

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

**HMAS BASS**

**Item number: 57/1**

**Title: May 1960 - December 1962**



AWM78-57/1

[57/1]

BASS

(G.P.V. 902)

R of P

1960 - 1962

AUSTRALIAN WAR MEMORIAL  
ACCESS STATUS  
OPEN

Declassification Authority—Defence Records  
This record has been reviewed and has been  
declassified by the Department of Defence  
(Navy) with effect from: 1 Nov 1990  
Authority Dig (N) Admin 18-13  
Reviewer: LCLB R. L. Smith (TRANEM)

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

DEPARTMENT OF THE NAVY

MINUTE PAPER.

1285-3-224

H.M.A.S. *BASS*

- Report of Proceedings

*May/June 1960*

- 12/6* ADP *1/16*
- DTSR
- DSI *1/16*
- DAWOT *4/27/6*
- DNI *5/29/6*
- HPB *7/9/7*
- DCNP *1/17*
- DOA *1/17*
- DMT *13/7*
- BDM *11/15/7*
- DPS *1/15/7* *2/25/7*
- DSD
- DGS *2/18*
- DR *1/28/8*
- MDG *1/18/4*
- DCNPS *1/18*
- DEE *1/2/6*
- DME *2/8*
- DNC *1/27/8*
- DNES *1/9/9*
- DW *1/15/9*
- HNB(N5)

*Para 32: He should not have sailed with the vessel not in ballast. Could DNC please indicate why this was necessary? 1/16*

REGISTRAR

- HNB
- DOD
- DCNS
- 1STNM
- 2NDNM
- 3RDNM
- 4THNM
- DEPSEC
- CNFR
- HNB(N5)
- REGISTRAR

Separate Report circulating.

- Note : (a) This report should be dealt with and passed on promptly.
- (b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.



DEPARTMENT OF THE NAVY

1285-3-224

MINUTE PAPER.

H.M.A.S.

BASS

- Report of Proceedings.

May/June 1960  
18th 7th.

~~HNB~~ 18/6

~~DOB~~ 18/6

~~DCNS~~ 18/6

~~1STNM~~ 17/6

~~2NDNM~~ 24/6

~~3RDNM~~ 29/6

~~4THNM~~ 29/6

~~DEPSEC~~ 19/6

~~CNPR~~ 19-7-60

~~HNB(N5)~~ 22/6

25/7 REGISTRAR

- ~~DP~~
- ~~DTSR~~
- ~~DSD~~
- ~~DAWOT~~
- ~~DNI~~
- ~~HPB~~
- ~~DCNP~~
- ~~DOA~~
- ~~DNT~~
- ~~DDM~~
- ~~DPS~~
- ~~DGS~~
- ~~INR~~
- ~~MDG~~
- ~~DCNTS~~
- ~~DEE~~
- ~~DME~~
- ~~DNC~~
- ~~DNES~~
- ~~DW~~
- ~~HNB(N5)~~
- ~~REGISTRAR~~

Separate Report circulating.

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MINUTE PAPER

H.M.A.S. BASS - REPORT OF PROCEEDINGS MAY-JUNE, 1960.

*Mr 6/9*

*D.T.S.R.*  
D.N.C.

*Mr 1/9*

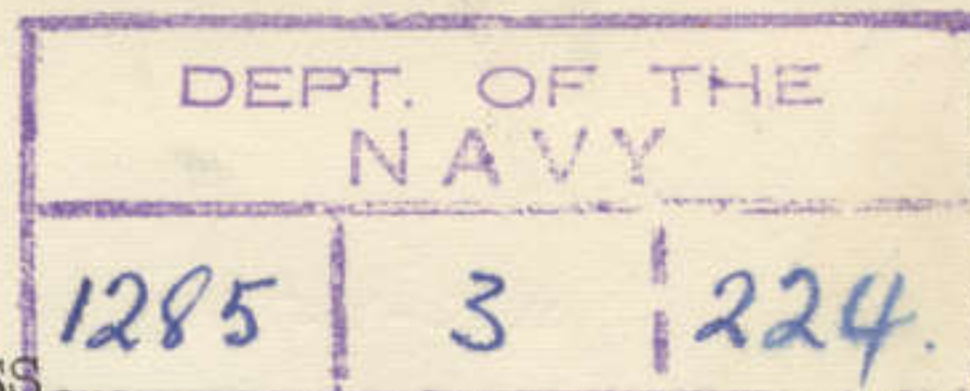
D.T.S.R.'s query as to why the ship left "not in ballast" is not understood, as surely the Captain does not sail unless ready in all respects. Therefore the question should be directed to the Captain.

2. However from D.N.C.'s point of view a ballast tank forward capacity 13 tons was available if required, additionally the stability of the "Bass" is satisfactory in all conditions and the flooding of the forward ballast tank although improving trim would only result in an increase of G.M. of approx. .01 ft. (i.e. from 1.61 ft. to 1.62 ft.).

1<sup>st</sup> September, 1960.

*[Signature]*  
P.N.A.

:NJB



H.M.A.S. BASS,  
at Sydney.

6th June, 1960

The Secretary,  
Department of the Navy;  
CANBERRA, A.C.T.

(Copies to: The Flag Officer-in-Charge,  
EAST AUSTRALIA AREA.

The Naval Officer-in-Charge,  
QUEENSLAND.

LETTER OF PROCEEDINGS - H.M.A.S. BASS  
MAY/JUNE, 1960

Sir,

I have the honour to submit the following letter of proceedings relating to the acceptance, commissioning and passage to Sydney of H.M.A.S. BASS which has been under my command for this period.

2. On Wednesday, 18th May, the advance steaming party comprising Lt. D.A. Harries, R.A.N., one E.R.A., one L.E.M. and myself arrived in Maryborough by air. The Sub. Collector of Customs, Mr. Miles Pascoe, met the aircraft and transported the party to the hotel.

3. At 1530 I called on Dr. W.L. Hughes (General Manager, Walkers Ltd.) and met Mr. J. Concannon (Ship-building Manager, Walkers Ltd.) after which I visited the Ship Building yard where I inspected work on the ship, met Mr. B. Williams (Resident Engineer for the Australian Ship Building Board), and the various foremen.

4. Commander D.W. Daish, R.A.N., Lieutenant Commander P.J. Hutson, R.A.N., Mr. Miller and Mr. Knight arrived at Maryborough at 1830 to witness the trials and to accept H.M.A.S. BASS.

5. On Thursday, 19th May, I met Mr. M. McDonald, Navy Office Stores representative, with whom I perused the Naval, Victualling and Medical Stores. Mr. McDonald introduced me to Mr. J. Smith who dealt with all stores supplied by Walkers Ltd. and with him I checked all stores that Walkers were to supply.

6. Throughout Thursday afternoon I, accompanied by Mr. Williams, checked on all outstanding items on the ship.

7. G.P.U. 902 slipped and proceeded to sea for sea trials at 0400 on Friday, 20th May. The trials were conducted by representatives of Walkers Ltd., and the ship was handled by the Maryborough Harbour Master (Captain B. Harley). Representatives from Navy Office, headed by Commander D.W. Daish, R.A.N., witnessed the trials, the successful completion of which was reported in my signal of 20th May.

1285/3/17

72

KN

THE  
 DIRECTOR  
 GENERAL  
 POSTS AND  
 TELEGRAPHS  
 DEPARTMENT  
 CANBERRA  
 AUSTRALIA

TO THE  
 DIRECTOR  
 GENERAL  
 POSTS AND  
 TELEGRAPHS  
 DEPARTMENT  
 CANBERRA  
 AUSTRALIA

I AM  
 PLEASED  
 TO  
 ADVISE  
 YOU  
 THAT  
 YOUR  
 APPLICATION  
 FOR  
 THE  
 POSITION  
 OF  
 ASSISTANT  
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 HAS  
 BEEN  
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 JANUARY  
 1942

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 1st  
 JANUARY  
 1942

IF  
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 THIS  
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YRS  
 FAITHFULLY  
 THE  
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 POSTS AND  
 TELEGRAPHS  
 DEPARTMENT

THE  
 DIRECTOR  
 GENERAL  
 POSTS AND  
 TELEGRAPHS  
 DEPARTMENT  
 CANBERRA  
 AUSTRALIA

RECEIVED  
 1942  
 JAN 3 1942



TRIALS

8. Trials were conducted in the Northern Portion of Great Sandy Strait.
9. The compass swing on leads on Little Woody Island was carried out by Captain D.A.R. James a licensed compass adjustor from Brisbane. An average maximum speed of  $9\frac{1}{2}$  knots was obtained during the fuel and consumption trials. Anchor, turning, and starting and stopping were also carried out in the Woody Island area.
10. The Sub. Collector of Customs entertained H.M.A.S. BASS advance party to supper on Saturday, 21st May.
11. On Monday, 23rd May, I finally checked all ship's fittings, Naval Stores, and the uncompleted work by Walker Ltd. listed in the appendix to the Acceptance Certificate.
12. At 0215 on Tuesday, 24th May, the remainder of H.M.A.S. BASS steaming party comprising four seamen, four engineering mechanics, one radio operator and one Petty Officer arrived by train. At 1100 I addressed the ship's company, and at 1315 ~~steaming~~ <sup>storing</sup> ship was begun.
13. I met Commander J.A. Walsh, R.A.N. (N.O.I.C. Qld.) at 0745 on Wednesday, 25th May at Maryborough airport on his arrival from Brisbane for the ship's handover.
14. During the forenoon storing was completed and G.P.U. 902 was prepared for the handover ceremony which took place at 1500.
15. The ship's company fell in on the quarter deck for the ceremony which was attended by Dr. W.L. Hughes and Mr. J. Concannon of Walkers Ltd., Mr. B. Williams of the Australian Ship Building Board, Commander J.A. Walsh, R.A.N., and myself.
16. At 1520 G.P.U. 902 was accepted for and on behalf of the Australian Commonwealth Naval Board by Commander J.A. Walsh. *R.A.N.*
17. Various members of the press were present at this ceremony, which received favourable publicity in the local newspaper and radio network, as has each phase of the ship's building.
18. On completion of the handover ceremony Dr. Hughes entertained all personnel involved in the ship's handover, and various ship building foremen in his office.
19. On Thursday, 26th May the Ship's Company settled in and prepared to sail for Sydney on Friday, 27th May. Due to prevailing weather conditions and those forecast for some days ahead, I cancelled the ship's sailing until Monday, 30th May.
20. Friday, 27th, Saturday, 28th and Sunday, 29th May were spent in cleaning ship.
21. Throughout our stay in Maryborough Dr. W.L. Hughes was most helpful, as was Mr. J. Concannon whose thorough knowledge has no doubt aided the fine finished appearance of the ship. Mr. J.L. Anderson (Shipyard Superintendent) and Mr. G. Brown (Foreman Shipwright) were most helpful too.

22. Mr. M. McDonald, the Naval Stores representative whose untiring work over a period of eight weeks, has made the job of receiving Naval Stores ~~reasonably~~ <sup>measurably</sup> easier.

23. The Sub. Collector of Customs, Mr. Miles Pascoe was also helpful.

24. Weather conditions improved over the weekend and at 0930K on Monday, 30th May, H.M.A.S. BASS, with the pilot (Captain B. Harley) embarked, slipped from Walker Shipyard jetty and proceeded down the Mary River to Urangan pier, where I secured to disembark the pilot at 1445.

25. At 1520 H.M.A.S. BASS slipped and proceeded to sea from Urangan Pier.

26. Until 2230 the weather remained fine with slight to moderate seas, wind force 3 to 4. At 2230 with Breaksea Spit Lightvessel abeam to starboard, the seas became rough increasing to 10 to 12 feet, and the wind stronger increasing to force 7.

27. I was unable to ~~swing~~ <sup>turn</sup> the ship into the wind to return and anchor in Hervey Bay due to the heavy seas and strong winds, and turned to run before the weather at 2300.

28. Throughout the night wind speeds increased to force 8 and the seas rougher (12 - 15 feet), however with engine revolutions for slow ahead the ship rode the gale quite comfortably.

29. At 0800 on Tuesday, 31st May, I altered course to starboard to bring the weather on to the starboard bow. This manoeuvre took approximately 40 minutes and to carry it out the starboard engine was stopped, the port engine put to full ahead, with 35° of starboard wheel on. Steering South with the weather (sea rough 15' wind force 8 to 9) on the starboard bow, the ship rode comfortably with no pounding. To maintain a southerly course it was found necessary to keep to port, engine full ahead, starboard engine stopped and use between 25° and 35° of starboard wheel constantly. I remained in this position until 1200, when I was able to alter course to the West to enter Hervey Bay with the weather on the port bow. At this time the seas were 15 feet wind force 8 to 9.

30. H.M.A.S. BASS continued to ride comfortably with engines ahead making good 3½ knots.

31. At 1610 Breaksea Spit Lightvessel was abeam to port and I entered Hervey Bay to anchor at the Quarantine anchorage at 2200.

32. Throughout the gale H.M.A.S. BASS showed herself to be a good sea vessel, particularly as she was not in ballast. Seas never broke over the forecastle, stores and lashings did not move, and the greatest roll was approximately 20° to 25°

33. As was subsequently shown, H.M.A.S. BASS behaved better in rough weather than in slight to moderate weather.

34. Having received a favourable weather report of slight seas and wind speeds of 10 - 15 knots along the Queensland coast, from both N.A.S. Nowra and Brisbane weather, I weighed and proceeded from Hervey Bay at 0930 on Wednesday, 1st June.

35. At 1445 three sperm whales were sighted in the Breaksea Spit lightvessel area. One of these whales was being attacked by a thrasher shark. I approached to approximately  $\frac{1}{2}$  cable and for 15 minutes watched the interesting battle.

36. On Wednesday, 1st June the weather was fine and the sea slight.

37. On Friday, 2nd, and Saturday, 3rd June seas were moderate with winds force 5 - 6.

38. At 1230 on Saturday, 3rd June I secured the ship alongside mainsteps cruiser wharf, Garden Island.

39. On Monday, 6th and Tuesday, 7th June the ship's company de-stored the ship.

40. On Tuesday, 7th June the ship was handed over to the custody of General Manager, Garden Island Dockyard.

41. Whilst in Maryborough the conduct of the ship's company was exceptional and their health throughout this period was satisfactory.

I have the honour to be

Sir,

Your obedient servant

*John D. Ashwin*

LIEUTENANT, R.A.N.

27 JUN 1960

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. *BASS*

Report of Proceedings. *NOV 1960.*

~~HNB~~

~~DOD~~

~~DCNS~~

~~1STNM~~

~~2NDNM~~

~~3RDNM~~

~~4THNM~~

~~SEC~~

~~CNPR~~

~~HNB(N5)~~

④ REGISTRAR

- DP
- DTSR
- DSD
- DAWOT
- DNI
- HPB
- DCNP
- DOA
- DMT
- DDM
- DPS
- DGS
- INR
- DNES
- MDG
- DCNTS
- DEE
- DME
- DNC
- DW
- HNB(N5)
- REGISTRAR

*It was good to see a combined course on Commissioning 18/12*

*1) DOA 20/12*

*2) DMT 22/12*

*3) INR 24/12*

Separate Report circulating.

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5678

(p) ... of ... in ...

(a) ... of ...

- REGISTRATION
- HMV(MR)
- DA
- DAG
- DMR
- DRE
- DGALS
- DDE
- DMS
- IMS
- DOS
- DS
- EDW
- DNE
- DOV
- DOMS
- HLS
- DNI
- DYAO
- DSD
- DSS
- DS

... ..

- REGISTRATION
- HMV(MR)
- DS
- DRE
- EDW
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- DRE
- DRE

*[Handwritten signatures and notes]*  
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DEPARTMENT OF THE NAVY

MINUTE PAPER.

3/1

H.M.A.S. *BA 55*

Report of Proceedings *NOV 1960*

*by ind*

~~DP~~ *23/12*

~~DTSR~~ *23/12*

~~DSD~~ *29/12*

~~DAWOT~~ *29/12*

~~DNI~~ *29/12*

~~HPB~~ *29/12*

~~DCNP~~ *2/13/1*

~~DOA~~

~~DMT~~ *later*

~~DDM~~ *21/13/1*

~~DPS~~ *26/1*

~~DGS~~ *17/1*

~~INR~~ *2/12*

~~DNES~~

~~MDG~~ *26/1*

~~DCNPS~~ *26/1*

~~DTE~~ *2/2/01*

~~DNE~~ *2/2*

~~DNC~~ *2/2*

~~DW~~ *9/2*

~~HNB(N5)~~

REGISTRAR

- HNB
- DOD
- DONS
- 1STNM
- 2NDNM
- 3RDNM
- 4THNM
- SEC
- CNPR
- HNB(N5)
- REGISTRAR

Separate Report circulating

26 JAN 1961

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ROYAL AUSTRALIAN NAVY

DEPT. OF NAVY CANBERRA		St 6299
1285	3 IN REPLY	339
	QUOTE NO.	Y/2/2

H.M.A.S. BASS,  
at Sydney.

4 December, 1960

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA

(Copy to : The Flag Officer in Charge, East Australia.  
The Hydrographer, R.A.N.)

REPORT OF PROCEEDINGS - NOVEMBER 1960

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command for the month of November, 1960.

2. The Ship's Company joined at 0800K, and H.M.A.S. BASS Commissioned under my command at 1000K Tuesday 15th..
3. A short ceremony (Appendix C) was conducted on board by Senior Chaplains the Reverend G.C. SWAIN R.A.N., and Father G.S. LAKE R.A.N., and several officers of the East Australian Command were invited to attend. The visiting Senior Officer United States Coast and Geodetic Survey Unit - Rear Admiral G. KARO USN was also a guest, and showed keen interest in the ship's conversion for Surveying. Several members of the Press, radio and television were present, and the ship received a good coverage in all spheres. After the ceremony, the health of the ship was toasted in hard won 'Bass' pale ale.
4. The ship remained alongside at Sydney storing until Friday 18th.
5. At 0900K Friday 18th., the ship proceeded to fuel, and on completion proceeded to carry out manoeuvring and radio trials in North Harbour. The trials were satisfactorily completed, although some difficulty was experienced with the paddle wheel effect of the inturning screws which, in most cases overcame the turning moment of the engines. It is believed that inturning screws are slightly more economical than outturning. An unplanned steering breakdown completed the trials, and, steering from aft, the ship returned to berth at 1450K.
6. At 0830K Monday 21st., the ship proceeded to swing compasses at number 4 buoy, and on completion, sailed for Broken

2./ .... Bay



6.(cont.)

Bay, carrying out manoeuvring trials en route. The trials were satisfactory, and the ship entered Broken Bay, anchoring off Cowan Point in heavy rain at 1520K.

7. General work-up drills and exercises were carried out during the week, and a start was made on cleaning and painting the ship, although this was hampered by bad weather.

8. The ship left Broken Bay at 1400K Friday 25th., and returned to Sydney, berthing at Garden Island at 1820K.

9. The remainder of the month was spent storing and cleaning, with the Ship's Company reduced to minimum to enable seasonal leave to be taken to complete, as far as possible, entitlements for the year.

10. The conversion of the ship for surveying duties appears to be satisfactory, although insufficient trials have been carried out to prove this.

11. At 1000K Thursday 17th., I called on the Flag Officer in Charge, East Australia - Rear Admiral G.C. OLDHAM D.S.C. who gave me sound advice on the conduct of my command. Rear Admiral OLDHAM visited the ship and walked round at 1000K Tuesday 29th.

12. During the month Sub Lieutenant J.J. DOYLE R.A.N. left the ship to join H.M.N.Z.S. ENDEAVOUR, and Lieutenant D.M. DAVIDSON R.A.N. joined from H.M.A.S. WATSON.

13. The appearance of the ship is not yet satisfactory externally, but quite satisfactory internally.

14. The health, conduct, and morale of the Ship's Company are satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant,

*G.T. Kennedy*

(G.T. KENNEDY)

Lieutenant

Captain

Enclosures :

Appendices A to C.

