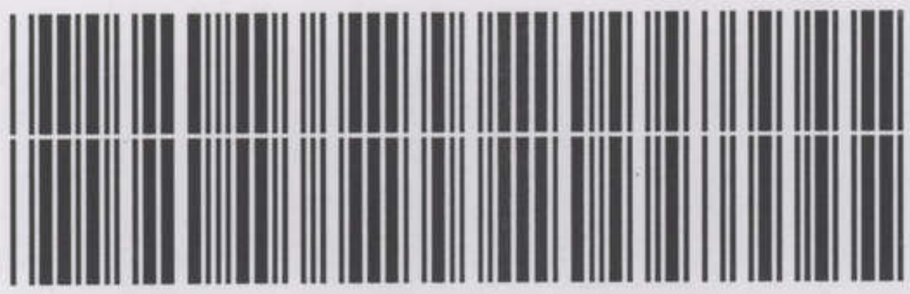
AWM78

Reports of Proceedings, HMA Ships and Establishments

HMAS BANGALOW

Item number: 51/1

Title: August-November 1945



AWM78-51/1

[51/1]

SECRET

CONFIDENTIAL

DEPARTMENT OF THE NAVY

Subject:

Bangalow

"Bangalow"

24/12 6/2

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2026/7/ 1347

CONFIDENTIAL

DEPARTMENT OF THE NAVY.

MINUTE PAPER

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

S.N.P. 24/12

2 N.M. Feb 27/12

3 N.M. 4/1

D. of P. 13/1

D.R. 4/1

D.N.I. (Later)

Ops. (N) 15/1

N.5 15/1

D.E. (N) 23/1/46.

D.A.S. 29/1

D.O.T.M. 25/1 29/1

D.N.M.S. 5/2

H.P.B. 1/2

N.A.2.N.M. 7/1

N.5.

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

Mrs Lovell

Defaulter

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CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/1347

C.441/45.

SUBJECT: Amas "Bangalow" Report of Proceedings November 1945

D.P.S 14/12

DTSR 17/12

DOD 20/12

DCNS 11/12

1ST NAM 12/12

23/12

SECRET

(Letter from Commanding Officer, H.M.A.S. "BANGALOW", Ref. B/RP 15 dated 27th November, 1945).

orig

N5. 11/6/45

REPORT OF PROCEEDINGS; NOVEMBER, 1945:
H.M.A.S. "BANGALOW"

II.

B.S.3880/250/233
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.M.

A/Rear-Admiral.

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

11 DEC 1945

13/12 K.

SECRET

Commonwealth of Australia

Department of The Navy.

SECRET

Royal Australian Navy.

From Commanding Officer HMAS "Bangalow"

Date 27th November, 45 *Reference No.* B/RP 15

To The Secretary, Naval Board through Flag Officer in Charge, Sydney.

Subject Copies to Deputy Chief of the Naval Staff
Officer in Charge, Hydrographic Bureau
Naval Officer in Charge, New Guinea.

Report of Proceedings.

Submitted.

5th Nov	1500	Completed coaling
	1630	Shifted back alongside wreck, Old Govt. Wharf, Rabaul.
6th		Rabaul
7th	0535	Cast off and proceeded. Following passengers embarked for passage to Mainland. Lieut. Col. Withers A.I.F. Lieut Burridge RANVR, Corporal Hughes A.I.F. and 5 Naval ratings.
8th		Proceeding Milne Bay
9th	1330	Secured alongside No 4 berth Ahioma. Taking F.W.
10th	0600	Cast off and proceeded.
11th		Proceeding Townsville
12th		" "
13th		" "
14th	0620	Secured No 6 berth, Townsville.
	0800	Commenced coaling
	1200	Completed coaling.
	1320	Shifted alongside hulk "Shandon"
15th	0830	Shifted alongside New Wharf Loaded stores and empty Acetylene cylinders. Embarked Lighthouse Mechanic Quantock.
	1500	Cast off and proceeded.
16th	0515	Stopped off Eshelby Island. Inspection of light.
	1230	Stopped off Coppersmith Rock. Inspection of light.
17th	0820	Stopped off Bailey Island. Inspection of light.
	1242	Stopped off Flat Top Island. Inspection of light.
18th	0515	Stopped off High Peak Island.
	0620	Unable to land. Proceeded to Brisbane.
19th		Proceeding Brisbane.
20th	0810	Secured Railway Coal wharf, South Brisbane.
	1300	Commenced coaling from barge.
21st	1400	Completed coaling.
	1420	Cast off
	1520	Secured Newstead wharf.

8t 6339

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From .....

Date ..... *Reference No.* B/RP 15 continued.

To .....

Subject .....

22nd Nov		Discharged all empty cylinders.
		Loaded Victualling stores for Sydney.
	1235	Cast off and proceeded.
23rd		Proceeding Sydney.
24th	2200	Secured to No 9 buoy, Sydney.

