

APPENDICES

A - COMPARATIVE PURCHASING VALUE

The following real estate and motor vehicle advertisements from The Sydney Morning Herald 13, 23, 30 January 1940 will give readers an opportunity to understand the value of the vessels that were being requisitioned by the Navy, to form the Hollywood Fleet;

BONDI JUNCTION. UNIQUE VALUE. £795 cash.
This is your opportunity to purchase the cheapest and most up-to-date home in the eastern suburbs. Brick Cottage, with 2 bedrooms, lounge, living-room, kitchen, bathroom, Roman bath, hot shower, heater. Artistically decorated.
SUITABLE FOR INVESTMENT OR HOME.
DUNRICH BROS. BONDI JUNCTION FW3131.

BELLEVUE HILL. ISLE, 14 KULGOA ROAD.
A HOME AND INVESTMENT.
PERFECT NEW DUPLEX. Elevated Position.
3 bedrooms, lounge, dining-room, sun-room, garages, every modern luxury.
PRICE £3650. RENTS £403.
INSPECT THIS WEEK-END.
THANE (Arthur G. Cooper), Double Bay, FM1021.

COOGEE.—New Cottage, with garage, 2 bedrooms, lounge, kitchen, dining, sunroom, 2 minutes to bus. Ocean views. Price £1250, or £230 deposit, balance as rent. **FX6787, FJ2446.**

CREMORNE, Ellalong Rd.—**MODERN NEW HOME. SUPER FINISH.** 3 bedrooms, lounge, dining, sun rooms. Garage. Views. Excellent buy. £2000.
H. E. VAUGHAN and SON, 34 Martin Pl. B1991.

CROYDON.—Nice Weatherboard Cottage, plaster lined, tiled roof, fruit trees and garden. £615.
MYLER and CO.,
Parramatta Rd, Fivedock, UA1404.

ELMWOOD.—Block of 4 FLATS (old), in premier position, right at ferry. Rental returns over many years available. Price £3750. Terms can be arranged. Also splendid Flat Site adjoining above. Price £1500. **ALEX. FYFE, F.C.A. (Aust.),**
1-5 Bligh Street, Sydney.

EARLWOOD. **NEW BUNGALOW HOME.**
Five large rooms, all modern offices, enclosed sun porch, level land, approximately 50 x 150. To see is to buy. A genuine bargain. £1125. Terms arranged. **MITCHELL and CLARKE, 14 Castlereagh Street. B3854.**

FIVEDOCK.—Lot, kerbed, guttered, sewerage, etc.

MOSMAN.—Block of 4 FLATS (old), in premier position, right at ferry. Rental returns over many years available. Price £3750. Terms can be arranged. Also splendid Flat Site adjoining above. Price £1500. **ALEX. FYFE, F.C.A. (Aust.),**
1-5 Bligh Street, Sydney.

MOSMAN. Builder will sell Bungalow Home, waterfrontage, reservation, Sirius Cove, five rooms, offices, £2150, terms. **L. Somers, XM3513.**

MARRICKVILLE. Few minutes Sydenham Station. Single-fronted Brick Cottage, 6 rooms, all conveniences, double garage. Price £650. Cash or terms. Apply 38 Sydenham Road, Marrickville.

NORTHBRIDGE. Harbour Views. **KEY POSITION.**
A Beautiful Treble-fronted Brick Bungalow, on high side of best street, commanding permanent water views, 5 splendid rooms, beautiful bathroom, verandah, sun deck and garage, walnut doors, hot-water service, and every modern convenience. Price £1750. Terms arranged. **Builder, XB3123.**

ROSE BAY. PERMANENT HARBOUR VIEWS.
CLOSE TRANSPORT.
 New Bungalow TEXTURE BRICK. lounge, dining-room, kitchen, two bedrooms, modern bathroom, laundry, garage. PRICE £2100.
J. F. KEIRAN PTY. LTD., ROSE BAY, FU7126.

V'AUCLUSE. £2900.
CHARMING BUNGALOW.
 Lovely Harbour Views.
 In splendid order, large lounge and dining rooms connecting, 4 bedrooms, dressing-room, wide verandahs, hot-water service, Frigidaire. Garage. Most attractive garden.
N. T. COX and MARSLAND, ROSE BAY, FU7725.