Enclosure to the Captain, H.M.A.S. BASS' letter Y/2/2 4 December 1960

APPENDIX A

Distance steamed during the month :	72.4
Hours underway during the month :	12 10/60
Total distance steamed since commissioning ;	72.4
Total hours underway since commissioning :	12 10/60
Economical speed exceeded :	--

APPENDIX B

Nil whales have been sighted during the month.

Enclosure to the Captain, H.M.A.S. BASS' letter Y/2/2  
of 4 December, 1960

APPENDIX C

H.M.A.S. BASS.

COMMISSIONING CEREMONY.

Garden Island Dockyard \* 1000 15th November, 1960.

ORDER OF SERVICE

The Captain will say :

Seeing that in the course of our duty we are set in the midst of many dangers and difficulties, and that we cannot be faithful to the high trust placed on us without the help of Almighty God, we invite you, Reverend sirs, to invoke the blessing of God upon this ship and upon all who serve in her, now and in the future, that she may sail under His good providence and protection, and that there may never be lacking willing and skilled men to serve in her faithfully.

The Protestant Chaplain will say :

May God the Father, God the Son, and God the Holy Ghost bless and hallow this ship for use in His Service, and may His protection be with her now and always. Amen.


The Roman Catholic Chaplain will say :

May this blessing of God Almighty, Father, Son and Holy Ghost, descend upon this ship and remain with her always. Amen.

All present will say :

O Thou that sittest above the water floods, and stillest the raging of the sea, accept, we beseech Thee, the supplication of Thy servants for all who in this ship, now and hereafter, shall commit their lives unto the perils of the deep. In all their ways enable them truly and godly to serve Thee, and by their Christian lives to set forth Thy glory throughout the earth. Watch over them in their going forth and in their

coming in, that no evil befall them, nor mischief  
come nigh to hurt their souls. And so through the  
waves of this troublesome world, and through all the changes &  
changes of this mortal life, bring them of Thy mercy to  
the sure haven of Thine everlasting kingdom; through  
Jesus Christ, Our Lord. Amen.

All present will say : 

The Lord's Prayer.

Hymn : O Trinity of Love and Power,  
Our Brethren Shield in Danger's Hour.  
From Rock and Tempest, Fire and Foe,  
Protect them whereso'ere they go.  
And ever let there rise to Thee,  
Glad Hymns of Praise from Land and Sea.


AMEN.

H.I.A.S. BASS:

Length : 90 ft.

Beam : 22 ft.

Speed : 9 kts.

  
Tonnage : 232 tons

Complement : 16 Officers and Men.

Built 1959/60 by Walker & Sons,  
Maryborough, Queensland.

Converted for Surveying Duties 1960  
by Garden Island Naval Dockyard.

Under the command of Lieutenant G.T. Kennedy,  
R.A.N.

DEPARTMENT OF THE NAVY

MINUTE PAPER.

L-20/1

H.M.A.S

BASS

Report of Proceedings.

December 1960

HNB

DCD

DCNS

1STNM

2NDNM

3RDNM

4THNM

SEC

CNPR

HNB(N5)

REGISTRAR

- DP
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DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S.

BASS

Report of Proceedings

December 1960

*Drop*

DP

DTSR

DSD

DAWOT

DWII

HPB

DCNP

DOA

DMT

DEM

DES

DGS

DNK

DNES

DMG

DCNPS

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DW

HNB(N5)

REGISTRAR

HNB

DOD

DONS

1STNM

2NDNM

3RDNM

4THNM

SEC

CNPR

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REGISTRAR

Separate Report circulating

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ROYAL AUSTRALIAN NAVY

CANBERRA		
St 6299		
1285	3	360
IN REPLY		
QUOTE No. Y/2/2		

H.M.A.S. BASS,  
at Sea.

4 January, 1961

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA

(Copy to: The Flag Officer in Charge, East Australia Area.  
The Hydrographer, R.A.N.)

REPORT OF PROCEEDINGS - DECEMBER 1960

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command for the month of December, 1960.

2. The ship remained alongside at Sydney during the month carrying out Self Maintenance and Storing.
3. At 1130 Wednesday 21, the ship was docked for sand - blasting of the hull, and the fitting of Echo Sounder Oscillator tanks. Both jobs were completed by Friday 30, and the ship was undocked at 1315 on that day.
4. Seasonal Leave was given during the month, and the majority of the Ship's Company completed their entitlements for the leave year.
5. The Health, Conduct and Morale of the Ship's Company were satisfactory.

I have the Honour to be,

Sir,

Your Obedient Servant,

(G.T. KENNEDY)  
Lieutenant  
Captain

Enclosures :  
Appendices A and B

1285/3

128573.

Enclosures : 1

HN

40  
A/1

Captain  
Lieutenant  
(G.L. KENNEDY)

Dear Sir,

Sir,

I have the honor to re-

ceive your letter of the 12th inst.

in reference to the conduct and work of the ship, a company  
level.

of the ship, a company completed their engagements for the leave  
seasonal leave was given during the month, and the majority

was docked at 1312 on that day.

Both jobs were completed by Friday 30 and the ship was  
ready for the night, and the fitting of radio sounder oscillator

at 1130 Wednesday 31, the ship was docked for work -  
carrying out self maintenance and storing.

The ship remained alongside at Sydney during the month  
under my command for the month of December, 1960.

I have the honor to report the proceedings of H.M.A.S.

Sir,

REPORT OF PROCEEDINGS - DECEMBER 1960

(The Hydrographer, H.A.N.)

(Copy to: The Flag Officer in Charge, East Australia Area)

NAVY OFFICE

Department of the Navy

The Secretary

15 JAN 1961

at sea

H.M.A.S. BASS



ROYAL AUSTRALIAN NAVY

COPIES NO. 1/5/5		
IN MESSAGE		
1582	3	390
NAVY OFFICE		

Enclosure to the Captain, H.M.A.S. BASS's letter Y/2/2 of 4th January 1961

APPENDIX A

Distance steamed during the month:	Nil
Hours underway during the month:	Nil
Total distance steamed since commissioning:	72.4 miles
Total hours underway since commissioning:	12 10/60
Economical speed exceeded	Nil.

APPENDIX B

Nil Whales have been sighted during the month.

18/11

RECEIVED

3 MAR 1961

P. N. A.

1285/3/376

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S BASS

Report of Proceedings.

January 1961

~~HNB~~ 6/2

DCP 17/2. Para. 15 appears to require further action, which will presumably be taken by the Captain.

DCNS  
ISTNM Para 15 will be handed up by the Helicopter. I have sent him a private note. 14/17/2

2NDNM 21/2

3RDNM 21/2

4THNM 21/2

SEC 21/2

CNPR 21/2

HNB(N5)

REGISTRAR

- DP
- DTSR
- DSD
- DAWOT
- DNI
- HPB
- DCNP
- DOA
- DMT
- DDM
- DPS
- DGS
- INR
- DNES
- MDG
- DCNTS
- DEE
- DME
- DNC
- DV
- HNB(N5)
- REGISTRAR

Separate Report circulating.

Note : (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

(b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S.

BASS

Report of Proceedings

DP

January 1961

DTSR

para. 15. Underline DOD is dealing with Hydrographer on this. 2/2/61

DSD

DAWOT

23/2.

DNI

HPB

DCMP

DOA

DMT

DDM

DPS

DGS

INR

DNES

MDG

DCNTS

DEE

DME

DNC

DW

HNB(N5)

REGISTRAR

- HNB
- DOD
- DONS
- 1STNM
- 2NDNM
- 3RDNM
- 4THNM
- SEC
- CNPR
- HNB(N5)
- REGISTRAR

Separate Report circulating

- Note : (a) This report should be dealt with and passed on promptly.
- (b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

1) DOD 2/5.

I was informed by the Hydrographer that he was instructing Bass to raise this matter (para. 15) separately prior to refit in Sydney this month, but have not seen any more about it.

DTSR 3/5.

2/2/61







ROYAL AUSTRALIAN NAVY



DEPT. OF DEFENSE CANBERRA		
1285	3	376
IN REPLY		Y/2/2
QUOTE NO.		

*Hw 9/2/61*

H.M.A.S. BASS,  
at Portland,

4 February 1961

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA

(Copies to: The Flag Officer in Charge, East Australia Area.  
The Hydrographer, R.A.N.)

REPORT OF PROCEEDINGS - JANUARY 1961

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command for the month of January, 1961.

2. The ship remained alongside at Sydney until the 4th January, completing preparations for her five month season.

3. At 0930 Wednesday 4th January, the ship proceeded to sea and carried out Echo Sounder trials. These were satisfactory, and after landing the trials party, the ship proceeded to fuel. On completion of fuelling, at 1630, the ship sailed from Sydney for the Portland Area.

4. The weather en route was good, and while the movement of the ship was enough to prevent the Ship's Company from getting their sea-legs very rapidly, it was generally quite comfortable.

5. At 1630 Saturday 7th January, the ship anchored in Lady Bay off Warrnambool with the intention of making a coastline reconnaissance of the Survey Area the following morning en route to Portland. The anchor was weighed at 0430 Sunday, and the reconnaissance carried out. The coastline was just satisfactory, with featureless 100 to 200 foot sandhills completely obscuring the inland area. At 1145, the ship rendezvoused with the pilot boat off Portland, and the harbourmaster, Captain J. BROWN M.N. came on board to explain the berthing facilities, with the result that the ship berthed at Ocean Jetty at 1200.

6. The ship remained alongside at Portland on Monday 9th and Tuesday 10th obtaining local data and transport. The latter was used on Tuesday to erect shore marks east of Portland, and to reconnoitre for a Lambda site near Port Fairy. On Wednesday 11th., the ship proceeded to Lady Julia Percy Island where a mark was erected, and an unsuccessful attempt made to observe to the shore marks.

7. On Tuesday 12th., the ship proceeded to lay four dan buoys between Cape Bridgewater and Cape Nelson, returning to Portland at 1900. The ship remained alongside while unsuccessful attempts were

*Hw 9/2/61*  
*NSR*

*1285 2. / made*

*L*

128573

Handwritten notes in top left corner.

1800. The ship remained alongside until unnecessary attempts were  
 between the bridge master and the captain, resulting in the ship  
 1. On Tuesday 15th, the ship proceeded to sea with the  
 unnecessary attempt made to operate to the shore marks.  
 proceeded to sea with the vessel being made a mark was observed and an  
 for a number of the next four days. On Wednesday 16th, the ship  
 on Tuesday to erect shore marks east of Port Phillip and to reconnoitre  
 Tuesday 10th obtaining local data and information. The letter was read  
 2. The ship remained alongside at Port Phillip on Monday 8th and  
 with the result that the ship returned at 0800 hours at 1500.  
 Captain J. B. M. M. came on board to exhibit the necessary documents  
 concerned with the ship's port of registry and the hydrographic  
 arrangements concerning the island area. At 1142, the ship  
 the coastline was found satisfactory with water depths 100 to 500 feet  
 and was measured at 0430 hours and the reconnaissance carried out  
 of the island area the following morning en route to Port Phillip. The  
 off Melbourne with the intention of making a coastline reconnaissance  
 3. At 1030 Saturday 4th January, the ship anchored in the Bay  
 of Phillip, it was generally quite comfortable.  
 ship was unable to prevent the ship, a company from getting their sea-  
 4. The weather en route was good and while the movement of the  
 of the ship, at 1030, the ship sailed from Sydney for the Port Phillip area.  
 during the first half, the ship proceeded to sea. On completion  
 carried out from Sydney. These were satisfactory and after  
 3. At 0830 Wednesday 4th January, the ship proceeded to sea and  
 completing observations for the next month season.  
 5. The ship remained alongside at Sydney until the 4th January,  
 BASS under my command for the month of January, 1961.

*Handwritten:* H.M.A.S. Bass  
 Report of Proceedings  
 Jan 1961

*Handwritten:* Serial reference to  
 previous report

I have the honour to report the proceedings of H.M.A.S.  
 21.

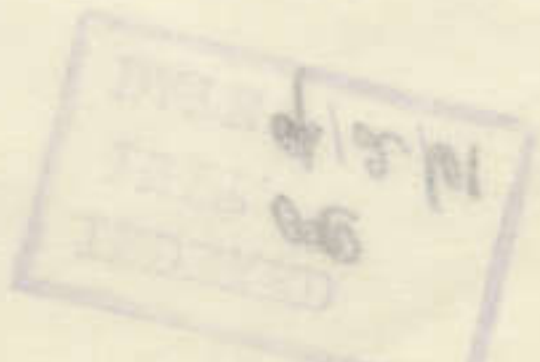
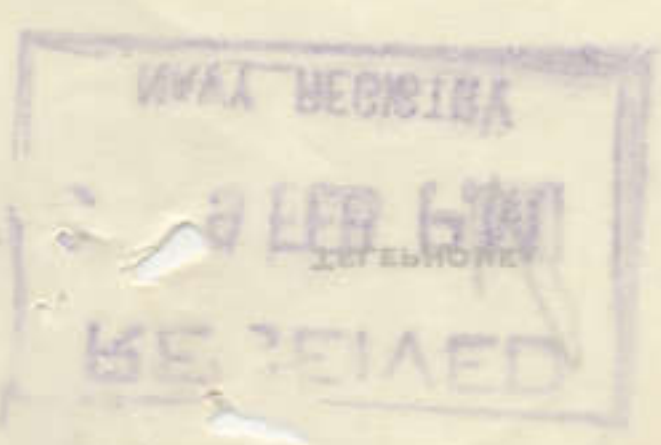
REPORT OF PROCEEDINGS - JANUARY 1961

(The Hydrographic, B.A.M.)

(Copies to: The Flag Officer in Charge, East Australia Area.)

CANBERRA  
 HEAD OFFICE  
 DEPARTMENT OF THE NAVY  
 THE SECRETARY

4 February 1961  
 at Port Phillip  
 H.M.A.S. BASS



ROYAL AUSTRALIAN NAVY

1582	3	3/10
CANBERRA		

7. (Cont.) made to observe to these buoys on Saturday and Sunday. Attempts were also made on Friday, and shore marks were erected to the West of Portland. Reconnaissance for the Lambda site in the vicinity of Cape Nelson Light was also carried out on Sunday 15th.

8. The visibility and weather had improved on Monday 16th., and the ship remained alongside while the dan buoys were fixed and plotted. The opportunity was taken to check and calibrate the echo sounder.

9. At 0630 Tuesday 17th., the ship proceeded to the Area West of Cape Nelson to commence sounding. It was found however that, although the dan buoys were theoretically visible at the required distances, in practice they were not, and in consequence, it was not possible to commence sounding. The dan buoys were recovered therefore with the exception of the Westerly buoy which was missing. Some difficulty was experienced in recovering the buoys as the wind was South Easterly Force 6, and the ship is extremely difficult to handle in strong winds at slow speed. At about 2000, after recovering the buoys, the ship anchored in the lee of Cape Bridgewater for the night.

10. The dan buoys were relayed on Wednesday 18th., and fixed by ship stations. Sounding was attempted, but Echo Sounder results were not acceptable due to quenching effects from the rough seas, and the ship anchored in the lee of Cape Bridgewater at approximately 1630.

11. The weather was slightly improved on Thursday 19th., and sounding was commenced at approximately 1200, continuing until 1945 when the ship again anchored in the lee of Cape Bridgewater. On Friday 20th., sounding was carried on until 1430, when the dan buoys were recovered, and the ship returned to Portland, berthing at Ocean Jetty and remaining there for the weekend.

12. At 0600 Monday 23rd., the ship left harbour and proceeded to lay dan buoys between Cape Nelson and Cape Bridgewater. The visibility was not good enough to fix the buoys, being no more than five miles at the best, and as echo sounder trouble had been experienced, the ship anchored at 1500, and the trouble pursued. The ship remained at anchor overnight, and the echo sounder trouble was traced to uninsulated oscillator contacts and remedied. After fixing the buoys early on Tuesday 24th., the rest of the week was spent sounding - unfortunately fog signals more than depths, as an average of six or seven hours per day were spent in heavy fog. At 1200 Friday 27th., sounding was eventually abandoned, and the ship returned to Portland, berthing at the K.S. ANDERSON Wharf at 1430, and remaining there for the weekend.

13. It was decided to work a normal day on Monday 30th., and the ship sailed from Portland at 0630, commencing sounding at 0800. Apart from delays while dan buoys were recovered, relayed and fixed, this was the ship's first full sounding day. The weather was not, however to last, and sounding, which commenced at 0800 Tuesday 31st., was abandoned at 1430 in view of the threatening weather. All but one dan buoys were recovered, and the ship retired to the lee of Point Danger as the wind rose to force eight from the South West.

14. Very little materially was accomplished during the month, the blame to be laid mainly on the weather, and inexperience. However, lessons were learnt, and by the end of the month, the ship had settled into an efficient surveying routine, hampered only by the weather.

15. The Ship's conversion for surveying has proved satisfactory with small exceptions, but there remains a requirement for a dan buoy rig. The present system, although the best with the gear available, is entirely unsatisfactory, and much time is wasted working dan buoys.

16. The work of developing the harbour at Portland appears to be progressing quite well, and during the month an average of two ships per week were being worked. The Harbour Trust Authorities have given the ship much valuable co-operation, making available all their facilities, in particular, transport of most forms at any time, and tide readings which they have sent via telephone, and Port Fairy Fisherman's Co-Operative Society radio. The remainder of the local authorities, the local merchants and various private citizens have also been very co-operative.

17. Calls have been paid on and by the Mayor - Alderman A.G. NICOLL, and the Mayor, Harbourmaster, Collector of Customs, and several other local authorities have been informally entertained on board. As the Wardroom accomodation is limited to squeezing room, it is not intended to hold any official entertainment.

18. Although no specific entertainment has been held ashore for the Ship, honorary membership has been extended by most clubs, and local entertainments have given free passes to the Ship's Company. In addition, the Ship's Company have in general, managed to become honorary members of local families.

19. The appearance of the ship externally remains unsatisfactory, although progress towards improvement is being made. Internally the appearance of the ship remains quite satisfactory.

20. Leave has been given where possible when the ship has been in Portland, and it is intended to give Long Weeken<sup>d</sup> Leave to Melbourne Natives during the Self Maintenance period late in February. The Health, Conduct, and Morale of the Ship's Company are satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant,

*G.T. Kennedy*

(G.T. KENNEDY)

Lieutenant

Captain

Enclosures:

Appendices A, B, and C.