Fine weather was experienced on the voyage from Rabaul to Sydney.
The Japanese coal salvaged at Rabaul, in the form of briquettes, was found to be the best coal obtained since the departure of this vessel from Sydney.
At Townsville, a mechanic from the Commonwealth Service was embarked and lights were inspected by him as requested by the Commonwealth Lighthouse Service. Being unable to anchor, this necessitated drifting around while inspections were being made and steaming slowly at night to fill in time. Fortunately the weather was fine and all landings made except at High Peak Island, where the motor boat was lowered but the swell running made a landing hazardous.
At Brisbane all empty Acetylene cylinders were landed including 18 loaded at Townsville for the Commonwealth Lighthouse Service.
All others Lighthouse stores still remain in the ship.
It is desired to remark on the co-operation and service given to this ship by the Naval Store Officer, Brisbane, and his staff. Whilst operating in New Guinea waters he shipped up essential stores and equipment at the shortest possible notice and in consequence at no time were operations delayed.
The ship is badly in need of docking and refit, The main engines have functioned satisfactorily at all times but a lot of trouble has been experienced with the auxiliaries.
All deck gear has proved satisfactory and no boats have been damaged or holed. The latter is more by the grace of God than good seamanship on the part of the coxswains.
The ship's company behaved well at all times and worked exceedingly well under adverse conditions. Every endeavour was made by myself and the Officers to allow them a maximum of recreation and make conditions aboard as pleasant as possible. It may be remarked that nothing does more to keep them healthy and contented than the bi- weekly beer issue and it was possible to keep up adequate supplies during the whole time spent in Tropical waters.

COMMANDING OFFICER
F. E. Audall
H.M.A.S. BANGALOW

LIEUT. R.A.N.R. (S)

CONFIDENTIAL

2026/7/ 1347.

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Bangalow" REPORT OF PROCEEDINGS. October 1945.

S.N.B.

2 N.M.

3 N.M.

D. of P.

D.R.E.

D.N.I. (Later)

Ops. (N)

N.5.

D.E. (N)

D.O.T.M.

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N.A.2.N.M.

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

Supplied

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10 JAN 1946

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DEPARTMENT OF THE NAVY

MINUTE PAPER

CONFIDENTIAL

2026/7/1347

C.441/45.

SUBJECT: HMAS "Bangalow" Report of Proceedings October 1945.

28/11

D.P.S. 29/11

D.T.S.R.

D.O.D. 5/12

DCNS

1ST N.M. 10/11

30/11/45

St 4539

Royal Australian Navy.

DEPT. OF NAVY
2026-7-1347
SECRET

IN REPLY PLEASE QUOTE

No. NG.269/76.

SECRET

Ack'd By Form
A. S. 1800
Init. 26.11.45

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

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

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

Forwarded for the information of the Naval Board.

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

St 6339

SECRET

SECRET

NAVAL OFFICER-IN-CHARGE, 10 NOV 1945 NEW GUINEA

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From Commanding Officer HMAS "Bangalow"

Date 4th November, 1945 *Reference No.* B/RP 14

To The Secretary, Naval Board through Naval Officer in Charge, New Guinea.

Subject Copies to The Deputy Chief of the Naval Staff.
Officer in Charge, Hydrographic Bureau.
Naval Officer in Charge, New Guinea.

Report of Proceedings.

Submitted.

17th Oct.		Proceeding to Langemak under tow.
18th	0700	Secured to No 8 dock, Langemak. Whilst berthing Windlass found to be defective. Windlass stripped for survey and repairs too large to carry out. No assistance available from shore. Awaiting orders.
19th		Took Fresh water. Loaded 12 mark buoys.
	1300	Party away to Megim Island light. Flasher found defective and new lantern installed. Light left in good order.
	1845	Proceeded to Madang under tow.
20th	1250	Secured alongside Belio Island dolphins, Madang.
21st		Loaded stores etc. Windlass surveyed by Base Engineer. Unable to repair at Madang.
22nd	1300	Cast off and proceeded under tow.
23rd		Proceeding to Rabaul under tow.
24th	1210	Secured alongside wreck at Old Govt. wharf, Rabaul.
25th		C.O. and party away to inspect towers and sites for lights.
26th		Party away to Raluana Point to commence construction of tower. Party away to Matubi Island to chip tower.
27th		Parties away to Matubi Island and Raluana Point. Matubi Island light relit. New lantern and cylinders installed.
28th		Sunday. Rest day. Even the Japs don't work here on Sunday.
29th		Parties away. Erecting tower Raluana Point. Painted Matubi Island Light.
30th		Party away to Raluana Point. Tower completed. Batteries and lantern installed. Light lit. HMAS "Sterna" berthed alongside and loaded with gear for Cape Gazelle. 2 wreck buoys laid. Buoys and moorings landed for use of NOIC as required.

St 6339

Commonwealth of Australia

Department of The Navy.

SECRET

SECRET

Royal Australian Navy.

From .....

Date ..... *Reference No.* B/RP 14 continued.

To .....

Subject .....

31st Oct.	0720	HMAS "Sterna" away with party to Cape Gazelle.
	0730	Slipped and proceeded to Vailava Bay.
	0855	Secured alongside Japanese wreck.
	1000	Gear rigged. Commenced coaling from wreck.
1st Nov.		Resumed coaling.
	0800	Party away to paint Raluana Point light.
2nd		Continued coaling. Raluana Point light given second coat paint. Praed Point buoy painted white.
3rd		Continued coaling.
	1630	HMAS "Sterna" berthed alongside with party from Cape Gazelle. Cape Gazelle tower completed and painted. Batteries and lantern installed. Light lit.
4th		Sunday. Rest day. Even the Japs don't work.

The mishap to the Windlass at Langemak was most unfortunate. It was due to fair wear and tear and the windlass being used to do work for which it was never designed. Since "Bangalow" commissioned the anchors have probably been used more in six months than would occur in the normal lifetime of the ship. With no means of anchoring the movements of the ship are restricted considerably and no Lighthouse maintenance work can be carried out as the safety of the ship depends on efficient ground tackle and risks have to be taken which would not be attempted in other ships.

