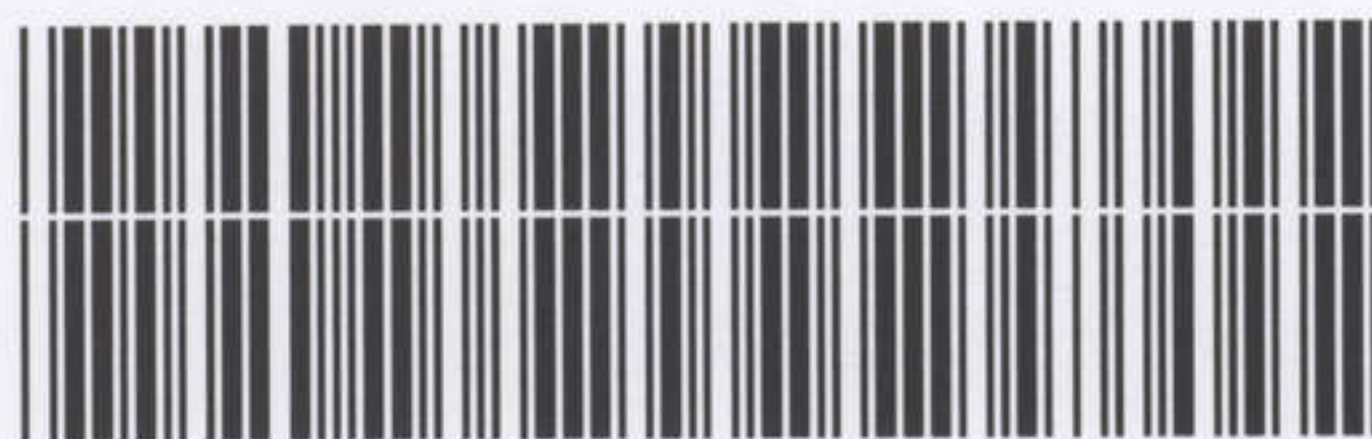


**AWM78**  
**Reports of Proceedings,  
HMA Ships and Establishments**

**HMAS BROOME (I)**

**Item number: 71/2**

**Title: December 1942 - January 1946.  
Duplicate**



AWM78-71/2



[7/2]

DUPLICATE

REPORT OF PROCEEDINGS

H.M.A.S. "BROOME"

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 D'g (N) /dir'n 18-13  
Reviewer: LCDR R. L. Smith (RANEM)  
Signature: [Signature] Date: 1 Nov 90

AUSTRALIAN ARCHIVES  
ACCESS STATUS

**OPEN**



~~HMAS Broome Commissioned 29 July 1942~~

- No record for period 29 July to 31 Oct 42
- Nov 42: Escort and anti-submarine duties Townsville-Cairns-Port Moresby-Milne Bay.
- Dec 42: No record.
- Jan 43: Escort duties Port Moresby-Townsville.
- Feb 43: Escort and anti-sub duties Townsville-Moresby-Milne Bay-Oro Bay.
- Mar 43: Escort and anti-sub duties Townsville-Moresby. Escorted SS Pulganbah with troops to Lakekamu River, about 50 m NW of Moresby.
- Apr 43: Escorting troopships Milne Bay-Oro Bay-Townsville. To Goodenough Is, escort to SS ~~R~~ Japara which embarked troops there. Thence to Milne Bay.
- May 43: Working in Milne Bay-Oro Bay area. Refloated by towing MV Taroon, aground off Lyle Wharf, Milne Bay. Escorted convoy to Townsville, thence to Brisbane, thence Sydney, arriving 26th. Commenced major refit and dry docking 31st.
- Jun 43: Refitting Sydney. Crew leave.
- July 43: 1st to 10th tests and trials. Then escort ~~duties~~ duties off NSW coast - mainly Newcastle-Sydney section.
- Aug
- Sep 43: Escort duties off NSW coast, based on Sydney; shoots and tests of equipt.
- Oct 43: Left Sydney 2nd; escorted convoy to Caloundra. Returned to Sydney with other escorts, arriving 6th. Escorted another convoy to Caloundra; returned Sydney with southbound convoy; escorted ships for South Australia to Western end of Wilson's Promontory. Returned Sydney; thence escort to Caloundra and escorted southbound convoy to Sydney.
- Nov 43: Escort convoy off NSW coast. Exercises with HM submarine N.39 off Sydney; practice shoots, radar exercises, mine-sweeping exercises.
- Dec 43: Escort duties to Brisbane. Entered dry dock for minor repairs. Then to Milne Bay with convoy; returned with southbound convoy to Cairns. To Milne Bay and return to Cairns. Anti-sub patrols outside Grafton Passage.
- Jan 44: Anti-sub patrol and exercises off Cairns. Escort convoy to Milne Bay; returned Cairns. Convoy to Moresby; returned to Townsville. Convoy to and from Moresby; thence to Cairns; exercises off Cairns.



- Feb 44: Three return trips Cairns to Milne Bay on escort duties. To Townsville for boiler clean 22-28 Feb.
- Mar 44: To Milne Bay and return to Cairns; two trips. To Milne Bay and return to Townsville. Boiler clean 20th-27th. Assisted Liberty ship# in difficulties with fire in hold. To Grafton Passage on anti-sub duties, relieving HMAS Ballarat,
- Aprl 44; Returned from anti-sub patrol; Cairns to Townsville to load Naval stores for Brisbane; at Brisbane for major refit. Ship destored. Refit commenced 14th. Most of crew on leave.
- May 44: Complete refit 24th. Tests and exercises. ~~Yan~~ Then to Milne Bay with submarine Bashaw.
- June 44: Exercises Milne Bay area. Escorted US submarine S 47 to Seeadler Harbour 10th-14th; escorted convoy Seeadler to Langemak Bay 16th-18th; returned to Seeadler 23rd. 24th-26th to Langemak. 26th-29th part of convoy of 19 ships to Hollandia, where arrived 29th. Left same day to escort 6 US Army vessels to Langemak.
- July 44: Arrived Langemak Bay 3rd. 5th-6th with convoy to Manus Is. To Langemak 8th; to Milne Bay 10th. Left Milne Bay for mainland and arrived Cairns 13th; thence to Brisbane. Repairs and dry docking for new propellers.
- Aug 44: To sea 2nd to search for three drifting barges: unsuccessful. To Brisbane 4th. To Milne Bay, arriving 27th. Thence to Finschhaven and Madang.
- Sept 44: Left Madang and proceeded to Hollandia independently. Ex Hollandia on escort duties to Mios Woendi (in Biak area, about 12 m ESE of Bosnek Is), and Sorido Lagoon, Biak. Patrol work in vicinity. At 0255 9th when close to Owi Is two sticks of bombs dropped on airstrip. Aircraft not seen. *At* 2322 on 16th while en route to Madang obtained A/S echo and radar echo. Search made with star shell. Nothing sighted. Hollandia 19th; Madang 21st. Boiler clean. To Alexishafen 30th as convoy escort.
- Oct 44: Madang to Hollandia as escort; anti-sub patrol off Hollandia. 4th-9th part of convoy escort to Morotai; anti-sub patrols in area 10th-13th. Convoy escort to Mios Woendi; 18th-21st escort to Morotai; anti-sub watch on Morotai Harbour; 26th-31st convoy escort to Mios Woendi.
- Nov 44: 5th-6th to Sorido Lagoon, Biak. To Hollandia 6th. To Morotai 13th. Airstrip attacked by Japanese bombers nights 14th and 16th. 17th-20th escort to Biak; Mios Woendi ~~to~~ 21st; thence return to Biak and on to Morotai. Japanese aircraft again bombed Morotai 30th.



- Dec 44: 1st-2nd en route Morotai to Mios Woendi; returned to Morotai. Radar contact made. Investigated, Nothing found. To Mios Woendi; to ~~Makxxx~~ Morotai; escort to Hollandia; back to Mios Woendi. Left on 31st for Australia via Madang, Langemak, Lae, Townsville, arriving Brisbane 13th January, 45
- Jan 45: Brisbane for repairs and refit.
- Feb 45: Brisbane to Milne Bay arriving 8th; thence to Langemak, Hansa Bay, Hollandia, Mios Woendi and Biak. 16th-19th to Moemfoor Is, then Morotai and return to Mios Woendi. 22nd to Noemfoor, thence as escort to Sansapor and Morotai.
- Mar 45: Morotai to Sansapor as escort, thence Biak, Darwin and Thursday Is. Towed Light Vessel No 3 Thursday Is to Darwin.
- Apr 45: Surveying duties in the Darwin area.
- May 45: Surveying duties in Darwin area to 11th, thence via Onslow, Fremantle, to Adelaide for refitting, arriving 17th. Crew to leave while refit in progress.
- June 45: Refit and trials to 24th. Left Adelaide for Sydney, ~~Yax~~ arriving 27th. To Garden Is for installation of equipment.
- Jul 45: ~~Ex~~ Sydney 5th for Townsville, arriving 9th. Arrived Langemak Bay 15th, Madang 16th, Humboldt Bay 17th, thence Mios Woendi and Biak. 19th-21st to Morotai where carried out anti-sub patrols.
- Aug 45: Morotai to Tarakan to 10th, thence to Zamboanga (Mindanao) and return to Morotai. 15th-20th to Subic Bay (Luzon) with HMA Ships Mildura, Bathurst, Fremantle. 21st-26th in Subic Bay. Briefed on voyage to Hong Kong by Capt Shadwell RN., 8th S/M Flotilla. Broome's role stated as a Dan layer on minesweeping operations; gear rigged. 27th-31st to Hong Kong with Task Group 111.2, arriving 30th
- Sep 45: Patrols off Hong Kong; investigated reports of pirates operating in area. Towed junks to Hong Kong. Embarked released prisoners of war and ferried them to Empress of Australia. Minesweeping operations; continuation of anti-piracy patrols.
- Oct 45: Anti-piracy patrols among islands SW of Hong Kong. 11th-17th to Morotai with 22nd Mine Sweeping Flotilla; detached from Flotilla and reverted to Naval Officer in Charge Moluccus. 18th Lt-Commander R.A. Denovan, who had been captain since commissioning was relieved by Lt P.K. Osborne. Patrols and surveys Morotai area. 29th-31st to Ambon to relieve HMAS Glenelg.

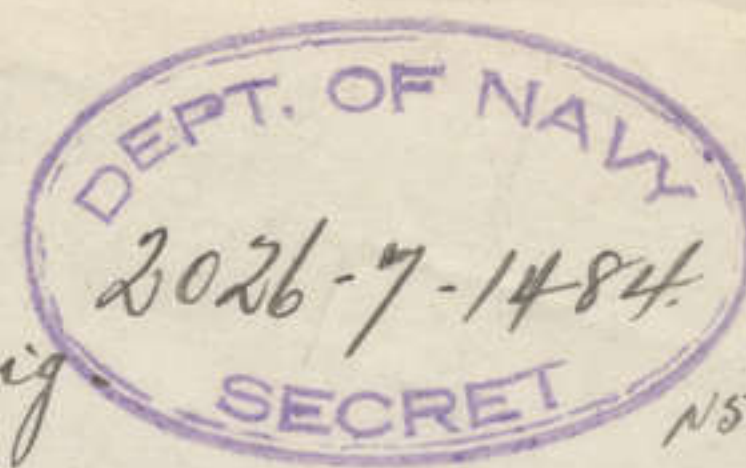
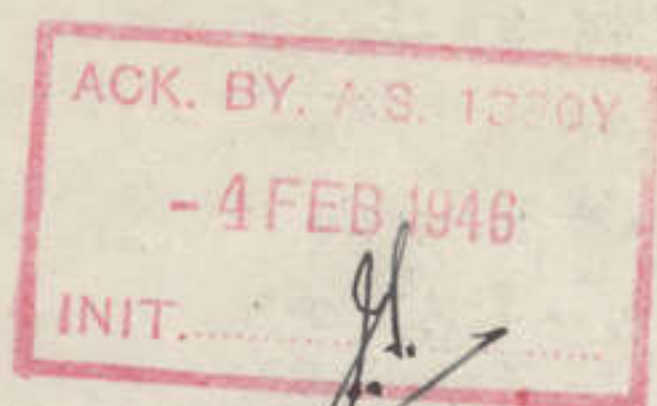


- Nov 45: Surveillance work at various islands in Ambon area, Amahai, Saparua, Banda, Toeal (Kai Is)
- Dec 45: Continuation of duties in Ambon area. Then to Darwin, conducting search en route for missing aircraft. Unsuccessful.
- Jan 46: Ex Darwin to Broome (civic ~~xxxxxxxxxxxx~~ reception) Onslow, Exmouth Gulf, Fremantle. Portion of crew on leave. Lt Osborne left for demobilisation. Lt M.H. Yeatman assumed command pending disposal of ship.

*32 Chief Historical Records Officer (last report)*

*C.H.R.*





NS. 23  
11  
45

Commanding Officer

1st. February, 1946

Naval Officer In Charge

Letter of Proceedings for Month of January, 1946.

H.M.A.S. "Broome"

366:7-31.

Freemantle

Submitted:

For your information the following letter of proceedings for the month of January 1946.

2. At 1215, 1st. Slipped from wharf in Darwin and proceeded to Broome, coming to anchor at 0733 on the 4th. At Broome the Ship's Officers were met on the wharf by the Magistrate and his official party. The Residents of Broome entertained the Ship's company during the day with lunch at one of the Hotels then a cricket match and in the evening a dance.
3. 5th.-7th. Weighed and proceeded from Broome with a Light-House mechanic as passenger at 1030, 5th. and proceeded to Bedout Is. coming to anchor at 0553, 6th. The motor boat then proceeded inshore with the Light-house mechanic to repair the Bedout Is. Light. The motor boat returned at 0914 and ship weighed and proceeded to Onslow at 0916, arriving at Onslow at 0619, 7th. and securing alongside the jetty at 0644 for fuel.
4. 7th.-10th. Completed fuelling after some delay caused by blockages in the shore fuel lines and proceeded at 1307, 7th. to Exmouth Gulf to take a barge in tow. However on arrival the R.A.A.P. signalled that the tow had sunk in recent storm so ship anchored at 1930, 7th. to proceed next morning at 0455, 8th. for Freemantle arriving there at 1754, 10th. and securing alongside at H shed.
5. Having been ordered to give 45 days leave, arrangements were made immediately and one watch of the Ship's company proceeded on leave on the 15th.
6. On the 22nd. Lieutenant P.K. Osborne R.A.N.R. was discharged to "Torrens" to be demobilised and S/Lieut ~~XXXX~~ G.V. Shepherdson R.A.N.V.R. was discharged to "Rushcutter" also for demobilisation. In accordance with A.C.N.B's signal I90432z Lieutenant M.H. Yeatman R.A.N.R. assumed command from Lieut P.K. Osborne temporarily pending disposal of the ship.

*J.H.*



Distance Steamed	---	1869.5 miles
Time Under Way	---	166 hours 8 minutes
Average Distance per Ton of Fuel	---	8.32 miles

Total figures since August 26th, 1942.

Total distance steamed	---	109869.3 miles
Total time under way	---	119696 hours 8 minutes
Average speed	---	10 knots

*M. Meaton*  
*Lieutenant RANR*  
*In Command.*



SUMMARY of EVENTS AND SHIP'S MOVEMENTS---5th November, 1944.

- 0515 Hands called  
0530 Hands mustered. Hoisted motor boat.  
0535 Tested steering(correct)  
0600 Weighed anchor and proceeded to sea with Strahan, Cootamundra and Bendigo.  
0637 Passed through boom.  
0655 Ships stationed in line abreast.  
0717 Increase to 180 revs.  
0800 A/C around Owi Island.  
Forenoon watchmen piped to muster.  
0805 Forenoon watchmen mustered and middle watchmen mustered.  
0820 Commence washing down the upper deck.  
0825 Ldg. Sea. Kingdom working in motor boat.  
0849 Ships proceed independently.  
0855 Special sea dutymen piped to muster.  
0900 Morning watchmen piped to muster---Special sea dutymen mustered.  
0905 A/B. Pampa in motor boat----rest wash down.  
Ship outside Sorado Lagoon awaiting orders.  
0910 Cable party piped to muster.  
0915 Cable party clearing away anchors. Ship passing through first lot of ships anchored Sorado Lagoon.  
0920 A/B's. Pampa, Green, Groves and Brown sent aft to secure sand bin.  
0925 Passed "Tasman" anchored to port. Sand bin secured.  
0930 Anchored outside Sorado Lagoon. Chains party standing by.  
0934 Secured cable party.  
0937 Cable party piped to muster.  
0940 Commenced shortening in.  
0944 Weighed anchor and proceeded between ships at anchor into Sorado Lagoon.  
0955 Altered course to pass through reef---leads in line.  
0958 Passed through reef and altered course up Lagoon.  
1001 Ship swerved violently to starboard---Lt. Thompson and others went aft to tiller flat.  
1003 Steering engine apparently correct, but a little sluggish.  
1005 E.R.A. Gartrell discovered sand thrown on top starboard side of steering engine.  
1007 Lt Thompson reported discovery to Captain, just before ship anchored in Sorado Lagoon.  
1008 Anchored.  
1010 Finished with main engines.  
1011 Captain aft to tiller flat.  
1015 Captain left tiller flat.  
1020 Officers mustered in Captain's cabin.  
1035 Officers' meeting finished.  
1040 Lt. Mackay lowered motor boat.  
1055 Lower deck cleared and hands told of occurrence.  
1100 Matches discovered in motor boat. Six sentries placed on upper deck.  
1200 Twelve sentries placed on upper deck, three in mess decks, one in engine room and one in boiler room. Officer and leading hand patrolling Ship.

-----  
Times of investigations are in my letter.



**RESTRICTED**Royal Australian Navy.(see file 72/51/50)  
Barley

Dwg.

N5.23  
11/45H.M.A.S. "BROOME"  
2nd January, 1946.

IN REPLY PLEASE QUOTE  
 ACK. BY. A.S. 1330Y  
 No. 338-7-30  
 11 JAN 1946  
 INIT. *[Signature]*

The Naval Officer in Charge,  
MOLUCCAS.Copy to:  
The Secretary,  
Naval Board,  
NAVY OFFICE.REPORT OF PROCEEDINGS FOR THE MONTH OF DECEMBER, 1945.

Submitted,

For your information the following letter of proceedings of H.M.A.S. "BROOME" for the month of December, 1945.

- HM*
2. 1st to 3rd. At 1600I Ship proceeded from TOEAL, Kai Is. to DOBBO, Aru Islands, coming to anchor at 0610I, 2nd December. The A.M.F. surveillance party landed to interview the Japanese commander and, on their return at 0840I, Ship proceeded to TABERFANE, coming to anchor at 1220I. Again the surveillance party landed, returning at 2130 when anchor was weighed and Ship proceeded to SAUMLAKI, Tanimbar Islands, arriving at 1400I, 3rd.
  3. 4th to 6th. At 0850I, 4th, Ship proceeded to BANDA ISLAND. At 2040I, in position 6 degrees 9 mins South, 130 degrees 25 mins East, the Port look-out reported a green flare. A visual and radar search was made with negative results. This may have been a falling star, several of which were seen later in the night. On arrival at Banda at 0600, Ship was secured to the K.P.M. buoy and the surveillance party landed.
  4. 6th to 20th. At 0600I 6th, slipped and returned to AMBON, securing at No. 2 wharf at 1600I and remaining alongside until 20th December. H.N.M.S. "JACOB van HEEMSKERCK" arrived at AMBON on 7th and departed for MOROTAI at 1000I, 10th. At 1830, 18th the NW-W Monsoon broke and it was necessary to shift from the wharf and anchor.
  5. 20th to 21st. At 0700I 20th anchor was weighed and Ship proceeded on a surveillance trip of Ceram with Brigadier Wrigley and an A.M.F. party. Anchor was dropped in PIRU at 1130I 20th and the party landed, returning on board at 1600. Ship then departed for BURU. At 2300 a signal was received diverting "BROOME" to search for a missing aircraft between AMBON and DARWIN. As AMBON was along the route, the A.M.F. party and Brigadier Wrigley were landed at 0700, 21st and Ship proceeded to carry out the search.



RESTRICTED

5. 21st and 22nd. These two days were spent in searching, firstly, at the estimated position to which rafts would have drifted from the position in which the aircraft was thought to have crashed and, secondly, the direct route, Ambon to Darwin, as ordered.

7. 22nd to 24th. At 2000, 22nd a search of MASELA Island was commenced but found impracticable in the dark and the same area was re-visited next day. On 23rd, a search of MASELA, BARBAR, WETAN, DAI and DAWALOR Islands was carried out and passage made to TEURN Island during the night. At 0600, 24th search of TEUN, DAMAR, NUS LEUR and TERBANG Islands was commenced and completed at 1600I when anchor was dropped in TELOK SOLAT harbour.

8. 25th to 31st. H.M.A.S. "QUADRANT" arrived at 0700I and "BROOME" proceeded alongside for fuel. At 0300, 26th, anchor was weighed and search of SERMATA, KALAPA, MEATAI, MIARANG and LOEANE commenced at 0730, 26th. Anchor was dropped off Cape Kaiwata at 1930. At 1130, 27th the search was continued. The late start was due to a defective starboard Air Pump. This pump has been giving trouble since and the port pump will not hold the vacuum above 90 revolutions. A new valve chest was shipped by the Ship's staff in DARWIN and it is hoped that this will overcome the trouble. On 27th MOA, LETI and LAKOR Islands were searched and during the night passage made to SERUA Island. On 28th SERUA Island, GRIFFIN ROCK and NILA Island were searched and Ship proceeded to DARWIN, securing at the main wharf at 1800I, 29th and remaining there until 31st.

9. During the month the fuel consumption, which has always been higher than other ships of the class, increased to an average of 26 tons per day at 180 revolutions and 22 tons at 140 revolutions. This is attributable, partly, to the lightness of the fuel obtained at AMBON, but apart from this there is an increase in consumption.

10. During the month the Ship's Officers carried out the duties of Naval Officer in Charge and Sea Transport Officer, AMBON. On 7th December, Eng. Lieutenant W. Humphreys, R.A.N.R. (S) was discharged for passage to H.M.A.S. "PLATYPUS" and the Chief E.R.A. assumed charge of the Engine Room. Lieutenant M.H. Yeatman R.A.N.R. joined from H.M.A.S. "QUADRANT", 25th December for 1st Lieutenants duties.

11. The conduct of the Ship's company has been good with the exception of three cases, all of which were caused by drinking Native spirits. The Ship's company had been warned against the consumption of these spirits. The morale is excellent and the Ship's company made the best of a poor Christmas season. Sport has continued in its popularity and the teams are developing in ~~efficiency~~ proficiency.

12. MONTHLY FIGURES.

Distance steamed ..... 2552 miles  
Time underway ..... 238 hrs 15 mins.  
Average distance per ton of fuel.. 10.38 miles

TOTAL FIGURES SINCE AUGUST, 25th 1942.

Total distance steamed ..... 108780.3 miles  
Total time underway ..... 119550 hrs 14 mins.  
Average speed ..... 9.9 knots.

*M*

*[Signature]*  
Lieutenant R.A.N.R.  
COMMANDING OFFICER.



*dup*

~~SECRET~~  
LEFT OFFICIAL  
2026-7-1484  
SECRET

Royal Australian Navy.

ACKNOWLEDGEMENT  
S. 1339Y  
IN REPLY PLEASE QUOTE  
11 JAN 1946  
No. 338-7-30  
INIT. *D.V.*

H.M.A.S. "BROOME"  
2nd January, 1946.

The Naval Officer in Charge,  
MOLUCCAS.  
Copy to:  
The Secretary,  
Naval Board,  
NAVY OFFICE.

RESTRICTED

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Lieutenant R.A.N.R.  
COMMANDING OFFICER.



## Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. \_\_\_\_\_

~~RESTRICTED~~~~SECRET~~(See file T2/51/50)  
J. Parley 29/11/60H.M.A.S. "BROOME"  
5th December, 1945.The Naval Officer in Charge,  
MOLUCCAS.Copy to:  
The Secretary,  
NAVAL BOARD.

315-7-26

*Supakati*REPORT OF PROCEEDINGS FOR THE MONTH OF NOVEMBER, 1945.

Submitted,

For your information the following letter of proceedings of H.M.A.S. "BROOME" for the month of November, 1945.

2. 1st to 4th. Ship remained alongside the Main Wharf, AMBON.
3. 5th to 6th. At 0700 I on 5th, Ship proceeded to AMAHAI with Brigadier Steele and Staff on surveillance, coming to anchor at 1315 I 5th November. At 0930 I 6th November, Ship proceeded to SAPARUA. Brigadier Steele embarked at 1215 and "BROOME" returned to AMBON, berthing No. 2 Jetty at 1640 I. Sub Lieutenant F.J. Deegan, R.A.N.V.R. joined on arrival.
4. 7th to 12th. Ship remained alongside No. 2 Jetty.
5. 13th. H.M.A.S. "THREE CHEERS" returned from a surveillance and berthed alongside "BROOME" at 1000 I.
6. At 1340 I H.M.A.S. "HAWKESBURY" berthed at Main Wharf and "BROOME" proceeded alongside for fuel and stores. "HAWKESBURY" sailed at 2150 I.
7. 14th to 17th. Ship remained alongside until 2100 I on 15th when Major J. Arnett A.M.F. and surveillance party, twenty-one N.I.C.A. troops and stores were embarked and ship proceeded to BANDA, arriving at 0830 I 16th. The N.I.C.A. troops and stores were disembarked and at 0150 ship proceeded to TOTAL in the KAI ISLANDS coming to anchor at 1800 I.
8. 18th to 20th. At 1615 I 19th ship proceeded to AMBON.



A Japanese war criminal was embarked at TOBAL and confined in the vegetable locker. At 1800 I 20th Ship secured at No. 2 Jetty and disembarked the surveillance party and prisoner.

9. 21st to 22nd. Ship remained alongside until 0300 I 22nd and then proceeded to CERAM to embark the Japanese Admiral and Staff for conferences at AMForce Headquarters. At 1030 I secured alongside No. 2 Jetty.

10. 23rd to 27th Ship remained alongside

11. 28th to 29th. At 0850 I H.M.A.S. "WILCANNIA" berthed at Main Wharf and commenced discharging cargo for AMForce. This task was completed at 1930 I 28th. At 0730 I 29th "BROOME" slipped and proceeded alongside "WILCANNIA" for stores and Diesel fuel. While alongside, 37 N.I.C.A. troops and 31 A.M.F. troops, ten tons of stores and an A.M.F. surveillance party under Lieutenant Colonel Ellison were embarked for TOBAL. At 1100 I 29th, slipped from "WILCANNIA" and proceeded to KAI ISLANDS. The voyage was uneventful and ship anchored at 1310 I off TOBAL.

12. During the month, ship's officers have carried-out the duties of Naval Officer in Charge, Sea Transport Officer, and N.C.S.O. Whenever the ship proceeded to sea, one officer and two signalmen remained in AMBON to attend to Port Director's duties.

13. The conduct of the Ship's company has been very good and morale is high. A lot of football and cricket has been played against Army teams and recreational picnics in motor trucks, arranged with the Army, have proved popular. The health of the Ship's company is satisfactory although there have been a number of minor casualties from sport.

14. MONTHLY FIGURES.

Distance steamed .....	1152 miles
Time underway .....	97 hrs 36 mins
Average distance per ton fuel ....	11.52 miles

TOTAL FIGURES SINCE AUGUST, 25th, 1942.

Total Distance steamed .....	106228.3 miles
Total time underway .....	10770 hrs 14 mins
Average speed .....	9.8 knots

Lieutenant, R.A.N.R.  
COMMANDING OFFICER.



## Royal Australian Navy.

IN B PLEASE QUOTE

No. \_\_\_\_\_

(see file 72/51/50)

JJBurley

29/11/60

~~SECRET~~  
RESTRICTED

NOIO-MOLUCCAS FILE

M 1.4.3.1.5

H.M.A.S. "BROOME"  
5th December, 1945.

315-7-26

The Naval Officer in Charge,  
MOLUCCAS.Copy to:  
The Secretary,  
NAVAL BOARD.

NAVAL OFFICER IN CHARGE

REPORT OF PROCEEDINGS FOR THE MONTH OF NOVEMBER, 1945.

14 DEC 1945

Submitted,  
MOLUCCAS

For your information the following letter of proceedings of H.M.A.S. "BROOME" for the month of November, 1945.

2. 1st to 4th. Ship remained alongside the Main Wharf, AMBON.
3. 5th to 6th. At 0700 I on 5th, Ship proceeded to AMAHAI with Brigadier Steele and Staff on surveillance, coming to anchor at 1315 I 5th November. At 0930 I 6th November, Ship proceeded to SAPARUA. Brigadier Steele embarked at 1215 and "BROOME" returned to AMBON, berthing No. 2 Jetty at 1640 I. Sub Lieutenant F.J.Deegan, R.A.N.V.R. joined on arrival
4. 7th to 12th. Ship remained alongside No. 2 Jetty.
5. 13th. H.M.A.S. "THREE CHEERS" returned from a surveillance and berthed alongside "BROOME" at 1000 I.
6. At 1340 I H.M.A.S. "HAWKESBURY" berthed at Main Wharf and "BROOME" proceeded alongside for fuel and stores. "HAWKESBURY" sailed at 2150 I.
7. 14th to 17th. Ship remained alongside until 2100 I on 15th when Major J.Arnett A.M.F. and surveillance party, twenty-one N.I.C.A. troops and stores were embarked and ship proceeded to BANDA, arriving at 0830 I 16th. The N.I.C.A. troops and stores were disembarked and at 0130 ship proceeded to TOEAL in the KAI ISLANDS coming to anchor at 1800 I.
8. 18th to 20th. At 1615 I 19th ship proceeded to AMBON.



**RESTRICTED**

A Japanese war criminal was embarked at TOEAL and confined in the vegetable locker. At 1800 I 20th Ship secured at No. 2 Jetty and disembarked the surveillance party and prisoner.

9. 21st to 22nd. Ship remained alongside until 0300 I 22nd and then proceeded to CERAM to embark the Japanese Admiral and Staff for conferences at AMForce Headquarters. At 1030 I secured alongside No. 2 Jetty.

10. 23rd to 27th Ship remained alongside

11. 28th to 29th. At 0830 I H.M.A.S. "WILCANNIA" berthed at Main Wharf and commenced discharging cargo for AMForce. This task was completed at 1930 I 28th. At 0730 I 29th "BROOME" slipped and proceeded alongside "WILCANNIA" for stores and Diesel fuel. While alongside, 37 N.I.C.A. troops and 31 A.M.F. troops, ten tons of stores and an A.M.F. surveillance party under Lieutenant Colonel Ellison were embarked for TOEAL. At 1100 I 29th, slipped from "WILCANNIA" and proceeded to KAI ISLANDS. The voyage was uneventful and ship anchored at 1310 I off TOEAL.

12. During the month, ship's officers have carried-out the duties of Naval Officer in Charge, Sea Transport Officer, and N.C.S.O. Whenever the ship proceeded to sea, one officer and two signalmen remained in AMBON to attend to Port Director's duties.

13. The conduct of the Ship's company has been very good and morale is high. A lot of football and cricket has been played against Army teams and recreational picnics in motor trucks, arranged with the Army, have proved popular. The health of the Ship's company is satisfactory although there have been a number of minor casualties from sport.

14. MONTHLY FIGURES.

Distance steamed .....	1152 miles
Time underway .....	97 hrs 36 mins
Average distance per ton fuel ....	11.52 miles

TOTAL FIGURES SINCE AUGUST, 25th, 1942.

Total Distance steamed .....	106228.3 miles
Total time underway .....	10770 hrs 14 mins
Average speed .....	9.8 knots

NAVAL OFFICER IN CHARGE

MOLUCCAS

*None A 15/14*  
*Adm A 15. 12. 42*  
*See*  
*See*



Lieutenant, R.A.N.R.  
COMMANDING OFFICER.

*None comments*



*Part File*  
Royal Australian Navy.