Enclosure to the Captain, H.M.A.S. BASS's letter Y/2/2 of 4th February 1961

APPENDIX A


Distance steamed during the month:	1463.1 miles
Hours underway during the month:	237 50/60
Total distance steamed since commissioning:	1535.4 miles
Total hours underway since commissioning:	250
Economical speed exceeded:	Nil

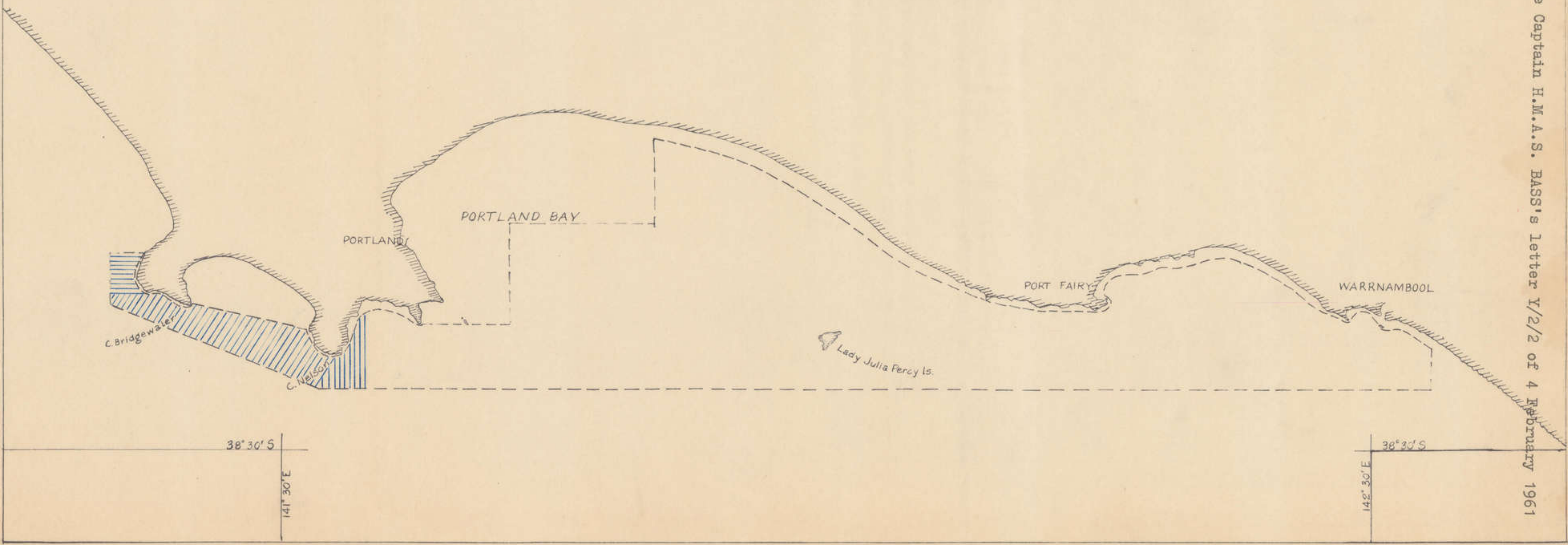
APPENDIX B

Nil whales have been sighted during the month.

APPENDIX C

H.M.A.S. BASS  
CAPE BRIDGEWATER TO WARRNAMBOOL  
1961

 Soundings to 31st January 1961





~~30/77~~

RECEIVED  
17 APR 1961  
P. N. A.

DEPARTMENT OF THE NAVY  
MINUTE PAPER.

H.M.A.S. BASS Report of Proceedings.  
February 1961

HNB

DOY 9/3

DCNS Bad weather has not helped this job at all. 1/3  
but it looks as if they will finish time.

ISTNM 13/3

2NDNM 16/3

3RDNM 24/3

4THNM 27.3

SEC 28

CNPR 29/3

HNB(N5) 25/10

REGISTRAR

- DP
- DTSR
- OSD
- DAWOT
- DNI
- HPB
- DCNP
- DOA
- DMT
- BDM
- DPS
- DGS
- IMR
- DNES
- MDC
- DCNTS
- DEE
- IME
- DNC
- DV
- HNB(N5)
- REGISTRAR

Separate Report circulating.

- Note : (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
- (b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. BASS

Report of Proceedings

February 1961

DP

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HNB(N5)

REGISTRAR

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DONS

1STNM

2NDNM

3RDNM

4THNM

SEC

CNPR

HNB(N5)

REGISTRAR

Progress being made is very satisfactory Jd.

Separate Report circulating

- Note : (a) This report should be dealt with and passed on promptly.
- (b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

5049

REPORT OF PROCEEDINGS  
OF THE  
COMMISSION OF ENQUIRY  
INTO THE  
LOSS OF THE  
H.M.S. "KORANGAR"

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DEPARTMENT OF THE NAVY

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DEPARTMENT OF THE NAVY

REPORT OF PROCEEDINGS

1942

ROYAL AUSTRALIAN NAVY

CANBERRA		
	SI 6299	
1285	3	390
IN REPLY		Y/2/2
QUOTE NO.		

TELEPHONE:



H.M.A.S. BASS,  
at Portland.

3 March 1961

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA

(Copies to: The Flag Officer in Charge, East Australia Area.  
The Hydrographer, R.A.N.)

REPORT OF PROCEEDINGS - FEBRUARY 1961

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command for the month of February, 1961.

2. The ship continued sounding during the month, and the area covered is shewn in Appendix C.
3. Sounding was attempted at 0730 on Wednesday 1st., but the wind was still force 8 from the SouthWest, and attempts were abandoned at 0930, the ship returning to anchor in the lee of Point Danger at 0950. At approximately 1730, the remaining dan buoy was sighted running free before the wind, and expertly navigating itself through Little Reef. The ship weighed and recovered the dan buoy, and as the weather was shewing no signs of improvement, returned to Portland, berthing at Ocean Jetty at 1940. Owing to excessive ship movement at Ocean Jetty, the ship was shifted to K.S. Anderson Wharf at 2230.
4. The weather remained the same on Thursday 2nd., and the ship remained alongside at Portland. The opportunity was taken to establish the Lambda station at Cape Nelson.
5. The weather shewed signs of clearing at 0930 on Friday 3rd., and the ship proceeded to sea at 1000. Two dan buoys were laid, and the moorings of the runaway dan buoy recovered. Sounding was carried out until 1915, when the ship returned to Portland. The only berth available was between two merchant ships on K.S. Anderson wharf. As the space available was only about 70 feet, it was decided to berth stern to in Suez fashion. The manoeuvre attracted a number of onlookers, and despite comments such as 'E'll be goin' 'til midnight', the manoeuvre was completed and the ship secured by 2015. The ship was shifted at 0900 Saturday 4th., and the ship remained at Ocean Jetty for the weekend.

1582/3  
2./ para 6

128573 5.1 1941

42  
H.V.

remained at Ocean Jetty for the weekend.  
On 20.12. The ship was arrived at 0800 Saturday 4.12. and the ship  
at 11.00 AM. The maintenance was completed and the ship sailed  
a number of outcrops and debris comments were made. The ship  
decided to return to the jetty for the night. The maintenance started  
Monday. As the abase structure was only about 10 feet. It was  
only return structure was between two merchant ships on K.S. Anderson  
called out on 21.12. when the ship returned to Portland. The  
and the workings of the machinery was noted. Sounding was  
3.12. and the ship proceeded to sea at 1000. Two gun plots were set  
2.

The weather showed signs of clearing at 0830 on Friday  
to enter the ramp station at Cape Nelson.  
The ship remained alongside at Portland. The opportunity was taken  
4.

The weather remained the same on Thursday 2.12. and  
Monday at 2530.  
Movement at Ocean Jetty. The ship was arrived to K.S. Anderson  
Portland, returning at Ocean Jetty at 1840. Owing to excessive ship  
as the weather was showing no signs of improvement. Returned to  
through the reef. The ship weighed and recovered the gun plot, and  
started running free before the wind, and expectedly making itself  
danger at 0820. At approximately 1130 the remaining gun plot was  
abandoned at 0830. The ship returning to anchor in the lee of Point  
the wind was still force 8 from the southwest, and attempts were  
3.

Sounding was attempted at 0130 on Wednesday 1.12. but  
the area covered is shown in Appendix C.  
5. The ship continued sounding during the month, and  
was under my command for the month of February, 1941.

I have the honor to report the proceedings of H.M.A.S.  
21.

REPORT OF PROCEEDINGS - FEBRUARY 1941

The Hydrographer, R.N.A.S.  
(Copies to: The Flag Officer in Charge, East Antarctic Area.  
CANTONMENT  
HEAD OFFICE,  
Department of the Navy,  
The Secretary,

RECEIVED  
CANTONMENT  
NAVY HEADQUARTERS

3 March 1941  
at Portland.  
H.M.A.S. BASS,

TELEPHONE:

ROYAL AUSTRALIAN NAVY

FORM NO. 1/5/5  
1582 3 390  
21 1941  
CANTONMENT

2.

6. An observing and mark recovering party was landed at 0700 Monday 6th., and the ship proceeded to sea. Two dan buoys were recovered and one re-layed. Sounding was carried out until 1930, and the ship returned to Portland, berthing at Ocean Jetty at 2015. The remainder of the week was spent sounding, the ship returning to Portland on completion of sounding each night. Bad weather interfered with the sounding, and while it was possible to recover and relay dan buoys during some periods of bad weather, a good deal of sounding time was lost. On Friday 10th., a mark recovery party was landed, recovering marks to the West of Portland. Two ratings were lost to compassionate leave during the week, and the Ship's Company were reduced to a tight watchkeeping schedule. The ship remained alongside at K.S. Anderson Wharf for the weekend.

7. The ship sailed from Portland at 0700 Monday 13th., and sounding commenced at 0800, continuing until 1930, when the ship returned to Portland, berthing at Ocean Jetty at 2015. One dan buoy was missing during the day, however, the moorings were recovered, and, on arrival at Portland, Borthwicks Meatworks personnel returned the dan buoy, after finding it on the beach.

8. As visibility was too poor for sounding on Tuesday 14th., the ship remained alongside, and a party was landed to establish Port Fairy Lambda Station Site. A Tellurometer distance was measured, but the visibility was too poor for observing, and no bearings were obtained.

9. The ship proceeded to sea at 0630 Wednesday 15th., and sounding was continued for the remainder of the week. The visibility remained poor, and sounding was abandoned each afternoon at approximately 1730, the ship anchoring off Lady Julia Percy Island at approximately 1830. Sounding was finally abandoned at approximately 1800 Friday 17th., and the ship returned to Portland berthing at Ocean Jetty at approximately 1945, and remaining there for the weekend.

10. An observing party was landed at 0800 Saturday 18th., and although visibility remained poor, enough observations were obtained to enable Port Fairy Lambda Station Site to be established.

11. The ship sailed from Portland at 0630 on Monday 20th., and commenced sounding at approximately 0815, and was continued for the remainder of the week, the ship anchoring nightly off Lady Julia Percy Island. Identities were exchanged with H.M.A.S. BARCOO at 0600 Friday 24th.

12. The weather, which had been good since P.M. Monday 20th., changed on Friday 24th., and rapidly worsened until sounding was abandoned at 1430. The ship returned to Portland, and berthed ahead of Barcoo at 1630.

3./ para 13



13. A call was paid on the Captain, H.M.A.S. BARCOO, Lieutenant Commander H.W.C. DILLON R.A.N., at 1800 Friday 24th., and arrangements were discussed for observing parties the following week.
14. The ship remained alongside at Portland for the remainder of the month carrying out self maintenance. Berth was shifted at 0530 Saturday 25th. to Ocean Jetty, and back to K.S. Anderson Wharf at 1720 Tuesday 28th.. An observing party was landed on Tuesday 28th., to assist BARCOO to re-establish the Lambda Station at Cape Nelson, by tellurometer observations.
15. Approximately 900 miles of sounding were completed, and 20 danbuoys recovered, relayed and refixed during the month, and one uncharted shoal area was found. Progress has been satisfactory, and should the weather hold, it is considered that the area should be completed.
16. On Tuesday 28th., I was invited to give a short talk on the R.A.N. Hydrographic Service at a Portland Rotary Club dinner, and the talk covered in very broad outline the History and present task of the R.A.N. Hydrographic Service. Other than this, no entertainment - official or unofficial has been given or received.
17. The appearance of the ship externally remains unsatisfactory, although improving. The internal appearance of the ship remains quite satisfactory.
18. Long weekend Leave was granted to Melbourne natives from Friday 24th. February, and sort leave has been granted in Portland. The Health, Conduct and morale of the Ship's Company are satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant,

*G.T. Kennedy*  
 (G.T. Kennedy)  
 Lieutenant  
 Captain

Enclosures:

Appendices A, B, & C

Enclosure to the Captain H.M.A.S. BASS' letter Y/2/2 of 4th. March 1961



APPENDIX A

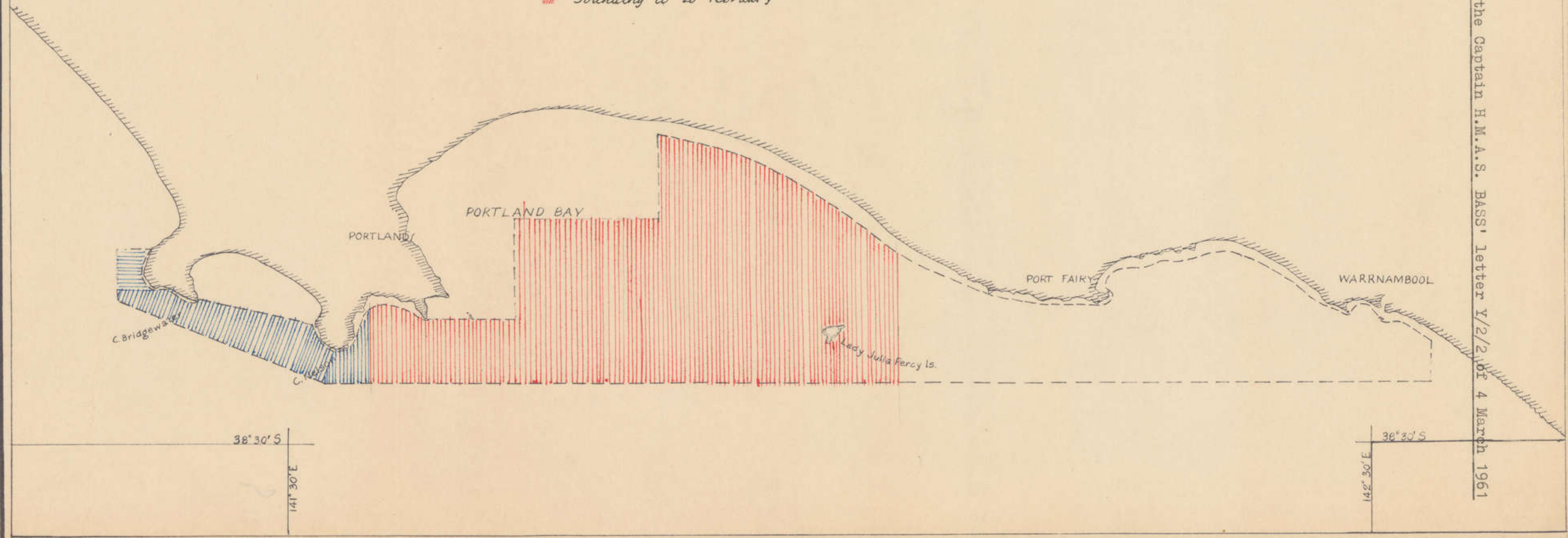
Distance steamed during the month:	1398.9 miles
Hours underway during the month:	178 15/60
Total distance steamed since commissioning:	2934.3 miles
Total hours underway since commissioning:	428 15/60
Economical speed exceeded:	Nil.

APPENDIX B

Nil whales have been sighted during the month.

H.M.A.S. BASS  
CAPE BRIDGEWATER TO WARRNAMBOOL  
1961

 Sounding to 31<sup>st</sup> January  
 Sounding to 28<sup>th</sup> February



DEPARTMENT OF THE NAVY

1285-3-412

MINUTE PAPER.

H.M.A.S

*BASS*

Report of Proceedings.

*March 1961*

*1874*  
~~HMB~~

~~DCD~~ *1874*

~~DCNS~~ *11/19/4*

~~ISTNM~~ *12/21/4*

~~2NDNM~~ *11/27/4*

~~3RDNM~~ *11/7/4*

~~4THNM~~ *11/9/4*

~~SEC~~ *8/19/5*

~~CNPR~~ *11/15*

~~HMB(N5)~~ *HMB 470/30/6*

REGISTRAR

- ~~DP~~
- ~~DTSR~~
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- ~~DW~~
- ~~HMB(N5)~~
- ~~REGISTRAR~~

Separate Report circulating.

- Note : (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
- (b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S.

*BASS*

Report of Proceedings

*March 1961*

DP

DTSR

DSD

DAWOT

DNI

HPB

DCNP

DOA

DMT

DDM

DPS

DGS

INR

DNES

MDG

DCNFS

DTE

DME

DNC

DW

HNB(N5)

REGISTRAR

HNB

DOD

DOBS

1STNM

2NDNM

3RDNM

4THNM

SEC

CNPR

HNB(N5)

REGISTRAR

Separate Report circulating

- Note : (a) This report should be dealt with and passed on promptly.
- (b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

16/5

24 MAY 1961

REGISTRAR  
HMB(M2)  
CMB  
SEC  
ALHM

REGISTRAR

*Handwritten notes:*  
17. 10  
17. 11  
17. 12

REGISTRAR  
HMB(M2)  
CMB  
SEC  
ALHM

REGISTRAR  
HMB(M2)  
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ALHM

REGISTRAR  
HMB(M2)  
CMB  
SEC  
ALHM

... cross-referenced to this one ...

... on

Administrative matters

... cross-referenced to this one ...

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Administrative matters

... cross-referenced to this one ...

... on

Administrative matters

ROYAL AUSTRALIAN NAVY

TELEPHONE:



CANBERRA		
SI 6299		
1285	3	412.
IN REPLY		
QUOTE NO. Y/2/2		

H.M.A.S. BASS,  
at Port Lincoln.

4 April 1961

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA

(Copies to: The Flag Officer in Charge, East Australia Area.  
The Hydrographer, R.A.N.)

REPORT OF PROCEEDINGS - MARCH 1961

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command for the month of March, 1961.

2. The ship remained alongside at Portland, carrying out Self Maintenance until Monday 6th. March.

3. During the period 1st. to 6th. March, I was employed daily in an observing capacity, assisting BARCOO calibrate the Lambda, as there was no other theodolite observer available.

4. The ship continued sounding in the Portland Area from 6th March to 23rd. March, and the area covered is shewn in Appendix C.

5. At 0630 Monday 6th March, the ship sailed from Portland, and sounding was commenced at 0830, Sounding continued until 1920, when the ship anchored, and H.M.A.S. BARCOO anchored in company at 2120. I left the ship at 0630 Tuesday 7th., and embarked in BARCOO to land and complete the Port Fairy Lambda calibration observations. The ship weighed and commenced sounding, at 0730, and I returned on board at 1540 to continue sounding until 1930.

6. Three dan buoys were recovered, and two relaid early on Wednesday 8th., and sounding was commenced on completion of fixing them. Sounding then continued until 1700 Friday 10 March, when the two dan buoys were recovered, and course was set for Portland. The ship berthed at K.S. Anderson Wharf at 2115.

7. At 0430, Monday 13th. March, the ship sailed from Portland, and three dan buoys were laid off Tower Hill at 0815. Sounding commenced on completion of fixing them, and continued daily until the completion of the Area at 1700 Thursday 16 March. The dan buoys were recovered, and the ship anchored in Portland Bay at 2100.

--/ 8.

1522/3 ▽

at 5:00.

The gun positions were re-occupied and the ship anchored in Port Jervis during the completion of the work at 11:00 AM. Work commenced on completion of fixing them and continued at Port Jervis and three gun positions were laid off lower hills at 08:15.

At 04:30 Monday 13th March, the ship sailed from Port Jervis. The ship returned at K.P. Anderson wharf at 5:15.

When the two gun positions were re-occupied and work was set for fixing them. Work then continued until 11:00 PM on 10 March on Wednesday 8th. Work commenced on completion of

three gun positions were re-occupied and two targets set

at 01:30 and I returned on board at 12:40 to continue working. The ship weighed anchor and commenced working. Arrived in BANCOC to land and complete the Port Jervis repairs. I left the ship at 08:30 Monday 11th and 12:50 when the ship anchored and H.M.A.S. BANCOC anchored in and working was commenced at 08:30. Work continued until

At 08:30 Monday 8th March, the ship sailed from Port Jervis, Appendix C.

8th March to 5:15. March and the work covered is given in

The ship continued working in the Port Jervis area from

repairs as there was no other immediate practical matter.

During the period 1st to 8th March, I was employed self maintenance until Monday 8th March.

The ship remained alongside at Port Jervis, carrying out BASS under my command for the month of March 1961.