Steaming without anchors involves risks to the ship which I am prepared to take to reach the Mainland or a Southern port.

On arrival at Rabaul the Naval Officer in Charge was consulted and all work required by him has now been carried out. As the ship could not be used a barge was made available for harbour work, and HMAS "Sterna" for the light at Cape Gazelle.

Inspection of Matupi Island Light showed that the light, which had been lit by HMAS "Shepparton" was not burning. Flasher was of very low power and both it and sunvalve required extensive overhaul.

A new lantern of higher power was installed, the cylinders increased from one to five, the tower chipped and painted and the sunvalve removed. The light is now in good order and with greater range.

The light tower could not be located at Cape Gazelle but a landing was made at a Japanese camp and the Japanese led me to the light. The tower had received a direct hit with a bomb and was totally destroyed. The cylinders were riddled with bullet holes and not worth salvaging.

A new 60 foot tower has been erected alongside the remains of the old tower. Electric light installed with same characteristics of the old light and same range.

A 60 foot tower was erected at Raluana Point. Electric light installed and maximum power possible given.

Two wreck buoys have been laid in the inner harbour and the buoy off Praed Point painted white.

Japanese labor has been utilised aboard the ship. They work exceedingly well and cause no trouble. I hope it will be an object lesson to Australian ratings to see how the Japanese work.

As the Diesel generator has been out of commission for some time it is necessary to keep steam at all times as ventilation is essential in the crowded mess decks.

8t 6339

Commonwealth of Australia

Department of The Navy.

SECRET

SECRET

Royal Australian Navy.

From .....

Date ..... *Reference No.* B/RR 14 continued.

To .....

Subject .....

3.

The ship shifted alongside a wrecked Japanese ship which had coal in her bunkers. The coal is in the form of briquettes but appears to be of fair quality. The only means of loading is by hauling the coal in buckets from the bottom of the bunker and passing it aboard by hand.

20 Japanese have been employed on this work and considering the primitive methods, the long haul from the bunker and oly being able to work two buckets at a time, their output has been excellent. They are very docile and never stop for a minute unless ordered to.

No water is obtainable and the ship's company have been on strict rations since departure from Madang.

The coal situation in New Guinea is acute and it is suggested that unless adequate supplies are laid down ship's of this type are severely handicapped.

The ship's company have worked remarkably well on all lighthouse work and considering that they are anxious for demobilisation and have been such a long period in this area I cannot speak too highly of the majority of them.

The ship is becoming very dirty below water and the machinery is badly in need of a proper overhaul. Since departure from the mainland all work has been done by ship's staff and lack of facilities ashore has made it increasingly difficult to keep the engines and auxiliaries running efficiently.

Officer's and ratings with ~~xxxxxxxxxx~~ points over 200 are keen to be demobilised In my own case I have approximately 240 points, have spent my entire Naval Service at sea and most of it in the Tropics. Have never enjoyed a spell ashore at a Depot and since commissioning "Bangalow" have been engaged in strenuous and exacting work. Consequently I have lost weight, my health is not as good as it was and I have been suffering from skin complaints for months past, due chiefly to tiredness and lack of fresh fruit and vegetables.

COMMANDING OFFICER
F. C. Lodall
H.M.A.S. BANGALOW

LIEUT. R.A.N.R. (S)

CONFIDENTIAL

2026/7/ 1347

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Bangalore" REPORT OF PROCEEDINGS. October 1945

S.N.O. 28/11

2 N.M. 26/11

3 N.M. 29/11

D. of R. 1/12

D.R.M. 3/12

D.N.I. (Later)

Ops. (N)

N.5. 4/12

D.E. (N) 17/12/45.

D.O.T.M. 20/XII

D.N.M.S. mail

H.A.B. 7/1

N.A.2.A.M. 7/1

N.5. 8/1

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

16th June

8/1 B.

30/1 B.

4/11

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CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/1347

C.441/45.

SUBJECT: HMAS "Bangalow" Reports of Proceedings October 1945

D.P.S. 9/11

D.T.S.R. 15/11

DOD

Bangalow is now returning to Sydney for repairs. Long leave should be possible. Ship then to do one more trip North before paying off c. February. 21/11

DCNS

Drafts for demobilisation cannot be complied with until ships are forthcoming. This ship does the same work, & the same complement is necessary, in peacetime as in wartime.

22/11

1STNM

23/11

9/11 ALS

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. N.G.269/76.

SECRET

Office of N.O.I.C. New Guinea,
Madang,
2 November, 1945.

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

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

Forwarded for the information of the Naval Board.

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

SECRET

SECRET

Commanding Officer HMAS "Bungalow"

17th October, 45

B/RP 13

The Secretary, Naval Board through Naval Officer in charge, New Guinea.

Copies to The Deputy Chief of the Naval Staff.
Officer in Charge, Hydrographic Bureau.
Naval Officer in Charge, New Guinea.

Report of Proceedings.

Submitted.

3rd Oct.		Port Moresby. Awaiting arrival of "Sprightly".
4th		As on 3rd.
5th		As on 3rd.
6th	0740	Shifted alongside Main wharf.
	0830	Commenced topping up bunkers.
	1200	Completed " " "
7th	1015	HMAS "Sprightly" berthed ahead.
8th		Loaded cable and stores etc ex "Sprightly".
9th to 12th		"Sprightly" awaiting machinery parts from Brisbane.
13th	AM	Preparing towing gear etc.
	1400	Cast off and proceeded under tow to Rabaul via Langemak.
14th		Proceeding under tow.
15th		" " " Anchoring as necessary.
16th		" " "

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B/RP 13 continued.