V'AUCLUSE-ROSE BAY. VENDOR LEAVING AUSTRALIA.
 Beautiful home, exclusive position, 2 minutes tram. Excellent harbour views, 3 beautiful living-rooms, lounge 23 x 23. 4 charming bedrooms, every modern appointment. Magnificent, elevated position. Land 50 x 200. Garage. Lawns, garden. Price £2854. Attractive terms.
WILLMORE and RANDELL, 14 Spring St. B6784-6.

CHEVROLET 1939 Standard SEDAN, 6000 miles.
 faultless condition. £310, cash or terms. Original owner. 43 Chase Road, TURRAMURRA.

AUSTIN 1938 Super 7 D.P. ROADSTER, new car condition. £147/10/, terms. Ring FA2424.

MORRIS 12/4 1939.
MORRIS 12/4 1939.
 1939 De Luxe SALOON.
 PERFECT Condition. N.R.M.A. Inspection.
 £285. 2 YEARS TERMS. Trade-in Taken.
 2 Barlow St, side Gas Co., off Pitt St. MA3748.

MORRIS 8/40
 1938 MODEL 4-DOOR SALOON.
 Small mileage only, and in new condition. Tyres unmarked. Colour, dark blue. Price £200
 Registered.
 N.R.M.A. Inspection Invited.

* * *

B - NAVAL AUXILIARY PATROL (NAP)

The following short summary has been compiled from a document authored by a 'Mr Norman', dated 30 September 1946, held by the Australian War Memorial – AWM69, 23/14 – *Naval Auxiliary Patrol: Its origin, development and activities*. Mr Norman lists a series of 'Navy Office Files' on which he relied to prepare his document.

Additional information has been included from a document authored by former Lieutenant RANR Richard E Breydon, Commander of HMAS *Silver Cloud* and the Hollywood Fleet at the time of the Battle of Sydney Harbour. The Document is titled '*Events leading up to formation of C.C. [Coastal Command] Section*' and was prepared for the Naval Board. His document was forwarded to Hermon Gill on 10 November 1946 with an instruction, that if there was '*nothing of interest*', it should be destroyed. It was not destroyed and can be found in NAA: AWM69, 85/27.

According to the abovementioned documents, the first organization, the Volunteer Coastal Patrol (VCP) was founded in March 1938 and at that time consisted of 'patriotically' minded yachtsmen so that in the event of a national emergency, their services would be of value to the defence authorities. Upon the outbreak of war, the VCP received a substantial influx of recruits.

In the first nine months of the war, the VCP was looked upon by the Military (Eastern Command) as a useful adjunct to their service. The Patrol was highly regarded by General Sturdee of the GOC Eastern Command and Brigadier Murray, where it is said, they did their utmost to obtain recognition for the patrol.

In June 1940 on the entry of Italy into the war, the NSW Police who had been entrusted with the task of securing Sydney Harbour, approached the VCP for assistance. As a result, the VCP was recognized by the NSW government.

At the time, a smaller organization, the National Emergency Service Yachtsmen's Auxiliary (NESYA) was formed in Sydney.

A VCP unit was also established in Port Phillip Bay, Victoria in 1941. By August 1942, the Victorian Patrol had over 100 vessels ranging from 60 foot auxiliary yachts to 20 foot open motor boats.

By May 1941, the Sydney based VCP had a membership of approximately 400, with local skippers being appointed at harbours and river inlets along the whole NSW coastline. Tentative arrangements for the further expansion of the VCP had been made at 22 ports in Victoria and one in Queensland.

Each night a number of vessels were detailed for patrol duty. A commissioned sailor accompanied each vessel. Members wore a Patrol uniform of a blue shirt, grey pants and a white yachting cap with the patrol's badge.

