rendezvous with M.V. "Klipfontein".

AUSTRALIAN WAR MEMORIAL RCDIG1074615

Thursday, 12th. August: Owing to poor visibility no sights had been obtained for twenty four hours, so the rendezvous was made by dead reckoning. There was no sign of "Klipfontein" at the time she was due and after steaming up and down for two hours I reported the fact in "Stuart's" message T.O.O. 120100 Z August. I considered it probable that "Klipfontein" had been delayed by the recent heavy weather; but in view of the low visibility at the rendezvous, and the fact that we were running on dead reckoning, it was possible that we had missed missed her. "Stuart" patrolled in the vicinity of the rendezvous until 1620, when a ship was sighted. This proved to be the tanker "Fenris", which, according to Shipping Intelligence Messages, was several days overdue. When asked what weather she had been having, she replied - "Storms and heavy seas for five days". As "Fenris" appeared to be loaded with oil, and was carrying a deck cargo of aircraft, I decided to fill in time by escorting her towards Brisbane until I received further instructions regarding "Klipfontein". Naval Officer in Charge, Brisbane's message T.O.O. 120320 Z August ordering "Stuart" to rendezvous with "Maui" was received at 1733; but as this made no reference to "Klipfontein", and gave no time for the rendezvous with "Maui", I continued with "Fenris" until such information should be received. At 1830, C.S.W.P.S.F. message T.O.O. 120811 Z August, informing me that "Klipfontein" had been instructed to indicate her position, was received. It therefore appeared that I should still be required to escort "Klipfontein", and as it was unlikely that a rendezvous could be effected at night, I continued with "Fenris" pending the receipt of further information. At 2104, N.O.I.C., Brisbane's message T.O.O. 120744 Z, giving the time of rendezvous with "Maui" was received.

Friday, 13th. August: At 0132, a Radar contact was obtained at 17,000 yards. Speed was increased to 18 knots and course altered to intercept. A small dark object was sighted at extreme visibility, but this gradually drew away until it was lost to sight in a rain squall. Shortly afterwards the Radar lost contact. I concluded this must be the U.S. Destroyer "Warrington", which was known to be in the vicinity. This was confirmed on return to harbour.

As no further information regarding "Klipfontein" had been received by daylight, I decided to comply with N.O.I.C., Brisbane's message to rendezvous with "Maui". "Stuart's" message T.O.O. 122001 Z August was transmitted to indicate my intention, and to relieve any anxiety felt regarding the safety of "Fenris". I included my position in case I should still be required for "Klipfontein". The situation was at last clarified by C.S.W.P.S.F. message T.O.O. 122049 Z August, on receipt of which I cancelled my previous message and informed authorities concerned that I was proceeding to rendezvous with "Klipfontein". At 0958 "Klipfontein" was sighted and escorted to Brisbane. At 2155 "Stuart" secured alongside No. 3 Newstead, and took in fuel and provisions.

Saturday, 14th. August: At 1430 slipped and proceeded to rendezvous with "Maui" in accordance with N.O.I.C., Brisbane's message T.O.O. 140239 Z August.

Sunday, 15th. August: At 1212 "Maui" was sighted and escorted to Caloundra.

Monday, 16th. August: "Stuart" parted company off the Fairway buoy at 0545 and proceeded to rendezvous with "Frederick Ainsworth" in accordance with N.O.I.C. Brisbane's message T.O.O. 140241 Z August.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

Tuesday, 17th. August: At 0722 sighted "Frederick Ainsworth" and escorted to vicinity of Lady Elliot Island. During the afternoon she made a signal asking whether we had a spare large scale chart of Capricorn Channel. As our small scale chart was adequate for our needs, if required, zigzag was ceased temporarily, and our large scale chart transferred by line. It was most gratefully received. This diversion was quite a welcome break in the normal rather monotonous routine, and, as we passed, close alongside to resume our position ahead, considerable interest was taken in a bevy of nurses waving to us from our consort's lower bridge.

Wednesday, 18th. August: Parted company with "Frederick Ainsworth" and returned to Brisbane. At 1655 exchanged identities with "Vendetta". Anchored off Pile Light for the night.

Thursday, 19th. August: 0500 - Proceeded up river and at 0745 secured alongside "Warrego" at Milling Wharf. Commenced boiler cleaning on arrival alongside.

Thursday, 19th. August - Friday, 27th. August: Boiler cleaning.

Friday, 27th. August: Slipped and proceeded down river to secure outside "Vendetta" at No. 3 Newstead. Fuelled.

Saturday, 28th. August: 1230 - Embarked Liason Officer, Lieut. ~~Cdr.~~ H.B. Joslin, U.S.N.. Surgeon Lieutenant J.D. Isles, R.A.N.R. left the ship, being relieved by Surgeon Lieutenant Commander D.N.L. Seward, R.A.N.R.. 1300 - slipped and proceeded for exercises with U.S. Submarines "Puffer" and "Bluefish", and P.C. 479. Exercises were being conducted by Comsubdiv 82 in "Puffer". One of P.C. 479's engines broke down off the entrance to Pearl Channel, and she anchored in the minefield. "Stuart" relayed a message from Cowan Cowan asking her to move, but she was still at anchor when we passed.

Sunday, 29th. August: "Stuart" exercised with both submarines until 1730 when she was released to rendezvous with "Sea Snipe" in compliance with N.O.I.C. Brisbane's message T.O.O. 270 421 Z August and 280541 Z August. A very strong southerly set was experienced throughout Friday night and Saturday and "Stuart's" noon position showed her to be approximately twelve miles to the southward of the exercise area. Although visibility was extreme, we were not located by the R.A.A.F. Aircraft from Lowood, which were to have carried out dummy High ~~Line~~ LEVEL and dive bombing attacks at 1200. "Stuart" attempted to home these aircraft, on 450 Kc/s, but met with no apparent success. One Anson appeared at 1415, and another some time later, but by this time "Stuart" and "Puffer" were committed to their next exercise and only "Bluefish" was able to take avoiding action when attacked. After "Stuart" parted company, the two submarines rendezvoused with P.C. 476.

Monday, 30th. August: 0905 - Sighted "Sea Snipe", which was early at rendezvous, and provided escort to Lady Elliot Island. At 1555 N.O.I.C. Brisbane's message T.O.O. 300015 Z August, detailing "Stuart" as escort for U.S.S. "Otus" on 1st. September, was received. At 0400 on Sunday, 29th. August, the Engineer Officer had reported that the density of Numbers two and three boilers was .2°, and condenser trouble was suspected. On Monday, cloud - although diminishing - was still present in the port air pump discharge; and it was considered that the condensers should be tested before "Stuart" proceeded as escort for "Otus". N.O.I.C. Brisbane was informed of the position in "Stuart's" message T.O.O. 302115 Z August and sailing of "Otus" was deferred. A full report on examination and tests carried out is being forwarded.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

W.A.N.F.

Tuesday, 31st. August: At 0730 parted company with "Sea "Snipe". While waiting for "Kurumba" in the vicinity of Lady Elliot Island, a dummy depth charge attack was carried out and two charges were fired from the light throwers. The sea boat's crew was then exercised picking up a lifebuoy. Unfortunately, no fish were obtained as a result of the depth charge explosions. At 1000 took station ahead of "Kurumba" and escorted to Moreton Bay in accordance with N.O.I.C. Brisbane's message T.O.O. 280009 Z August. Passed Convoy Q L 9 at 1300, "Birchgrove Park" at 1510 and P.C. 469 at 1659.

During the boiler cleaning period forty eight hours local leave was given to each watch and I took the opportunity to pay a short visit to Sydney to discuss plans of "Stuart's" conversion with dockyard officers, vide N.O.I.C. Brisbane's message T.O.O. 190233 Z August. A copy of the plan showing the proposed alterations to "Stuart" was obtained from the Naval Constructor, Garden Island, and recommendations are being forwarded as a result of further discussion with Ship's officers.

This period at Brisbane provided the first opportunity to paint ship over all which had occurred since leaving Townsville in February.

Apart from an increase in leave breaking offences during the boiler cleaning period, the conduct of the Ship's Company has been good and their health remains very satisfactory.

Schedule Action taken & on file. Copy for H62, 2266

Brisbane in its present over-crowded state offers very few facilities for libertymen from sea-going ships, and in view of this fact I made enquiries to ascertain what suitable accommodation was available outside the city, with the object of getting non-natives away into more healthy surroundings for their forty eight hours leave.

The Chaplain at "Moreton", Canon Birch, was of the greatest assistance and on his advice the Ship's Company was recommended to go to the Colangatta Rest House in Coolangatta. This was within easy reach of Brisbane, accommodation was cheap and good, and in addition to bathing and fishing, beer could be obtained - far more easily than in Brisbane itself. Approximately twenty five per cent of the Ship's Company took his advice, and returned well satisfied.

It is considered that the establishment in Brisbane of a Naval Wet Canteen or preferably a Navy House, where food and sleeping accommodation could also be obtained, would be of the greatest benefit to the Ship's Companies of sea-going ships. Under present conditions it is most difficult for the libertyman to get his pot of beer in any degree of comfort, if at all. If he is late getting ashore, he finds all city bars are packed, and the object of everyone present is to drink as much as he can get before the beer runs out - usually about 1700. After that, he follows the example set by older allied servicemen and changes to spirits or wine, generally with unfortunate results, the least serious of which is probably absence over leave.

If some purely Naval hostel or club were available, particularly for use by the young and very inexperienced ratings who make up such a large proportion of present day Ship's Companies, it is believed that they would take full advantage of the opportunity to eat and drink in pleasant surroundings where there was no fear of being accosted by women, drunken soldiers wanting the price of a meal, or belligerent Yanks in the same condition.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

Steaming Details - August 1st. to August 31st. (Incl).

Total distance steamed	5,962.3	miles.
Total hours under way	412.55	hours.
Average speed	14.4	knots.
Total fuel expended	1,535.314	tons.
Average consumption	3.9	miles/ton.

Since Commissioning - September 1st.,1939.

Total distance steamed	169,108.3	miles.
Total hours under way	11,849.55	hours.
Average speed	14.3	knots.
Total fuel expended	46,585.114	tons.
Average consumption	3.6	miles/ton.

NEIL A. MACKINNON

Lieutenant Commander
In Command.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

AS/PN

DEPT. OF NAVY
2026/7/1066
SECRET

Checked for Indexing

RESTRICTED

065879

5- OCT 1943

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

With reference to your memorandum No. 192/9 dated 3rd August 1943, Letter of Proceedings 1st to 31st July, 1943, paragraph 28, I am directed by the Naval Board to inform you that ample stocks of hedgehog practice are available at Sydney.

Secretary.

Director of Ordnance
Torpedoes and Mines
4/10

D.N.R.M.
12 OCT 1943
DEPT. OF NAVY

1 Nov 10

-5 OCT 1943

AUSTRALIAN WAR MEMORIAL RCDIG1074615

DEPARTMENT OF THE NAVY

MINUTE PAPER

DEPT. OF NAVY SECRET 2026/4/1066

SUBJECT: H.M.A.S "Stuart" - Letter of Proceedings - July '43

ENG. & CONST. 26 AUG 1943 BRANCH

RECEIVED 28 SEP 1943 D.O.T.M.

D.N.R.M. 12 OCT. 1943 DEPT. OF NAVY

P.C.L.O.

AUSTRALIAN WAR MEMORIAL RCDIG1072461 5

DEPARTMENT OF THE NAVY

MINUTE PAPER

SECRET

SUBJECT: H.M.A.S. "Albatross" - Notice of Intermediate Trials

SECRET

ACK. BY A.S. 12 OY
- 9 AUG 1943
INIT.
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DEPT. OF NAVY
2026. 7. 1066
SECRET

H.P. 1/8/43

FROM ..... The Commanding Officer, H.M.A.S. "Stuart".

DATE ..... 3rd. August, 1943. REF.NO. 192/9.

TO ..... The Rear Admiral in Charge, Sydney.
Copy to: The Secretary, Naval Board, Melbourne.

SUBJECT ..... LETTER OF PROCEEDINGS - 1st. to 31st. July, 1943.

RESTRICTED

Submitted:

Thursday, 1st. July: 0900 Arrived Caloundra escorting U.S.S. "Nassau". Proceeded to No. 3 Wharf, Newstead, for fuel and provisions. Lieutenant T.R. Fenner left ship for Sydney on compassionate leave. 1550 slipped and proceeded to Moreton Bay for exercises with tug "Heros". "Stuart's" bow touched wharf on leaving, bending top of stem post slightly, no damage to wharf. This was reported fully in my letter 104/6 of 5th. July, 1943.
The exercises with "Heros" were confined to Control runs using star shell and searchlight as illuminants. Finally, operation "Raspberry" was carried out from Position "E", with "Heros" representing a convoy. The need for flashless cordite, when illuminating ahead with "B" gun, was most apparent. 2005 Proceeded, escorting Norwegian tanker "Nordfold" to the vicinity of Lady Elliot Island vide N.O.I.C. Brisbane's message T.O.O. 300 651 Z June.

DOTM.

Friday, 2nd. July: 1505 Exchanged identities with H.M.A.S. "Fremantle". 2130 Parted company with "Nordfold" and returned to Moreton Bay anchoring in North West Channel for one hour to await U.S.S. "Nassau".

HN

Saturday, 3rd. July: 1058 Proceeded, escorting "Nassau" in accordance with C.S.W.P.S.F. Message T.O.O. 020157 Z July. At 1558 investigated an object sighted fine on Starboard bow. This proved to be an empty Carley raft.

Sunday, 4th. July: 0945 Parted company with "Nassau" and proceeded to rendezvous with U.S. Transport "Mount Vernon". During forenoon and afternoon firings were carried out at smoke bursts and at a buoy target. 1621 Passed Norwegian tanker "Vera".

Monday, 5th. July: 0945 Sighted "Mount Vernon". Weather deteriorated from 2000 and Mount Vernon was requested to reduce speed to 17 knots. At this speed "Stuart" was still pounding heavily and the vibration fractured the di-pole receiver of Radar Type 271. Type 286P was already out of action with a defective alternator. At 0110 a particularly heavy bump unseated the Pelorus on the Compass Platform from its gymbals and put the master gyro temporarily out of action. As "Stuart" was unable to maintain 17 knots without risk of more serious damage, zig-zag was ceased and speed reduced to 15 knots, "Mount Vernon" drawing ahead.

Tuesday, 6th. July: Weather gradually improved and speed was increased to 24 knots to resume position ahead of "Mount Vernon". At 1315 entered Port Jackson and secured alongside Kurraba Wharf for fuel. On completion of fuelling, at 1930, shifted to No. 1 buoy. N.O.I.C. Sydney's message 050812 Z July regarding Hedgehog trials was received from P.W.S.S. on entering harbour. This was the first information received that these trials were intended, as NO.I.C. Sydney's message T.O.O. 040135 Z July had not been passed by W/T and was obtained as a hand message after

AUSTRALIAN WAR MEMORIAL RCDIG1074615

the ship had secured alongside. The proposed trials could not be proceeded with as the electrical circuits of the Hedgehog were out of action. These had been left in an uncompleted state by the dockyard when "Stuart" left Sydney on 25th. June and had been saturated by spray in the bad weather encountered on the day of "Stuart's" trials and during the previous night. The Dockyard worked on these circuits throughout the night and completed their final tests half an hour before "Stuart" sailed next morning. Lieutenant A.D. Black joined as relief for Lieutenant T.R. Fenner.

7. Wednesday, 7th. July: 0600 Slipped from No. 1 buoy and proceeded for Hedgehog Equipment trials. These were witnessed by the D.O.T.M., Captain L.A. Spooner, and Captain J.A. Armstrong, in addition to various dockyard and specialist officers. The trials were satisfactory and after transferring officers to Fairmile 813 at Sydney Heads, "Stuart" proceeded as escort to "Katoomba" in accordance with C.S.W.P.S.F. Message T.O.O. 020157 Z July and N.O.I.C. Sydney's Message T.O.O. 050805 Z July.