I have the honor to report the proceedings of H.M.A.S. at

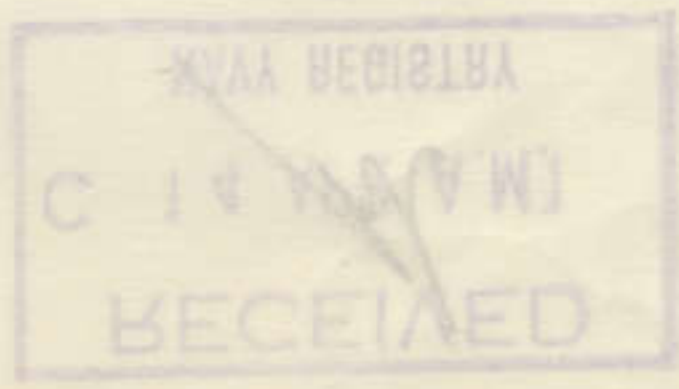
REPORT OF PROCEEDINGS - MARCH 1961

The Hydrographer, R.A.N.

(Copies to: The Flag Officer in Charge, East Australian Area)

NAVY OFFICE, DEPARTMENT OF THE NAVY, THE SECRETARY

4 APRIL 1961



at Port Jervis, H.M.A.S. BASS

TELEPHONE

ROYAL AUSTRALIAN NAVY

Stamp with fields for date (1582, 3, 115) and text 'NAVY REGISTRY'.



8. Thick fog prevented sounding on Friday 17th March, and the ship returned to Portland, berthing at K.S. Anderson Wharf at 1100. On arrival, a shore party was landed to re-erect marks along the Portland Bay coastline.
9. Interlining was carried out South of Lawrence Rocks on Sunday 19th March, and the main interlining programme commenced in Portland Bay at 0800 Monday 20th March, with BARCOO laying two Moresby beacons to facilitate sounding. Sounding was continued in Portland Bay until 1800 Wednesday 22nd March, when the Moresby Beacons were denuded of their bamboo poles, and the ship returned to Portland, berthing at 2000 at K.S. Anderson Wharf.
10. The ship remained alongside at Portland on Thursday 23rd March, storing, recovering marks, and completing shorework, and at 1000, the ship sailed for Port Lincoln.
11. The weather was not kind, and a distracting movement was experienced until the lee of Kangaroo Island was gained. The tellurometer was landed at Kingscote at 1600 Saturday 24th. March, and the ship arrived at Port Lincoln at 1100 Sunday 25th. March.
12. The remainder of the month was spent at Port Lincoln commencing Hydrographic Instruction No.3.
13. Marking and observing parties were landed daily during the week, and sounding commenced at 1400, Wednesday 29th. Sounding was continued on Thursday 30th., and the area sounded is shewn in Appendix D. Good Friday was observed alongside at Port Lincoln.
14. Port Lincoln, although not very much larger than Portland handles a much greater amount of shipping, and five ships have been worked in the period that BASS has been in the area, cargos being mainly wheat and frozen meat. Tuna fishing is a considerable industry and a fleet of very fine boats operate from the port. The largest of these boats is 105 feet overall, and is capable of carrying a refrigerated 200 tons of tuna (at £56 per ton), she is equipped with radar, Echo Sounders, and a simple form of Asdics. It is hoped to obtain from these boats details of the waters South West of Spencer Gulf, as they appear to know a number of uncharted shoals.
15. Approximately 750 miles of sounding have been completed during the month, and 13 dan buoys were worked. The total area sounded in the Portland Area was approximately 275 square miles, represented by 1700 miles of sounding, and 34,000 paper soundings. A total of 42 dan buoys were worked, and 14 shore marks were erected.

3.

16. The ship was opened to visitors on Sunday 5th March, and a total of approximately 200 visitors were received. No entertainment has been given or received during the month either in Port Lincoln or Portland, however I was invited to speak at the Hamilton Rotary Club but was prevented from doing so by the Ship's programme.

17. The appearance of the ship externally has improved considerably although it still remains unsatisfactory. Internally the ship's appearance is satisfactory.

18. Short leave has been granted in Portland and Port Lincoln and leave was granted from 1000 on Good Friday. The conduct of the Ship's Company has been satisfactory. The general conduct ashore in Port land during the period of the survey was excellent. No incidents of any sort occurred, and even the local bootmaker was heard to comment favorably. The Health and Morale of the Ship's Company are satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant,

*G.T. Kennedy*

(G.T. Kennedy)

Lieutenant

Captain

Enclosures:

Appendices A through D.

Enclosure to the Captain, H.M.A.S. BASS' Letter Y/2/2 dated 4 April 1961

APPENDIX A




Distance steamed during the month:	1786.3 miles
Hours underway during the month:	207 10/60
Total distance steamed since commissioning:	4712.6 miles
Total hours underway since commissioning:	635 25/60
Economical speed exceeded:	Nil.

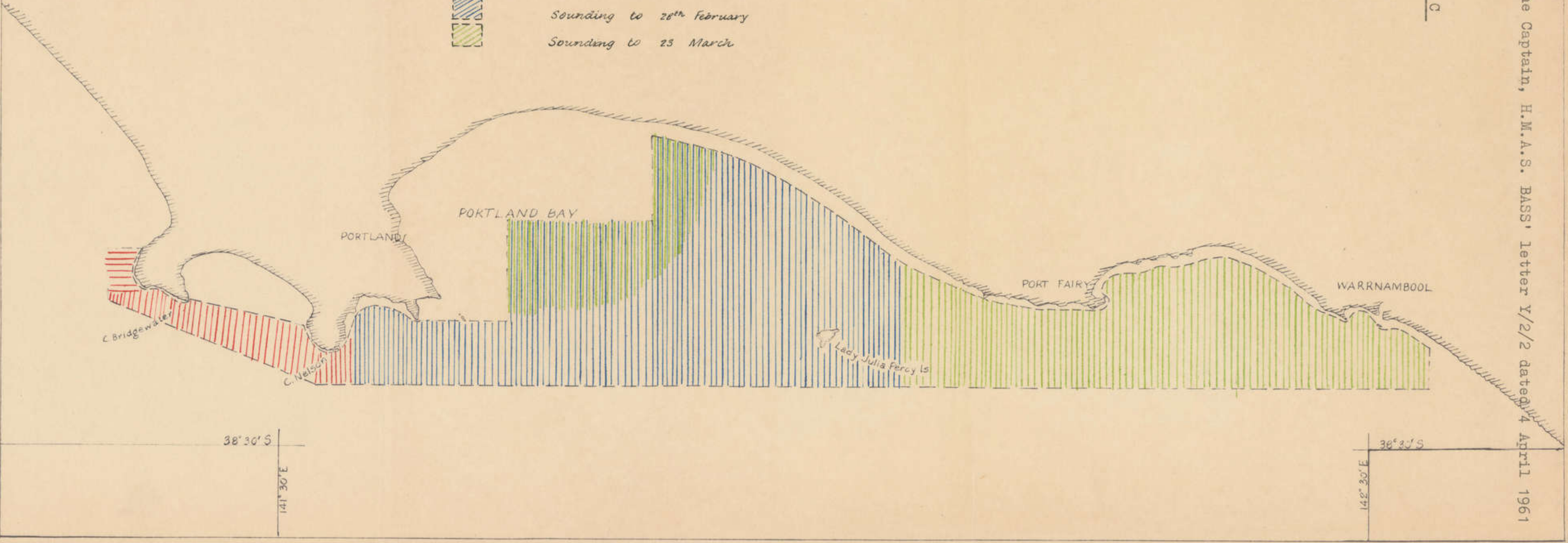
APPENDIX B

Nil Whales have been sighted during the month.

APPENDIX C

H.M.A.S. BASS  
CAPE BRIDGEWATER TO WARRNAMBOOL  
1961

-  Sounding to 31<sup>st</sup> January
-  Sounding to 28<sup>th</sup> February
-  Sounding to 23 March



APPENDIX D



MINUTE PAPER.

H.M.A.S.

BASS

Report of Proceedings.

April, 1961.

HNB

DOB

DCNS

ISTNM

2NDNM

3RDNM

4THNM

SEC

CNPR

HNB(N5)

REGISTRAR

- DP
- DTSR
- DSD
- DAWOT
- DNI
- HPB
- DCNP
- DOA
- DMT
- DDM
- DPS
- DGS
- INR
- DNES
- MDG
- DCNTS
- DEE
- DME
- DNC
- DW
- HNB(N5)
- REGISTRAR

Propose Banks be advised that Appendix B (Whale Sightings) is no longer included in Repts. of Proceedings, but rendered direct to C.S.I.R.O. Cronulla on forms provided.

Request letter on DO D to BASS from 11/4/5  
Good work. why L.FOLLET

Action taken on 10/11/61

Separate Report circulating.

- Note :
- (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
  - (b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

Registered

104/1/2.

1-6-61

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

(Copy to: The Flag Officer-in-Charge,  
EAST AUSTRALIA AREA.

The Hydrographer, R.A.N.,  
Garden Island,  
SYDNEY. N.S.W. )

WHALE SIGHTINGS.

Ref: Your Y/2/2 dated 7th May, 1961.

I am directed by the Naval Board to inform you that Appendix B (Whale Sightings) is no longer included in Reports of Proceedings. The information previously contained therein should be forwarded direct to the Commonwealth Scientific and Industrial Research Organisation, Cronulla on forms provided by that authority and distributed by the Hydrographer, R.A.N.

2. Appendix 29A, Regulations and Instructions for the R.A.N. is being amended.

S e c r e t a r y .

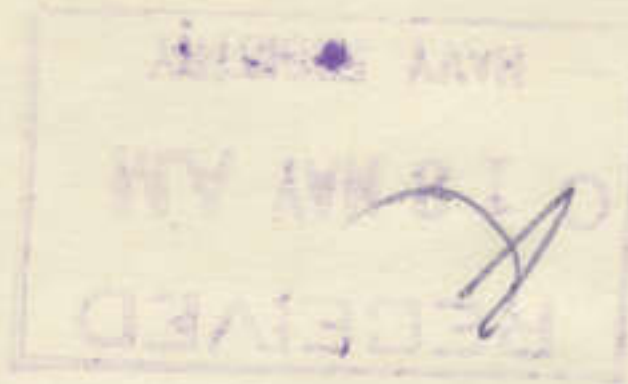
ROYAL AUSTRALIAN NAVY

CANBERRA		
1285	St 6299 3	435.

TELEPHONE:

IN REPLY Y/2/2  
QUOTE NO.

H.M.A.S. BASS,  
at Sea.



7 May 1961

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA

(Copies to: The Flag Officer in Charge, East Australia Area.  
The Hydrographer, R.A.N.)

REPORT OF PROCEEDINGS - APRIL 1961

Sir,

I have the honour to report the proceedings of H.M.A.S BASS under my command for the month of April, 1961.

2. The ship remained in the Port Lincoln area for the majority of the month, and sounding was progressed as shewn in Appendix 'C'.

3. Easter Weekend - Saturday 1st and Sunday 2nd April - was spent alongside at Port Lincoln, and the previous week's Triangulation was computed, calculated and plotted. One beacon was laid on Monday 3rd., and an observing party was landed. On completion of laying the dan buoy, sounding was continued until 1800 Tuesday 4th April, when the ship returned alongside.

4. Mr. W HAYLOCK, the Officer in charge of the South Australian Department of Lands Survey Party, called on me at 2000 Tuesday 4th., to complete arrangements for the programme in accordance with Hydrographic Instruction No. 4/61, for the succeeding four days. This was done, and Mr. Haylock, and his senior assistant were observers during shoal examinations on Wednesday 5th., and expressed interest in this novel method of 'contouring'. The main Department of Lands Party arrived at Port Lincoln at 2000 Wednesday 5th., and, together with their gear, were embarked in BASS by 2130.

5. The Ship sailed from Port Lincoln at 0001 on Thursday 6th., and arrived at Thistle Island at first light to disembark the first of the two observing parties. The weather was good, and the landing was accomplished without incident. On completion, the ship continued to Wedge Island, where the second observing party was landed.

6. It had been decided that, to speed the observations, BASS was to pick up the third observing party from Stenhouse Bay, for transport to Wedge Island or Thistle Island as required. On

2./ para 6 (cont.)

Handwritten initials: H.A.S. and N.S.



*Handwritten:* 42

... to Wedge Island or Limestone Island as required. ON  
BASS was to pick up the third operating party from ...

*Handwritten:* 28/3/51  
*Handwritten:* as heading

It had been decided that to speed the operations  
continued to Wedge Island where the second operating party was landed.  
Landing was accomplished without incident. On completion the ...  
first of the two operating parties. The weather was good and the  
sun and arrived at Limestone Island at first light to disembark the  
2.

The ship sailed from Port Lincoln at 0001 on Thursday  
together with their gear, were embarked in BASS by 0130.  
of range party arrived at Port Lincoln at 0000 Wednesday 27th and  
interest in this novel method of ... The main department  
operations during most examinations on Wednesday 27th and expressed  
this was done and Mr. Haylock and his senior assistants were  
with Hydrographic Instruction No. 4/51 for the succeeding four days.  
Thursday 28th to complete arrangements for the programme in accordance  
Antarctic Department of range party called on us at 0000  
4.

Mr. M. Haylock, the officer in charge of the group  
1800 Thursday 27th April when the ship returned alongside.  
completion of taking the den buoy sounding was continued until  
was laid on Monday 30th and an operating party was landed. On  
Limestone Island was completed, collected and bottled. One person  
was absent alongside at Port Lincoln and the following week,  
3.

Winter Weekend - Saturday 1st and Sunday 2nd April -  
absent, C.  
activity of the month and sounding was progressed as shown in  
5.  
The ship remained in the Port Lincoln area for the  
BASS under my command for the month of April 1951.

I have the honour to report the proceedings of H.M.V.S.  
BASS.

REPORT OF PROCEEDINGS - APRIL 1951

The Hydrographer, H.M.V.S.  
(Copies to: The Flag Officer in Charge, East Antarctic Area.  
CANTARCA  
Naval Office,  
Department of the Navy,  
The Secretary,



1 MAY 1951  
at sea.  
H.M.V.S. BASS,

TELEPHONE

CODE NO.  
IN BASS 1/5/5

ROYAL AUSTRALIAN NAVY

1982 3 132  
21 2538  
CANTARCA

6.(cont.) completion of the Wedge Island landing, the ship proceeded to Stenhouse Bay. The party was embarked at 1800, and the ship returned to Wedge Island, anchoring at 2200.

7. Low cloud on Wedge Island prevented observations on the night of Thursday 6th., and so the third observing party was transported to, and landed at Thistle Island at 1000 Friday 7th. The ship returned to anchor off Wedge Island on completion.

8. Observations were completed at Wedge Island on the night of Friday 7th., and the observing party was recovered at 0700. The ship then proceeded to Thistle Island, and anchored in Whaler's Bay at 1031. The Thistle Island Observations were not complete at this stage, so advantage was taken of the fine weather, and a swimming party was landed, the relaxation being enjoyed by all hands. Observations were completed by 1400, and the ship sailed for Port Lincoln, securing alongside at 1730, Saturday 8th.

9. There remained some observations to carry out at Port Lincoln, so my First Lieutenant and I took the opportunity to watch these observations. Very little difference was noted in method, although the degree of accuracy obtained with the first order instrument was very much greater.

10. Sounding re-commenced at 0800 Monday 10th April, and, with frequent weather breaks for rain, continued until 1630 Saturday 15th., when the ship returned alongside for the weekend. Boatsounding commenced on Thursday 13th, and one dan buoy was laid on that day. The ship returned alongside each night to recover the tidepole watcher.

11. Boat and ship sounding commenced at 0800 Monday 17th., and the ship returned alongside at 1800. The weather deteriorated during the night, and at 0030, berth was shifted to Boston Bay anchorage. Because of the weather, very little sounding was carried out on Tuesday 18th, and the ship remained at anchor in heavy continuous rain on Wednesday 19th. However, the weather moderated overnight, and a record No. of 392 fixes were obtained by the ship on Thursday 20th. This record was not to stand for long, and 400 fixes were obtained on Friday 21st. It is thought that this record will stand for some time, as it represents some 1800 paper soundings, which took approximately 4 hours to ink-in. Boatsounding was continued on Thursday and Friday, and ship and boatsounding continued then until 1530 Saturday 22nd.

12. The ship remained alongside on Sunday 23rd., and sounding by ship and boat was recommenced at 0800 Monday 24th., until returning alongside at 1830. Tuesday 25th., being Anzac Day, was spent alongside, and Divisions and Prayers were held at 1000.

13. Ship and boat sounding were then commenced at 0800 Wednesday 26th., and continued for the remainder of the week until 1200 Sunday 30th.

14. Twenty two sea cadets were embarked at 1300 Sunday 30th., and the ship proceeded to the Eastern side of Boston Island to recover Tom Thumb. The Sea Cadets took part in the boat recovery, were given tricks on the wheel and telegraphs, and demonstrations of the echo sounder and surveying instruments.

15. Approximately 750 miles of sounding were carried out during the month, and 4,530 fixes were taken, representing 18,000 paper soundings approximately.

16. The ship was opened to visitors from 1300 to 1600 on Anzac Day, and approximately 150 visitors were received. A small static display of surveying instruments and work was laid out, and proved very popular.

17. The Ship's Company were guests of the ex-Naval Men's Association and the R.S.L. on Anzac Day, and were guests at the Publican's Picnic early in the month. They were given honorary membership of the R.S.L. Club, but the publicans did not see fit to give likewise. No other entertainment was given or received during the month.

18. The appearance of the ship remains unsatisfactory externally, and satisfactory internally.

19. Short Leave has been granted daily in Port Lincoln, except when the ship has been anchored off. The Health, Conduct and Morale of the Ship's Company remain good.

I have the Honour to be,

Sir,

Your Obedient Servant,

*G.T. Kennedy*  
(G.T. Kennedy)  
Lieutenant,  
Captain

Enclosures:

Appendices A through C.

Enclosure to the Captain, H.M.A.S. BASS' Letter Y/2/2 dated 7 May 1961

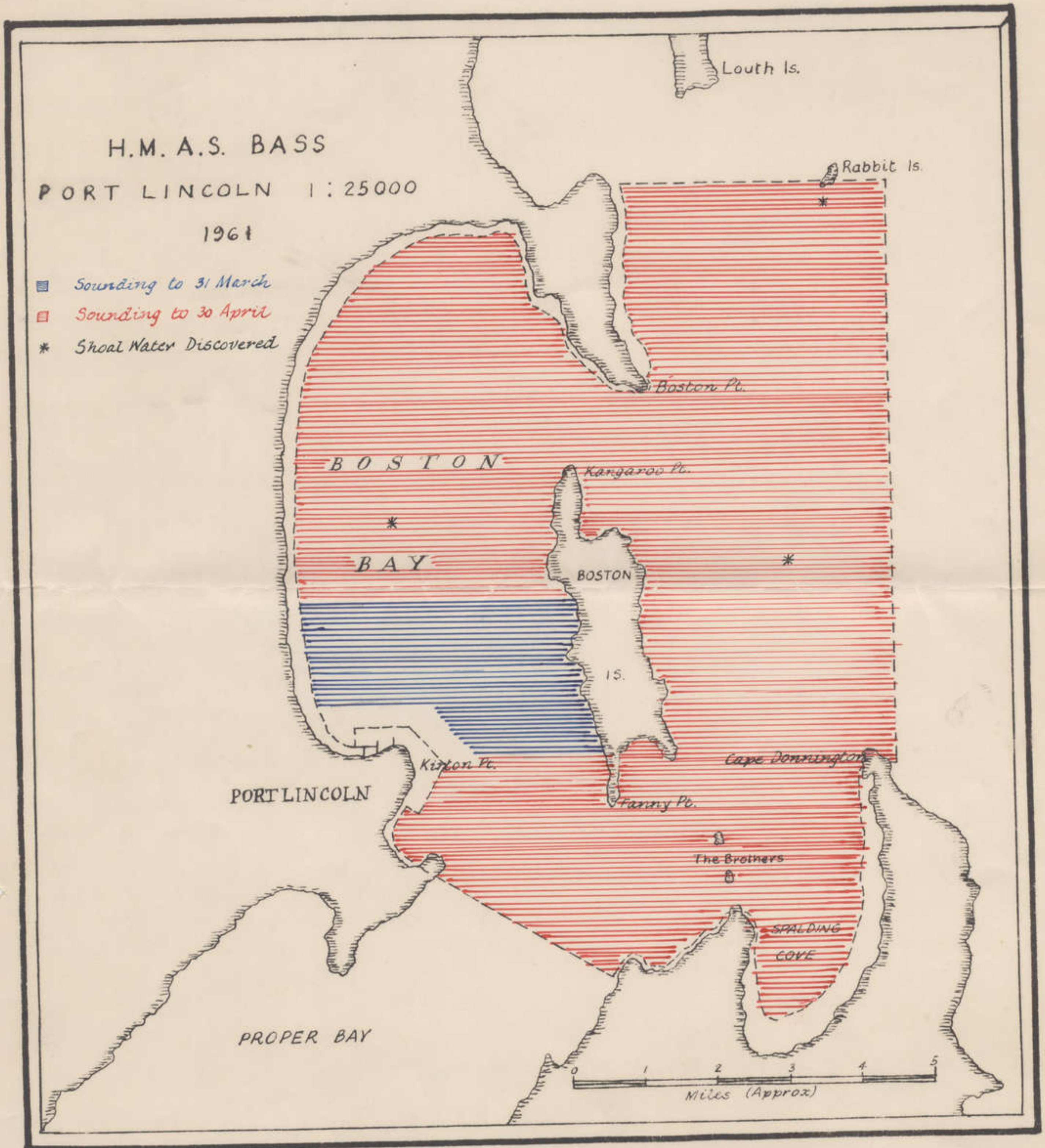
APPENDIX A

Distance steamed during the month:	1452.1 miles
Hours underway during the month:	<b>225</b> 25/60
Total Distance steamed since commissioning:	6164.7 miles
Total hours underway since commissioning:	860 50/60
Economical speed exceeded:	Nil

APPENDIX B

Nil whales have been sighted during the month.