RESTRICTED

282-7-23

~~SECRET~~

IN REPLY PLEASE QUOTE

No. \_\_\_\_\_

H.M.A.S. "BROOME"  
 5th November, 1945.

The Naval Officer in Charge,  
 MOLUCCAS.

Copy to:  
 The Secretary,  
 NAVAL BOARD.

NOIC-MOLUCCAS FILE

M. 1.4.3.1.5

REPORT OF PROCEEDINGS FOR THE MONTH OF OCTOBER, 1945.

Submitted,

For your information the following letter of proceedings of H.M.A.S. "BROOME" for the month of October, 1945.

2. 1st to 5th. The Ship remained at anchor in Hong Kong and stores were replenished and the Ship painted.
3. 6th to 10th. Weighed anchor at 0800, 6th October, and proceeded on an anti-piracy patrol among the islands to the South West of Hong Kong, relieving H.M.A.S. "LAUNCESTON" at 1038, 6th October. The patrol was uneventful, the last night being spent in company with H.M.S. "SIDON" at PAK TSIM Island. During the patrol, parties were landed each day to investigate various small islands and to endeavour to obtain information about pirates. Hong Kong harbour was entered at 0905, 9th October, and after fuelling, Ship came to anchor in the Minesweeping Anchorage, Kowloon at 1255. Ship was stored on 9th and 10th October.
4. 11th to 17th. The 22nd M/S Flotilla sailed from Hong Kong for Morotai at 0800, 11th October. Ships in company: "GERALDTON" (MS 22) "LAUNCESTON", "PIRIE", "GAWLER", "WOOLONGONG", "CESSNOCK", "WAGGA", and "STAWELL". The voyage was uneventful. A heavy beam sea was experienced for the first few days causing at times, heavy rolling up to 40 degrees. For the remainder of the voyage the weather was good. Ship came to anchor near H.M.A.S. "PLATYPUS" at 1136, 17th October, was detached from the 22nd M/S Flotilla and reverted to the Naval Officer in Charge, Moluccas, administration. As the remainder of the 22nd M/S Flotilla was proceeding to Australia next day, all but two ratings with over 185 points under the demobilisation scheme were drafted by "GERALDTON" to Ships of the Flotilla.
5. 18th to 22nd. At 1200, 18th October, Lieutenant Commander R.A. DENOVAN was relieved by Lieutenant P.K. OSBORNE R.A.N.R. The Ship remained at anchor on 18th and 19th October. On 20th October, anchor was weighed at 0800 and ship proceeded to sea in company with "CESSNOCK", "GAWLER" and "WOLLONGONG" and spent the forenoon carrying out general exercises and Gunnery exercises, returning to harbour at 1300. The Ship remained at anchor until 23rd October.

*duplicate*



**RESTRICTED**

6. 23rd to 27th. At 0800 anchor was weighed and Ship proceeded alongside "MOMBAH", discharged 28 depth charges, 2 throwers, 2 carbuckle stowages, topped up with fuel from "BRITISH UNITY" and proceeded to carry out a survey of the Port facilities at KEMA and LEMBEH ISLAND. One mine was exploded by rifle fire on 24th October. The survey was completed at mid-day on 26th. and Ship returned to Morotai, anchoring after fuelling, at 0810 and remaining there until 1500, 29th October.

7. 29th to 31st. At 1500, 29th October, anchor was weighed and Ship proceeded to Ambon to relieve H.M.A.S. "GLENELG" as Naval Officer in Charge and Port Director, Ambon. The voyage was uneventful. The Ship arrived at Ambon at 0700, 31st October, berthed at the main wharf and relieved H.M.A.S. "GLENELG".

8. The conduct of the Ship's Company has been very good. Their morale is high and they are making very successful efforts to amuse themselves with concerts and other entertainments. The health of the Ship's Company is satisfactory .

9. MONTHLY FIGURES.

Distance steamed .....	2657.6 miles
Time underway .....	234 hrs 9mins
Average distance per ton fuel .....	14.6 miles

TOTAL FIGURES SINCE AUGUST, 25th, 1942.

Total distance steamed .....	105,076.3 miles
Total time underway .....	10,672 hrs 38 mins
Total average speed .....	9.8 knots

NAVAL OFFICER IN CHARGE  
 16 NOV 1945  
 MOLUCCAS

*[Signature]*  
 Lieutenant, R.A.N.R.  
COMMANDING OFFICER.

*Nav 17/11 - [unclear]*  
 CWA B 17-11-45  
 Sec [unclear]  
 Sec [unclear]  
 Sub [unclear]



Commonwealth of Australia.

Department of The Navy.

NOIC-MOLUCCAS FILE

ST 6339

M. 1.4.3.1.5.

~~SECRET~~

~~RESTRICTED~~

(See file 72/51/50) JJBerby 27/10/60

Royal Australian Navy.

From The Commanding Officer, H.M.A.S. BROOME.  
Date 7th October, 1945. Reference No. 256/7/21  
To THE NAVAL OFFICER IN CHARGE, MOLUCCAS.  
COPY/ THE SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE, V.  
Subject REPORT OF PROCEEDINGS FOR THE MONTH OF SEPTEMBER, 1945.

Submitted,

For your information the following Letter of Proceedings of H.M.A.S. BROOME for the month of September, 1945.

2. 1st - 3rd. The Ship remained in harbour anchored off Hong Kong Naval Dockyard until orders were received to assume anti suicide-boat patrol in the eastern entrance. Anchor was weighed at 0700 on the 2nd and ship proceeded to patrol in Lan Mun pass. Later in the day this patrol was cancelled and a new patrol instituted at the western entrance to the harbour, so berth was shifted to north of Green Island.

3. 4th - 6th. At 1900 on the 4th information was received that pirates were operating in Sakku Wan, Lamma Island, so BROOME proceeded to this Bay, and a landing party was sent to investigate. It was found to be a disagreement between the Chief of the village and some Chinese Intelligence Officers who were embarking Japanese stores for Hong Kong. Stores were embarked during the forenoon of the 5th, and three junks were then towed in to Hong Kong and turned over to Kennedy Force landing party. BROOME then returned to patrol where she was relieved by

Note 20/10  
See. - from NB.  
A/c  
See  
A/c  
S.O.E. *[initials]*

NAVAL OFFICER IN CHARGE  
19 OCT 1945  
MOLUCCAS



M.A.S. STRAHAN on the morning of the 6th, anchorage being shifted to off the Dockyard.

4. 10th. BROOME, in company with GERALDTON, LAUNCESTON, GAWLER, and BATHURST, proceeded at 0648 to embark prisoners of War from Stanley Camp and ferry them to the EMPRESS OF AUSTRALIA which was anchored in Junk Bay. BATHURST carried out a double crepesa sweep into Stanley Bay, on completion of which, ships anchored close to the shore and commenced to embark luggage and passengers. BROOME was alongside the EMPRESS OF AUSTRALIA by 1731, but found it necessary to return to Stanley later to disembark luggage and passengers placed on board in error. On completion of this trip, the ship returned to anchorage off Naval Dockyard where the anchor was let go at 2117.

5. 11th - 13th. BROOME remained in harbour for the next two days, then at 0645 on the 13th weighed anchor and proceeded to sea, BROOME senior officer with GAWLER and LAUNCESTON as sweepers and BURNIE as Dan Layer. A magnetic mine sweep was commenced off the entrance to Tathong Channel lines of Dams laid by BURNIE as required while a number of experimental runs were carried out. Ships returned to harbour in company and anchored, BROOME proceeding alongside Oil Wharf to discharge contaminated oil previously received from a tanker.

6. 14th-19th September. At 1030 on the 14th, BROOME secured alongside BATHURST at west dockyard wall and commenced Boiler cleaning. On the 17th, BROOME was shifted by tug to the Minesweeper anchorage where the boiler cleaning was completed a.m. on the 19th, fuel being embarked that afternoon.

7. 20th - 23rd. Anchor was weighed at 0840 on the 20th and ship proceeded to Green Island Patrol to relieve H.M.S. ALACRITY. All power junks were examined but nothing of interest discovered. On the 23rd, at 1700, orders were received to return to port, so anchor was weighed and ship proceeded to fuel and then to anchorage.

8. 24th - 26th. Ship remained at anchor in harbour during which days stores were embarked and opportunity taken to grant limited leave.

9. 27th - 30th. BROOME proceeded on anti-piracy patrol on the morning of the 27th and cleared harbour at 1410. WAGGA was relieved at 1445, BROOME carrying on with patrol of area south-west of Hong Kong, nothing of interest occurring. BROOME was relieved by WAGGA at 1100



on the 30th and returned to port, entering harbour at 1205. After fuelling, the Ship anchored in the Minesweepers anchorage .

10. The conduct of the Ship's Company has been good, but the effect of Peace combined with a foreign port have resulted in a considerable increase of offences. The morale is high, the men being able to get reasonable leave, while opportunity has been taken whilst on patrol to land parties, combining the duties of a search of an island with a swim and a game on the beaches. the health of the Ship's company has been very satisfactory.

11.

MONTHLY FIGURES

Distance steamed ----- 246.6 miles.  
 Time underway ----- 33 hrs. 33 mins.  
 Average distance per ton fuel 8.2 miles.

TOTAL FIGURES SINCE AUGUST, 25TH, 1942.

Total distance steamed ----- 102,448.7 miles.  
 Total time underway ----- 10438 hrs. 29 mins.  
 Total average speed ----- 9.8 knots.

*A. Donovan*

*Lieut-Comdr. R. A. N. V. G.*

-----  
 COMMANDING OFFICER.



~~SECRET~~

8th. September, 1945.

(See file 72/51/50)

J. Bailey 29/11/60

22/7/20

The Naval Officer in Charge,  
Moluccas.  
Copy to The Secretary,  
Naval Board,  
Melbourne, Vic.

RESTRICTED

Report Of Proceedings for the month of August 1945.

Submitted,

For your information the following letter of proceedings of H.M.A.S. "BROOME" for the month of August, 1945.

1. 1st. to 10th. The Ship was at anchor in Morotai harbour and on the 2nd., having embarked Lieutenants Henderson, Powell, Bailey and Weir also thirty ratings being the staff of Port Director, Tarakan, orders were received to proceed to Tarakan and at 1337/2nd. anchor was weighed and the ship cleared harbour at 1440 for Tarakan. After an uneventful voyage, Ship came to anchor at Tarakan at 1645/4th. and two hours later the four officers and thirty ratings were disembarked for duties with Port Director. The Ship remained at anchor until the tenth, the opportunity being taken to store Ship and grant recreational leave. At 1715/10th Ship weighed anchor and proceeded to sea with U.S. Transport, "Joshua Seney" in convoy.
2. 11th to 14th. At 1430/11th., the convoy being in safe waters, it proceeded independently, "Broome's" course being set for Zamboanga to embark oil fuel. At 0745 on 12th. Ship anchored at Zamboanga, remaining there until 14th. Meanwhile, Oil fuel and provisions were embarked and recreation leave given. At 1900/14th anchor was weighed and Ship proceeded to sea for Morotai.
3. 15th. to 20th. After an uneventful passage, ship entered Morotai harbour at 0900/16th and proceeded to embark oil fuel, coming to anchor upon completion. At 0600/17th. anchor was weighed, Ship being ordered to proceed to Subic Bay, and harbour was cleared at 0650. After passing through Basilian Strait at 2120/18th., H.M.A. Ships "Mildura", "Bathurst", and "Freemantle" were met and as they were also bound for Subic Bay, with the same E.T.A., it was decided to continue the voyage in their company. Heavy rain and poor visibility was experienced during the remainder of the voyage and at 1445/20th th Ships came to anchor in Subic Bay.
4. 21st. to 26th. The Ship remained in Subic Bay during this period, embarking oil fuel and provisions and Naval Stores from V.S.I.S. "Mercur". Captain Shadwell R.N. of 8th. S/M Flotilla addressed Ship's company telling of proposed plans for the forthcoming expedition to Hong Kong, "Broome" acting as a Dan layer on minesweeping operations. Subsequently, Dan bouys were rigged and stowed ready for laying.
5. 27th. to 31st. At 0609/27 anchor was weighed and Ship proceeded and after clearing the harbour took station and commenced A/S sweep for the convoy, consisting of H.M.S. "Maidstone", 8th. Submarine Flotilla and H.M.C.S. "Prince Robert" en route to Hong Kong. The voyage was uneventful and at 0600/29th., A.M.Ss took station and "Mildura", "Bathurst" and "Castlemaine" carried out Orepesa sweep approaching Tamkan Island. At 0715 a barnacle covered mine was seen floating off the port bow and was hit by rifle fire, later being sunk by "Wagga". At 1250/29th "Mildura", "Bathurst" and "Castlemaine" proceeded to sweep an anchorage off the northern shore of Tamkan Island, "Broome" and "Freemantle" acting as Dan layers, and having completed the operation at 1705, all Ships of the unit came to anchor in the swept area. Orders were received early next morning to transfer all Dan bouys to "Freemantle" and upon completion of transfer at 0710/30th., anchor was weighed and "BROOME" proceeded in charge of "Wagga" and "Strahan" to carry out L.L. and S.A. sweep astern of Orepesa sweepers. Having completed L.L. and S.A. sweep off Tathong Channel, the sweeps were recovered at 1115/30th no mines having been discovered. H.M.S. "Swiftsure" and "Euryalus" who had meanwhile arrived with other units of T.G.111.2, then proceeded into Hong Kong Harbour, followed by "Mildura" and "Bathurst". The remainder of the group, following "Broome", proceeded into Harbour in line ahead and came to anchor at 1335/30th off Navy Dockyard. At 1530/31st. "Broome" proceeded

Duplicate



*✓* RESTRICTED

to take soundings of the anchorage north of buoy A2. for use by H.M.S. "Anson" and after completing this investigation without finding any obstructions came to anchor in former anchorage at 1800. The 31st. was spent at anchor at immediate notice awaiting further instructions.

6. The health and conduct of ships company continues to be very satisfactory and the morale at a very high level, the men being very jubilant at the order to cease fire and eager to complete the tasks of the future.

7. Monthly Figures August 1945.

Distance steamed.....	2942.6 miles
Time underway.....	280 hrs 16 mins
Average distance per ton of fuel.....	12.03 miles

Total Figures Since 25th. August 1942.

Total distance steamed.....	102,202.1 miles
Total average speed.....	9.8 kts.
Total time underway.....	10,394 hrs. 56 mins.



*W. Donovan*.....

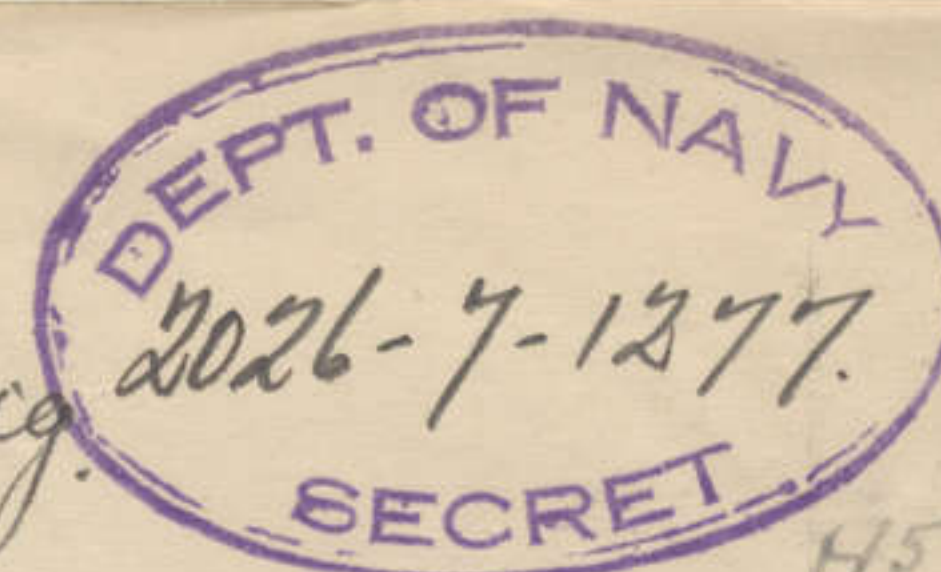
Lieutenant Commander  
R.A.N.V.R.



ACK BY A.S. 1330

27 AUG 1945

Royal Australian Navy.



IN REPLY PLEASE QUOTE

No. 194/7/19

~~SECRET~~H.M.A.S. BROOME,  
7th August, 1945.

The Naval Officer in Charge,  
MOLUCCAS. C/- H.M.A.S. PLATYPUS.  
Copies to/ The Secretary,  
Naval Board,  
MELBOURNE, V.

(See file 72/51/50)  
Bailey  
RESTRICTED

REPORT OF PROCEEDINGS FOR THE MONTH OF JULY, 1945.

Submitted,

For your information the following Letter of Proceedings of  
H.M.A.S. BROOME for the month of July, 1945.

1. 1st to 5th. Ship remained alongside H.M.A.S. MULCRA at Oil Wharf Garden Island, dockyard workmen continuing with installation of Mk.IV depthcharge throwers and parbuckles, the Mk.IV throwers being completed and the Mk.II throwers landed A.M. on the 2nd. At 1400 on the 3rd, twelve (12) ratings embarked for passage to forward areas. On the 4th, at 0815, Ship slipped from H.M.A.S. MULCRA and thirty minutes later secured to No.16 wharf Piermont where a new tail for the LL sweep was embarked, and all ammunition exchanged for a new outfit. At 1115 on that day, Lieutenant R. CORBETT embarked for passage to Madang, and at 1415, Ship slipped from the wharf and proceeded down harbour to the D.G. Range, and after ranging was completed, secured to No.2 buoy. At 1700 on the 4th Mk.IV throwers were tested with sand-filled charges, the test being quite satisfactory. At 1840, a Tug secured astern and compass adjustments commenced, being completed at 20 50 with satisfactory results. At 1050 on the 5th July, final adjustments were made to the parbuckle stowages and at 1132 Ship slipped from No.2. buoy and proceeded down harbour clearing the heads at 1156 and passage commenced for Townsville.
2. 6th-9th. Ship was at sea en route to Townsville and an uneventful passage made in fair weather, action stations being exercised daily at 1700. At 1120 on the 9th, Ship entered harbour, securing alongside Dual-purpose Wharf at 1142 and Oil Fuel and Stores embarked, two ratings being discharged sick ashore. H.M.A.S. BUNBURY secured to wharf astern at 1315, remaining there until 0835 on the 10th July.
3. 10th - 18th. The embarkation of stores was continued until Ship was slipped at 1615, clearing harbour at 1643 en route to Langemak. During the voyage, the Asdic equipment was found to be defective, the fault being a leak in the brass casting of the oscillator training shaft, permitting water to enter and thus short-circuit the oscillator. The shaft was removed and caulked, the equipment then operating satisfactorily. At 0735 on the 13th, due to a fault in the condensers, it was decided to anchor in Tano Bui Buina Bay, China Strait to carry out necessary repairs. While at anchor, an uncharted shoal was discovered, a full report being submitted on arrival at Morotai. Anchor was weighed at 0410 on the 14th and Ship proceeded through China Strait and to sea, entering Langemak harbour at 1051 on the 15th where Oil Fuel was embarked. Lieutenant HALL and one Rating also embarked for passage to Madang. Ship slipped from the Tanker at 1700 and cleared harbour at 1720 and after a fast passage, Ship entered Madang Harbour,



securing alongside Double Berth Jetty at 0733 on the 16th. Lieuts. Corbett and Hall together with twelve ratings landed whilst Commander WALSH (Naval Officer in Charge, MOLUCCAS) and Lieut. (S) GOLDSMITH and thirteen (13) ratings embarked for passage. At 0913 on the 16th, Ship slipped from alongside and cleared harbour at 0928. After an uneventful and pleasant voyage, Ship entered Humboldt Bay at 1306 on the 17th securing alongside No. 1 Navy Dock for water also landing one Rating on passage. Ship cleared harbour at 1620 that day, entering Mios Weendi for fuel at 1310 on the 18th, and upon completion proceeded to Sorido Lagoon coming to anchor at 1826 on the 18th.

4. 19th-21st. On the 19th, at 0900, Commander WALSH, Lt. GOLDSMITH and two ratings disembarked and One Dutch Pilot, One R.A.A.F. Officer and two N.C.Os. embarked for passage to Morotai. At 1436 on the 19th, anchor was weighed and harbour cleared at 1451, Ship proceeding to Morotai with U.S. Transport EVANGELINE in convoy. EVANGELINE entered Morotai at 0720 on the 21st, followed by BROOME which secured alongside H.M.A.S. KAPUNDA for Oil Fuel from BISHOPDALE, and upon completion, came to anchor in position Jig to prepare for Boiler cleaning. All passengers disembarked, Naval personnel being discharged to H.M.A.S. PLATYPUS. At 1305 on the 21st, The Commanding Officer of BROOME, Lieut.-Commander DENOVAN was checked out for Hospital treatment to the 2nd/5th Field Hospital, Lieutenant P.K. OSBORNE, RANR, assuming temporary command.

5. 22nd-31st. Boiler cleaning commenced on the 22nd, a party of four stokers being supplied by MOMBAN A.M. on the 23rd. During this period opportunity was taken to chip and paint Ship and carry out general maintainance work. Boiler cleaning was completed on the 25th and after embarking water from MOMBAN, Broome proceeded to northern harbour entrance to relieve KAPUNDA and carry out A/S patrol at position Baker, coming to anchor at 1610 on the 25th. Lieutenant-Commander DENOVAN rejoined Ship from Hospital P.M. on the 27th July, having benefited greatly from Hospital treatment. At 2300 on the 30th enemy aircraft dropped bombs ashore with unobserved results. BROOME was relieved from A/S patrol by JUNEE at 0900 on the 31st and returned to former anchorage at position Jig.

6. The health of the Ship's Company remains very satisfactory although four Ratings had to be landed for Hospital treatment. The morale of the men is high and their conduct very good, the Ship's Company having settled down to work with a will after their leave and trip south.

7. The 29th of July being a Sunday and the completion of three years in commission under my Command, divisions and prayers were held. The Commanding Officer spoke to the Ship's Company, describing some of our early activities and our proposed duties in the new area under the Command of the Naval Officer in Charge, MOLUCCAS.

8. MONTHLY FIGURES. JULY, 1945.

Distance steamed -----	3,584 Miles.
Time Underway-----	297 hrs. 20 mins.
Average distance per ton of fuel -----	14.9 Miles.

TOTAL FIGURES SINCE 25TH AUGUST, 1942

Total distance steamed -----	99,259.5 Miles.
Total Average speed-----	9.8 Knots.
Total time underway -----	10,114 hrs. 40 mins.

*R. Denovan*  
Lieut-Comdr. R.A.N.V.P.

-----  
COMMANDING OFFICER.



# Royal Australian Navy.



IN REPLY PLEASE QUOTE

No. 164/7/19

H.M.A.S. BROOME,  
14th July, 1945.

The Naval Officer in Charge,  
NEW GUINEA.

Copies to/  
The Secretary,  
Naval Board,  
MELBOURNE.

The Commander (D),  
H.M.A.S. PLATYPUS.

ACK. BY. A.S. 1330Y

21 JUL 1945

INIT. *J.*

~~RESTRICTED~~

(see file 72154/50)

~~SECRET~~

## REPORT OF PROCEEDINGS FOR THE MONTH OF JUNE, 1945.

Submitted,

For your information the following Letter of Proceedings of H.M.A.S. BROOME for the month of June, 1945.

2. 1st to 17th. Ship was in Dockyard Hands at the refitting Wharf Port Adelaide where the annual major refit was in progress. At 1500 on the 11th, the Ship was taken on to the slips and remained there until 1600 on the 15th. During this time, Underwater fittings were inspected and components renewed where necessary and the Ship's Hull was well coated with Anti-fouling compound. After leaving the slips, the Ship was taken by tug and secured to the refitting wharf again. The 16th and 17th were spent storing Ship while Dockyard continued with remaining defects.

3. 18th to 23rd. Ship's company was victualled in at 1300 18th. The Ship remained alongside refitting wharf for the period 18th-20th, carrying out Basin Trials on the 20th. At 0908/21st Ship slipped from wharf for Engine, Gunnery, Fuel Consumption, A/S and RADAR Trials carried out in Spencer Gulf. All trials were satisfactory, Ship returning and securing alongside at 1658 and fuel embarked. At 0720/23rd Slipped and proceeded for S/A and LL Sweep trials and compass adjustment. The LL Sweep trial S/A trial were quite satisfactory, except that a portion of the tail became waterlogged, so it was arranged to get new tails in Sydney. A repositioning of the heeling error coil was found necessary, as the compass adjuster only issued a card for degaussing off. On completion of trials, entered harbour and secured alongside "H" wharf, Birkenhead, for fuel at 1639.

4. 24th-27th. After final adjustments and a delay of four (4) hours caused by defective evaporator feed pump, ship slipped at 2000/24th and proceeded down river. Harbour was cleared at 2115 and course laid for Sydney. At 1650 on the 27th, four depthcharges were expended during exercise attack off Jervis Bay. All charges fired. After fresh westerly weather was experienced and an uneventful trip, Sydney was reached, and Harbour entered at 2334/27th,

25/7/19



coming to anchor in Athol Bight at 0010/28th.

5. 28th. At 0630 weighed anchor and proceeded alongside Kurraba Wharf for fuel. 1100, slipped from Kurraba and secured alongside H.M.A.S. MULCRA at Oil Wharf, Garden Island to permit installation of Depthcharge throwers.

6. 29th-30th. Dockyard workmen engaged in installing Mk IV depthcharge throwers and parbuckles. The opportunity was taken to carry out minor adjustments in the Engine Room, and to embark Naval and Victualling stores. Supply staff of H.M.A.S. KUTTABUL commenced a thorough muster of Paymaster's Stores during this period.

7. The health of the Ship's Company has been very good, the men having benefited from leave and change of diet.

8. The conduct of the Ship's Company has been excellent, and morale very good. *W*

MONTHLY FIGURES.

Distance Steamed ----- 938.4 Miles.

Time Underway ----- 90 hrs. 45 mns.

Average distance per ton of fuel ----- 11.73 miles.

TOTAL FIGURES SINCE 28TH AUGUST, 1942.

Total Distance steamed ----- 95,875.5 Miles.

Total Average Speed ----- 9.7 Knots.

Total time underway ----- 9,817 hrs. 20 mns.

*R. H. Benson*

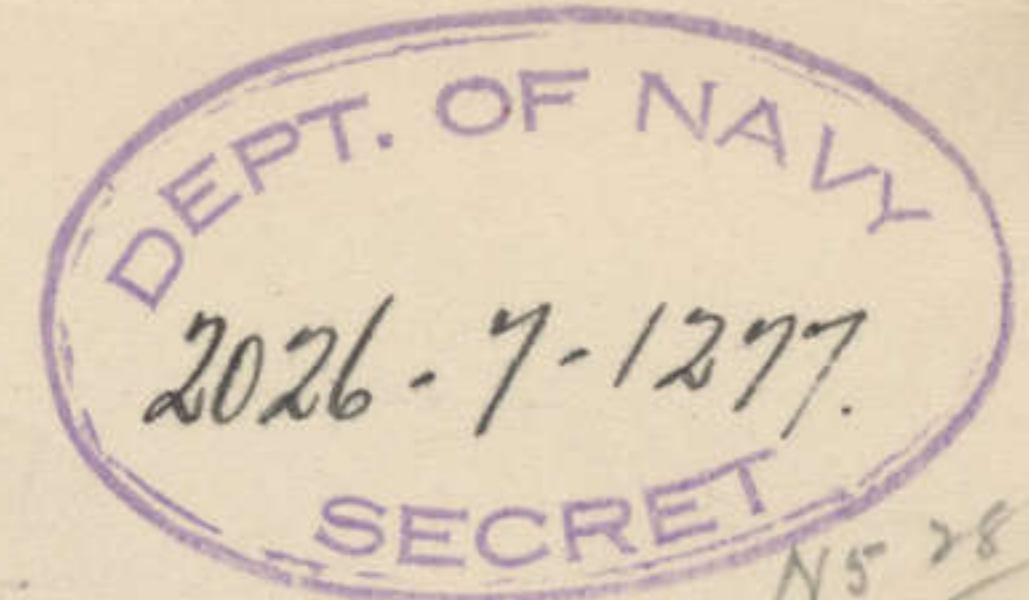
*Lieut-Comdr R.N.A.S. V. N.*

-----  
COMMANDING OFFICER.



AGK. BY: A.S. 1950

Royal Australian Navy.



IN REPLY PLEASE QUOTE

29 JUN 1945

No. 155/7/8

RESTRICTED RECORDS.

H.M.A.S. BROOME,

20th June, 1945.

The Naval Officer in Charge,  
NEW GUINEA.

RESTRICTED  
(see file 72/51/50)  
~~SECRET~~ Bailey

Copies to/  
The Secretary, Naval Board, Melbourne.  
The Naval Officer in Charge, Darwin.  
The Commander (D), H.M.A.S. PLATYPUS.

REPORT OF PROCEEDINGS FOR THE MONTH - MAY 1945.

Submitted,

For your information the following Letter of Proceedings of H.M.A.S. BROOME for the month of May, 1945.

2. 1st and 2nd, in company with H.M.A. Ships MORESBY, CASTLEMAINE and HORSHAM surveying Parry Shoal west of Bathurst Island. On completion of surveying on the 2nd May, orders were received from H.M.A.S. MORESBY to proceed to Darwin for fuel and onward routing, so BROOME parted company at 2035 and proceeded to Darwin.
3. 3rd to 11th May. Ship secured alongside Main Wharf, Darwin at 0740 on the 3rd May and commenced fuelling. Stores were taken on board, and one Officer joined for passage to Fremantle. BROOME slipped at 0633 on the 4th and proceeded via Onslow and Fremantle to Adelaide for refitting. Onslow was reached on the morning of the 8th May and Ship secured to the jetty at 1134 and commenced to fuel. Other Ships in harbour were H.M.A. Ships WARRNAMBOOL, INVERELL and KORANGI. BROOME proceeded that afternoon clearing harbour by 1605, and after an uneventful voyage arrived at Fremantle, securing alongside KATOOMBA at "G" Shed for fuel at 1034 on the 11th May.
4. 12th to 17th. Having completed with fuel and stores, BROOME slipped from alongside KATOOMBA on the 12th May, and cleared harbour at 0820. Fresh northeasterly and westerly weather was experienced in crossing "The Bight", and as Boiler Hours were high, excessive fuel was consumed on the passage. Port Adelaide was reached and anchor let go off the entrance at 0705 on the 17th to await arrival of Dockyard Officers who joined Ship at 0750. Anchor was weighed and Ship proceeded for a short run, after which the harbour was entered, Ship securing at refitting wharf up river, at 1002.
5. Immediately upon securing, work was commenced to destore and de-ammunition Ship. This work was carried out rapidly as all necessary shore arrangements had been made by the Base Staff. Destoring was completed by midday on the 18th May, and all Ship's personnel discharged to H.M.A.S. TORRENS for leave. A Care and Maintenance Party was provided by the base, but the 1st Lieut.

7 B



and Engineer remained in TORRENS for several days to see the work commenced.

6. The health of the Ship's Company has been very good, all skin trouble clearing up or showing rapid improvement as a result of the cool climate and improved diet.

7. The conduct of the Ship's Company has been very good, and morale high, the men being very happy at the prospect of leave.

8.

MONTHLY FIGURES.

Time underway -----	319 hrs. 35 mns
Distance Steamed -----	3,605.7 Miles.
Average distance per ton of fuel -----	9.58 Miles.

TOTAL FIGURES SINCE 28th AUGUST, 1942.

Total Distance steamed -----	94,937.1 Miles
Total average speed -----	9.75 Knots.
Total time underway -----	9,726 hrs. 35mns.

*R. A. Devouon*

*Lieut-Comdr. R. A. N. V. R.*

-----  
COMMANDING OFFICER.



ACK. BY. A.S. 133

Royal Australian Navy.