8. Thursday, 8th. July - Saturday, 10th. July: Escorting "Katoomba". 0400 Parted company and proceeded to Brisbane. 1525 Secured at Newstead No. 3 Wharf. Fuelled and provisioned ship.

9. Sunday, 11th. July: 1500 Slipped and proceeded to rendezvous with S.S. "Lurline" in accordance with N.O.I.C. Brisbane's Message T.O.O. 100654 Z July. 1930 Passed F.F.S. "Le Triomphant" in swept channel.

10. Monday, 12th. July: 0812 Sighted "Lurline" and provided escort to Moreton Bay arriving at 2100. At 2220 proceeded escorting U.S.S. "Dobbin" to vicinity of Cape Capricorn in accordance with N.O.I.C. Brisbane's Message T.O.O. 120925 Z July.

11. Tuesday, 13th. July - Wednesday, 14th. July: Escorting "Dobbin". At 0200 sighted "G.M. Livanos". Parted company with "Dobbin" and escorted "G.M. Livanos" to Brisbane in accordance with N.O.I.C. Brisbane's Message T.O.O. 130104 Z July. 0625 Passed six L.S.T.s. 0726 Exchanged identities with H.M.A.S. "Fremantle".

12. Thursday, 15th. July: 0045 Passed H.M.A.S. "Castlemaine" and convoy. 1134 Exchanged identities with H.M.A.S. "Goulburn". 1420 Arrived Brisbane and secured alongside Newstead No. 3 Wharf. Took in fuel and provisions.

13. Friday, 16th. July: Alongside Newstead.

14. Saturday, 17th. July: 1010 Slipped and proceeded for A/S and Gunnery Exercises in Moreton Bay. An attempt was made to carry out dummy Hedgehog attacks, using tug "Heros" as a target. This was not satisfactory however as "Heros" did not give a good enough echo, and after two runs was ordered to return to harbour. A Dan buoy was then streamed to represent a submarine and several runs of full calibre reduced charge firing carried out. Cruising watches were exercised in turn, "Enemy in Sight" being given at a range of about 4,000 yards. This practice was most successful and the firing on the whole, including that of the short range weapons, quite satisfactory. A kerosene tin had been cut roughly to the shape given in C.B. 4112 (1) and stuck on the end of the Dan buoy. This made quite a good reflector and could be picked up by Radar Type 271 just on 4,000 yards, thus providing an accurate initial range for the guns. After the Dan buoy had been recovered, the boarding party were given instruction in their weapons, which now include two Thompson guns. 1850 Anchored in North West Channel.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

15. Sunday, 18th. July: 0930. Weighed and proceeded to rendez-vous with U.S.S. "Barnes" in accordance with N.O.I.C. Brisbane's Message T.O.O. 170341 Z. July. 2200 - Passed an empty Carley raft.

16. Monday, 19th. July: 0924. Sighted U.S.S. "Barnes". Provided escort to Brisbane.

17. Tuesday, 20th. July: 1420. Secured alongside Newstead No. 3 Wharf. Took in fuel and provisions.

18. Wednesday, 21st. July: 0001. Slipped and proceeded. 0310 - Anchored in North West Channel to await Convoy Q L 3 A. 0530 - Weighed and proceeded escorting convoy to vicinity of Lady Elliot Island, vide N.O.I.C. Brisbane's Message T.O.O. 190419 Z July.

19. Thursday, 22nd. July: 0430. Parted company with convoy and proceeded to Moreton Bay. 0750 - Exchanged identities with Y.P. 236. 1550 - Exchanged identities with L.S.T. No. 212. 1715 - Anchored off Skirmish Bank to await U.S. Liason Officer who was being brought out by one of U.S.S. "Fulton's" boats. At 2245, N.O.I.C. Brisbane's Message 221229 Z July was received and "Stuart" weighed and proceeded to Pile Light. As the weather at midnight was logged as -

'Wind S.W., force 1, Sea and swell 02.'

the reference to the state of the sea being too much for the 45' motor-boat caused some astonishment! The true reason for the boat's inability to make the journey to Skirmish Bank was discovered when the liason officer, Lieutenant Commander Lewis, U.S.N., came on board. Apparently, the coxswain of "Fulton's" boat had no idea where to go after leaving Pile Light, and, as there was no chart in the boat - the Mountain had to go to Mahommed.

20. Friday, 23rd. July: 0330. Weighed and proceeded to rendez-vous with U.S. Submarine "Balao". 0800 - Commenced exercises which continued until 1700 when both ships rendez-voused with "Geelong". It was intended that Lieit. Commander Lewis should be transferred to "Geelong", but owing to the state of the sea, the transfer was not carried out and "Stuart" proceeded to her rendez-vous with S.S. "Mormacsea" in accordance with N.O.I.C. Brisbane's Message T.O.O. 200645 Z July.

21. Saturday, 24th. July: 1310. Sighted "Mormacsea". Provided escort to Brisbane.

22. Sunday, 25th. July: 1733. Secured to Newstead No. 3 Wharf and fuelled.

23. Monday, 26th. July: Thursday, 29th. July: Alongside Newstead Wharf. Minor Engine Room defects were made good and the opportunity taken to clean and paint ship.

24. Thursday, 29th. July: 1315. Lieut. Commander Winter, U.S.N., joined as liason officer for exercises with U.S. Submarine "Greenling". 1340 - Slipped and proceeded. "Greenling" had just completed firing practices in Moreton Bay and both ships proceeded in company to the exercise area. Owing to the wide difference in frequency between transmitters, intercommunication by S.S/T could not be established, although "Greenling" was able to read "Stuart". Exercises were carried out from 2030 to 2330.

25. Friday, 30th. July: 0800 to 1715 - Exercising with "Greenling".

AUSTRALIAN WAR MEMORIAL RCDIG1074615

U.S. Submarines "Albacore" and Stingray" passed during the afternoon. 1730 "Greenling" proceeded on patrol and "Stuart" returned to Moreton Bay in accordance with N.O.I.C. Brisbane's Message 290659 Z July.

26. Saturday,31st. July: 0050. Anchored in North West Channel. 0620 - Transferred Lieut. Commander Winter to "Albacore",which, with "Stingray",was passing on its way to Brisbane.
1240 - Weighed and proceeded as escort for "George Washington" vide N.O.I.C. Brisbane's Message T.O.O. 290651 Z July. "George Washington" was seven hours late clearing Caloundra.
2157 - Altered course to investigate a radar contact, this was identified as S.S."Anson Burlin Game",which ship was not included in the current Shipping Intelligence Message.

27. The two days exercises with submarines have been of the greatest value. In addition to the experience gained in dummy attacks,all S.D. operators now know what a submarine echo sounds like and lookouts appreciate how difficult a periscope is to pick up.

28. The Hedgehog practice ammunition remaining after the equipment trials,was fired on the first days exercises,and although no hits were heard in the submarine, theppattern appeared to fall in close proximity to the bubbles released by it at the moment of firing. The weapon and the method of attack were observed with considerable interest by the liason officers embarked.

29. The health and conduct of the ship's company are very satisfactory.

30. on On 17th. July 1943, whilst proceeding on Cruising Turbines the main longitudinal joint of the Starboard Cruising Turbine developed a leak. To prevent further scoring of the joint faces due to steam leakage it has been considered advisable to steam on H.P. Turbines since the leak developed.

STEAMING DETAILS - 1st. to 31st. July.

Total distance steamed	7,724	miles.
Total hours under way	514	hours.
Average speed	15.0	knots.
Total fuel expended	1.909.8	tons.
Averageconsumption	4.0	miles/ton.

SINCE COMMISSIONING - 1st.September,1939.

Total distance steamed	163,146	miles.
Hours under way	11,437	hours.
Average speed	14.2	knots.
Total fuel expended	45,049.8	tons.
Average consumption	3.6	miles/ton.

NEIL A. MACKINNON

Lieutenant Commander
In Command.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

2026/7/1066

DEPT. OF NAVY SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Stuart" - Letter of Proceedings

D.O.S. Refitting & docking.
Pg. 2. Another instance of meeting "unannounced" vessels. 12/7

~~D.T.D.~~ No trace can be found of AOREA having included Stuart in his "friendly ships signal". 12/7

~~D.C.N.S.~~ N.O.I.C. Sydney, to whom this letter is addressed, will no doubt deal with this matter. 12/7

Sub 14/7
2NM 14/7
3NM 19/7
D.O.D. 23/7
D.A.S.D. 24/7
D.N.O. 27/7
D.R.(N) 27/7
D.S.P. 27/7
D.P.S.(N) 1/8
D.S.(N) 22/7
DOTM
APB
NA2NM

R1374

RECEIVED 5 AUG 1943 D.O.T.M.

D.N.R.M. -6 AUG 1943 DEPT. OF NAVY

D.N.R.M. -4 AUG 1943 DEPT. OF NAVY

ENG. & CONST. 15 JUL 1943 BRANCH

12/8

P.C.L.O.

N.H.: 5/11

AUSTRALIAN WAR MEMORIAL RCDIG1074615

AUSTRALIAN WAR MEMORIAL RCDIG1074615

DEPARTMENT OF THE NAVY

MINUTE PAPER

SECRET

SUBJECT:

DEPT. OF NAVY
SABRINA
1 AUG 1944
N.A.H.Q.

BRANCH

RECD BY A.S. 1330Y
7 JUL 1943
INIT.

DEPT OF NAVY
SECRET
2026 | 7 | 1066

FROM ..... The Commanding Officer, H.M.A.S. "Stuart".

DATE ..... 4th.July,1943. REF.NO. 192/9.

TO ..... The Rear Admiral in Charge, Sydney.
Copy to: The Secretary,Naval Board, Melbourne.

SUBJECT .... LETTER OF PROCEEDINGS, 1st. - 30th. June,1943.

Checked for Indexing

SECRET RESTRICTED

Submitted:

1st: - 16th. June: Refitting alongside Destroyer Wharf, Cockatoo Island and in Fitzroy Dock. My A/S Officer,Lieutenant A.J. Hughes,R.A.N.V.R.,left the ship during this period. He was relieved by Sub-Lieutenant D.M. Jones,R.A.N.V.R..

16th. June: Warped from Dock to Destroyer Wharf.

16th. - 20th. June: Completing dockyard work. Dynamo and Basin trials carried out.

21st. June: 0700 "Stuart" slipped from Destroyer Wharf and proceeded to No. 4 buoy via De-Gaussing range. The signature obtained on the range indicated that de-perming was necessary. Midshipman A.J. Lyons and J.H. Kohane,R.A.N.R., joined from "Rushcutter". Embarked depth charges and stores.

22nd. June: Ammunitioned ship.

23rd. June: De-permed. Tuned and calibrated Radar.

24th. June: Slipped at 0815 and commenced runs over D.G. range. 1130 - completed ranging. After embarking Radar and dockyard officers,proceeded to sea for Radar and Engine Trials. Weather conditions prevented a full power trial being carried out,but it was possible to do a short run of thirty minutes with revolutions for 27 knots. These revolutions were maintained without difficulty and with a reserve of approximately 25 pounds oil pressure. As full power was not attained,no records were taken of fuel consumption. The state of the sea (logged as 44,wind S.S.E. Force 6) also interfered with the surface Radar trials,because the target ship,a H.D.M.L.,was continually being lost in the trough. A considerable amount of water was taken over during the trials. This leaked into the seamens' Mess Deck, via the rivets securing the hedgehog mounting,and into the Transmitting Station through the glands of new electric leads and voice pipes. The water which entered the T.S. put the Sound Reproduction Equipment and Radar Type 286 P out of action. This was reported to N.O.I.C. Sydney in my signal T.O.O. 240640 Z June. Whilst at sea a practice round was fired from 'B' and 'X' guns and all close range weapons were tested.

On return to harbour at 1600 "Stuart" secured to No. 4 buoy and topped up with fuel and provisions. The dockyard carried out work on the leaks referred to and a new Type 286 P was fitted.

"Vendetta" and I attended a conference on board U.S.S. "Dobbin" at 1700.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

25th. June: At 0800 slipped and proceeded out of harbour, in company with "Vendetta", to escort U.S.S."Dobbin" to Brisbane in accordance with N.O.I.C. Sydney's message T.O.O. 240507 Z June.

26th. June: At 0625 dropped one depth charge for exercise.

27th. June: At 0450 anchored with "Vendetta" in Moreton Bay, U.S.S."Dobbin" continued to Brisbane. Weighed at 0710 and proceeded with "Vendetta" to escort U.S.S. "Henry T. Allen" to a position off Lady Elliot Island, vide C.S.W.P.S.F. 231111 Z June.

28th. June: At 0730 "Vendetta" and "Stuart" parted company with "Henry T. Allen". "Stuart" proceeded independently at 22 knots for Brisbane to refuel in order to comply with C.S.W.P.S.F. message T.O.O. 260654 Z June. At 0340 Type 271 reported an echo on the port bow. As I had no warning of any ships being in the vicinity, I ordered the Radar to "Hold", went to Action Stations, and altered course to investigate. A few minutes later two dark objects were sighted which looked extremely like submarines on the surface. I challenged the rear vessel several times but received no reply. Despite remarks from bridge personnel to the effect that "They were two ----- subs" I did not feel satisfied in my own mind, and illuminated the vessel with my searchlight. Even then it was a few moments before I was convinced that it was not a submarine and recognised it as a L.C.I.. Several other objects were then sighted so I switched off my searchlight and resumed course for Brisbane. We had run into a very strung out convoy consisting of 2 S.C.s, 3 L.S.T.s, 3 L.C.I.s and 3 A.P.C.s. It was a most uncomfortable thought to realise how close I had been to opening fire; but the silhouette of a L.C.I. on a dark night may easily be confused with that of a submarine, and the situation is made no easier if it takes no notice of a challenge. I reported this episode to N.O.I.C. Brisbane on arrival.

At 1521 secured alongside No. 3 Newstead Wharf and took in oil, provisions and water. 1740, "Vendetta" secured alongside.

29th. June: 0700. Slipped and proceeded to rendezvous with U.S.S. "Nassau".

30th. June: 0704. Sighted "Nassau" and took station ahead to screen. At 1420 A/S gear was out of action for thirty minutes. At 1520 it failed again and it looked as though the fault could not be rectified. I reported these breakdowns to "Nassau" and after the second, proposed that I should make a signal giving our position, ~~and~~ course and speed at 1600, in the hopes that "Vendetta" might be able to come out and give A/S protection for the last part of the voyage. "Nassau", with her flight deck stacked with "Lightnings", seemed to be too valuable to leave unprotected. "Nassau" concurred with my proposal, but a few minutes after the message had been encyphered, my A/S was in working order again and there was no need to transmit.

The health and conduct of the Ship's Company remain satisfactory. Unfortunately, with large numbers of dockyard workmen on board until almost the last moment, there was no opportunity to have a satisfactory clean out of the mess decks before the ship sailed. The reduction in complement vide Naval Board message 011213 Z June has helped a little to improve conditions on board, but these will not be really satisfactory until the proposed conversion has been completed.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

The ship has still to swing for adjustment of compasses, as this could not be fitted in after De-gaussing.

The installation of the 50 K.W. turbo-generator and the completion of the many outstanding Engine Room defects has made a great difference to the efficient running of the ship.

Radar Type 271 is a great asset and it is hoped that there will soon be an opportunity to do some Low Angle firings, so that the efficiency of the Unit L 17 may be tested.

The Hedgehog is still lacking its ammunition unit, without which an accurate attack cannot be carried out. and the stabiliser

Steaming Details - 1st. to 30th. June, 1943.

Total distance steamed	1,910	miles.
Total hours under way	118	hours.
Average speed	16.2	knots.
Total fuel expended	549	tons.
Average consumption	3.48	miles/ton.