APPENDIX C



6 JUN 1967

DEPARTMENT OF THE NAVY

MINUTE PAPER.

1285 | 3 | 451

H.M.A.S. Bass

Report of Proceedings.

~~HNB~~ 26/6

May 1961

~~DOD~~ 26/6.

~~DCNS~~ 26/6

*This small ship has done well this season, no ships of bad weather holding up work at Portland in the early stages 26/6*

~~1STNM~~ 26/6

~~2NDNM~~ 27/6

~~3RDNM~~ 29/6

~~4THNM~~ 5/7

~~SEC~~ 7/7

~~CNPR~~ 2/12

~~HNB(N5)~~ 2/11

REGISTRAR

- DE
- DTSR
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- DAWOT
- DNI
- HPB
- DCNP
- DOA
- DMT
- DDM
- DES
- DOS
- INR
- DNES
- MDG
- DCNTS
- DEE
- DME
- DNC
- DW
- HNB(N5)
- REGISTRAR

Separate Report circulating.

- Note :
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*30/6/61*

MINUTE PAPER.

H.M.A.S. BASS

Report of Proceedings.

May 1961

12/26

~~BP~~ 23/1

~~DTSR~~ 22/6

~~DSD~~ 22/6

~~DAWOT~~ 28/6

~~DNI~~ 24/7

~~HEB~~ 24/7

~~DCNF~~ 24/7

~~DOA~~

~~DMT~~ 19/7

~~DDM~~ 20 July

~~DPS~~ 24/7

~~DGS~~ 31/7

~~INR~~ Jul. 11

~~DNES~~ 2/8

~~MDG~~ 2/8

~~DNES~~ 2/8

~~DEE~~ 17/10

~~DME~~ 19/10

~~DNC~~ 20/10

~~DW~~ 27/10

~~HNB(N5)~~ 31/11

REGISTRAR

- HNB
- DOD
- DCNS
- 1STNM
- 2NDNM
- 3RDNM
- 4THNM
- SEC
- CNPR
- HNB(N5)
- REGISTRAR

Separate Report circulating

- Note :
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  - (b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

24/11



4

STATIONER'S COPY OF DOCUMENTS  
RECORDED IN THE OFFICE OF THE  
RECORDS AND DOCUMENTS CONTROL  
UNIT ON 11 AUG 1961



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RECORDS AND DOCUMENTS CONTROL  
UNIT

RECORDED IN THE OFFICE OF THE  
RECORDS AND DOCUMENTS CONTROL  
UNIT ON 11 AUG 1961

ROYAL AUSTRALIAN NAVY

CANBERRA		
1285	3	451
IN REPLY		Y/2/2
QUOTE NO.		

TELEPHONE:



H.M.A.S. Bass,  
at Sydney.

6 June 1961

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA

(Copies to: The Flag Officer in Charge, East Australia Area.  
The Hydrographer, R.A.N.)

REPORT OF PROCEEDINGS - MAY 1961

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command for the month of May 1961.

2. The ship remained at Port Lincoln continuing the Survey until Saturday 6th., and the area sounded is shewn in Appendix B.
3. As the main area had been completed during the previous month, the ship commenced sounding interlines on Monday 1st., and continued, with occasional breaks for rain, until returning alongside at 1830 Thursday 4th. Bottom samples were taken during this period, and conspicuous objects fixed. The boat was employed during this period, completing the inshore sounding, and coastlining to the East of the township.
4. The Ship remained alongside on Friday 5th., to fuel and store ship for the passage to Sydney, and coastlining, mark recovery and boatsounding parties were landed at 0800. These returned to the ship at 1830, and the survey was completed.
5. The ship sailed at 0600, Saturday 6th., to recover the two dan buoys, and on completion at 0800, course was set for Sydney. H.M.A.S. WARREGO was sighted sounding off the Althorpe Islands at 1600, and identities were exchanged.
6. The ship arrived at Lady Julia Percy Island at 0500 Sunday 7th., where a landing was going to be attempted to recover a mark. A strong wind was blowing from the North West on arrival, so the ship hove to to await daylight to observe the landing place. By 1000, the wind had not abated, and threatening signs were appearing in the South West, and the idea was abandoned, and passage continued.
7. By 1200 Sunday 5th., the wind had backed to the South West and increased to force 7, and the ship settled into an uncomfortable average roll of approximately thirty degrees each way, which was to continue until entering Sydney Harbour.

2./ para 7 (cont.)

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2/6

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122/3

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128573

BASE 1 (cont.)

was, which was to continue until entering Sydney Harbour.  
 Unconformable strata of approximately 1000 feet were  
 west and increased to 1000 feet, and the ship settled into an  
 1. By 1500 Sunday 2pm, the wind had ~~been~~ to the south  
 continued.  
 abetting in the south west, and the tide was springing, and because  
 by 1000, the wind had not abated, and the remaining strata were  
 ship nose to the south west to observe the landing place.  
 A strong wind was blowing from the north west on Saturday, so the  
 1pm, where a landing was going to be attempted to recover a mark.  
 2. The ship arrived at 1000 hours after leaving at 0200 Sunday  
 at 1000, and identifications were exchanged.  
 H.M.A.S. MARESCO was started sounding off the water's surface  
 two gun shots, and on completion at 0800, course was set for Sydney.  
 2. The ship arrived at 0900, Saturday 2pm, to recover the  
 to the ship at 1830, and the anchor was completed.  
 recovery and post-sounding beacons were landed at 0800. These remained  
 above ship for the base to Sydney, and continuing, work  
 4. The ship remained alongside on Friday 2pm, to fuel and  
 the east of the township.  
 this beached, completing the inshore sounding, and continuing to  
 beached, and construction objects fixed. The post was employed during  
 alongside at 1830 Saturday 4pm. Bottom samples were taken during this  
 continued, with occasional breaks for rain, until returning  
 month, the ship commenced sounding interlines on Monday 1st, and  
 3. As the main area had been completed during the previous  
 until Saturday 2pm, and the area sounded to appear in appendix B.  
 5. The ship remained at Port Lincoln continuing the survey  
 base under my command for the month of May 1961.

I have the honour to report the proceedings of H.M.A.S.  
 21st

REPORT OF PROCEEDINGS - MAY 1961

The Hydrographer, R.A.N.

(Copies to: The Flag Officer in Charge, East Australian Area  
 CIVILIAN  
 Naval Office,  
 Department of the Navy,  
 The Secretary,

RECEIVED  
 MAILED  
 MAY 1961

at Sydney.  
 H.M.A.S. Base,

TELEPHONE:

ROYAL AUSTRALIAN NAVY

BOOK NO. 128573  
 IN SERIA 2  
 124  
 CIVILIAN

7.(cont.) There was a continuous long swell of approximately eight to ten feet for the remainder of the passage, and seas were usually four to seven feet within fifty degrees of the swell. The ship's movement was quite reasonable, although for the most part of the passage, the swell and seas were on the quarter, and the ship had a tendency to 'surf' while at the maximum degree of roll, producing some steering difficulties. The maximum roll experienced was fifty two degrees, where the ship remained for approximately four seconds. The Upper deck forward of the break was continuously awash, and the area was dangerous to personnel. Although the period was very uncomfortable for personnel, no trouble was experienced mechanically or <sup>in</sup>/seaworthiness.

8. The ship entered Sydney Harbour at 0900 Thursday 11th., and proceeded to anchor in Watson's Bay to remedy a steering defect, and remove sea lashings. The defect was repaired by 1100, and the ship weighed and proceeded alongside the South end of Cruiser Wharf at 1130.

9. Berth was shifted to Main Steps at 1330 Friday 12th., and the ship remained alongside refitting for the remainder of the month.

10. Approximately 160 miles of sounding were completed during the month, and 866 fixes were taken, representing some 3,000 paper soundings. Approximately 35 miles of coatline was walked in, and 60 bottom samples taken. The totals for the season were 2,690 miles sounded by the ship, and 60 miles by the boat representing approximately 56,000 paper soundings. 44 dan bouys were laid and recovered, and 20 shore marks were erected. Photographs taken are included as Appendices.

11. I attended a small function given by the Mayor on Friday 6th, but no other entertainment was given or received.

12. The appearance of the ship remains unsatisfactory externally but improving, and satisfactory internally

13. Short leave has been given daily when in harbour, and the Ship's Company have commenced their long leave entitlements. The Health, Conduct and Morale of the Ship's Company remain good.

I have the honour to be,

Sir,

Your Obedient Servant,

*G.T. Kennedy*

(G.T. Kennedy)

Lieutenant

Captain

Enclosures:

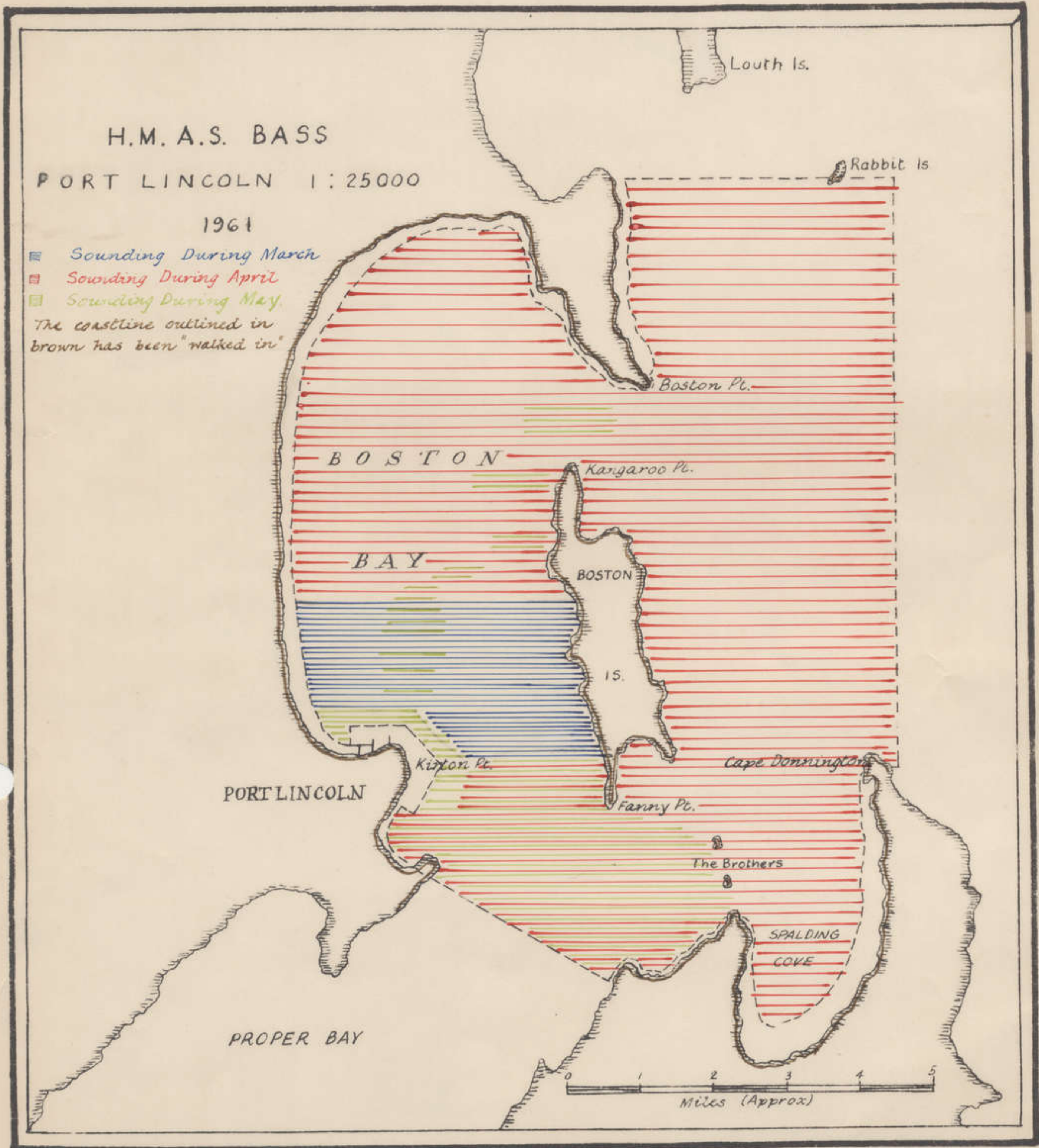
Appendices A, B, and photographs.

Enclosure to the Captain H.M.A.S. BASS' Letter Y/2/2 dated 6th June 1961

APPENDIX A

Distance steamed during the month:	1331.4 miles
Hours underway during the month:	166 5/60
Total Distance steamed since commissioning:	7496.1 miles
Total hours underway since commissioning:	1026 55/60
Economical speed exceeded:	Nil

APPENDIX B



H.M.A.S. BASS

ON COMMISSIONING

15 NOVEMBER 1960

Photos detached  
for photographic  
library.

Starboard View. (Stem)

Detached for  
Photographic  
library.  
Port view

Detached for  
Photographic  
Library  
Starboard bow view.



MOUNT DRYDEN - VICTORIAN STATE LANDS  
DEPARTMENT CAIRN.



MOUNT RICHMOND - ARMY STANDARD,  
TRIG. BEACON

BOSTON ISLAND - ROYAL NAVY HYDROGRAPHIC  
SERVICE CAIRN (1872)



BALD HILL - VICTORIAN STATE LANDS  
DEPARTMENT TRIG. BEACON





H.M.A.S. BASS 1961.



TO FIND THE CENTRE OF A FIRE

WATCHING TOWER.



ROYAL AUSTRALIAN ARMY SURVEY CORPS - TRIANGULATION BEACON



"Ready to Slip"



"Let go the moorings"

H.M.A.S. BASS ~ 1961  
DAN BUOY LAYING STATIONS

"Slip the dan"



"It floats!"



H.M.A.S. BASS 1961

LADY JULIA PERCY  
ISLAND.



observing party leaving dinghy.

LADY JULIA PERCY ISLAND.  
THE LANDING PLACE.

LADY JULIA PERCY ISLAND  
THE BLOWHOLE (CLIFFS 120 FT HIGH)



PORTLAND,  
"THE SOUNDING WALTZ"

PORTLAND,  
THE LADIES PIPE BAND.



DEPARTMENT OF THE NAVY

MINUTE PAPER.

1285-3-456

H.M.A.S.

BASS

Report of Proceedings

June 1961

HNB 6/7

DOT 6/7

DCNS 11/7

1STNM 7/7

2NDNM 10/7

3RDNM 13/7

4THNM 16/7

SEC 15/7

CNFR 20/7

HNB(N5) 4/9

REGISTRAR 11/7

- DP
- DTSR
- DSD
- DAWOT
- DWI
- HQB
- DCNF
- DOA
- DMT
- DDM
- DPS
- DGS
- INR
- DNES
- MDG
- DCNTS
- DEE
- DME
- DNC
- DW
- HNB(N5)
- REGISTRAR

Separate Report circulating.

- Note : (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
- (b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

28/14/61

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S

BASS

Report of Proceedings.

June 1961

*23/7*

*Handwritten initials*

~~DP~~

~~DTSR~~

~~DSEA~~

~~DAWOT~~

~~DNI~~

~~HPB~~

~~DCNE~~

~~DOA~~

~~DMT~~

~~DDM~~

~~DPS~~

~~DGS~~

~~INR~~

~~DNES~~

~~MDG~~

~~DCNTS~~

~~DEE~~

~~DME~~

~~DNC~~

~~DW~~

~~HNB(N5)~~

REGISTRAR

- HNB
- DOJ
- DCNS
- 1STNM
- 2NDNM
- 3RDNM
- 4THNM
- SEC
- CNPR
- HNB(N5)
- REGISTRAR

Separate Report circulating

- Note :
- (a) This report should be dealt with and passed on promptly.
  - (b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

165

RECEIVED BY THE DIRECTOR OF THE BUREAU OF THE ARMY AND AIR FORCE  
RECORDS AND COMMUNICATIONS DIVISION  
ON 3 AUGUST 1961

M.A.R. 100 1/2  
- 3 AUG 1961  
J.E.

RECEIVED  
BY THE DIRECTOR  
OF THE BUREAU  
OF THE ARMY  
AND AIR FORCE  
RECORDS AND  
COMMUNICATIONS  
DIVISION  
ON 3 AUGUST  
1961

RECEIVED  
BY THE DIRECTOR  
OF THE BUREAU  
OF THE ARMY  
AND AIR FORCE  
RECORDS AND  
COMMUNICATIONS  
DIVISION  
ON 3 AUGUST  
1961

RECEIVED BY THE DIRECTOR OF THE BUREAU OF THE ARMY AND AIR FORCE RECORDS AND COMMUNICATIONS DIVISION

RECEIVED BY THE DIRECTOR OF THE BUREAU OF THE ARMY AND AIR FORCE RECORDS AND COMMUNICATIONS DIVISION



DEPT. OF NAVY		
CANBERRA		
1285	Y/2/2 3	456

H.M.A.S. BASS,  
at Sydney.

1 July 1961.

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA.

(Copy to: The Flag Officer in Charge, East Australia Area.  
The Hydrographer, R.A. N.)

REPORT OF PROCEEDINGS - JUNE 1961

Sir,

I have the honour to report the proceedings of  
H.M.A. Ship BASS for the month of June 1961.

2. The ship remained alongside at Sydney during the month carrying out Annual Refit.
3. The ship was docked in the floating dock P.M. on the 13 June and undocked R.M. on the 30 June. During this period the hull was sandblasted and repainted and both propellor shafts were removed for inspection and repair of stern tube bearings.
4. Seasonal leave continued for the Ship's Company.
5. The health, conduct and Morale of the Ship's Company were good.

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

(D.M. Davidson)

Lieutenant

for Captain,

Absent on Leave.

HN  
List 17

vs

L

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S.

