

# Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 20.2A.8.

H.M.A.S. SYDNEY,  
At Sea.

5th June, 1954.

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.

(Copy: The Commander-in-Chief,  
FAR EAST STATION.)

## REPORT OF PROCEEDINGS - MAY, 1954.

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my command for the month of May, 1954.

2. Times throughout are Zone minus 9 except where otherwise stated.

### AT IWAKUNI 1st to 4th

3. Although six days had originally been allowed for the embarkation of the R.N.A.R.S. I was of the opinion that this would be completed in a much shorter time, and in the event, the 85 tons of stores and 26 aircraft were loaded and secured for sea in 15 working hours. The total number of aircraft on board was then 68. However I decided to remain at anchor off Iwakuni until the 4th, both to await the results of a final salvage attempt on my motor boat at Buckner Bay, that subsequently proved abortive, and to provide an opportunity for general maintenance without the distraction of a large township.

4. H.M.A.S. MURCHISON anchored temporarily in the vicinity on the 2nd, and transferred personnel for passage south, and several Officers of the U.S. Armed Forces in Korea and Japan were also embarked for passage to Hong Kong on leave.

### IWAKUNI TO HONG KONG 4TH TO 8TH.

5. I sailed for Hong Kong via Bungo Suido at 1000 on the 4th, and while in the Formosa Straits on the morning of the 7th, was circled and thoroughly inspected, by two low flying Chinese Nationalist Thunderbolt aircraft. These aircraft flew directly over the ship on several occasions.

6. Thick fog in the narrows at the entrance to Hong Kong harbour caused a delay of some 30 minutes, and the ship finally secured to No.3 buoy at 1030 on the 8th.

### AT HONG KONG 8TH TO 14TH

7. On the evening of the 9th, a tropical depression which had been moving slowly West across the Philippines suddenly deepened and developed into a typhoon.

8. No concern was felt until the afternoon of the 11th, when with Typhoon "ELSIE's" position in doubt, and a recurvature to the N.N.E. suspected, notice for Steam was reduced to two hours and preparations made to proceed to sea at 0200 on the 12th, should "ELSIE" continue to close.

/9. During the night.....

9. During the night of the 11th/12th, the situation was watched closely. "ELSIE" had altered course to the Northward and was centred a few miles South of Hainan. By the morning of the 12th it was evident that she was proceeding on a N.N.W'ly track from Hainan Island and was expected to dissipate in the Gulf of Tong King. The situation accordingly reverted to normal.

HONG KONG TO SINGAPORE 14TH TO 18TH

10. I sailed for Singapore at 0900 on the 14th, once again being slightly delayed by fog in the Tathong Channel.

11. All serviceable Royal Naval aircraft, 8 Seafuries and 13 Fireflies, were flown off to Sembawang on the morning of the 18th, and after firing a 13 gun salute to the Flag of the Officer, Malayan Area, Rear Admiral E.H. SHATTOCK, O.B.E., the ship secured alongside in No.7 berth, Singapore Naval Base at 1515 (-7½).

AT SINGAPORE 18TH TO 27TH

12. During the next few days the remaining aircraft and stores from the R.N.A.R.S. Iwakuni were disembarked and the six R.A.N. Firefly Mark 6, which had been stored at Sembawang during the ship's tour of duty, were re-embarked.

13. H.M.S. WARRIOR was present in the Dockyard, and Heads of Departments and Specialist Officers were fully employed for two days in briefing their opposite numbers on the peculiarities of operating in T.G. 95.1.

14. The ferry Carrier, H.M.S. PERSEUS, arrived on the morning of the 25th, and on the 26th transferred 12 new Seafuries and some air stores to the ship for passage to Australia.

15. The Commander-in-Chief, Far East Station, Admiral Sir Charles E. LAMBE, K.C.B., C.V.O. made a farewell address to the Ship's Company on the morning of the 26th and after thanking the ship for a job well done stressed the growing importance of the Far East to the people of Australia. My call for three cheers for the Commander-in-Chief received a rousing response.

16. The ship sailed for Australia at 1000 (-7½) on the 27th, being accorded a musical send off by the band of the Flag Officer Second -in-Command, Far East Station, Rear Admiral G.V. GLADSTONE, C.B., who had arrived in his Flagship, H.M.S. BIRMINGHAM the previous day.

SINGAPORE TO FREMANTLE 27TH TO ...

17. The passage was made via RHIO BANKA and SUNDA STRAITS and I reported to you for duty on entering the Australia Station at 2015 (-8) on the 29th.

18. The ship was still on passage at the end of the month.

MACHINERY.

19. Main and Auxiliary machinery performed satisfactorily.

HEALTH AND WELFARE.

20. The health of the Ship's Company has been good but the incidence of Venereal Disease, as the result of 9 days at Singapore, is disappointingly high. Welfare has been satisfactory.

/MORALE. ....

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MORALE.

21. Despite the rapid transition, at the beginning of the month, from an operational carrier to a "freighter", morale has remained high, due, no doubt in some degree, to the prospect of arrival back in Australia early in June.

RECREATION.

22. Sporting activities during May covered a large variety of games, maximum use being made of all the facilities available at Ports of call.

23. At Iwakuni the honours were shared in Soccer, Hockey, Cricket, Tennis, Rugby and Basketball games against the R.A.A.F. and R.N.A.R.S.

24. Hong Kong provided our first opportunity for swimming training, and in addition ship's teams were successful in Cricket, Tennis and Hockey Matches against the R.N. and Army. A Wardroom versus Ship's Company Rugby Match resulted in a win for the Ship's Company.

25. At Singapore, the Singapore Swimming Club provided excellent entertainment in a water polo and swimming competition against the ship. Although the Ship's team had been training for only one week, they shared the points in the sprints and diving, but were no match for the club in the long events and water polo.

26. Sailing races against the Royal Singapore Yacht Club resulted in a very narrow win for the Club.

27. In addition to numerous interpart games, the ship's Cricket Team twice defeated a combined R.N. side and provided four players for a local first grade competition match.

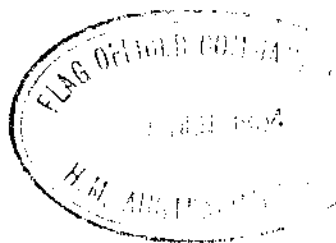
28. At sea a Volley Ball competition, in which approximately 50 teams took part, resulted in a win for the Miscellaneous Branch.

29. During the month swimming tests were conducted for almost 300 ratings, of whom only 50 per cent passed.

I have the honour to be

Sir,

Your obedient Servant,



*G.C. Oldham*

(G.C. Oldham)  
CAPTAIN.

Encl.