Since Re-Commissioning - 1st. September, 1939.

Total distance steamed	155,422	miles.
Total hours under way	10,923	hours.
Average speed	14.2	knots.
Total fuel expended	43,140	tons.
Average consumption	3.6	miles/ton.

NEIL A. MACKINNON

Lieutenant Commander
In Command.

Ammunition never onboard; the stabilisers cannot be found. D.O.D.N. has them in hand. 12/7

ACK. BY A.S. 1330Y
10 JUN 1943
INIT.

Royal Australian Navy.

DEPT OF NAVY
SECRET
2026 | 7 | 1026

From: The Commanding Officer, H.M.A.S."Stuart".

Date: 2nd. June, 1943 Reference No. 192/9.

To: The Rear Admiral in Charge, Sydney.
Copy to: The Secretary, Naval Board, Melbourne.

Subject: LETTER OF PROCEEDINGS - 1st. to 31st. May, 1943.

SECRET
RESTRICTED

Submitted:

1st. May: 1400. Slipped from No.4 Buoy and proceeded to Fitzroy Dock, Cockatoo Island.

2nd. to 9th. May: In Fitzroy Dock, refitting.

10th. May: 1330. Undocked and warped alongside Destroyer Wharf.

10th. to 31st. May: Refitting alongside Destroyer Wharf.

28th. May: The First Naval Member, Sir Guy Royle and the Rear Admiral in Charge, Sydney, accompanied by Staff Officers, walked around the upper deck during the afternoon.

RECEIVED
13 JUL 1943
D.O.T.M.

The health and conduct of the Ship's Company remains satisfactory. On the completion of fourteen days leave to each watch opportunity has been taken to send ratings to Balmoral for short courses for higher substantive rates and to the various technical schools for training and refresher courses.

Steaming Details - May 1st. to May 31st., 1943.

Nil.

Since Commissioning - 1st. September, 1939.

Distance steamed	153,512	miles
Hours under way	10,805	hours
Average speed	14.2	knots
Total fuel expended	42,591	tons
Average consumption	3.6	miles/ton.

NEIL A. MACKINNON

Lieutenant Commander (S)
In Command.

ENG. & CONST.
6 JUL 1943
BRANCH

File

P.C.L.O.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

Mrs 29/5

APR 1 1923

Dear Monster

3rd M M Bde

Knows of the known state of machinery i.e. one shaft only etc: and the weather, consider that E.D. Grant (Eight Burke) did a good job. The removal of the 35 KW Kelly & Lewis generator will be appreciated by all concerned!

A 26/5

AUSTRALIAN WAR MEMORIAL RCDIG1074615

10 MAY 1943
NAVY CONFIDENTIAL RECORDS

ACK. BY A.S. 18. DY
10 MAY 1943
INIT.

DEPT OF NAVY
SECRET
2026 | 7 | 975

FROM ..... THE Commanding Officer, H.M.A.S."Stuart".

DATE ..... 6th.May,1943. REF.NO. 192/9.

TO ..... The Rear Admiral in Charge, Sydney.
Copy to: The Secretary,Naval Board, Melbourne.

SUBJECT ..... LETTER OF PROCEEDINGS - 1st. to 30th. April,1943.

RESTRICTED
SECRET
RECEIVED
11 JUN 1943
D.T.S.

Submitted:

1st. April: Arrived at Sydney escorting U.S.S. "Mizar",fuelled at Chowder Bay and secured to No. 1 buoy at 1320. Came to immediate notice for steam at 1800,as duty destroyer.

2nd. April: At No. 1 buoy.

3rd.April: At 0400 slipped and proceeded to rendezvous with Newcastle Section of Convoy C.O. 85 off the "Nobby's". At 1315, exchanged identities with "Deloraine". Shortly after meeting "Bundaberg",who had brought out the Sydney Section of the Convoy,he informed me that his Port Engine had broken down and that he was returning to harbour. "Mildura" was ordered by N.O.I.C. Sydney to take his place. During the first dog watch,"Tai Yin's" steering gear was out of action for ten minutes.

It is considered that the searchlights of the Shore Defences at Port Kembla may endanger Convoys passing on the inner route. Even at that distance ships in convoy were noticeably silhouetted by the glare of these lights.

4th. April: 0350 - "Mildura" joined convoy.

5th. April: 0550 - "Tai Yin" experienced more steering trouble.
1158 - "Talune" detached for Tasmania.

6th. April: Convoy straggled badly during the night and the two Liberty ships - "Thomas Kearns" and "Juan de Fuca" - detached themselves without orders,before dawn. Exchanged convoys with F.S. "Le Triomphant" at 0715,taking over Convoy O.C. 85. At 1346 obtained a contact ahead of convoy. This was counter-attacked and one depth charge dropped,set to fifty feet. Contact was later classified as Non-Sub.

7th. April: At 1850 a small fire broke out in the Ship's Galley. This was reported in my letter No. 211/7 of 14th. April.

8th. April: At 1935 secured alongside Oil Wharf Garden Island and came to eight hours notice to allow repairs to be carried out in accordance with "Stuart's" message T.O.O. 060255.

9th. April: 4.7" Gun's crews went to loader drill at the Gunnery Training School,Woolloomooloo. Acting Sub-Lieutenant H. Blackwood R.A.N.R.(S) joined from "Nanoora".

10th. April: I attended Master's Conference in N.C.S.O.'s Office at 1100. Starboard dynamo broke down during the forenoon. No spares were available on Garden Island,but after examination it was decided that satisfactory repairs could be effected on board within a few hours and that the port dynamo - the very unreliable Kelly and Lewis - would serve meanwhile. After slipping "Stuart" proceeded outside harbour to await Convoy C.O. 87. "Nepal" took "Stuart's" berth alongside. At 1730 joined up with Newcastle Section which had been brought down by "Bundaberg". Before sailing from Sydney Lieutenant W.R. Milne,R.A.N.V.R.,was discharged to "Rushcutter".

ENG. & CONST.
20 MAY 1943
BRANCH

AUSTRALIAN WAR MEMORIAL RCDIG1074615

AUSTRALIAN WAR MEMORIAL RCDIC1074615

DEPT OF NAVY
SECRET
3026 | 1 | 44/5
19

ACK FILE
17 MAY 1943
INIT.

FROM ..... The Commanding Officer, H.M.A.S. "SYDNEY".

DATE ..... 6th.May,1943. REF.NO. 1024/5.

TO ..... The Rear Admiral in Charge, Sydney.
Copy to: The Secretary,Naval Board, Melbourne.

SUBJECT ..... LETTER OF PROCEEDINGS - 1st. to 30th. April,1943.

Submitted:

RESTRICTED
11 JUN 1943

1st. April: Arrived at Sydney escorting U.S.S. "Mizar",fuelled at Chowder Bay and moored to No. 1 buoy at 1230. Came to immediate notice for steam at 1800,as duty destroyer.

2nd. April: At No. 1 buoy.

3rd. April: At 0400 slipped and proceeded to rendezvous with Seattle section of Convoy C.O. 85 off the "Nobby's". At 1215, exchanged identities with "Deloraine". Shortly after meeting "Bundaberg",who had brought out the Sydney section of the convoy,he informed us that his port engine had broken down and that he was returning to harbour. "Mildura" was ordered by N.O.I.C. Sydney to take his place. During the first dog watch,"Tai Yin's" steering gear was out of action for ten minutes.

It is considered that the searchlights of the Shore Defences at Port Kembla may endanger Convoys passing on the inner route. Even at that distance ships in convoy were noticeably silhouetted by the glare of these lights.

4th. April: 0800 - "Mildura" joined convoy.

5th. April: 0800 - "Tai Yin" experienced more steering trouble.
1158 - "Talume" detached for Tasmania.

6th. April: Convoy struggled badly during the night and the two liberty ships - "Thomas Keerne" and "Juan de Fuca" - detached themselves without orders,before dawn. Exchanged convoys with P.S. "La Triomphant" at 0715,taking over Convoy C.C. 85.
At 1846 obtained a contact ahead of convoy. This was counterattacked and one depth charge dropped,set to fifty feet. Contact was later classified as Non-Sub.

7th. April: At 1830 a small fire broke out in the ship's galley. This was reported in my letter No. 21\7 of 16th. April.

8th. April: At 1038 secured alongside oil wharf Garden Island and came to eight hours notice to allow repairs to be carried out in accordance with "Stuart's" message T.O.O. 080228.

9th. April: 2/Lt. Cain's crews went to leader drill at the Gunnery Training School,Woolloomooloo. Acting Sub-Lieutenant H. Blackwood R.A.N.R.(S) joined from "Manoora".

10th. April: I attended Beatty's Conference in N.C.S.O.'s office at 1130. Starboard dynamo broke down during the forenoon. No spares were available on Garden Island,but after examination it was decided that satisfactory repairs would be effected onboard within a few hours and that the port dynamo - the very unreliable Kelly and Lewis - would serve meanwhile. After attending "Tuart" proceeded outside harbour to await Convoy C.O. 87. "Napier" took "Stuart's" berth alongside. At 1730 joined up with Seattle Section which had been brought down by "Bundaberg" before sailing from Sydney Lieutenant W.H. Milne,R.A.N.V.R.,was discharged to "Manoora".

ENG & CONST
20 MAY 1943
BRANCH

11th.April: Carried out Rangefinding and Inclination exercise with "Heemskerck" (which was providing cover for the convoy) whilst "Stuart" zigzagged in her screening position. At 1430 received following signal by V/S from "Iron Knob" -

"Have just received following message by W/T on about 575 metres -

SSS Y T D U torpedoed 135 Cape Howe 19.

0425 G.M.T.

As nothing had been heard on 500 K/cs or "Bells" W/T silence was broken and this information passed to Belconnen on Ship Shore wave and to other ships of escort and Commodore by V/S. A reply was also made later to N.O.I.C. Sydney's message T.O.O. 110515. The mutilated distress message referred to in this signal was not originated by "Stuart". At 1700 "Heemskerck" proceeded ahead and identified smoke sighted as coming from Convoy O.C. 86. At 1900 a ship,presumed to be "Moresby" was sighted proceeding north.

12th.April: During the forenoon further Rangefinding and Inclination exercises were carried out with "Heemskerck". "Heemskerck" left the convoy off Wilson's Promontory and proceeded to Melbourne.

13th.April: Exchanged convoys with "Doomba" and proceeded with O.C. 87,which included "Bungaree". At 1115 exchanged identities with "Orara" and at 1320 with "Kybra". At 1554 "Bungaree",who was zigzagging astern of convoy was reported to have a contact. I ordered "Bundaberg" to remain with the convoy and proceeded at high speed to close. At 1608 "Bungaree" dropped three depth charges and then rejoined convoy. A deliberate search was carried out in the vicinity of the position in which the charges had been dropped and although a good contact was obtained,it was definitely considered to have Non Sub characteristics,and no further charges were dropped. The water about Wilson's Promontory seems to be particularly rich in Non Sub echoes.

14th. April: At 1130 "Bundaberg" hoisted the Black Pendant and shortly afterwards dropped one charge. Contact was then lost and could not be regained. At 1330 "Talune" hoisted N.U.C. lights, but fifteen minutes later was able to proceed ahead at 12.5 knots to regain her position in the convoy.

15th. April: At 0510 passed Convoy C.O. 88. At 0858 stopped to pick up the crew of Anson Aircraft D.J. 141 which made a forced landing in the sea about one mile off my port bow - 103 degrees 14 miles from Point Perpendicular. The aircraft appeared to be floating quite comfortably,and "Bungaree" suggested he might effect salvage. I did not consider however that the risk was justified in view of a recent torpedoing in this vicinity. "Stuart" proceeded to rejoin the convoy as soon as possible. It was confirmed from the relief A/S aircraft that the position of D.J. 141 had been reported to the R.A.A.F. base at Nowra,and I considered that if the aircraft remained afloat long enough salvage could be carried out from Jervis Bay. The aircraft solved the problem by sinking at 1002. Of the rescued crew,the pilot had received severe lacerations about the head,the observer was completely unharmed and the Wireless Air Gunner was injured internally. His condition gave cause for considerable anxiety during the afternoon and a blood transfusion was found to be necessary. Owing to the fairly heavy South Westerly swell running,"Stuart's" zigzag had to be ceased temporarily whilst this operation was carried out. As soon as "Yandra" arrived to relieve "Stuart" I proceeded ahead and anchored in Middle Harbour. After transferring the aircrew to a waiting motorboat "Stuart" weighed and rejoined the Convoy proceeding with the Newcastle Section to that port. Entered harbour after the convoy and secured alongside "Springdale" at King's Wharf.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

17th. April: 0710 - Proceeded with Newcastle Section of Convoy C.O.89 in company with "Kalgoorlie". Turned over convoy to "Warrnambool" in the vicinity of Sydney and entered harbour. After fuelling at Kurraba Point secured to No.4 buoy. Engineer Lieutenant A.V. Burke,R.A.N.R.(S) joined as relief for Lieutenant Commander (E) N.A.C. Letch.

18th. April: At No. 4 buoy.

19th. April: At No. 4 buoy - duty destroyer.

20th. - 23rd. April: At 0530 on 21st.April "Stuart" slipped and proceeded to rendezvous with "Duntroon" in accordance with N.O.I.C. Sydney's message T.O.O. 190650. From 1600 the weather began to deteriorate and at 0237 on 21st.April after several rolls of over 55 degrees to port with the ship hanging rather at the end of each roll,I considered the present course to be unsafe,particularly as we had no port propellor. The ship was turned into the wind and sea and W/T silence was broken to transmit message T.O.O. 201800. At 0800 on the 22nd. the barometer reading was 992,the wind Force 8 from West North West and the sea was logged as 67. At 1200 the barometer started to rise and speed was gradually increased to comply with C.S.W.P.S.F. message T.O.O. 210614. At 1500 on 23rd.April U.S.S."Hermitage" was sighted fifteen miles to the South East and "Stuart" took up position ahead rolling heavily whilst so doing as the wind was still blowing force 7 - 8 from the South West, Sea 56. From 2300 the wind and sea dropped and life on board became more comfortable after a very unpleasant seventy two hours. The Engine Room Staff in particular were subjected to most difficult conditions due to the large amount of bilge water in all compartments. Owing to the inadequacy of the Fire and Bilge pumps, this necessitated the use of steam ejectors whenever this was possible. The Tiller Flat and Cable Locker were making water and water had saturated and put out of action the Director Firing Circuits and R.D.F. motor. Apart from the above,damage caused was comparatively slight. The midships Oerlikons were strained and shields bent double. Batteries in battery room were broken,S.R.E. amplifier damaged. Five 4.7" projectiles from ready use stowages at "A" and "B" guns,two scramble nets and the collision mat were lost overboard and the whaler's davits and several stanchions were bent.

24th. April: Entered Port Phillip and proceeded to Nelson Pier Williamstown to fuel. As it was expected the ship would return to Sydney on completion of fuelling,vide C.S.W.P.S.F. message T.O.O. 200407,"Stuart's" message T.O.O. 232000 was transmitted on arrival in Port Phillip and arrangements made to send on leave all Victorian,South Australian and Tasmanian ratings who could be spared.

25th. April: Alongside Nelson Pier,Ship's Company employed in drying out ship and making good defects caused by heavy weather.

26th. April: At 1100 slipped from Nelson Pier and proceeded to escort U.S.S. "Hermitage" to position "A" vide C.S.W.P.S.F. message T.O.O. 250955.