*BASS*

Report of Proceedings

*15/8*

*July, 1961*

~~DCD~~ *16/8*

~~DCNS~~ *18/8*

~~1STNM~~ *21/8*

~~2ND NM~~ *22/8*

~~3RDNM~~ *25/8*

~~4THNM~~ *29/8*

~~SEC~~ *31/8*

~~CNPR~~ *25/9*

~~HNB(N5)~~ *23/10*

REGISTRAR

- DP )
- DTSR )
- DSD )
- DAWOT )
- DNI )
- HPB )
- DCNP )
- DOA )
- DMT )
- DDM )
- DPS )
- DGS )
- INR )
- DNES )
- MDG )
- DCNTS )
- DEE )
- DME )
- DNC )
- DW )
- HNB(N5) )
- REGISTRAR )

Separate Report circulating.

- Note :
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  - (b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

*27/6*



DEPARTMENT OF THE NAVY

22/1

MINUTE PAPER

H.M.A.S.

BASS

REPORT OF PROCEEDINGS.

July, 1961

421578

DP 16/8

DPSR 16/8

DAIOT 16/8

DNI 22/8

HEB 29/8

DCMP 30/8

DOA 31/8

DMT 1/9

DDM 4 Sep

DPS 11/9

DGS 16/9

INR 20/9

DNES 15/9

MDC 20/9

RCMTS 20/9

DEI 2/10

DMR 4/10

ADMC 5/10

DNC 5/10

DW 13/10

HNB(N5) 23/10

REGISTRAR

- HNB )
- DOD )
- DCNS )
- 1STNM )
- 2NDNM )
- 3RDNM )
- 4THNM )
- SEC )
- CNPR )
- HNB(N5) )
- REGISTRAR )

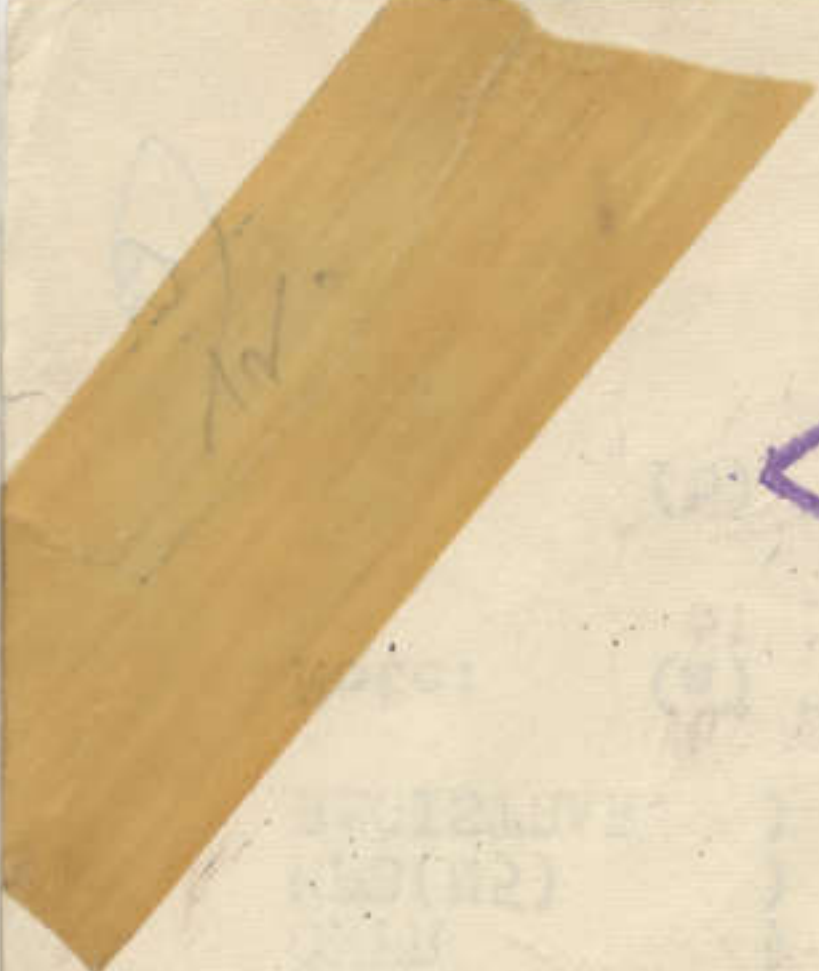
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2/9

Handwritten initials

M.P.  
19 SEP 1961



## ROYAL AUSTRALIAN NAVY

DEPT. OF NAVY CANBERRA St 6299		
1285	3	483
IN REPLY		Y/2/2
QUOTE No.		

H.M.A.S. BASS,  
at Sea.

5 August 1961



The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA

(Copies to: The Flag Officer in Charge, East Australia Area.  
The Hydrographer, R.A.N.)

REPORT OF PROCEEDINGS - JULY 1961

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command for the month of July 1961.

2. The ship remained alongside in Sydney until Wednesday 19th., and the Main Refit was completed, and stores were embarked.
3. At 0940 Wednesday 19th., the ship proceeded to No.4 Buoy, where a check Compass Swing was carried out. At 1400, berth was shifted alongside the fuelling lighter, and the ship was fuelled.
4. Fuelling was completed at 1540, and at 1600, the ship sailed for Port Alma and the Keppel Bay Survey Area. Passage was uneventful, but the weather was not good, and a continuous thirty degree roll was experienced until rounding Sandy Cape at dusk, Saturday 22nd.
5. The ship anchored off Sea Hill Point at 1100 Sunday 23rd. to remove sea lashings, and at 1130 weighed and proceeded up river to Port Alma, securing alongside at 1300. Port Alma was even more desolate than had been imagined, although there was a welcoming committee of four people and a small black lamb. Store sheds, a small unpainted galvanised iron 'Post Office' (handling a weekly mail) and mangrove swamp are the whole of Port Alma. My tentative programme had been to use Port Alma as a stores and water base, however, neither were available, and I decided on Gladstone for these requirements. Although some fifteen miles further from the Survey Grounds than Rockhampton, Gladstone has the more convenient access.
6. The ship remained alongside at Port Alma until 1415 Monday 24th. The Rockhampton Harbourmaster Captain WHITEHOUSE called on me at 1000, and, together with the Harbours Board Engineer, gave me useful information about the Survey Area and adjacent ports, and expressed a willingness to assist in any way possible. The ship

2. / sailed

12/8

N5

12  
12/1

expressed a willingness to assist in any way possible. The ship  
 we needed information about the ship's crew and passengers, and  
 we at 1000, and together with the Hydrographic Board, Royal  
 Navy. The Hydrographic Board, certain...  
 e. The ship remained alongside at Port Vila until 14th Monday  
 1899.  
 The ship's stores from the Hydrographic Board were the whole complement  
 these requirements. Although some fifteen miles further from the  
 bowler, neither were satisfactory, and I decided on Saturday for  
 the ship to use Port Vila as a store and water base,  
 (and) and the whole of Port Vila. My intention  
 a small number of volunteers from Port Office, (including a weekly  
 committee of local people and a small black camp. Some of the  
 details from my report were included, although there was a meeting  
 to Port Vila, including alongside at 1300. Port Vila was then  
 to remove the remaining, and at 1130 weighed anchor and proceeded to  
 2. The ship anchored off the point at 1100 Sunday 19th.  
 The ship was experienced with the ship's crew at anchor,  
 including, but the weather was not good, and a conditions ship  
 sailed for Port Vila and the keel was pulled up. The ship was  
 4. The ship was completed at 1240, and at 1000, the ship  
 sailed alongside the island, and the ship was then  
 where a check compass swing was carried out. At 1400, the ship  
 3. At 0840 Wednesday 18th, the ship proceeded to No. 4 buoy,  
 and the main belt was completed, and stores were embarked.  
 5. The ship remained alongside in Sydney until Wednesday 18th.  
 I have the honor to report the proceedings of H.M.A.S.  
 2772

1285/317  
HMAS Bass  
at heading

102

REPORT OF PROCEEDINGS - 18th July 1899

The Hydrographic Board (H.M.A.S.)  
 (Copies to: The Flag Officer in Charge, East Australia Area.  
 CIVILIAN  
 Naval Office,  
 Department of the Navy,  
 The Secretary,

2 August 1899  
at sea.  
H.M.A.S. Bass,

NAVY REGISTER  
M.A.S. 11 C  
TELEPHONE

RECEIVED  
11/18/99

ROYAL AUSTRALIAN NAVY

1582	3	483
CIVILIAN		

- 6.(Cont.) sailed from Port Alma at 1415 Monday 24th., and a marking party which had been landed at 0800, was recovered off Sea Hill at 1530. The ship then proceeded to anchor off Great Keppel Island at 1800.
7. A marking party was landed at 0800 Tuesday 25th. to mark Great Keppel Island and Peak Island, and the ship sailed to mark Egg Rock, Wife Rock, and mark and observe at Barren Island. Both tasks were completed by 1700, and the ship proceeded to anchor off Wedge Island at 1800, recovering the first marking party en route,
8. Wedge Island, Keppel Rocks, Cape Keppel and Hummocky Island were marked on Wednesday 26th. Observations were attempted at Cape Keppel and Hummocky Island, but time did not permit completion at Cape Keppel, and at Hummocky Island, clearing was only one quarter completed. Both parties were recovered by 1800, and the ship proceeded to anchor off Yeppoon at 2015.
9. The ship weighed at 0730 Thursday 27th., and closed Yeppoon. Tom Thumb was lowered at 0830, and I proceeded inshore to mark and observe at Bluff Point and Zilzie Hill. These two are Army Triangulation stations which had to be recovered to form the base from which the remainder of the triangulation would be worked. Despite a solid days digging, neither ground mark was recovered although pieces of triangulation beacons were found at both positions. Marks were erected in the most likely positions, but no observations were taken. I returned on board at 1800, and the ship proceeded to anchor off Great Keppel Island at 2015.
10. Observing parties were landed on Friday 28th., at 0745 at Great Keppel Island, and at 0900 at Peak Island. Both parties were recovered by 1300, and the ship proceeded to Hummocky Island, anchoring there at 1430. An Observing party was landed at 1445, and half the Ship's Company were landed as clearing party. Observations were completed and the parties recovered by 1750, and at 1800, the ship sailed to anchor off Gladstone at 0130 Saturday 29th.
11. No berth was available at Gladstone at 0800 Saturday 29th., and the ship remained at anchor. A berth became available at 1630, and the ship proceeded alongside at 1700, storing and watering on securing.
12. The ship sailed from Gladstone at 1000 Sunday 30th., and proceeded to Sea Hill and anchored there at 1835.
13. The ship remained at anchor at Sea Hill on Monday 31st.. Observations for tidepole levelling were carried out during the day, and a tidepole watcher was landed at Sea Hill Point. The Rockhampton Harbours Board have made available the Relief Pilot Quarters, obviating the necessity to set up a complete camp. Triangulation stations and sounding marks were computed and plotted during

13.(cont.) the day, and sounding boards were made up preparatory to commencing sounding on Tuesday 1st August.

14. As the Army Stations at Bluff Point and Zilzie Hill have not been recovered, it has not been possible to compute any triangulation. However all stations of H.M.A.S. MORESBY have been recovered to plotting accuracy, and have been plotted on the Transverse Mercator Grid, transferred from geographical positions. Although the stations are not plotted in their correct Grid Positions, they are correct relative to each other, and I intend to commence sounding using them thus. During the Ship's self refit period in Rockhampton, I intend to enlist the aid of the local Lands Department, and with a large body of diggers, to recover the Army ground marks at Bluff Point and Zilzie Hill, observe, and connect triangulations. Having computed the new and correct grid positions of the present stations, I then intend to transfer the grid to its correct position relative to the present plotted stations.

15. Tidepole levelling has posed an additional problem which has been resolved by comparative reading levelling. That is to say, readings from a levelled tidepole have been compared with readings from the tidepole to be used, and the pole levelled from the comparison.

16. The weather has been kind, and no time has yet been lost. However I have at times felt rather like Mathew Flinders, as it has been necessary in the dark at the northern end of Keppel Bay to navigate by dead reckoning and depth only. No Navigation lights being visible, and the radar being unserviceable.

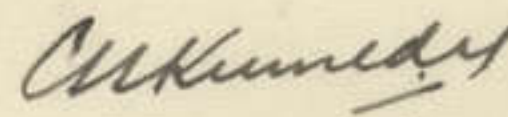
17. The appearance of the ship is improving both internally and externally.

18. Seasonal leave entitlements have been mainly completed, and short leave has been granted in Sydney and Gladstone. The Health Conduct and Morale of the Ship's Company are satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant,



(G.T. Kennedy)

Lieutenant

Captain

Enclosures:

Appendix A

Enclosure to the Captain, H.M.A.S. Bass' Letter Y/2/2 dated 5 August 1961

APPENDIX A

Distance steamed during the month:	1026.1 miles
Distance steamed since commissioning:	8522.2 miles
Hours underway during the month:	131 35/60
Hours underway since commissioning:	1157 30/60
Economical speed exceeded:	Nil.

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S.

BASS

Report of Proceedings

August, 1961

~~HAB~~ 19

~~DOD~~ 21/9.

~~DCNS~~ Good work is being done by Hans M. 1/4

~~1STNM~~ 22/9

~~2ND NM~~ 26/9.

~~3RDNM~~ 11/10

~~4THNM~~ 15/11

~~SEC~~ 19/11

~~CNR~~ 11/11

~~HNB(N5)~~ 20/11

REGISTRAR

- DP
- DTSR
- DSD
- DAWOT
- DNI
- HPB
- DCNP
- DOA
- DMT
- DDM
- DPS
- DGS
- INR
- DNES
- MDG
- DCNTS
- DEE
- DME
- DNC
- DW
- HNB(N5)
- REGISTRAR

Separate Report circulating.

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2/11



MINUTE PAPER

Port only

129

H.M.A.S.

BASS

REPORT OF PROCEEDINGS.

August, 1961

- DP ~~18/9~~
- DTSP ~~21/9~~
- DSD ~~21/9~~
- DAWOT ~~25/9~~
- DNI ~~21/9~~
- HEB ~~9/10~~
- DCNE ~~10/10~~
- DOA ~~10/10~~
- DMT ~~12/10~~
- DDM ~~12 Oct~~
- DPS ~~10/10~~
- DGS ~~19/10~~
- IMR ~~20/10~~
- DNES ~~20/10~~
- ADG ~~24/10~~
- DCWTS ~~26/10~~
- DCE ~~27/10~~
- DCE ~~27/11~~
- DCE ~~22/11~~
- DW ~~28/11~~
- HNB(N5) ~~30/11~~

REGISTRAR

- HNB )
- DOD )
- DCNS )
- 1STNM )
- 2NDNM )
- 3RDNM )
- 4THNM )
- SEC )
- CNPR )
- HNB(N5) )
- REGISTRAR )

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4/10

~~132~~

24 OCT 1961

(3)

(2)

24 OCT 1961

UNITED STATES  
NAVY  
OFFICE OF THE  
CHIEF OF NAVAL  
OPERATIONS  
WASHINGTON, D.C.  
20340

UNITED STATES

NAVY

OFFICE OF THE

CHIEF OF NAVAL

OPERATIONS

WASHINGTON, D.C.

20340

UNITED STATES

NAVY

OFFICE OF THE

CHIEF OF NAVAL

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WASHINGTON, D.C.

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CHIEF OF NAVAL

OPERATIONS

WASHINGTON, D.C.

20340

UNITED STATES

NAVY

OFFICE OF THE

CHIEF OF NAVAL

OPERATIONS

WASHINGTON, D.C.

20340

## ROYAL AUSTRALIAN NAVY

TELEPHONE:



St 6299		
DEPT. OF NAVY CANBERRA		
IN REPLY	Y/2/2	
QUOTE NO.	1285	3 508.

H.M.A.S. Bass,  
at Sea,

5 September 1961

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA

(Copy To: The Flag Officer in Charge, East Australia Area.  
The Hydrographer R.A.N.)

REPORT OF PROCEEDINGS - AUGUST 1961

Sir,

I have the honour to report the proceedings of H.M.A. Ship BASS under my command for the month of August 1961.

2. Sounding was carried out in the Keppel Bay Area until Saturday 12th., and the area sounded is shown in appendix B.
3. The ship sailed from Sea Hill at 0620 on Tuesday 1st., and proceeded to lay dan buoys at the Northern end of the Survey Area. Andres, Bognor and Capri were laid by 1200, and, after completing an echo sounder check, sounding was commenced at 1300. Sounding continued until 1745, when the ship anchored off Barren Island.
4. Tom Thumb was lowered at 0745 Wednesday 2nd., and ship and boatsounding continued throughout the day, until anchoring off Barren Island at 1755. Although a certain amount of time was lost while the portable echo sounder was checked and calibrated, boatsounding was completed at Barren Island in one day. This is a great improvement on the hand lead and line method previously employed, by which method, the task would have taken four days.
5. Heavy rain delayed sounding on Thursday 3rd, and, in lieu, Tom Thumb was lowered at 0730 to re-erect the mark on Egg Rock. This was completed at 0915, and by 1000, the rain had ceased, and sounding was commenced. Dan buoys Bognor and Capri were recovered by 1140, and Dino's laid at 1340. Ship and boatsounding, <sup>continued</sup> until 1715, when the ship anchored off Great Keppel Island. The Dan buoy working gallows fitted during the last refit proved successful for dan buoy recovery, to the extent that the previous record time of 6m 38s was reduced to 3m 58s, despite orders to recover dan buoys carefully and slowly.
6. The ship weighed at 0730 Friday 4th., and sounding commenced at 0800. By 1300, the wind had risen to Force 7 from the South East, and sounding was abandoned, the ship proceeding to the shelter of Sea Hill Point, and anchoring there at 1600.
7. There was no change in the weather over the weekend

/. para 7 (cont)

1. There was no change in the weather over the morning of the Hill Point and anchoring there at 1000. Boat and sounding was abandoned, the ship proceeded after 0800. By 1300, the wind had risen to force 4 from the north. The ship weighed at 0130 flying off and commenced and stowage. Reduced to 3rd sea, weather orders to recover gun prows carefully recovered, to the extent that the breeches recoiled *1285/31A* of 3rd sea was *H.M.A.S. Bass* *as heading* *11/12* *11/12* when the ship anchored off Great Keppel Island. The gun prows working by 1140 and done, a tug at 1340. Ship and post-sounding *11/12* *11/12* sounding was commenced. Gun prows boomed and cables were recovered. This was completed at 0812, and by 1000, the rain had ceased, and then, low water was lowered at 0130 to re-erect the mark on Egg Rock.

2. Heavy rain delayed sounding on Thursday 3rd, and in a rough weather, the task would have been done. Great involvement on the part of the ship and the weather breeches employed, post-sounding was completed at 0115 in one day. This is a matter the boat's crew sounder was checked and completed, better island at 1122. Although a certain amount of time was lost and post-sounding continued throughout the day, with anchoring off.

4. Low water was lowered at 0142 Wednesday 5th, and ship continued until 1142, when the ship anchored off Better Island. The gun prows sounder check, sounding was commenced at 1300. Sounding was done, cables, booms and cables were laid by 1500, and after completion and proceeded to lay gun prows at the northern end of the island.

3. The ship sailed from Hill Point at 0820 on Tuesday 1st, 2nd, 3rd, and the area sounder is given in appendix B. Sounding was carried out in the Keppel Bay area until ship was under way commencing for the month of August 1961.

I have the honour to report the proceedings of H.M.A.S. Bass.

REPORT OF PROCEEDINGS - AUGUST 1961

The Hydrographer R.A.N.

(Copy to: The Flag Officer in Charge, East Australian Area)

NAVY OFFICE,  
DEPARTMENT OF THE NAVY,  
THE SECRETARY.

2 September 1961

at sea  
H.M.A.S. Bass

NAVY OFFICE  
C 18 28 11  
REC-1

1282 3 208  
- SHIP NO -  
IN SERVICE 1/5/5  
H.M.A.S. BASS  
OF THE NAVY

ROYAL AUSTRALIAN NAVY

7.(Cont.) and the ship remained at anchor at Sea Hill. Tide pole watchers were changed round at noon Sunday 7th.