In May 1941, Scrivener of the NESYA proposed to Rear Admiral Muirhead-Gould, the formation of the Naval Auxiliary Service (**NAS**). The proposal was presented to the Navy Minister, W M Hughes who supported the proposal in principle. On 17 June 1941, the formation of the Naval Auxiliary Patrol (**NAP**) was approved in principle by the Naval Board. The Board's Minute includes, *'The object of the organization is to provide an Auxiliary Patrol to utilise the resources of private owners of yachts, launches, fishing vessels and other types of suitable vessels at various points around the coastline of Australia for defence purposes.'* The Board also accepted liability for death and injury of members on duty on various terms, but no liability would be accepted for damage to boats on service.

On 7 August, Scrivener was appointed State *'Skipper'* in NSW by Muirhead-Gould. At the same time, Minister Hughes called for applicants to contact the designated recruiting officers.

A controversy erupted between the new organization and the members of the VCP and NESYA, where members felt their contributions were ignored and felt resentment to the new NAP. After significant negative newspaper stories, the controversy mellowed and the NAP expanded.

Norman's document indicates that in April 1942, the NAP was *'transferred to the RANVR'* and was thereafter known as the RANVR(P) or RANVR(NAP) with the same uniforms and rank badges of the RANVR being worn with personnel being under the naval regulation. The Newcastle newspaper [\(514\)](#) reported on 17 April 1942 that an amending regulation was issued by the Minister for the Navy, Mr Makin to implement the change.

By October 1942, the total strength of the NAP had increased to over 3,000 members with 662 vessels. Throughout the period of the NAP, the Navy requisitioned, purchased and commissioned many NAP vessels into the Navy, including HMAS *Marynong* on which John Miller Blunt served.

On 27 March 1944, the Naval Board issued directions that 'General Service Personnel' were to be withdrawn as early as possible from *Miramar*, *Yarroma* and *Winbah* and replaced with RANVR(NAP) crews. They also directed the same for other Channel Patrol Boats remaining after '*meeting the requirements for 2 CPB's for New Guined*'. This was at a time when the possibility of enemy action against harbour installations and ships, along the Australian coastline, had significantly diminished. The Board also directed that CPB's and NAP craft '*as can be manned with available NAP personnel are to be retained in commission*' and that any vessels that could not be so manned, were to be '*paid off into reserve*'. The Board recognized that such changes would curtail patrol activities.

From June 1944, the NAP was reduced to a minimum. Many of the boats that had been purchased by the Navy for duties were re-sold as being no longer required for naval purposes.

In August 1944, all security patrols were abolished, and the services of NAP personnel were used only to fill unexpected vacancies in the crews of the '*night duty NAP boats*'.

In September 1944, the Coastal Craft Section (**CCS**) came into operation to embrace all coastal craft then in commission, vessels classified as 'seagoing' for operational purposes and vessels manned from 'FND'. Former NAP vessels that had been taken over and commissioned by the Navy were included, along with the Channel Patrol Boats of the Hollywood Fleet and other Channel Patrol Boats that remained in service at that time. The formation of the CCS was promulgated by Chief of Naval Office (CNO) with a '*list showing the names of the vessels included in the Section*' appended to the CNO. Unfortunately that list has not been found.

Command of the CCS was under the Staff Officer (Coastal Craft) (SOCC) at the Navy Office, with further SOCC's at each relevant port. The functions carried out by SOCC and staff included; the general administration of all Coastal Craft (CC), operation of CC and the appointment of all officers of CC vessels and all other matters involving Coastal Craft.

The Section operated for more than a year.

By 28 February 1945, the CCS had command over; 33 Fairmile Motor Launches (MLs), 28 Harbour Defence Motor Launches (HDMLs), 20 Air Sea Rescue vessels (ASRs), 75 Motor Patrol Boats (including Channel Patrol Boats and NAP vessels), 8 Service Reconnaissance Department Craft and 41 other miscellaneous vessels. [\(515\)](#)

On 17 July 1945, Rear-Admiral G D Moore, then the Flag Officer in Charge Sydney praised the work of the NAP and read a letter from the Commander-in-Chief of the British Fleet, Admiral Sir Bruce Fraser thanking the patrol for their services.

The above is not a definitive history of the VCP, NESYA and NAP, and solely relies on the two papers by Norman and Breydon without reference to original sources.

*

*

*

Each midget submarine was numbered on the hull below the conning tower.



