

AWM78
Reports of Proceedings,
HMA Ships and Establishments

HMAS BINGERA

Item number: 65/2

Title: October 1944 - July 1946. Duplicate



AWM78-65/2

[65/2]

DUPLICATE

REPORT OF PROCEEDINGS

H.M.A.S. "BINGERA"

AUSTRALIAN WAR MEMORIAL
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: 1 Nov 1990
Authority Dig (N) Admin 18-13
Reviewer: LCDR R. L. Smith (RANEM)

Signature: *[Signature]* Date: 1 Nov 1990

589/202/463

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

PART FILE

SUBJECT:

H.M.A.S.

"Bingera"

REPORT OF PROCEEDINGS.

July 1946

S.N.B. 6/31/8

2nd N.M.

3rd N.M.

D. of P.

D.R.E. 10/9/9

Cps. (N) 5/10/9

N. 1/1/7

D.E. (N) 17/9/46

D.O.T.M. 2/25/7

D.N.M.S. 1/1/27

H. B. 1/10

A.A. 2nd N.M. 1/10

N. 1/1/10

D.N.I.

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

File
Hu(5)
1/7/46

Duplicate

3/10 e

27 SEP 1946
BR 4

DEPARTMENT OF THE NAVY
MINUTE PAPER

589/202/H63

20
8

C.441/45.

PART FILE

SUBJECT: *Amas "Bingera" Report of Proceedings July 1946*

~~D.P.G.~~ *Mur 21/8*

22/8/46
↓
~~D.T.S.R.~~ *23/8*

~~DeD~~ *27/8*
~~DeD~~ *27/8*

~~DCNS~~ *27/8*

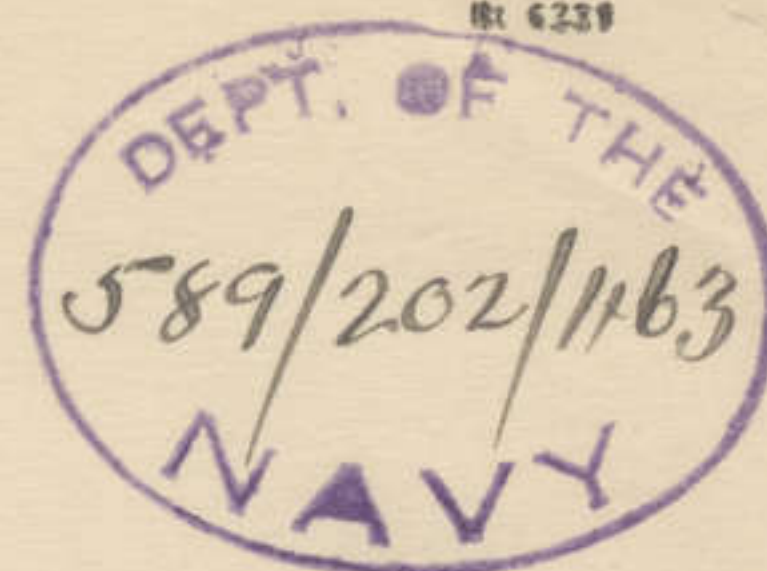
15/8/46

23/8/46 *45* *20/8*

Original



Commonwealth of Australia.
Department of The Navy.



Royal Australian Navy.

From Commanding Officer HMAS "BINGERA"

Date 8th August 1946 Reference No. _____

To Secretary Naval Board Melbourne (copy to NOIC Brisbane.)

Subject Letter of proceedings for the month of July 1946.

Submitted for the information of the Naval Board,
letter of proceedings of HMAS "Bingera" for the month
of July 1946.

(2) 1st - 7th July

Lights Serviced

0650 - 0945 K / 1st
1231 - 1405 K / 1st
1513 - 1650 K / 1st
0615 - 0759 K / 2nd
1003 - 1124 K / 2nd
1212 - 1537 K / 2nd
1600 - 1820 K / 2nd

Baincross Is. Lt.
Wylbow Reef Lt.
Albany Beach Lt.
Gborac Is. Lt.
Ince Point Lt.
Hammond Beach Lt.
Goods Is. Lt.

(3) at 1856 K / 2nd

secured alongside main wharf Thursday
at 0800 K / 3rd. unloaded AWC cargo in
bains. Working parties were despatched to goods Is.
and Hammond Beach to complete the servicing of
these lights.

(4) 6-23 3rd.

report July commented loading / unloading



2

Stores in HMAS "Carpentaria".

- (5) At 0649 K/5 slipped from Thursday Island Jetty and proceeded to Booby Is. which was stored and serviced between 0850K and 1136 K/5th.
- (6) Weighed and proceeded at 1140 K/5th. and to Carpentaria Light Vessel - working party was landed on the light ship at 1730 K/5, work was completed at 1955K, course set for Double Is.
- (7) Serviced Hervey Rocks Lt. 0835/K - 0912 K/6th, weighed and proceeded to ~~Saddle~~^{Butt} Is. Lt. which was serviced 1030-1205 K/6th, then proceeded to Saddle Is., which was serviced 1310-1445 K/6th.
- (8) On completion of Saddle Is., weighed and proceeded to Double Is. to rendezvous with "Keith baw", and embark mechanic Quantock. "Keith baw" suffered engine defects, so after servicing East Strait Is. and Double Is. lights proceeded to Dalrymple Is., anchoring at 1837 K/7.
- (9) At 0515 K/8 weighed and proceeded to Bramble Bay, servicing Stephens Is. Lt. en route. Completed Bramble Bay Light at 1505 K/8 and returned to anchorage at Dalrymple Is.
- (10) At 0459 K/9 weighed and proceeded to Bet Reef light, where the tide was unsuitable so returned and carried out an inspection of Coconut Is. light. Returned to Bet Reef at 1508 K/9th, anchored and waited till the tide was suitable, completed servicing the light at 2110 K/9th.

11 Weighed and proceeded ^{3.} to Thursday Is. Harbour at 0647, fixing the position of Herald Patches buoy en route. At 1348 K/10 secured alongside Laval Wharf.

12 commenced loading remainder of Laval stores on 11th July, and completed loading at 2100 K/12th.

13 July 13th - July 16th: Thursday Is. - Cairns.

Slipped and proceeded from Laval Wharf Thursday Is. at 0708 K/13th. Fixed position of Patches buoy, and set course for Adolphus Channel, thence through the Barrier Reef to Pipow Is.

14 Anchored off Pipow Is. at 2104 K/14th. Shifted anchorage at daylight on the 15th and landed party to service Pipow Is. light. Completed servicing Pipow Is. Lt. at 1139, then weighed and proceeded to Cairns. Secured alongside No. 8 wharf at 1002 K/16th.

15 17th July - 19th July Cairns - Bougainville Reef - Cairns.
At 1730 K/17th slipped and proceeded from Cairns Harbour to Bougainville Reef, clearing Grafton Passage at 2200 K.

16 Arrived at Bougainville Reef, landed motor boat with working party. Some difficulty was experienced in locating a boat channel through the reef for the recommended channel was on the weather side of the reef.

17 Completed servicing Bougainville Reef at 1235 K, hoisted boats and proceeded to Cairns. Secured alongside No. 8 wharf at 0840 K/19th, and commenced discharging lighthouse cargo.

- 18/ Slipped from alongside at 0627K/21st and proceeded from Cairns to Townsville.
- 19/ The weather was unsuitable for working White Rock, so proceeded and arrived at Channel Beason Townsville Harbour 0540K/22nd and anchored until daylight, then proceeded alongside general purpose wharf. The motor boat was despatched to Bay Rock Lt. which was serviced, and loading of Naval Stores from HMMS "Magnetic" for Brisbane was commenced. Completed loading cargo at 1955.
- 20/ At 0305K/23rd weighed and proceeded to White Rock, the servicing of which was completed at 1319, then weighed and proceeded to Brisbane.
- 21/ 23rd July - 26th July
On passage Townsville to Brisbane.
- 22/ 26th July - 31st July At Brisbane.
Clear'd Balmaina Point at 0415 and secured alongside Lighthouse Service wharf at 1035K/26th and commenced discharging cargo.
- 23/ At 0700K/30th slipped from alongside Lighthouse wharf and proceeded to discharge Naval cargo at Ubay St. Wharf.
- 24/ At 1020K 31st July slipped from Ubay St. Wharf and proceeded to Lighthouse Wharf to complete discharging Lighthouse cargo.
- 25/ MORALE
The morale of the ship's company continues to be of a high standard.

26 HEALTH

The health of the ship's company is good.

27 HULL AND SHIP'S FITTINGS

The general condition of hull and ship's fittings has been satisfactory.

28 Distance steamed for the month of July:-

Distance Steamed 2462 mls.

Steaming Time 251 hours.

Average Speed 9.8 knots.

COMMANDING OFFICER
J. Hawtorn
H.M.A.S. "SINGAPORE"

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer. H.M.A.S. 'BINGERA'Date 2nd July, 1946 Reference No. 79/46To The Secretary, Naval Board, Melbourne. (Copy to H.C.I.C. Sydney)Subject LETTER OF PROCEEDINGS---JUNE 1946

Submitted for the information of the Naval Board. Letter of proceedings for the month of June 1946 from H.M.A.S. 'Bingera'.

2. Friday 1st. 0705-1835K. Servicing Cape Bowling Green Light
- Saturday 2nd. 0745-1130K. Anchored off Platypus Channel. Despatched Motor Boat into Townsville Harbour for stores & Mail.
1330-1701. Servicing Bay Rock Light.
- Sunday 3rd. 0655-1220K. Inspected White Rock Light.
- Monday 4th. 0800-1621K. Servicing Brook Island
1721K. Weighed and proceeded to Dunk Island where three days were spent on Engine overhaul. During this time well earned recreational leave was granted to the ships company, who spent it to good avail swimming, fishing, and sailing.
- Friday 7th. 0630K. Weighed and proceeded from Dunk Island to North Barnard Island.
0840-1725K. Servicing North Barnard Island Light.
- Saturday 8th. 0700-1635K. Repairing Flying Fox at Little Fitzroy Island.
- Sunday 9th. 0700-1332K. Servicing Little Fitzroy Island.
1615. Servicing Fitzroy Islet
Secured alongside Cairns Wharf.
- Monday 10th. At Cairns. Discharged all Light service stores for Cairns Depot and loaded additional stores for Fitzroy Island. Unloaded empty Gas Cylinders for shipment to Brisbane.
- Wednesday 12th. 1742K. Slipped and proceeded to Fitzroy Island.
- Thursday 13th. 0620-0700K. Landed stores at Fitzroy Island.
0930-1800K. Servicing Russell Island Light.
- Friday 14th. 0700-1230K. Servicing Russell Island Light.
- Saturday 15th. 1650. Secured alongside No. 1. Wharf Cairns. Loaded stores and embarked personnel for Willis Island.
- Sunday 16th. 0600K. On Passage Cairns to Willis Island.
- Monday 17th. 1425K.
- Monday 17th. 1425K. At Willis Island. Stores could be landed on the beach only at suitable tide which happened between 0700 & 1200, 1600 & 2300. All cargo was discharged at 2230K/18th.
- Wednesday 19th. 1135K.