27th. April: Parted company with U.S.S. "Hermitage" at 0437 and proceeded at 21 knots for Sydney. C.S.W.P.S.F. message T.O.O. 270124 ordering "Stuart"xto provide additional escort for Convoy O.C. 91 was received at 1146. U.S.S. "Chanticleer" was passed off Wilson's Promontory at 1900 and by 2300 "Stuart" was in position ahead of O.C. 91,"Bundaberg" and Kalgoorlie" being on Starboard and Port beams respectively,and "Bingera" astern.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

28th. - 29th. April: Escorting Convoy O.C. 91 to Sydney. During this period an increasing amount of trouble was experienced with machinery and when N.O.I.C. Sydney's message T.O.O. 290425 was received I regretfully came to the conclusion that "Stuart" was no longer of any real value as an escort and informed N.O.I.C. Sydney accordingly.(Stuart's message T.O.O. 290700). Conditions on board were then as follows:- Distiller pump broken down and spare boilers being run down to make up for water shortage. Port dynamo (Kelly and Lewis) completely out of action. Owing to continuous overloading the Starboard dynamo would only run on minimum load; this necessitated switching off D.G.,ventilation,and all but essential lighting. Night illumination circuits at all guns were out of action and all telephone communications very poor. R.D.F.,searchlight,and main W/T could not be used without putting the dynamo off the board and so losing the use of Asdic. This had actually occurred three times during the last twenty four hours. In addition,the ship had been forced to stop for varying periods up to ten minutes,on four recent occasions. This was particularly embarrassing at night, when in the path of the convoy. Entered harbour after Sydney Section and secured to No. 4 buoy at 2330.

30th. April: At No. 4 buoy. De-ammunitioning and preparing for docking.

The health and conduct of the Ship's Company has been good. I consider the Engine Room Department are deserving of the highest praise for the way in which they have carried out their duties under very considerable difficulties.

Steaming Details - April 1st. to April 30th.,1943. (Incl.)

Distance steamed	5,628	miles.
Hours under way	483	hours.
Average speed	11.65	knots.
Total fuel expended	1,359	tons.
Average consumption	4.1	miles/ton

Since Commissioning - 1st. September,1939.

Distance steamed	153,512	miles.
Hours under way	10,805	hours.
Average speed	14.2	knots.
Total fuel expended	42,591	tons.
Average consumption	3.6	miles/ton.

NEIL A. MACKINNON

Lieutenant Commander (S)
In Command.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

DEPARTMENT OF THE NAVY

MINUTE PAPER

DEPT. OF NAVY 22026/7/9/42 SECRET

SUBJECT: RESTRICTED SECRET H.M.A.S. "STUART" — PROCEEDINGS 22ND JAN. TO 3RD MARCH 1943.

SNB 26/3

2NM 26/3

29/3 3NM

DDO 16/4

DDP 17/4

Opsn 20/4

DE(N) 4/4

26/4 DOTM 26/4

26/4 DCNS 27/4

HPB 28/4

Naval 30/4

DNG 30/4

RECEIVED 22 APR 1943 D.O.T.

ENG. & CONST. 30 MAR 1943 BRANCH

AUSTRALIAN WAR MEMORIAL RCDIG1074615

2/4.

D.N.M.S. BRANCH
27 APR 1943
NAVY OFFICE

BRANCH
30 MAR 1943
ENG. & CONST.

SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: "STORES" — PROCEEDINGS AGAINST MR. J. A. [illegible]

SECRET
DEPT. OF NAVY
[illegible]

AUSTRALIAN WAR MEMORIAL RCDIG1074615

DEPT OF NAV
SECRET
2026 | 7 | 912

ACK. BY A.S. 1330Y
19 MAR 1943

Checked for Indexing
RESTRICTED

FROM ..... The Commanding Officer, H.M.A.S."Stuart".

DATE ..... 15th.March,1943. REF.NO. 192/9

TO ..... The Rear Admiral in Charge, Sydney.
Copy to: The Secretary,Naval Board,Melbourne.

SUBJECT ..... LETTER OF PROCEEDINGS - 22nd.January to 3rd.March,1943.

Submitted:

At 1800 on Friday,22nd January,I assumed command of H.M.A.S."Stuart". "Stuart" was alongside No. 1 Pier at Townsville carrying out tests and repairs to main and auxiliary steam systems consequent on her accident in 'B' Boiler Room.

27th.January: I was taken by the Naval Officer in Charge to visit the Receiving Station of the Townsville W/T Station. I was much impressed with the general layout and the accommodation provided for the station's crew.

28th.January: Tests and repairs were completed and at 0814 ship was reported ready for service and came to four hours notice. I had arranged to sail for Challenger Bay in company with U.S.S. "Patterson" carrying out exercises en route and joining up with Task Force 44.5 for further exercises until "Stuart" was required for escort duties. I felt that after her protracted stay alongside everyone on board was in need of a good blow through and change of scenery. However,unfortunately this was not to be, as when turning in the basin "Stuart's" stern collided with the side of an American liberty ship - the "Henry Dearborn". Owing to weather conditions and the fact that the ship was awkwardly placed for returning alongside,I continued out of harbour. Examination of the damage showed the stern to be buckled,the starboard depth charge chute bent and the ship to be making water in the Tiller Flat. Damage was reported to the Naval Officer in Charge by signal and as the water had found its level, I continued to Challenger Bay in the hopes of getting assistance from "Hobart". "Patterson" meanwhile,after enquiring if he could be of any assistance,had proceeded to Challenger Bay independently. "Stuart" arrived in Challenger Bay after dark and anchored near "Hobart", it was blowing and raining hard. I went on board "Hobart" and after consultation with the Captain and Engineer Officer it was decided that the weather was too bad to allow "Stuart" to lay alongside safely in order that"Hobart's" pumps might be used,and that "Stuart" should return to Townsville.

29th.January: "Stuart" weighed and proceeded at 0800. Sailing was delayed by an hour owing to an expansion joint blowing in the Engine Room. Secured alongside at 1200 and commenced carrying out repairs. In order to raise the stern clear of the water all depth charges and heavy gear aft were taken forward,and oil pumped out of the after tanks. The har bour board diver went down and reported that no damage had been done to screws or rudder.

29th.January to 3rd.February: Alongside undergoing repairs. At 1805 on 31st.January Air Raid Red was sounded and short range A.A. weapons were manned. The All Clear went ten minutes later. I believe there were indications of an unidentified 'plane over Palm Island. At 1400 on 3rd.February repairs were completed and ship was reported ready for service and came to four hours notice.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

4th.February: Slipped at 1930 and proceeded to rendezvous with convoy off Fitzroy Island. Convoy consisted of S.S. "Canberra" (Commodore - Captain R.C. Garsia,R.A.N.) and "Jason Lee". Weather on passage to Fitzroy Island was most unpleasant.

5th.February: Convoy was three hours late at rendezvous owing to delay in leaving Cairns. Shortly after passing through Grafton Passage a contact was obtained. The black pendant was hoisted and Commodore carried out an emergency turn very smartly. The contact proved to be non-sub and convoy resumed its mean course.

7th.February: Secured outside "Canberra" at Government Wharf Port Moresby and took in fuel and water. Before entering harbour "Stuart" acted as target ship for dummy torpedo attacks carried out by Beaufort aircraft. This also provided useful training for crews of short range weapons. At 1845 slipped and proceeded with "Canberra" for Grafton Passage.

9th.February: At 0500 weather and visibility deteriorated and difficulty was experienced in picking up Euston Beacon. About this time a signal was intercepted on 500 Kc/s saying that "Van Den Bosch" had grounded near Green Island. When Euston Beacon was eventually sighted it was found that the convoy had been set about 15 miles to the southward. "Broome" escorting S.S?"Janssens" and "Van Den Bosch",which had been able to get off without damage,were passed in Grafton Passage at 1000. "Stuart" then parted company with "Canberra" and proceeded to Townsville,berthing alongside No. 1 Pier at 2148.

10th.February: Slipped at 1600 and proceeded to Challenger Bay to embark fresh provisions and stores from "Merkur". Task Forces 44.5 and 44.7 were passed en route. Whilst alongside "Merkur", repairs were carried out on the exhaust pipe from the distiller pump which had fractured owing to the vibration caused by the port dynamo. The visit to "Merkur" was a most welcome one as the Wardroom had run out of beer towards the end of January. It was also possible to obtain fresh lettuce,the first I had seen since joining the ship. At 1840 proceeded to rendezvous with Convoy T.N.35 off Fitzroy Island,this was made at 0700 next day. The convoy consisted of "Stuart" and "Glenelg" as escort and S.S."Francis Lewis" (Commodore - Captain R.C. Garsia,R.A.N.),"G.W. McRary", "Van Der Lyn","Joseph Holt","Macumba","General Verspijck" and "Montoro" (Vice-Commodore). The first three ships and "Glenelg" were destined for Fall River and the remainder for Port Moresby. Signals referring to the possibility of meeting Japanese submarines had been received during the night and a paraphrased version of these messages was passed to the Commodore and Vice-Commodore. A report of a cyclone in the Coral Sea was also passed and from the weather experienced on the trip it would appear that the convoy must have skirted its North Western edge. "Macumba" experienced great difficulty in keeping up during the first day despite the fact that the speed of advance was only 8 knots,and the Commodore changed her station - as leading ship of the port wing - with "Joseph Holt". However,during the night she made great efforts and when the dawn came she was leading the field by several lengths. This must have exhausted her stokers because from then on she was always lagging behind.

12th.February: The weather deteriorated towards the end of the morning watch and heavy rain squalls became more and more frequent. This,combined with a short heavy swell from the North West, made conditions very unpleasant. Our escorting Catalina had had enough by 1500 and signalled that it was returning to base. The convoy was due to split at 2200,but in view of the weather and the way in which the convoy was strung out,I decided it would be better to split in daylight and a signal was made to the CommO-

AUSTRALIAN WAR MEMORIAL RCDIG1074615

dore to that effect. Rain squalls then interfered with communications until just before dark when the Commodore reported that the cargo in the "G.W. McRary" had shifted and that she could not steer for Fall River as the wind and sea would be on her beam. He proposed that she should join up with the Port Moresby section. I concurred with his proposal and as "Montoro" and his party had already altered course signalled their course and speed to the Commodore for the information of "G.W. McRary". An extremely heavy squall then reduced the visibility to NIL and I steered to try and pick up the ship so that I could lead her around. After a fruitless search this plan had to be abandoned and I returned to my own part of the convoy. I expected to sight the "G.W. McRary" at daylight but there was no sign of her and a signal was passed to Naval Officer in Charge, Port Moresby by V/S through our A/S Air Escort, informing him that this ship might be proceeding to Port Moresby independently. Captain Garsia told me when I next saw him, a fortnight later, that the "G.W. McRary" had refused to leave him! He was however unable to pass this information on at the time because of the weather.

13th.February: A fresh North West wind and moderate seas made it impossible to maintain 8 knots and speed was reduced to allow "Macumba" and "General Verspijck" to keep up. An 'Amending signal' was passed through our A/S Air Escort but I discovered on arrival that this had not been delivered. It was apparently hung up in the Air Force Signal Distributing Office.

14th.February: Several emergency turns were carried out by "Montoro" at dawn, prior to running in on British Beacon. These were anything but succesful and ships appeared to have very little idea as to what they should do. After entering harbour "Stuart" secured outside "Montoro" at Government Wharf and took in water and fuel. At 1400 slipped and proceeded for Grafton Passage with S.S. "Portmar". The voyage was uneventful except that "Portmar" distinguished herself by making good two knots more than her declared speed. After passing through Grafton Passage, "Stuart" proceeded independently to Townsville, securing alongside No 1 Pier at 1630 on 16th. February. Sub-Lieutenant S.Stranger, A.S.A.C. Townsville, who was recovering from dengue, spent his sick leave in "Stuart" as a passenger on this trip. His health appeared to benefit very considerably from the change and he picked up quite a lot of useful knowledge regarding Armament Stores from my Gunner (T).

17th.February: Sailed for Dunk Island at 0600 with mail for Task Force 44.5 and "Merkur". Thence to Cairns. Ship anchored in the river until 1845 when she secured alongside "Platypus" and reverted to eight hours notice for three days.

18th. to 24th.February: At Cairns. The weather was very humid and from the 20th. it rained heavily every day.

A/c accident shortly afterwards

25th.February: Slipped at 0715 and proceeded to Townsville. Brigadier John Crawford, Commanding Officer York Force, Major Hardy, A.I.F., Lieutenant Dent, R.A.N.V.R., and the Brigadier's dog, a fox terrier bitch, took passage in the ship. 1355, exchanged identities with COMDESDIV 4 off Palm Island and at 1400 a depth charge was dropped for exercise. Secured alongside "Warramunga" at No. 1 Pier at 1620.

26th.February: Slipped and proceeded at 0715 to escort Convoy T.517 comprising "Clevelan Abbe", "David Bushnell", "Janssens", "Bishopdale" and "Henry Dearborn" towards Brisbane. "Warramunga" followed "Stuart" out of harbour and anchored in Cleveland Bay. "Vendetta" and "Arunta" then entered harbour and secured alongside. After clearing the channel the Engine Room reported knocking in the Port Low Power Turbine. Ship anchored in Cleveland Bay to

AUSTRALIAN WAR MEMORIAL RCDIG1074615

make further investigations and it was decided that there were strong indications of stripping in this turbine. I informed the Naval Officer in Charge accordingly and then landed with the Engineer Officer to report in more detail as it had been intended that "Stuart" should leave the convoy as convenient and bring in U.S. Transport "Frederick Funston" to Brisbane from a position to the eastward. These orders were cancelled,"Geelong" took over escort of Convoy T.S. 17 and "Stuart" remained at anchor until the Port Shaft was disconnected for trailing. "Stuart" then sailed for Brisbane on one shaft.

In the afternoon of Sunday 28th.February an Exercise 'Help' message was transmitted with only fair results. A full report has been forwarded in my letter No. 113/8 of 3rd. ~~and 15th~~.March,1943. U.S.S."Patterson" was passed off Caloundra at 1920 and "Stuart" anchored in North West Channel at 1947. Whilst at anchor orders were received to escort S.S."Bantam" and H.M. Tanker "Bishopdale" to Sydney. "Stuart" weighed at 0547 on 1st.March when "Bantam" arrived in North West Channel from Brisbane,and proceeded with her down the searched channel."Geelong" and her convoy were met off Cape Morton at 1100 when"Bishopdale" was detached and taken under my orders. "Stuart","Bantam" and "Bishopdale" proceeded to Sydney on the Blue Route. As no E.T.A. Sydney was received from Naval Officer in Charge,Brisbane, W/T silence was broken at 2023 on 2nd.March and E.T.A. passed direct to V H D on 425 Kc/s on Low Power. "Stuart" secured to No. 2 buoy at 0830 on 3rd.March.

With the exception of two cases of dengue and two of relapsed malaria the health of the Ship's Company has been excellent. Dengue is very prevalent in Townsville at this time of the year and we may be considered lucky to have escaped with only two cases,bearing in mind the weeks spent alongside in that Port. During this period conditions on board were very trying owing to the heat,but in spite of this and the lack of social amenities ashore,the conduct of the Ship's Company has been excellent,and, although there was a certain amount of nervousness amongst the Engine Room Staff,when the ship first went to sea after the accident in 'B' Boiler Room,the morale has remained high.

The ship is badly in need of a refit in which to make good a large number of minor defects complete outstanding Alterations and Additions and effect repairs to the Port Low Power Turbine and buckled stern. It is considered that the latter takes about 1½ to 2 knots off the speed at intermediate speeds and about 3 knots at full speed,owing to the increase of skin friction occasioned by the crinkled surface under the counter.

Steaming Details - to 3rd.March,1943 (Incl.)

From 22nd. January,1943 (Incl.):

Distance steamed	5,235 miles.
Hours under way	387 hours
Average speed	13.5 knots.
Total fuel expended	1,351 tons.
Average consumption	3.9 miles/ton.

Since Commissioning,1st.September,1939:

Total distance steamed	145,009 miles.
Total hours under way	10,128 hours.
Average speed	14.3 knots.
Total fuel expended	40,246 tons.
Average consumption	3.6 miles/ton.