As instructed "Bangalow" was bunkered to capacity prior to arrival of "Sprightly". 20 tons of coal were also bagged and loaded on deck to make up for coal used while in port. Draught of ship would not permit more being carried.
Coal supplies are getting low at Port Moresby and coal consequently is of poor quality, due to long exposure and excess of handling.
Steam is necessarily kept on boiler while under tow, to operate steering gear and freezer and for emergencies. Consumption is reduced to a minimum and it is anticipated ample supplies will be available to complete all necessary work at Rabaul but not to return to Port Moresby under our own steam.
It is necessary to call at Langemak to load mark buoys, which had been landed there due to lack of stowage aboard. Opportunity will be taken to replenish fresh water supplies.
Raven Channel buoys were sighted in passing and the Northern buoy found to be out of position and almost on reef. Nothing could be done while under tow without undue delay and increased consumption of coal. Difficulty may be experienced in lifting the buoy due to its near proximity to reef and if the sinker is still attached it will not be practicable to tow buoy out to ship in deeper water.
The long stay at Port Moresby, almost three weeks, was not good for morale although all ratings were kept occupied and as much sport arranged as possible. All Officers and ratings are keen to be demobilised and unless the ship is kept moving and working they lose interest and the ratings perform their duties in a half hearted manner.
Lack of fresh and palatable food is another cause of discontent.
Several ratings have been discharged to hospital, the normal complement thus being depleted and drafts for demobilisation cannot be complied with until reliefs are forthcoming. It is desired to remark that this ship does the same work, and the same complement is necessary, in peacetime as in wartime. The complement was worked out for a working ship and not a fighting ship.

COMMANDING OFFICER
S. E. Sudall
H.M.A.S. BANGALOW

LIEUT. R.A.N.R. (S)

CONFIDENTIAL
~~SECRET~~

2026/7/ 1347.

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Bangalow" REPORT OF PROCEEDINGS. September 1945

S.N.B. 25/10

2 N.M. 24/10

3 N.M. 9/11

D. of P. 10/11

D.R.M. 12/11

D.N.I. (Later)

Ops. (N) 17/11

N.5. 13/11

NAS 16/11/45.

D.E. (N) 19/11

D.O.T.M. 21/XI

D.N.M.S. 23/XI

H.P.B. 27/11

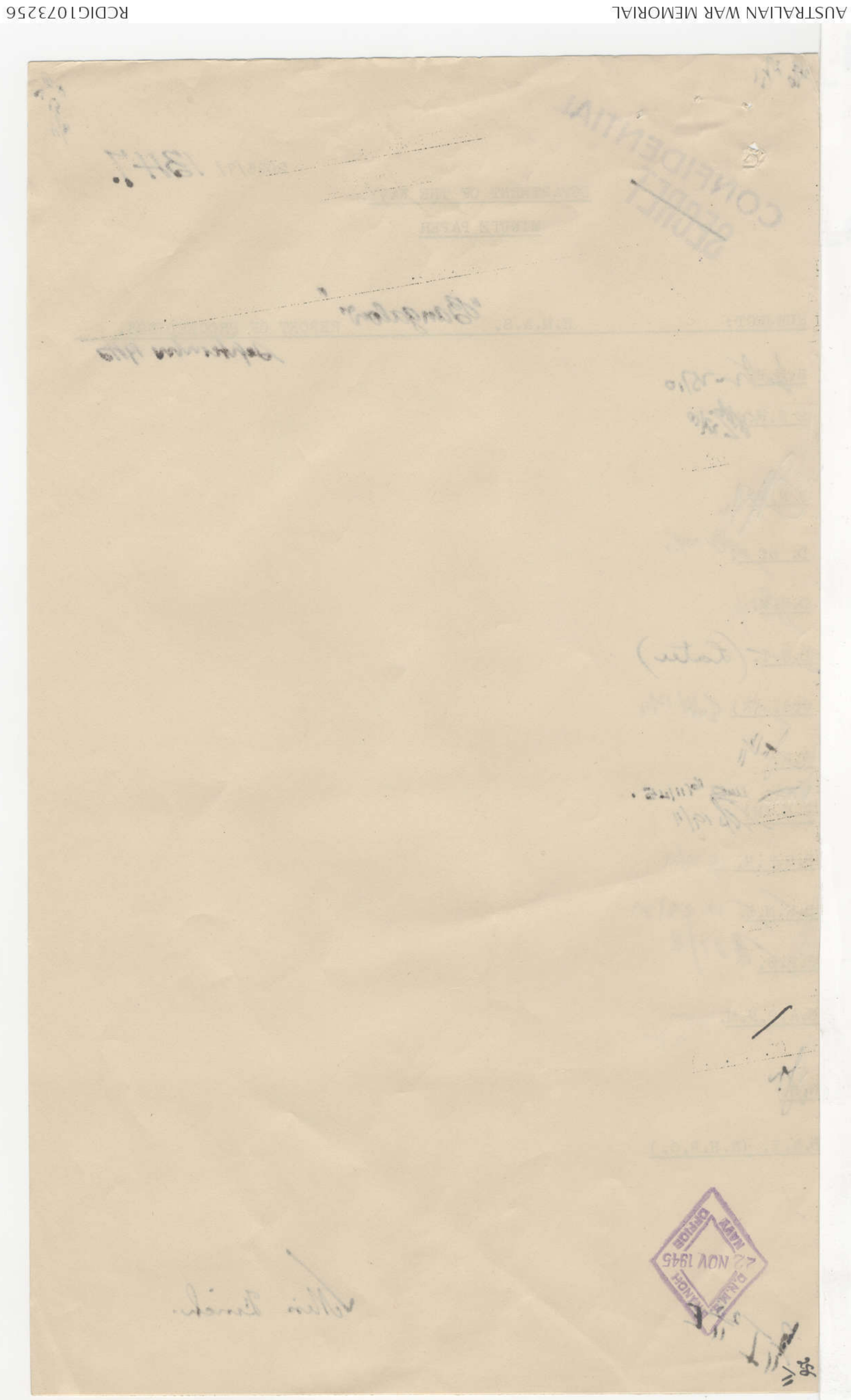
N.A.2.N.M. 27/11

N.A.