8. The Ship weighed at 0615 Monday 8th., and proceeded to Yeppoon. Tom Thumb was lowered at Double Island Point, and mail ~~was~~<sup>was</sup> collected. Sounding was attempted during the afternoon, but was not successful, and the ship anchored in the lee of Great Keppel Island at 1700.

9. The weather was the same on Tuesday 8th., and sounding was again abandoned. I decided to proceed to Sea Hill and attempt to fix marks for the large scale surveys. Observing parties were landed at 1130, returning on board at 1740.

10. The wind appeared to be easing at 0400 Wednesday 9th and the ship weighed and proceeded at 0545, and dan buoy Embers was laid at 0800. Sounding commenced on completion of laying the buoy, and continued then until 1730 Thursday 10th., when the ship anchored off Humpy Island.

11 Sounding commenced at 0815 Friday 11th., and continued until 1150. Tom Thumb was lowered at that time to re-erect the mark on Wedge Island. Sounding then continued until 1510, when Tom Thumb was recovered. Andres had been discovered missing during this period, and the ship proceeded to carry out a search. Tom Thumb was lowered at 1600 to carry out a shoal investigation, and at 1615, Andres was sighted aground on Barren Island. The dinghy was lowered at 1650 to carry a recovery line to Andres for recovery. This was successful, and Andres was towed to sea and recovered by 1730. Tom Thumb was recovered at 1800, and the ship proceeded to anchor off Great Keppel Island. This however was not to take place, as at 1820, a message was received from the Harbourmaster at Rockhampton, that a Fitzroy River Pilot would be available at 0730 Saturday 12th., and then not until Thursday 17th.. I decided to use the Saturday period, and, in view of Andres demise, decided to weigh the remaining two beacons before leaving the area. Unfortunately, as there was no moon, and the dan buoys were unlit, this proved to be easier said than done. Several runs had to be made before Dinos was found, and it <sup>was</sup> 2030 before Embers was recovered, however the ship was anchored at Sea Hill Point at 2320.

12 The Pilot - Captain D. WHITEHOUSE was embarked at Sea Hill at 0730, and the ship weighed and proceeded up the Fitzroy River to Rockhampton, securing there at 1130. The river certainly denotes its charted caution, and appears to be rapidly silting up. A least depth of  $4\frac{1}{2}$  feet was obtained at three places which were recorded as 10 feet in 1951, and 6 feet in 1958.

/ . para 13.

13. The ship remained alongside at Rockhampton until Monday 21st., and the period was used to paint ship.

14. I landed as planned with a digging party on Thursday 17th to the army marks at Zilzie and Bluff Point. Although a large area was dug up at both points, no trace of the Army triangulation marks was found, and the day was unsuccessful.

15. The Ship was opened to visitors on Saturday 19th., and approximately 450 visitors were shown over the ship. The static display of Surveying equipment and methods once again proved very popular.

16. The pilot was embarked at 1430 Monday 21st., and the ship sailed from Rockhampton. River passage was again uneventful, and Captain WHITEHOUSE was disembarked at Junction Bacon at 1900, the ship anchoring at Sea Hill at 1940..

17. At 0800 Tuesday 22nd, observing and clearing parties were landed at Sea Hill Point to clear, mark and observe at Mount Barker and Cape Keppel. The ship remained at anchor during the day, and both parties returned to the ship at 1930.

18. Observations were not completed on Tuesday, and an observing party was landed at Sea Hill Point at 0715 Wednesday 23rd. The ship weighed anchor at 0730, and proceeded to Cape Capricorn, where a second observing party was landed at 0930. This party returned to the ship at 1230, and was landed again at Hummocky Island at 1330. Both observing parties were finally recovered at 1830, and the ship sailed for Townsville.

19. Pleasant weather held for the passage, which was uneventful, and at 1600 Friday 25th., the ship secured astern of H.M.A.S. WARREGO, at No.2 Pier, Townsville. I had the honour to call on the captain of WARREGO - Commander N.L. SANDERSON OBE RAN at 1630, and was welcomed to Townsville, and shown my survey task.

20. The ship remained alongside at Townsville until 0800 Monday 28th., when I sailed for Great Palm Island to store and water WARREGO's Red Slave Lambda camp. Sounding commenced between Magnetic Island and Great Palm Island at 1530, and continued for the remainder of the month. The ship completed approximately 640 miles of sounding during the month.

21. The Rockhampton Harbours Board have been most helpful during the period to 23rd., and no assistance has been too much trouble for them. The Ship's Company were made honorary members of various clubs during the Ship's period in Rockhampton, and the local Naval Association arranged entertainment on more than one occasion. My Officers and I were also guests at a cocktail party given by H.M.A.S. WARREGO, in Townsville.

2. para 22.

page 4.

22. Lieutenant (sg) A CACHOLA, Phillipines Navy joined the ship on 20th. August at Rockhampton.

23. The appearance of the ship is still improving both internally and externally.

24. Short Leave has been given in Rockhampton and Townsville, and the Health, conduct and morale of the Ship's Company are satisfactory.

I have the honour to be,

Sir,

Your Obedient Sevrant,

*G.T. Kennedy*

(G.T. Kennedy)

Lieutenant

Captain

Encl.

Appendices A and B.

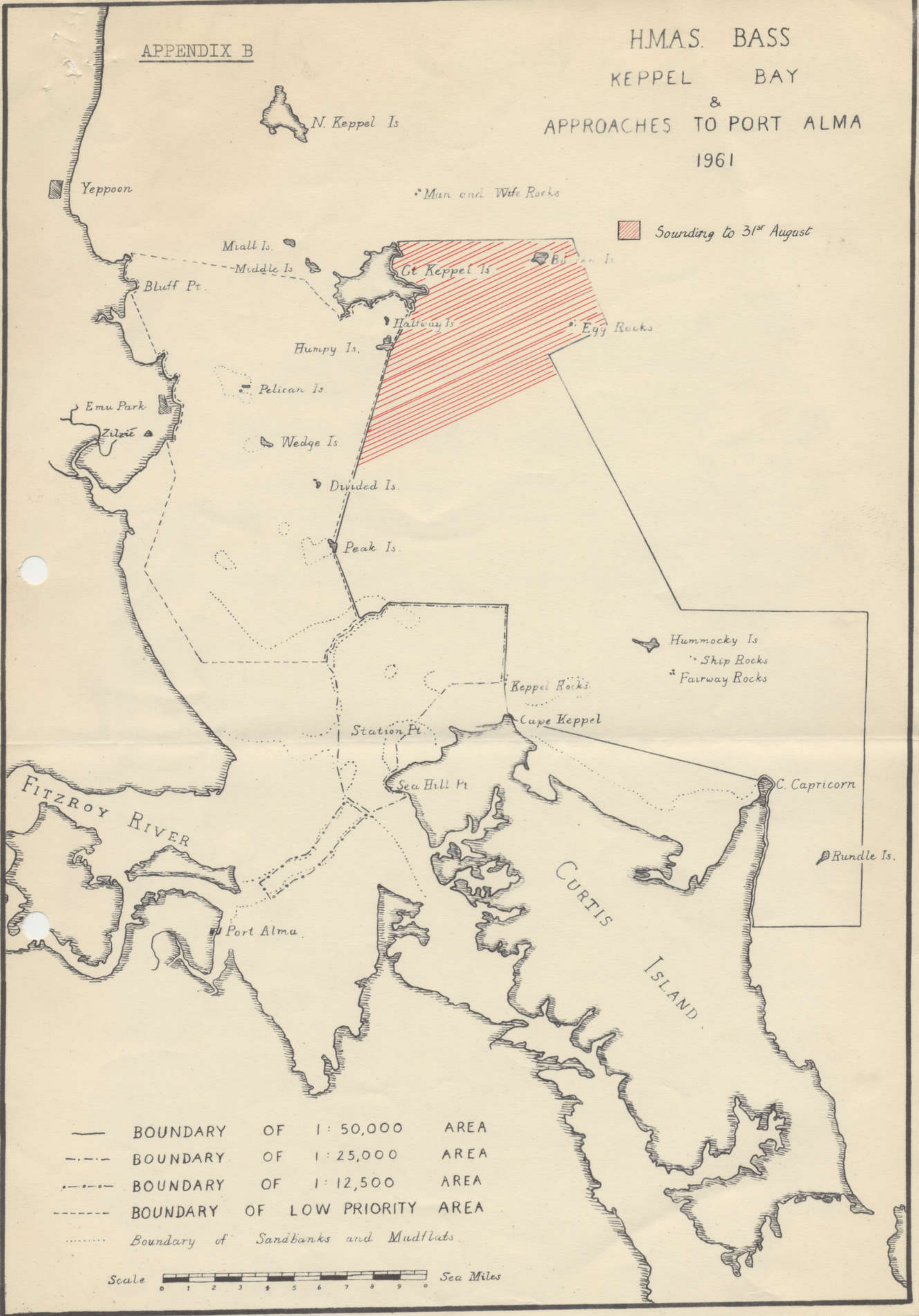
Enclosure to the Captain, H.M.A.S. BASS' Letter Y/2/2 dated 5 September 1961

APPENDIX A

Distance steamed during the month:	1424.4 mls
Hours underway during the month:	189 25/60
Distance steamed since commissioning:	9946.6 miles
Hours underway since commissioning:	1346 55/60
Economical speed exceeded:	Nil.



H.M.A.S. BASS  
KEPPEL BAY  
&  
APPROACHES TO PORT ALMA  
1961



DEPARTMENT OF THE NAVY

1285-3-519

MINUTE PAPER

H.M.A.S. BASS

Report of Proceedings

September 1961

~~HNB~~

~~DOD~~

~~DCNS~~

~~1STNM~~

~~2ND NM~~

~~3RDNM~~

~~4THNM~~

~~SEC~~

~~CNTR~~

~~HNB~~

REGISTRAR

- DP
- DTSR
- DSD
- DAWOT
- DNI
- HPB
- DCNP
- DOA
- DMT
- DDM
- DPS
- DGS
- INR
- DNES
- MDG
- DCNTS
- DEE
- DME
- DNC
- DW
- HNB(N5)
- REGISTRAR

Separate Report circulating.

- Note :
- (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
  - (b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

*[Handwritten initials]*

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S.

13955

REPORT OF PROCEEDINGS.

September 1961

L6/10

- DP 16/10
- DTSR 17/10
- DED 17/10
- DAWOT 23/10
- DND 23/10
- HPS 21/11
- DCNP 21/11
- DOA 21/11
- DMT 21/11
- DEM 3 Nov.
- DPS 7/11
- DCS 9/11
- INR 10/11
- DNES 10/11
- MDC BC 20/11
- DCNIS 23/11
- DEE 23/11
- DME 5/12
- DNC 12/12
- DW 19/12

- HNB(N5)
- REGISTRAR
- HNB
- BCD
- DCNS
- 1STNM
- 2NDNM
- 3EDNM
- 4THNM
- SEC
- CNTR
- HNB(N5)
- REGISTRAR

Separate Report Circulating

- Note:
- (a) This report should be dealt with and passed on promptly.
  - (b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

21 NOV 1961

15/10/61

10 NOV 1961

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## ROYAL AUSTRALIAN NAVY

TELEPHONE:

St 6299

IN REPLY

QUOTE No.

Y/2/2

1285

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519.

H.M.A.S. Bass,

at Sea.

4 October 1961



The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA

(Copy to: The Flag Officer in Charge, East Australia Area  
The Hydrographer, R.A.N.)

REPORT OF PROCEEDINGS - SEPTEMBER 1961

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command for the month of September, 1961.

2. The ship remained in the Townsville Area until Saturday 23rd., sounding as directed by the Captain, H.M.A.S. WARREGO.
3. Sounding commenced at 0730 Friday 1st for one hour, when I proceeded to rendezvous with H.M.A.S. WARREGO off Great Palm Island, securing alongside her at 0940. Stores were transferred, and at 1035 I slipped from H.M.A.S. WARREGO, and proceeded to South East Cape, Palm Island to store the Red Slave Lambda Camp. This was completed by 1230, and sounding was recommenced. Sounding then continued until 1805, when the ship proceeded to Townsville, securing alongside East side No. 2 Pier at 1940.
4. H.M.A.S. SWAN entered harbour at 0900 Saturday 2nd., and I had the honour to call on the Captain, Commander N.A. BOASE R.A.N., at 0930.
5. The ship sailed from Townsville at 0900 Sunday 3rd., and proceeded to South East Cape, Palm Island, anchoring there at 1300. The Red Slave Lambda Camp was stored during the afternoon, and recreation leave was granted to the Ship's Company.
6. An Observing Party was landed at 0730 Monday 4th., and sounding commenced at 0745. The Observing Party was recovered during sounding at 1400, and sounding was completed at 1800, the ship anchoring off South East Cape.
7. Ship and boat sounding was carried out on Tuesday 5th., and Wednesday 6th., the ship anchoring each night off Great Palm Island. Mail was collected from H.M.A.S. WARREGO's Survey Motor Boat at 1230 Wednesday 6th.
8. The wind rose during the night of 6th/7th, and by 0730 Thursday 7th., was blowing Force 6 from the South East. Sounding however was possible, and commenced at 0730 until 1815 when the

2/ para 8 (cont.)

HN  
2/10

NS

however was possible, and commenced at 0130 until 1812 when the  
unpleasant weather was blowing force 6 from the south east, sounding  
8. The wind rose during the night of 1st/2nd, and by 0130  
Wednesday 2nd.

1285/317

Mail was collected from H.M.A.S. MANBAGO, a General Motor Boat at 1530  
Wednesday 2nd, the ship anchoring each night on the beach, and  
1. Ship and post sounding was carried out on Tuesday 1st, and  
anchoring off south east cove.

H.M.A.S. Base  
as heading

sounding at 1400, and sounding was completed at 1800, the ship  
sounding commenced at 0142. The operating party was recovered during  
2. An operating party was landed at 0130 Monday 4th, and  
reception gear was started to the ship, a company.

The Red Signal Lamp was stored during the afternoon, and  
proceeded to south east cove, Bay Islands, anchoring there at 1300.  
2. The ship sailed from Downville at 0800 Sunday 3rd, and  
at 0830.

and the honour to call on the Captain, Commander H.A. BOYSE R.A.N.,  
4. H.M.A.S. MAN entered port at 0800 Saturday 2nd, and I  
alongside east side No. 5 Pier at 1840.

continued until 1802, when the ship proceeded to Downville, anchoring  
completed by 1530, and sounding was recommenced. Sounding then  
cove, Bay Islands to store the Red Signal Lamp. This was  
at 1032 I started from H.M.A.S. MANBAGO, and proceeded to south east  
Islands, anchoring alongside pier at 0840. Stores were transferred, and  
when I proceeded to rendezvous with H.M.A.S. MANBAGO off Great Bay

3. Sounding commenced at 0130 Friday 1st for one hour,  
5. Sounding as directed by the Captain, H.M.A.S. MANBAGO.  
5. The ship remained in the Downville area until Saturday  
BASE under my command for the month of September, 1961.

I have the honour to report the proceedings of H.M.A.S.  
21.

REPORT OF PROCEEDINGS - SEPTEMBER 1961

The Hydrographer, R.A.N. )  
(Copy to: The Flag Officer in Charge, East Australian Area  
NAVY OFFICE,  
Department of the Navy,  
The Secretary,

4 October 1961

at sea.

H.M.A.S. Base,		
1382	3	210
BOOK NO.	1/5/5	
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ROYAL AUSTRALIAN NAVY

TELEPHONE:

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8.(Cont.) ship anchored in the lee of Magnetic Island.

9. Sounding continued on Friday 8th., and the ship anchored off White Rock Light at 1800. A rendezvous with H.M.A.S. WARREGO's Survey Motor Boat was made in the lee of Horseshoe Bay at 0940 Saturday 9th., and mail was landed. Sounding continued until 1300, when mail was collected in Horseshoe Bay, and then until 1800. I had planned to proceed to Kelso Reef on completion of sounding for a 'Fishing' Sunday, but the weather was too bad, and the ship anchored in Challenger Bay at 1915.

10. The ship remained at anchor in Challenger Bay on Sunday 10th. Divisions and Prayers were held during the forenoon, and after consultation with the Palm Island Aboriginal Settlement Authorities, Recreational Leave was granted during the afternoon.

11. The ship weighed anchor at 0630 Monday 11th., and proceeded to commence sounding at 0800. Mail, which I had collected on Saturday 9th., was landed at Red Slave camp at 1115, and sounding continued until 1830, when the ship anchored off Palm Is..

12. Sounding was interrupted at 1030 Tuesday 12th., when Tom Thumb was lowered to collect empty water and fuel drums from Red Slave Camp, and an L.R.E.M. for transfer to H.M.A.S. WARREGO in Townsville. Sounding recommenced at 1130, and continued until 1820, when the ship proceeded to Townsville, securing alongside East side No. 2 Pier at 1940.

13. The ship remained alongside at Townsville until 0530 Thursday 14th., and sounding commenced at 0720 that day. The South Easterly wind had blown itself out, and it was a pleasant change to be able to stand up without holding on to something. The ship anchored off South East Cape at 1120, and the Lambda Camp was stored watered and fuelled. Sounding recommenced at 1300, and continued until 1830, when the ship anchored off White Rock Light.

14. Ship and boatsounding commenced at 0745 Friday 15th., and continued in perfect weather until 1830. Tom Thumb was recovered at 1920, and the ship anchored on the sounding line at 1945. The area was completed at 1600 Saturday 16th., and the ship proceeded to Bowling Green Bay, anchoring in Company with H.M.A.S. WARREGO at 1845.

15. I called on Commander SANDERSON at 1100 Sunday 17th., to deliver the completed task, and receive instructions from him for the next week. I returned on board at 1215, and at 1230, the ship weighed anchor and proceeded to Morinda Shoal anchoring there at 1800. A fishing competition was held on arrival, and with far more enthusiasm than skill, some fifty pounds of Sweetlip were caught.

16. At 0545, the ship weighed and proceeded from Morinda Shoal, and sounding commenced off Cape Bowling Green at 0755.

16. (Cont.) A coastlining party was landed at 0945 at Cape Bowling Green Light, and the ship continued sounding until 1620, when the party was recovered. Sounding then continued until 1820, and the ship anchored to the South West of Cape Bowling Green.

17. Sounding was commenced at 0800 Tuesday 19th., but was delayed, as the nature of the bottom prevented soundings from being obtained in depths under twenty feet. To overcome this, the RAYTHEON portable echo sounder was rigged. This proved successful, and sounding continued for the remainder of the day until anchoring at 1815 in Bowling Green Bay.

18. Sounding commenced at 0800 Wednesday 20th., and continued during daylight hours until 1610 Thursday 21st., when the ship sailed for Townsville, securing alongside East side Sugar Wharf at 1935.

20. The ship remained alongside at Townsville on Friday 22nd. fuelling and storing for what is to be the longest period this season without replenishment.

21. At 0830 Saturday 23rd., the ship slipped and proceeded from Townsville, setting course for Keppel Bay. Identities were exchanged with H.M.A.S. VAMPIRE at 1300, by which time it had become obvious that this was not to be a pleasant passage. The wind, which had been a light breeze as we left Townsville, had backed to the South East and increased to force 6, and seas had risen to six feet. Speed made good was reduced to six knots, and ship work was brought to a standstill, with spray reaching as high as the radar aerial. This weather continued throughout the passage, moderating during the morning of Monday 25th., and the ship arrived at Keppel Bay in excellent weather. This was the ship's first period of prolonged steaming into a heavy sea, and on the whole, she behaved reasonably well, although the movement was most uncomfortable, and the spray was excessive. The ship was completely salt encrusted on arrival at Keppel Bay, and one or two pieces of seaweed were found on the bridge deck.

22. The ship anchored at Sea Hill at 1300 Monday 25th., and the tidepole watcher was landed. Several marks had fallen during the period away from the area, and the ship weighed and proceeded at 1400 to land a marking party at Wedge Island. Dan buoys Flamingo and Grotto were laid and fixed by 1730, and after recovering the marking party, the ship anchored at Humpy Island at 1830.