Wednesday 19th. Embarked Willis Island Personnel, weighed and proceeded to Bougainville Reef. At 1225k Main Engine broke down because of a defective feed valve. Ship drifted for three hours in position 16 15' S 149 42.5 E, with charted depth of 200 fathoms, the ocean bottom was visible. Investigation disclosed a shoal patch of 15 fathoms extending over an area of 1 mile radius of the above position. Appended is a copy of the report to Hydrographic Office Sydney. At 1639k after the uncharted patch has been investigated and Engine repairs effected, weighed and proceeded to Bougainville Reef.

**Thursday 20th)
Monday 24th)** Arrived at Bougainville Reef at 1215k/20th, it was found impossible to land because of the weather, so proceeded to Grafton Passage and anchored in Trinity Inlet at 0140k/21st. Secured alongside No.1. Wharf Cairns at 1132k/21st. At 1330k 24th, completed loading cargo for A.W.C. at Thursday Island and other Lightservice cargo. At 2353k/24th slipped and proceeded to Low Island.

Tuesday 25th 0805-0920. Serviced and stored Low Island Light.
1520-1910. Serviced and stored Archer Point Light. Inspected Rocky Island Light.

Wednesday 26th 0600-0830. Serviced Grassy Point Light.
1053-1400. Inspected Three Island Light.
1652-1825. Inspected Saddle Island Light.

Thursday 27th 0605-0733. Inspected Coquet Island Light.
1430-1548. Inspected Wharton Reef Light.

Friday 28th 0600-0850. Serviced Hannah Island Light.
1127-1318. Inspected Heath Reef Light.
1521-1632. Inspected Waterwitch Light.

Saturday 29th 0600-0638. Inspected Chapman Island Light.
0934-1650. Serviced Restoration Rock.

Sunday 30th 0922-1215. Serviced Clerke Island Light.
1535-1650. Inspected Hannibal Island Light.
1909. Anchored off Cairncross Island Light.

3. HULL AND SHIPS FITTINGS. The condition of the hull and working order of the ships fittings has been satisfactory.

4. HEALTH. The health of the ships company has been satisfactory.

5. MORALE The morale of the Ships Company continues to be of a high standard.

6. GENERAL The seamen have received invaluable instruction and experience in the handling of the Surf and Motor boats under all conditions of weather and landing places, both beach and reef. This has been achieved through Mr. L. C. Balmanne, Motor Boat Coxswain attached to the ship, who has been tireless in his instructing of the young Seamen.

7. Distance Steamed During June. 1068 Miles
Steaming Time. 120 Hours
Average Speed. 8.89 Knots

J. Haultain
..... Lieut. R. A. R. R. (S)
Commanding Officer.

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer. H.M.A.S. 'BINGERA'

Date 13th June, 1946

Reference No. 71/46

To The Secretary, Naval Board, Melbourne. (Copy to N.O.I.C. Brisbane)

Subject LETTER OF PROCEEDINGS---MAY 1946

Submitted for the information of the Naval Board, Letter of proceedings for the month of May 1946 from H.M.A.S. 'Bingera'.

2. 1st---11th.....ON PASSAGE SYDNEY--BRISBANE AND AT BRISBANE

Entered Moreton Bay at 0150K/2nd and secured alongside A.U.S.N. Wharf Mary Street at 0930. Unloading of A.U.S.N. Cargo commenced at 1030K/3rd and was completed P.M. 6th.

3. Proceeded alongside Commonwealth Light Service wharf at 1437K/7th and commenced loading general stores and Gas Cylinders for the various lightstations. Loading was effected by Ships Company and light Service personnel and was completed P.M. Saturday 11th May. At 1711K/11th slipped and proceeded to Double Island Point, clearing Moreton Bay at 2240K/11th.

4. Report on Lights Serviced During Period 12th-----31st May

- | | |
|--------------------------------------|--------------------------------------|
| (a) <u>DOUBLE ISLAND POINT LIGHT</u> | 0703--1433K/12th |
| (b) <u>SANDY CAPE LIGHT</u> | 0635--1036K/13th |
| (c) <u>BREAKSEA SPIT LIGHTSHIP</u> | 1310--1430K/13th |
| (d) <u>LADY ELLIOT ISLAND LIGHT</u> | 0600--1800K/14th |
| (e) <u>BUSTARD HEAD LIGHT</u> | 0630--1010K/15th |
| (f) <u>GATECOMBE HEAD LIGHT</u> | 1235--1500K/15th....0800--1630K/16th |

Entered Gladstone Harbour 1415K/15th and loaded stores, disembarked Mechanic H. Lewis and proceeded to Gatecombe Head at 1430K/16th

- | | |
|---------------------------------|-------------------------------------|
| (g) <u>CAPE CAPRICORN LIGHT</u> | 0700--1202K/17th |
| (h) <u>SEA HILL LIGHT</u> | 1431--1845K/17th...0700--1015K/18th |

(i) NORTH REEF LIGHT Weighed and proceeded from Sea Hill 1015K/18th to North Reef. On arrival it was found to be impossible to work North Reef because of bad weather. The anchorage being insecure 'Bingera' steamed between North Reef and Cape Capricorn until daylight. The weather had not abated at 0600K/19th so proceeded to safe anchorage off Cape Capricorn. At 1205K/19th weighed and proceeded to Sea Hill and anchored at 1435K/19th. At 0815K/20th embarked pilot and proceeded up Fitzroy River to Rockhampton to seek Medical attention for one rating suffering from Malaria Fever who was discharged to Rockhampton Hospital A.M. 21st. At 1225K/21st embarked Pilot and proceeded to North Reef and anchored at 0620K/22nd. 1637K/22nd completed servicing North Reef weighed and proceeded to High Peak.

Duplicate

- (j) HIGH PEAK LIGHT 0640--0905K/23rd
- (k) PINE ISLAND LIGHT 1250--1729K/23rd
- (l) BAILEY ISLAND LIGHT 0630--1230K/24th
- (m) FLAT TOP ISLAND LIGHT At 1446K/24th entered Mackay Harbour secured alongside South Breakwater and discharged equipment ex North Reef. At 0800K/25th working party was despatched in Motor Boat to Flat Top Island and at 1345K/25th 'Bingera' slipped and proceeded from Mackay Harbour to Flat Top Island and at 1720K/25th picked up working party and proceeded to Lady Smith Island and anchored at 2116K/25th. Weighed and proceeded to Coppersmith Island at 0615K/26th.
- (n) COPPERSMITH ISLAND LIGHT 0730--0954K/26th
- (o) DENT ISLAND LIGHT 1245--1435K/26th
- (p) ESHELEY ISLAND LIGHT 0850--1746K/27th
- (q) CAPE BOWLING GREEN LIGHT 0630--1109K/28th. Cylinders only were landed at Cape Bowling Green while tide was suitable and weighed and proceeded to Townsville, securing alongside Inner wharf at 1525K/28th. Unloaded equipment ex Pine and Dent Islands disembarked Mechanic H.T. McGregor and embarked Senior Mechanic A.S. Kerlin and Mr. R.J. Cleghorn (Lighthouse Maintenance Engineer) At 0726K/30th slipped and proceeded from Townsville to Cape Cleveland.
- (r) CAPE CLEVELAND LIGHT 0900--1716K/30th
- (s) CAPE BOWLING GREEN LIGHT 0715--1815K/31st

5. GENERAL

Work at various Lighthouses consists of landing stores for those lights which are manned and Gas Cylinders at those which are unwatched. The time spent on each light depends on the quantity of equipment to be landed and loaded. The work is hard, the hours long, and at times extremely uncomfortable as it entails working waist deep in water.

Routine ships work, painting and general maintenance of working gear has to be left undone because every available hand is required to work ashore. Ships complement of seamen has been reduced to fifteen. The most senior of whom has had only sixteen months service. The Chief Bosuns Mate and both Leading Seamen have been drafted without reliefs, which leaves a very small and inexperienced number of Seamen to carry out the work entailed.

6. HULL AND SHIPS FITTINGS

The condition of the Hull and working order of the ships fittings has been satisfactory.

7. HEALTH

The health of the ships company is good.

8. MORALE

Despite long and arduous hours of work at cargo, the morale of the ships company continues to be high. They have acquitted themselves excellently in the task of working the ship while there has been a shortage of hands.

- 9. DISTANCE STEAMED DURING MAY
- STEAMING TIME
- AVERAGE SPEED

..... 1665.5 Miles
..... 191.5 Hours
..... 8.8 Knots

J. Havelin Lieut. R.A.N.R. (S)
Commanding Officer

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer. H.M.A.S. "BINGERA"Date 24/4/46Reference No. 51/46To The Secretary, Navy Board, Melbourne. (Copy to F.O.I.C. SYDNEY)Subject LETTER OF PROCEEDINGS.....MARCH 1946

Submitted for the information of the Naval Board, Letter of Proceedings of H.M.A.S. 'BINGERA' during the month of March 1946.

2. 1st--4th March. On Passage Madang to Dreger Harbour & at Dreger Harbour
On March 1st while on passage, Motor Launch 'MANLY' was lost while in tow, Vide my appendix A. to Letter of Proceedings for February 1946, Reference No. 39/46.
3. At 2134k/1 anchored off Nussing Island with 'EVERON' alongside, then proceeded into Dreger Harbour at 0600 and finally secured alongside 11a wharf where all passengers were disembarked. Loading was commenced on Monday 4th and completed at 1600.
4. 5th--10th March.. On Passage Dreger Harbour--Milne Bay & at Milne Bay
At 0610K/5 slipped and proceeded to Milne Bay. Cleared China Straits at 1241/6 and anchored at Gili Gili at 1606K/6th.
5. At 0835K/8th H.M.A.S. 'DIAMENTINA' arrived bearing N.O.I.C. N.G. inspecting Officers. After the inspection of Salvageable gear 'BINGERA' commenced loading at 1020/K 10th, completed loading at 1800K/10th, weighed and proceeded to Dreger Harbour at 0427K/11th.
6. 11th--23rd March. On Passage Milne Bay--Dreger Harbour & At Dreger Harbour
Cleared Raven Channel at 0802K/11th and after an uneventful passage arrived at Dreger Harbour 1231K/12th, securing alongside 11a wharf at 1430K.
7. The small quantity of Cargo for Dreger Harbour was discharged, and ship was Oiled from 'ROCKLEA' on 14th. At 0850K/18th commenced loading Naval and Victualling stores, Transport, Mail and Personal gear for Sydney.
8. At 1500K/23rd all Deck cargo and general Cargo was loaded, and two Officers eight ratings embarked for passage to Sydney. Slipped at 1805K/23 and proceeded to anchorage off Nussing Island.
9. 23rd--26th March. On Passage Dreger Harbour--Milne Bay & At Milne Bay
At 2103K/23rd weighed and proceeded to Milne Bay. Encountered with H.M.A.S. 'KOALA' working on lights and beacons at Cape Nelson at 1450K/24th, and took aboard mail for Sydney.
10. Arrived at Milne Bay and anchored at Gili Gili anchorage at 1130K/25th and commenced loading Office Furniture, Transport, ~~XXXXX~~ and Naval Stores for Sydney. Loading was completed at 1545K/25th. m
11. Embarked Three Officers and Six Ratings for passage. Slipped and proceeded at 0345K/26th, to Townsville via China Straits and Great North East Passage.