Photograph of Midget 21 after being lifted from Taylors Bay and placed on Clark Island. [\(516\)](#)

On 6 June 1942, Muirhead-Gould confirmed to the Naval Board that the midget submarine caught in the boom net had been identified as 'Fourteen'. [\(517\)](#)

Accordingly, Muirhead-Gould in his final report of 16 July 1942, referred to both of these midget submarines as 'Midget No. 21' and Midget No. 14'. As the third submarine had disappeared from the harbour and was not found, Muirhead-Gould was unaware of its number and referred to it as 'Midget A'. [\(518\)](#)

The same nomenclature were used by Hermon Gill in his 1968 official account. [\(519\)](#)

Despite receiving the 'official' Japanese account of the submarine attack on Sydney Harbour [\(520\)](#) in 1953 via the Department of External Affairs, which may have provided a different nomenclature, Gill continued to use the nomenclature adopted by Muirhead-Gould.

However, a copy of a Japanese account of the Battle titled '*Attack of Sydney harbour by Special Submarine Boats (Midget Submarine)*' [\(521\)](#) contained in the Carruther's Collection at Sea Power Centre – Australia, uses the numbering of the mother submarines – I-22, I-24, I-27 and in describing the attack, refers to 'Matsuo Boat', 'Chuma Boat' and 'Ban Boat'.

Carruthers in his 1982 and 2006 [\(522\)](#) accounts use a combination of commander's names and mother submarine numbers whilst referring to 'Midget A' and 'Midget 21' on the Loop signature charts.

After describing the '*naming and numbering*' of the midget submarines as '*endlessly confusing*', and providing an account of the confusion, Grose in 2007 [\(523\)](#) confirmed for the purposes of his account, '*the midgets will be identified by the manes of their commanders: Chuman's midget (M-27 or Ha-14 or M-14 or I-27); Matsu's midget (M-22 or Ha-21 or M-21 or I-22 or Midget 'B'); and ban's midget (M-28 or Ha-24 or I-24 or Midget 'A')*' and finishes with a '*Whew!*'.

Despite the nomenclature used by Muirhead-Gould's final report, and Gill's 'official account' (published by the Australian War Memorial), the Australian War Memorial's current display of the midget submarine perpetuates the confusion by referring to M27 instead of Midget 14, and M22 instead of Midget 21.

The issue of the nomenclature was an issue in 2013 before the Defence Honours and Awards Appeals Tribunal. (524) The Decision at paragraph 11 considered the issue:

The various archival references, Australian War Memorial documents and other sources use different nomenclature for each of the three midget submarines. For the purposes of this review, table 1 lists the nomenclature. To avoid confusion, the Tribunal uses the term 'Midget 14' (Sub C) to further describe the submarine at the centre of CWO Anderson's action.

A reference was cited to the AWM Australia-Japan Research Project. (525) The referenced website remains active however the embedded links are inoperative. It is unclear what information from the source, if any, assisted the Tribunal.

However, it is noted a quoted reference to the attack, used the terms '*Chuman's vessel*' and '*Matsuo's vessel*'.

The following table was included in the Tribunal Decision;

Japanese Mother Sub	Midget Sub Australian No.	Midget Sub Japanese No.	Crew
I-22	Sub B – M-22 or M-21	Ha-21	Matsuo & Tsuzuku
I-24	Sub A – M-24 or M-28	Ha-24	Ban & Ashibe
I-27	Sub C – M-27 or M-14	Ha-14	Chuma & Omori

Throughout the decision, the Tribunal used '*Midget 14*' and '*Midget 21*'. In addition for the third submarine the tribunal included '*Midget 24 (referred to in older documents as Midget A)*'.

Given each of the midget submarines 14 and 21 were named on the hull as 14 and 21, it is entirely appropriate to use those numbers, otherwise we may as well abandon the names given to any vessel, and simply refer to them by the commanders name – '*Walker's vessel*' instead of *Lolita*, followed by '*Small's vessel*' and '*Anderson's vessel*' instead of *HMAS Lolita*.

*

*

*

D - MUIRHEAD-GOULD'S THIRD REPORT - APPENDIX VI, '*Recommendations for Recognition of Personnel*'

APPENDIX VI.

RECOMMENDATIONS FOR RECOGNITION OF PERSONNEL.