7 MAY 1945

IN REPLY PLEASE QUOTE

592/1/17

~~SECRET~~H.M.A.S. BROOME,  
2nd May, 1945.Original  
DEPT. OF NAVY  
2026-7-1277  
SECRETThe Naval Officer in Charge,  
NEW GUINEA.Copies to/ The Secretary, Naval Board,  
The Naval Officer in Charge, Darwin,  
The Commander (D), H.M.A.S. PLATYPUS.(see file 72/5/50)  
J.B. Bailey 29/11/60REPORT OF PROCEEDINGS FOR THE MONTH - APRIL 1945.

Submitted,

For your information the following Letter of Proceedings of H.M.A.S. BROOME for the month of April, 1945.

1. 1st-3rd. At anchor in Port Darwin. Stores were embarked and routine maintenance work carried out.
2. 4th - 10th. BROOME weighed anchor at 0912 on the 4th and proceeded to sea in company with H.M.A.S. BENALLA clearing harbour at 0949. Course was set for Penguin Shoals to commence surveying. H.M.A.S. HAWKE joined at 1057 on the 5th, and sounding was commenced at 1315 that day. H.M.A.S. CASTLEMAINE joined at 0830 on the 6th and relieved H.M.A.S. HAWKE to return to Darwin. Sounding was continued by the three ships in company until BROOME became short of fuel and was detached to proceed to Darwin at 0700 on the 10th.
3. 11th - 13th. BROOME arrived at Darwin at 0734 on the 11th and secured alongside Main Jetty at 0812 and commenced fuelling. The trip in from Penguin Shoals was uneventful except for poor visibility due to a severe dusty storm. Stores were embarked during the 11th and the ship shifted to anchorage at 0837 on the 12th, and remained there until the 14th.
4. 14th - 24th April. At 1905 on the 14th Ship weighed anchor and proceeded to sea in company with H.M.A.S. MORESBY on passage to Cape Fourcroy, Bathurst Island. Surveying was commenced in this area at 0745 on the 15th fixing positions of beacons. A survey Officer and recorder joined BROOME on the 18th and sounding of Fourcroy Area was carried out until 1800 on the 24th, when the survey party returned to H.M.A.S. MORESBY.
5. 24th - 27th April. At 2206 BROOME weighed anchor and proceeded in company with H.M.A.S. MORESBY to Darwin for stores and fuel, arriving there at 0639 on the 25th. Ships secured to Main Jetty for fuel and water and later shifted to anchorage, BROOME let go at 1100 on the 25th. The 26th and 27th were occupied with Ship's maintenance work and opportunity was taken to grant leave to recreational parties.
6. 28th - 30th April. At 0659 on the 28th anchor was weighed and ship proceeded in company with H.M.A.S. MORESBY for Cape Fourcroy, clearing harbour at 0735. Fourcroy was reached and anchor was let go at 1520 that afternoon. CASTLEMAINE joined and anchored close by at 1735. Fixing and laying beacons on

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7/2/52



Parry Shoal was commenced on the 29th and survey work continued the next day. H.M.A.S. HORSHAM joined company at 1500 on the 29th.

7. The health of the Ship's Company has been good, the dryer and cooler climate of this area having benefited those with skin complaints.

8. The conduct of the Ship's Company has been excellent and the morale high, the men working cheerfully and with a will.

9.

MONTHLY FIGURES FOR APRIL 1945.

Time underway - - - - - 243 hrs. 59 mins.

Distance steamed - - - - - 2,207.1 miles.

Average distance per ton of fuel - - 8.2 miles.

TOTAL FIGURES SINCE 28TH AUGUST, 1942

Total distance steamed - - - - - 91,331.4 miles.

Total average speed - - - - - 9.71 knots.

Total time underway - - - - - 9407 Hours.

*R. S. N. V. K.*

*Lieut-Comdr. R. S. N. V. K.*

-----  
COMMANDING OFFICER.



Original March ✓

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 40/7/16

H.M.A.S. 13301  
11 MAR 1945  
INT

DEPT. OF NAVY  
2026-7-1277  
SECRET

H.M.A.S. BROOME  
4th April, 1945.

~~SECRET~~

The Naval Officer in Charge,  
NEW GUINEA.

~~RESTRICTED~~  
(see file 72/51/50) J. Barley

Copies to/ The Secretary, Naval Board.  
The Commander (D), H.M.A.S. PLATYPUS.

Report of Proceedings for the Month

MARCH - 1945.  
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Submitted,

- For your information, the following Letter of Proceedings of H.M.A.S. BROOME for the month of March, 1945.
2. 1st-3rd. At 0700 on the 1st, BROOME weighed anchor and proceeded, escorting LCTs 921, 245 and 255 to Sansapoor. As these boats were in good shape mechanically, a fast passage was made, averaging seven knots, arriving at Sansapoor after an uneventful passage, at 0900 on the 3rd. During the remainder of the forenoon, an endeavour was made to recover the fouled anchor of LCT 142 with the aid of our minesweeping winch, but without success, the mooring wire parted.
  3. 4th-6th. By 0900, the LCTs were loaded and proceeding. BROOME weighed anchor at 0944, and the convoy, consisting of seven LCTs, Nos. 245, 921, 255, 392, 360<sup>919</sup> and 142, was formed up by 1115, proceeding at five knots towards Biak. At 1230 on the 6th, their destination being in sight, BROOME proceeded independently to Mios Woendi securing alongside MOMBAAH for water at 1523. Later, BROOME fuelled from VICTORIA and proceeded alongside PLATYPUS to give her 100 tons of fuel oil.
  4. 7th-13th. Most of the 7th March was spent alongside PLATYPUS transacting business with the various departments and Commander (D)'s Staff. Clothing was available for purchase in sufficient quantities for the Ship's Company for the first time in six months. At 1630 on the 7th, Ship slipped from alongside PLATYPUS and anchored close by at 1638, when boilers were allowed to cool off for boiler cleaning. Boiler cleaning was commenced on the morning of the 8th March, a boiler party joining from Bingera at 1030. Ship was painted in accordance with Commander (D)'s Orders in the new colour scheme during the boiler cleaning period, and the ship was ready for sea by the evening of 13th March.
  5. Orders having been received from Naval Board for BROOME to be loaned to C.T.U. 70.5.3 for surveying duties after

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75/5



which refitting would be carried out, all necessary arrangements for a protracted absence from the station were made. Ship fuelled and watered on the morning of the 14th March and was ready to sail at 1040.

6. 14th-16th. BROOME slipped from alongside MOMBAAH at 1040 on the 14th and proceeded, clearing harbour at 1058/I and set course for Madang. A fresh northwest wind and a following sea resulted in a fast trip, average speed 14.2 knots, and Madang was reached by 1021/I on the 16th. Ship securing at No.1 Berth. Clocks were advanced one hour to K Time at 1100/Item. Stores were embarked from the Naval Store during the afternoon, and Lieut. Cdr. L.E. MURPHY, RANR was discharged to Madang to take up his appointment as 1st Lieutenant of the Depot. Lieutenant D.Y. CLIFTON, RANR from Madang joined on loan as a watchkeeper for the passage to Darwin.

7. 16th-22nd. At 1800/K on the 16th March, BROOME slipped and proceeded, clearing harbour at 1815. Course was laid for Dreger Harbour. Ship entered Dreger Harbour at 0632 on the 17th and fuelled from Tanker BRAJARA, after which berth was shifted to off Navy Dock, Langemak to obtain charts and final sailing orders. At 1200 on the 17th, anchor was weighed, and Ship proceeded on route to Thursday Island, reporting at Kana Kopi, Milne Bay to embark baggage which had been sent down from LADAVA. A good passage was made, but a fresh head wind and southeasterly set caused about six hours delay on the passage from China Strait to Bramble Cay so that it was considered advisable to anchor at Double Island for the night, so anchor was let go in 10 fathoms southeast of the Light at 2110 on the 20th. At 0630 on the 21st anchor was weighed and Ship proceeded to Thursday Island and secured to Main Jetty at 0825 to fuel. Later, BROOME shifted to anchor, orders having been received that Light Vessel No.3 was to be towed by us to Darwin. As it was blowing fresh from the westward, and cyclones reported in the Gulf, departure was deferred until the afternoon of the 23rd March. H.M.A.S. PARKES had been detailed as escort.

8. 23rd-28th March. Ship weighed and proceeded at 1333 on the 23rd and anchored in Normanby Sound at 1409, where a party was sent away to the Light Vessel to weigh anchor and secure the tow. The Light Vessel was secured at short stay by 1640 and BROOME weighed and proceeded at 1708. After clearing the Sound and veering the full length of the towing wire it was found that a speed between six and seven knots could be maintained. The towing gear used was the standard towing equipment provided for A.M.S. Vessels. A pleasant and uneventful passage was made with light winds and practically no sea, arriving at the Port Darwin Boom at 1530 on the 28th, where the tow was handed over to H.M.A.S. HEROS to be secured to a buoy. BROOME proceeded alongside the main jetty and secured at 1620, fuel, water and diesel fuel oil being taken aboard during the evening.

9. The health of the Ship's Company has been satisfactory, skin complaints being the greatest source of discomfort.

10. The morale of the Ship's Company has been very good, the change of station providing them with some new matters of interest, while the conduct of the men has been very satisfactory.



MONTHLY FIGURES FOR MARCH - 1945

Time underway -----	365 Hrs 27 Mins.
Distance Steamed -----	2,895.6 Miles.
Average distance per ton of fuel -----	8.54 Miles.

TOTAL FIGURES SINCE 28TH AUGUST, 1942.

Total distance steamed -----	89,124.3 Miles.
Total average Speed -----	9.73 Knots.
Total time underway -----	9,163 Hrs. 1 Min.

*R. Deussen*  
 Lieut-Comdr. R.S.N.V.R.

-----  
 COMMANDING OFFICER.



373/7/14

ACK BY: A.S. 1330Y  
22 MAR 1945  
INIT

DEPT. OF NAVY  
2016-7-1277  
SECRET

H.M.A.S. BROOME,  
4th March, 1945.

A.N. 28.3.45

~~SECRET~~

The Naval Officer in Charge,  
NEW GUINEA.

RESTRICTED

(see file 22/51/50)  
J.B. Bailey

Copies to: The Secretary, Naval Board.  
The Commander (D), H.M.A.S. PLATYPUS.

REPORT OF PROCEEDINGS FOR THE MONTH - FEBRUARY 1945.  
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Submitted,

For your information, the following letter of Proceedings of H.M.A.S. BROOME for the month of February, 1945.

2. 1st-4th. Alongside Milling wharf Extension, Brisbane completing repairs to fuel pumps and distiller pump. Repairs were completed and test of machinery carried out by the evening of the 3rd and preparations were made to sail at 0900K on the 4th February. At 0810K on the 4th, the First Lieutenant reported to me that both azimuth circles were missing, and later the Gunnery Officer reported that the trainer's telescope of the 4 inch gun was also missing. My reports on these acts of sabotage is covered by my letter No. 360/7/13 dated 9th February, addressed to Naval Officer in Charge, New Guinea, copy to Commander (D), H.M.A.S. PLATYPUS. No report on the fingerprint investigation carried out a board BROOME in Milne Bay has yet been received. Two ratings who were very ill at ease while the prints were being taken were landed at Madang, but no definite suspicion attaches to them.

3. 4th-8th. BROOME slipped from Milling Wharf Extension at 1130 on the 4th, and proceeded independently en route to Milne Bay, Moreton Bay being cleared by 1640. Course was set and the outside route followed to our destination. Heavy weather was experienced from the Southeast to East on the 5th, and heavy sea with wind of gale force from the Northeast round to Northwest during the 6th. Lowest barometer reading 1002.2. The ship made good weather of it and Milne Bay was reached on the 8th February, securing alongside Tanker ARAYAT at 1430 for fuel. Later, BROOME slipped to alongside Navy Wharf, where stores and Ratings on passage were discharged and embarked.

AN

26/3/45



4. 9th-11th. At 0510 on the 9th, BROOME slipped from alongside Navy Wharf, having taken M.L.427 in tow, proceeded en route to Langemak. Commander Lewis joined the Ship before departure for passage to take command of H.M.A.S. MA DANG. Langemak was reached by 1859 on the 10th and Ship anchored off Navy Jetty at 1912. Stores were discharged and BROOME weighed anchor at 2204 and proceeded with the M.L. in tow to Madang. After an uneventful trip, Madang entrance was reached by 1635 on the 11th, the tow cast off and BROOME entered harbour securing at No.1 wharf at 1710.

5. 12th-14th. Stores and personnel were discharged during the 12th February, and after having loaded about 15 tons of Army Stores and Five Australian Army Personnel, BROOME slipped from the Wharf at 1758K and proceeded towards Hansa Bay. On arrival at Hansa Bay BROOME came to with Starboard anchor at 0703 on the 13th and commenced discharging Army Personnel and Stores into Army Motor Launches. Stores were discharged by 0940, so anchor was weighed and Ship proceeded to Hollandia, securing alongside Tanker GLYDE at 0711/I on the 14th. During the passage, clocks were retarded one hour to Item Time.

6. 14th-16th. Some stores and personnel for Ships in harbour having been discharged, BROOME got underway at 1632 I on the 14th and proceeded towards Mios Woendi with COOTAMUNDRA in company. A good, fast passage was made, and BROOME entered harbour at 1413 on the 15th and anchored near PLA TYPUS, COOTAMUNDRA proceeding independently to Sorido Lagoon. During the passage, Sub-Lieut. H.G.C.D.Fowles, R.A.N.V.R. who joined Ship at Hollandia, mustered Gunnery Stores, and completed taking over Gunnery Department from Sub-Lieut P.L.Lemaire R.A.N.V.R. who was discharged to PLATYPUS on the 16th February for onward passage to LONSDALE.

7. 16th-19th. Having discharged stores and personnel, BROOME weighed anchor at 1755 on the 16th and proceeded to Noemfoor Island to embark R.A.A.F. stores and personnel for Morotai. Ship anchored at Noemfoor at 0627 on the 17th and loaded ten tons of stores, one officer and 19 other ranks. Departure for Morotai was delayed till 1745 on the 17th so as to make a daylight arrival at Morotai, where anchor was let go at 0647 on the 19th off Navy Dock, R.A.A.F. stores and personnel were discharged into "Ducks" during the forenoon, and on receipt of orders from Commander (D) to return to Mios Woendi independently, BROOME got underway at 1606 on the 19th.

8. 20th-26th. Ship made an uneventful/fast passage to Mios Woendi arriving at 1340 on the 21st, and proceeded alongside Tanker VICTORIA to fuel. Victualling stores were embarked during the next day, and an inspection of the Torpedo Department in BROOME was carried out on my request by Commander (D)'s Staff. At 1751 on the 22nd BROOME weighed and proceeded slowly to Noemfoor to arrive at daylight, to escort L.C.Ts. to Sansapor and Morotai. At 0643 on the 23rd, anchor was let go in 26 fathoms off Broe Bay, and by 0913, L.C.Ts. Nos. 947, 359, 393, 391 and 941 were formed up, so BROOME weighed and took station ahead and proceeded at about 6 knot. At 1545 on the 24th, L.C.Ts. 947 and 941 detached and proceeded towards Amsterdam Island whilst the remainder continued on to Morotai arriving there at 1809 on the 26th, and anchored off Red Beach.

9. 27th-28th. These two days were spent fuelling, watering and obtaining dry provisions which the Ship had been unable to obtain for some time. An endeavour to procure cigarettes for the men was unsuccessful, and it is intended to try to get some at Noemfoor on the return journey. Fresh provisions have been unobtainable, none having been received since departure from Brisbane on the 4th February.



10. The health of the Ship's Company has been fair, skin troubles and Impetigo being much in evidence, one rating being so bad as to require landing to hospital.

The morale of the Ship's Company is very good, and the men seem well contented; their conduct has been excellent. Shortage of cigarettes and fresh provisions is felt, but the Ship's Company is aware that this is only a temporary state of affairs which will be remedied on the arrival of a supply ship at Mios Woendi.

11. Monthly Figures for February, 1945.

Time underway ----- 398 hrs. 23 mms.

Distance Steamed ----- 5,854.6 Miles.

Average distance per ton fuel-10.19 Miles.

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Total Figures since 28th August, 1942.

Total Distance steamed-86,228.7 Miles.

Total Average Speed ---9.6 Knots.

Total time underway ---8,797 hrs. 34 mms.

*R. A. Donovan*

*Lieut-Comdr. R. A. N. V. R.*

-----  
COMMANDING OFFICER.



# Royal Australian Navy.

H.M.A.S. "BROOME"

7th February 1945.

REPLY PLEASE QUOTE

No. 3597/12

*SECRET*

The Naval Officer in Charge,  
NEW GUINEA.

*RESTRICTED*  
*(See file 72/51/50)*  
*J. Bailey*

Copies to :

The Secretary, Naval Board.

The Commander (D).H.M.A.S. "Platypus".

Submitted.

For your information, the following letter of Proceedings of H.M.A.S. "Broome" for the month of January 1945.

2. 1st to 3rd. January - Enroute Mios Weondi to Madang. On the 2nd. January at 1010 I Starboard engine was stopped to permit repairs to starboard condenser, which had a leaking tube. Repairs were completed and engine restarted at 1152 I. Madang was reached after a quiet voyage at 0859 I 3rd and ship came to with starboard anchor in Mennin Harbour at 0909 I. Ship's stores were taken aboard from H.M.A.S. "Madang" during the remainder of the day and preparations made to sail next day.
3. 4th. and 5th. January.- Broome weighed and proceeded at 1600 I 4th., so as to arrive at Dreger Harbour early next morning for fuel. A fresh head wind and set delayed the ship in Vitioz Straight so that arrival was not made until 1106 I. As the tanker had two vessels alongside, Broome was delayed by several hours and finally secured alongside U.S. "BRAJARA" at 1458 I. After fuelling was completed ship proceeded to Langemak and anchored off the Naval Jetty at 1753 I. Lieutenant Commander Murphy RANR, the First Lieutenant, was landed to hospital during the evening, suffering from severe influenza. Broome weighed anchor at 2355 I and proceeded to Lae to land prisoners for detention.
4. 6th. to 10th January.- An hour was spent at Lae, during which time the Port Director came on board and collected prisoners and baggage. Broome weighed anchor at 0842 I and proceeded enroute to Brisbane. Clocks were adjusted to K time at 0900 I. The trip down the coast and through Rouen Channel and China Straight was uneventful but rather fresh south easterly weather was encountered, which reduced our speed. This, together with excessive fuel consumption due to the broken down feedheater and broken boiler room fan, made it apparent that only a very small margin of fuel would remain on arrival at Moreton Bay, so I decided to alter course at 0907 K 9th and proceed to Townsville to refuel arriving there at 1056 K on the 11th January.



5. 11th - 14th January. Broome completed fueling and took aboard fresh vegetables by 1430 K 11th and got under way, clearing the harbour leads at 1511 K. An uneventful and pleasant passage was made down the coast to Moreton Bay; Caloundra Head was abeam to starboard, distant 1 mile, at 0637 K and ship proceeded up river to secure at Coaling Jetty near the Dry Dock at 1250 K on the 14th January.
6. 15th to 29th January. - Broome was in Dockyard hands during this period. Ship docked with "Bendigo" on the 15th and the usual painting and inspections of the ship's bottom and underwater fittings carried out. On the 18th, ship undocked and secured alongside Milling Wharf extension at 1130. Feed heater, boiler room fan and cable survey and tests were amongst the major defects remedied, together with an overhaul of the fuel and air pumps, which had been giving trouble. Leave was granted to Queensland, New South Wales and Victorian ratings, an adequate care and maintenance party being retained on board. The Engineer Officer, First Lieutenant and Gunnery Officer stood by to supervise repairs. Opportunity was taken to complete the installation of the Mark IV S.A. gear, but I was informed that it will be necessary to shift the davit pedestals before the gear can be streamed efficiently.
7. 30th and 31st January. - Repairs were completed, the pump and steering gear late in the afternoon of the 30th and ship slipped from Milling Wharf at 2145 K, proceeding to Newstead to fuel. The Air pumps gave trouble during this short run and after securing at Newstead at 2303, the engine room staff turned to to refit the shuttles of both air pumps. These repairs were completed and test carried out by 1020 31st, at which time Broome proceeded to Moreton Bay for trials and compass adjustment. Compass adjustment and Radar trials were completed by 1545 and ship anchored near Pile Light at 1610 to await the arrival of certain Radar spares, which the Base Radar Officer required. Some trouble had been experienced during the afternoon in the fuel pumps, one of which ceased to function at 1700. The distiller pump was also operating badly. At 2235 the other fuel pump broke down and the Diesel was started for lighting purposes. Ship's staff worked during the night to get one fuel pump operating and in response to my signal Lieutenant Commander (E) Amott arrived aboard with dockyard workmen during the forenoon. Repairs were completed to one fuel pump by 1300 31st and after an hour and a half of running it was concluded that it was operating well enough to venture up river. Anchor was weighed at 1429 and Broome secured at 1700 alongside Milling Wharf extension, where work was immediately commenced to refit both fuel pumps and the distiller pump.
8. The morale of the Ship's Company was very good, with the prospect of leave on arrival at Brisbane. Their conduct was satisfactory, no further sabotage was in evidence and everyone was greatly heartened by the freedom from trouble.
9. The health of the Ship's company improved rapidly after fresh vegetables were obtained at Townsville and by the end of the month, practicable all the skin troubles had cleared up.
10. Monthly figures January 1945 :
- |                                    |               |
|------------------------------------|---------------|
| Time under way                     | 269 hours.    |
| Distance steamed                   | 2636.6 miles. |
| Average distance per ton of fuel . | 11.06 miles.  |

Total figures since 28th August, 1942.

Total Distance steamed	82394.1 miles
Total Average speed	9.8 Knots
Total time under way	8399 Hours 11 minutes.

*A. Deyouay*  
Commanding Officer.



# Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 325/7/11~~SECRET~~

H.M.A.S. BROOME,  
8th January, 1945.

The Naval Officer in Charge,  
New Guinea.

~~RESTRICTED~~

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

Submitted;

Report of Proceedings for the Month - December, 1944.  
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For your information, the following Letter of Proceedings of H.M.A.S. BROOME for the month of December, 1944,

2. 1st - 2nd. BROOME (SOE) in company with COWRA escorting SS. LURAY VICTORY and SS. J.B. FRANCIS en route Morota i to Mios Woendi. At 0540i, 1st, COWRA and J.B.FRANCIS were detached for Sansapor. BROOME parted company with LURAY VICTORY at 2030i, 1st, which proceeded independently while BROOME continued to Mios Woendi and anchored in harbour. Ship anchored close to BINGERA at 1217, 2nd, and took in stores.

3. 3rd. Lieutenant D.N.Thompson discovered that a 2 6" Manilla stern line had been cut into two pieces. This act of sabotage was investigated and made part subject to my report No. 290/7/10 of 14th December, 1944, addressed to N.O.I.C. New Guinea.

4. 3rd to 8th. Boiler cleaning was carried out with the assistance of BINGERA, which ship provided 6 ratings boiler party. Opportunity was taken during this period to clean the hull along the waterline, renew the boot topping, paint



heads and bathrooms and to chip and paint portions of the upper deck superstructure. Dry Stores, clothing and canteen stores were received aboard ex WILCANNIA.

5. 9th. BROOME fuelled, taking on 112 tons Oil Fuel and 1200 gallons of Diesel Fuel. After loading 247 bags of U.S. Service Mail, BROOME sailed to Morotai independently.

At 2010i, 10th, a RADAR contact was made and the Action Alarm bells were rung. One starshell was fired but revealed nothing. There being no further RADAR contacts "Action Stations" were secured and at 2025 BROOME proceeded. At 1604 on the 11th BROOME anchored off Navy Dock, Morotai, nothing further of interest having occurred on the voyage.

6. 12th-13th. At 1045 on the 12th BROOME took over stationary A/S patrol at the southern entrance to Morotai. COLAC relieved BROOME at 1500 on the 13th on patrol, and the latter shifted berth to Navy Dock. BROOME in company with COWRA and GLENELG weighed anchor at 1500 on the 13th and proceeded in company for Mios Woendi.

7. A further act of sabotage was discovered on the 14th, when the hands turned to. A knife had been wedged into the mechanism of the Bofors gun, temporarily preventing the breech being opened. This, and the result of the subsequent investigation was also reported in my letter No. 290/7/10 of 14th December., copy of which is attached.

8. At 1700 on the 14th, the H.S.D. reported vibrations in the A/S dome columns, and attempts to raise the dome while underway proved of no avail, so the Ship was stopped. After the Ship had way on astern, a large log floated up from beneath the Ship, and it was then found possible to raise the dome, which was left in the



housed position. Subsequently, a diver from H.M.A.S. SWAN examined the dome. The damage was confined to a minor dent, which in no way affects the efficient working of the A/S gear.

9. 15th - 19th. On arrival at Mios Woendi on 15th, BROOME secured to U.S.S. VICTORIA at 1216 and commenced fuelling. On completion, BROOME shifted to alongside SWAN and secured at 1457 for examination of the A/S dome by diver. During the afternoon, Lt. Cdr. L.E. Murphy R.A.N.R. joined and commenced to take over as 1st Lieutenant from Lt. Cdr. Hull R.A.N.R. The turnover was completed on the 19th, when Lt. Cdr. Hull was checked out to COOTAMUNDRA.

At 1404 on the 19th, BROOME weighed anchor and proceeded to Sorido Lagoon and anchored close to Navy Wharf at 1633.

10. 20th- 22nd. On the 20th, at 1756, BROOME (SOE) weighed anchor and proceeded in company with KAPUNDA to escort U.S.S. MONTEZUMA CASTLE to Morotai. During the voyage, "Action Stations" were exercised and a practice shoot using Bofors, Oerlikons and .303 machine guns was carried out at parachute targets.

The convoy arrived at Morotai at 1440 and BROOME anchored off Navy Dock at 1509 on the 22nd.

11. BROOME weighed anchor at 0758 on the 23rd and proceeded to Point Baker relieving KAPUNDA at 0926, remaining on Patrol until the morning of the 25th. Nothing of interest occurred other than the usual bombing of Air-Strips.

12. 25th-27th. At 0830 on the 25th, BROOME weighed anchor and proceeded to Navy Dock having been relieved by COWRA. Some stores were procured ashore and recreation parties sent away. BROOME fuelled from U.S.S. CAPE TRYON during the forenoon of the 26th and then proceeded to relieve KAPUNDA on patrol Able.



COOTAMUNDRA relieved BROOME at 0714 on the 27th. so berth was shifted and anchor let go off Navy Dock at 0756.

13. 27th - 29th. At 1633, BROOME (SOE) in Company with COWRA and KAPUNDA weighed anchor and proceeded, escorting U.S.S. GLAYLAG towards Hollandia via the northern route. An uneventful voyage was made, GLAYLAG proceeded independently for Hollandia at 1406 on the 29th, the escorts setting a course for Mios Woendi. Ships anchored near H.M.A.S. SWAN at 2154 on the 29th.

During the passage, four blades broke off the boiler room fan rotor. The Base Staff Engineer Officer inspected the rotor on the 30th, the boiler brickwork also being examined, having given continuous trouble since last refit. It was decided by Commander (D) that BROOME's docking should be advanced and the Ship sailed south for repairs immediately. Stores, fuel, and passengers were taken aboard during the afternoon of the 31st, and BROOME cleared Mios Woendi entrance at 1845, routed via Madang, Langemac, Lae thence through Raven Channel to Brisbane.

14. The morale of the Ship's Company has been very good, although two further minor acts of sabotage occurred during December. No person is under suspicion, and it would appear that the object is nuisance value rather than true sabotage.

15. The repairs necessary to the machinery at present are in no way attributable to sabotage, and are normal mechanical failures. Attached hereto are copies of letters in connection with defects, addressed to Commander (D), No.312/6/10 dated 31st December, 1944 and 313/6/11 dated 3rd January, 1945.

16. The conduct of the Ship's Company has been satisfactory, but a reduction in smartness and efficiency has resulted from



the change of 1st Lieutenants, together with the recent replacement of the old Gunnery Officer by a much less experienced officer.

17. The health of the Ship's Company has only been fair during December, Several cases of gastric trouble and apparent food poisoning having occurred, but the cause has not been ascertained. Also, a good deal of Acne and boils have been in evidence and about 10 cases of Impetigo. 60

It appears that these troubles are largely due to lack of fresh vegetables and even a shortage of canned or dehydrated vegetables during the past six weeks. Some fresh cabbage was obtained at Mios Woendi recently and was much appreciated.

MONTHLY FIGURES DECEMBER, 1944.

Time underway-----<sup>243</sup>~~242~~ hrs. <sup>42</sup>~~39~~ mns.  
 Distance steamed-----2643.5 miles.  
 Average distance per ton fuel ----- 8.2 miles.

TOTAL FIGURES SINCE 25TH AUGUST 1942.

Total distance steamed----- 79,758 miles.  
 Total average speed----- 10.9 k.  
 Total time underway----- ~~8,139~~ hrs. ~~56~~ mns.  
   8,130            11.

*R. A. Denovan.*

*Lieut. Comdr. R. A. N. V. R.*

-----  
 COMMANDING OFFICER.

Copies to/

The Secretary, Naval Board.  
 The Commander (D). H.M.A.S. SWAN

Enclosures/

Report on sabotage.  
 List of major defects.  
 Report on boiler brickwork.



COPY ONLY  
Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 290/7/10

H.M.A.S. BROOME,  
 14th December, 1944.

The Naval Officer in Charge,  
 New Guinea.

Submitted;

Report on Acts of Sabotage committed on board  
 H.M.A.S. BROOME.  
 -----

With reference to my letter No. 219/7/7 dated 9th November, there have been further acts of sabotage committed on board H.M.A.S. BROOME.

2. On 3rd December, 1944, the six inch manilla stern line was found to be cut in halves. This manilla had been coiled down on the quarterdeck for ten days, and the cut was discovered when fenders, placed within the coil, were removed, preparatory to going alongside. No detailed investigation was carried out, as the time of the occurrence could not be ascertained.

3. At 1000i, 14th December, 1944, Able Seaman Gardiner, gunner's yeoman, reported that he had found a knife jammed between the breech block and the breech chamber of the Bofors Gun. The knife had been inserted from the cover underneath the breech, thereby effectively preventing the breech being opened.

4. An investigation was instituted. The knife was one



2.

provided for the Carley floats beneath the wings of the bridge. The gun's crew was questioned, and it was found that the breech had not been worked since 1200i, 13th December, when Able Seaman Gardiner completed maintainance routines. Although the crew closed up for dusk and again at 2100i 13th December, the breech was nor worked nor uncovered owing to heavy rain.

5. As it is not possible to place the time of the act of sabotage, except over a wide period of 22 hrs. it is impractical to carry the investigation any further. No suspicion is attached to any particular person.

Copy/  
Commander (D).

(Signed) R. A. DENO VAN LT. CDR. RANVR  
COMMANDING OFFICER.



COPY ONLYRoyal Australian Navy.

IN REPLY PLEASE QUOTE

No. 313/6/11H.M.A.S. BROOME,  
3rd January, 1945.The Commander, (D),  
H.M.A.S. SWAN.

Submitted,

REPORT ON BOILER BRICKWORK.

Attached hereto for your information and consideration, copy of the report received from my Engineer Officer in reference with the above-mentioned matter.

2. As it will be seen from this report, the brickwork at the back of the furnaces have given continual trouble since the modifications were carried out at the last refit.

3. It is requested that while in Dockyard hands steps be taken to ascertain the cause of these breakdowns and the necessary steps taken to eradicate trouble in the future.

(Signed) R. A. DEHOVAN, LT. CDR. RANR  
COMMANDING OFFICER,  
Copy to/ The Naval Officer in charge,  
NEW GUINEA



Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. \_\_\_\_\_

H.M.A.S. BROOME,  
2nd January, 1945.

The Commanding Officer,  
H.M.A.S. BROOME.

Submitted,

REPORT ON BOILERS AND BRICKWORK.