MILNE BAY-----TOWNSVILLE

The weather was excellent during this part of the passage. Entered Great North East Passage at 1056K/28th and anchored off Double Island at 2348K/28

13. Weighed and proceeded at daylight and cleared Albany Pass at 0707K/29th.
14. During the afternoon watch the wind and sea increased, and cyclone warnings were received. At 2120K/29th anchored in Portland Roads because of poor visibility and the weather. Slipped and proceeded at 0600/30th. Weather had improved somewhat.
15. Wind of force 6-7, shifting from S.E. to E.S.E., and moderate seas were experienced up to 0000K/31st. Passed Fitzroy Island to starboard distance 1 mile at 2353K/31st.

16. HULL AND SHIPS FITTINGS

The condition of the Hull and working order of the Ships Fittings has been satisfactory.

17. HEALTH

The Health of the ships Company is good, but there is still a tendency for cuts and minor abrasions to turn Septic.

18. MORALE

The Morale of the Ships Company continues to be of a high standard.

19. Distance steamed during March 1946	2301 miles
Steaming Time	238 hours
Average Speed	9.7 knots

J. Havelin
.....Lieut. R.A.N.R. (S)
COMMANDING OFFICER.

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S. 'BINGERA'Date 11th March, 1946Reference No. 38/46To The Secretary, Naval Board, Melbourne. (Copy to N.O.I.C. N.G.)Subject LETTER OF PROCEEDINGS FOR FEBRUARY 1946

Submitted for the information of the Naval Board letter of Proceedings for the Month of February 1946 from H.M.A.S. 'BINGERA'.

2. 1st--3rd February. ON PASSAGE MILNE BAY--DREGER HARBOUR AND AT DREGER HARBOUR

Secured alongside 11A wharf Dreger Harbour at 0659 after making a good passage from Milne Bay. At 0945 commenced unloading Machinery, Oil, and other miscellaneous cargo. In order to expediate unloading it was necessary to work cargo until 2200 on the 2nd and 3rd. Ships Company worked until 1800, then they were relieved by working party from H.M.A.S. 'TARANGA'.

3. At 1505/4th unloading was completed, at 1826 having loaded a small quantity of ANGAU cargo, slipped and proceeded to Madang with one ANGAU Officer on passage.

4. 4th--5th February. ON PASSAGE DREGER HARBOUR--MADANG AND AT MADANG

Arrived at Madang at 1120/5, secured alongside "ROCKLEA" and commenced to take in fuel and discharge ANGAU cargo. At 1215 fuelling was completed and at 1510 slipped and proceeded to Morotai.

5. 5th--11th FEBRUARY. ON PASSAGE MADANG---MOROTAI

The passage to Morotai was uneventful, moderate seas with fresh breeze and frequent rain squalls. Abnormal Compass ^{deviations} errors were experienced, it is considered that swinging of Compasses be carried out as soon as possible. At 0147/11 entered Morotai Harbour and anchored at 0200.

6. 11th--15th FEBRUARY AT MOROTAI

Remained at anchorage until 0912/14 then proceeded alongside Navy Wharf and commenced loading Naval Stores for Sydney, plus Vehicles, furniture, and Machinery for Dreger Harbour. Loading was completed at 1105/15--30 tons of cargo for Sydney, 10 tons for Dreger Harbour.

7. Slipped from alongside on completion of loading and anchored. Weighed and proceeded to Dreger Harbour at 1615/15.

8. 15th--20th FEBRUARY ON PASSAGE MOROTAI---MADANG

Experienced favourable weather conditions during the passage, light breeze, slight sea and low swell. Heavy thunder storms with torrential rain were frequent reducing visibility to 1 Cable.

9. At 1645/20th secured alongside No. 11A Wharf Dreger Harbour.

10. 21st--23rd FEBRUARY. AT DREGER HARBOUR AND LANGEMAK BAY

Unloading of cargo consigned to Dreger was completed at 0945, and at 1136/23 slipped and proceeded to Langemak Bay to load Turpentine logs for Dreger. The logs were 55 feet long, and the inside measurement of the hold 48 feet, plus lack of clearance of standing rigging and the hatch coaming, loading was slow and intricate.

11. At 0527/23rd, having loaded ten logs, slipped and proceeded to Dreger Harbour, secured alongside No. 11A Wharf and commenced to unload stores from "SPRIGHTLY", then unloaded the logs. Unloading was completed at 1520/23

12. 24th--28th FEBRUARY FROM DREGER HARBOUR TO MADANG AND AT MADANG

At 1233/24th slipped from No. 11A wharf Dreger Harbour and proceeded to Madang. Seasonal thunder storms and heavy rain squalls were experienced, arrived at Madang at 0658 securing alongside the Beliao Is. wharf and commenced loading unserviceable trucks, Weapon Carriers and Jeeps which were to be dumped outside the Harbour.

13. Loading completed, slipped and proceeded outside Dallman Passage, jettisoned the trucks, returned to the wharf and commenced loading the general appurtenances remaining at H.M.A.S. 'MADANG'.

14. When everything had been loaded at Beliao Is., slipped and proceeded outside Dallman Passage to dump another unserviceable vehicle, returned to Madang Harbour, secured alongside main wharf at 1118 and recommenced loading.

15. At 1600 loading was completed, 1 Officer, 14 R.A.N. and 10 R.A.A.F. personnel were embarked for passage to Dreger Harbour.

16. M.L. 1342 had taken in tow the Motor Launches 'MANLY' and 'EVERON', and at 1619 'BINGERA' slipped from alongside and proceeded outside Dallman Passage, where the tow was passed from M.L. 1342 to 'BINGERA'.

17. 28th FEBRUARY. ON PASSAGE MADANG---DREGER HARBOUR

When the tow was secured, set course for Dreger Harbour, speed six and half knots. Weather was unfavourable, following moderate sea and fresh NW winds. At 1750 tow parted between 'EVERON' and 'MANLY', was re-secured at 1842 and 'BINGERA' continued on to Dreger Harbour.

18. HULL AND SHIPS FITTINGS

The condition of the Hull and working order of the Ships fittings has been satisfactory.

19. Chipping and painting of the Ships Hull and superstructure has had to be neglected to a certain extent because of the short duration at sea, and the employment of hands at cargo. This should easily be remedied during the next long passage.

20. HEALTH

The health of the Ships Company is, on the average, good, but there is a general tendency for cuts and minor abrasions, which are numerous amongst the seamen working cargo, to turn septic. At Morotai one E.R.A. and one Able Seaman were discharged to Hospital, the E.R.A. suffering from Pyrexia, the Able Seaman from a septic leg.

21. MORALE

Despite long and arduous hours of work at cargo, the morale of the Ships Company continues to be high. They have acquitted themselves excellently in the task of working the Ship while there has been a shortage of hands.

22. LOSS OF "MANLY"

Attached Appendix A. is a copy of a report to N.O.I.C. New Guinea of the loss of the Motor Launch "MANLY" while in tow from Madang to Dreger Harbour

23.	Distance steamed during February	3116 miles
	Steaming Time	312 hours
	Average speed	10 knots

.....*J. Haubert*..... Lieut. R.A.N.R. (S)
COMMANDING OFFICER

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer. E.M.A.S. 'BINGERA'
 Date 11th March, 1946 Reference No. 39/46
 To N.O.I.C. NEW GUINEA. (Copy to The Secretary. Naval Board.)
 Subject LOSS OF MOTOR LAUNCH 'MANLY'

Submitted;

On February 1st 1946 the Motor Launches "EVERON" and "MANLY" were being towed by "BINGERA" from Madang to Dreger Harbour. "EVERON" was the first Ship in the tow, both Ships were fitted with all round bridles of 3" F.S.W.R. and being towed with 3" F.S.W.R.

"BINGERA" was proceeding at minimum engine speed, with a moderate following sea and fresh North West wind.

At 1428 it was observed that the bow planking of "MANLY" was opening up, speed was reduced immediately, but "MANLY'S" bows "Dug In" on the surge of a following sea, she turned a complete somersault and the tow parted.

Upon inspection it was found impossible to re-secure the tow, and as "MANLY" would have been dangerous to small craft navigating in the area, she was sunk by ramming at 1516.

J. Haulbar
Lieut. R.A.N.R. (S)
Commanding Officer.

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer. H.M.A.S. 'BINGERA'

Date 11th March, 1946

Reference No. 39/46

To N.O.I.C. NEW GUINEA. (Copy to The Secretary. Naval Board.)

Subject LOSS OF MOTOR LAUNCH 'MANLY'

Submitted;

On February 1st 1946 the Motor Launches "EVERON" and "MANLY" were being towed by "BINGERA" from Madang to Dreger Harbour. "EVERON" was the first Ship in the tow, both Ships were fitted with all round bridles of 3" F.S.W.R. and being towed with 3" F.S.W.R.

"BINGERA" was proceeding at minimum engine speed, with a moderate following sea and fresh North West wind.

At 1428 it was observed that the bow planking of "MANLY" was opening up, speed was reduced immediately, but "MANLY'S" bows "Dug In" on the surge of a following sea, she turned a complete somersault and the tow parted.

Upon inspection it was found impossible to re-secure the tow, and as "MANLY" would have been dangerous to small craft navigating in the area, she was sunk by ramming at 1516.

J. Haulchin
.....Lieut. R.A.N.R. (S)
Commanding Officer.

Commonwealth of Australia

Department of The Navy.



Royal Australian Navy.

From The Commanding Officer. H.M.A.S. 'BINGERA'Date 12th February, 1946 Reference No. 23/46To The Secretary, Naval Board, Melbourne. (Copy to N.O.I.C. ^{N.S.})Subject LETTER OF PROCEEDING FOR JANUARY, 1946

Submitted for the information of the Naval Board, a letter of proceedings of H.M.A.S. 'BINGERA', for the month of January, 1946.

2. 1st -- 2nd JANUARY. ON PASSAGE--SYDNEY -- TOWNSVILLE and at TOWNSVILLE

After an uneventful passage from Sydney, arrived at Townsville at 1430/2, secured at Eastern Breakwater, inshore Berth. 30.3 tons of fuel were taken aboard.

3. 3rd-10th January. ON PASSAGE..TOWNSVILLE--SAMARAI Is and at SAMARAI Is.

At 1455/3 slipped from Eastern Breakwater and proceeded to Samarai, clearing Grafton Passage at 0945/4. The weather during the passage across the Coral Sea was good. Arrived at Samarai at 1154 and anchored. After examining the wharf and depth of water, weighed and secured alongside Samarai wharf at 1425

4. Commenced discharging cargo from No.2 Hold at 0845/7. Because of the size of the wharf it was possible to work only one Hold at a time.