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

Miss Zinch.

28/11 E



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DEPARTMENT OF THE NAVY.

MINUTE PAPER.

20261/7/1347

3648...

SUBJECT: HMAS "Bangalow" Report of Proceedings September 1945

11/10.

D.P.S 11/10

DTSR 18.9/10

DOD 18/10

DCNS

1STNM 23/10

DCS

15/10

St 4539

IN REPLY PLEASE QUOTE
No. NG 269/76

Royal Australian Navy.

SECRET

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

The Secretary,
Naval Board,
MELBOURNE.

H.M.

H.M.A.S. "BANGALOW" - REPORT OF PROCEEDINGS - SEPTEMBER 1945.

Forwarded for the information of the Naval Board.

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

SECRET

St 4589

Royal Australian Navy.

SECRET

IN REPLY PLEASE QUOTE

No.

From Commanding Officer HMAS "Bangalow"

Date 18th September, 45 Reference No. R/RP 11

To The Secretary, Naval Board through Naval Officer in Charge New Guinea.
The Deputy Chief of the Naval Staff
Officer in Charge, Hydrographic Bureau
Naval Officer in Charge, New Guinea.

Subject. Report of Proceedings.

Submitted.

4th Sept.		Binnen Harbour, Madang.
	1636	Coal hulk "Rona" alongside.
5th	0930	Commenced coaling, native labour.
	2350	Stopped coaling for night.
6th	1000	Resumed coaling.
	1700	Stopped coaling.
7th	0900	Resumed coaling.
	1600	Stopped coaling.
8th	0900	Resumed coaling.
	1440	Completed coaling.
		Medical Officer approved Commanding Officer resuming duty as from next day.
9th	0615	Slipped from "Rona" and proceeded.
10th	0845	Secured alongside No 8 Dock, Langemak.
		Loaded light buoy and moorings for Dorasi Shoal.
		Discharged surplus flotation buoys.
		Landed 2 ton sinker and moorings for Port Director for boat mooring. Took Fresh water.
	1620	Cast off and proceeded.
11th	0820	Anchored off Eleanor Shoal buoy.
		Buoy inspected. Flasher changed. Lens replaced.
		Buoy in good condition. Sufficient gas till 22-11-46.
	0932	Proceeded to Eve Shoal
	1055	Anchored Eve Shoal. Very heavy rain.
	1245	Shifted alonside buoy. Changed lantern. Changed flasher.
		Buoy in fair order. Gas sufficient till 20-4-47.
	1410	Proceeded.
	1745	Anchored Oro Bay.
12th	0605	Party away to Cape Sinclair Light.
		Sunvalve and one cylinder changed. Light in good order.
		Sufficient gas till 6-7-46.
	0835	Weighed and proceeded.
	1300	Anchored Spear Island.
		Sunvalve and flasher in good order. Not changed.
		Sufficient gas till 3-6-46.
		Light leaning slightly to seaward but appears quite solid. Will need rebuilding within two years.
	1510	Party returned.

St 4539

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Royal Australian Navy.

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IN REPLY PLEASE QUOTE

No.

13th Sept.	0600	Weighed and proceeded.
	0755	Anchored Hall Point. Inspected. Light in good order. Sufficient gas till 23-9-46. Tower leaning to seaward but appears firm. Will need rebuilding within 12 months.
	1010	Weighed and proceeded.
	1140	Anchored Tufi Harbour.
	1315	Boat away with cylinders to front Tufi Lead. Native labour obtained from ANGAU to assist with cylinder change.
14th	1200	All work completed. 11 cylinders changed. Structure in excellent condition. Sunvalve and flasher in good order. Undergrowth and five large trees cleared to prevent obscuration of light.
	1310	Weighed and proceeded to Maclaren Harbour to service Tufi Rear lead. 25 natives embarked as working party.
	1450	Anchored Maclaren Harbour.
	1500	Party away with cylinders.
15th	1110	Cylinder change completed. Natives landed for return to Tufi. Flasher brought aboard for overhaul. Light was found out on arrival due to jets of flasher being carboned up. 10 cylinders were changed. Tower in excellent condition. Flasher brought aboard for overhaul and temporary flasher installed. Sufficient gas till 26-6-47.
16th	1020	Flasher tested and installed. Weighed and proceeded.
	1121	Stopped off ~~MAMXREEFX~~ Stewart Reef. Flasher changed. Buoy in fair order. Gas sufficient till 20-9-47.
	1215	Proceeded to Ham Reef.
	1250	Stopped off Ham Reef. Inspected buoy. Changed lantern cover. Gas sufficient till 27-9-46. Buoy in fair order.
	1345	Proceeded.
	1725	Anchored off Pusi Pusi Harbour. Unable to make Ipoteto Island before dark.
17th	0530	Weighed and proceeded.
	0800	Stopped off Keast Reef. Buoy inspected. Flasher changed. Very good order. Gas sufficient till 17-9-47
	0915	Proceeded to Ipoteto Island.
	1010	Anchored Ipoteto Island. Six cylinders changed. Gas practically exhausted and flasher required overhaul due to acetone from empty cylinders. Flasher brought aboard for overhaul and temporary flasher installed. Tower in good order.
18th	0715	Flasher overhauled and re-installed. Gas sufficient till 21-10-46 Proceeded to Jackdaw Channel
	1510	Anchored Jackdaw Channel. Light inspected. Flasher changed. Good order. Gas sufficient till 6-3-46.
	1605	Weighed and proceeded.
	1855	Anchored Dorasi Shoal.