As requested, the following is my report on the condition of the Boilers and Brickwork;

2. During the refitting at Brisbane, the alteration to the back casings, amended by H.O.L.95152 of 17.12.42, H.O.Dwg. No. 910185, was carried out. Since then, I have experienced a considerable amount of trouble. The bricks in the furnaces have had to be repaired eight times between boilercleaning periods, and always during the boilercleaning periods.
3. Pulsation is evident at nearly all speeds. Everything possible has been done to rectify this condition without satisfactory results. The air pressure has also been affected. Before the amendments, we were able to maintain 1.7 or 1.9", now only 1.2 can be maintained with fan at full revolutions.
4. Before the refit, completed May, 1944, the brickwork in the furnaces was in perfect condition, and only minor cracks being repaired during the previous 12 months.
5. The boiler room fan was taken ashore at Brisbane and was balanced and tested. On December 27th, four blades of the rotor carried away. On inspection several were found to be slightly cracked at the corners, and eight damaged when the four blades



2.

carried away.

6. The modification to the fan seating (C.C.N.O.123/44) has not yet been carried out.

(Signed) W. HUMPHREYS ENG.LT. RANR(S)  
ENGINEER OFFICER.

*Engineer Officer*



COPY ONLY  
**Royal Australian Navy.**

IN REPLY PLEASE QUOTE

No. 312/6/10.

H.M.A.S. BROOKE,  
 31st December, 1944.

The Commander (D),  
 H.M.A.S. SWAN.

Submitted;

MAJOR DEFECTS.

The following is a list of Major Defects which will require immediate attention on arrival at Brisbane,

1. Boiler Room fan rotor to be renewed.
2. Feed heater tubes to be removed and tubeplate refaced.
3. Cables to be tested.

2. With reference to Naval Officer in Charge, New Guinea Letter No. F.R.231/43/2 dated 30th August, 1944, copy of which is attached, as seventeen tubes have now broken down in the condensers it is considered that opportunity should be taken to retube the condensers while in Dockyard hands.

(Signed) R.A. DUNOVAN LT. CDR. RANVR.  
 COMMANDING OFFICER.

*We forward this to NOIC(B) (R) NOICNG.*

*I*



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~~SECRET~~

DEPARTMENT OF THE NAVY.  
MINUTE PAPER.

2026/7/1103

3644.

SUBJECT: Hmas "Broome," Report of Proceedings November 1911

(See file 72/51/50) Harley 29/11/60

RESTRICTED

D.P.S. Copy of report received before.

RW 20/11

~~D.T.S.R.~~ *[Signature]* 23/11

~~D.O.D.~~

D.N.I.

*[Signature]*

~~DCNS~~

~~1st NA~~ *[Signature]*  
23/11  
NS *[Signature]*

*[Signature]*



30/1

D. Y. [unclear]

20/1/1908



287/7/9.

~~SECRET~~

FILE NO. F.R. 231/43

H.M.A.S. "Broome"

10th. December, 1944.

The Naval Officer in Charge,

RESTRICTED

New Guinea.

MADANG.

Report of Proceedings - November, 1944.

Submitted:

For your information the following Letter of Proceedings of H.M.A.S. "Broome" for the month of November 1944.

2. 1st.-4th. November. At Mios Woendi boiler-cleaning.

Ship was anchored close to "Bingera" who provided a boiler party and was generally of great assistance while the ship was without steam. Opportunity was taken to chip, red lead and paint ship's side. Recreation was rather limited for the men due to insufficient transport facilities, but "Orion" and "Victoria" were very kind in extending invitations to the cinema.

3. 5th.-6th. November. "Broome" proceeded Sorido Lagoon for orders in company with H.M.A.S. "Strahan", "Cootamundra" and "Bendigo".

When entering Sorido at 0958 the ship appeared to steer badly and Lt. Thompson was sent aft. to investigate. It was found that a handful of sand had been thrown at the steering engine but by good luck had done no harm. On coming to anchor I informed the ship's company what had occurred and seventeen sentries were placed throughout the ship, an investigation being commenced immediately.

I proceeded ashore to consult Port Director Beak and it was decided that it was impractical to send the ship into an operational area with sabotage occurring aboard. Permission was obtained to proceed to Hollandia, so at 1534 vessel departed Sorido. Ship entered Mios Woendi at 1735 to pick up Leading Stoker Neate who had been discharged the previous day on draft, this rating being a very dependable man and his evidence in connection with the previous acts of sabotage probably being required.

At 2348 Broome proceeded and after a quiet voyage arrived at Hollandia at 2156 6th. Nov. and anchored. During this passage the Gunnery Officer and I kept the watches while the Ist. Lieutenant



- and A/S Officer continued with the investigation.
4. 7th.-9th.November. Anchored in Humbolt Bay storing ship and continuing with the investigation which was completed on the 9th.November-copy of report rendered to Naval Officer-in-Charge New Guinea and Commander (D) dated 9th.November No.219/7/7 attached hereto.The three ratings mentioned in paragraph 7 of the above mentioned letter were discharged for passage to Ladava in accordance with Signal T.O.O. 091015z from Port Director,Hollandia. Lt.Bromley R.A.N.R. who had joined for passage to Morotai on intelligence work was of considerable assistance in the latter part of the above mentioned investigation
  5. 10th-13th.November. At 1802 on 10th.November after completing with stores ship proceeded independently to Morotai,sentries being discontinued and ordinary routine being resumed. Opportunity was taken while on passage to carry out general exercises,including the running of the Orepesa Sweep which operated very satisfactorily. Morotai was reached by 1548 13th.November and ship anchored off Navy Dock after an uneventful passage.
  6. 14th-16th.November at Morotai. At 1656 14th.November,after fuelling vessel anchored near Western entrance to Morotai Harbour and commenced a stationary A/S listening watch. At 1505 the following day H.M.A.S. "Wagga" took over and "Broome" shifted anchorage to off Navy Dock. During the nights of 14th.and 16th.the Airstrips was attacked by Japanese bombers flying high.
  7. 17th-20th.November. At 1206,17th.November "Broome" S.O.E. proceeded in company with H.M.A.S."Cowra" escorting U.S.S."Castle Pinckney" to Biak arriving there at 1025 on the 19th.November after an uneventful voyage. Later at 1415 vessel proceeded to Mios Woendi for fuel arriving there at 1610. The vessel remained in harbour the following day and stored ship.
  8. 21st-22nd.November. At 0910 on 21st.November proceeded to Sorido Lagoon,Biak for orders and at 1456 commenced an A/S patrol off the entrance to the Lagoon. At 1755 the following day vessel was ordered to cease patrol without relief and anchor in Sorido Lagoon overnight.
  9. 23rd-25th.November. At 0602 23rd.November proceeded in company with H.M.A.S."Gympie" on passage to Morotai entering harbour at 0703 on 25th.November. During the passage opportunity was taken to carry out practical firings at own target and plotting exercises in company.



Broome also streamed "LL" sweeps which operated very satisfactorily  
 IO. 26th-29th, November. At III5 on 26th. November vessel anchored in  
 Southern entrance to Morotai Harbour and commenced a stationary A/S  
 listening watch, which was continued until IO2I on 29th. November when  
 we were relieved by H.M.A.S. "Katbomba" and anchored off Navy Dock  
 in Morotai Harbour.

Sub Lieutenant P.L. Lemaire R.A.N.V.R. joined ship on the morning of  
 the 27th. November after taking passage in "Cowra", and, after the trans-  
 fer of Armament Stores, Lieutenant M.F. Mackay R.A.N.R. took passage  
 by ~~air~~ to Manus Is. on the following day to take up his appointment  
 in H.M.A.S. "Australia".

II. Thursday, 30th. November. Japanese aircraft again bombed the airstrip  
 on Morotai in the early hours of the morning.

At II00 "Broome" S.O.B. proceeded to Biak in company with H.M.A.S.  
 "Cowra" escorting U.S.S. "Luray Victory".

12. The morale of the ship's company naturally received a considerable  
 set back as a result of the acts of sabotage which have occurred.  
 But since the departure from Hollandia the men have worked well and  
 appear quite happy. It is believed that the trouble has stopped and  
 I can only put the occurrence down to subversive agitation on the part  
 of the ratings removed from the ship. But no evidence was obtained  
 during the investigation which was sufficiently strong to charge any  
 rating in connection with this matter.

The Conduct of the ship's company has been excellent, only a few  
 minor punishments being awarded during the month.

The ship's company health has been fair. Rather a lot of boils have  
 been in evidence and one case of suppressed Malaria with Fluctuating  
 temperatures has required hospital treatment. This mild case has  
 occurred although the patient had been taking Atebrin as directed.





HP 27  
9  
43

Report of Proceedings ----- November 1944.

Checked  
Indexing

MONTHLY FIGURES ----- NOVEMBER, 1944.

Time under way ----- 246 hrs. 35 mins.  
Distance steamed ----- 2824.8 miles.  
Average distance per ton of fuel ----- 7.8 miles.

HN.

Total Figures since 25th. August, 1944.

Total distance steamed ----- 77114.0 miles.  
Total average speed ----- 9.7 knots.  
Total time under way ----- 7886 hrs. 29 mins.

Copies to: Naval Board.  
Commander (D).  
H.M.A.S. "Swan"



*R. A. Donovan*  
Lieut. Comdr. R. A. N. V. R.  
COMMANDING OFFICER.

11.

The Secretary,  
Naval Board,  
MELBOURNE.

Submitted for the information of the Naval Board.

2. The report of sabotage in H.M.A.S. "BROOME" is being investigated.

*J. D. Davis*  
A/CAPTAIN R.A.N.  
NAVAL OFFICER IN CHARGE  
NEW GUINEA.

OFFICE OF THE N.O.I.C.  
NEW GUINEA, MADANG,  
1 JANUARY, 1945.  
F.R. 231/43/5.

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15



~~SECRET~~ ✓ JN  
RESTRICTED

Commanding Officer, H.M.A.S. "Broome"

9th Nov., 1944

219/7/7

Naval Officer-in-Charge, New Guinea.

Report on Acts of Sabotage Committed in H.M.A.S. "Broome"

Submitted.

With reference to my letter no. 295/7/5, dated 30th October, 1944, and my signal T.O.C. 050403Z, ~~November~~ November. The following is the report required by your signal T.O.C. 052319Z, November, received at 0658Z, 6th Nov.

(2) On 5th November, 1944, at 1005I, just before H.M.A.S. "Broome" anchored inside Serede Lagoon, Biak Island, Lt. Thompson and E.M.A. Gartrell discovered that sand had been thrown into the steam steering engine in the tiller flat. I was informed immediately. The ship anchored at 1008I, and I went aft to inspect the steering engine. A quantity of sand, about one handful, was on the top starboard side of the steering engine, and had apparently been thrown directly at the steering engine through the tiller flat hatch, which is above and outboard of the engine. Although the metal beneath the sand was covered with oil, the sand was dry, and showed no signs of penetration of oil. Also, in a sand bin lashed to the LL Sweep guide abaft the minesweeping winch, one hand print was visible. There was about  $\frac{1}{2}$  inch dry sand on the top of the bin, and the handful removed had exposed wet sand, which, at that time, showed no signs of drying. I therefore concluded that this act of sabotage had occurred ~~at~~ within half an hour of my inspection.

A few minutes later it was reported to me that a box of matches had been placed in the intake manifold of the motor boat engine.

I then consulted with the Ship's officers and cleared lower deck immediately afterwards. I told the Ship's Company what had occurred.

All compartments were locked and twelve sentries placed on the upper deck, three in the mess decks, one in the engine room and one in the boiler room. An officer was on deck, and he, with the leading hand of the watch, patrolled the ship. An investigation into these acts of sabotage was then instituted.

I reported to the Port Director, Biak, what had



Report on Acts of Sabotage Committed in H.M.A.S. "Broome" (contd.)

occured, and on receipt of orders from him, sailed to Mios Woendi, and then to Hollandia, arriving there at 2230I, 6th November.

(3) Attached hereto is a summary of the Ship's movements and occurrences as shown by the Deck Log and interrogation.

(4) The interrogation began at 1115I, 5th November, with questioning and obtaining statements from persons known to be on the quarter deck or in the vicinity of the quarter deck between 0915 and 1015. This interrogation continued until 0800I, 6th November, and then from 0900 to 1400 6th November. All ratings questioned during this period, gave sworn statements, after being warned that they were not compelled to do so. One rating, Ldg. Sto. Dries, is suspected, as his statement and those of others do not coincide. He had ample opportunity to commit this act of sabotage, but only circumstantial evidence is available and no one witnessed him commit this act.

At 1415I, 6th November, interrogation of the whole Ship's Company began, the object being to fix the movements of every member of the Ship's Company between the times 0915 and 1015I, 5th November. By 2300I 6th November, the movements of the Ship's Company were defined, except in a few cases where no confirmatory information was available. During this investigation, it transpired that four ratings had worked on the sand bin aft from 0920 to 0925, shifting it and lashing it to the LL centre guide abaft the minesweeping winch.

Interrogation of these four ratings was commenced at 2100I, 6th November. Three of these four ratings gave statements which coincide with each other, but the fourth rating's statement does not coincide with the other three. This rating also had opportunity to commit this act of sabotage during the time that the other three were lashing down the sand bin. Here again there is only circumstantial evidence available. With reference to my letter no. 205/7/5, dated 30th October, 1944, the rating suspected of throwing the evaporator coils overboard, and cutting the hoses, is the same rating as is suspected in this case. The interrogation of these four ratings concluded at 1200I, 7th November. The rating suspected here is A.S. W. Green, O/N PA2158.

(5) From the above investigations, it is considered that there are two ratings, definitely suspected, and two or three more who may have had opportunity to commit this act of sabotage. Only circumstantial evidence is available in all cases, and therefore no definite conclusions or decisions can be reached at present.

(6) With reference to the act of sabotage committed in the motor boat, little information can be discovered. The motor boat, "last in the boat, cannot be sure whether the matches were placed before or after he was in the boat.

(7) In addition to the ratings suspected, namely Ldg. Sto. Leslie Forrester Dries, O/N 23116, and A.S. William Green, O/N PA 2158, there is another rating, A.S. Christopher Patrick O'Neill, O/N B2754, who, although apparently not connected with the acts of sabotage, is a continuous source of discontent and unrest in the mess decks. In addition to this his Service Record indicates that he is not amenable to discipline.

In view of the foregoing, it is requested that consideration may be given to the removal of these three ratings forthwith. It is still not at all certain that the saboteur is amongst the three ratings named, but the morale and conduct, which is at present good, will improve considerably with the removal of these three ratings.

*R. H. Devonport*  
Lieut. Comdr. R. S. N. V. R.  
Commanding Officer.

Copy: Commander (D) M. Jang.



~~SECRET~~

218/7/6

(See file 72/51/50)  
J. Baileys, 29/11/60

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

RESTRICTED

The Secretary,  
Naval Board,  
Melbourne,

REPORT OF PROCEEDINGS -- OCTOBER, 1944.

Submitted :

For the information of the Naval Board the following Letter of Proceedings of H.M.A.S. "Broome" for the month of October, 1944.

2. 1st October. On passage from Madang to Hollandia in company with H.M.A.Ss. "Glenelg", "Bingera" and P.C. 1022 escorting convoy consisting of U.S.S. "Otus" towing dock, U.S.S. "Cable" towing dock and barge, U.S.S. "Sekong" and A.R.L. 41 towing a barge. At 1225 "Otus" lost her tow, recovering it at 1340 when she proceeded again. Convoy entered Humboldt Bay at 1430 the same day and escorts carried out an A/S patrol off the entrance to the harbour. At 1640 vessel entered harbour and secured alongside U.S.S. "Villa Lobas" and commenced fuelling.

3. 2nd and 3rd October. At 0600 on the 2nd October "Broome" cast off from "Villa Lobas" and proceeded to anchor in Hollandia Bay. The ship remained in port the following day.

4. 4th - 9th October. At 1805 vessel proceeded in company with H.M.A.S. "Bendigo" on passage to Maffin Bay. At 0645 on 5th October arrived off Maffin Bay. At 0745 convoy consisting of S.Ss. "George Flanders", "Mana", "Robert C. Grier", "Louis Sullivan", "William H. Gray", "W.B. Rodgers", "John Hart" and B.F. Irvine" was formed and course was set for Morotai, "Bendigo" acting as S.O.E.

At 0700 the following day H.M.A.S. "Townsville" joined the convoy off Sorodo Lagoon as additional escort. At 1430 on 7th October "Bendigo" detached and proceeded to Amsterdam Island and at 1540 "Bendigo" rejoined convoy with H.M.A.S. "Latrobe" as additional escort and U.S. Tug for escort to Morotai.

An uneventful voyage was made and at 1227 on 9th October entered Morotai Harbour and came to anchor. Later vessel proceeded and secured alongside U.S.S. "John Ball" and commenced fuelling and taking in fresh water at 1827.

5. 10th - 13th October. At 0647 on the 10th October "Broome" proceeded in company with "Bendigo", S.O.E., "Latrobe" and "Townsville" and carried out A/S patrol off Morotai Harbour entrance.



By 0930 convoy consisting of S.Ss. "Barth", "Steinmetz", "John Ball", "Woolcott", "Van Nuys", "Noora", "Campbell", "J. White", "Blackburn" and "Channing" was formed and course was set for Mios Woendi. At 0720 on 11th October, H.M.A.S. "Latrobe" and S.S. "Channing" left the convoy and proceeded independently. At 0226 on 13th October convoy proceeded independently and "Broome" entered Mios Woendi Harbour at 1100 in company with "Bendigo" and "Townsville" after an uneventful voyage. Vessel then proceeded to anchor after having fuelled from U.S.S. "Victoria".

6. 14th - 17th October. At Mios Woendi anchorage.

7. 18th - 21st October. At 0609 on the 18th October "Broome" cleared harbour and proceeded to escort U.S. Army Tanker "T.S. Brennan" to Morotai. At 0540 the following morning we joined company with "Bendigo" escorting S.S. "W.B. Rodgers" and continued on passage to Morotai.

At 0610 on 21st October the steering engine jammed and hand steering was connected up. Defect was made good by 0805 and change to steam steering was made.

At 1015 the same day "Broome" entered Morotai Harbour in company with "Bendigo" and came to anchor. At 1502 weighed and proceeded alongside "Bendigo", berthed on "W.B. Rodgers", and fuelled.

8. 22nd - 25th October. Ship carried out stationary A/S watch at southern entrance to Morotai harbour with engines at immediate notice.

9. During the period 23rd October to 30th October several acts of sabotage occurred in H.M.A.S. "Broome". Copies of signal and written report addressed to N.O.I.C. New Guinea are forwarded for information.

10. 26th - 31st October. At 0852 on 26th October "Broome" was relieved from stationary A/S watch by H.M.A.S. "Deloraine" and proceeded to anchorage and obtained oil fuel and fresh water from S.S. "Jane Adams". At 0559 the following morning "Broome" cleared harbour in company with "Bendigo" and formed convoy GB 707 consisting of S.Ss. "A. Rehan", "A. Saugrain" and "R. Grier" and proceeded to Biak. At 1253 on 29th October convoy was dispersed and vessel entered Sorido Lagoon for mail and orders in company with "Bendigo", and later ships proceeded to Mios Woendi and entered harbour at 1740. Vessel secured alongside S.S. "Harper's Ferry" and fuelled.

At 0630 on 30th October cast off and came to anchor near H.M.A.S. "Bingera" and commenced boiler cleaning.



II. The health of the Ship's company is quite satisfactory, the mild epidemic of boils having cleared up.

The morale of the Ship's company is excellent and the conduct very good. The acts of sabotage mentioned in paragraph 9 in no way reflect the attitude of the crew, rather it has caused resentment and I feel that the men are making every endeavour to apprehend the culprit.

Monthly Figures.

Time under way .....351 hrs. 44 min.  
Distance steamed .....3105. 8 miles.  
Average distance per ton of fuel.8.96 miles.

Total Figures since 25th August, 1942.

Total distance steamed ..... 74,289.7 miles.  
Total average speed ..... 9.72 knots.  
Total time under way ..... 7639 hrs 54 min.

*R. A. N. V. R.*

*Lieut-Comdr. R. A. N. V. R.*

Commanding Officer

Copies to :

The Naval Officer-in-Charge, New Guinea.  
Commander (D), Madang.



IMMEDIATE

NAVAL MESSAGE.

S. 1320d.  
(Established—May, 1930.)  
(Revised—January, 1933.)

To:

SECRET

FROM:

N.O.I.C. (N.G.) (R) COM. (D).

BROOME

6,000,000—1.1955/4/42—21544 St 5071

A. H. PETTIFER, ACTING GOVT. PRINTER.

Several minor acts of sabotage have occurred on board. One rating suspected but no proof available. Request Board of Enquiry be instituted as soon as possible.

300555 Z



205/7/5

SECRET

H.M.A.S. "BROOME"  
30th September, 1944.

The Naval Officer-in-Charge,  
New Guinea.

Submitted :

With reference to my signal, T.O.O. 300555 Z October, four minor acts of sabotage have occurred in this ship during the period Monday, 23rd October to Monday, 30th October, 1944.

2. At 0800 on 23rd October the clapper of the ship's bell was discovered to be missing.

3. On 26th October at 0615 four evaporator coils, one private-owned boat's sail and a canoe were reported missing.

4. On both these occasions the vessel was carrying out a stationary A/S listening watch in the entrance to Morotal Harbour and a complete watch was on deck and the ship completely darkened.

The disposition of the watches was as follows : One Officer, two seaman ratings and a signalman on the bridge, one lookout on the forecastle and three seamen aft. Rounds were carried out by the Leading Seaman of the watch every hour.

5. On each occasion a thorough search was carried out but no trace of the missing articles was found. An exhaustive investigation was held but no information could be obtained. The only conclusion reached was that one seaman rating was strongly suspected and two others appeared to be withholding some information. These three persons were together on watch aft. The suspect was extremely evasive on certain questions.

6. The last occurrence took place during the night of the 29th October or early the following morning. On this occasion two wash-deck hoses were cut into several pieces.

7. Strong suspicion is cast upon the same rating. No evidence has yet been obtained to confirm these suspicions.

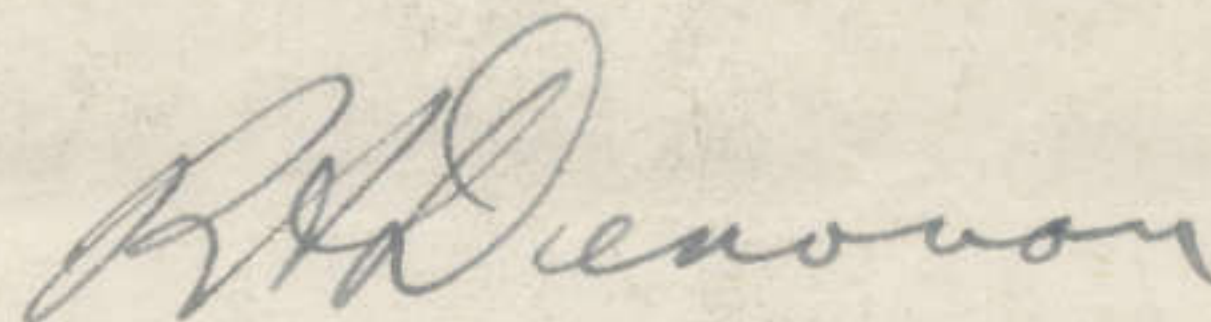
The grounds for suspicion are that this rating was punished for mis-use of fresh water and was given the duties of chipping the evaporator doors as a punishment and that he vented his spite later by throwing the evaporator coils over the side.

In the case of the hoses the same rating had to be spoken to by a Petty Officer several times regarding the repairing of wash-deck hoses and it is thought he retaliated by destroying them.



Furthermore the Officer who lost the privately owned gear happened to be the Officer of the Watch on several occasions when this rating was charged for minor offences.

8. This rating is not a desirable type, is of rather low mentality although he displays cunning, and is not amenable to discipline.



Lieutenant Commander, R.A.N.V.R.  
Commanding Officer.

Copy to Commander (D),  
Madang.



# Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 158/7/4

**SECRET**  
*(see file 72/51/50) J. Bailey*  
**RESTRICTED** 29/4/60

H.M.A.S. "BROOME"  
 1st October, 1944.

The Secretary,  
 Naval Board,  
 Navy Office,  
 Melbourne, SC I.

## REPORT OF PROCEEDINGS -- SEPTEMBER, 1944.

Submitted:

For the information of the Naval Board, the following Report of Proceedings of H.M.A.S. "BROOME" for the month of September, 1944.

2. 1st and 2nd September. On the 1st September "BROOME" received orders to proceed to Hollandia independently. Anchor was weighed at 1315 and Madang Harbour cleared by 1334 and speed increased to 12 knots. Hollandia was reached at 1845 on the 2nd September after a quiet voyage and ship secured alongside "Villa Lobas" to fuel.
3. 4th - 6th September. At 1703 on 4th September "Broome" weighed anchor and proceeded to sea in company with "Bendigo" as Senior Officer to escort U.S.S. "Mirzar" and L.C.I. 961 to Mios Woendi. Convoy was formed up and proceeding by 1930. An uneventful voyage was made and the convoy altered course to enter Mios Woendi at 0640/6th, "Bendigo" and "Broome" proceeding to Soredo Lagoon, Biak Island and anchored at 1012. Later orders were received for "Broome" to patrol between Owi Island and Mios Woendi so anchor was weighed at 1545/6th September and ship proceeded on patrol.
4. 7th - 10th September. On patrol on the 7th September it was found necessary to proceed to Mios Woendi harbour to land a sick rating and ship came to anchor at 1109. By 1215 the rating had been landed and ship returned to patrol. At 0255 9th September when close to Owi Island two sticks of bombs were dropped on the Air strip but the aircraft which were flying high were not seen. Orders were received in the morning of the 10th September to proceed to Mios Woendi for fuel and stores. "Bendigo" entered harbour with "Broome" in company at 0850 and ships secured alongside U.S.S. "Victoria" by 0940 and commenced fuelling.
5. 11th - 14th September. "Broome" embarked victualling stores



# Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. ....

during the forenoon of the 11th September and sailed that afternoon in company with "Bendigo" for Sansapoor, weighing anchor at 1354. Off Soredo Lagoon "Glenelg" joined and the three ships proceeded to take position in line abreast one mile apart at 1723. On arrival at Amsterdam Island "Bendigo" entered harbour, orders being received for "Glenelg" and "Broome" to patrol off the <sup>HARBOUR</sup> "Broome" commencing patrol at 1455 on the 12th September. A fresh squall with heavy rain was experienced for an hour between 1700 and 1800-13th September with very poor visibility. "Broome" was relieved by "Bendigo" at 1452 - 14th September and "Broome" anchored in Amsterdam Harbour at 1543 that afternoon.

6. 16th - 17th September. At 1425 - 16th "Broome" weighed anchor and proceeded in company with "Bendigo" to Mios Woendi en route to Madang for boiler clean, "Glenelg" following independently. At 2322 - 16th while steaming in line abreast one mile apart "Broome" obtained an A/S echo at the extreme recorder range which was lost before being classified. Radar also picked up an echo on the same bearing but shorter range. No hydrophone effect was obtained and the Radar bearings and ranges were very erratic, but to be sure that there was nothing on the surface a thorough starshell search was carried out over an arc of ninety degrees. Nothing was observed and no further contact gained. Hands scoured from Action Stations at 2357. The position at the time was Lat. 00 28' S; Long. 135 36' E. It is considered that the A/S echo was obtained from "Bendigo" through the back of the oscillator as on altering course the echo was lost, while the Radar contacts could have been due to weather conditions.
- "Cowra" was met off Soredo during the afternoon of the 17th and mail received. "Bendigo" entered Soredo Lagoon for orders while "Broome" proceeded independently to Mios Woendi securing alongside U.S.S. "Victoria" for fuel at 1750.
7. 18th - 21st September. "Bendigo" and "Broome" proceeded in company at 1053 - 18th September clearing Mios Woendi Harbour entrance at 1130. Course was set for Hollandia which was reached at 1316 - 19th September, "Bendigo" proceeding to tanker for lubricating oil while "Broome" anchored at 1400 close to "Merkur" to obtain victualling stores for both ships. At 1755 that afternoon "Broome" weighed anchor and joined "Bendigo" at 1820, setting course for Madang which was reached after an uneventful voyage at 1110 - 21st September. Anchored in Binnien Harbour at 1120 and commenced boiler cleaning.
8. 22nd-27th September. Boiler cleaning and over overhauling auxiliary machinery. Seamen working on the upper deck, top



# Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. ....

sides were touched up as necessary and the waterline chipped, redlead and painted. During this time drills and inspections were carried out by Commander (D's) staff. Lieut. Commander H.J.Hull, R.A.N.R. relieved Lieutenant C.I.Birnie, R.A.N.R.(S) as First Lieutenant on the 23rd September.

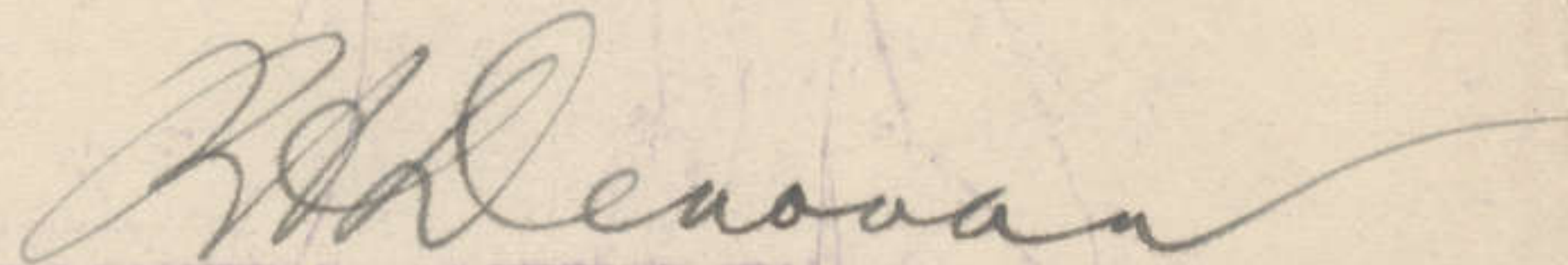
9. 28th-30th September. The morning of the 28th was spent alongside "Whang Pu" having depression rails fitted for the Bofors gun and later ship shifted to "Ping Wo" for water. At 1440 ship slipped from alongside "Ping Wo" and proceeded to Alexishafen as additional escort to join "Bendigo", S.O.E., "Bingera", "Glennelg" and P.C. 1022. Convoy consisted of U.S.S. "Otus" towing dock, U.S.S. "Cable" towing dock and barge, U.S.S. "Sekong" and A.R.L. 41 towing a barge routed to Hollandia. Convoy was formed up and under way by 1600 and a speed of advance of five knots was maintained throughout the trip. During the afternoon of the 30th the A.R.L. broke her tow and the convoy was stopped for about three hours while the tow was recovered. "Bendigo" informed me that she had condenser trouble and proceeded independently to Hollandia at 1700, "Broome" taking over duties of S.O.E.
10. Morale of the ship's company has been very good and their health satisfactory except for some boils and two mild cases of Malaria. Conduct of the ship's company has been excellent.

### Monthly Figures.

Time under way ..... 394 hrs. 10 min.  
 Distance steamed ..... 3586.9 miles.  
 Average distance per ton of fuel .... 10.22 miles.

### Total Figures since 25th August, 1942.

Total distance steamed ..... 71,183.9 miles.  
 Total average speed ..... 9.76 knots.  
 Total time under way ..... 7288 hrs. 10 min.