5. The cargo was worked by Natives, under ANGAU supervision, consequently it was possible to grant some recreational leave to the Ships Company, who were appreciative of the opportunities for swimming, Cricket, and walks around the Island.

6. Finished discharging cargo approximately 80 tons at 0920/9, but when slipping from alongside, the Engines failed. The ship was secured alongside again, repairs were effected and at 0558/10 slipped and proceeded to Madang, clearing China Straits at 0820. En route to Madang, called in at Camododo, Milne Bay, to replenish with fresh water, but as a few hours delay would have been incurred because the main wharf was occupied, proceeded to Madang, clearing Raven Channel at 1745.

7. 10th-14th January. ON PASSAGE..SAMARAI..MADANG and at MADANG

At 1826/12 arrived at Madang, and as the wharf was occupied by 'MELINGA' anchored off Bellias Is for the night. At 0725/13 'Melinga' slipped from the wharf. 'Bingera' weighed and proceeded alongside and at 0805/13 commenced discharging both holds. The cargo was worked by Natives. At 1945/13 a Native suffered a badly lacerated thumb when the hatches were being covered.

8. At 0910/14 completed discharging cargo for Madang, approximately 90 tons and commenced loading Machinery, Office Furniture and the personal effects of the Personnel proceeding to Dreger Harbour. At 1315 Four Officers and 28 Ratings embarked for passage to Dreger Harbour. At 1645 completed loading, N.O.I.C. New Guinea embarked, slipped and proceeded to Dreger Harbour, clearing Dalman Passage at 1725.

9. 15th-21st January. ON PASSAGE MADANG..DREGER HARBOUR and at DREGER HAR.

Arrived at Dreger Harbour at 1024 and anchored until 'Melinga' slipped from 11a wharf, then occupied her Berth at 1349. N.O.I.C. New Guinea disembarked and took up his Headquarters aboard H.M.A.S. 'Ping Wo'.

10. Commenced discharging cargo at 0830/16, all Personnel on transit disembarked. Both holds were worked by Ships' Company and Natives. The Natives were used for two days only, the Ships' Company working both holds and assisting in loading the trucks. An earth tremor shook the Ship and wharf mildly at 1945/17

11. Both holds and all deck cargo were discharged at 1820/20 and at 0755/21 shifted berth to 12a wharf. A Make and Mend was granted to the Ships Company.

12. 22nd January. Dreger Harbour to LAE

Slipped from 12a wharf at 0802/22 and proceeded to Lae carrying One Officer and 16 Men of an Army Signals Unit to Lae,. Arrived at Lae at 1458 and secured alongside the main wharf. The Army Personnel disembarked and at 2320/22 slipped and proceeded to Milne Bay.

13. 23rd-30th January. ON PASSAGE..LAE...MILNE BAY and at MILNE BAY.

Arrived at Milne Bay and secured alongside No.3 wharf at 0903/24 until communication was made with P.D. Milne Bay. We then shifted to No.4 wharf which was in slightly better condition than No.3. All wharves are on the verge of collapse.

14. Commenced loading heavy Machinery, (lathes, furnaces etc) and a general cargo of Paint, Grease, Timber, etc. A working party of 12 Hands was despatched from Madang in H.M.A.S. 'Kalgoorlie' to assist in loading the Ship.

15. At 1100/29, when covering the hatches Leading Seaman P. Mouchemoore. O/N.W. 1554 suffered severe lacerations to the left foot. He was discharged to U.S. Naval Hospital. Gamododo for Medical attention.

16. When all general cargo had been loaded, slipped from No.3 wharf at 0630/30 and anchored off ~~LAKE~~ 'Ladava', where the remainder of the cargo, drums of oil, was loaded from barges.

17. 31st January. ON PASSAGE...MILNE BAY....DREGER HARBOUR

Weighed and proceeded for Dreger Harbour at 0840, clearing Raven Channel at 1203.

18. GENERAL

The condition of the Hull and working order of Ships fittings has been satisfactory.

19. HEALTH

The health of the Ships Company has been good, except for a general tendency for minor cuts to turn Septic.

20. MORALE

During the month the 'Bingera's' ships Company loaded and unloaded at Madang, Dreger, and Milne Bay, sometimes assisted by working parties from ashore. Although the work was long and arduous, it was undertaken and executed with good heart, and morale continues to be of a high standing.

Distance Steamed.....2259 miles
Steaming Time..... 212 hours
Average Speed.....10.7 knots.

J. Haulstein
.....Lieut. R.A.N.R. (S)
Commanding Officer.

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S. "BINGERA"

Date 7/1/46

Reference No. 6/46

To The Secretary, Naval Board, Melbourne.

Subject Letter of Proceedings.

Submitted for the information of the Naval Board, letter of proceedings of H.M.A.S. "Bingera" for the month of December 1945.

2. December 1st -- 27th --- At Sydney

This period was spent at No. 8 & 9 wharves Walsh Bay, loading cargo for Samarai Island, Madang, and Dreger Harbour. The cargo consisted of cloth and trade goods for the ANGAU at Samarai, and Naval stores for Madang and Dreger.

3. On December 1st 7 days leave was granted to half of the Ship's Company.

4. On December 15th loading was completed and sailing date was postponed to December 28th.

5. December 28th--31st.--Sydney to Townsville on passage.

At 0810 December 28th, slipped and proceeded to Townsville, clearing North Head at 0858. The weather was moderate, and up to December 31st the voyage was uneventful.

6. Health

The health of the Ships Company during the month of December has been excellent.

7. Morale

Morale continues to be at a very high standard.

8. Hull and Fittings

The condition of the Hull and Ships fittings has been satisfactory.

9.	Distance Steamed	843 miles
	Hours under way	88 hours
	Average speed	9.6 Knots



2/14/2

145-2

RESTRICTED

2026/7/1394

~~CONFIDENTIAL~~

(see file 72/51/55)
Bailey 29/11/55

DEPARTMENT OF THE NAVY.

MINUTE PAPER

RESTRICTED

SUBJECT:

H.M.A.S. "Pingera"

REPORT OF PROCEEDINGS.

November 1945

~~S.N.B.~~

~~2 N.M.~~

~~3 N.M.~~

~~D. of P.~~

~~D.R.~~

~~D.N.I. (Later)~~

~~Ops. (N)~~

~~N.5.~~

~~D.E. (N)~~

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

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

~~H.P.B.~~

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

~~N.5.~~

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

Sub

21/21
1/1



3/1

86B

~~CONFIDENTIAL~~

DEPARTMENT OF THE NAVY
MINUTE PAPER

2026/7/1394

0.461 5.

SUBJECT: Amad "Pingera" Report of Proceedings November 1945

Q.11 D.P.S. H.11 3/1

DTSR 12/1

000 Q.3

12/1

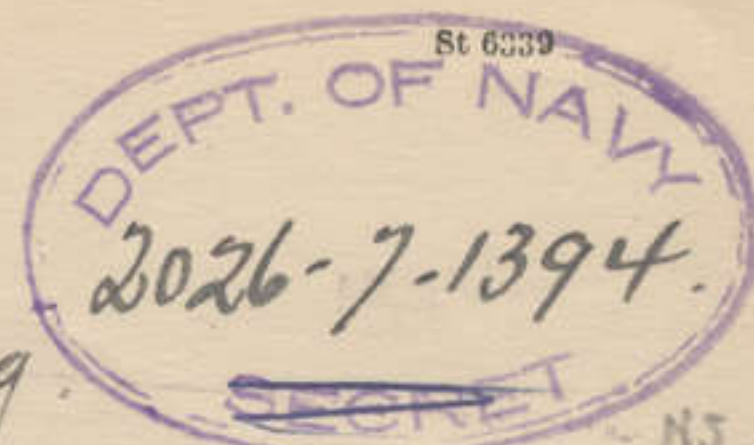
1ST N. M. 11/1

15/1 3/1



Commonwealth of Australia

Department of The Navy.



Royal Australian Navy.

RESTRICTED

From Commanding Officer, H.M.A.S. "Bingera".
Date 10th December 1945. Reference No. 221/45.
To Secretary, Naval Board, Melbourne. (Copy to F.O.I.C. Sydney.)
Subject Letter of Proceedings -- November 1945.

Submitted for the information of the Naval Board, letter of proceedings of H.M.A.S. "Bingera" for the month of November 1945.

2. Sydney -- Thursday Island. November 3rd.

After an uneventful passage from Sydney, Bingera arrived at Thursday Island at 0700/K. After discharging Naval stores at Navy Wharf, slipped and proceeded to Darwin at 1400/K November 4th.

3. Thursday Island -- Darwin. November 7th - 13th.

Arrived in Darwin at 1515/L November 7th without incident, and commenced to discharge cargo. After completion of discharge, ship was fuelled and the loading of Naval stores for Sydney commenced.

4. Darwin -- Sydney 15 - 25th November.

At 0555L/15th November, slipped and proceeded for Sydney, clearing Boom gates at 0635L. The weather was excellent, and the voyage entirely without incident until 0539K/ 21st November when a floating mine was sighted. Course was altered to avoid the mine, and immediate attempts were made to sink it by rifle fire. The mine was barnacle covered and despite observed hits on the horns, and numerous hits on the mine proper, we were unable to sink it. The position of the mine was fixed, Bernard Island bearing 046° distant 2.8 miles, and a reporting signal despatched to NOIC Townsville.

5. Resumed previous course and speed at 0635 and proceeded to Sydney, arriving at 1815K/ 25th November 1945.

6. At Sydney 25th - 30th November 1945.

On arrival secured alongside Bangalow shifting to No. 8 Walsh Bay on the 26th and commenced unloading. Sub-Lieut. C.F. MacMahon RANR joined PM 3rd December as relief for Sub-Lt H.R. Featherstone RANR who was discharged to Lonsdale for demobilisation on the 5th December.

7. Health.

The health of the ship's company during the month has been excellent.

8. Morale.

Because of the prospects of leave and the fact that our absence from a capital city is of short duration, the morale of the ship's company has been high.

RESTRICTED

9. Hull and Fittings.

The general condition of the hull and fittings is satisfactory.

10. Distance steamed in November:- 2520 Miles.

Hours under way. :- 229 hours 42 Min.

Average speed. :- 10.9 knots.

J. Hackett

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

Commanding Officer.

24/1

(see file 72/51/50)
J. Bailey 22/11/60

~~CONFIDENTIAL~~

~~RESTRICTED~~

DEPARTMENT OF THE NAVY.

MINUTE PAPER

2026/7/139H.

SUBJECT:

H.M.A.S. "Penguin" REPORT OF PROCEEDINGS.
October 1945.