St 4539

SECRET

Royal Australian Navy.

SECRET

IN REPLY PLEASE QUOTE

No.

B/RP 11 continued.

All lights on the North East coast of New Guinea have now been inspected and serviced as necessary. Mitre Rock, Nussing Island and Megim Is, which were serviced a short time ago were observed in passing and found to be flashing correctly.

A buoy and moorings were loaded at Langemak for laying at Dorasi Shoal as instructed. When this buoy is laid it is proposed proceeding to Milne Bay to load the three damaged light buoys for return to Brisbane.

All lights in the New Guinea area should how have sufficient gas to last well into the New Year.

No light towers have been painted as all paint drwan in Brisbane has been used and it has not been possible to obtain any more since leaving that port.

Flashers have been changed where possible and otherwise completely overhauled if considered necessary. The main cause of flashers becoming defective is that the gas in the cylinders has become exhausted or nearly so, and when this occurs the acetone from the cylinders is discharged and finds its way into the flasher.

Weather has been very favourable except for very heavy rain.

All light and mark buoys were sighted and found to be in their charted positions.

It is desired to report that every assistance was rendered by Angau when serviceing the Tufi Leads, nothing was too much trouble for the Officers and I should specially like to mention the co-operation of the Officer in Charge, Captain C.Rich. A.I.F.

It is desired to report that the coal consumption has been considerably reduced due to the better quality of coal received at Madang. The diesel generator has been out of action for the past three months whilst awaiting spare parts from Brisbane. This necessitates running the steam generator at all times and does not allow fires to be banked and steam shut off when in port or safe anchorages. This increases the coal consumption considerably.

After loading the buoys at Milne Bay it is intended proceeding to Port Moresby to replenish bunkers and thence to Bouganville Reef and Brisbane as previously instructed.

COMMANDING OFFICER
F. E. Audall
H.M.A.S. BANGALOW

LIEUT. R.A.N.R. (S)

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DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1347

3644.

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

D.P.S

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D.O.D

DCN.S

for 1STNM

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RECEIVED 5 JUN 1945 O.T.

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MINUTE PAPER

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

S.N.B. 15/5

2 N.M. 19/5

3 N.N. 22/5

D. of P. 26/5

D.R.M. 28/5

D.N.I. 31/5

Ops. (N)

N.5.

D.E. (N) 4/6/45.

D.O.T.M. 6/6

D.N.M.S. 7/6

H.R.D. 9/6

N.A.2.N.M. 9/6

N.5. 12/5

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

Lt Off i/basis
Lt Scarlett
Mrs Alison

29/5

Original

St 6339

DEPT OF NAVY
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2046 | 7 | 1347

ACK. BY. A.S. 1380Y
30 APR 1945

SECRET

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From Commanding Officer HMAS "Bangalow"

Date 27th April,45 *Reference No.* RP/1

To Officer in Charge, Hydrographic Bureau.
Copies to The Secretary, Naval Board.
Commander Task Group 70.5
The Naval Officer in Charge, Townsville.

Subject Report of Proceedings.

Checked for Indexing

Submitted.

22nd April	1000	Cast off from Lighthouse Wharf, Brisbane and proceeded. Minor alterations and additions completed and all stores and equipment loaded.
25th April	1439	Secured alongside Townsville wharf.

Although routed from Brisbane to Cairns, the ship was ordered to proceed to Townsville owing to insufficient coal being available at Cairns. It has been ascertained that the only coal in New Guinea is at Port Moresby and Madang. In order to complete as much of the programme as possible before arrival at Madang it is intended that "Bangalow" will proceed from Bouganville Reef to Port Moresby and coal at the latter port.

Every endeavour will be made to complete the full programme and providing there are few hold ups due to weather it is anticipated that this will be done.

The ~~xxxxxx~~ weather on the Queensland Coast and Coral Sea has been bad for some days and under present conditions work at Bouganville Reef would not be practicable. It is intended to sail from Townsville today, proceeding to the Grafton Passage and waiting there until the weather shows signs of improvement before proceeding to Bouganville Reef.

It is desired to report that since refit in Sydney, the main engines have performed most satisfactorily and no difficulty is experienced in maintaining steam, normal revolutions being obtained at a lower boiler pressure, consumption of coal also being reduced considerably.

HN

COMMANDING OFFICER
H.M.A.S. BANGALOW

LIEUT. R.A.N.R. (S)

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2026/7/ 1347.

DEPARTMENT OF THE NAVY.

MINUTE PAPER

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7 JUL 1945
D.O.T.M.

SUBJECT: H.M.A.S. Bangalow REPORT OF PROCEEDINGS. 26th April to 9th May 1945 (enclosure)

S.N.B.

2 N.M.

3 N.M.

D. of P.

D.R.M.

D.N.I.

Ops. (N)

N.S.