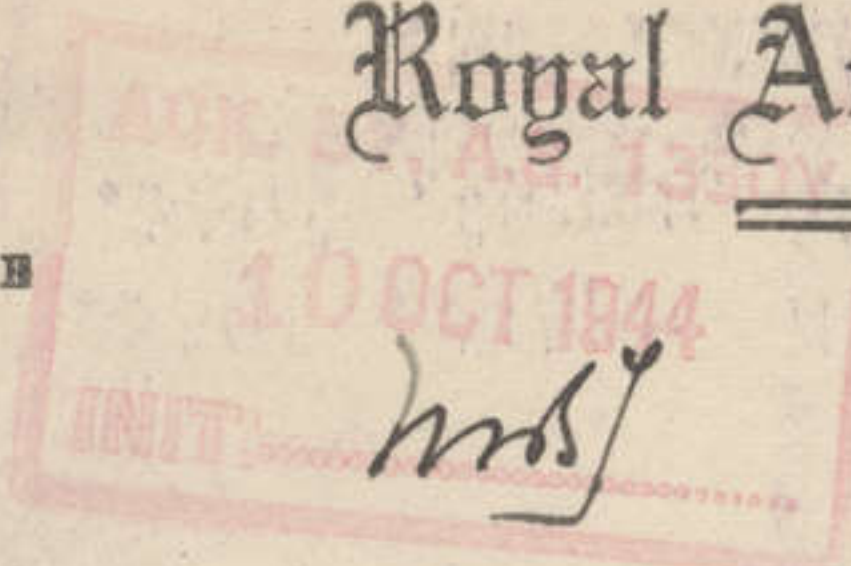
Lieutenant Commander, R.A.N.V.R.  
 Commanding Officer.

Copies to: The Naval Officer-in-Charge, New Guinea.  
 The Commander (D), Madang.



Royal Australian Navy.

REPLY PLEASE QUOTE

No. 116/7/2H.M.A.S. BROOME,  
3rd September, 1944.~~SECRET~~The Secretary,  
Naval Board,  
Navy Office,  
MELBOURNE.V.~~RESTRICTED~~  
(see file 72/51/50)  
J. BaileyREPORT OF PROCEEDINGS - AUGUST, 1944.  
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Submitted,

For the information of the Naval Board, the following Report of Proceedings of H.M.A.S. BROOME for the Month of August, 1944,

2. August 1st and 2nd. At 0820 on the 1st August, BROOME slipped from alongside DOOMBA at Milling Wharf Extension, Brisbane, and proceeded down river to deperm. At 1000, let go stbd. anchor and secured to buoy on deperming ground near Pile Light Moreton Bay. The afternoon was spent rigging deperming wires from Barge secured alongside. At 0615, 2nd August, KIANGA secured alongside Barge to provide power for deperming, and deperming was completed by 1030. KIANGA slipped at 1053 and after unrigging deperming wires the Barge was removed at 1215.

3. Having received orders to proceed to sea to search for three barges adrift off Stradbroke Island, BROOME weighed anchor and proceeded at 1326, 2nd August. At 1848 Moreton Light was abeam to Starboard and the search carried out in a South-Easterly direction.



4. August 3rd and 4th. Search was continued during the 3rd August; the U.S.Tug L.T.225, who was also searching, being sighted on several occasions. At 1255, 3rd August, off Cape Moreton, orders were received to proceed and search near Position Lat  $28^{\circ}18'S.$ , Long.  $154^{\circ}13'E.$  Course was altered, and the position reached by 2200. A square search was then carried out without success, BROOME being relieved by MILDURA at 0710, 4th August, when BROOME proceeded to return to Harbour. At 1437, Moreton Light was abeam to Port, and H.M.A.S. BROOME secured alongside Newstead Wharf to Fuel at 2121 the same day.

5. During the two days at sea, it became apparent that the work carried out by the Dockyard to rectify defective Piston Rods and Piston Rod Packing was not satisfactory, the H.P. Glands blowing badly, and the L.P. Glands leaking so badly that it was only possible to maintain 12 inches of vacuum. A signal was sent on arrival, to the Naval Officer-in-Charge, Brisbane, reporting this defect, and BROOME was ordered to proceed to Milling Wharf Extension to effect repairs.

6. August 5th to 20th. At 0545 on the 5th, BROOME slipped from Newstead Wharf and proceeded to Milling Wharf, Extension, securing alongside DOOMBA at 0705. During the forenoon, inspection was carried out by the Engineers from the Base Staff, and repairs commenced by the Dockyard workmen that afternoon. In view of the delay to sailing due to these further repairs being necessary, I asked my Engineer Officer to render me a written report in connection with the matter. Copies of this report dated 7th August are attached hereto, copies having been forwarded to the Naval Officer-in-Charge, New Guinea, Naval Officer-in-Charge, Brisbane, and Commander (D), MADANG. It was found necessary to send the Piston Rods ashore for machining and to make new packing this work being completed about 0200 on the 21st. Opportunity was taken during this time in Dockyard Hands to fit a Bofors Gun in lieu of the After Oerlikon, and to replace the 4" Gunshield with a Mk.XXIII<sup>X</sup> Shield.

7. August 21st - 23rd. At 1000 on the 21st, BROOME slipped from alongside BENALLA at Milling Wharf, Extension, and proceeded



3.  
down the river to the degaussing Range, where Runs were carried out satisfactorily by 1320. BROOME then proceeded on Engine Trials, returning up river and securing alongside DOOMBA at 1645 at Milling Wharf Extension. At 0755, 22nd, BROOME slipped from alongside DOOMBA and proceeded down river commencing compass adjustment in Moreton Bay at 1010. During the afternoon M/F, D/F was calibrated, Gun trials carried out, also firing at a sleeve target and at a Pattern VI target towed by KIANGA. At 1835 BROOME secured to Cruiser "G" Wharf to fuel, and then shifted berth to Eagle Street Wharf, securing alongside S.S.MILDURA at 2056.

8. August 23rd - 27th. Having received orders to proceed independently to Milne Bay, BROOME slipped from alongside S.S.MILDURA at 0705, 24th 23rd, and proceeded to sea, departing Caloundra at 1210. Ship was routed to the Eastward of Holmes Reef and after an uneventful and smooth trip Gili Gili anchorage, Milne Bay was reached, and after fuelling at Tanker No. 272, ship secured alongside R.A.N. Wharf at 1238 on the 27th August. Opportunity was taken during the voyage to carry out a number of Drills, including "Away Seaboard", and the dropping of One Depth Charge for practice.

9. August 28th - 31st. The Day of August 28th was spent discharging stores, Mail and C.B's., and embarking similar packages for onward passage. Considerable back-clerical-work was squared up with Tenders Office, and Pay for the men arranged. At 0815 on the 29th August, BROOME proceeded to sea independently and after an uneventful trip dropped anchor at Langemak at 1233, 30th. Later, orders were received to proceed to Finschaven for water and stores, so, anchor was weighed and Ship proceeded at 1645, securing alongside U.S.S.REPUBLIC for water, at 1745. On completion with stores and water, BROOME slipped, at 2030, from U.S.S.REPUBLIC and proceeded independently to MADANG. Ship anchored in Binnen Harbour, Madang, at 0935 on the 31st August. Stores and Mail and C.B's. were landed. Lieutenant-Commander F.W.Bayldon, R.A.N.R., who had been a passenger from Brisbane was also landed at this Port.

10. Morale of the Ship's Company is excellent, and their health satisfactory. Conduct of the personell has been very good.



11.

MONTHLY FIGURES.

Time Underway -----222 Hours.  
 Distance Steamed-----2214.5 Miles.  
 Average Distance per ton fuel-----9.56 Miles.

TOTAL FIGURES SINCE 25TH AUGUST, 1942.

Total distance steamed-----67597.0 Miles.  
 Total average speed-----9.94 Knots.  
 Total time underway-----6804 Hours.

*R. A. N. V. R.*

*Lieut-Comdr. R. A. N. V. R.*

-----  
 COMMANDING OFFICER.

Copies to/

The Naval Officer-in-Charge, New Guinea,  
 The Commander (D), Madang, N.G.



## Commonwealth of Australia.

Department of The Navy.

~~SECRET~~

## Royal Australian Navy.

~~RESTRICTED~~(see file 72/51/50)  
Bailey

From THE COMMANDING OFFICER, H.M.A.S. BROOME.

Date 8th August, 1944. Reference No. 991-7-66

To THE SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE, V.

Subject REPORT OF PROCEEDINGS - JULY, 1944.

## Submitted,

For the information of Naval Board, the following Report of Proceedings of H.M.A.S. BROOME for the month of July, 1944:-

2. July 1st-3rd, Escorting seven U.S. A.T. Ships from Hollandia to Langemak. The passage was uneventful and the convoy was detached to enter Finschaven and Langemak at 1130 July 3rd. After completing with fuel and water ship anchored in Langemak Bay at 1823 that day.
3. July 4th. Naval Stores were embarked for AUSTRALIA and ARUNTA to be delivered in Seeadler Harbour.
4. July 5th, & 6th. At 0940, Ship proceeded as S.O.E. in company with Y.M.S. 70 and Y.M.S. 336 to escort convoy No. N.A. 30 to Manus Island. 1000 Convoy formed up and proceeded, but as U.S.S. Sakatonchee was unable to maintain the speed of advance, Y.M.S. 336 was detached at 1010 to escort this ship independently. Good weather was experienced on passage and after an uneventful trip, Seeadler Harbour was reached at 1348



on July 6th.

5. At 1500, Ship proceeded alongside AUSTRALIA to discharge stores; when securing, BROOME canted, and the Starboard propeller came into contact with the AUSTRALIA's Torpedo Bulge. The tips of the three blades were bent over, and the forward depth-charge chute slightly bent. A report dated 8th July, 1944 was rendered to The Commander (D), copy of which is attached.
6. July 7th & 8th. BROOME S.O.E. and Y.M.S. 70 proceeded in company at 0712 on 7th July to escort Convoy A.N.30 to Langemak. Convoy was formed up and proceeding by 0900. The passage was uneventful, and on arrival at Langemak at 1400 BROOME entered harbour and anchored at 1525. I then called at the Staff Office and reported the damage of the Starboard Propeller to Commander (D), who had just arrived from Milne Bay.
7. The Commander (D) directed that I should sail for Milne Bay for further orders, so BROOME weighed anchor at 2000 July 8th, and proceeded to Milne Bay arriving in that port and coming to anchor off Gilligilli at 1028 July 10th. Fair weather was experienced on passage and nothing of note occurred. During this period, the Engineer Officer informed me that the slight cloud that had been in evidence in the Boilers had increased.
8. July 11th to 13th. BROOME was sailed for the mainland for repairs to propellers, departing Gilligilli anchorage at 0600 July 11th and arrived at Cairns, securing alongside KIAMA at Kuranda Wharf at 1016, July 13th. As the salt in the Boilers had further increased, opportunity was taken to empty and wash out both Main and Reserve Feed Tanks which were then filled with fresh water. Mail from Milne Bay was landed for onward passage, but passengers were not landed as orders had been received to proceed to Brisbane.
9. July 13th to 17th. BROOME slipped from alongside KIAMA and proceeded to sea at 2004 on July 13th routed by the inside passage and Curtis Channel to Brisbane. A fresh south-east breeze was experienced for the first two days, after which the weather was good and a satisfactory passage was made. At 0753<sup>July 17th</sup> it was found necessary



to slow the Port Engine, as some priming had occurred, due to the salty condition of the Boiler Water. Caloundra was reached at 0840 July 17th and Ship proceeded to Newstead Wharf to fuel, after which berth was shifted to Milling Wharf Extension where Boilers were shut down preparatory to cleaning.

10. July 18th to 29th. Alongside Milling Wharf Extension cleaning Boilers and effecting repairs to Starboard Condenser. As a result of the salt in the Boilers, Main Engine Rods and packing required attention, but this work was not commenced until the forenoon of 26th July, 1944.

11. July 29th and 30th. At 1530 on July 29th, Ship entered Dry Dock and was fitted with new propellers, the old ones being removed and sent away for repairs. Opportunity was taken to coat the Ship's bottom and repairs were effected to the Asdic Dome as this showed signs of corrosion. At 1430 July 30th, Ship undocked and secured alongside DOOMBA at Milling Wharf Extension.

12. 31st July, Dockyard Workmen fitted New Mk. XXIII<sup>X</sup> shield to the 4" Gun and commenced fitting 40 mm. Bofors Gun to after deck. Repairs to Main Engines were continued, while Ship's Company painted Ship.

13. Health of the Ship's Company has been satisfactory although not quite as good as usual. Conduct has been very good and morale excellent.

14. MONTHLY FIGURES.

Time underway-----305 hrs.  
Distance Steamed-----2752.2 Mls.  
Av. Distance per ton fuel-----9.82 Mls.

TOTAL FIGURES SINCE AUGUST 25TH, 1942.

Total Distance Steamed-----65,382.2 Mls.  
Total Average speed-----9.93 Knots.  
Total hours underway-----6,582 hrs.

*R. D. Donovan*  
*26.10.44*

-----  
COMMANDING OFFICER.



APPENDIX "A"

----

Convoy N.A. 30.

AMERICAN BUILDER (Commodore).

KOTA ITENS (Vice Com.).

CHAPULTEPEC

SILVESTE TICALANTE

Convoy A.N. 30.

Y.M.S. 70.

SS. JOSEPH KINYANN

SS. JOHN CONSTANTINE.



# Commonwealth of Australia.

Department of The Navy.

## Royal Australian Navy.

From THE COMMANDING OFFICER, H.M.A.S. BROOME.  
 Date 8th July, 1944. Reference No. 936/7/65.  
 To THE COMMANDER (D), MILNE BAY.  
 Subject DAMAGE TO STARBOARD PROPELLER.

Submitted,

With reference to my signal, time of origin 062140z to Naval-Officer-in-Charge, New Guinea, in respect to the above, BROOME embarked Stores at Langemak for H.M.A.Ss. AUSTRALIA and ARUNTA for carriage to Manus Island, and arrived at Seeadler Harbour at 1400K, 6th July, 1944.

2. AUSTRALIA had just entered Harbour and secured to a secured tanker to fuel. On informing AUSTRALIA that I had Stores for her, she indicated that her port side was clear, and I proceeded alongside, starboard side to, securing at 1500K, 6th July, 1944. I made a normal approach from AUSTRALIA's port quarter, and on ringing half-speed astern, the stern started to come to Starboard very rapidly. So as to get all way off the Ship before the Ships touched, both engines were put full-astern. All headway was off BROOME at the time of contact, the forward Starboard depth-charge chute coming into contact with AUSTRALIA's Side, and my Starboard Propeller, while still revolving, came into contact with the anti-torpedo bulge.
3. The weather was clear, practically no wind, and a calm sea. No tide or current was observed.
4. I regret to report, that, on examination, all blades of the Starboard Propeller were bent, and the single depth-charge chute forced slightly out of position. No other damage is apparent.

I have the honour to be, Sir,

Your most obedient servant,

*R. A. Donovan*

*Lieut-Comdr. R. A. N. O. P.*  
 -----  
 COMMANDING OFFICER



925/7/64

(See file 72/51/50)  
J. Barber

RESTRICTED

SECRET

H.M.A.S. "Broome"  
4th July 1944.

The Secretary,  
Naval Board,  
Navy Office.  
MELBOURNE.

Monthly Report of Proceedings.

Submitted for the information of Naval Board the report of proceedings of H.M.A.S. "Broome" for the month of June 1944.

- II. June 1st. In company with U.S.S. Bashaw on passage to Milne Bay. At 1350 U.S.S. Bashaw detached and joined H.M.A.S. "Swan" for onward passage. Ship proceeded to Milne Bay and on completion of fuelling at 1750 proceeded to and secured alongside R.A.N. wharf at 1840 that day.
- III. June 2nd. Alongside R.A.N. wharf where diver was sent down to examine damaged Port propeller. His report showed that the top portion of one of the blades was missing. Whilst alongside opportunity was taken to repair damage to brickwork in the Port Boiler.
- IV. June 3rd. Alongside R.A.N. wharf. In view of heavy swell which caused the ship to bump heavily against the wharf ship was moved to south side of wharf.
- V. June 4th. At 1003 ship slipped and proceeded on engine trials after embarking Commander (E) Good R.A.N. and Eng. Lieut. D. McPhedran R.A.N.R.(S) to consider the effect if any of running with damaged propeller. As a result of the trials the ship could be run at speeds not in excess of 11 Knots. On completion of trials ship proceeded to anchorage and anchored at 1115 that day.
- VI. June 5th. At anchor in Gili anchorage. At 1515 diver again inspected damaged propeller and took A bracket clearances so far as possible.
- VII. June 6th. At 0800 weighed anchor and proceeded in company with H.M.A.S. "Vendetta" to Shortland Island for Radar, Gunnery and Mine sweeping exercises. The result of the exercises were most beneficial to the Ship's Company. On completion of exercises ship returned to anchorage and anchored in Gili anchorage at 1855 that day.
- VIII. June 7th. At anchor in Gili anchorage. At 1125 Fire and Damage Control exercises were carried out on board by Eng. Lieut.



Cont'd. 2

D. McPhedran R.A.N.R.(S). At 1325 that day Lieut. K. Gourlay R.A.N.R. took seaman ratings to instructions in Collision and Sea Boat drill

X. June 8th.-9th. June 8th. At anchor in Gili anchorage

June 9th. At 1100 battle exercises were carried out on board. During these days at anchorage opportunity was taken to square up ship after refit. Much useful work in cleaning and painting Engine and Boiler rooms was carried out.

X June 10th- 14th. Ship proceeded at 0700 June 10th. to rendezvous with U.S. Submarine S47 and escort her to Seeadler Harbour. Rendezvous was made at 1120 that day and ship proceeded with submarine arriving at Seeadler Harbour at 1127 on June 14th. Nothing of note occurred on passage, good weather being experienced throughout.

XI. June 15th. At anchor in Seeadler Harbour.

XII. June 16th- 18th. At 0835 ship weighed and proceeded to rendezvous with additional escort S.C.749 and convoy consisting of S.S. Fort-WORTH, S.S. COMARA and S.S. F.A.3 for Langemak, convoy proceeding at 1015. Nothing of event occurred on passage and convoy arrived at Langemak at 1105 June 18th. After taking fuel from tanker Aase Maersk at Dreger Harbour ship anchored in Langemak Bay at 1417 that day.

XIII. June 19th.- 20th. At anchor in Langemak Bay.

XIV. June 21st.- 23rd. At 0725 June 21st. Ship weighed and proceeded to rendezvous with S.S. John Constantine and S.S. Drennan and proceeded with convoy and H.M.A.S. "Strahan" and "Glennelg" as additional escorts to Seeadler Harbour arriving there at 0721 June 23rd. H.M.A.S. "Glennelg" was detached at 0905 that day to escort S.S. John Hart to Langemak, Broome and Strahan remaining at Seeadler Harbour anchoring inside Kata Is. at 1117 that day.

XV. June 24th.- 25th. At 0714 June 24th. ship proceeded to rendezvous with U.S.S. Triangulum and escort her as far as Langemak. Rendezvous was made at 0950 and in company with her and H.M.A.S. "Strahan" as additional escort proceeded to Langemak arriving off Langemak Bay at 1140 June 25th. Fuel was taken from tanker Aase Maersk at Dreger Harbour.

XVI. June 26th.-29th. Ship slipped from Aase Maersk and proceeded to Langemak Bay anchoring off R.A.N. Depot at 0709. At 1525 that day ship proceeded in company with H.M.A.S. "Vendetta" (S.O.E.) Kiama, Stawell, Bunberry, Gladstone, U.S.S. P.C.1131, S.C.747 and convoy of 19 ships to Hollandia. U.S.S. P.C.1121 with convoy of 3 ships made rendezvous



with and joined convoy at 0100 June 27th. At 1005 June 28<sup>th</sup>. U.S.S. P.C.1121; P.C.1131 and S.C.747 with three ships for Aitape detached and proceeded independently. Nothing of event occurred on passage and Hollandia was reached at 0900 June 29th. Ship anchoring in Hollandia Bay at 1137 that day. At 1700 June 29th. ship proceeded to rendezvous with six U.S. Army vessels and Y.M.S.71 as additional escort in convoy to Langemak.

XVII. June 30th. At sea in convoy for Langemak.

XVIII. The health and conduct of the ship's company is considered excellent while morale is very good.

Monthly Figures.

Distance Steamed	2921 miles
Hours Under Way	343 hours
Average Distance per Ton of Fuel	9.5 miles

Total Figures since August 25th. 1942.

Total Distance Steamed	62630 miles
Total Average Speed	9.98 knots
Total Hours Under Way	6277 hours



*Lieut-Comdr. R.A.N.V.P.*

COMMANDING OFFICER.



H.M.A.S. "Broome"

July 1944.

List of Ships in Convoy

U.S. Submarine Bashaw

U.S. Submarine S47

S.S. Fort Worth

S.S. Comara

S.S. F.A.3

S.S. John Constantine

S.S. Drennan

U.S.S. Triangulum

U.S.S. T.P.244

U.S.S. F.P.I42

U.S.S. F.B.93

U.S.S. F.B.I26

U.S.S. F.B.I27

U.S.S. F.B.73

S.S. Don Marquis

S.S. Walter Williams

S.S. Abigail S. Duniway

S.S. Mormachaw

S.S. Vanderlijn

S.S. William Grenfell

S.S. Bunburger

S.S. George Pope

S.S. Watson C. Squires

S.S. Ambrose Pierce

S.S. Stephen M. White

S.S. Ada Rehan

S.S. George Eastman

S.S. Robert S. Bean

S.S. Floyd Bennet

S.S. Otis Skinner

S.S. Henry White

S.S. Franklin K. Lane

U.S.S. Panda



# Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

892/7/63

The Secretary,  
Naval Board,  
Navy Office,  
MELBOURNE.

**RESTRICTED**

**SECRET**

(See file 72/51/50) D Bailey  
22/11/60

DEPT. OF NAVAL  
2026/7/1103.  
H.M.A.S. "Broome"  
7th. June 1944.

## Monthly Report of Proceedings.

Submitted for the information of Naval Board, The report of proceedings of H.M.A.S. "Broome" for the month of May 1944.

2 May 1st - 24th. Alongside Milling wharf at Brisbane completing refitting.

3 May 25th. On Thursday 25th May at 0820 ship proceeded to Moreton Bay for trials. D.G. Rangings was carried out in the Brisbane River, five rangings being completed. In turning ship at completion of third run ship touched bottom on mud and in this regard a separate report to Commander (D) Milne Bay is attached hereto. On completion of D.G. Rangings ship proceeded to Moreton Bay where Engine, Asdic, Radar and Gunnery trials were carried out satisfactorily. Ship's Compass was adjusted. On completion of trials ship proceeded to Milling wharf berthing alongside "Echuca" at 2255 that day.

4 May 26th. Ship alongside "Echuca" at Milling wharf ammunitioning. Adjustments were made to machinery and the 4" Gun by dockyard and base officials.

5 May 27th. At 1015 ship slipped carrying 26 ratings on passage to "Ladava" and proceeded to "C" wharf for fuel. On completion of fuelling at 1525 ship slipped and proceeded and made rendezvous with U.S. submarine "Bashaw" in Moreton Bay at 1929 and proceeded in company with her to Milne Bay. Exercises with "Bashaw" commenced at 1940 and terminated at 2235 that day.

6 May 28th.- 31st. At sea escorting U.S. submarine "Bashaw, Submarine and Anti-submarine exercises were carried out in the forenoon and afternoon and during the night. South Easterly to Easterly wind was experienced freshening on May 30th and 31st to force 4 with moderate seas. Nothing of event occurred on passage although Ship's company benefited with the opportunity of carrying out exercises with submarine.

7 The health and conduct of the ship's company is considered excellent particularly in view of the fact that the seaman complement were practically entirely new hands.



# Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. \_\_\_\_\_

Cont. 2

8

Monthly Figures.

Distance Steamed 1156.4 miles

Hours under way 119

Average distance per Ton of Fuel 9.8 miles

Total Figures since August 25th. 1942.

Total Distance Steamed 59709.4 miles

Total Average Speed 10.06

Total Hours Under Way 5934

*R. A. Dawson*  
 Lieut-Comdr. R. A. N. V. R.  
COMMANDING OFFICER.



From : The Commanding Officer H.M.A.S. "BROOME"  
Date : 1st. June 1944 Reference No. 881/ 7/ 60  
To : The Commander (D ) Milne Bay. N.G.  
Subject : Damagr To Port Propeller.

SUBMITTED:

I regret to report that, carrying out Degaussing Runs in the Brisbane River on Thursday 25th. May 1944, damage was caused to the Port propeller by scraping on mud whilst turning to carry out the second southerly run.

2 The tide was at the flood, high water being at 1130, wind south-west, force 4, down river, which caused a slight slop Draft was 9'6" forward, 12'6" aft. The trim, which was due to no ammunition being aboard and only 30 ton of fuel, made the ship difficult to handle.

3 At 1010 the first run was commenced to the northward on completion of which a signal was received requiring a run to the southward. Although difficulty was experienced in turning, the turn was completed and range crossed. The ship was then turned for another Northerly run, at the conclusion of which two check runs were required.

4 The ship was turned to Starboard and then backed towards the Western shore, then steamed ahead, but did not complete the turn as the wind her bow rapidly to leeward. On backing the second time and when the Starboard Engine was going half-astern and the Port Engine full-ahead, the Ship was felt to touch bottom. The movement of the Ship was not impeded and the turn was completed after further manoeuvres and the two check runs over the range carried out, completing D.G. trials at 1146.

5 The first part of the turn mentioned in paragraph 4 was started on reaching the Starboard hand buoy at the up-river end of Pelican Band cutting, the Ship being set up-river by the tide touched bottom approximately 300 yards further up-river.

6 Engine Trials at 210 revolutions and a further 40 miles at 180 revolutions were steamed that day with no indication of damage having resulted. On completion of trials the ship returned to Milling Wharf Extension to complete with Stores and Ammunition.

7 "BROOME" sailed from C Wharf after Fuelling at 1525 on Saturday 27th. May. At midday on 28th. May with Engines doing 180 revolutions, a noise was heard by the Engineer Officer. On investigations, ~~EXAMINED~~ it was concluded that damage had been caused to the Port Propeller. Engine revolutions were reduced to 160 at which speed vibration was considerably reduced and we continued to our destination.

I have the honour to be, Sir,  
Your obedient servant

*R. A. Donovan*

Lieutenant-Commander  
R.A.N.V.R.  
COMMANDING OFFICER



RECEIVED  
16 JUN 1944  
NAVY CONFIDENTIAL RECORDS

Post No

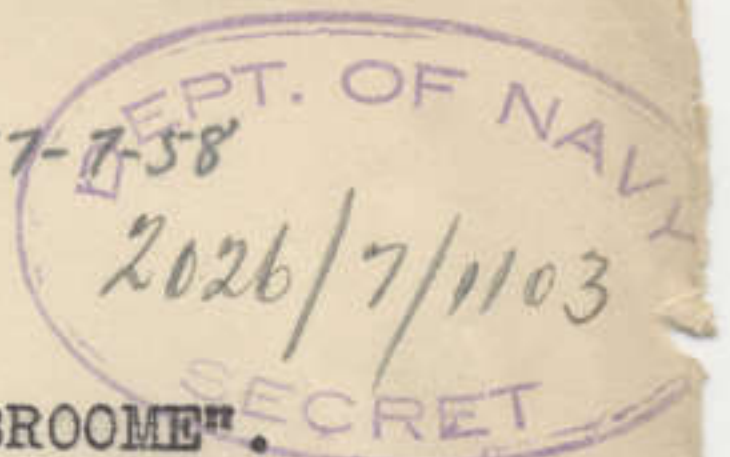
1413

attach Receipt  
for notice



COMMONWEALTH OF AUSTRALIA.  
ROYAL AUSTRALIAN NAVY.

File 857-758



RECEIVED SECRET  
16 JUN 1944  
NAVY CONFIDENTIAL RECORDS

H.M.A.S. "BROOME"  
20th May, 1944.

*Duplicate 3mm  
orig. 5*

The Secretary,  
Naval Board,  
Navy Office,  
MELBOURNE.

Submitted for the information of the Naval Board, the Report of Proceedings for the month of April, 1944.

2. April 1st to April 3rd on A/S patrol off Grafton Passage. During Patrol steady south-easterly winds were experienced with set to west-nor-west of 1-1/2 knots.  
At 1245 on April 3rd, orders were received to return to Cairns. Ship proceeded and at 1622 secured on "TOWNSVILLE" at No. 1 Berth. Nothing of note occurred during this Patrol.
3. April 4th at 1930 slipped from alongside H.M.A.S. "TOWNSVILLE" and proceeded to Townsville to load stores for Naval Store, Brisbane, securing alongside Concrete Wharf at 0942 on April 5th. Good weather was experienced during this passage.
4. Having loaded stores, ship slipped at 0905 on April 6th to proceed to Brisbane for major refit.  
A good trip was experienced with fresh winds from the south-east and around to north-east on 7th and 8th of April. At 2350 on April 8th anchored off Pile Light, Moreton Bay, to await daylight to proceed up the river.
5. At 0705 on April 9th, weighed anchor and followed H.M.A.S. "SWAN" up river securing alongside her at Milling Wharf Extension, at 1005 that day. Thirty tons of fuel were discharged into "SWAN" during the day but as this did not empty "BROOME'S" tanks it was found necessary to shift to Newstead Wharf to discharge remainder of fuel, and accordingly at 0940 on April 11th, ship slipped from "SWAN" and proceeded down river. Secured alongside No.5 Newstead Wharf at 1100 and commenced to discharge fuel. Opportunity was taken whilst at this wharf to de-ammunition.
6. April 12 at 1405 slipped and proceeded up river to Milling Wharf Extension, securing alongside the wharf at 1512. Boilers were shut down preparatory to commencing refit.
7. On April 13th, ship was d~~estored~~ stored and <sup>gear locked in a</sup> ~~lock~~ lay apart store on which a permanent sentry was posted.
8. Refit was started by dockyard on morning of April 14th on which day all hands other than "care and maintenance" party proceeded on leave. First Lieutenant and Engineer Officer remained on the ship to supervise the work in their respective department.
9. From 14th to 30th April, alongside Milling Wharf Extension while refit progressed.
10. Conduct and health of the ship's company is considered excellent. Morale of ship's company was naturally very good with prospect of long leave.
11. Monthly figures :-

Distance steamed	1522.8 miles
Hours under way	145 hours
Average distance per ton fuel.	12.5 miles
Total figures since August 25th, 1942.	
Total distance steamed	58553 miles
Total average speed	10.1 knots
Total hours under way	5792 hours.

I have the honour to be, Sir,

Your obedient servant,

*A. Denovan*  
COMMANDING OFFICER. Lt.Cdr.RANVF.



APPENDIX "A"

<u>1944.</u>	<u>SHIP OR COUNTRY</u>	<u>CONVOY</u>	<u>ESCORT</u>	<u>POSITION</u>	<u>BOUND.</u>
Apr. 1	South West Passage		-	Off Grafton Passage	South bound
" "	San Antonio		-	-do-	-do-
" "	Norlage		-	-do-	-do-
" 2	Muchaina		-	-do-	-do-
" "	Empire Hamble		-	-do-	-do-
" "	K.K.X.A.		-	-do-	North bound
	M.121 R		-	-do-	South bound
	Frederick A. Eilers		-	-do-	-do-
	U.S.S. L.619 & L.604		-	-do-	North Bound
	Ganneymeke		-	-do-	-do-
Apr. 4	Horace V. White		-	Off Fitzroy Is.	North bound
	Ormiston		-	17°46'S. 146°15'E.	-do-
	Van Anthvorn		-	17°57'S. 146°18'E.	-do-
	Uriah M. Rohe		-	Off Brook Is.	-do-
Apr.6	Alcoa Polaris		-	Off Cape Bowling	-do-
Apr.8	Bulolo		-	24°03'S. 152°08'E.	-do-
	Islander		-	Off Lady Elliott Is.	-do-
	Murada		-	-do-	-do-

-----  
APPENDIX "B".

1944.

April.

NIL.

NAVAL OFFICER-IN-CHARGE,  
9 - JUN 1944  
NEW GUINEA.

*copy Received*



REC'D BY A.S. 7330Y  
14 APR 1944  
INIT

Commonwealth of Australia.

Department of The Navy.

St 6339  
DEPT. OF NAVAL  
26.7.103

Royal Australian Navy.

~~SECRET~~  
RESTRICTED  
(see file 72/57/50)  
845/7/56  
9  
43

From THE COMMANDING OFFICER, H.M.A.S. BROOME.  
Date 1st April, 1944. Reference No.  
To THE SECRETARY, NAVAL BOARD, MELBOURNE.  
Subject MONTHLY REPORT. MARCH 1944.