NEIL A. MACKINNON

Lieutenant Commander (S)
In Command.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

Ack'd By FORM
A. S. 1330
Init. Dwm
Date 7.9.42

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SECRET
2026 | 7 | 411

Ref.No. 192/9.

H.M.A.S."Stuart",
c/o G.P.O..
27th.August,1942.

CONFIDENTIAL

The Rear Admiral in Charge,Sydney.

Copies to: ~~The Secretary,Naval Board,Melbourne.~~
The Naval Officer in Charge,Brisbane.

LETTER OF PROCEEDINGS - 7th. to 27th. August,1942.

I have the honour to submit the following Letter of Proceedings for the period from Friday 7th. August to Thursday 27th.August,1942.

2. The weather has been generally good. Had anything but good weather favoured the operations it would not have been possible for H.M.A.S."Stuart" to 'catch up' with the programme.

3. Having arrived from escort duties of "West Cactus",vide "Stuart's" 192/9 dated 9th.August,1942, and secured to oiler "British Sailor" anchored off Pile Light at 1930/7 August,H.M.A.S."Stuart" proceeded at 2400 7th.August to escort convoy A 2 B 2 with H.M.A.S."GOULBURN" under "Stuart's" orders. Three convoys were escorted subsequently as follows:

CONVOY	TIME OF DEPARTURE FROM CALOUNDRA HEAD	TIME OF ARRIVAL AT POSITION 'Y' IN CAPRICORN CHANNEL	REMARKS.
A 2 B 2 10 ships	0300K/8th.August	2200K/9th.August	Necessary to return at 28 knots.
A 3 B 3 7 ships	2000K/10th.August	1200K/12th.August	Necessary to return at 28 knots.
A 4 5 ships	2000K/13th.August	1200K/15th.August	Convoy sailing delayed.

4. On return of H.M.A.S."Stuart" to Caloundra Head at 28 knots after completion of escort of convoy A 3 B 3 it was anticipated that convoy A 4 would be met with H.M.A.S."Geelong" in Moreton Bay. H.M.A.S."Geelong" was at anchor in North East Channel and stores and provisions which she had brought from Brisbane were transferred to "Stuart" by about 2230K/13th.August. As advice had been received that convoy A 4 had been delayed, "Stuart" then anchored in North East Channel;but at 0700 K/14th.August,hoping that assistance might be afforded to the convoy,she weighed and proceeded,setting course for Pile Light.

5. On arrival,H.M.A.S."Stuart" closed S.S. "Anhui" (Commodore's ship) and asked by hailing when the convoy would be ready to sail. The Master stated that

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Ref.No. 1S2/9.

H.M.A.S. "Stuart",
c/o G.P.O..
27th.August, 1942.

CONFIDENTIAL

The Rear Admiral in Charge, Sydney.

Copies to: The Secretary, Naval Board, Melbourne.
The Naval Officer in Charge, Brisbane.

LETTER OF PROCEEDINGS - 7th. to 27th. August, 1942.

I have the honour to submit the following letter of proceedings for the period from Friday 7th. August to Thursday 27th.August, 1942.

2. The weather has been generally good. Had anything but good weather favoured the operations it would not have been possible for H.M.A.S."Stuart" to 'catch up' with the programme.

3. Having arrived from escort duties of "West Cactus", vide "Stuart's" 1S2/9 dated 5th.August, 1942, and secured to other "British Sailor" anchored off Pile Light at 1230/7 August, H.M.A.S."Stuart" proceeded at 2100 7th.August to escort convoy A S B 2 with H.M.A.S."COOLGARDIE" under "Stuart's" orders. Three convoys were escorted subsequently as follows:

CONVOY	TIME OF DEPARTURE FROM CALOUNDRA HEAD	TIME OF ARRIVAL AT POSITION 'Y' IN CAPRICORN CHANNEL	REMARKS.
A S B 2 10 ships	0800K/5th.August	2200K/5th.August	Necessary to return at 22 knots.
A S B 3 7 ships	2000K/10th.August	1200K/11th.August	Necessary to return at 22 knots.
A 4 5 ships	2000K/13th.August	1200K/15th.August	Convoy sailing delayed.

4. On return of H.M.A.S."Stuart" to Gladstone Head at 22 knots after completion of escort of convoy A S B 3 it was anticipated that convoy A 4 would be met with H.M.A.S."Geelong" in Moreton Bay. H.M.A.S."Geelong" was at anchor in North East Channel and stores and provisions which she had brought from Brisbane were transferred to "Stuart" by about 2200K/13th.August. As advice had been received that convoy A 4 had been delayed, "Stuart" then anchored in North East Channel at 0700 K/14th.August, hoping that assistance might be afforded to the convoy, she weighed and proceeded, setting course for Pile Light.

5. On arrival, H.M.A.S."Stuart" closed S.S. "A[illegible]" (Commodore's ship) and asked by hailing when the convoy would be ready to sail. The Master stated that

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BRANCH NAVY OFFICE 17 OCT 1942 D.N.M.S.

he could not steam the ship with safety owing to young and inexperienced firemen who were actually young Naval Stokers many of whom had never been to sea before.

6. A party from H.M.A.S."Stuart" boarded "Anhui" under Lieutenant Commander (E) Letch and by 1400 it was found that the ship would probably be able to proceed. The Commodore's flag and signal staff were shifted to "John Hart" and convoy ordered to proceed at 1430K/14.

7. Engineer Lieutenant W. Ferguson was in charge of the steaming party from H.M.A.S."Stuart",and his report is forwarded herewith. It is considered that his efforts,coupled with those of the remainder of "Stuart's" steaming party,werexmost commendable in getting the "Anhui" to sea.

8. After certain difficulties in assembling the convoy the following morning in the swept channel,it proceeded at nine knots to Position 'Y' where it arrived at 1200K/15 August. In spite of a request from "Anhui" to leave three stokers from H.M.A.S."Stuart" on board this was not considered possible or essential.

9. H.M.A.S."Stuart" returned to Brisbane in company with H.M.A.S."Geelong",carrying out exercises on passage."Stuart" berthed at Newstead Wharf at 1230K/16th. August,sailing at 1600K the following day,escorting "Po-Yang" to Noumea. At 0940L/21 August,"Stuart" anchored outside the boom at Noumea with "Po-Yang". Oiling was carried out P.M. from the American Tanker "Eastern Sun". At 1500L the following day,"Stuart"weighed and proceeded in company with U.S.S."Chicago" and Mugford",both damaged, to Sydney,arriving 1400K Thursday 27th.August.

10. The following is a summary of "Stuart's" steaming since 10th.May,1942.

Total days since joining operations.....	110
Total steaming days.....	96
Distance steamed in miles,approximately..	23,200
Average daily distance in miles.....	211

11. <u>Health and Conduct of the Ship's Company</u>.

During the period under review the health of the Ship's Company has been very good,except for a mild epidemic of Pediculosis Pubis (Crabs). Their conduct has been entirely satisfactory.

12. The greatest inconvenience to the Ship's Company has been the difficulty in maintaining a sufficiency of fresh water for domestic purposes after a period of twenty eight days with steam on main engines almost continuously.

S. H. K. SPURGEON

(S.H.K. Spurgeon)
COMMANDER IN COMMAND.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

H.M.A.S. "STUART"

AT SEA,

15th. AUGUST 1942.

The Commanding Officer,

H.M.A.S. "STUART",

Sir,

I have the honour to submit the following report on steaming conditions in S.S. "ANHUI" during the last two days.

2. My instructions were to use the three Stoker Petty Officers and three Stokers from H.M.A.S. "STUART" to assist in steaming the Ship and train the Naval Stokehold personnel lent frpm the Depot with a view to their carrying on without our assistance.

3. The Engine Room Staff belonging to S.S. "ANHUI" consisted of the Chief Engineer and three Engineers. The Chief Engineer from another ship was also on board making four watchkeepers. The presence of a "Supernumerary Chief Engineer" appeared to cause some disatisfaction on the part of the Second Engineer. They were employedin two six hour watches and showed no interest in the stokehold during the two days I was aboard.

4. Iunderstand that the Chinese Firemen and Greasers "Walked Out" on being refused Australian pay and conditions which they had been told to demand by the Australian Firemen and Sailors Union.

5. I received the general impression that the Chinese Firemen had run the stokehold without proper supervision by the Engineers who were not willing enough to cope with this emergency. I feel they fell short of making the best of the situation.

6. Of the three Leading Stokers and fifteen Stokers supplied from the Brisbane Depot, one Leading Stoker only, had appreciable coal experience, and the majority of Stokers had not been to sea before. They were very young and had been recalled from night leave to join the "ANHUI". They had been put into three watches and the Leading Stoker of each watch was required to work as water tender and Greaser in the Engine Room, Stokehold and Steering Engine. Under the circumstances these ratings could not be expected to carry out the duties imposed upon them, and it would have been very dangerous to attempt to put to sea without the assistance given by H.M.A.S. "STUART". Army personnel could be of little use without a competent person in charge.

7. The auxiliary machinery and fittings, particularly in the Stokehold, are in a very poor condition. Ash pit doors are corroded and loose. Air Dampers and checks are unsatisfactory and badly need examination and refitting. I was informed that this state of affairs was due to overworking of the ship with no time for making good defects, lists of which had been forwarded.

8. With one Stoker Petty Officer and one Stoker from H.M.A.S. "STUART" in each watch, considerable difficulty was experienced at first in maintaining steam, but the position gradually improved. The young hands worked very willingly in spite of sore muscles, blistered hands and suffering a few minor burns due to inexperience.

9. The personnel from H.M.A.S. "STUART" were keen, efficient and well behaved.

10. I gave instructions to the Chief Engineer and reported

AUSTRALIAN WAR MEMORIAL RCDIG1074615

10. I gave instructions to the Chief Engineer and reported to the Captain that the Leading Stokers were to be employed only in the Stokehold, to train them for taking charge when the party from H.M.A.S. "STUART" was withdrawn. One junior Stoker in each watch could be trained and employed as greasers.

11. I consider that the ship should now be able to maintain a speed of seven to eight knots without much difficulty, but the Stokehold is short handed and an additional experienced Stoker or Fireman in each watch would be most desirable, particularly for the return voyage when assistance from army personnel may not be possible.

I have the honour to be,
Sir,
Your Obedient Servant,

William Ferguson
Engineer Lieutenant R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1074615

COPY

S.S."ANHUI" AT SEA.

AUGUST 15th. 1942.

Dear Sir,

Further to the opinion of your Eng. Lieut. on board here, that the retention on board "ANHUI" of three naval Stokers was essential, I attach for your information copy of written statement to me from my Ch. Engineer, which is self explanatory:-

To Capt. Evans, 15th. Aug. 42.

After approx. forty eight hours steaming I am still of the opinion that experienced firemen are essential to carry on with safety, and I feel that I cannot bear the full responsibility.

If three of H.M.A.S. "STUART"S" Stokers could be retained on board to assist, it would be very much to advantage.

We may get assistance from Military outwards, but that assistance would be removed on arrival destination.

Signed. J. Small.

Chief Engineer.

I hope you will see your way clear to allow me to retain on board "ANHUI", three Naval Stokers, from "STUART",

Yours faithfully.

(Sgd.) Evans.

Master.

Commanding Officer,

H.M.A.S. "STUART" per Eng. Lieut. Ferguson.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

A.C. BY A.E. 13 OCT
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Ref.No. 192/9.

H.M.A.S."Stuart",
c/o G.P.O..
9th.August,1942.

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Checked for Indexing

The Rear Admiral in Charge,
SYDNEY.

(Copy to The Secretary,Naval Board,Melbourne.)

LETTER OF PROCEEDINGS - 30th.July to 7th.August,1942.

I have the honour to submit the following Letter of Proceedings for the period from Thursday 30th.July until Friday 7th.August,1942. During this period H.M.A.S."Stuart" under my command proceeded to Noumea from Sydney,thence escorted U.S.S. "West Cactus" to Brisbane via Pagoumene.

2. At 1400 on Thursday,30th.July,1942,H.M.A.S."Stuart" slipped from alongside U.S.S."Dobbin" and set course for Noumea at 15 knots. Signalled E.T.A. was 1600L/2nd.August. A strong,south-easterly wind was blowing with heavy seas which continued throughout passage.

3. At about 2330 on Friday,31st.July, Navy Board's Signal 0801z/31 July was received as follows:

> "Adjust programme to arrive at Brisbane not later than 0800z/6th.August. It is unlikely that "West Cactus" speed will exceed nine knots. U.S. Port Commander is requested to have "West Cactus" ready in all respects at 2300z/1st.August. Fuel from "Bishopsdale".
>
> T.O.O. 0801z/31st.July."

Speed was increased to 18 knots at midnight,this being the maximum possible under the weather conditions prevailing without risk of damage.

4. H.M.A.S."Stuart" arrived at Amedée Lighthouse at 1215L/2nd.August and proceeded up harbour. On passage the following was received through the Examination Vessel from the Port Director.

> "Unless you require fuel,"West Cactus" will be at Amedée at 1630. When entering Koumak Passage follow in wake of"West Cactus" also when leaving through Gazelle Passage."

As this was not understood,the following signal was made to the Port Director through the Port War Signal Station:

> "Understand "Bishopsdale" is in Great Road where propose fuelling. Have instructions to proceed to Brisbane with "West Cactus" tonight Sunday. Request confirmation.
>
> T.O.O. 0215z/2nd.August.

The following was received in reply:

> "Go alongside "Bishopsdale" for fuel."

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After clearing Boom Defence nets which are being laid across entrance to Great Road and of which no notice had been received, H.M.A.S."Stuart" berthed alongside "Bishopsdale" and took in approximately 200 tons of oil fuel.

5. Whilst alongside, Captain Fuller, U.S.N., the Port Director called on board and explained that although he had endeavoured to get "West Cactus" to proceed to Pagoumene the previous day to embark the 300 Australian troops, the Colonel in charge of Australian troops at Noumea insisted that she should not leave Noumea unescorted. The Port Director had therefore arranged for "West Cactus" to clear Amedée Lighthouse by 1630, anticipating that H.M.A.S."Stuart" would have fuelled and been ready to join her at this time. Departure signal was made by the Port Director at Noumea.

6. H.M.A.S."Stuart" slipped from "Bishopsdale" at 1600/L/2nd.August and met "West Cactus" as arranged, escorting her to Koumak Passage and arriving at 1230L/3rd.August. No large scale charts were available of this vicinity. It was learnt that it was not possible to navigate Gazelle Passage during hours of darkness, and if there were any delay in embarkation of troops at Pagoumene, H.M.A.S."Stuart" would be immobilized if she were inside the reef during darkness. As it was also desired to carry out a full calibre shoot against periscope target, H.M.A.S."Stuart" made the following signal to "West Cactus":

> "Will not enter reef but will wait for you outside Gazelle Passage. Do your utmost to hasten embarkation so that you can be clear tonight. If you cannot I will meet you there at daylight unless I receive orders to the contrary which may be possible owing to delays.
>
> T.O.O. 0940L/3rd.August."

7. At 1600L/3rd.August a Short Range Full Calibre Shoot was carried out against a floating target (two rounds per gun) and at 1700L H.M.A.S."Stuart" set course for Gazelle Passage to await "West Cactus". She did not arrive so H.M.A.S."Stuart" proceeded to sea for for the night, returning at 0600L/4th.August. "West Cactus" was met at 0830L/4 and course was set for Brisbane at a speed of nine knots. H.M.A.S."Stuart" zig-zagged at twelve knots.

8. At 2030L/4th.August, H.M.A.S."Stuart" obtained Asdic contact and counter-attacked with one charge. At 2045 a pattern was fired over the same contact. No results were observed.

9. At 1630K/5 "West Cactus" stopped and signalled "M.. overboard".(Her signalling and equipment were very inferior.) H.M.A.S."Stuart" turned and rescued a fireman from "West Cactus" named Trotter. Both ships proceeded at 1640. He was apparently mental and was accommodated in the Sick Bay. A copy of the report forwarded with him when he was returned to "West Cactus" at Caloundra Head is attached.