The following are recommended to the notice of the Naval Board for their display of zeal and determination throughout the operation :-

- (1) Mr. J. Cargill. For vigilance and initiative in his personal efforts to report a suspicious circumstance to the proper Authorities.
(It is for consideration whether this man has merited an award under the provisions of A.F.O. 1464(1) of 1941).
- (2) Mr. W. Nangle and who, ~~to a lesser degree~~, assisted Mr. Cargill.
- (3) Lieutenant A.G. Townley, R.A.N.V.R. and the crew of H.M.A.S. "STEADY HOUR". ✓
- (4) Sub-Lieutenant J.A. Doyle, R.A.N.R. (S) and the crew of H.M.A.S. "SEAMIST". ✓
- (5) Lieutenant J.A. Taplin, R.A.N.R. (S) and the crew of H.M.A.S. "YANDRA". ✓
- (6) Engineer Captain A.B. Doyle, C.B.E., R.A.N. ✓
and
- (7) Commander (R) C.C. Clark, R.A.N. ✓
These officers arrived on the scene minutes after the explosion which sank "KUTTABUL", and displayed commendable fortitude in searching the vessel for any men who might have been trapped. In doing so, they had to wade in deep water, under hazardous conditions, in darkness, as it was not known at the time which portion of the decks had been rendered dangerous by the explosion. They lent assistance to a number of men who had been shocked by the suddenness and force of the action.
- (8) Bandman M.N. Cumming, Official No. 20501. ✓
This rating, who was on board "KUTTABUL" at the time of the explosion, showed determination in diving into the water from the vessel, swimming a few yards and assisting a rating on to "KUTTABUL's" deck. He also again dived into the water into "KUTTABUL's" wreckage in order to see whether anyone needed assistance. Although no great courage or endurance was necessary, he displayed commendable initiative.
- (9) Mr. F.J. Lingard. (Torpedo Fitter).
For the removal of pistols and primers from torpedoes, and demolition charges from submarines, this work being carried out entirely voluntarily.

- (10) The Skipper and crew of Naval Auxiliary Patrol Boat, "LAURIANA".

For prompt action in illuminating submarine.

- (11) The Captain and crew of H.M.A.S. "YARROMA" .

For their part in the sinking of Midget 21. It is considered that this action redeemed, to some extent, their earlier failure.

- (12) All personnel of the Dockyard First Aid Party.

For their efficient handling of casualties.

*

*

*

E - INFORMATION PANEL AT GEORGES HEAD

'On the night of 31 May 1942, three Japanese midget submarines entered Sydney Harbour intending to attack Allied warships. They had been launched from a fleet of 5 large I-Class submarines lying about 12 kilometres off the coast. Previously a float plane from one of the submarines had made a reconnaissance flight over the harbour.

A partially completed anti-torpedo boom defence net stretched across the harbour from a point below here, at Georges Head (top of photograph), to Green Point. The first submarine into the harbour, Midget 14, launched from I-27, became entangled

in the boom net. It was detected but before it could be attacked, Lieutenant Chuma Kenshi and Petty Officer Omori Takeshi set off their craft's demolition charges, killing themselves.

A second submarine, Midget A (from I-24), crewed by Sub-Lieutenant Ban Katsuhisa and Petty Officer Ashibe Mamoru, evaded the boom net and fired all its torpedoes at the cruiser USS Chicago. Both missed, but one sank the barracks ship HMAS Kuttabul, with the loss of 21 naval ratings. Midget A and its crew have never been found.

A third submarine, Midget 21 (from I-22), crewed by Sub-Lieutenant Matsuo Leiu and Petty Officer Tsuzuku Masao, was destroyed by depth-charges in Taylors bay before it could fire its torpedoes. Both men shot themselves.

When the midget submarines failed to return, the "mother" submarines shelled Newcastle and the eastern suburbs of Sydney in the early hours of Monday 8 June, before beginning to sink shipping off the east coast of Australia.

The bodies of four Japanese submariners were recovered and given a funeral with full naval honours. Their ashes were returned to Japan shortly afterwards.

A composite midget submarine, comprising sections of the two craft salvaged, is now on display at the Australian War Memorial in Canberra.