D.E. (N)

D.O.T.M.

D.N.M.S.

H.D.

N.A.2.N.M.

N.5.

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

A. McBaske
Mrs Slessor

H.S. 26/7

17/5

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DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1347.

3644.

17/5 SUBJECT: Hmas "Bangalow" Report of Proceedings 26th April, to 9th May 1945 (inclusure)

D.P.S. 17/5

D.T.S.R. 22/5

D.O.D. per 24/5

DCNS

1STNM 25/5

N.5.

19/5/13.

Original

SECRET

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From: Commanding Officer HMAS "Bungalow"

Date: 9th May, 1945 Reference No. B/RP 2

To: Officer in Charge, Hydrographic Bureau
Copies to: The Secretary, Naval Board
Commander Task Force 70.5
Naval Officer in Charge, New Guinea.

Subject: Report of proceedings.

Submitted.

26th April		Townsville. Coaled Pm.
27th		Loaded cargo and stores.
	1558	Cast off and proceeded.
28th	0745	Anchored Fitzroy Island. Conditions unsuitable SE 5.
29th	1100	Floating mine sighted and sunk by rifle fire.
	1255	Weighed and proceeded.
	1553	Anchored Buston Reef.
	2140	Weighed and proceeded to Bouganville.Reef.
30th	0440	Turned around and returning to anchorage. SE 5 Rough sea.
	1115	Anchored Buston Reef.
1st May		Conditions unsuitable. SE 5. Squally.
2nd	2210	Weighed and proceeded.
3rd	0735	Stopped off Bouganville Reef.
	0845	Boats away.
	1810	Boats returned.
	1820	Proceeded to Port Moresby. Four new cylinders installed and light left working and in good order.
4th		Proceeding to Port Moresby.
5th	1025	Anchored off wharf, Port Moresby.
	1327	Proceeded alongside. Discharged cargo.
	1645	Commenced bunkering.
6th	1145	Completed coaling.
	1218	Cast off and proceeded to Bremer Island.
7th	1508	Anchored off Bremer Island. Boats away to land party.
	1740	Boats returned. Light inspected. Spare cylinder connected. Left burning and in good order. Gas sufficient till 6.7.45
8th	0430	Weighed and proceeded.
	0725	Anchored Sariba Point. China Straits.
	0730	Cable parted and lost anchor. Detailed report forwarded.
	0735	Boats away.
	0850	Boats returned. Proceeded.
	0920	Anchored Dorasi Shoal. Boat away to inspect buoy. Unable to work with buoy in water. Preparing gear to lift buoy inboard.
	1403	Buoy hoisted inboard.
	1740	Buoy relaid. Batteries changed and new leads installed. Light burning and in good order.
	1810	Anchored Dorasi Shoal.

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18 OCT 1945
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2026/7/1347

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Bangalow" REPORT OF PROCEEDINGS.
19th August 1945 3rd September 1945

S.N.M. 23/9

2 N.M. 24/9

3 N.M. 3/10

D. of P. 6/10

D.R.M.

D.N.I.

Ops. (N)

D.S. 11/10

D.E. (N) 16/10

D.O.T.M. 22/10

D.N.M.S.

C.P.R. 24/10

N.A.2.N.M.

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

25/10

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D.R.M.S. BRANCH
22 OCT 1945
NAVY OFFICE

D.R.M.S. BRANCH
NAVY

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DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026-47-1347.

3644.

SUBJECT: H.M.A.S. "Bangalow." Report of Proceedings. 19th August. 1945. 3rd September.

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ACK. BY. S. TOBOY
11 SEP 1945
INIT.

Royal Australian Navy.

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DEPT. OF NAVY
2026-7-1347.
SECRET

IN REPLY PLEASE QUOTE

No.

From Commanding Officer HMAS "Bangalow"

Date 5th September,45 Reference No. B/RP 10

To The Secretary, Naval Board through NOIC, New Guinea.

Copies The Deputy Chief of the Naval Staff
The Officer in Charge, Hydrographic Bureau
The Naval Officer in Charge, New Guinea.

Subject. Report of Proceedings.

Submitted.

19th August		Thursday Island, Main Wharf
	0900	Commenced coaling, no assistance from shore.
	1650	Completed coaling.
20th		Awaiting machinery spares from ashore.
	0945	Cast off and proceeded.
	1810	Anchored Sue Island. Strong SE wind. Heavy rain squalls. Poor visibility.
21st	0615	Weighed and proceeded. Strong SE wind. Rain squalls.
	1600	Anchored Stevens Island. Unable to make Bramble Cay before dark.
22nd	0400	Weighed and proceeded. Sighted Bramble Cay Buoy. Weather too bad for serviceing.
	0815	Anchored Bramble Cay. Party landed for inspection.
	1000	Party returned. Weighed and proceeded to Port Moresby. Bramble light was in good order. Gas sufficient to 17-3-47.
23rd	1545	Secured Main Wharf. Port Moresby.
24th	0900	Commenced coaling.
	2050	Completed coaling.
25th	0600	Cast off and proceeded. Moderate head wind and sea.
26th	2050	Anchored Brumer Island. China Straits. Poor visibility. Rain squalls.
27th	0400	Weighed and proceeded. Preparing buoy gear.
	1145	Anchored Raven Channel.
	1315	Boat away to buoys. Weather unsuitable for lifting.
28th	0545	Weighed.
	0650	Raven Channel South buoy hoisted inboard. Cylinders and flasher changed. Buoy cleaned. Moorings and shackles inspected and in good order.
	~~1017~~	
	1017	Buoy relaid
	1025	Proceeded to Bright Island.
	1430	Anchored Bright Island. Party away.
	1600	Party returned. The Raven Channel North buoy, electric, was alight but flashing erratically. A new motor was installed. The voltage was high and steady. The previous flasher motor was new three months and evidently all these flasher motors are developing the same defects.