10. At 1245K/6th.August "West Cactus" was again observed to have stopped. On closing and enquiring the reason it was learnt that her air pump had broken down and that she would be unable to proceed for a period of from one to four hours. Had there been no swell running

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H.M.A.S."Stuart" would have gone alongside and removed the 300 troops and proceeded with them independently to Brisbane at high speed. Preparations were actually in progress to effect this when at 1545 K/6 the propellors of "West Cactus" commenced to revolve and the journey was continued.

11. H.M.A.S."Stuart" subsequently berthed alongside "British Sailor" anchored near Pile Light at 1930, oiled and proceeded for escort of convoy A.B. 2 at midnight.

12. This is the first Letter of Proceedings forwarded by H.M.A.S."Stuart" since commencing Operational duties after recommissioning. The following summary is submitted :-

Extract of Steaming Details:

FROM....10th.May,1942. (When Operational duties commenced.)
TO.....10th.August,1942.

TOTAL.....92 days

TOTAL DAYS with steam on main engines.....79 days

DISTANCE STEAMED.....19,140 miles.

NUMBER of Escort Duties.....17

Conduct of Ship's Company:

Entirely satisfactory. A new and largely inexperienced Ship's Company have settled down well. Health Satisfactory

S.H.K. Spurgeon

(S.H.K. Spurgeon)
COMMANDER IN COMMAND.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

(i)

COPY.

H.M.A.S."Stuart",
7th.August,1942.

The Commanding Offiver,
H.M.A.S."Stuart",

Sir,

I have the honour to submit the following report and recommendations with regard to Oiler James TROTTER,ex "West Cactus",who has been under my observation since rescue from the sea at 1635K on 5th. August,1942.

2. Trotter showed no outward signs of trauma on his rescue. He stated that he "wanted to finish it all." He had a black eye which was probably of twelve hours duration. Since his arrival here he has not slept well and has muttered a good deal during the night. He has auditory hallucinations,hearing the voices of his enemies plotting to do him evil. The voices are more pronounced at night.

3. I strongly recommend that James Trotter ex "West Cactus" should be placed in hospital so that he may be observed and investigated as he is in my opinion decidedly Psychotic.

I have the honour to be,
Sir,
Your obedient servant,

(Sgd.) J.D. Isles.

Surgeon-Lieutenant,R.A.N.R..

(ii)

Ref.No.160/50.

H.M.A.S."Stuart",
c/o G.P.O..
7th.August,1942.

The Master,
U.S.S. "West Cactus".

The above report of the Medical Officer of H.M.A.S."Stuart" is forwarded. The man has been accommodated on board H.M.A.S."Stuart" for thirty six hours after rescue from the sea.

(Sgd.) S.H.K. Spurgeon.

(S.H.K. Spurgeon)
COMMANDER IN COMMAND.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

From.....The Commanding Officer, H.M.A.S."STUART",

Date.....17th September, 1941. No. 192/4.

To.....The Secretary, Naval Board, Melbourne.
(Copies to :-
The Rear-Admiral Commanding, H.M.A.Squadron,
The R.A. Naval Liaison Officer, Batavia,
The Commander-in-Chief, China).

VISIT OF H.M.A.S."STUART" TO BATAVIA.

Submitted for the information of the Naval Board, the following report on the visit of H.M.A.S."STUART" to Batavia from 1600 14th September to 0800 16th September, 1941.

This was the first visit of a foreign warship to Batavia for a considerable period and thus bore special significance. Foreign warships have previously been precluded from visiting Java in order to prevent any foreign power, chiefly Japan, from having reason to assume any violation of the status quo in the Netherlands East Indies. It appears, therefore, that recent events have considerably influenced the decision of the Governor General to permit the visit of a British warship.

The visit, although of such short duration, was extremely enjoyable and did much to cement the bonds of friendship which already exist between the Royal Australian Navy and Royal Netherlands East Indies Navy.

A communication, aircraft reconnaissance and shadowing exercise was carried out during the latter half of "STUART's" passage from Singapore to Java. The aircraft shadowing was carried out well as no shadowing aircraft were sighted.

At 0800 on 14th September, 1941, the Netherlands East Indies destroyer "VAN NESS" intercepted "STUART" and shadowed her for the remainder of the passage. This shadowing was also done in an extremely efficient manner.

The only Netherlands East Indies warships present in Tandjoeng Priok (the port of Batavia) during the visit, were one destroyer, a number of deisel driven large motor boat mine sweepers, and some surveying and escort vessels. They all appeared scrupulously clean and shipshape.

The Commander-in-Chief of the Royal Netherlands East Indies Navy, Vice-Admiral L.E.L. Helfrich is resident in Batavia. Owing to the short duration of our visit he arranged that official calls should be foregone, and in lieu, he entertained the Commanding Officer of H.M.A.S."STUART" at his residence, and later, five additional Officers as well, to dinner at the club "Societe Harmonie". This party was further entertained at the "4V" (Victory) Fair. This was a four day Fair and it was hoped to raise 50,000 guilders (£8,620 Australian) as a contribution to the war effort. Since the outbreak of war the people of Java have presented 91 Spitfire fighter aircraft for the use of the Netherlands Air Force in England.

On 15th September.....

AUSTRALIAN WAR MEMORIAL RCDIG1074615

VISIT OF H.M.A.S."STUART" TO BATAVIA.
(Commanding Officer,H.M.A.S."STUART's" submission No.192/4 of 17th Sep.'41).

On 15th September, 1941, the officers and ship's company of H.M.A.S."STUART" were entertained by the Netherlands East Indies Navy with charabanc and car drives into the mountains, returning to the ship in the evening.

(To NAVAL BOARD ONLY)

Vice-Admiral Helfrich expressed his keen interest in the proceedings of H.M.A.S."STUART" during her period in the war zone in the Mediterranean. Accordingly I submitted to the R.A.N. Liaison Officer, Commander Vincent E. Kennedy, R.A.N., the attached copy of "STUART's" actions during that period, with a view to its being forwarded to the Admiral.

One was very impressed with the great effort that is being made by the people of the Netherlands East Indies towards Allied Victory. It was a great privilege to have been permitted an opportunity to visit Batavia where throughout our stay we received every courtesy and consideration.

REAR-ADMIRAL COMMANDING H.M. AUSTRALIAN SQUADRON
30 SEP 1941

Seo 2/10.
3/10.
2/10

RCRobison

(R.C.Robison).
Lieutenant Commander.
Commanding Officer.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

DEPT. OF NAVY
2026/7/475
SECRET

From .... The Commanding Officer, H.M.A.S. "STUART"

Date .... 4th December, 1941. Reference No. 192/1

To ..... The Secretary, Naval Board, MELBOURNE.
(Copies to:-
The Commander-in-Chief, Mediterranean,
The Rear-Admiral (D), Mediterranean,
The Rear-Admiral Commanding H.M.A. Squadron).

ACK. BY A.S. 133
-5 DEC P.M.
INIT.

SUBJECT . REPORT OF PROCEEDINGS H.M.A.S."STUART" -
AUGUST AND SEPTEMBER, 1941.

SECRET
RESTRICTED

Submitted with reference to "Stuart's" No. 192/1 of 30th September, 1941, Report of Proceedings August and September, 1941, that the following corrections be made to remarks for the days 17th-20th September:-

for "Peace tanks were flooded therefore to increase stability".

insert: "No. 2 Oil fuel tanks were flooded therefore to increase stability".

9/12

DE (A)

H.of.N. vide my remarks of 3/12
J.Marshall 12/12

(H.C.Eyers).
Sub-Lieutenant. RANVR.
Acting Commanding Officer.

12/12

AUSTRALIAN WAR MEMORIAL RCDIG1074615

ACK. BY A.S. 1287Y
-6 NOV A.M.
INIT.

DEPT OF NAVY
SECRET
2026 | 7 | 475

From.....The Commanding Officer, H.M.A.S."STUART",

Date.....30th September, 1941. No. 192/1.

To.....The Secretary, Naval Board, Melbourne,
(Copies to -
The Commander-in-Chief, Mediterranean,
The Rear Admiral (D), Mediterranean,
The Rear Admiral Commanding, H.M.A.Squadron).

REPORT OF PROCEEDINGS H.M.A.S."STUART"
AUGUST AND SEPTEMBER, 1941.

RESTRICTED
SECRET

The following report of the proceedings of H.M.A.S. "STUART" for the months of August and September, 1941, is submitted.

AUGUST, 1941.

1st - 21st	At Alexandria. Examination of port turbines revealed ~~four rows of~~ blades in L.P.turbine stripped, thus putting the port engine out of action. "STUART" was ordered to proceed to Australia to refit engines. P.M. Lieutenant Commander R.C.Robison, R.A.N., relieved Captain H.M.L.Waller, D.S.O., R.A.N. in Command.
22nd	1700. Sailed from Alexandria for Port Said. Proceeding on starboard engine only - port propellor trailing. Revolutions for 20 knots on the one engine gave a speed of 15 knots with cruising turbine connected. Ship carried 12 degre degrees of starboard wheel. She handled much better than I expected. The most noticeable handicap being her failure to turn to starboard from first moving ahead. She answered quite well as soon as she gathered way at 8 knots.
23rd	0750. Arrived Port Said, embarked Pilot and proceeded straight through Canal arriving at Port Tewfik at 2105. Secured alongside Oiler "ORTINA" Shell V and fuelled.
24th	Sailed from Port Tewfik for Aden at 15 knots.
27th	1855 arrived Aden. "NUBIAN", "ILEX" and "ISIS", all damaged destroyers, at Aden awaiting the S.W. monsoon to abate before proceeding to their refitting ports.
28th	1400. Sailed from Aden for Colombo at 12 knots.

28th August - 4th September.....

Statement re flooding Peace Towers appears to be incorrect. Engr. Officer confirms this verbally & is drawing attention of CO to the matter
J.W. Marshall 4/12

N.A. 2 N.M.

H. of N.

N4.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

RESTRICTED

SECRET.
C.O. "STUART's" 192/1
dated 30th September, 1941.

Continued - page 2.

28th August - 4th September.	On passage to Colombo - S.W. Monsoon gave moderately rough weather for 400 miles east of Socotra Island, after which good weather was experienced. The strong easterly current permitted arriving Colombo half day early.
4th.	1525 Arrived Colombo and berthed at buoys.
5th - 6th.	At Colombo.
7th.	0800 Sailed from Colombo for Singapore at 15 knots. Currents and weather favourable.
11th.	1600 Arrived at Keppel Harbour, Singapore. Carried out minor repairs to evaporator.
12th.	1630 Sailed from Singapore for Java at 15 knots. An aircraft shadowing and communication exercise had been arranged with R.A.F. and Netherlands East Indies Air Force and the Dutch destroyer "VAN NESS". R.A.F. aircraft shadowed and reported "STUART's" movements on 13th. The shadowing was bad and aircraft continually in sight. On 14th the Dutch took over from the R.A.F. None of their aircraft were seen but I understand "STUART" was in sight to them. At 0800/14th the Dutch destroyer "VAN NESS" intercepted "STUART" from ahead then carried out a shadowing exercise which was done in an efficient manner.
14th.	1600 Arrived at Tandjeong Priok, the port of, and 3 miles from Batavia. Berthed alongside.
15th.	At Tandjeong Priok, Java. (Separate report of visit has been submitted).
16th.	0800 Sailed from Tandjeong Priok for Fremantle at 15 knots.
17th - 20th.	On passage. A large South Westerly swell and sea during latter part of the passage caused the ship to roll heavily. ~~Peace~~ No. 2 oil fuel tanks were flooded therefore to increase stability.
21st.	0830 Arrived Fremantle.
22nd.	1700 Sailed from Fremantle for Melbourne at 15 knots.
23rd - 26th.	On passage across Great Australian Bight. Again encountered heavily South-Westerly swell during first 2 days, waves being over 40 feet in height and causing the ship to roll uncomfortably. Weather improved considerably over the latter half of the passage, with favourable wind and sea a current of 1 knot was carried.

27th .....

AUSTRALIAN WAR MEMORIAL RCDIG1074615

RESTRICTED

~~S.E.C.R.E.T.~~
C.O. "Stuart's" 192/1
dated 30th September, 1941.

Continued page 3.

27th. 0900 Arrived Williamstown and proceeded alongside Nelson Pier.
De-ammunitioned and de-fuelled.

29th. 0900 Proceeded by tugs to No.18 Victoria Dock and commenced refitting.

RCRobison

(R.C.Robison).
Lieutenant-Commander.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

RESTRICTED

S E C R E T. 2026/4/79.

COPY.

From ... The Captain (D), 10th Destroyer Flotilla, H.M.A.S. "STUART."

Date ... 14th April, 1941. No. F. 190/21.

To ... The Commander-in-Chief, Mediterranean,
(Copies to -
The Vice-Admiral, Light Forces, Mediterranean,
The Senior Naval Officer, Inshore Squadron,
The Secretary, Naval Board, Melbourne,
The Commanding Officer, H. M. Ship "GNAT" and "GRIFFIN.")

SUBJECT .. BOMBARDMENT IN SOLLUM BAY, MONDAY, 14TH APRIL, 1941.

Submitted, the following report of the proceedings of H.M.A.S. "STUART," and of H.M. Ships "GRIFFIN" and "GNAT" on Monday, 14th April, 1941.

"STUART" and "GRIFFIN" parted company from Force "K" (returning from Operation M.B.D. 3) at 2123/13th April, 1941. As my preliminary orders directed a Coastal Patrol, and more definite instructions were promised, I set course for Bardia at 15 knots ("STUART'S" fuel, as I fear is so often the case, was running low).

2. At 0249, a darkened ship was sighted, and after a short chase was found to be "GNAT."

3. At 0349 instructions were received to proceed to Sollum at daylight, to give assistance to the Army. The enemy was stated to be already in Bardia, and the position of our own forces seemed in some doubt.

4. At daylight both destroyers approached Sollum Bay, "GNAT" was also in sight. At first I ordered the latter to get in touch with Sollum whilst I did the same with Halfaya Pass, but realising that the enemy might already be in Sollum, I cancelled this and went into Sollum Bay myself with "GRIFFIN" to see which side was in possession. At 0603, at a range of about 5000 yards, the question was quickly solved for me by several well directed salvoes from a Field Gun Battery fired at the destroyers. This battery was set up on the escarpment south of Fort Sollum. Both ships replied at 0604, and I opened the range till the enemy salvoes fell short, then disposed destroyers on a bombardment course and line of bearing, with minimum rate, continuing to fire at the batteries in the meanwhile. "GNAT" had opened fire at the town at 0614 from behind us.

5. I ordered "GNAT" to endeavour to establish some form of touch with the Army at Halfaya, but this was not achieved, even in part, until about 0845 when "GNAT" got an Officer ashore abreast Halfaya, his boat capsizing in the surf.

6. In the meanwhile, something had to be done about targets. There appeared little activity in the town, and "GNAT" was giving it occasional 6" salvoes anyway. The escarpment round the fort exhibited some activity, and some transport was trying to come down the winding road to the town, so I put "GRIFFIN" on to the road, and turned "STUART'S" fire into the area around the back of the fort, where the road leads off to Bardia, a searching single gun fire being ordered for both ships. I suspected there were some Motor Transport concentrations lurking behind the fort.

This fire was kept up until I had only 8 H.E. shell left, then "GRIFFIN" was shifted to my target, and continued until he had only 30 rounds left, by which time (about 0815) I could not observe any enemy activity ashore at all, and we withdrew slightly and

AUSTRALIAN WAR MEMORIAL RCDIG1074615

covered "GNAT" against air attack. At 0948, a request was received via "GNAT" from the shore to cease fire whilst position was investigated.