S.N.B. 13/12

2 N.M. 12/12

3 N.M. 12/12

D. of P. 7/1

D.E. 1

D.N.I. (Later)

Ops. (N) 25/11

N.5. 9/1

D.E. (N) 14/1/46

D.O.T.M. 14/1

D.N.M.S. 14/1

H.P.B. 14/1

N.A.2.N.M. 14/1

N.5. 14/1

D.N.I. (N.H.R.O.) 14/1

12/12 H. 24/1 K.

[Handwritten signature]

25

21 JAN 1946

521

5/12

613

~~CONFIDENTIAL~~

DEPARTMENT OF THE NAVY
MINUTE PAPER

2026/7/139H

8.441/45.

12/12 SUBJECT: *Amas "Gingera"* *Report of Proceedings October 1945*

~~DPS~~

11/12



~~DJSR~~

12/12

~~DOD~~ *11/12*

~~DONS~~

12/12

~~ISTNM~~

12/12

~~NS~~ *13/12*

Commonwealth of Australia.

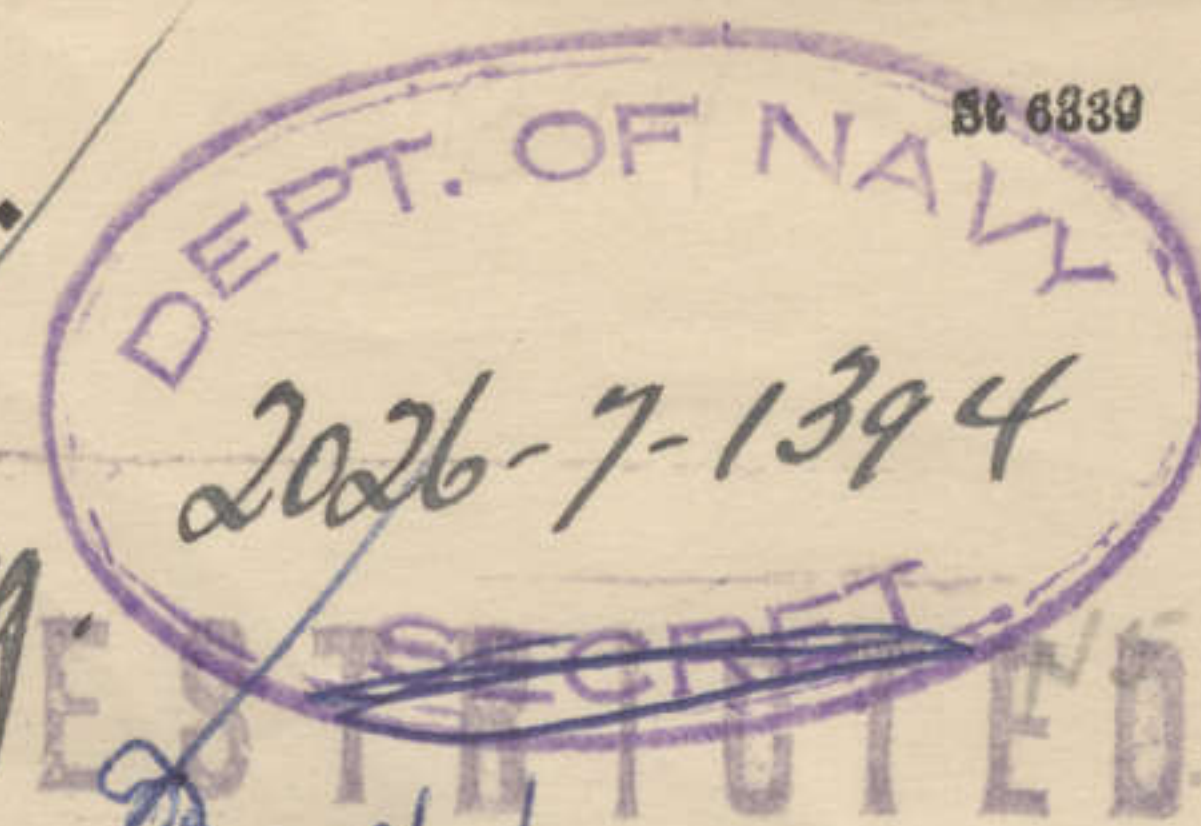
ACK. BY. A.S. 1339Y

- 3 DEC 1945

INIT.

Department of the Navy.

Royal Australian Navy.



From Commanding Officer, H.M.A.S. "Bingera".

Date 7th November 1945. Reference No. 200/45.

To Flag Officer in Charge, Sydney. (Copy to Secretary,
Naval Board.)

Subject Letter of proceedings -- October 1945.

Forwarded herewith are copies of Letter of
proceedings for H.M.A. Ship under my Command for month
of October 1945.

J. Haulstein

Lieutenant R.A.N.R. (S).
for M.W. Mathers Lieut. R.A.N.R. (S).
Ex. Commanding Officer.

4/12 E

RESTRICTED

H.M.A.S. "Bingera".

7th November 1945.

Letter of Proceedings -- October 1945.

Monday 1st - 2nd. Alongside Nelson Pier, Williamstown.

Wednesday 3rd. Slipped and proceeded to Station Pier, Port Melbourne.

Thursday 4th - 5th. Loading N.A.A.F.I. and Naval Stores for Sydney. 180 Tons.

Saturday 6th. 1300 Slipped and proceeded to Sydney.

Sunday 7th - 8th. On passage to Sydney.

Tuesday 9th. 0800 Secured at No.10 Buoy.

Wednesday 10th. Secured at No.10 Buoy.

Thursday 11th. Slipped and proceeded to No.9 Walsh Bay, commenced discharging cargo.

Friday 12th-15th. Unloading cargo.

Tuesday 16th. Preparing for loading.

Wednesday 17th. Commenced loading cargo for Thursday Island and Darwin (900 Tons).

Thursday 18th-23rd. Loading cargo.

Wednesday 24th. Finished loading. Slipped and proceeded to No.6 Buoy.

Thursday 25th. Compass adjustment.

Friday 26th. Slipped and proceeded to Thursday Island.

Saturday 27th-3rd. On passage to Thursday Island.

Saturday 3rd. Nov. 1400K arrived Thursday Island. Commenced unloading.

Distance steamed. 1748 Miles.
No. of hours steamed. 181.
Average distance steamed per ton of fuel. 88 Miles.

Sunday 4th Nov. Slipped from Thursday Island and proceeded to Darwin.

Monday 5th-6th. On passage to Darwin.

Wednesday 7th. 1400 arrived and secured alongside at Darwin. Commenced unloading. (Distance from Thursday Island 738 miles in 72 hrs.

Date of last Docking: 19th September 1945.
Total miles steamed: 2486.
Total hours : 253.
Average distance steamed per ton of fuel: 92 Miles.

18/8/9

R4

475 B
527 B
23/8

11 SEP 1945
U.S.T.M.

2026/7/139H

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Penger" REPORT OF PROCEEDINGS.
July 1945.

S.N.E. 17/8

2 N.M. 18/8

3 N.M. 22/9

D. of P. 24/8

D.R.M. 28/8

D.N.I. NIS

OS. (N) 24/9

N.S. 5/9

D.E. (N) 11/9/45

D.O.T.M. 12/9

D.N.M.S. 14/9

H.E.B. 17/9

N.A.2.N.M. 17/9

N.S. 18/9

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

Duplicate

17.13 18/9 E

30/9



FINAL COPY
DEPARTMENT OF THE WAR

FINAL COPY
DEPARTMENT OF THE WAR

1/4

459⁰

SECRET

DEPARTMENT OF THE NAVY

2026/7/139H

MINUTE PAPER

SUBJECT: *Amad "Bingera" Reports of Proceedings July 1945.*

~~D.P.S~~ *Wt a/4*

~~DTSR~~ *RP 12/8*

~~D.O.D~~ *G 14/8*

1/8

DENS

~~1st AM~~ *P. 5/8*

NS



Commonwealth of Australia

Department of The Navy.



Royal Australian Navy.

From COMMANDING OFFICER. H.M.A.S. "BINGERA".
Date 1st AUGUST 1945. Reference No. 138/45.
To SECRETARY, NAVAL BOARD. Copy to:- N.O.I.C. NEW GUINEA.
Subject LETTER OF PROCEEDINGS - JULY 1945.

Sunday 1st:- Secured alongside West Wing, Station Pier,
Port Melbourne. Re-fitting.

Monday 2nd:- 1045. Slipped and proceeded to Victoria Docks,
assisted by two Tugs.
1230. Secured alongside No. 16 Wharf, Victoria
Docks.

Tuesday 3rd Secured alongside No.16 Wharf, Victoria
and docks. Blue metal ballast, buoyancy drums,
Wednesday 4th:- and 4" Gun landed.

Thursday 5th:- 0815. Slipped from No.16 Wharf, Victoria
Docks and proceeded to Port Melbourne,
assisted by two Tugs.
0935. Secured alongside West Wing, Station
Pier, Port Melbourne.

Friday 6th Secured alongside West Wing, Station Pier,
to Port Melbourne. Re-fitting.
Tuesday 31st:-

.....
Last Docking :- 19th May 1944.
.....

Mumma
Lieutenant. R.A.N.R.(S)
Commanding Officer.

7/5
7/8

RECEIVED
6 AUG 1945
P.O. T.M.

2026/7/ 1220 ✓

~~SECRET~~

DEPARTMENT OF THE NAVY.

MINUTE PAPER

RESTRICTED

(see file 12/51/50)
Bailey 29/11/60

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

May 1945.

S.N.B. 4 m 23/6

2 N.M. 2/12/6

5 N.M.

D. of P.

D.R.M.

D.N.I.

NIS 20/7

Ops. (N)

N.S.

D.E. (N)

3/8/45

D.O.T.M.

D.N.M.S.

H.E.

N.A.2.M.M.

N.S.

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

Duplicate
Mrs Tleson

10/8 E

3/7 N
10/8 K

11/8



15/4
~~SECRET~~

DEPARTMENT OF THE NAVY.
MINUTE PAPER.

2026/7/1220

351B

3644.

SUBJECT: *Hmas "Penguin" Report of Proceedings May 1945.*

~~D.P.S.~~ *16/4/45*

~~D.T.S.R.~~ *16/4/45*

~~D.O.D.~~ *16/4/45*

~~D.C.N.S.~~

~~ISTNM~~ *16/6 E*
N5

ACK. BY. A.S. 1330Y

14 JUN 1945

INIT. *[Signature]*

H.M.A.S. "Bingera"

1st June 1945.

Original



RESTRICTED

29/1/60

Letter of proceedings --- May 1945.

Tuesday 1st. On passage to But.
0855. Slipped tow and anchored in But anchorage.

Wednesday 2nd. 0800 Weighed and proceeded for Madang.
On passage to Madang.

Thursday 3rd. On passage to Madang.
0940. Anchored in Binnen Harbour.

Friday 4th-7th. At anchor in Binnen Harbour, Madang.

Tuesday 8th. 1320. Weighed and proceeded down Binnen Harbour.
1340. Anchored off Belue Island.
1815. Loaded Army stores for Hansa Bay.
2115. 7 AIF personnel and 3 Native Police embarked for passage.
2155. Weighed and proceeded for Hansa Bay.