Submitted,

For the information of the Naval Board, the following Report of Proceedings for the Month of March, 1944,

2. On the 1st March, on passage with TN224 northbound escorted by CASTLEMAINE (S.O.E.), BROOME and S.C.744. SS. BONTEKOE had steering trouble on the evening of 2nd March, and was detached with BROOME to anchor for the night in Sua Hia Bay to effect repairs.
3. Milne Bay was reached at 0800 on the 3rd March without incident.
4. After fuelling proceeded to anchorage off LADAVA and remained for the night.
5. At 1012 weighed anchor and proceeded with Tanker EMPIRE SILVER for Grafton Passage.
6. At 0940 on the 6th, convoy was detached at Grafton Passage and in company with the CASTLEMAINE, MILDURA and BOWEN, I carried out A/S Patrol outside Grafton Passage, TOWNSVILLE joining at 1251. At 1809, BROOME was detached by Commander (D), and returned to Cairns Harbour, securing alongside Oil lighter at 2040.
7. At 2320, on completion of fuelling, secured alongside MILDURA at No.2 Wharf at 2340, and took on stores.
8. On the 7th March, at 0700 slipped with MILDURA and proceeded to rendezvous with TN226 which had been escorted from Townsville by WAGGA, at Fitzroy Island.
9. At 0910, with MILDURA (S.O.E.), took up screening station in convoy.
10. On the 9th March, at 1150, Milne Bay was reached, and with WAGGA secured alongside me I fuelled from Tanker.

Jan



VILLA LOBOS.

11. At 1315, a fire broke out in the Galley of the Tanker, resulting from an explosion in the Pertol Stove. MILDURA had finished fuelling and was slipped by the Tanker's Crew, and proceeded. BROOME was partially slipped, but as the fire did not appear to be spreading very rapidly, the Commanding Officer of WAGGA and I decided to remain alongside for a short while and fight the fire. Hoses were run aboard the Tanker from both Ships and the flames were rapidly reduced, being extinguished by 1325. Hoses were played for some time longer on the metalwork to cool it. S.B.As from WAGGA and BROOME gave First Aid to four badly burned men who were landed on stretchers by landing craft to H.M.A.S. LADAVA.
12. At 1450, slipped from Tanker and proceeded to LADAVA anchorage to collect orders and baggage and proceeded to sea at 1540.
13. On the 9th, at 1610, in company with MILDURA (S.O.E.) and WAGGA proceeded, escorting WEST TEXAS towards Grafton Passage.
14. At 1550 on the 11th S.O.E. ordered convoy to proceed independently, and the escorts continued in company to Cairns, arriving there at 1710.
15. On the 13th, at 0810, with PIRIE secured alongside, proceeded to anchor off Smith's Creek, PIRIE being slipped by Tug at 1340.
16. At 0900 on the 15th, proceeded from Cairns in company with BALLARAT to rendezvous with H.T.ALLEN and WESTRALIA at Fitzroy Island.
17. Rendezvous was effected at 1200 that day, and the convoy proceeded northward arriving at the entrance to China Strait at 0700 on the 17th.
18. On orders from H.T.ALLEN, BROOME and BALLARAT proceeded to Milne Bay and fuelled from ALCIBIADES.
19. On completion of fuelling, proceeded to LADAVA anchorage and landed Mails at 1340 on the 17th.
20. At 1429 on the 17th, proceeded in company with BALLARAT Southward towards Grafton Passage without convoy. During the passage, orders were received for both Ships to proceed to Townsville for Boiler Clean.
21. BROOME secured to Harbour Trust wharf at 0800 on the 20th without incident, having experienced freshening South Easterly winds.
22. BALLARAT secured alongside BROOME at 0855 on the 20th, both Ships drawing fires preparatory to Boiler Cleaning.



23. AT TOWNSVILLE 20TH TO 27TH MARCH.

During this period, Boilers were internally and externally cleaned, and all Boiler mountings overhauled. Evaporator coils were cleaned and auxiliary machinery checked and adjusted as necessary.

General maintenance work was carried out on the Upper Deck.

24. AT 0815 on the 26th proceeded to anchorage in Cleveland Bay. Wind was fresh and squally from the South East, with high short seas.

25. At 1156 on the 28th, proceeded to the assistance of a Liberty Ship in difficulties off Hawkings Point. After taking Ship to suitable anchorage in Cleveland Bay, BROOME anchored at 1806 with two anchors veered to five shackles. Sea was very steep, heavy rain and wind Force 9.

26. On the 29th at 0725 secured alongside U.S.S. V.M. ROSE and assisted in extinguishing fire in No.4 hold. Slipped at 0917 and returned to Harbour securing at Concrete Pier.

27. At 1600 on the 30th March, I proceeded from Townsville to Grafton Passage to relieve BALLARAT on A/S Patrol off Grafton Passage.

28. At 0700 on the 31st March, I relieved BALLARAT at Euston Reef and commenced usual A/S Patrol outside the reef.

29. HEALTH AND CONDUCT. :- Health of Ship's Company remains good. The conduct of the Ship's Company has been very good, the previous trouble having been eliminated.

30. WELFARE. :- The Welfare of the Ship's Company remains the same. Accomodation was lacking at Magnetic Island although parties were arranged for daily visits.

31. CONDITION OF THE SHIP. :- The condition of the Ship's Hull and machinery is satisfactory.

DISTANCE STEAMED.....	3657 Miles.
HOURS UNDERWAY.....	357 Hours.
AVERAGE DISTANCE PER TON FUEL.....	10.2 Miles.

TOTAL FIGURES SINCE AUGUST 24TH, 1942.

TOTAL DISTANCE STEAMED.....	57,030 Miles.
TOTAL AVERAGE SPEED.....	9.9 Knots.
TOTAL HOURS UNDERWAY.....	5670 Hours.

*R. A. N. V. R.*  
 Lieut. Comdr. R. A. N. V. R.



# Royal Australian Navy.

IN REPLY PLEASE QUOTE

H.M.A.S. BROOME.  
1st April, 1944.

No. \_\_\_\_\_

## APPENDIX "A".

Date.	Ship or convoy.	Escort.	Position.	Where bound.
March.				
2.	U.S. Transport P.24. U.S.S. NANCY SANKEY H.M.A.S. VENDETTA U.S. Submarine S.241.		Off Brumer Is. Off China St. Off China St. Off China St.	Southbound. Southbound. Southbound. Southbound.
3.	U.S.S. WICHETA FALLS	CASTLEMAINE.	Nrth. End China St.	Southbound.
6.	M.Ls. 805 & 811		Entrance to Grafton Passage.	
7.	H.M.A.Ss. BALLARAT & BOWEN.		Entering Grafton Passage.	
	H.M.A.Ss. TOWNSVILLE & ARARAT.		Off Grafton Passage.	
9.	CAPE CLEARE, BARBARA C. BOPPLE JOSEPH EARL (U.S.A.) VAN SPILBERGEN		Off China St. Off China St. Off China St. Off China St. Entering Milne Bay.	Southbound. Southbound. Southbound. Southbound.
11.	6 M/Ss & 1 L.C.T.	BOWEN, KAFUNDA KALGOORLIE, MILDURA.	Grafton Passage.	Northbound.
17.	NV73 ( 6 Ships). U.S.S. MESQUITE M.L.818 & U.S.S. JOHN McLEAN.	CASTLEMAINE.	11° 19' S., 150° 5' E.	Southbound.
19.	VAN DEN LIJN ORA		China St. 15° 28' S., 147° 39' E. Off Fitzroy Is.	Northbound. Southbound. Southbound.
20.	J.W. McCOHUN		18° 30' S., 145° 40' E.	Northbound.
30.	PAHUD (DUTCH)		Off Brook Is.	Southbound.
31.	H.M.A.S. TOWNSVILLE. HENRY PAYNE. ADMIRAL HALSTEAD.		Off Grafton Pass. Off Grafton Pass. Off Grafton Pass.	Southbound. Southbound. Northbound.



Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. \_\_\_\_\_

H.M.A.S. BROOME,  
1st April, 1944.

APPENDIX "B"

TN 224

VAN DEN BOSCH  
BONPEKOE.

MV

EMPIRE SILVER.

TN 226.

EDWARD .N. WESCOTT.  
ALBERT HILL.  
L.C.P.s. 74 & 342.  
A.F.C. 2.

MV.

WEST TEXAS.

TN.

H.T. ALLEN  
WESTRALIA.



## Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 784/7/54



H.M.A.S. BROOME,  
1st March, 1944.

The Secretary,  
Naval Board,  
Victoria Barracks,  
MELBOURNE, V.

~~SECRET~~ see file 72/51/50  
JJBailey  
RESTRICTED

Report of Proceedings for February, 1944.  
-----

Submitted,

For the information of the Naval Board, the following report of proceedings of H.M.A. Ship under my command for the period 1st to 29th February, 1944:-

2. On the 1st February at 1010 proceeded from anchorage off Cairns in company with MILDURA and LITHGOW to carry out exercises, conducted by Commander (D), Cairns, in LITHGOW. BALLARAT joined at 1500.
3. TN213. At 1650, on completion of exercises, Commander (D) detached MILDURA, BROOME and BALLARAT to effect rendezvous off Fitzroy Island to escort convoy Northward.
4. Weather on passage generally overcast, with poor visibility.
5. On the 3rd, at 0900 in approximate position Lat. 12° 17' S., Long. 148° 14' E., two P.T. boats towed by U.S. Ship TRIANGULUM slipped and proceeded independently to Milne Bay.
6. Milne Bay was reached without incident at 1050 on the 4th February.
7. MV62. At 1600, on completion of fuelling, MILDURA (S.O.) BROOME and BALLARAT proceeded from Milne Bay escorting convoy MV62 towards Grafton Passage.
8. Good weather was experienced on the voyage, and Grafton Passage was made at 1300 on the 6th February, when (S.O.) ordered the convoy to proceed independently and the escorts to proceed to Cairns, arriving there at 1515.



9. TN215. At 1135 on the 8th February, proceeded from Cairns to rendezvous off Fitzroy Island with convoy TN215 escorted by ROCKHAMPTON (S.O.) bound for Milne Bay.

10. The passage was uneventful and Milne Bay was made at 0800 on the 10th February, the escorts refuelling from BISHOPDALE on arrival.

11. MV64. At 1600 on the same day, ROCKHAMPTON (S.O.) and BROOME proceeded south escorting convoy MV64.

12. Fine weather prevailed, and Grafton Passage was reached at 1730 on the 12th February, when S.O.E. ordered the convoy to proceed independently, and the escorts to proceed to Cairns arriving at the Fairway Buoy at 2015.

13. At Cairns 13th to 15th February.  
General maintenance work on the Upper Deck was greatly hindered during this period owing to the continuous heavy rain.

14. TN218. At 1746 on the 15th February, proceeded from Cairns in company with BALLARAT to rendezvous with convoy TN218 escorted by MILDURA (S.O.E.) off Fitzroy Island.

15. Rendezvous was effected at 1920 that day, and the convoy proceeded Northward, arriving, without incident, at Milne Bay at 1240 on the 18th February.

16. On completion of fuelling at BISHOPDALE, the escorts anchored off Ladava for the night.

17. MV66. At 0610 the following day, the escorts weighed anchor and proceeded South escorting convoy MV66.

18. A number of RADAR Echoes were investigated on passage, but these proved to be only tree stumps etc.

19. Grafton Passage was made at 0840 on the 21st of February, and the convoy was ordered to proceed independently, the escorts set course for Cairns.

20. On arrival at Cairns at 1105 that day, I was ordered to pick up mail and then to proceed to Townsville at 10 knots to Boiler clean, arriving there at 0600 the following morning.

21. At Townsville 22nd to 28th February.  
During the period, Boilers were internally and externally cleaned, and all Boiler mountings overhauled. Feed heater end joint renewed, and bilges cleaned. Main Engine adjustments were carried out; air pumps and Fire and Bilge pumps were overhauled.

This is the first time it has been possible to make any adjustment since last boiler cleaning period owing to the constant running of machinery



22. Hull topsides and Waterline cleaned and painted; general Upper Deck maintainance work carried out satisfactorily, as weather conditions were good.

23. TN244. At 1653 on the 28th February I left Townsville escorting convoy TN244, and the following day, at 0835 was joined by CASTLEMAINE (S.O.E.) off Fitzroy Island, when TN244 proceeded towards Milne Bay.

24. Health and Conduct.  
Health of the Ship's Company remains very satisfactory; minor ailments only, being experienced.

25. Conduct of the Ship's Company in general is very good, although slight discontent has been felt due to the disloyalty of the Coxswain. This has now been rectified by summary disrating.

26. Welfare.  
The welfare of the Ship's Company is good, but it would be much appreciated, when in Townsville, if a number of allocations to the Y.M.C.A. establishment on Magnetic Island were available to personnel of H.M.A. Ships, as on the occasion of Boiler Cleaning in that Port, only three ratings were able to avail themselves of the Y.M.C.A. Facilities, due to the number of permanent, tentative reservation by other Services.

27. Forty-Eight hours' Leave was granted to each Watch during Boiler Clean, where possible, but due to the pressure of work, the Engine Room Staff were unable to avail themselves of this.

28. Condition of Ship.  
The condition of the Ship, Hull and Machinery is in all respects satisfactory.

29. MONTHLY FIGURES.

Distance Steamed-----	5,666 Miles.
Hours underway-----	400 Hours.
Average distance per tonfuel-----	10.4 Miles.

TOTAL FIGURES SINCE 25TH AUGUST, 1942.

Total distance steamed-----	53,373 Miles.
Total average speed-----	9.88 Knots.
Total hours underway-----	5,403 Hours.

*R. Devoan*

-----  
LIEUTENANT COMMANDER, R.A.N.V.R.  
COMMANDING OFFICER.



# Royal Australian Navy.

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IN REPLY PLEASE QUOTE

No. \_\_\_\_\_

## APPENDIX 'A'

DATE	SHIP OR CONVOY	ESCORT	POSITION AND WHERE BOUND.
2.2.44.	SS. BRASTIGA	-	14°17'S. 147°47'E. Southbound.
8.2.44.	1. US. SHIP	GASTLEMAINE	Grafton Passage. Southbound.
9.2.44.	KANIMBLA	WARREGO	14°00'S. 147°30'E. Southbound.
15.2.44.	CELAPA WUAR	-	Grafton Passage. Southbound.
18.2.44.	-	GASCOYNE	China Strait. Southbound.
19.2.44.	Liberty Ship. VENDETTA		China Strait. Northbound.
19.2.44.	-	STAWELL	Patrolling off Briarmer Island.
21.2.44.	U.S. Ship No. 12.	-	Grafton Passage. Northbound.
21.2.44.	-	M.L. 811.	Grafton Passage.
28.2.44.	SS. HARPENDEN.	-	18°50'S. 146°49'E. Southbound.
29.2.44.	" TREYLAG	-	South of Brook Island, Southbound.
29.2.44.	" BURDINGURE	-	Off Brook Island, Southbound.
29.2.44.	Tanker CHINA	-	Off Russell Island & Southbound.
29.2.44.	-	KATOOMBA	On Patrol off Grafton Passage.



APPENDEK "B".  
COMPOSITION OF CONVOYS.  
-----

TN215

VAN SWOLL (Commodore)  
U.S.S. TRIANGULUM  
(With two P.Ts. in tow).  
MATTHEW FLINDERS  
OZARK  
FREMONT OLDER  
JAMES D. DOTY

MV62

JOHN I. NOLAN  
ALBERT HILL  
ANDREW D. WHITE  
P.T. ROWE  
OCTAUS

TN215

SWARTENHONDT (Commodore)  
STEPHEN GIRARD

MV64

FRANCIS A. WARDELL (Commodore).  
SAN ANTONIO  
A.P.C.9  
A.P.C.20

TN218

JAMES COOK (Commodore).  
ALCIBIADES  
THOMAS CORWAN  
WILLIAM S. LADD  
CAPE PEPETUA  
P.T. 354  
P.T. 355  
EXR.

MV66

SWARTENHONDT (Commodore).  
PATRAS

TN224

BONTEKOE (Commodore)  
VAN DEN BOSCH.



RESTRICTED

~~SECRET~~  
(See file 72/51/50)  
Bailey

COMMANDING OFFICER, H.M.A.S. "BROOME"

1 February, 1944

748/1/53

The Secretary, Naval Board. (Copies to: Naval Officer-in-Charge, Townsville, Commander (D) Cairns).

REPORT OF PROCEEDINGS FOR JANUARY, 1944.

Submitted for the information of the Naval Board the following report of proceedings of H.M.A. Ship under my command for the period 1st to 31st January, 1944.

2. 1st. On A/S Patrol in a 40 mile square area off Grafton Passage.
3. 2nd. 1126 "BROOME" relieved from patrol by "BALLARAT" off Euston Reef beacon. 1425 Arrived Cairns and secured alongside fuel lights.
4. 4th. 0900 Slipped from No. 1 wharf and proceeded to sea in company with "WARREGO" (S.O.), "CASTLEMAINE" and "GYMPIE" to carry out drills and exercises off Cairns. 1152 Completed exercises, "WARREGO" returned to harbour. "CASTLEMAINE", "GYMPIE" and "BROOME" proceeded towards Fitzroy Island to rendezvous with convoy T.N. 202 escorted by "LITHGOW". 1325 Took station on convoy T.N. 202.
5. 6th. 1355 Port Moresby section of convoy escorted by "GYMPIE" detached and proceeded to their destination.
6. 7th. 0830 Arrived Milne Bay and proceeded alongside the R.F. "BISHOPDALE" to fuel. 1410 Weighed and proceeded towards Cairns in company with "CASTLEMAINE" (S.O.) and "LITHGOW".
7. 9th. 1304 Arrived Cairns and anchored in Trinity inlet.
8. 11th. 0900 Weighed and proceeded to sea in company with "LITHGOW" and "MILDURA" to carry out drills and exercises, Commander (D) in "LITHGOW". 1410 "BROOME" ordered to detach and rendezvous with convoy T.N. 206. 1500 "BROOME" took station on convoy T.N. 206 and proceeded towards Port Moresby.



9. 13th. 0800 Arrived Port Moresby, 0945 Secured alongside and commenced fuelling.
10. 14th. 0600 Slipped from fuel berth and proceeded to sea independently. 0644 Cleared Port Moresby and set course towards Townsville.
11. 0705 Arrived Townsville and anchored off Fairway buoy. 0835 Weighed and proceeded into harbour. 0912 Secured alongside Harbour Trust Wharf. Fires allowed to die down preparatory to boiler cleaning.
12. 24th 2110 Slipped from fuelling berth and proceeded to sea to overtake convoy T.N. 211 escorted by "GLENEIG" and "BALLARAT".
13. 25th. 0300 Overhauled and took station on convoy T.N. 211. 1410 Off Fitzroy Island "STAWELL" joined as additional escort.
14. 27th. 1600 in position Lat.  $11^{\circ}23'$  South Long.  $148^{\circ}35'$  East Port Moresby section of convoy escorted by "BROOME" and "BALLARAT" detached and proceeded towards destination.
15. 28th. 0830 Arrived Port Moresby. 1000 Secured alongside "KATOomba" at A.M.S. berth. 1815 Slipped and proceeded to sea to rendezvous with convoy M.V. 60 escorted by "ARARAT" in position Lat.  $13^{\circ}49'$  South Long.  $148^{\circ}46'$  East.
16. 29th. 1550 Met convoy M.V. 60 took over escort duties from "ARARAT", and proceeded towards Grafton Passage.
17. 30th. 1900 Off Fitzroy Island convoy M.V. 60 ordered to proceed independently. "BROOME" set course towards Cairns. 2118 Entered Cairns Harbour. 2140 Secured alongside fuel lighter.
18. 31st. 1400 Commander (D) and Staff embarked in "BROOME". 1417 Slipped from No. 1 Wharf and proceeded to sea in company with "LITHGOW", "MILDURA" and "BALLARAT" to carry out exercises and drills off Cairns. 1815 Commander (D) transferred to "MILDURA". 2118 Carried out full calibre night shoot, 4 rounds per gun, at Hong Kong target, illuminating target with three rounds starshell and searchlight. 2210 Completed exercises for the day. 2315 Anchored in 4 fathoms off Fairway Buoy.
19. The health of the Ship's Company is generally satisfactory, only minor tropical skin complaints being in evidence.
20. The morale of the Ship's Company has been reduced as a result of lack of recreational leave, due to so many changes in programme. The engine room staff's leave being even further restricted, due to auxiliary machinery defects, which could only be rectified in port.



<u>Date</u>	<u>Ship or Convoy</u>	<u>Escort</u>	<u>Position and Where Bound.</u>
Jan. 1	U.S.S. Sig. letters KKSF	-	Bound in to Grafton Passage.
" 1	Frank C. Emerson	-	Outward from Grafton Passage.
" 9		S.C. 747	Bound in to Grafton Passage.
" "		"BALLARAT"	On patrol off Grafton Passage.
" "		M.L. 811	" " in " "
" 12		"KATOOMBA"	" " off " "
" 15	U.S.S. "BROOKS"		Entering Grafton Passage.
" "	Convoy approx. 16 ships	2 Escorts	Hull down. Outward from Grafton Passage.
" "	H.M.A.S. "BERYL" II	-	In Grafton Passage. Outward Bound.
" "	2 U.S. Landing Craft	-	Off Russell Island. North Bound.
" "	"WANDANA" & "AIGARA"	-	Off N. Bannard Lt. Ho. - North Bound.
" 24	William B. Allison	-	18° 49' S. 146° 45' E. South Bound.
" 25	Chateau Thierry (U.S.)	-	18° 26' S. 146° 33' E. South Bound.
" 25	Anson Burlingame (U.S.)	-	} Off Russell Island. Reciprocal Course.
" 25	"Shikellamy" U.S. Fleet Oiler	-	
" 25	"ULOOLOO" (Br.)	-	} Fitzroy Island. Southbound
" 25	11 U.S. Landing Craft	-	
" 25	L. Ward Chambers	"ROCKHAMPTON"	Bound in to Grafton Passage.
" 28	Samuel Bamberger	-	10° 46' S. 147° 47' E. Moresby to Milne Bay.


MONTHLY FIGURES.

Distance steamed	4186 miles
Hours under way	398 hours
Average distance per ton fuel	13.10 miles

TOTAL FIGURES

Since August 25th, 1942.

Total distance steamed	49,707 miles
Total average speed	9.94 knts.
Total hours under way	5,003 hours.

  
 Lt. Comdr. R. A. N. V. R.  
 COMMANDING OFFICER.



RESTRICTED

~~SECRET~~

(See file 12/51/50)  
Bailey

H. M. A. S. BROOME

1st. January 1944.

The Secretary Naval Board

Victoria Barracks,

MELBOURNE

MONTHLY REPORT

Submitted for the information of the Naval Board the following report of proceedings for the month of December 1943.

2. 2nd At Sydney 0705 slipped from Garden Island and proceeded to carry out runs on shallow D.G. range. 0846 Proceeded to sea to escort convoy G.P. 88 in company with "Warrambool" and "Townsville" 1300 M.L. 822 joined as additional escort. Convoy G.O. 148 passed to starboard distant 2 miles
3. 3rd 1750 M.L. 822 detached and proceeded to Goffs Harbour
4. 4th At 0303 in position 27 Deg 46 Min South 154 Deg 18 Min E. while altering course from 357 Deg to 314 Deg ship hit a submerged object, which removed Asdic underwater fitting. A/S compartment, and all adjacent compartments examined and found watertight. 1100 Arrived Caloundra and proceeded towards Brisbane in cruising order 1. 1600 Arrived off Brisbane dry dock, 1635 secured alongside dock head.
5. 5th 1400 Entered dry dock followed by H.M.A.S. "Kiama" 1800 completed pumping dock. New dome, oscillator raft, and training shaft fitted during the night of the 5th - 6th December, separate report rendered to authorities concerned dated 6th December. Ref. No. 686/7/46.
6. 6th 1600 Undocked and proceeded alongside "Vendetta" at Newstead to fuel. 1905 slipped and proceeded to Caloundra to rendezvous with U.S. Ship "Simon Bolivar" at 2400. 2332 Convoy delayed. "Broome" anchored off Caloundra.
7. 7th 0730 Proceeded to sea escorting "Simon Bolivar" towards Bustard Head
8. 8th 1720 Bustard Head abeam, proceeded independently towards Townsville.
9. 10th 0745 Secured alongside West Pier Townsville, 1655 Slipped from West Pier, and proceeded to sea escorting convoy T.N. 188
10. 11th 1512 Off Fitzroy Island convoy Joined by escorts "Stawell" "Bunbury" and "Colac"
11. 12th One straggler s.s. "Isolator" detached and ordered to proceed independently to her destination.
12. 13th 1015 in position lat. 12 deg 29 min S. Long. 147 deg 54' E. Port Moresby section of TN 188 detached escorted by "Colac".
13. 14th 0930 Convoy arrived Milne Bay 1140 secured alongside "Bishopdale" to fuel. 1500 Proceeded to sea in company with "Stawell" and "Bunbury" to escort convoy M.V. 48 towards Grafton Passage.

14. 15th 0930



14. 17th 0140 Off Fitzroy Island Convoy Proceeded independently towards Townsville, escorts proceeded towards Cairns 0330 Anchored 043 deg 2 miles from Cairns Channel Fairway Bay. 0612 Weighed and proceeded into harbour. 0735 Secured alongside oil lighter. 1020 Secured alongside H.M.A.S. "Platypus" fires allowed to die down preparatory to boiler cleaning.

15. 22nd 1304 Slipped and proceeded to sea to rendezvous with convoy T.N. 196 off Fitzroy Island. 1455 Joined convoy T.N. 196 with with escorts U.S. 80722 and Y.M.S.'s 72 and 315, and proceeded towards Milne Bay.

16. 25th 1200 Convoy T.N. 196 arrived Milne Bay 1205 U.S. Tanker "Pueblo" observed to be aground on Doraisai Shoal. 1320 last ship of convoy passed P.W.S.S. and proceeded up Milne Bay 1335 "Broome" proceeded to the assistance of "Pueblo" 1535 Tow unsuccessful, "Broome" slipped tow and proceeded into Milne Bay 1745 Secured alongside "Bishopdale" for fuel.

17. 26th 0600 Weighed anchor and proceeded in company with R.F.A. "Bishopdale" towards Doraisai Shoal. 0830 to 0900 "Broome" assisted "Bishopdale" to secure to stern of "Pueblo" to enable pipe line to be passed and fuel transferred from "Pueblo" to "Bishopdale" preparatory to refloating "Pueblo". 1624 Weighed anchor and proceeded to sea escorting convoy M.V. 52 towards Grafton Passage.

18. 28th 1840 Off Fitzroy Island Convoy proceeded independently to Townsville "Broome" set course for Cairns. 2110 Secured alongside oil lighter in Cairns.

19. 30th 1412 slipped from alongside "Platypus", and proceeded to sea to patrol 40 square mile area outside Grafton Passage.

20. Health of ship's Company satisfactory, only minor tropical ailments being experienced.

21. Conduct of ship's Company very good.

14th December 1740 S/S "Merkur" abeam to port. Similar course. Outwards from Milne Bay

14th December 2100 Off Bruner Island passed U.S.S. "Trumpeter"

16th December 1730 Lat. 16 deg 13 min S. Long. 146 deg 54 min E.

U.S. Cruiser PCL130 on opposite course

16th December 2210 Outward from Grafton Passage. "Warrego" and convoy opposite course

23rd December 0615 Lat. 14 deg 26' S Long. 147 deg 10' E "Warrego" and convoy bound Port Moresby.

23rd December 1214 Lat. 14 deg 26' S. Long. 147 deg 30' E. "Bunbury" and convoy bound South.

25th December 0930 Off Bruner Island M.L. 428 and convoy bound in to Milne Bay

28th December 1615 "Bundaberg" "Gympie" and "Stawell" escorting convoy. Outwards from Grafton Passage.

30th December 1615 "Ballarat" passed to port off Fitzroy Island bound Cairns.

30th December 1645 In Grafton Passage U.S.A. Transport "Contest" bound inwards.

31st December 1055 Off Grafton Passage U.S. Ship "Floyd B. Olsen" bound inwards.

31st December 1420 Off Grafton Passage U.S. Ship "Robert J. Walker" bound outwards.

MONTHLY FIGURES

Distance Steamed 4692 miles

TOTAL FIGURES SINCE AUGUST 25TH 1942.

Total distance steamed 45,521 miles



MONTHLY FIGURES (Cont'd)

Hours under way  
Average Distance per  
ton of fuel

432 hours

13.56 miles

TOTAL FIGURES SINCE Aug. 25th 1942

Total Average Speed 9.89 knots

Total hours under way 4605 hours.



Lieut-Comdr R.A.N.V.R.

Commanding Officer



RESTRICTED

676/7/45

(See file 72/51/50)  
Bailey  
SECRET

H.M.A.S. BROOME,  
1st December, 1945

The Secretary,  
Naval Board,  
Victoria Barracks,  
MELBOURNE.

MONTHLY REPORT.

Submitted,

For the information of the Naval Board, the following report of proceedings for the month of November, 1945.

2. 1st. 0010 At sea in position Gabo Island Lighthouse bearing  $330^{\circ}$  7 miles, escorting C.O.139 in company with BUNDABERG and KALGOORLIE. 1230 One ship detached for Hobart.
3. 2nd. 0135 Cape Liptrap Lt. bearing  $012^{\circ}$   $11\frac{1}{2}$  miles. One ship bound West detached. 0535 Met and took up station on convoy C.O.139 in position Lat.  $38^{\circ}52'S.$ , Long.  $145^{\circ}25' E.$
4. 4th 0730 Convoy C.O.140 abeam to port on opposite course. 1832 Sydney section of convoy, escorted by KALGOORLIE and BROOME, detached for destination. 2220 Entered Sydney Heads astern of last ship. 2300 Secured alongside Karraba Oil Wharf.
5. 5th. Fires allowed to die down preparatory to Boiler cleaning.
6. 12th. 1134 Slipped from No. 4 Buoy and proceeded to sea to carry out exercises with H.M. Submarine N59. Party on board from H.M.A.S. RUSHCUTTER to test Australian-built A/S Amplifier. 1325 Rendezvous with YANDRA and N59 off Broken Bay. YANDRA returned to Sydney. 1407 Commenced exercise. 1440 KALGOORLIE joined as attending ship. 1541 Exercise completed. 1600 Set course for Sydney. 1745 Entered Sydney Heads astern of KALGOORLIE and N59. 1822 Secured to No. 4 Buoy.
7. 13th. 0830 Slipped from No. 4 Buoy and proceeded to sea in company with YANDRA, KALGOORLIE and GOWRA to carry out full



calibre firing at Pattern Six target. 1000 to 1012 first Run carried out, 8 rounds per gun in succession. 1032 to 1034 Second Run BROOME and COWRA 5 rounds per gun, per ship, concentration firing. 1100 YANDRA and KALGOORLIE completed firing and returned to harbour, BROOME and COWRA commenced RADAR exercises with aircraft in company. 1315 RADAR exercises completed, aircraft returned to base. COWRA directed to return to harbour. 1330 Entered Sydney. 1400 Secured to Kurraba Oil Wharf.

8. 14th. 1600 Slipped from No. 4 Buoy and proceeded to sea to rendezvous with C.O. 143 from Newcastle. 1735 Took station on C.O. 143 escorted by YANDRA and KALGOORLIE.

9. 15th. 1230 M.L. 802 joined as additional escort. 1907 convoy O.C. 142 abeam to port on opposite course.

10. 16th. 0543 M.L. 802 returned to base. 1130 LL Sweep streamed for exercise. 1640 LL Sweep cable recovered, operation of the sweep was satisfactory. 1904 Adelaide section of convoy detached.

11. 17th. 0210 contacted O.C. 143 distant 12 miles. 0250 took station on convoy O.C. 143 Cape Schank Light bearing  $354^{\circ}$  16 miles. YANDRA and DOOMBA (S.O.E.) exchanged duties.