7. At 1100, owing to shortage of fuel in "STUART," and the necessity of making Alexandria at daylight next day, the destroyers withdrew, leaving "GNAT" alone. It was therefore comforting to receive message 1045 from "APHIS," which stated that Naval Liaison Officer, Bagush, had reported our fire effective, and our own troops once more in possession of Sollum.

8. Whilst in Sollum Bay, the bombarding ships were not subjected to air attack, although two H.E. III K's or B.R. 20's passed almost over us at 1025 and were engaged by Breda and 3" from "STUART."

9. The following reports were made by W/T :-

"Immediate."

To - C-in-C (R) Aphis, Gnat. From D.10.

Sollum deserted. Destroyers engaged by enemy batteries near Fort Sollum. Am bombarding escarpment roads and batteries. Not yet in touch with Army but GNAT is trying. STUART must leave noon to fuel.

Time of origin .. 0615/14 April.

"Immediate."

To - C-in-C (R) Gnat From D.10.

Destroyers still bombarding transport on road through Sollum and behind Fort. When outfit expended will support GNAT as long as fuel permits then return. Not yet in touch with Army.

Time of origin .. 0835/14 April.

"Immediate."

To - C-in-C. From D.10.

Sollum Road and escarpment apparently cleared. Army have ordered cease bombardment. Destroyers leaving 1100.

Time of origin .. 0955/14 April.

Sgd. H. M. L. WALLER

CAPTAIN (D).

AUSTRALIAN WAR MEMORIAL RCDIG1074615

Copy for 2026/7/280

DEPT. OF NAVY

COMMONWEALTH OF AUSTRALIA. 2026/7/~~282~~.

SECRET

DEPARTMENT OF THE NAVY,
NAVY OFFICE,
MELBOURNE.S.C.1.

SECRET:

RESTRICTED

021285

9 MAY 1941

REPORTS OF PROCEEDINGS.

I am directed by the Naval Board to forward herewith for information copies of the following Reports of Proceedings.

	H.M.A.S. "PARRAMATTA"	-	1st November-31st December,1940.
x	H.M.A.S. "STUART"	-	1st December- 31st December,1940.
	H.M.A.S. "VENDETTA"	-	February, 1941.
x	H.M.A.S. "WESTRALIA"	-	11th January-25th February,1940.
x	10th DESTROYER FLOTILLA		December, 1940.
x	10th DESTROYER FLOTILLA		February, 1941.
x	10th DESTROYER FLOTILLA		January, 1941.
	H.M.A.S. "AUSTRALIA"		October, 1940.
	H.M.A.S. "AUSTRALIA"		20th January-4th March, 1941.

x Not to R.A.C.A.S.

for Secretary.

Encl:

To:-

R.A.C.A.S.
C.C.S.
C.S.T.
C.O. H.M.A.S. "HOBART"
"SYDNEY"
"CANBERRA"
"ADELAIDE"
"PERTH"
"MANOORA"
"MORESBY"
"WARREGO"
"SWAN"
"ORARA"
"DOOMBA"

P.A.
SP
9/5

Dec. 40.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

DEPT. OF NAVY
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RECEIVED
-5 MAR A.M.
NAVY CONFIDENTIAL

From .... The Commanding Officer, H.M.A.S. "STUART".

Date .... 1st January, 1941. Reference No. 192/1.

To ..... The Commander-in-Chief, Mediterranean.
(Copies to Vice-Admiral, Light Forces,
The Captain (D), 10th D.F.
The Secretary, Naval Board.
Rear-Admiral, Commanding H.M.A. Squadron).

RESTRICTED
SECRET

Subject . LETTER OF PROCEEDINGS OF H.M.A.S."STUART" FROM 1st DECEMBER, TO 31st DECEMBER, 1940.

Submitted.

The following are the proceedings of H.M.A.S. "STUART" covering the period 1st December to 31st. December, 1940, inclusive.

Sunday 1st December to Tuesday 17th December	In No.2 Dock, Grand Harbour, Malta.
Tuesday 17th December - 1330.	Shifted berth to Canteen Wharf, Malta.

Refitting during the whole of this period at Malta, and completing on 31st December, the following week to be spent in trials before the ship is finally ready for sea service.

The Dockyard work has been carried out in a most efficient manner and every assistance possible has been rendered by Dockyard officials and personnel.

Few air raids were experienced during the month and work proceeded with little interruption.

R.C. Robison

(R.C. Robison).
Lieutenant-Commander.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

DEPT. OF NAVY
SECRET
2026 | 7 | 245

From .... The Commanding Officer, H.M.A.S. "STUART".

Date .... 1st December, 1940. Reference No. 192/1.

To ..... The Commander-in-Chief, Mediterranean.
(Copies to Vice-Admiral, Light Forces,
The Captain (D), 10th D.F.
The Secretary, Naval Board,
Rear-Admiral, Commanding H.M.A.Squadron).

SECRET
RESTRICTED
RECEIVED 1 JAN P.M. RECORDS

Subject . LETTER OF PROCEEDINGS OF H.M.A.S. "STUART" FROM 1st NOVEMBER, to 30th NOVEMBER, 1940.

Submitted,

The following are the proceedings of H.M.A.S. "STUART" for November, 1940.

Friday 1st November, to Tuesday 26th November)	Refitting. Ship berthed at Burmola Wharf, Grand Harbour, Malta.
Tuesday 26th November) to Saturday, 30th November)	In No.2 Dock, Grand Harbour.

Air raid alarms were few during the early part of the month but they became frequent towards the latter half, interrupting the work of refitting.
No bombs were dropped in the near vicinity of the ship.

R.C. Robison

(R.C. Robison).
Lieutenant-Commander.

30 JAN 1941
P.A.
P.A. 5/3/41

AUSTRALIAN WAR MEMORIAL RCDIG1074615

COMMONWEALTH OF AUSTRALIA

DEPT. OF NAVY 242 8.025/7/~~[illegible]~~ SECRET

NAVY OFFICE

SECRET. RESTRICTED

DEPARTMENT OF THE NAVY

MELBOURNE, S.C.1.

12 FEB 1941

06101 - 06711

LETTERS OF PROCEEDINGS.

I am directed by the Naval Board to forward herewith for information, the following letters of Proceedings and War Diary.

War Diary.

	H.M.A.S. "AUSTRALIA"	September, 1940.

Letters of Proceedings.

	H.M.A.S. "SYDNEY"	November, 1940
*	H.M.A.S. "STUART"	20th September to 31st October, 1940.
*	H.M.A.S. "VENDETTA"	October, 1940. -
*	H.M.A.S. "WESTRALIA"	25th September - 17th November, 1940.
	H.M.A.S. "YARRA"	October, 1940.
	H.M.A.S. "SYDNEY"	October, 1940.
	H.M.A.S. "SYDNEY"	Narrative. Attack on Enemy Convoy.

* Not to R.A.C.A.S

for Secretary.

To:-

R.A.C.A.S.
C.C.S.
C.S.T.
Commanding Officer H.M.A.S. "ADELAIDE"
" " H.M.A.S. " CANBERRA"
" " H.M.A.S. "MANOORA"
" " H.M.A.S. "MORESBY"
" " H.M.A.S. "WARREGO"
" " H.M.A.S. "SWAN"
" " H.M.A.S. "ORARA"
" " H.M.A.S. "DOOMBA"

P.A. 13/2/41

AUSTRALIAN WAR MEMORIAL RCDIG1074615

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Letter of Proceedings - 26th September to 31st October, 1940.
H.M.A.S.""STUART".
(Commanding Officer H.M.A.S."Stuart's" submission No.192/1 of 31st October, 1940).

II.

SECRET
RESTRICTED

No. F. 192/1.
The Commander-in-Chief,
Mediterranean.
(Copies to:
The Vice-Admiral, Light Forces, Mediterranean,
The Secretary, Naval Board, Melbourne,
The Rear Admiral Commanding, H.M.A.Squadron).

Ack'd By Form
A. S. 1390
Init.
Date 10/1

Submitted.

(H.M.L.Waller),
C A P T A I N (D),
10th Destroyer Flotilla.

H.M.A.S."Vampire",
18th November, 1940.

H.N.

13/1

14/1

S.N.B. 14

2nd N.M. 16/1.

D.O.D 17/1

D of Plans 17/1

Ops 17/1

Ops 18/1

D/DS(P) 20/1

DOT 23/1.

H of P 25.1.41.

N.A. 25 JAN 1941

AUSTRALIAN WAR MEMORIAL RCDIG1074615

From.....The Commanding Officer, H.M.A.S."Stuart",

Date.....31st October, 1940. No. 192/1.

To.....The Captain (D), 10th Destroyer Flotilla.

Subject.....LETTER OF PROCEEDINGS - (26th September to 31st October, 1940.

RESTRICTED SECRET

Submitted.

The following are the proceedings of H.M.A.S."Stuart" covering the period 26th September to 31st October, 1940.

Thursday 26th Sep.	Captain (D) transferred to H.M.A.S."Vampire". Lieutenant R.C. Robison, R.A.N. assumed temporary Command.
Friday, 27th Sep.	In Harbour.
Saturday 28th Sep.	Lieutenant N.J.M. Teacher assumed temporary Command. (Lieutenant R.C. Robison to hospital). 2335 to Sea. Commenced Operation M.B.5. "Stuart" on passage to Malta to refit. Formed an A/S screen for Battlefleet.
Sunday, 29th Sep.	1135 Recovered 2 survivors from crashed Fulmer Aircraft from "Illustrious". 1253 Stopped to carry out repairs to Auxiliary steam line - Returning to Alexandria. 2215 Gained contact with and carried out depth charge attack on Italian U Boat during the night.
Monday 30th Sep.	0940 U Boat surfaced, crew abandoned ship and then scuppered her. 1420 "Stuart" arrived Alexandria with 27 survivors.
Tuesday 1st Oct.	In harbour carrying out Engine Room repairs.
Wednesday 2nd Oct.	0715 To sea for exercises. On A/S screen for "Ramillies". 1000 Investigated suspected Mine Field. 1500 Breakdowns to Auxiliary Machinery. 1700 Arrived Alexandria - Carried out repairs to Port Main Circulator.
Thursday 3rd Oct.	In harbour.
Friday 4th Oct.	In harbour - Ship at 1 hours notice for steam.
Saturday 5th Oct.	In harbour - 1 hours notice.
Sunday 6th Oct.	In harbour.
Monday 7th Oct.	Lieutenant R.C. Robison resumed Command.
Tuesday, 8th Oct.	Commenced Operation M.B.6. 1830 Sailed in Company with escort for Convoy M.F.3.
Wednesday, 9th Oct.	At Sea.

...../

AUSTRALIAN WAR MEMORIAL RCDIG1074615

Continued Page 2.

Thursday, 10th Oct.	0300 Sighted Gavdo Island light - (South of Crete). Ship stopped on three occasions during forenoon watch because of water in oil fuel - This had no doubt leaked in through ship's side.
Friday, 11th Oct.	Carried out two separate depth charge attacks during forenoon on suspected submarines. No indication of result. Sighted two floating mines, exploded by "Wryneck" and "Waterhen". 1800 Entered Grand Harbour, Malta and secured to Burmola Wharf. Reduced to extended notice for steam. No enemy aircraft encountered during passage from Alexandria.
Saturday, 12th Oct.	0050 "Vendetta" berthed alongside "Stuart".
Sunday 13th Oct.	
Monday 14th Oct.	De ammunitioned ship.
Tuesday 15th Oct.	De fuelled ship. Commenced refit.
Wednesday 16th Oct. to Thursday 31st Oct.	Refitting.

(Sgd). R.C. Robison,
(R.C.Robison).
Lieutenant in Command.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

(COPY.)

2026/7/72.

From ... The Commander (D), Royal Australian Destroyer Flotilla, H.M.A.S. "Stuart".

Date ... 5th February 1940. No. F.0192/1.

To ..... The Commander-in-Chief, Mediterranean Station.
(Copies to Vice-Admiral (D), Mediterranean.
Secretary, Naval Board, Melbourne,
Rear-Admiral Commanding, H.M.A. Squadron.)

REPORT OF PROCEEDINGS - JANUARY 1940.

~~SECRET~~. RESTRICTED The following report of proceedings is submitted:-

1st - 4th January.

"Stuart" arrived Malta on 1st January from Port Said, to which port she had previously escorted the transports "Nevasa" and "Neuralia". The remainder of this period was spent at Malta, carrying out minor repairs and exercising ships' companies at spotting table, Rypa, A/S attack table, night look-out table, torpedo attack table, and aiming teachers.

4th January.

Proceeded, in company with "Vampire", when both ships carried out day full calibre firing, torpedo firing, and night sub-calibre.

5th - 9th January.

"Stuart" and "Vampire" sailed from Malta 5th January and made rendezvous with six transports bound for Haifa, taking over this escort from "Vendetta" and "Waterhen" to the South-ward of Malta.

The passage to Haifa was uneventful. "Vampire" was detached on 8th January to proceed to Port Said to escort another transport to Malta.

"Stuart", with the convoy, berthed in Haifa early on the morning of 9th January.

9th - 15th January.

At Haifa. Leave was given to the watch daily until 2330, night leave being given to about 30 men each night (there was not sleeping accommodation for any more). There were no absentees.

I paid a call on the Acting District Commissioner, which was duly returned on board "Stuart".

The port was visited during the stay by the Military Commander-in-Chief, Palestine and Transjordan, Lieutenant-General M.G.H. Barker, C.B., D.S.O. I paid a call on the General, and he very kindly came on board "Stuart" to visit the ship, with his Staff.

The convoy sailed from Haifa a.m. 12th January.

"Resource" and "Voyager" joined the convoy a.m. 13th January, from Alexandria.

The convoy arrived off Malta p.m. 15th January, and onward convoy was taken over by "Voyager" and "Waterhen". "Resource" and "Stuart" proceeded into Grand Harbour. (A full report of the proceedings of the convoy has already been

submitted ....

AUSTRALIAN WAR MEMORIAL RCDIG1074615

RESTRICTED

submitted to Commander-in-Chief, Mediterranean Station - my F.0125/1 of 16th January 1940).

15th - 17th January.

At Malta.

17th - 21st January.

"Stuart" sailed for Gibraltar p.m. 17th January, escorting "Resource".

From the outset, strong westerly winds were encountered, reaching such force that for a great deal of Thursday and Friday 18th and 19th January, both ships were practically hove to. "Stuart" suffered considerable minor damage about the upper deck, and both whaler and skiff were stove in.

"Resource" and "Stuart" entered Gibraltar harbour p.m. 21st January.

During this passage the bridle gear of one forced lubrication pump fractured, and some trouble was experienced with air pumps. I therefore recommended to the Flag Officer Commanding, North Atlantic, that one air pump should be partially overhauled, and that the bridle gear above should be repaired before sailing. These repairs were duly carried out.

21st - 23rd January.

At Gibraltar.

23rd - 25th January.

"Stuart" sailed for Malta p.m. 23rd January, arriving p.m. 25th January.

25th - 31st January.

At Malta. The period was spent by ships of the Flotilla at Malta in making good defects to machinery and in carrying out the harbour drills enumerated in the first paragraph of this report.

General.

All ships of the flotilla have had a quick docking since joining the Mediterranean Fleet. This has been accompanied in each case by a three or four day refit.

Movements of the Flotilla (other than "Stuart") during January.

"Vampire".

1st - 2nd, in dock.
3rd, gunnery and torpedo exercises at sea.
4th - 7th, Malta - Port Said (convoy).
8th - 11th, Port Said - Malta (escort).
11th - 14th, Malta - Marseilles.
15th - 18th, escorting convoy to Marseilles.
18th - 22nd, at Marseilles.
23rd - 26th, Marseilles - Malta (Convoy).
26th - 31st, at Malta.
31st, anti-submarine, gunnery, and torpedo exercises.

"Voyager" .....