Erected by Mosman RSL, Mosman Historical Society, the Department of Veterans' Affairs and NP & WS 19 January, 2006.'

*

*

*

F - HMAS LOLITA – List of Commanding Officers

Warrant officer	HERBERT S ANDERSON, RANR(S)	Appointed 22 November 1941
Sub-Lieutenant	NORMAN K COX, RANVR	Appointed 1 October 1942
Lieutenant	REGINALD T ANDREW, RANVR	Appointed 17 November 1942
Sub-Lieutenant	KEITH A ROSS, RANVR	Appointed 1 May 1944
Lieutenant	J TRIM, RANR	Appointed 21 January 1945

*

*

*

G - CHANNEL PATROL BOATS

Following is a list of commissioned Channel Patrol Boats that served in the Royal Australian Navy as at 29 February 1944. The list has been extracted from a document authored by 'Mr Norman' titled '*Ships that have served in the Royal Australian Navy – From its inception in October 1911 to September, 1949*'. [\(526\)](#). The document is dated 8 November 1949.

The accuracy of the list has not been verified.

The thirteen vessels of the Hollywood Fleet are highlighted.

HMAS *Arcadia*
HMAS *Coongoola*
HMAS *Cygnus*
HMAS *Esmeralda*
HMAS *Faye C*
HMAS *Grelka*
HMAS *John Hardy*
HMAS *Kiara*
HMAS *Kuru*
HMAS *Kwato*
HMAS *Leilani*
HMAS *Lolita*
HMAS *Lucy Star*
HMAS *Lysander*
HMAS *Mako*
HMAS *Marlean*
HMAS *Martindale*
HMAS *Moreton*
HMAS *Miramar*
HMAS *Miro*
HMAS *Morya*
HMAS *Nepean*
HMAS *Nereus*
HMAS *Sagittas*
HMAS *San Michele*
HMAS *Seamist*
HMAS *Silver Cloud*
HMAS *Steady Hour*
HMAS *Toomeree*
HMAS *West Wind*
HMAS *Winbah*
HMAS *Yarroma*

*

*

*

H - SURVEY REPORT OF *LOLITA*

Source - NAA: MP138/1, 603/246/6400: *Lolita* – Sinking due to explosion in engine room 13/6/45.,
p.53 to 57

Lloyd's Register of Shipping.



Port SYDNEY, N.S.W.

3rd November 1941.

This is to Certify that

W.B.C. ELDER

the undersigned Surveyor to this Society did at the request of
The Department of the Navy,
Commonwealth of Australia,
attend upon the Wood Motor Cruiser "L O L I T A", for the purpose
of appraising the said vessel.

This twin screw motor cruiser, was built by W. L. Holmes
& Co. Ltd., Sydney, N.S.W. in 1937.

Dimensions:- Length 54 feet Breadth 13.5 feet

Machinery:- Two 6 cylinder Gray Marine Engines each 91 H.P.
Electric light installation and the usual
auxiliary pumps.

After examination of the vessel afloat and on slipway, I
estimate her value as at the outbreak of war to be Three Thousand
Pounds (£3,000) Australian Currency.

W. B. C. Elder.
SURVEYOR TO LLOYD'S REGISTER.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that :-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

Lloyd's Register of Shipping.



Port SYDNEY, N.S.W.

3rd November 1941.

This is to Certify that

W.B.C. ELDER

the undersigned Surveyor to this Society did at the request of
The Department of the Navy,
Commonwealth of Australia.

attend on board the wood motor cruiser "LOLITA" on the
30th September 1941 and subsequently, while afloat at Garden Island
Wharf, and when placed on Stennard's Slipway, for the purpose of
making a general examination of the vessel with a view to report-
ing on her condition at the time of requisitioning and so assist
in determining the extent of the re-instatement and reconditioning,
if any, for which the Government may be liable on the discharge of
the vessel from H.M. Service.

REPORT AS FOLLOWS.

This wood motor yacht was built by W.L. Holmes & Co. Ltd.,
Sydney N.S.W. in 1937.

Dimensions:- Length 54 feet, Breadth 13.5 feet.

Planking, New Zealand Kauri.