Wednesday 9th. On passage to Hansa Bay.
0843. Anchored in Hansa Bay, disembarked AIF personnel and Native police.
1728. Weighed and proceeded Madang with AIF personnel for passage.

Thursday 10th. On passage to Madang.
0710. Anchored in Binnen Harbour, Madang.
Landed Army personnel.

Friday 11th-12th. At anchor at Madang.

Sunday 13th. 1030. Weighed and proceeded alongside No.1. Berth to load Army stores.

Monday 14th. 0545. Slipped from berth and proceeded for Hansa Bay with 250 Army personnel on board and LCM in tow.
1550. Anchored in Hansa Bay, disembarked Army personnel.

Tuesday 15th. 1755. Weighed and proceeded for Madang with 130 NGIB aboard.

Wednesday 16th. On passage to Madang.
0650. Anchored in Binnen Harbour, Madang.
Disembarked NGIB.
1350. Weighed and proceeded for Manus with 25 RAN personnel for passage.

Thursday 17th. On passage to Manus.
1540. Anchored in Siedler Harbour and discharged RAN personnel.

Friday 18th. 0700. Weighed and proceeded for Madang.
On passage to Madang.

Saturday 19th. On passage to Madang.
0710. Steamed alongside "Stuart".
1700. Slipped and proceeded for Manus with RAN personnel on passage.

HN

15/6/45

RESTRICTED

day 20th. On passage to Manus.
1735. Anchored in Seidler Harbour and discharged
RAN personnel.

Monday 21st. 0700. Weighed and proceeded for Hansa Bay.
On passage to Hansa Bay.

Tuesday 22nd. 0715. Anchored in Hansa Bay.
1800. Weighed and proceeded for Madang with 200
200 AIF personnel on board for passage.

Wednesday 23rd. 0645. Secured alongside wharf at Madang, disembarked
AIF personnel.
1255. Slipped from berth and proceeded alongside
"Rocklea" for fuel.
1510. Slipped and proceeded for Alixishafen with
Commander Lewis RAN and 3 Army Personnel aboard for
passage.
1645. Stopped off Alexishafen to take ML 820 in tow.
1710. Proceeded for Finschafen with ML 820 in tow.

Thursday 24th. 1450. Stopped off Finschafen to slip tow.
1505. Proceeded for Sydney.

Friday 25th-29th. On passage to Sydney.

Wednesday 30th. 1100 Secured alongside wharf Townsville to load
stores.
1600. Slipped and proceeded.

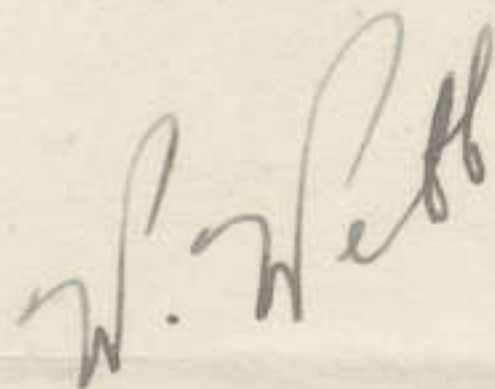
Thursday 31st. 0720. Secured alongside wharf Bowen to load stores.
0920. Slipped and proceeded.
1500. Anchored in Cid Harbour, Whitsunday Passage.

Distance steamed for May. 2375 Miles.

Hours under way. 391 Hours.

Average distance steamed per ton of fuel 77 miles.

■ Last Docking 19th May 1944.



Lieutenant Commander RANR

Commanding Officer.



305
36413

2026/7/ 1220

~~RESTRICTED~~
~~SECRET~~

DEPARTMENT OF THE NAVY.

MINUTE PAPER

(See file 72/51/50)
J. G. Barley 29/11/60

SUBJECT:

H.M.A.S.

"Bingera"

REPORT OF PROCEEDINGS.

April, 1945.

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.P.B.

N.A. 2 N.M.

N.S.

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

Duplicate

St. M. Barker
Mrs. Lleson

29/5/1
15/5/1
5C

29/6



12/5

2026

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1220

364

SUBJECT: HMAS "Gingera" Report of Proceedings April 1945.

D.P.S. *Van* 12/5

D.T.S.R. *Van* 16/5

D.O.D.
Van 19/5

D.C.N.S.

for ISTNM *Van* 19/5

15/5 C
N.S.

ACK. BY. A.S. 1230Y

10 MAY 1945

INIT. *f*

H.M.A.S. "Bingera".

1st May 1945.

Original

LETTER OF PROCEEDINGS --- APRIL 1945.

10116-7.1220

SECRET

RESTRICTED

Sunday 1st.-Monday 2nd. On A/S patrol off Hollandia.

Monday 2nd. Embarked 41 tons of fuel oil.

Tuesday 3rd. At anchor at Hollandia.

Wednesday 4th - Thursday 12th. On A/S patrol off Hollandia.

Thursday 12th - Friday 13th. Alongside wharf and at anchor at Hollandia.

Friday 13th. Proceeded to sea at 1700, bound Madang, ML 1339 in tow.

Saturday 14th - Sunday 15th. On passage to Madang. 1620 anchored in Madang.

Monday 16th. At anchor in Madang.

Tuesday 17th. 1155 Departed Madang for Mios Woendi with NOIC NG. aboard.

Wednesday 18th - Thursday 19th. On passage to Mios Woendi.

Friday 20th. 1300 Anchored in Mios Woendi.

Saturday 21st. Anchored in Mios Woendi.

Sunday 22nd. 0600. Departed Mios Woendi for Hollandia.

Monday 23rd. On passage to Hollandia.
1045. Anchored at Hollandia in Challenger Cove.
1800. Departed Hollandia for Aitape.

Tuesday 24th. On passage to Aitape.
0905. Anchored in Aitape anchorage.

Wednesday 25th. 0630. Departed Aitape for But.
1220. Anchored in But anchorage.
1645. Departed But for Madang.
1828. Opened fire with 4" gun on Seurai Village (Kairiru Island).
1842. Ceased fire 45 rounds D.A. expended.
Proceeded.

Thursday 26th. On passage to Madang.
1700. Anchored in Binnen Harbour, Madang.
1710. NOIC NG. disembarked.

Friday. 27th 1100. Fuelled from tanker "Rocklea".
1205. Returned to anchorage.

Saturday 28th. 0726. Weighed and proceeded alongside "Liberty" wharf to load petrol.
0953. Petrol loading delayed. Proceeded alongside Whang Fu to assist in firefighting.

Sunday 29th. Slipped from Whang Fu, proceeded alongside "Liberty" wharf to load with petrol, at 0745.
0910. Slipped from wharf.
0922. Anchored in Binnen Harbour.

Monday 30th. 0600. Departed Madang for But with L.C.M. in tow.

A/W

5/C

7 RESTRICTED

Tuesday 31st. On passage to But.
0855. Slipped tow and anchored in But anchorage.

Distance steamed for April 3727 Miles.

Hours under way. 452.

Average distance per ton of fuel. 87.2 Miles.

Distance steamed since commissioning. Not Held.

Last docking. 19th May, 1944.

W. B. Webb
Lieutenant Commander RANR.
Commanding Officer

(see file 72/51/50)
J. R. R. 29/11/60

Commander "D" ✓
File No.
D34 128/22

H.M.A.S. "BINGERA".
1ST APRIL 1945.

~~RESTRICTED~~

LETTER OF PROCEEDINGS -- MARCH 1945.

duplicate

Thursday 1st - Friday 9th.

At anchor at Mios Weendi, accomodating boiler cleaning and armament maintenance parties for, and supplying water to H.M.A. escort vessels.

Friday 9th.

0930 - 1300. Proceeded to Sorido, Biak. Commander Morrow (RAN) accomodated on board.

Friday 9th - Sunday 11th. At anchor off Sorido as "Ready" ship.

Sunday 11th.

0845 - 1150. Proceeded to Mios Weendi - Commander Morrow disembarked.

Sunday 11th - Tuesday 27th.

At anchor at Mios Weendi, (as for Thursday 1st to Friday 9th).

Tuesday 27th

0900. Proceeded to sea, bound for Hollandia.
1030 - 1050. Exercised A/A shoot with 4inch, Bofors, and Oerlikon guns.

Wednesday 28th

1400. Entered Hollandia Bay.
1640. Anchored in Challenger Cove.

Thursday 29th

0600. Weighed and proceeded.
0630. Relieved H.M.A.S. "Colac" of outer A/S patrol off Hollandia.
1645. Established A/S contact - ship's company closed up at action stations - lost contact - carried out search for possible submarine.
1750. Considered contact non-sub - resumed patrol.
2248. Established A/S Contact - action stations.
2301. Dropped 5 charge pattern - mean depth 200 feet.

Friday 30th.

0010. Considered contact non-sub. resumed patrol.

Friday 30th - Saturday 31st.

On A/S patrol off Hollandia.

The health and conduct of the ship's company during the month have been good. Living conditions in the mess-decks have improved greatly since the disembarkation of the boiler cleaning and armament maintenance parties.

Considering it is over 10 months since the ship was last dry docked, it is in good condition. However it is considered necessary for the ship to be docked first available opportunity.

*Can 15/4
do 20/4
Sof 15/4
R
G
A
T
E
C
M*

B RESTRICTED

Distance steamed for March - 1186 Miles.

Hours under way - 152 Hours.

Average distance per ton of fuel - 104 Miles.

Distance steamed since commissioning - No record.

Last docking - 19th May 1944.

H. Webb

LIEUTENANT COMMANDER RANR.
COMMANDING OFFICER.

Duplicate

H.M.A.S. "Bingera".
1st March, 1945.



Letter of Proceedings - February 1945.

Submitted:-

The month of February was spent at anchor at Mios Woendi accommodating boiler cleaning and torpedo parties, and supplying water to H.M.A. Escort Vessels in the area.

The ship itself is in good condition considering that it has not been dry docked for over 9 months, but it is considered necessary for the ship to be docked first available opportunity.

Apart from tropical rashes, the health and conduct of the ship's company has been good.

Although not as bad as last month, the mess-decks are still overcrowded and ratings are still forced to sleep in the open.

Distance steamed : Nil.

Hours under way : Nil.

Distance steamed since

commissioning: No record.

Date of last docking : 19th May, 1944.

Can 7/3.
Cho 7/3
So A/S 8/12
R
G. 8/3
A. 8/3
M. AR
C

Ad 8
HA

H. W. Left

LIEUTENANT COMMANDER RANR.
COMMANDING OFFICER.

H.M.A.S. "Bingera".
1st March, 1945.

Letter of Proceedings - February 1945.

Submitted:-

The month of February was spent at anchor at Mios Woendi accommodating boiler cleaning and torpedo parties, and supplying water to H.M.A. Escort Vessels in the area.

The ship itself is in good condition considering that it has not been dry docked for over 19 months, but it is considered necessary for the ship to be docked first available opportunity.