12. 19th. 0920 Convoy C.O. 144 abeam to port on opposite course. 1250 Port Kembla section detached. 1630 YANDRA and KALGOORLIE with Sydney section of convoy detached for destination.

13. 20th. 0126 Newcastle section entered harbour, BROOME set course for Sydney. 0515 M.L. 807 identified abeam to port on similar course. 0710 Entered Sydney. 0730 Secured alongside Kurraba Oil Wharf.

14. 21st. 1304 Slipped from No. 5 buoy and proceeded to sea escorting Sydney section of C.O. 145 to rendezvous. 1510 Joined C.O. 145 escorted by BENDIGO and BALLARAT.

15. 22nd. 1035 M.L. 823 joined as additional escort. 1800 Convoy O.C. 142 abeam to port on opposite.

16. 23rd. 0300 SS. NGAKUTA passed abeam to starboard on reciprocal



course. 0500 M.L. 823 returned to base.

17. 24th. Met and took over convoy O.C. 145 East of Cape Schanck. BENDIGO continued to Melbourne with C.O. 145.

18. 25th. 2030 M.L. 823 joined as additional escort.

19. 26th. 0940 Convoy G.O. 146 passed to port distant 7 miles. 1230 M.L. 823 detached and returned to Jervis Bay. 1700 Port Kembla section detached. 2030 M.Ls. 807 and 822 joined as additional escorts to Newcastle. 2145 Sydney section, escorted by BROOME detached for destination.

20. 27th. 0100 Convoy entered Sydney. 0125 BROOME secured alongside Kurraba Oil Wharf.

21. 28th. 0950 Tugs alongside, shift ship to Chapman's pontoon Dock. Usual Dock ing routine carried out.

22. 30th. P.M. undocked, towed to Garden island.

23. Health of the Ship's Company remains very good, minor dental treatment mainly being required.

24. Conduct of the Ship's Company has been very satisfactory.

25. MONTHLY FIGURES-

Distance steamed	...	...	...	3,719 Miles.
Hours underway	...	...	...	375 Hours.
Av. Distance per ton fuel...	...	...	...	13.05 Miles.

TOTAL FIGURES SINCE AUGUST 25th 1942

Total distance steamed	...	...	...	40,829 Miles.
Total average speed	...	...	...	9.78 Knots,
Total hours underway	...	...	...	4,173 Hours.

*R. A. N. V. R.*

Lieut-Comdr. R. A. N. V. R.  
 COMMANDING OFFICER.



319/7/41

RESTRICTED

SECRET

(see file 72/51/50) Bailey

H.M.A.S. BROOME,  
3rd November, 1943.

The Secretary,  
Naval Board,  
Victoria Barracks,  
MELBOURNE.

MONTHLY REPORT.  
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Submitted:

For the information of the Naval Board, the following report of proceedings for the month of October, 1943:

2. 2nd. At Sydney. 0635 Slipped from No. 10 Buoy and proceeded to sea. 0655 Passed H.M.A.S. SHROPSHIRE at Boom Gate. 0930 Carried out functioning tests of all close range weapons. 1145 Transferred one Rating (Sick) to L.S.I. 255 off Newcastle. 1150 Took station on Newcastle section of convoy G.P. 71. 1300 Joined G.P. 71 from Sydney escorted by WILCANNIA and ABRAHAM CRIJNSSEN and M.L. 821.
3. 3rd. 0200 Changed Time to Zone -11 hrs. E.D.S.T. 0910 Passed H.M.A.S. WARRAMUNGA to Port on reciprocal course.
4. 4th. 0400 M.L. 821 detached in position off Coff's Harbour. 1745 Passed U.S. Salvage Vessel to Port on Opposite course. 1830 Passed two U.S. Submarines to Port. 1850 Convoy G.P. 71 arrived Caloundra. Escort vessels ordered to return to Sydney by inshore route.
5. 6th. 1056 Entered Sydney Harbour. 1135 Secured alongside ABRAHAM CRIJNSSEN at No. 5 Buoy.
6. 7th. 0900 Slipped from No. 5 Buoy and proceeded to sea in company with ABRAHAM CRIJNSSEN and M.L.'s. 801, 806, 822 to escort convoy G.P. 73. 1720 Newcastle section of convoy escorted by BUNDABERG joined company off Nobby's Head.



7. 10th. 0945 till 1100 Stopped Starboard Engine to inspect H.P. cylinder for slack ring.
8. 11th. 1655 till 1750 Ship stopped for further inspection of Starboard Engine. 1750 Proceeded to rejoin convoy.
9. 12th. 1800 Convoy G.P.73 arrived Caloundra, M.L's. 801 & 806 detached. 1845 Proceeded to sea with convoy P.G.73.
10. 13th. 1700 M.L.822 joined as additional escort.
11. 14th. 0400 Passed H.M.A.S. ARUNTA with two Assault Ships to Port, distant 7miles, on opposite course. Contact by RADAR. 2240 Convoy P.G.73 entered Sydney Harbour. 2350 BROOME secured alongside Kurraba oil Wharf. Repairs effected to Starboard Engine.
12. 16th. 1600 Slipped from No.9 Buoy and proceeded to sea escorting Sydney Section of Convoy C.O.135. 1745 Joined up with GrP C.O.135 escorted by BUNDABERG, TOWNSVILLE and M.L.821.
13. 17th. 1823 M.L.821 detached and proceeded to Base.
14. 18th. 0010 KALGOORLIE, escorting O.C.134 exchanged duties with TOWNSVILLE who proceeded to join O.C.134.
15. 19th. 0001 Four Ships for South Australian Ports detached at Western End of Wilson's Promontory, swept channel. 0514 Left C.O.135 and joined O.C.135 in position Lat.38°45'S, Long.145°12'E. 1401 Passed USS. K89 abeam to Port on opposite course.
16. 20th. 1215 M.L.821 joined as additional escort.
17. 21st. 0520 M.L.821 detached and proceeded to Base. 0905 Port Kembla section of convoy detached. 1415 Sydney Section of convoy escorted by BUNDABERG and KALGOORLIE proceeded into Sydney..
18. 22nd. 0300 Newcastle section entered Newcastle. BROOME proceeded towards Sydney. 0840 Arrived Sydney. 0905 Secured to No. 8 Buoy on No.2 Oil Fuel Lighter.



19. 23rd. 0608 Slipped from No.5 Buoy and proceeded to sea in company with BUNDABERG and KALGOORLIE, escorting convoy G.P.77. 1100 Carried out functioning firings of all close range weapons. 1125 USS.KATOORA passed to Port on reciprocal course. 1240 C.O.137 abeam to Starboard. 1455 SS. CALEDON joined G.P.77 off Newcastle.

20. 26th. 0450 Convoy arrived Caloundra. 0558 BROOME anchored at Caloundra. 0700 to 0955 carried out flag signal exercises with BUNDABERG and KALGOORLIE. 1007 Weighed and proceeded to sea in company with BUNDABERG and KALGOORLIE escorting convoy P.G.77. 1215 US.S.C. escorting US. Transport, passed to Starboard on similar course.

21. 27th. 0600 Encountered gale with very rough sea and heavy swell, 1200 Speed of convoy approximately 2 Knots. Asdic sweep discontinued and dome housed, owing to precipitous seas.

22. 28th. Weather moderating. 0640 Asdic Sweep resumed. 1040 KALGOORLIE escorting Newcastle section of convoy detached for destination.

23. 29th. 0105 Entered Sydney astern of convoy. 0140 secured alongside BUNDABERG at No.7 Buoy.

24. 30th. 1517 Slipped from No.9 Buoy and proceeded to sea escorting US. Fleet Oiler CALIFORNIA to rendezvous with Port Kembla section of C.O.139 off Sydney Heads. 1720 Joined up with C.O.139 from Newcastle, escorted by BUNDABERG and KALGOORLIE.

25. 31st. 1930 Passed C.C.138 abeam to Port, distant 12 Mls.

26. Health of Ship's Company is considered very satisfactory only minor colds etc., being in evidence during the month, and one case for hospital treatment.

27. In view of the limited amount of leave granted, the conduct of the Ship's Company has been very good, no major punishments having been awarded.

28. MONTHLY FIGURES:-

Distance steamed.....	5,140 Mls
Hours underway.....	459 Hrs
Av. Dist per ton fuel.....	13.21 Mls
<u>TOTAL FIGURES SINCE AUGUST, 1942:</u> Dist. Steamed.....	57,110 M
Total Av. Speed.....	7.77 knots
Total Hrs. Underway.....	3,798 Hrs

*R. J. Donovan* *Lieut. Comdr. R.A.N.V.R.*  
COMMANDING OFFICERS



~~SECRET~~

(See file 72/51/56)

RESTRICTED

J. Bailey ✓

COMMANDING OFFICER, H.M.A.S. BROOME.

6th October, 1943.

26 7/7/40

The Secretary, Naval Board, Victoria Barracks, MELBOURNE

MONTHLY REPORT.

Submitted:

For the information of the Naval Board, the following report of proceedings for the month of September, 1943 :

(2) 1st. At sea escorting convoy O.C.121. 1610 Port Kembla section of convoy detached. 0900 Sydney section escorted by WARRNAMBOOL and KALGOORLIE proceeded into Sydney. BROOME, with Newcastle section continued. 1230 Received orders from H.O.I.C. Sydney to return to Sydney with the Newcastle section of O.C.121. 1619 Convoy entered harbour. 1720 BROOME anchored in Atholl Bight.

(3) 4th. At Sydney. 0330 Slipped from No.9 Buoy and proceeded to sea in company with KALGOORLIE to rendezvous off Newcastle with convoy C.O.123. 0734 STUART and U.S.S. MIZAR abeam to Starboard on reciprocal course. 1030 C.O.123 formed up and proceeded. 1715 WARRNAMBOOL, escorting Sydney section joined convoy.

(4) 5th. 0725 M.L. joined convoy. 0850 7 Beaufort bombers commenced torpedo bombing attacks on convoy. 1000



(4)(Contd.) Convoy O.C.122 abeam to Port. 1105 6 Beaufort Bombers carried out T/B Attacks on convoy. RADAR286 operated during both T/B attacks on convoy.

(5) 6th. 0545 M.L.s. 802 and 803 detached from convoy. 1715 LINTA with barge in tow passed abeam to port. 2030 BUNGAREE detached from convoy.

(6) 7th. 0010 S.A. section of convoy detached. 0445 Met and took up station on convoy O.C.123 in position  $38^{\circ}45'S$ , Long.  $145^{\circ}07'E$ . 1050 ORARA abeam to port.

(7). 8th. 1235 M.L.803 joined convoy.

(8) 9th. 0500 M.L. 803 detached and proceeded to base. 1115 CORIO detached for Port Kembla. 1418 Steering Engine broke down, hand steering connected. 1600 proceeded independently into Sydney. 1846 Secured to No.4 Buoy, commenced repairs to Steering Engine.

(9) 11th.0330 Steering Engine repairs completed. 1340 Slipped and proceeded to sea in company with KALGOORLIE. 1455 joined C.O.125 from Newcastle escorted by M.L.821 and MILDURA.

(10) 12th. 1715 Convoy O.C.124 passed abeam to port.

(11) 13th. 1900 NGAKUTA detached for Hobart.

(12) 14th. 0930 DURRAWEEEN passed to Starboard. 1125 Convoy O.C.125 and DOOMBA met. Took up Station on O.C.125 in position Lat.  $39^{\circ}05'S$ , Long.  $145^{\circ}52'E$ . 1500 ORARA, 1530 PATTERSON passed abeam on port hand of convoy.



- (13) 15th. 1445 M.L. joined convoy. 1500 Functionary<sup>INC</sup> tests on close range weapons carried out.
- (14) 16th. 0730 Convoy C.O.126 passed abeam to port. 1300 IRON WARRIOR detached for Port Kembla. 1700 Took up station on Sydney section of convoy and proceeded to Sydney. 2115 Secured alongside Oil Wharf at Kurraba Pt.
- (15) 18th. 0330 Slipped and proceeded to sea to rendezvous with convoy C.O.127 off Newcastle at 0900. 1040 In company with KALGOORLIE proceeded with convoy. 1750 MILDURA and SS. G.S. BAUTWELL joined convoy off Pt. Jackson.
- (16) 19th. 1015 SS. G.S. BAUTWELL detached from convoy on account of heavy weather.
- (17) 20th. 0200 Convoy O.C.126 passed abeam to port. 0520 SS.G.S. BAUTWELL rejoined convoy. 2230 ERA detached for Hobart.
- (18) 21st. 1130 Met DOOMBA and convoy O.C.127 in position Lat. 39°07'S, Long. 145°57'E, and took up Station. 1400 STUART with U.S. A/C Carrier passed abeam to port of convoy on similar course. 1520 ORARA passed abeam on starboard side of convoy. 1633 EKATERINE COUMANTAROU detached from convoy with steering trouble and rejoined at 1840.
- (19) 22nd. 1550 M.L. 820<sup>2</sup> joined convoy. 1846 M.L. 802 detached on account of heavy weather and proceeded inshore to base.



(20) 23rd. 0747 Convoy C.O.128 passed abeam to port. 1145 HELLEN MALLER detached for Port Kembla. 1510 Sydney section detached, BROOME took up Station on COOLANA for Catherine Hill Bay and proceeded.

(21) 24th. 0140 ECHUCA identified. 0305 WILCANNIA identified. Convoy P.G. passed to Port. 0551 COOLANA a/c to enter Catherine Hill Bay. 0712 Secured No.2 King's Wharf Newcastle.

(22) 25th. 0622 Slipped from No.2 King's Wharf and proceeded to sea in company with BUNDABERG. 0730 Proceeded with convoy C.O.129. 1215 G.P. convoy passed to Starboard. 1245 AASE MARSK passed to port on same course. 1440 MILDURA and TOWNSVILLE closed and joined convoy. BROOME detached and proceeded to Sydney. 1540 Carried out run on D.G. Range. 1605 Secured alongside BANGALOW at Cruiser Wharf, Garden Island. Fires allowed to die down preparatory to Boiler Cleaning.

(23) Conduct of Ship's Company is considered good, and the health of the Ship's Company excellent.

(24)

MONTHLY FIGURES.

Distance Steamed . . . . .	3,974 Miles.
Hours Underway . . . . .	418hrs. 38mins
Average distance per ton fuel .. . . .	14.19 Miles

TOTAL FIGURES SINCE 25TH AUGUST, 1942.

Total distance steamed . . . . .	31,970 Miles.
Total average speed .. . . .	9.52 Knots.
Total hours underway . . . . .	3,359 hrs.

*R. A. Dewson*  
Lieut. Comdr. R. A. N. W. R.  
COMMANDING OFFICER



215/7/39

~~SECRET~~

H.M.A.S. BROOME,  
1st September, 1943.

The Secretary,  
Naval Board,  
Victoria Barracks,  
MELBOURNE, Vic.

RESTRICTED

(See file 72/51/50)  
J.P. Bailey

MONTHLY REPORT.  
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Submitted:

For the information of the Naval Board, the following report of proceedings for the Month of August, 1943:

- (2) 3rd. At Sydney. 0130 Slipped from No. 4 Buoy and proceeded to sea in company with BENDIGO, to rendez-vous off Newcastle at 0700 with convoy C.O.114. 0900 C.O.114 formed up and proceeding. 1600 ECHUCA, escorting Sydney section, joined convoy.
- (3) 4th. 0900 Passed O.C.113 abeam to Port.
- (4) 6th. 1420 Met and took up station on convoy O.C.114 in position Lat. 39°10'S, Long. 146°14'E.
- (5) 7th. 0930 till 1100 carried out RADAR Trials on ECHUCA to determine extent of side lobe etc.
- (6) 8th. 0700 Port Kembla section of convoy detached. 1940 BROOME, escorting SS. CLARENCE RIVER, detached and proceeded into Sydney. 2215 Secured alongside Kurraba Oil Wharf.
- (7) 10th. 0905 Slipped and proceeded to sea in company with ECHUCA escorting SS. NELLORE to join C.O.116. 1350 Joined C.O.116 escorted by KALGOORLIE and BENDIGO. BENDIGO returned to Sydney.
- (8) 11th. 1030 O.C.115 Passed abeam to Port, distant 8 Miles.
- (9) 13th. 0725 Took up station on convoy O.C.116 in position "D". 0750 ECHUCA reported Man Overboard. 0810 Aircraft ordered to carry out search for missing man. 1020 H.M.S. ALSEY passed to Port on reciprocal course, 1½ Miles. 1130 till 1200 Carried out search of islands round Wilson's Promontory for missing man. 1200 Search abandoned.

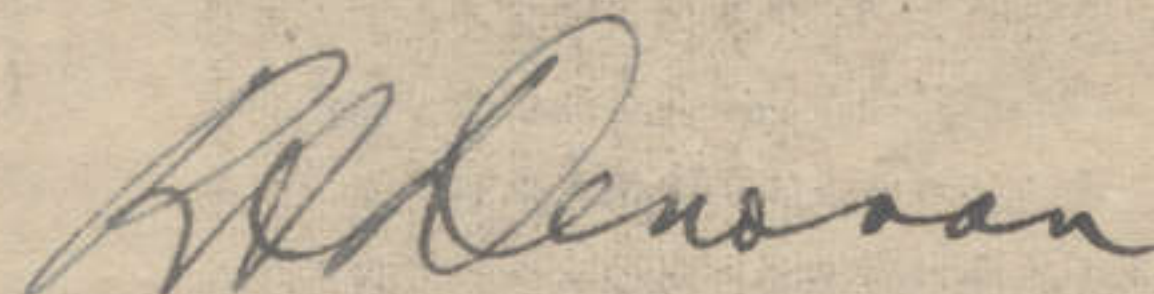


- (10) 15th. 1210 Port Kembla section of convoy detached. 1715 BROOME detached and proceeded into Sydney. 1930 Secured alongside Kurraba Oil Wharf.
- (11) 16th. 1600 to 1820, Carrying out inclining experiments at Orient Wharf, Woolloomooloo.
- (12) 17th. Commenced Boiler Cleaning at Garden Island.
- (13) 24th. Completed Boiler Cleaning. 0840 Secured No. 6 Buoy and commenced deperming.
- (14) 25th. 1000 till 1251 Carried out 8 Runs over shallow D.G. Range, on completion secured No. 6 Buoy, and swung ship to adjust compass.
- (15) 26th. Slipped from No. 6 Buoy and proceeded to sea in company with KALGOORLIE to carry out one Run, Six Rounds full calibre shoot at Two Pattern 6 targets, towed by GOOLGWAI. 1530 Completed Shoot and proceeded towards Newcastle in company with KALGOORLIE. 1740 Carried out close range firings at Star Shell Target. 2100 Arrived Newcastle and secured alongside KALGOORLIE at King Wharf.
- (16) 27th. 0705 Slipped and proceeded to sea in company with KALGOORLIE escorting convoy C.O. 121. 0900 Convoy formed cruising order and proceeded. 1540 WARRNAMBOOL joined escorts.
- (17) 28th. 1420 Aircraft from Nowra carried out practice torpedo bombing runs on convoy. 1715 Passed convoy O.C. 120 abeam to Port.
- (18) 30th. 1308 Met convoy O.C. 121 and took over escort duties from BALLARAT in position Lat.  $39^{\circ}10'S$ , Long.  $146^{\circ}13'E$ .
- (19) Health of Ship's Company is satisfactory; leave inter-State and local has been granted where possible during Boiler Cleaning period. Conduct and Morale of Ship's Company very good.

(20) MONTHLY FIGURES: Distance Steamed ..... 3,605 Mls.  
Hours underway ..... 391 Hours.  
Av. Dist. per ton fuel..... 13.55 Mls.

TOTAL FIGURES SINCE AUGUST, 1942:

Total Distance Steamed..... 27,996.4 M.  
Total average Speed..... 9.52 Knots  
Total Hours underway..... 2940 Hrs.  
22 Mns



Lieut-Comdr. R. A. N. V. K.

-----  
COMMANDING OFFICER.



ACK 3. 18907  
1 AUG 1943  
INIT

RESTRICTED

(See file 72/51/50)

SECRET

H.M.A.S. BROOME,  
1st August, 1943.

The Secretary,  
Naval Board,  
Victoria Barracks,  
MELBOURNE. V.



MONTHLY REPORT.  
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Submitted:

For the information of the Naval Board, the following report of proceedings for the month of July, 1943:-

- 1st. BROOME alongside Garden Island, completing major refit, and installation of RADAR, surface and aircraft warning sets, types A272 and 286P respectively.
2. 5th. Ammunition and store Ship.
3. 6th. Carried out Basin Trials.
4. 7th. 1052 Slipped from Garden Island and proceeded to shallow D.G. range. After two runs on the Range, it was decided Ship required deperming. 1257 BROOME secured to No.6 Buoy.
5. 8th. BROOME depermed at No.6 Buoy.
6. 9th. 0855 Slipped and proceeded to shallow D.G. Range. 0907 Commenced ranging. 1140 D.G. runs completed. 1153 Secured to No.6 Buoy. 1319 BROOME slipped and proceeded to sea to carry out RADAR trials with one Fairmile launch and one aircraft. Party from H.M.A.S. RUSHCUTTER on Board for trials. 1630 Trials completed and satisfactory, BROOME returned to harbour. 1810 Secured to No.6 Buoy.



7. 10th. A.M. Ship swung and compass adjusted. 1430 Slipped from No.6 Buoy and proceeded to sea to carry out practice firings at two pattern six targets towed by H.M.A.S. PATTERSON. Two runs of ten rounds per gun controlled firing were carried out, and one run close range firing at Starshell target. On completion of shoot, BROOME returned to harbour. 1812 Secured to Watson's Bay Buoy.
8. 11th. ~~WARRNAMBOOL~~ 0300 Slipped and proceeded to sea, to rendezvous with ECHUCA and Newcastle section of convoy C.O.108 off Nobby Head. 1030 Took up allotted station on convoy. 1540 Sydney section of C.O. 108, escorted by WARRNAMBOOL and KALGOORLIE joined up. ECHUCA returned to Sydney.
9. 12th. 1705 O.C.<sup>107</sup>/passed to Port.
10. 14th. 0450 Left convoy C.O.108 off Point Lonsdale and took station on convoy O.C.108.
11. 16th. Ships for Port Kembla detached at 1200. 1700 KALGOORLIE and Sydney section of convoy proceeded into Sydney.
12. 17th. 0300 WARRNAMBOOL with newcastle section proceeded into Newcastle. BROOME set course for Sydney. 0906 Secured alongside Kurraba Oil Wharf.
13. 18th. 1330 Slipped from No.5 Buoy and proceeded to sea in company with KALGOORLIE to rendezvous with convoy C.O.110 escorted by WARRNAMBOOL and ECHUCA. 1545 Took station on convoy. WARRNAMBOOL parted company and set course for Sydney.
14. 21st. 0500 Passed SS. PERTSHIRE to Starboard on reciprocal course. 1010 Parted company with C.O. 110 and took station on O.C.110 in position 39°00'S , 145°33'E.
15. 23rd. 0845 Port Kembla section of convoy detached. 1430 Sydney section , escorted by ECHUCA and BROOME proceeded into Sydney. 1636 BROOME berthed at Kurraba Wharf.
16. 24th. 2007 Slipped from No. 4 Buoy and proceeded to sea escorted in company with ECHUCA. 2130 to 2340



16.(Contd). communication exercises carried out between BROOME and one aircraft by V/S, and portable and Main R/T Units. Conditions were good and results obtained were satisfactory.

17. 25th. 0500 Off Newcastle C.O.112 forming up. BROOME took station. 1255 Sydney section of C.O.112 escorted by KARGOORLIE joined company. At 1918 approaching Pt. Perpendicular 4 illuminating flares were dropped by aircraft ahead of the convoy, and at 1945 a further 6 flares were dropped on the Starboard beam of the convoy. The aircraft were apparently unaware of the presence of the convoy and were carrying out exercises.

18. 26th. 1820 BROOME altered course to Starboard to avoid O.C.111 passing close aboard to Port.

19. 28th. 0713 Contacted O.C.112. Visibility very bad. 0830 Convoy O.C.112 rounded up. BROOME took station ahead.

20. 30th. 1000 Off. Pt. Perpendicular convoy and escorts exercised emergency turns, smoke screens, and passing of RADAR warnings by R/T and V/S with Beaufort Torpedo Bombers. 1410 BROOME, with Sydney Section of O.C.112 detached and proceeded into Port Jackson. 1755 Secured to Kurraba Oil Wharf.

21. The conduct of the Ship's Company is considered satisfactory, health is considerably improved by long leave and cooler climate. Morale excellent.

22. <u>MONTHLY FIGURES</u>	Distance Steamed -----	4,001 Mls
	Hours underway -----	426 Hrs
	Av. Distance per ton fuel -----	13.45 Mls

23. <u>TOTAL FIGURES SINCE AUGUST 25TH. 1942--</u>	Total distance steamed-----	24,391.4 Mls.
	Total Average speed -----	9.57 Knots
	Total Hours underway -----	<del>XXIX</del> 2,549 H 22Mins

*R.A. Dawson*

*Lieut-Comdr. R.A.N.V.R.*

-----  
COMMANDING OFFICER.



# Royal Australian Navy.

PLEASE QUOTE

No. 402/7/34

The Secretary,  
Naval Board,  
MELBOURNE. Vic.

~~RESTRICTED~~ H.M.A.S. BROOME,  
3rd July, 1943.  
(See file 12/51/50) *Barley*  
~~SECRET~~

Monthly Report - June, 1943.  
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Submitted:

For the information of the Naval Board, the following report of proceedings for the Month of June, 1943.

(1) June 1st to 30th, BROOME secured alongside Garden Island, while installation of R.D.F. Equipment, Type A272, surface warning set, and Type A286P aircraft warning set was in progress. Opportunity was taken to carry out, during this period, a major refit and dry-docking.

(2) Long leave was granted to the Ship's Company, ten days to each watch, plus travelling time, with the exception of the West Australian Ratings, who were granted three weeks leave and travelling time.

(3) Morale of the Ship's Company is good and their health is much improved by more varied diet and cooler climate.

(4)	Monthly Figures:	Distance Steamed	NIL
		Hours underway	NIL
		Average distance per ton fuel	NIL
	Total Figures :	As for May, 1943.	

*R. A. Newson* Lieut-Comdr. R.A.N.V.R.  
-----  
COMMANDING OFFICER.

Copy to Rear Admiral in Charge, Sydney.



File No. 374/7/33

~~RESTRICTED~~  
~~SECRET~~

H.M.A.S. BROOME,  
1st June, 1943.

The Secretary,  
Naval Board,  
MELBOURNE, Vic.

(See file 72/51/50)  
J. Bailey

MONTHLY REPORT.

Submitted:

For the information of the Naval Board, the following Report of Proceedings from the 1st to the 31st May 1943:

- (2) 1st. 0553 Weighed and proceeded with SS. JAPARA from Beli Beli anchorage towards Milne Bay. 1628 Arrived Milne Bay and proceeded to anchor.
- (3) 2nd. 0200 Weighed anchor and proceeded towards Oro Bay escorting MV. LORINNA. 2327 Arrived Oro Bay and anchored, Hydrophone listening watch set.
- (4) 3rd. 2358 Weighed and proceeded, escorting MV. LORINNA towards Milne Bay.
- (5) 4th. 1810 Anchored with MV. LORINNA in Haliwa Una anchorage. 1845 H.M.A.S. POLARIS secured alongside.
- (6) 5th. 0555 Weighed and proceeded with MV. LORINNA. 1005 Arrived Milne Bay and were ordered to stand by to tow MV. TAROONA, aground West of Lyle Wharf. 1040 Picked up TAROONA'S towing wire and commenced towing. 1055 TAROONA afloat. 1059 Slipped towing spring. 1150 Secured alongside ROCKLEA to Fuel.
- (7) 6th. 1200 Weighed and proceeded to sea escorting SS. YOCHOW towards Oro Bay.
- (8) 7th. 1403 Anchored in Oro Bay and commenced Hydrophone listening watch.
- (9) 9th. 1300 ECHUCA arrived escorting SS. JANSENS.
- (10) 10th. 0731 Weighed anchor and proceeded towards Milne Bay escorting SS. YOCHOW. 2255 Passed S.C. 750 escorting SS. THEDENS, Northbound.
- (11) 11th. 0602 Exchanged identities with SHEPPARTON. 1112 Arrived Milne Bay.
- (12) 12th. 1200 Weighed anchor and proceeded to sea escorting SS. YOCHOW and SS. WEST CACTUS, additional escort S.C. 747.



2.  
Continued.

- (13) 14th. 1750 Arrived Grafton Passage, SS. YOCHOW detached and proceeded independently towards Cairns. 2138 Passed SS. SIBOTO, Northbound.
- (14) 15th. 1422 Arrived Townsville.
- (15) 16th. 0600 ARUNTA left Harbour.
- (16) 17th. 1150 Slipped and proceeded to anchor. 1500 Weighed and proceeded to sea escorting SS. DEIMOS to position Lat. 23°30'S Long. 157°00'E.
- (17) 18th. 1745 Extremely low visibility; anchored with DEIMOS under High Peak Island and commenced Hydrophone listening watch.
- (18) 19th. 0600 Weighed and proceeded. 2210 Passed convoy and escorts off Lady Elliot Island.
- (19) 20th. 2035 Left DEIMOS to proceed independently to destination. BROOME set course towards Brisbane.
- (20) 22nd. 0112 Arrived Caloundra Head. 0843 Secured at Newstead and commenced fuelling.
- (21) 23rd. 0005 Slipped from Newstead and proceeded down River to contact SS. MOBILFUEL. 0200 Proceeded to sea escorting SS. MOBILFUEL.
- (22) 24th. 0100 Parted company with MOBILFUEL in position Lat 27°00'S Long 157°10'E and proceeded towards Sydney. 1330 Discontinued operating Asdic and reduced speed to 6 Knots owing to heavy weather and very high swell.
- (23) 26th 0530 Weather moderating; recommenced operating Asdic, and increased Speed. 1850 Entered Sydney Heads. 1935 Secured alongside Garden Island and allowed the Boiler fires to die down preparatory to Boiler cleaning.
- (24) 31st. Commenced refitting. Ship's Company granted Long Leave, 10 days each Watch.
- (25) Monthly Figures.  
Distance Steamed - 3630 Miles.  
Hours Underway - 373Hrs. 10mins.  
Average Distance per ton Fuel - 10.48 Miles.  
Total Figures since August 25th 1942.  
Total Distance steamed - 20,390.4 Miles.  
Total average Speed - 9.6 Knots.  
Total hours underway - 2123Hr. 22mins.

*R. A. N. V. P.*  
COMMANDING OFFICER



# Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. ....

**SECRET**H.M.A.S. BROOME,  
9th June, 1943.The Naval Officer in Charge,  
SYDNEY.**Submitted:**

With reference to your letter No. BS 250/115 of 7th June, 1943, it is regretted that the remarks referred to regarding Ship's Company were not included.

(2) The health of the Ship's Company was good, with the exception of some tropical skin conditions due to service in the tropics, and limited diet.

(3) Ship's Company's conduct was very good, and morale excellent.

*G. J. Irvine*  
*Lt RANR (S).*

-----  
*for* COMMANDING OFFICER.



File No. 366/7/29.

H.M.A.S. BROOME,  
1st May, 1943.

The Secretary,  
Naval Board,  
Victoria Barracks,  
MELBOURNE.

RESTRICTED

(see file 92/51/50)  
Bailey  
~~SECRET~~

Monthly Report.  
-----

Submitted:

For the information of the Naval Board the following  
Monthly Report of proceedings from 1st to 30th April, 1943.