Keel, Iron bark, Frames, Spotted gum.

Superstructure, Teak.

Internal woodwork, Queensland maple.

Machinery:- Two six cylinder Gray marine engines, each 91 H.P.

W.B.C.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that :-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

Motor Cruiser "LOLITA"

(Continued).

Electric light installation - one four cylinder Gray sea-scout engine, direct coupled to 32 volt 60 amp generator, 32 cell electric battery.

Fresh water and waste water discharge pumps, 1 electric motor.

Hot fresh water and bilge pumps, 1 electric motor for each.

1 bilge pump driven by Auxiliary engine^{and} 1 wash deck pump driven by Starboard Main engine. 1 electric motor and gear box connected to hand flush W.C. fitting.

HULL EXTERNALLY:- The vessel placed on slipway, bottom and side planking found in good condition and well coated.

The keel was sheathed with metal on its lower edge and sides with two metal rubbing strips fore and aft well fastened. Twin spade type rudders in good condition.

HULL INTERNALLY:- The hull examined internally as far as practicable and found in good condition.

DECKS:- The fore deck, main deck and deck over accommodation spaces, wood sheathed, with maple cover boards.

Awning over saloon T & G wood sheathed with painted canvas.

Maple taffrail on cast brass stanchions, with painted canvas screens below around the main deck, and at the sides of the deck over the accommodation.

Steering and engine control station, over the accommodation space with 4 pane glass windscreen on awning top, and 3 pane glass side screens in maple frames.

EQUIPMENT:- 2 Stockless bower anchors, electric anchor windlass.

Signal mast and yard with siren, and searchlight on awning top, flag lock, seat locker and dinghy stowed on deck over accommodation, all found in good condition.

Accommodation was provided in spaces as follows:-

DECK SALOON:- Lined with polished maple panels, underside of awning painted T & G with polished maple cover strips on the lower edge of the beams. Two fixed and 2 opening windows forward, 2 sliding and 2 fixed

D.B.B.

Motor Cruiser "LOLETA"

(Continued)

windows at sides (1 window on port side broken), 2 doors at sides, 2 opening windows and 2 chromium plated side lights at after end. Steering and engine control station at the forward end, and 2 built in settees convertible to bunks at the after end.

DINING SALOON:- Lined with polished maple and built in furnishings. 4 winding windows and 2 side lights at sides, 2 sidelights forward (note 1 forward sidelight cracked.)

On starboard side, sideboard with 6 drawers (1 cutlery) below. 2 leadlighted doors to cupboard above (fitted for crockery). Knee hole desk with 3 drawers and mirror above, wine locker, and space for built in wireless set.

On portside and after end, 2 settees with 2 drawers under. Ornamental fire place with electric radiator at forward end.

AFTER CABIN:- Lined with polished maple, 4 winding windows and 4 sidelights at sides. 2 bunks with 2 drawers under. Dressing table with 5 drawers under, 2 pin drawers and levelled mirror above. 2 clothes lockers, port side locker has 1 drawer, starboard side locker has 3 drawers and seat locker in front.

SINGLE BERTH CABIN:- Lined with polished maple, 1 winding window at side. Bunk with 4 drawers under, seat locker, shelf dressing table with 4 small drawers.

BATHROOM:- Lined with Tilux, lead covered floor and 1 winding window at side.

Cast iron porcelain enamel tub bath, with H & C fresh and salt water. Porcelain wash basin with H & C fresh water. Porcelain W.C. fitting, with hand flush pump fitted with electric drive.

FORE AND AFT ALLEYWAY & COMPANION WAY:- Lined with painted wood panels and polished maple cover strips.

CREW'S CABIN:- Lined with painted T & G, 3 sidelights and hatch to fore deck. Bunk with 2 drawers, 1 fitted crockery cupboard and 1 plain cupboard under.

W. B. C. D.

Motor Cruiser "LOLITA"

(Continued)

CREW'S QUARTERS:- Lined with Tilux, 1 sidelight, porcelain wash basin with hand fresh water pump. W.C. fitting with hand flush pump.

GALLEY:- Lined with Tilux, 4 sidelights and skylight to fore deck. Built in Crossley Shelvador refrigerator, gas stove, stainless steel sink and drain board with 2 fitted cupboard below and 1 fitted cupboard above.