Apart from tropical rashes, the health and conduct of the ship's company has been good.

Although not as bad as last month, the mess-decks are still overcrowded and ratings are still forced to sleep in the open.

Distance steamed : Nil.

Hours under way : Nil.

Distance steamed since

commissioning: No record.

Date of last docking : 19th May, 1944.

R. Webb

LIEUTENANT COMMANDER RANR.
COMMANDING OFFICER.

H.M.A.S. "BINGERA".
1ST FEBRUARY, 1945.



LETTER OF PROCEEDINGS - JANUARY 1945.

Submitted:

Duplicate

The period Monday 1st January to Wednesday 31st January has been passed at anchor at Mios Woendi accommodating boiler cleaning and armament maintenance parties for, and supplying water to H.M.A. Escort Vessels. The ship was under way for fuelling and to supply electric power to H.M.A.S. "Gympie" only.

The health and conduct of the ship's company have been good and the tropical rashes mentioned in last month's report have been reduced.

As stated last month the living conditions of the men have not been satisfactory. Owing to the overcrowding of the messdecks, ratings have been forced to sleep on the deck in spite of bad weather. Although awnings have been rigged, many men have still had to sleep in the open.

It is my opinion that this ship is being wasted in acting as accommodation ship only for a boiler cleaning party, and that it is too valuable for this work if other arrangements can be made for the accommodation of these ratings.

Distance steamed - 6.0 Miles.
Hours under way - 3.
Distance steamed since commissioning - no record held.
Date of last docking - 19th May 1944.

Com D. J.
Cho
So D. M. S.
So G. 22/2
So R.
So E. [initials]
So T.
So M.
So C.
See

more business lost! AR.

[Signature]

LIEUTENANT COMMANDER RANR.
COMMANDING OFFICER.

H.M.A.S. "BINGERA".
1ST FEBRUARY, 1945.

LETTER OF PROCEEDINGS - JANUARY 1945.

Submitted:

The period Monday 1st January to Wednesday 31st January has been passed at anchor at Mios Woendi accommodating boiler cleaning and armament maintenance parties for, and supplying water to H.M.A. Escort Vessels. The ship was under way for fuelling and to supply electric power to H.M.A.S. "Gympie" only.

The health and conduct of the ship's company have been good and the tropical rashes mentioned in last month's report have been reduced.

As stated last month the living conditions of the men have not been satisfactory. Owing to the overcrowding of the messdecks, ratings have been forced to sleep on the deck in spite of bad weather. Although awnings have been rigged, many men have still had to sleep in the open.

It is my opinion that this ship is being wasted in acting as accommodation ship only for a boiler cleaning party, and that it is too valuable for this work if other arrangements can be made for the accommodation of these ratings.

Distance steamed	-	6.0 Miles.
Hours under way	-	3.
Distance steamed since commissioning-		no record held.
Date of last docking	-	19th May 1944.

L. Webb

LIEUTENANT COMMANDER RANR.
COMMANDING OFFICER.



H.M.A.S. "BINGERA".
1ST JANUARY, 1945.

Letter of Proceedings - December, 1944.

Friday 1st December to Sunday 31st December.

Duplicate

At anchor at Mios Woendi accommodating boiler cleaning party for, and supplying water to H.M.A. Escort Vessels. Ship under way to shift anchorage only.

The health and conduct of the ship's company during the month has been good, except for numerous tropical rashes. The ship itself is in good condition.

As stated in last month's letter of proceedings, the living conditions of the men have not been satisfactory. The mess decks are overcrowded and ratings are still forced to sleep on deck in spite of bad weather.

Distance steamed - 6 miles.

Hours under way - 2 hours.

Distance steamed since

Commissioning - No record.

LAST PERIOD OF DOCKING - 19th May 1947

P. Webb

Com D.
C/o. *[Signature]*
So(m) *[Signature]*

LIEUTENANT COMMANDER RANR.
COMMANDING OFFICER.

H.M.A.S. "BINGERA".
1ST JANUARY, 1945.

Letter of Proceedings - December, 1944.

Friday 1st December to Sunday 31st December.

At anchor at Mios Woendi accommodating boiler cleaning party for, and supplying water to H.M.A. Escort Vessels. Ship under way to shift anchorage only.

The health and conduct of the ship's company during the month has been good, except for numerous tropical rashes. The ship itself is in good condition.

As stated in last month's letter of proceedings, the living conditions of the men have not been satisfactory. The mess decks are overcrowded and ratings are still forced to sleep on deck in spite of bad weather.

Distance steamed - 6 miles.

Hours under way - 2 hours.

Distance steamed since

Commissioning - No record.

LAST PERIOD OF DOCKING - 14th May, 1944
W. Webb

LIEUTENANT COMMANDER RANR.
COMMANDING OFFICER.

Copy to Command.



H.M.A.S. "BINGERA".

1ST DECEMBER, 1944.

LETTER OF PROCEEDINGS - NOVEMBER 1944.

Wednesday 1st. till Thursday 30th November.

At anchor at Mios Woendi accommodating boiler cleaning party for, and supplying water to H.M.A. Escort Vessels operating in the area.

The health and conduct of the ship's company during the month have been good.

The ship itself is in good condition.

The living conditions of the men have been far from satisfactory. The ship has been providing accommodation for boiler cleaning and armament maintenance parties in addition to many ratings awaiting passage and on draft to ships in the area. The result has been that the ship's company formerly 63, has been doubled, the P.O's Mess decks are still very much overcrowded, many men have been forced to sleep on deck in spite of the rainstorms which occur frequently at night, so the comfort of the men is not what it should be.

Distance steamed - Nil.

Hours under way - Nil.

Distance steamed since commissioning - No record.

*Cam. D. H.
CSO
So A/S
So G. C. 12/12
So R 14/12
So T
So E Jm. P.
So M R.
So S. 20/12
See.*

W. W. Webb

Lieutenant Commander RANR.
Commanding Officer.

X. Substantiated evidence for the case for the payment of climate pay.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.



From.....The Engineer Officer of Escort Vessels, HMAS "Bingera".

Date.....19th November, 1944. Ref. No. E.4/44.

To.....Commander (D), Madang, New Guinea.

Subject...WEEKLY REPORT FROM H.M.A.S. "BINGERA".

Submitted:

Weekly Report from H.M.A.S. "Bingera".

Can 1 11/12
Cso

PA

Am Medman
A/Eng. Lieut. Commander RANR(S).

Copy to:

N.O.I.C., New Guinea.

WEEKLY REPORT.

Nov. 5th.

"Katoomba"-arrived in port after being aground- all W.T. compartments opened up for examination. Visual examination by Eng. Lieut. Comdr. McPhedran showed no defects.
"Rockhampton"-arrived with "Katbomba"-ship supplied with coconut fibre.

Nov 6th.

Applied to Port Director for diver to examine "Katoomba's" hull and propellers. "Katoomba" received water from water barge.
"Rockhampton"- received water from water barge.
"Cootamundra"- arrived in port with defective air pumps. Air pumps examined by Eng. Lieut. Comdr. McPhedran who gave instructions to have them completely overhauled.
"Deloraine"- arrived in port and fuelled - signal for E.R.A. to complete complement. No loan E.R.A. available.
"Burdekin"- commenced Boiler cleaning - working party supplied.

Nov. 7th.

"Cootamundra"- air pumps being re-conditioned.
"Rockhampton"- commenced boiler cleaning - working party provided. Port Director signalled to proceed for docking, departed 2000.
"Burdekin"- boiler cleaning - motor taken ashore to U.S.N. base to have armature re-wound. Arrangements made for U.S.N. Base to supply engineering stores,
"Deloraine"- received orders to proceed and departed 2000.
"Katoomba"- diver visited ship and examined hull, reported hull un-damaged. Received orders to commence boiler clean. Sent signal to N.O.I.C., New Guinea reporting ship un-damaged.
"Kiama"- arrived in port P.M. for Boiler cleaning.
"Lithgow"- arrived in port P.M. for Boiler cleaning.
"Strahan"- arrived in port for oil fuel and stores.
"Cowra"- arrived in port P.M. for Boiler cleaning.

Nov. 8th.

"Burdekin"- boiler cleaning- applied to U.S.N. Base staff for new spring for steering engine governor.
"Cootamundra"- air pumps being overhauled under the direction of Eng. Lieut. Comdr. McPhedran; were tested and found entirely satisfactory- ready to proceed to sea at 1600.
"Katoomba"- visited ship regarding repairs - new spindles for Fire and Bilge pumps being machined by "Bingera". Working party supplied for boiler cleaning.
"Kiama"- boiler cleaning - 2-No. copper pipes for Reversing engine to be repaired - working party supplied.
"Lithgow"- boiler cleaning - main inlet pipes examined by Eng. Lieut. Comdr. McPhedran; both pipes were in very bad condition having a number of holes around flanges adjacent to circulating pumps and several holes around the ends of sleeves which had been fitted during refit. Copper discharge pipe from distiller badly holed.
"Cowra"- boiler cleaning - working party supplied.

Nov. 9th.

"Burdekin"- boiler cleaning - supplied with compressed air, domestic water and 7 drums of lubricating oil.
"Lithgow"- boiler cleaning - arrangements being made by Eng. Lieut. Comdr. McPhedran with U.S.N. Base staff to repair main inlets and distiller pipe.
"Kiama"- boiler cleaning - arrangements being made with U.S.N. Base staff to repair Reversing engine pipes
"Cowra"- boiler cleaning.
"Katoomba"- boiler cleaning - applied for one (1) extra day for boiler cleaning to allow condensers to be opened up for examination and to permit thorough cleaning of the boilers as shore water had been used when ship was aground.
"Latrobe"- arrived in port for stores.

Nov. 10th. "Burdekin" - boiler cleaning - bushes for fan engine and valve spindles being machined on "Bingera". Compressed air supplied.
"Kiama" - boiler cleaning - supplied with compressed air and domestic water.
"Katoomba" - boiler cleaning - supplied with compressed air, domestic water and lubricating oil.
"Lithgow" - boiler cleaning - supplied with compressed air, domestic water and lubricating oil.
"Cowra" - boiler cleaning - supplied with compressed air, domestic water and lubricating oil.
"Stawell" - arrived in port for oil fuel and stores.
"Wagga" - arrived in port for oil fuel.

Nov. 11th. "Katoomba" - boiler cleaning.
"Cowra" - boiler cleaning.
"Lithgow" - boiler cleaning - maininlet pipes returned from U.S.N. Base P.M. and examined by Eng. Lt. Comdr. McPhedran.
"Kiama" - boiler cleaning.
"Burdekin" - boiler cleaning - A/S training motor returned from U.S.S. "Orion", beyond repair.
"Colac" - in port for water, oil fuel and stores.
"U.S.S. Victoria" - conference with Commanding Officer and Eng. Lieut. Comdr. McPhedran regarding fuelling of Escort Vessels in the ensuing week.
"Stawell" - supplied with one (I) bottle of Methyl Chloride from "Bingera" - was ordered to proceed to "Glenelg's" assistance - received orders to boiler clean.
"Glenelg" - all W.T. compartments opened up for examination after being ashore. Compartments examined by Eng. Lieut. Cdr. McPhedran, no visual damage - ship received orders to boiler clean - signal sent to Port Director for diver to examine hull.