AUSTRALIAN WAR MEMORIAL RCDIG1074615

2026/7/72.

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S.O., A.D.F.,
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"Voyager".

1st - 4th, Malta - Marseilles (convoy).
4th - 6th, Marseilles - Malta.
6th - 9th, at Malta.
9th - 11th, Malta - Alexandria.
12th - 18th, Alexandria - Marseilles (convoy).
18th - 22nd, at Marseilles.
23rd - 26th, Marseilles - Malta (convoy).
26th - 31st, at Malta.

"Vendetta".

1st - 2nd, at Marseilles.
3rd - 5th, Marseilles - Malta (convoy).
5th - 10th, at Malta.
10th - 12th, Malta - Alexandria (A/S and gunnery exercises on passage).
12th - 15th, at Alexandria.
15th - 17th, Alexandria - Malta (escort "Glorious"). (A/S exercises on arrival).
17th - 24th, at Malta (gunnery exercises).
25th - 29th, Malta - Haifa (convoy).
30th - 31st, at Haifa.

"Waterhen".

1st - 2nd, at Marseilles.
3rd - 5th, Marseilles - Malta (convoy).
5th - 14th, at Malta (A/S and gunnery exercises).
14th - 16th, Malta towards Marseilles (relieving convoy escort).
16th - 22nd, Malta - Alexandria and return (convoy).
22nd - 31st, at Malta (A/S, gunnery and torpedo practices).

(Sgd.) H. M. L. Waller
C O M M A N D E R (D).

AUSTRALIAN WAR MEMORIAL RCDIG1074615

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CCAS

FROM...THE COMMANDING OFFICER,H.M.A.S."STUART".

DATE...3rd.OCTOBER,1939. No...24/1.

TO.....THE SECRETARY NAVAL BOARD.
(Copy to The Commodore Commanding H.M.Australian Squadron)

H.M.A.S."STUART"- LETTER OF PROCEEDINGS -SEPTEMBER.1939.

The following letter of proceedings of H.M.A.Ship under my command is submitted,for the information of the Naval Board.

1st.September. H.M.A.S."Stuart" commissioned for service under the Captain in Charge,H.M.A.Naval Establishments,Sydney.

1st.-7th.September. This period was spent in cleaning ship,embarking ammunition,stores,etc,and generally preparing the ship for service from reserve.

8th.-9th.-10th.September."Stuart" and "Waterhen" at sea,in company, exerciseing ship's companies at warlike exercises,and carrying out inner A/S patrol off Sydney at night.
It was during this period that "Stuart" located and attacked a supposed S Submarine off Terrigal,N.S.W. A full report of this incident has already been forwarded.

11th.September. "Stuart" and"Waterhen" were placed under the orders of the Commodore Commanding,H.M.A.Squadron.

11th.-12th.September. Full calibre firing off Sydney.Proceeded to Southward in company with "Canberra".
Carried out following exercises:-
Dummy Divisional Torpedo Attack.
A/S Screening.
Range and Inclination Exercise.
Night Encounter Exercise.
Watch Night Encounter Exercise.
Day Searchlight Laying Exercise.
Parted company from C.C.A.S. during the night 11th-12th and proceeded, "Waterhen"in company,to Twofold Bay.Destroyers anchored in Twofold Bay p.m. 12th.

12th.-13th.September. Anchored in Twofold Bay - ship's companies being exercised at individual drills.Leave to watch from 1600-2100. No absentee Both ships proceeded for exercises at 1330/13th.and proceeded towards s Sydney,carrying out following exercises:-
Single Ship Dummy Torpedo Attack.
Pom Pom and Lewis Gun Firing.
Seamanship Drills.
O.O.W.Manoeuvers.
Night Encounter Exercise
Watch Night Encounter Exercise.
A/S Operating Exercise
Sub Calibre Firing.

14th.September. Both ships returned to Sydney p.m.

15th.September....

COMMODORE COMMANDING H.M. AUSTRALIAN SQUADRON 20 OCT 1939

(Sgd.) H.M.L.WALLER

AUSTRALIAN WAR MEMORIAL RCDIG1074615

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(Page 2. of "Stuart's" 24/1.Of 3rd.October,1939.
H.M.A.S."Stuart",Letter of Proceedings - SEPTEMBER 1939.)

15th September.Proceeded to Vicinity of Broken Head,"Moresby's" surveying motor boat in company,to locate and buoy objects off Terrigal.
Returned to Sydney p.m.

16th.September. Embarked divers and proceeded to Broken Head. A full report of this operation has previously been submitted. Returned to Sydney P.M.

17th.-18th.September. At Sydney.

19th.September. p.m. proceeded for exercises and passage to Jervis Bay, in company with "Canberra" and "Waterhen".The following exercises were carried out:-

Manoeuvers.
Sub Calibre Firing.
Dummy Torpedo Attacks.
Single ship torpedo attacks on "Canberra",firing one torpedo.
Night Encounter and Watch Night Encounter.
Night Shadowing and Reporting.

20th.September. a.m.Arrived Jervis Bay.
p.m.Proceeded,"Waterhen" in company for night encounter exercise with "Canberra",and "Vignot" search for "Hobart"

21st.September. a.m.Carried out Range amd Inclination Exercises, Seamanship drills,and steering breakdown.
p.m.Sub calibre firing at B.P.T. off Sydney.
Returned to Sydney.

21st.-24th.September. At Sydney.Exercised individual drills.

25th.September. Proceeded towards Jervis Bay."Waterhen" in company. Following exercises carried out on passage:-

Range and Inclination.
Sub-Divisional dummy torpedo attacks.
Sub Calibre firing.(Day and Night.)
Single ship Torpedo firings.
C.O.W.Manoeuvers.
H.A.firing at Kite Target.
p.m.Anchored in Jervis Bay.

26th.-27th.September In Jervis Bay-Painting ship,exercising individual drills,particularily special action parties.
Leave was given to one watch on 26th.September from 1630-2100.No Absentees.

27th.September. p.m.Proceeded towards Sydney.
Exercised Day Subcalibre firings.
A/S Exercises.
Night Encounter.
Watch Night Encounter.

28th.September. a.m. Arrived Sydney.

28th.-29th.September. At Sydney.

30th.September.a.m.Proceeded with "Waterhen" for A/S exercises."Vendetta" joined off Sydney.Carried out A/S hunts in company- two ship hunts with third ship simulating a submarine.
p.m.Returned to Sydney.

NAVAL CODE SUBMARINE
2 OCT 1939
AUSTRALIAN STATION

COMMANDER.

AUSTRALIAN WAR MEMORIAL RCDIG1074615

RESTRICTED
SECRET
Mr Kelly 1.6.65

No. 21/13

H.M.A.S.Stuart,
At Sydney,
14th.September,1939.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S.Stuart,under my command,and of H.M.A.S. Waterhen,under my orders,from p.m.Monday 11th.September,until p.m.Thursday,14th.September,1939.

The above ships were detached at 2300 on Monday 11th. September,and proceeded outside the 100 fathom line to Twofold Bay.

The passage was made in a strong head wind and sea,and the majority of the ship's Company were victims to sea sickness,accentuated,no doubt,by the large number of minor leaks in upper deck fittings,which resulted in a very wet mess deck.

On this passage,the following exercises were carried out:

Daylight searchlight laying exercise.
Range and inclination exercise.
Individual drills.

Ships anchored off the town of Eden at 1330 on Tuesday, 12th.September.From then,until sailing the following day, ships' companies were exercised at individual harbour gunnery and torpedo drills,and a sight and director test was carried out by each ship.

This brief spell in harbour,doing things in "slow time" was invaluable,as was shewn by the much improved drill at warlike evolutions the following day at sea.

Owing to the miscarriage of a message,provisions ordered for "Stuart"at Sydney had not been delivered,I was obliged to purchase provisions locally for this ship.

Leave to one watch was given to one watch till 2100.

There were no absentees,but "Stuart"had one case of drunkenness.It is worthy of report that this rating(Stoker O.H.Sharpe,O.N.19391)in his drunken state,sang the "Red Flag".

I am not familiar with this song,but I am assured by one of my officers that such was the case.

Ships were sailed at 1330 on Wednesday,13th.September, and proceeded outside the 100 fathom line,to rendezvous with the battle practice target off Sydney.

The following exercises were carried out on passage:

Single ship dummy torpedo attacks(at great length, as both T.C.O.'s are officers of the R.A.N.R.(S))
O.O.W.manoeuvres
Night encounter exercise,using star shell.
Defence watches night encounter exercise throughout the night.

H.S.M.S.(Waterhen)
Seamanship drills.
Day control runs
Individual drills.
Pom Pom and Lewis gun firing.

A/s Enemies

(Both...

AUSTRALIAN WAR MEMORIAL RCDIG1074615

Both ships rejoined your Broad Pendant off Sydney at 1300 on Thursday,14th.September.

Whilst on passage,merchant ships met were spoken.

On one occasion,Waterhen was sent to speak a darkened ship with navigation lights burning.On being approached,this ship turned away,switched off lights,and made off."Waterhen"ordered her to heave to,and boarded.She proved to be the S.S."Dundula",with nothig to report.The master had mistaken "Waterhen"for a submarine, and was endeavouring to avoid a torpedo attack.

I have the honour to be,Sir,

Your obedient servant,

(H.M.L.Waller)

Commander,Royal Australian Navy.

The Commodore Commanding
H.M.Australian Squadron,
H.M.A.S.Canberra.

COMMODORE COMMANDING
15 SEP 1939
H.M. AUSTRALIAN SQUADRON

AUSTRALIAN WAR MEMORIAL RCDIG1074615

SECRET

CONFIDENTIAL

DEPARTMENT OF THE NAVY

Subject:

AUSTRALIAN WAR MEMORIAL RCDIG1074615

DEPT. OF NAVY
2026/4/79
SECRET

COMMONWEALTH OF AUSTRALIA.

DEPARTMENT OF THE NAVY,
NAVY OFFICE,
MELBOURNE, S.C.1.

7 - JUN 1941

S E C R E T.

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REPORTS OF PROCEEDINGS.

I am directed by the Naval Board to forward, herewith, for information, copies of the following Reports of Proceedings :-

H.M.A.S."STUART"	14th April, 1941.
* H.M.A.S."VENDETTA"	March, 1941.
* H.M.A.S."VAMPIRE"	March, 1941.
* 10th Destroyer Flotilla	March, 1941.
* H.M.A.S."VOYAGER"	March, 1941.
H.M.A.S."AUSTRALIA"	January, 1941.

* Not to R.A.C.A.S.

for Secretary.

To:- R.A.C.A.S.
C.C.S.
C.S.T.
C.O., H.M.A.S."ADELAIDE"
"CANBERRA"
"HOBART"
"SYDNEY"
"MANOORA"
"WESTRALIA"
"MORESBY"
"WARREGO"
"SWAN"
"ORARA"
"DOOMBA"
"GOULBURN"
"BURNIE"
"BENDIGO"

P.A.
7/6

AUSTRALIAN WAR MEMORIAL RCDIG1074615

RECEIVED
-9 MAY A.M.
NAVY CONFIDENTIAL RECORDS

DEPT OF NAVY
SECRET
2026 | 4 | 79.

From.....The Captain (D), 10th Destroyer Flotilla,
H.M.A.S."STUART",

Date.....14th April, 1941. No. F. 190/21.

To.....The Commander-in-Chief, Mediterranean,
(Copies to -
The Vice-Admiral, Light Forces, Mediterranean,
The Senior Naval Officer, Inshore Squadron,
The Secretary, Naval Board, Melbourne,
The Commanding Officer, H.M.Ship "GNAT" and
"GRIFFIN".

SUBJECT.....BOMBARDMENT IN SOLLUM BAY, MONDAY, 14TH APRIL, 1941.

SECRET

Submitted, the following report of the proceedings of H.M.A.S."STUART", and of H.M.Ships "GRIFFIN" and "GNAT" on Monday, 14th April, 1941.

"STUART" and "GRIFFIN" parted company from Force "K" (returning from Operation M.B.D.3) at 2123/13th April, 1941. As my preliminary orders directed a Coastal Patrol, and more definite instructions were promised, I set course for Bardia at 15 knots ("STUART's" fuel, as I fear is so often the case, was running low).

2. At 0249, a darkened ship was sighted, and after a short chase was found to be "GNAT".

3. At 0349 instructions were received to proceed to Sollum at daylight, to give assistance to the Army. The enemy was stated to be already in Bardia, and the position of our own forces seemed in some doubt.

4. At daylight both destroyers approached Sollum Bay, "GNAT" was also in sight. At first I ordered the latter to get in touch with Sollum whilst I did the same with Halfaya Pass, but realising that the enemy might already be in Sollum, I cancelled this and went into Sollum Bay myself with "GRIFFIN" to see which side was in possession. At 0603, at a range of about 5000 yards, the question was quickly solved for me by several well directed salvoes from a Field Gun Battery fired at the destroyers. This battery was set up on the escarpment south of Fort Sollum. Both ships replied at 0604, and I opened the range till the enemy salvoes fell short, then disposed destroyers on a bombardment course and line of bearing, with minimum rate, continuing to fire at the batteries in the meanwhile. "GNAT" had opened fire at the town at 0614 from behind us.

5. I ordered "GNAT" to.....

Head of "N"

AUSTRALIAN WAR MEMORIAL RCDIG1074615

5. I ordered "GNAT" to endeavour to establish some form of touch with the Army at Halfaya, but this was not achieved, even in part, until about 0845 when "GNAT" got an Officer ashore abreast Halfaya, his boat capsizing in the surf.

6. In the meanwhile, something had to be done about targets. There appeared little activity in the town, and "GNAT" was giving it occasional 6" salvoes anyway. The escarpment round the fort exhibited some activity, and some transport was trying to come down the winding road to the town, so I put "GRIFFIN" on to the road, and turned "STUART's" fire into the area around the back of the fort, where the road leads off to Bardia, a searching single gun fire being ordered for both ships. I suspected there were some Motor Transport concentrations lurking behind the fort.
This fire was kept up until I had only 8 H.E. shell left, then "GRIFFIN" was shifted to my target, and continued until he had only 30 rounds left, by which time (about 0815) I could not observe any enemy activity ashore at all, and we withdrew slightly and covered "GNAT" against air attack. At 0948, a request was received via "GNAT" from the shore to cease fire whilst position was investigated.

7. At 1100, owing to shortage of fuel in "STUART", and the necessity of making Alexandria at daylight next day, the destroyers withdrew, leaving "GNAT" alone. It was therefore comforting to receive message 1045 from "APHIS", which stated that Naval Liaison Officer, Bagush, had reported our fire effective, and our own troops once more in possession of Sollum.

8. Whilst in Sollum Bay, the bombarding ships were not subjected to air attack, although two H.E.III K's or B.R.20's passed almost over us at 1025 and were engaged by Breda and 3" from "STUART".

9. The following reports were made by W/T :

" Immediate".

To. C-in-C (R) Aphis, Gnat. From D.IO.

Sollum deserted. Destroyers engaged by enemy batteries near Fort Sollum. Am bombarding escarpment roads and batteries. Not yet in touch with Army but GNAT is trying. STUART must leave noon to refuel.

Time of origin....0615/14 April.

.....

AUSTRALIAN WAR MEMORIAL RCDIG1074615

S E C R E T.
C.D. IO's No. F.190/21
of 14th April, 1941.

Continued - page 3.

"Immediate"

To.....C-in-C (R) Gnat From.....D.IO.

Destroyers still bombarding transport on road through Sollum and behind Fort. When outfit expended will support GNAT as long as fuel permits then return. Not yet in touch with Army.

Time of origin 0835/14 April.

"Immediate".

To.....C-in-C From.....D.IO.

Sollum Road and escarpment apparently cleared. Army have ordered cease bombardment. Destroyers leaving 1100.

Time of origin 0955/14 April.

(H.M.L.Waller),
C A P T A I N (D).

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