Fore peak space:- chain locker.

Transom space:- 2 petrol tanks, and spar ceiling in store space.

Notes:- The underside of decks in all spaces were painted with polished maple cover strips on the lower edge of the beams, and line floor coverings except where otherwise stated.

MACHINERY:- Both main engines and the auxiliary engine opened out, examined and found in good condition, except both main engine circulating pumps which were found badly worn, new larger pumps now fitted, all combustion spaces now decarbonised and the valves ground in. The engine crank cases were found dirty, and to clean same the engines were lifted, and the sumps cleaned. Port Main engine slightly out of line, now lined up.

Propellers, their external lengths of shafts, shaft brackets, bearings and fastenings found in good condition except the starboard shaft and its bearings, the shaft was found worn in way of the bearings, the shaft in way of the coupling was "roughed up" with centre punch marks to make the coupling a tight fit, and the white metal bearings worn.

The shaft now built up where worn (bronze welding) and machined, the shaft machined in way of the coupling, a new coupling made and fitted, and the bearings reinstalled.

All auxiliary pumps opened out and examined, their spindles found worn now renewed, the casings "faced up" and grease cups fitted.

SUMMARY:- As a result of the general examination now made of the vessel and her machinery, it is considered that apart from any subsequent damage or "wear and tear", the reconditioning and re-instatement on

W.B.P.D.

Motor Cruiser "LOLITA"

(Continued).

discharge of the vessel from H.M. Service should be confined to those parts which have been used or converted for Government services.

REPAIRS FOR "B" LIST:- The repairs to the machinery detailed in this report, were in my opinion necessary to place the vessel's machinery in a good and efficient condition for a reasonable period.

The cost of these repairs should, in my opinion, be arranged by mutual agreement between the Owner and the Department of the Navy.

D. B. B. Elder

SURVEYOR TO LLOYD'S REGISTER.

[Previous](#)

[Contents](#)

[Next](#)

- [514](#) Newcastle Morning Herald and Miners Advocate, Friday 17 April 1942, p.3
- [515](#) NAA: AWM188, 62: Ships that have served in the Royal Australian Navy., Research by Mr Norman - Completed 8 November 1949.
- [516](#) Photograph from Podcast – 'S1E1 - Midget Submarines - The Attack On Sydney Harbour' being an Analysis by expert panel of the 1942 Japanese Midget Submarine Attack on Sydney Harbour. Convenor Professor Tom Frame with panel Vice Admiral Peter Jones, Rear Admiral Peter Briggs and Dr David Stevens'. Source of photograph not cited. Viewable on Youtube.
- [517](#) NAA: B6121, 162K, p.155
- [518](#) NAA:MP1049/5, 2026/21/79, p.23 to 40
- [519](#) Gill, Hermon., *Royal Australian Navy 1942-1945, Vol. 2*, p.64 to 74

- 520 NAA: AWM69, 88/3., Note only one page remains in the file. The remainder of the document is missing.
- 521 Japanese account of the Battle titled '*Attack of Sydney harbour by Special Submarine Boats (Midget Submarine)*'. This is a translation of 'Chapter 6' of an un-named document. The source is not cited.
- 522 Carruthers, Steven L., *Australia Under Siege: Japanese Submarine Raiders 1942*, First Edition, Solus Books., 1982., Carruthers, Steven L., *Japanese Submarine Raiders 1942*, 2nd Edition, Casper Publications Pty Ltd., 2006
- 523 Grose, Peter., *A very Rude Awakening – The night the Japanese Midget Submarines came to Sydney Harbour*, Allen and Unwin., 2007
- 524 *Report of the Review of a Decision by the Department of Defence regarding recognition for Commissioned Warrant Officer Herbert Spencer Anderson (Deceased)*
- 525 <http://ajrp.awm.gov.au/ajrp/ajrp2.nsf/56805e86c832bd28ca256cfd0010cffa/bd273c64c0d01ad7ca2576120023607e?>
- 526 NAA: AWM188, 62: Ships that have served in the Royal Australian Navy., Research by Mr Norman - Completed 8 November 1949.