The ELECTRICAL ARTIFICER was employed carrying out repairs on "Burdekin", "Cootamundra", "Cowra" and "Lithgow".

The ORDINANCE ARTIFICER was employed carrying out examinations of armament of "Rockhampton", "Katoomba", "Burdekin" and "Cowra".


Eng. Lieut. Commander RANR(S)

WEEKLY REPORT.

- Nov.12th: "Katoomba" in port - boiler cleaning.
"Kiama" - boiler cleaning.
"Stawell" - examined defect list, boiler cleaning commenced.
"Cowra" - boiler cleaning.
"Burdekin" - finished boiler cleaning at 0600.
"Lithgow" - boiler cleaning - examined boilers and gave instructions to C.E.R.A. to inspect combing fibre in grease extractors daily as oil was noticeable in boilers. Tested main inlet pipes from sea and found satisfactory.
"Glenelg" - in port boiler cleaning - examined all W.T. comp'ts Visual examination and sounding of oil fuel tanks proved ship watertight. Propellers and "A" brackets examined using Salvus Breathing Apparatus.
"Wagga" - in port for oil fuel - orally examined E.R.A.3 Snow for C.E.R.A.
- Nov.13th: "Lithgow" - boiler cleaning - main inlet pipes tested to 12 lbs pressure, found satisfactory. E.R.A.'4s Greaves and Hewitt examined orally for confirmation.
"Stawell" - boiler cleaning - working party supplied - 1-NO. motor to be repaired.
"Kiama" - finished boiler cleaning and departed.
"Glenelg" - boiler cleaning - working party supplied.
"Cowra" - boiler cleaning - supplied new top for galley stove.
"Katoomba" - boiler cleaning - machined valve spindles for Fire and Bilge Pump.
- Nov.14th: "Cowra" - finished boiler cleaning at 0600.
"Lithgow" - finished boiler cleaning at 0600.
"Katoomba" - finished boiler cleaning at 0600.
"Stawell" - boiler cleaning.
"Gympie" - arrived in port, fuelled, and instructed to boiler clean.
"Goulburn" - alongside "Bingera" for stores.
"Cootamundra" - in port for oil fuel and supplied with stores from "Bingera".
"Barcoo" - in port for stores and discharge draft personnel.
"Glenelg" - boiler cleaning - diver examined hull, found dent adjacent to frame 41 and 2 feet from bilge keel. The dent was 4 inches deep and 12 inches in diameter.
- Nov.15th: "Stawell" - boiler cleaning - repairing starting motor for motor boat - supplied with compressed air and lubricating oil.
"Glenelg" - boiler cleaning - amp. meter for D.G. tested by E.A. - compressed air and lubricating oil supplied.
"Kiama" - in port for oil fuel and stores from "Bingera".
- Nov.16th: "Glenelg" - boiler cleaning - bricklayer supplied, also compressed air. Orally examined E.R.A.4 for confirmation.
"Stawell" - boiler cleaning - starting motor for motor boat repaired, tested and found satisfactory.
"Gympie" - boiler cleaning - new nut made for oil fuel pipe, pipe brazed.
U.S.N. Base Staff - commenced repairing motor for "Burdekin".
Visited Port Director regarding replenishment of water tanks on barge.

Nov. 17th: "Glenelg" - finished boiler cleaning and proceeded for oil fuel, Dieselene, water supplied from "Bingera".
 "Stawell" - finished boiler cleaning - water supplied from "Bingera".
 "Gympie" - boiler cleaning - E.R.A. 3 J.B. Dischern examined for Charge Certificate. E.R.A. 4 L.J. Tharratt examined orally for confirmation. Stoker Tully examined for Aux. Watchkeeping Certificate. Stoll A.C. Howard examined for StOI.
 "Bendigo" - in port for oil fuel and stores.
 "Latrobe" - in port for oil fuel.

Nov. 18th: "Gympie" - boiler cleaning - supplied with compressed air.
 "Bendigo" - alongside "Bingera" - supplied with fresh water.
 "Strahan" - in port for oil fuel. A/S alternator, having been repaired and tested, was delivered to ship.
 "Latrobe" - in port for orders. Repairing back panel brick work in boilers, bricks and refractrite supplied from "Bingera".

The ELECTRICAL ARTIFICER employed servicing electrical equipment on ships boiler cleaning.

The ORDNANCE ARTIFICER employed servicing armament of ships in port.

*Am. Kearney
 #1000 Hunt Cdr RANZ.*

Commander (D),
MADANG.



H.M.A.S. "BINGERA"
10th November, 1944.



Submitted:

Weekly Report from H.M.A.S. "BINGERA".

Oct 25th - NOV 30th '44

En Herman

A/Eng. Lieut. Commander RANR(S).

Duplicate

Com D
CSO
EOD
15/11

WEEKLY REPORT.Oct. 25th:

Arrive Mois Woendi 1500.

Oct. 26th:

Working party working ship's routine. Conference held with Lieut. Commander Bergman, Commanding Officer U.S.N. Base Repair Depot and Eng. Lieut. Commander McPhedran regarding repairs to Escort Vessels. Conference held with Port Director, Biak, Port Director, Mois Woendi, Commanding Officer, H.M.A.S. "Bingera" and Eng. Lieut Commander McPhedran, regarding directions to Escort Vessels. "Kiama" supplied with lubricating oil.

Oct. 27th:

Applied to Port Director for self propelling water barge. Working party working ship's routine. "Glenelg" supplied with whaler from "Bingera". "Glenelg's" whaler to be repaired by U.S.N. base staff. "Strahan" supplied by S.S. "Kurumba" with Dieseline. "Goulburn" supplied with lubricating oils and water.

Oct. 28th:

Water barge supplied for use of Escort Vessels. Ratings being trained in the running of propelling machinery.

Oct. 29th:

Examined water tanks. Working party cleaning out tanks.

Oct. 30th:

"Bendigo" and "Broome" commenced boiler cleaning. Working parties supplied to both ships. "Gympie" in port supplied with stores and oil fuel. "Burdekin" in port supplied with oil fuel.

Oct. 31st:

"Bendigo" and "Broome" boiler cleaning. "Broome's" steering engine examined by Engineer Officer of Escort Vessels. No apparent defect in steering engine but hand steering clutch shaft slightly out of line. Repairs effected by ship's staff. Reported 4-No. evaporator coils lost overboard. Instructions given to C.E.R.A. in charge to test Surface Feed Heater for leakage. "Deloraine" in port for oil fuel and stores. "Rockhampton" in port for oil fuel and stores. "Katoomba" in port for oil fuel. Water supplied from water barge.

Nov. 1st.

"Bendigo" and "Broome" boiler cleaning. "Cowra" arrived 0730 for boiler cleaning. "Cowra" received signal 1630 get ready to proceed to sea. "Cowra" proceeded daybreak, Thursday, 2nd November. "Rockhampton" pierced "Merkur's" hull with port anchor whilst going alongside for stores. Arrangements were made with U.S.N. base staff to effect repairs. "Deloraine" storing ship from "Merkur".

Nov. 2nd:

"Bendigo" and "Broome" boiler cleaning. "Strahan" in port for fuel and A/S defect.

Nov. 3rd:

"Bendigo" and "Broome" boiler cleaning. "Strahan" -E.A. effecting repairs to A/S alternator.

Nov. 4th:

"Bendigo" and "Broome" raising steam and testing all gear. "Broome" steering gear and surface feed heater tested by Engineer Officer of Escort Vessels. Both correct. "Strahan"-1-No. A/S alternator being repaired and arrangements made with U.S.N. to repair 1-No. A/S alternator. "Cootamundra" in port for oil fuel.

The following outstanding repairs are being carried out by the American Base.

- (1). "Glenelg's" whaler being repaired.
- (2). "Merkur's" hull repaired.
- (3). "Broome's" domestic refrigerator motor repaired.
- (4). "Broome's" starting motor for Gardiner diesel being repaired.
- (5). "Strahan's" A/S alternator being repaired.

The ELECTRICAL ARTIFICER has been employed effecting repairs on "Bingera", "Broome", "Bendigo" and "Strahan".

The ORDINANCE ARTIFICER has been employed effecting maintenance on "Bingera", "Broome", "Bendigo" and "Strahan".

A/Eng. Lieut. Commander RANR (S).
ENG. OFF. of ESCORT VESSELS.

Commander (D),
MADANG.



H.M.A.S. "BINGERA".
1st November, 1944.

Since arriving here, I have made various contacts with satisfactory results. The American Officers I have had the pleasure of meeting are good scouts and have been helpful in more ways than one.

2. Prior to arriving, I drafted suggestions regarding the part "Bingera" would play in the activities of the Escort Vessels. On arrival, a conference was held with P.D., Biak, P.D., Mois Woendi, Commanding Officer, "Bingera" and myself. I enclose the directions which were promulgated as the result of the conference.

3. I have in my charge, a self propelling barge, consisting of Domestic Water (capacity of tanks 320 tons), Compressed Air, Lubricating Oils and Boiler Cleaning gear. The barge supplies all ships during boiler cleaning and Escort Vessels on arrival, for fuel and stores only, come alongside barge for water and lubricating oils.

4. We have a one (1) lung motor boat which helps to serve all ships in conjunction with the usual run of motor boats in Escort Vessels. This motor boat averages 20 miles per day owing to the fact we are anchored 4 miles from Mois Woendi, and on some occasions, 3 trips are made per day. The Americans are not in the position to come to our assistance as they are short of transport, but have promised to help us when more barges arrive, but I would suggest a "D" boat should be sent for our use, as it is most essential, and I think it would be unwise to impose further upon our American friends.

5. "Broome" and "Bendigo" are at present boiler cleaning. "Cowra" commenced boiler cleaning but 14 hours later, after boilers were opened up etc., was instructed to proceed to sea. "Katoomba" with 750 boiler hours was alongside receiving water and was also instructed to proceed to sea, although instructions were issued from N.O.I.C. to boiler clean forthwith. "Lithgow" so far has not arrived though a signal was also sent from N.O.I.C. to boiler clean forthwith.

6. The following outstanding repairs are being carried out by the American Base.

"Glenelg's" whaler was badly strained and had several ribs and boards fractured, making it totally unseaworthy. "Bingera" supplied "Glenelg" with a whaler whilst "Glenelg's" whaler is being reconditioned. "Rockhampton" holed "Merkur's" hull with her Port anchor whilst going alongside for stores. I made arrangements with the Base Staff to have repairs effected. The starting motor of "Broome's" Gardiner Diesel generator is being repaired. The motor for "Broome's" domestic refrigerator has been repaired.

Capt D
SSO

EOD

Am. Kharan

A/Eng. Lieut. Commander RANR(S).
ENG. OFF. of ESCORT VESSELS.