St 4539

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Royal Australian Navy

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IN REPLY PLEASE QUOTE

No.

B/RP 10 continued.

The Raven Channel South buoy(acetylene) was left in good order with sufficient gas until 17-6-46. The buoy was not painted as supplies of paint have been used and no more is obtainable in this area.
This buoy had been reported out was burning with low pressure.
Bright Island light had been reported out. The light was burning satisfactorily when inspected. The flasher was changed as a routine matter, lantern cleaned and undergrowth cleared away. Gas sufficient until 7-12-45.

Aug 29th	0100	Weighed and proceeded.
	0830	Stopped off Hastings Island. Party away.
	1030	Party returned, proceeded to Strathord Island.
	1200	Stopped off light.
	1300	Party away. Looking for anchorage.
	1405	Anchored in 41 fathoms 1½ cables from shore. Cylinders changed. Flasher brought back for overhaul.
30th		Flasher on test.
	1240	Party away to install flasher.
	1440	Party returned. Weighed and proceeded to Bomatu Point. Hastings Island Light was found in good order. Flasher was changed as a routine matter. Gas sufficient until 30-5-46. Strathord Island light, although reported out, was found to be working well. One new cylinder was installed and a new gas pipe fitted. As no flasher of this type was spare, a temporary flasher was installed overnight and the existing one brought to the ship, overhauled as necessary abd re-installed next day. The light was left in good order with sufficient gas until 13-4-46.
31st	0645	Stopped off Bomatu Point. Party away.
	0840	Party returned. Proceeded to Waria Patches. Bomatu Point Light was out but the flasher functioning normally. No reason for failure. Flasher was changed and light left in good order. Gas until 16-6-46. Apparantly the light had been blown out by natives. The native village constable was interrogated but denied any knowledge. He was instructed to keep a watch on it. This matter was reported to Angau at Madang and they advised reporting it at Port Moresby.
1st Sept.	1000	Stopped off Waria Patches Buoy.
	1100	Flasher changed. Proceeded.
	1235	Anchored Matebinagutu Island.
	1330	Party and cylinders away to light.
	1830	Boats returned and hoisted.
	2200	Weighed and proceeded to Langemak. Waria Patch buoy was found in good order. Flasher was changed and lantern cleaned. Gas until 21-11-46. At Matebinagutu Island the light was burning with gas practically exhausted. Four cylinders were changed. Flasher was changed. Undergrowth cleared away and light left in good order. Gas until 13-9-46.
2nd	0725	Secured to No 9 dock Langemak. Taking Fresh water.
	1300	Completed watering. Awaiting arrival of Commander Kennedy RAN as passenger to Madang.
	1830	Cast off and proceeded.
3rd	1120	Anchored Binnen Harbour, Madang.

St 4530

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Royal Australian Navy.

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IN REPLY PLEASE QUOTE

No.

B/RP 10 continued.

Now that spare flashers have been made available, all single flashers are being changed. Renewed flashers are overhauled and tested aboard before re-installation. It is not practical to change multiple flashers as no spares are available but the flashers are overhauled as much as possible with the time available.

It was decided to proceed to Langemak for Fresh Water as supplies are hard to obtain at Madang.

After departure from Madang it is hoped to service all other lights on the NE coast of New Guinea with the coal carried. It will be necessary to call at Port Moresby to replenish bunkers before proceeding to Bouganville reef.

A light buoy will be loaded at Langemak for installation at Dorasi Shoal.

For some days prior to arrival at Madang the Commanding Officer had been suffering with a severe rash between the legs.

On arrival at Madang the Medical Officer diagnosed it as a form of Tenea and stated it would be necessary to lay up for some days. Consequently the departure of the ship is being delayed until such time as the Medical Officer permits permits the Commanding Officer to resume his duties. This should be approximately the 9th September.

COMMANDING OFFICER
F. E. Sodall
H.M.A.S. BANGALOW

LIEUT. R.A.N.R. (S.)

Commonwealth of Australia.

Department of the Navy.

SECRET

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Royal Australian Navy.

From

Date *Reference No.* B/RP 2 continued.

To

Subject

8th May. Sariba Point light was inspected and spare cylinder connected.
Left burning and in good order.
Gas sufficient until 17.7.45.
Dorasi Shoal buoy was serviced on receiving report that it was not burning.
Batteries were found to be flat due to a direct short and faulty leads.

9th 0700 Weighed and proceeded to Milne Bay.
1020 Secured alongside Nelson Wharf, Ladava.

Coal was loaded to capacity at Port Moresby but contained a large percentage of dust and was perished due to exposure. Consequently the consumption is higher than was expected and the ship is now running on reduced boiler pressure and speed to conserve as much as possible. If all the programme cannot be completed as much will be done as possible leaving sufficient coal to reach Madang.
E.R.As Keith and Shearer joined from Ladava on arrival.
Two Air Force Warrant Officers and equipment were embarked at Townsville for Milne Bay on request of Naval Officer in Charge, Townsville.
Endeavours are being made to replace the anchor and cable lost as it is essential that all ground tackle be in good condition.

COMMANDING OFFICER
S. E. Lodell
H.M.A.S. BANGALOW

LIEUT. R.A.N.R. (S)