- (2) 1st. Escorting VAN SPILBERGEN from Milne Bay to Oro Bay. 1400 VAN SPILBERGEN anchored in Oro Bay. BROOME anchored and commenced Hydrophone listening watch.
- (3) 4th. 0405 Weighed anchor and proceeded to sea escorting VAN SPILBERGEN towards Milne Bay. 1635 Anchored with VAN SPILBERGEN in Iasi Iasi anchorage. 2345 Weighed and proceeded.
- (4) 5th. At 1121 arrived Milne Bay with VAN SPILBERGEN.
- (5) 6th. 0800 Weighed and proceeded to sea escorting HENRY D. THOREAU and VAN SPILBERGEN towards Townsville.
- (6) 8th. 1730 Passed WARREMUNGA with convoy in Grafton Passage.
- (7) 9th. 0834 SS. MACUMBA passed to Starboard Northbound. 0940 Arrived Townsville with HENRY D. THOREAU and VAN SPILBERGEN. 1200 Secured alongside Townsville Harbour Trust Wharf. Boiler fires allowed to die down preparatory to Boiler cleaning.
- (8) 17th. At 0700 proceeded to No. 1 pier to fuel.
- (9) 19th. At 1745 slipped and proceeded to anchor. 2115 weighed anchor and proceeded to sea escorting SS. SWARDENHONDT and SS. VAN SWOLL to Milne Bay.
- (10) 20th. At 1548 passed SWAN off Fitzroy Island.
- (11) 22nd. Passed USS. HILO at 1700. 2200 Arrived Milne Bay anchorage.
- (12) 23rd. 0300 Weighed anchor and proceeded escorting SS. SWARDENHONDT to Beli Beli. 1530 Arrived Beli Beli, SWARDENHONDT anchored, BROOME proceeded back towards Milne Bay. 2220 BROOME anchored in Haliwa Una anchorage.
- (13) 24th. 0630 Weighed and proceeded through Raven Channel. Passed GYMPIE escorting SS. BONTEKOE. 1016 Arrived Milne Bay and fuelled from ROCKLEA.
- (14) 26th. 0200 weighed and proceeded escorting SS. VAN SWOLL towards Oro Bay. 1300 Passed GYMPIE and convoy. 2300 Arrived Oro Bay.
- (15) 28th. 0030 Weighed anchor and proceeded to sea, escorting VAN SWOLL towards Milne Bay. 1210 Passed BOWEN and convoy Northbound. 2200 Arrived Milne Bay and anchored VAN SWOLL in dispersal area. 2205 BROOME anchored.
- (16) 30th. 0400 Weighed anchor and proceeded independantly towards Goodenough Island to meet SS. JAPARA. 1248 Arrived Beli Beli and anchored to await JAPARA embarking troops.



(17) The morale of the Ship's Company is high, and their health and conduct is good.

(18) Monthly figures :- Distance steamed 2714.2 miles. Hours under way 278. Average dist. per ton fuel 11.82 miles.

(19) Total figures :- Hours under way since Aug. 25th. 1942. 1744.2  
Dist. steamed " " " 16760.4  
Total average speed. 9.61 knots.

*R. A. Denovan*

*Lieut-Comdr. R.A.N.V.R.*

Commanding Officer  
H.M.A.S. "Broome"



The Secretary,

U.S.S. "Broome"

1st. April. 1943.

Naval Board.

MELBOURNE.

~~SECRET~~

(see file 72/51/50)  
J.B. Bailey

Letter of Proceedings from 1st - 31st. March 1943.

Submitted:

For the information of the Naval Board the following Letter of Proceedings from 1st.- 31st. March 1943.

- (2) 1st. At 0940 BROOME entered Grafton Passage escorting S.S. VIRGINIAN from Port Moresby to Townsville.
- (3) 2nd. Arrived Townsville at 0250 and anchored in Cleveland Bay. At 0630 weighed anchor and proceeded up Ross Creek and secured at Townsville Harbour Trust Wharf. Boiler Fires allowed to die down preparatory to Boiler cleaning.
- (4) 8th. ARUNTA entered Harbour. At 1115 BROOME slipped from Harbour Trust Wharf and proceeded alongside ARUNTA to fuel. 1500 Completed Fuelling. At 1940 slipped and proceeded to anchorage.
- (5) 9th. At 0355 weighed anchor and proceeded to sea, escorting SS. DUNTROON and GORGON. At 0700 SS. ORMISTON passed to port Southbound. At 0936 U.S.S. VICTORIA passed to port Southbound. At 1015 T.F.74. challenged and identified SS. VAN HEEMSKERK passed Southbound. At 1540 passed SS. MERKUR. At 1634 Off Fitzroy Island, WARRAMUNGA escorting SS. GEORGE McRARY joined convoy.
- (6) 11th. At 1220 entered Port Moresby astern of WARRAMUNGA and Convoy. From 1400 to 1740 BROOME transported U.S. Troops from SS. GEORGE McRARY, At Anchor, to the Wharf. At 1800 BROOME commenced fuelling alongside.
- (7) 12th. At 0840 slipped and proceeded to anchor.
- (8) 13th. At 1700 KATOOMBA entered Harbour with convoy.
- (9) 14th. At 1645 weighed anchor and proceeded to sea ahead of SS. PULGANBAR towing lighter, bound towards Lakekamu River.
- (10) 15th. At 1733 SS. PULGANBAR anchored off Lakekamu River to disembark Troops. BROOME anchored and commenced Hydrophone Listening Watch.
- (11) 16th. All Troops disembarked from PULGANBAR, 1140 BROOME weighed anchor and proceeded towards Port Moresby and at 2000 entered Port Moresby and proceeded to anchor.
- (12) 17th. At 0840 proceeded alongside A.M.S. Berth and fuelled.
- (13) 18th. At 0737 slipped and proceeded to sea escorting SS. GENERAL VERSPIJK and SS. SPAGEN.
- (14) 21st. At 1220, ARUNTA, escorting convoy passed Northbound. At 1325 WARRAMUNGA, escorting convoy passed Southbound. At 2219 part of company with convoy and proceeded independently to Townsville.
- (15) 22nd. Arrived Townsville and berthed outside WARRAMUNGA.
- (16) 26th. BROOME slipped and proceeded towards Cairns. 1350 passed BUNGAREE. At 1545 arrived Cairns and berthed alongside Oil Lighter. 1650 completed fuelling, berthed alongside WYALLA.



RESTRICTED

(See file 7/51/56)  
Railby

H.M.A.S. "BROOME"  
1st MARCH, 1943

~~SECRET~~

From : THE COMMANDING OFFICER, H.M.A.S. "BROOME".  
To : THE SECRETARY, THE NAVAL BOARD, MELBOURNE.  
Subject: LETTER OF PROCEEDINGS : 1st - 28th FEBRUARY, 1943.

Submitted for the information of the Naval Board the following report on proceedings for the month of February, 1943.

2.

AT TOWNSVILLE:

February 2nd : 0710 - "Katoomba" proceeded to sea.  
" " 3rd : 1000 - "Ballarat" entered harbour.  
" " 5th : 1115 - "Colac" proceeded to sea.

3. 8th February : At 1210 "Broome" slipped and proceeded to sea, escorting S.S. "Janssens" and S.S. "Van Den Bosch" to Fall River. From 1630 to 1715 exercised A/S attacks on wake of "Van Den Bosch". At 1740 passed S.S. "Yochow" south bound.

4. 9th February : At 0515 very heavy rain, visibility nil, contact with convoy was lost. At 0530 reduced speed and altered course to pass West of Green Island. At 0730 S.S. "Van Den Bosch" reported that she was aground on Fitzroy Island, which was later amended to read Green Island. (Separate report forwarded to N.O.I.C. Townsville copies to N.O.I.C. Fall River and Naval Board (attached hereto)). At 0915 sighted "Van Den Bosch" and offered assistance, but the Master reported that she was afloat and apparently undamaged. At 0950 resumed convoy cruising order and proceeded through Grafton Passage. At 1135 passed "Stuart" and convoy bound in to Grafton Passage.

5. 11th February : At 2207 "Broome" arrived at Milne Bay, with "Janssens" and "Van Den Bosch" and anchored south of Lau Lau Island.

6. 12th February : At 1515 weighed anchor and proceeded North through Raven Channel towards Collingwood Bay, in accordance with N.O.I.C. Port Moresby's orders, to tow S.S. "Coorabie" off a coral shoal (separate <sup>copy</sup> rendered to N.O.I.C. Port Moresby copy to N.O.I.C. Fall River and Naval Board - attached hereto).

7. 14th February : At 0805 S.S. "Coorabie" refloated, "Broome" left Collingwood Bay and at 2100 arrived Milne Bay and refuelled.

8. 15th February : Anchored off Iyall Wharf to give A/S protection to vessels alongside.

9. 19th February : Weighed and proceeded to sea escorting S.S. "Van Den Bosch" towards Oro Bay. At 2250 "Pirie" and S.S. "Janssens" passed south bound.

10. 20th February : At 1825 arrived Oro Bay and anchored in the entrance to carry out A/S listening watch, while "Van Den Bosch" commenced discharging cargo.

11. 23rd February : At 1045 weighed anchor and proceeded to sea, escorting S.S. "Van Den Bosch" towards China Strait. At 1300 passed "Echuca" escorting S.S. "Van Heenskerk". At 1455 passed "Matafele" bound towards Oro Bay.



H.M.A.S. "BROOME".  
1st March, 1943.

LETTER OF PROCEEDINGS + 1st - 28th FEBRUARY, 1943.

12. 24th February : At 1430 parted company from S.S. "Van Den Bosch", 12 miles South West of Bruner Island and proceeded independently towards Port Moresby. S.S. "Van Den Bosch" continuing on to Townsville.
13. 25th February : At 1005 "Broome" entered Port Moresby. At 1040 secured alongside and commenced fuelling.
14. 27th February : At 1800 weighed and proceeded to sea, escorting S.S. "Virginian" towards Townsville.
15. The general health and conduct of the ship's company during this period has been excellent.

Monthly figures. Time under way. 8 days 22 hrs. 26 mins.  
Distance steamed. 2270.6 miles. Av. dist. per ton fuel 11.20 miles  
Fuel consumed. 202.7 tons.

Total figures since August 25th. 1942. Dist. steamed 41108.0 ml  
Total average speed. 9.77 knots. Time under way. 47 days 09 hrs.  
27 mins.

*R. A. Donovan*

LIEUTENANT COMMANDER R.A.N.V.R.



# Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. ....

H.M.A.S. "Broome".  
14th February 1943.

The Naval Officer in Charge,  
TOWNSVILLE.

## STRANDING OF S.S. "VAN DEN BOSCH".

Sir,

I have the honour to submit the following report on the stranding of the abovenamed vessel at the Western end of Grafton Passage, position Lat. 16 deg.48' South, Long. 146 deg.01' East, on the morning of the 9th February, when in company with H.V. "Janssens" (Commodore) escorted by "Broome".

2. "Broome's" last observed position was at 0507 with Fitzroy Island light bearing 296½ degrees distant 3½ miles at which time convoy was in line ahead and fine on the port quarter, course 344 degrees, speed 9 knots. At 0515, visibility was reduced to nil by very heavy rain and contact with convoy was lost.

3. Considering it was inadvisable to negotiate Grafton Passage in such weather, speed was reduced to six knots and course was altered to 314 degrees at 0530 with Fitzroy Light bearing approximately 236 degrees 2½ miles distant. At 0640 course was altered to 134 degrees as visibility had improved and at 0700 a signal was originated to the Commodore requesting his D.R. position, course and speed.

4. At 0725L a signal was received from Van Den Bosch indicating she was aground at Fitzroy Island. Search was carried out by "Broome" round Fitzroy Island and the adjacent coast without result. Course was then set from Fitzroy Island towards Green Island, to search in that vicinity. At 0845L an amending signal was received from "Van Den Bosch" stating that her correct position was near Green Island. At 0915 weather clearing rapidly "Janssens" and "Van Den Bosch" were sighted ahead.

5. On offering assistance "Van Den Bosch" reported herself afloat, apparently undamaged and able to proceed to destination. Convoy cruising order was resumed at 0950.

I have the honour to be  
Sir,  
Your obedient Servant,

*R. A. Denovan*

LIEUTENANT COMMANDER, R.A.N.V.R.  
Commanding Officer.



~~SECRET~~

RESTRICTED

See file 72/51/50  
D. Bailey

Commanding Officer

H.M.A.S. Broome

3rd Feb. 1943.

The Secretary Naval Board.

Victoria Barracks.

Melbourne.

Submitted.

For the information of Naval Board "Letter of Proceedings" from 1st. to 31st. January 1943.

1st January. On passage from Port Moresby towards Townsville escorting S.S. "CREMER" XXX and S.S. "TASMAN".

2nd. January. At 0805 sighted and identified "ARUNTA" "WARREGO" and convoy leaving Grafton Passage. 1000 parted company from S.S. "CREMER" and "TASMAN" who continued on to Cairns, "BROOME" proceeded independently to Townsville. 1600 Heavy and continuous rain, with very low visibility, speed reduced to 9 knots as ship commenced pounding heavily in short, high sea.

3rd January. Arrived Townsville and anchored in Cleveland Bay in 5 fathoms. 0700 Weighed and proceeded up Ross Creek and secured alongside Townsville Harbour Trust wharf.

4th January. Boiler fires allowed to die down, preparatory to boiler cleaning, and carrying out repairs of boiler fronts.

8th January. 1020 "COLAC" entered harbour.

12th. January till 26th January 42 ratings granted 14 days long leave without travelling time.

20th. January. 1100 "BALLARAT" left harbour.

24th. January. "KATOOMBA" entered harbour at 1130.

General health and conduct of the ship's company for this period have been satisfactory.

Monthly Figures.

Time under way. 2 days. 3 hours. 37 minutes. Distance steamed 594.5 mls  
Av. dist. per ton fuel. 15.24 mls. Fuel consumed. 39 tons.

Total Figures.

Dist. steamed since Aug 25th. 8,837.4 miles. Time under way since Aug. 25 th. 1942. 38 days 11 hours 01 minute. Average speed since Aug. 25th. 1942. 9.58 knots.

*R. D. Denovan*  
Lieut Commander. R.A.N.V.R.

Commanding Officer.

H.M.A.S. Broome.



- (17) 27 th. At 0700 slipped and proceeded to sea escorting SS. KARSIK towards Milne Bay. At 1020 ARUNTA escorting SS. BISHOPDALE and SWARTENHUNDT passed Southbound.
- (18) 29th. At 1336 arrived Milne Bay, fuelled from SS. HENRY DEARBON and proceeded to anchor. At 2300 BOWEN entered harbour.
- (19) 30th. At 0800 BOWEN left Harbour. At 1000 KAPUNDA entered Harbour.
- (20) 31st. At 1219 weighed anchor and proceeded towards Oro Bay, escorting SS. VAN SPILBERGEN.
- (21) The ship's bottom is in poor condition due to length of time elapsed since last docking ( September 1942 ) and operating in tropical waters. Considerable shell can be observed on propellers and shafting.
- (22) Anchors and cables have been used a great deal, the cables showing evidence of considerable corrosion, whilst the cable locker needs thoroughly cleaning out and painting.
- (23) The ship's company are in good spirit generally but are suffering from the usual tropical complaints. The diet in the ship is poor, due to the difficulty in procuring supplies of fresh vegetables and fruit. Also due to the impossibility of granting recreational leave - apart from occasional swimming parties - in waters North of Cairns, the men are becoming physically stale.

(24) Monthly Figures.

Distance Steamed.	2,988.2 Miles.
Hours Under Way.	306 Hrs. 54 mins.
Av. Dist. Per Ton Fuel.	11.28 Miles.

Total Figures Since August 25th. 1942.

Distance Steamed.	14,046.2 Miles.
Average Speed.	9.58 Knots.
Hours Under Way.	1,466 Hrs. 13 mins.

*R. A. Denovan*

Lieut. Commander R.A.N.V.R.

Commanding Officer.

H.M.A.S. "Broome"



SECRET

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

31 December, 1942.

The Secretary to the Naval Board, VICTORIA.

LETTER OF PROCEEDINGS - 1 - 31 DECEMBER, 1942.

Submitted for the information of the Naval Board that on the 2 December, at 0922 proceeded alongside S.S. "JESSE APPELEGATE" to fuel. 1450 completed fuelling slipped from "JESSE APPELEGATE." 1530 relieved "BALLARAT" on A/S Patrol across Milne Bay. 1645 proceeded towards North Entrance of China Strait to contact H.M.A. Tug, "WAREE" bound for Porlock Harbour. 1830 off Spike Island, Signal Station, received report that "WAREE" had passed Northbound at 0810. Signal Station had not been able to report owing to breakdown of transmitter. "BROOME" then returned to Milne Bay. 2056 anchored on Kwato shoal and maintained A/S Listening Watch.

0600, 3 December, proceeded on A/S Patrol. 1800 took in tow disabled American motor-launch six miles from Gili Gili Jetty and towed her to Lau Lau Island. "BALLARAT" took over A/S Patrol. 1723 anchored south of Lau Lau Island. 1805 "LITHGOW" entered harbour.

4 December. "SWAN" and Convoy arrived at 1350. 1400 draft of 3 ratings from "SWAN" to "BROOME". 1710 transferred one rating to "SWAN" for Passage. 1750 "SWAN" weighed and proceeded.

5 December, at 0600 proceeded on A/S Patrol, 1200 relieved by "LITHGOW" and proceeded to anchor. 1850 embarked Brigadier Wooton, A.I.F., Colonel Robinson, U.S. Army, and Major Cooper, A.I.F.,

6 December - 0530 to 0630 embarked 180 A.I.F. 2/12th Battalion from Landing barges. 0630 proceeded as ordered towards Goodenough Island to rendezvous with "POLARIS" off Watutu Point at 1500. 1450 in Moresby Straits and challenged "POLARIS". 1515 proceeded to Warrego Passage and at 1539 anchored in Beli Beli anchorage, in 17 fathoms, about six cables from shore. 1630 to 1850 disembarking troops, assisted by "POLARIS."

On the 7 and 8th "BROOME" lay to anchor at Beli Beli anchorage while assisting the Commanding Officer of "POLARIS" with rough survey of Beli Beli and Waiwai Waiwai anchorages, report of which has been forwarded to Naval Officer-in-Charge, Port Moresby.

9 December, at 0623 weighed anchor and took "POLARIS" (with main engine trouble) in tow, and proceeded to Mud Bay, to embark 25 sick A.I.F. 2/12th Battalion. 1820 completed embarkation of sick and proceeded towards Milne Bay towing "POLARIS." 1757 anchored off Gili Gili and at 1835 proceeded alongside to disembark sick.



10 December, at 0700 proceeded alongside "KURUMBA" to fuel. 1045 completed fuelling and anchored at Gili Gili anchorage.

11 December, at 0025 U.S.S. "TULSA" arrived at Milne Bay. 1030 to 1400 alongside Lyall's Wharf embarking stores and water.

12 December, at 1010, "WARREGO", "COLAC", and "LITHGOW" entered harbour with convoy. 1130 "WARREGO" secured alongside "BROOME" to disembark stores. 1302 "WARREGO" slipped and proceeded to anchor. 1500 "WARREGO" proceeded to sea. 1900 "BROOME" secured alongside Lyall's Wharf and embarked 254 A.I.F. 2/9th Battalion with stores and ammunition. 1954 embarkation of troops completed, proceeded to anchor.

13 December, at 0250, weighed anchor and proceeded to sea, in company with "COLAC" and "BALLARAT" to carry out Operation "Hammer."

14 December, at 0001, arrived approximately 1½ miles from Cape Sudest to disembark troops. 0015 having contacted one landing barge, unidentified aircraft dropped flares. Landing barge proceeded to "COLAC" and embarked 40 troops. Flares dropped intermittently till 0140 when "BALLARAT" and "BROOME" were ordered to follow "COLAC" then proceeding south. 0300 to 0615 heavy electrical rain storm with visibility fifty to one hundred yards. 0930 proceeded into McClaren Harbour and anchored in 37 fathoms. 1430 weighed anchor and proceeded with "COLAC" and "BALLARAT". 1745 sighted "LITHGOW" and S.S. "KARSIC" astern. 2355 anchored in Oro Bay in 5 fathoms.

15 December, at 0010 till 0430 disembarking 2/9th Battalion A.I.F. and stores. 0440 weighed anchor and proceeded towards Fall River in company with "COLAC" and "BALLARAT." 2256 anchored at Gili Gili.

16 December, at 0940, "LITHGOW" entered harbour. 1250 "BROOME" secured at Lyall's Wharf and commenced loading Army stores. 1543 till 1600 embarking 103 A.M.F. 1610 proceeded to anchor.

18<sup>th</sup> Dec. 17 December, at 0258 weighed and proceeded to sea in company with "COLAC" and "BALLARAT" to carry out operation "Sledge-Hammer." 2043 anchored in Porlock Harbour. 2345 secured alongside "STELLA" and disembarked A.M.F., and embarked one hundred A.I.F., 2/10th Battalion and stores. 0140 slipped from "STELLA" and proceeded alongside S.S. "MELINGA" to embark 169 A.I.F. 2/10th A.I.F., (Total troops onboard two hundred and sixty-nine.) 0242 slipped from "MELINGA" and proceeded to sea, to disperse for the day to the Eastward of Cape Nelson. 2330 anchored in Oro Bay and commenced disembarking troops and stores. 0215 completed disembarkation and proceeded towards Fall River in company with "COLAC" and "BALLARAT." 1000 passed "LITHGOW" bound north. 2053 arrived Fall River and anchored in eleven fathoms off Gili Gili.

20 December, 0908, proceeded alongside "KURUMBA" to fuel. 1203 slipped from "KURUMBA" and proceeded to anchor. 1310 "COLAC" proceeded to sea.

21 December, at 2132, U.S.S. "TULSA" entered harbour. 2245 "LITHGOW" entered harbour.

22 December, 1000, embarked Army W/T Party. 1150 "BALLARAT" proceeded to sea. 1410 "LITHGOW" proceeded to sea. 1415 "BROOME" proceeded to sea escorting S.S. "BANTAM" towards Oro Bay.



23 December, at 0545, challenged and identified "COLAC" and reduced speed whilst transferring Lieutenant Champion as Pilot from "COLAC" to S.S. "BANTAM." 1615 passed "WHYALLA". 2300 S.S. "BANTAM" proceeded alongside Oro Bay, Pontoon Jetty, 2330 "BROOME" anchored in Oro Bay, 8½ fathoms. ~~21~~

24 December, maintained A/S Watch and Patrol in vicinity of Oro Bay.

25 December, at 0030, S.S. "BANTAM" completed discharging cargo. 0040 S.S. "BANTAM" reported she was aground aft. "BROOME" proceeded alongside "BANTAM" and picked up towing spring. 0100 "BANTAM" in deep water, "BROOME" slipped towing spring and proceeded to sea ahead of "BANTAM." 0310 passed and identified S.S. "MELINGA". 0830 sighted and identified "COLAC" and "JAPARA". 0915 transferred Army W/T Party to "COLAC" and Lieutenant Champion as Pilot to S.S. "JAPARA." 1350 passed "WHYALLA" bound north. 1550 parted company with S.S. "BANTAM" and proceeded to Beli Beli anchorage Goodenough Island. S.S. "BANTAM" continued towards Fall River. 1830 anchored in 20 fathoms off Beli Beli.

26 December, carried out Sunday Routine, Recreational Parties landed as convenient.

27 December, "COLAC" secured alongside "BROOME." 1330 A.I.F. Working Party, commenced transfer of ammunition of Army stores from "COLAC" to "BROOME." 1725 "WHYALLA" arrived and anchored off Beli Beli.

28 December, 0700, commenced embarking 2/12th Battalion A.I.F., 0935 completed embarkation of troops. 0945 proceeded to sea in company with "WHYALLA" and "COLAC", to carry out Operation "Tack-Hammer." 2325 anchored in Oro Bay.

29 December, 0230, weighed and proceeded alongside Pontoon Wharf and commenced disembarkation of troops and stores. 0330 "COLAC" proceeded to sea. 0433 completed disembarkation, and embarked eight wounded and slipped and proceeded to sea in company with "WHYALLA." 0835 parted company from "WHYALLA" off Tufi Harbour and proceeded to overtake "COLAC." 1100 took station 1½ cables ~~from~~ on "COLAC's" Starboard Quarter. 2225 arrived Fall River and anchored off Gili Gili. 2340 disembarked sick and wounded, "COLAC" entered harbour.

30 December, 1300, proceeded alongside S.S. "WANAKA" and commenced fuelling, "COLAC" and convoy left harbour. 1530 completed fuelling, slipped, and proceeded towards Port Moresby.

31 December, 1505, entered Port Moresby. 1540 secured alongside Custom's Jetty and took fuel and water. 1720 slipped and proceeded to sea escorting S.S. "CREMER" and S.S. "TASMAN" towards Grafton Passage.

The morale of the Ship's Company during this period has been excellent, and the general health, considering the amount of recreational leave granted has been very good.

Time under weigh<sup>way</sup> - 11 days 19 hours, 19 minutes. Distance steamed - 2,664.3 miles. Fuel consumed 291.6 tons. Average distance per ton of Fuel - 9.14 miles. Total distance steamed since August 25th 1942, 8,242.7 miles. Total average speed since 25 August, 9.46 knots, and total time under weigh since 25 August, - 36 days 7 hours 24 minutes.

*R. A. Denovan*

LIEUTENANT-COMMANDER R.A.N.V.R.



# Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. \_\_\_\_\_

Commanding Officer,  
H.M.A.S. Broome,  
2nd. December, 1942.

The Secretary,  
Naval Board,  
Victoria Barracks,  
Melbourne.

RESTRICTED

**SECRET**

Subject:- Letter of Proceedings.

NOV '42

(See file 72/51/50)  
J. Bailey.

Submitted

November 1st. H.M.A.S. Broome arrived Cairns at 0820 and secured alongside No. 5 Wharf.

November 5th. Left Cairns at 0520 and proceeded to sea bound for Townsville. 1525 passed S.S. Koolinga on port hand bound North. AT 1815 arrived Cleveland Bay and were ordered to carry out A/S patrol between Cape Cleveland and Bremner Point.

November 6th. Continued A/S patrol.

November 7th. Ceased A/S patrol temporarily and at 1140 berthed alongside H.M.A.S. Arunta at West side No. 1 pier to embark fresh provisions, and effect minor engine repairs. 1600 slipped and proceeded to Bremner Point and continued A/S patrol as ordered.

November 8th. At 0225 M/V Taroon and M/V Duntroon passed ahead bound North. 0715 H.M.A.S. Arunta passed eastern bound North. 1050 closed Examination Vessel and embarked B.E.O. then continued patrol. 1533 Examination Vessel alongside and B.E.O. disembarked.

November 9th. 1110 to 1140 exercised A/S attacks.

November 10th. 0700 ceased A/S patrol and proceeded towards Townsville. 0816 secured at No. 1 Pier and commenced fuelling.

November 11th. 1313 left Townsville and proceeded towards anchorage. 1405 proceeded North escorting JQ convoy (S.S. Montoro Commodore, S.S. Fort Pine, S.S. Janssens, and S.S. Larchbank) to rendezvous with H.M.A.S. Stuart in position 217 degrees 6 miles from Fitzroy Island Light.

November 12th. 0600 met H.M.A.S. Stuart at rendezvous and proceeded through Grafton Passage towards Port Moresby. 0800 passed S.S. Van Spiobergen bound in towards Grafton Passage. 1000 passed H.M.A.S. Lithgow and convoy bound South.

November 13th. 1700 Q section consisting of H.M.A.S. Stuart, S.S. Fort Pine and S.S. Larchbank. detached and proceeded towards Fall River. J. section H.M.A.S. Broome, S.S. Montoro, and S.S. Janssens continued towards ~~FALL RIVER~~ Port Moresby.

November 14th. 1105 J. section arrived Port Moresby. 1201 Anchored in position 270 degrees, 8 cables from P.W.S.S.

November 17th. 0610 Weighed anchor and proceeded to sea ahead of S.S. Janssens to provide A/S protection for a distance of 10 miles from Port Moresby. 0914 Entered Port Moresby. 0942 Anchored in position 270 degrees 8 cables from P.W.S.S. 1650 Berthed alongside and commenced fuelling.

November 18th. 0810 Slipped from wharf and proceeded to sea. 1500 Joined H.M.A.S. Arunta and "Lilliput" convoy, in position Lat. 10 degrees South, Long. 147 degrees 05 minutes East, and proceeded towards Port Moresby. 1836 Entered Port Moresby ahead of convoy, and at 1900 anchored in Walter Bay 1 mile 180 degrees from P.W.S.S.

November 19th. At 1410 weighed anchor and proceeded to sea ahead of S.S. Montoro to give A/S protection for a distance of 20 miles from the port. 1605 Parted company from S.S. Montoro and set course 301 degrees to intercept S.S. William Van Deventer on passage from Great N.E. Channel to Port Moresby, -at daylight next day.

November 20th. 0730 Sighted merchant ship two points on the port bow, and altered course towards. At 0740 the William Van Deventer having sighted "Broome" turned sharp to starboard and brought her stern gun to bear. "Broome" not being equipped with a six inch signal lamp and the searchlight being out of commission due to lack of spares, had to hoist a large White Ensign at the fore as a means of recognition, since the "Aldis" lamp was inadequate over such long range. A Beaufort aircraft then identified himself and flew over towards "W.V.D." who being assured that all was well resumed her course. "Broome" then took station ahead and escorted "W.V.D." back to Port Moresby, anchoring there in Walter Bay at 1827.



# Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. \_\_\_\_\_

SECRET

November 22nd. 0755 Weighed and proceeded to sea to escort S.S. Nordnes 10 miles to seaward. 1005 Parted company from convoy and returned to Port Moresby. ~~XXXX~~ 1200 Anchored in Walter Bay.

November 23rd. 1855 Weighed and proceeded to sea in company with S.S. Paine Wingate to act as escort for a distance of 10 miles to seaward. 2030 Parted company with convey, and returned to Port Moresby. anchoring in Walter Bay at 2205.

November 24th. 1138 Weighed and proceeded to sea escorting S.S. Fort Pine 10 miles to seaward. 1330 Parted company with "Fort Pine" and returned to Port Moresby, anchoring in inner harbour at 1452. 2105 "Action Stations" air raid alert. 2120 "Secure" all clear.

November 25th. 10035 Air raid alert. 0120 All clear. 0705 Proceeded alongside wharf and commenced fuelling. 1200 Proceeded to sea ahead of S.S. Jesse Applegate to escort her as far as Bruner Island, bound for Fall River.

November 26th. 0820 Rendezvous with H.M.A.S. Ballarat who took over escort duties, "Broome" then set course to return to Port Moresby. 1405 Received amendment to previous orders, and were ordered to proceed to Fall River direct. 2347 Anchored in Milne Bay south of Lau Lau Island.

November 27th. 0700 Weighed anchored and took over A/S Patrol from H.M.A.S. Katoomba. 1030 Closed the anchorage and embarked Lieut. Vardon R.A.N.R. and one rating for S.S. Muliana. 1100 Proceeded with H.M.A.S. Ballarat to rendezvous with S.S. Muliana north of China Strait 1220 Transferred complement for S.S. Muliana and embarked Comdr. Bransan (N.O.I.C. Fall River) and three officers for passage to Fall River. 1349 Anchored off Gili Gili and disembarked four Officers.

November 29th. 0235 Action Stations "Repel Aircraft". 0340 All clear. Secure Action stations. 1525. R.F.A. Kurumba arrived Milne Bay escorted by H.M.A.S. Lithgow. 1800 "Broome" proceeded on A/S patrol north and south across Milne Bay.

November 30th. Carried out continuous patrol. 0900 H.M.A. Ships "Katoomba" and "Ballarat" arrived in Milne Bay. 1525 H.M.A.S. Katoomba passed ahead bound out of Milne Bay.

General health of Ships company satisfactory. Morale excellent.

November 1st to 30th inclusive.

Time under weigh.	13d. 08 h. 02 m.
Distance steamed.	3036.1 miles.
Average dist. per ton fuel.	24.15 miles.
Fuel consumed.	125.7 tons
Tot. dist. steamed since Aug. 25th.	5578.4 miles.
Total average speed.	9.49 knots.
Tot. time under way.	24 d. 12 h. 05 m.

*R. A. N. V. R.*

Lieut-Comdr. R.A.N.V.R.

COMMANDING OFFICER.

H.M.A.S. "BROOME"