23. A marking party was landed at Great Keppel Island at 0745 Tuesday 26th., and ship sounding commenced at 0820. The marking party continued with coastlining and boatsounding after visiting the mark, and was recovered when the ship anchored off Great Keppel Island at 1830.



24. Ship and boatsounding commenced in glorious weather at 0800 Wednesday 27th., and continued until 1200, by which time the wind had backed to the South East and increased to force 4. As the weather shewed signs of worsening at this time, the ship proceeded to recover Tom Thumb, as there is no shelter from a South Easterly wind at the Northern end of the survey area. Sounding recommenced at 1300, and by 1700, it was apparent that caution had been justified, as the wind had increased to force seven, and the sea to six feet. Sounding was abandoned at this time, and the ship proceeded to anchor in the lee of Sea Hill, at 1830.

25. The weather appeared to have improved at 0600 Thursday 28th., and the ship sailed from Sea Hill at 0630. Sounding commenced at 0815, and was abandoned at 0830, as the echo sounder was un - readable, due to quenching. The ship returned to Sea Hill, anchoring there at 1015, and a marking and clearing party was landed to South Hill to prepare for observations for the final triangulation adjustment. Clearing was not completed until 1730, and the party was marooned by the falling tide, eventually returning to the ship at 2130. The ship remained at anchor at Sea Hill overnight.

26. There was no change in the weather at 0530 Friday 29th., and the ship remained at anchor at Sea Hill. An observing party was landed at 0630 to Broadmount, and at 1000, I landed to Mt. Barker. Observations were taken from both places for the final triangulation adjustment, but owing to poor visibility, neither were successful.

27. The ship weighed anchor at 0630 Saturday 30th., and an observing party was landed at Peak Island at 0755. Sounding commenced at 0815, and continued until 1530, when the observing party was recovered. A second tidepole watcher was landed at Sea Hill at 1700, and the ship secured alongside at Port Alma at 1820 to commence a series of 48 hour tidal observations. These will be taken to enable tidepole zero and chart datum to be accurately transferred from Port Alma to Sea Hill.

28. For the month, a record total of 1237 miles of sounding was completed (of which, the area sounded in Keppel Bay is shewn in Appendix B), and two thousand nine hundred and thirty one fixes were taken, representing an estimated thirteen thousand one hundred and ninety paper soundings. The Keppel Bay triangulation has been provisionally calculated from Army Survey Corps Fourth Order Triangulation Stations, and observations have commenced for the final adjustment from South Hill and Broadmount.

29. Lieutenant (sg) A. CACHOLA Phillipines Navy left the ship in Townsville on Friday 22nd..

30. The appearance of the ship is satisfactory internally, but externally suffered a severe setback during the heavy weather

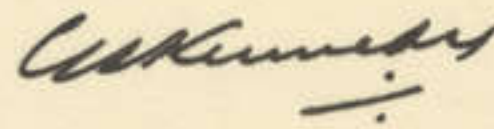
30.(Cont.) on passage, and is unsatisfactory.

31. Night leave has been granted in Townsville on three occasions during the month, recreational leave once to Palm Island, and whilst in company with H.M.A.S. WARREGO in Bowling Green Bay, the opportunity was taken to transfer a cinema party. The Health, conduct and morale of the Ship's Company are satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant,



(G.T. Kennedy)

Lieutenant

Captain

Enclosures:



Appendices A and B.

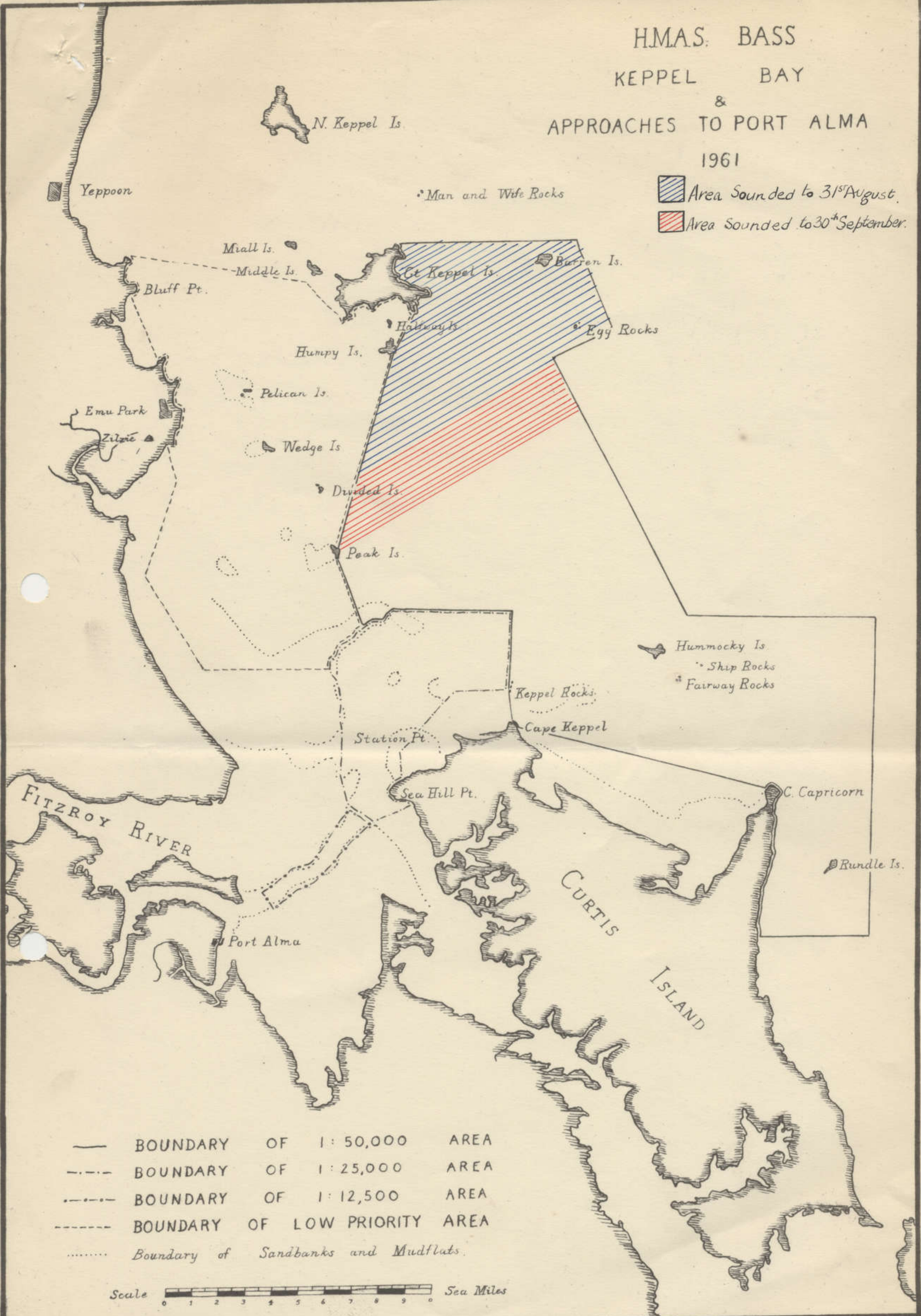
Enclosure to the Capatin, H.M.A.S. BASS' Letter Y/2/2 dated 5 October 1966

APPENDIX A

Distance Steamed during the month:	2287.1 mls.
Hours underway during the month:	288 55/60
Distance steamed since commissioning:	12,234.3 mls.
Hours underway since commissioning:	1635 50.60
Economical speed exceeded:	Nil

# H.M.A.S. BASS KEPPEL BAY & APPROACHES TO PORT ALMA 1961

 Area Sounded to 31<sup>st</sup> August.  
 Area Sounded to 30<sup>th</sup> September.



— BOUNDARY OF 1:50,000 AREA  
 - - - BOUNDARY OF 1:25,000 AREA  
 - · - · BOUNDARY OF 1:12,500 AREA  
 - - - BOUNDARY OF LOW PRIORITY AREA  
 ····· Boundary of Sandbanks and Mudflats.

Scale  Sea Miles

DEPARTMENT OF THE NAVY

MINUTE PAPER

12/11

H.M.A.S.

BASS

Report of Proceedings

HNB

October, 1961

DOD

DCNS

1st NM

2nd NM

3rd NM

4th NM

SEC

CNFR

HNB (N5)

REGISTRAR

- DP
- DTSR
- DSD
- DAWOT
- DNI
- HPB
- DCNP
- DOA
- DMT
- BDM
- DPS
- DCS
- INR
- DNES
- MDG
- DCNTS
- DEE
- IME
- DNC
- DW
- HNB(N5)
- REGISTRAR

Separate Report circulating.

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- (b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

1285-3-547

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S.

*BASS*

REPORT OF PROCEEDINGS.

*October, 1961*

DP *2/2/12*

DTSR *29/11*

DSD *11/12*

DAWOT *11/21/12*

DNI *11/21/12*

HPB *(see heading)*

DCNB *11/21/12*

DOC *19/12*

DMT *20/12*

DDM *21/12*

DPS *21/12*

DCS *21/12*

INR *3/2*

DNES *5/1*

MDG *9/1*

DCNPS *10/1*

DEE *11/1*

DME *15/1*

DNC *18/1*

DW *6/2*

HNB(N5) *13/3*

REGISTRAR

- HNB
- DOD
- DCNS
- 1st NM
- 2nd NM
- 3rd NM
- 4th NM
- SEC
- CNPR
- HNB(N5)
- REGISTRAR

Separate Report Circulating.

- Note:
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1484

BRAN  
- 9 JAN 1962

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SUBJECT: [Faint, illegible text]

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## ROYAL AUSTRALIAN NAVY

TELEPHONE:

CAN		St 6299
1285	3	547.
IN REPLY		
QUOTE NO. Y/2/2		



H.M.A.S. Bass,  
at Sea.

4 November 1961

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA

(Copies to: The Flag Officer in Charge, East Australia Area.  
The Hydrographer, R.A.N.)

REPORT OF PROCEEDINGS - OCTOBER 1961

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command for the month of October 1961.

2. The ship remained alongside at Port Alma until 1120 Monday 2nd., while continuous tide pole readings were taken for final transfer of chart datum.

3. An observing party was landed to South Hill at 1300 Monday 2nd., and the ship commenced sounding at 1430. The observing party was recovered at 1910 off Timandra Bank Buoy, and the ship anchored off Humpy Island.

4. Ship and boatsounding was continued on Tuesday 3rd., and a permanent mark was placed on Great Keppel Island. The ship anchored at Sea Hill at 2100. An observing party was landed to Sea Hill at 0715 Wednesday 4th., and the ship commenced sounding at 0815. The observing party was recovered off Keppel Rocks at 1600, and on completion of sounding at 1800, the ship proceeded to Egg Rock, anchoring there at 1910.

5. Boatsounding at Egg Rock was completed by 0830 Thursday 5th., and an observing party was landed to South Hill at 1130. The ship then continued sounding at Hannah Rock until 1600, when dan buoy Grotto was recovered. Flamingo was recovered at 1715, Tom Thumb at 1840, and at 1900, the ship sailed for Brisbane.

6. Passage was uneventful, but the weather was bad, with a strong Easterly blowing from about midday Friday 6th.. Continuous rolls of forty to fortyfive degrees were experienced during the morning of Saturday 7th., and a roll of fiftyfive degrees was recorded. No damage was done however, and the ship secured alongside H.M.A.S. MILDURA at New Farm Naval Wharf, Brisbane at 1220 Saturday 7th.

7. The ship remained alongside at Brisbane until 1200 Saturday 14th.

2./ para. 8





8. General ship maintenance and minor repairs were carried out during the week. On closing down machinery on arrival, the Main Sea Water inlet valve was found to be holed and leaking. This was caused by electrolytic corrosion, and the pipe had to be renewed. This was done with the assistance of H.M.A.S. MORETON, who were most helpful in this and in all other ways during the week.
9. The ship sailed from Brisbane at 1200 Saturday 14th., and after an uneventful and calm passage, anchored at Sea Hill at 0720 Monday 17th.
10. A tidepole watcher was landed at Sea Hill at 0720 Monday 16th., and ship and boatsounding continued for the remainder of the week. Coastlining and marking parties were landed on Wednesday 18th., and Thursday 19th.. The ship sailed for Gladstone at 1900 Friday 20th., anchoring off Auckland Point Jetty at 0300 Saturday 21st..
11. Berth was shifted to alongside Auckland Point Jetty at 0800 Saturday 21st., and the ship remained alongside embarking stores and water until Sunday 22nd.. At 1100 Sunday 22nd., the ship slipped from Auckland Point Jetty and proceeded to Sea Hill, anchoring there at 1815.
12. Ship and boatsounding commenced at 0900 Monday 23rd., after landing the tidepole watcher at Sea Hill, and continued for the rest of the week. Dan buoys 'Harry's' and 'Inferno's' were laid on Tuesday 24th., and Thursday 26th., respectively. Harry's was recovered at 1755 Saturday 28th., and the ship anchored off Sea Hill at 1930.
13. The ship remained at anchor at Sea Hill on Sunday 29th., Divisions and Prayers were held during the forenoon, and mail was collected from Port Alma. Recreation leave was granted to Sea Hill during the afternoon, and tidepole watchers were changed round.
14. The ship sailed from Sea Hill at 0630 Monday 30th. Dan buoy Inferno was recovered at 0830, and 'Julies'' and King's' were laid. Ship and boatsounding commenced at 1100, and continued until the ship anchored off Fairway Island at 1830.
15. Dan Buoy Julies' was recovered at 0810 Tuesday 31st., and 'Luigi's' and 'Mario's' were laid. Ship and boatsounding then continued until 1815 when the ship anchored off Hummocky Island, and Tom Thumb was recovered.
16. Six hundred and sixty one miles of ship sounding were completed during the month, and one hundred and twenty one miles of boatsounding. A total of three thousand three hundred and ninety three fixes were taken, four shoal examinations carried out (three of which were previously uncharted shoals), and

3./ para 16 (cont.)

16.(cont.) eight dan buoys were laid and recovered. The Area sounded is shewn in Appendix B.

17. I called on the Naval Officer in Charge, Queensland - COMMANDER J FERGUSON D.S.C. R.A.N. on Saturday 7th., and my call was returned on the same day. I also made an appointment to call on the vice Mayor of Brisbane, however, when I arrived to pay my call, I found that the vice Mayor could not keep his appointment. No further attempts to call were made.

18. On Thursday 10th., I was invited to appear on the A.B.C. weekly television show - 'Focus', and I talked on the R.A.N. Hydrographic Service. The show lasted for five minutes, and I was amused to note that I was in the make up chair for twenty minutes!

19. The external appearance of the ship is improving, and the internal appearance remains good.

20. Weekend leave was granted in Brisbane, short leave in Gladstone, and recreation leave to Sea Hill. Twelve members of the Ship's Company donated blood to the Brisbane Blood Bank. This constitutes 75% of the Ship's Company, and I think the percentage must be close to a record.

21. The Health, Conduct and Morale of the ship's Company are good.

I have the honour to be,

Sir,

Your Obedient Servant,

*G.T. Kennedy*

(G.T. Kennedy)

Lieutenant

Captain

Encl.

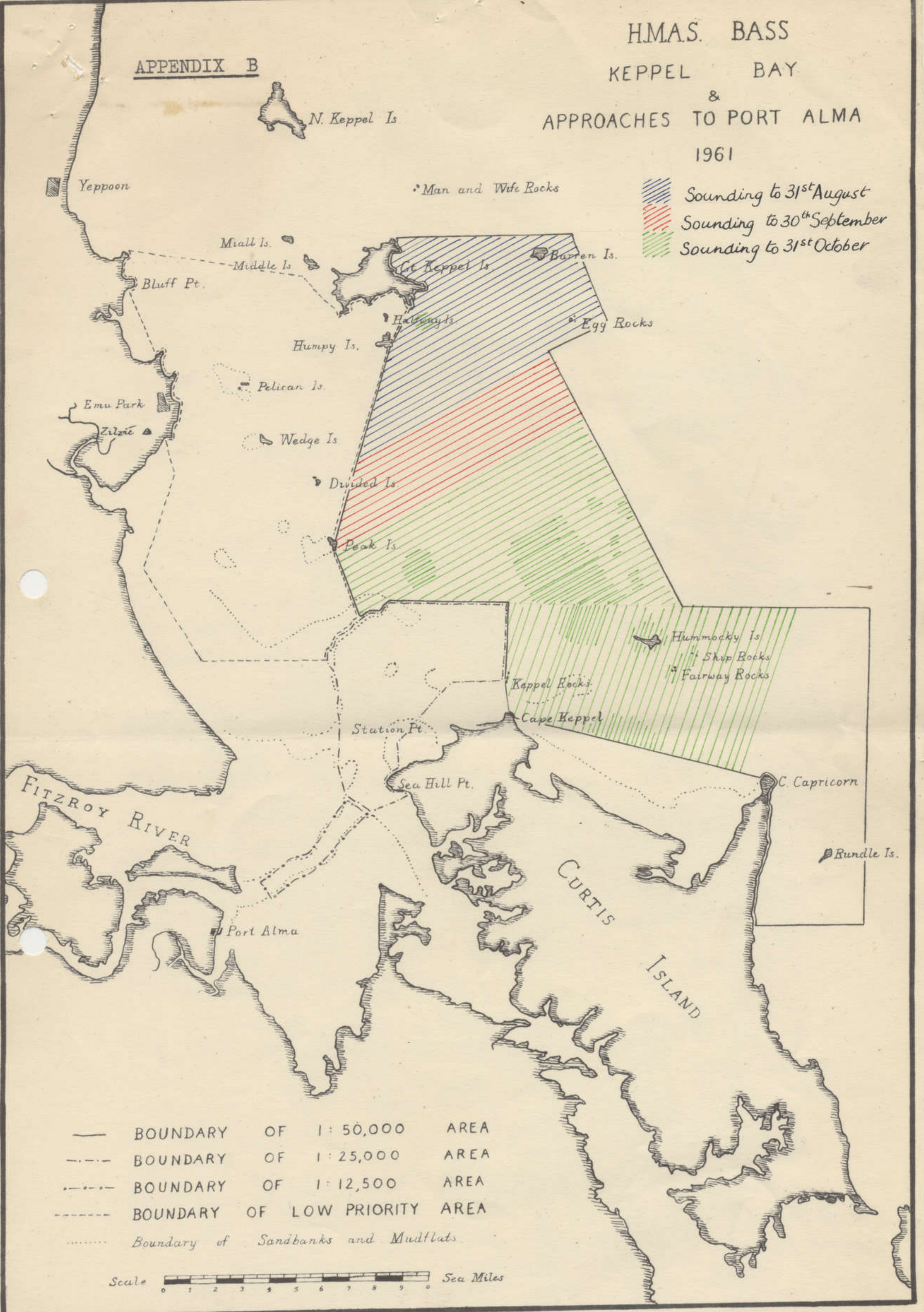
Enclosure to the Captain, H.M.A.S. BASS' Letter Y/2/2 dated 4 November 1961

APPENDIX A

Distance Steamed during the month:	2094.5 miles
Hours underway during the month:	283 40/60
Distance Steamed since commissioning:	14,328.8 miles
Hours underway since commissioning:	1919 30/60
Economical Speed exceeded:	Nil

APPENDIX B

H.M.A.S. BASS  
KEPPEL BAY  
&  
APPROACHES TO PORT ALMA  
1961



- BOUNDARY OF 1:50,000 AREA
- - - BOUNDARY OF 1:25,000 AREA
- · - · BOUNDARY OF 1:12,500 AREA
- - - - BOUNDARY OF LOW PRIORITY AREA
- ..... Boundary of Sandbanks and Mudflats

Scale 0 1 2 3 4 5 6 7 8 9 10 Sea Miles

J

1285 - 3 - 560

1285

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. BASS REPORT OF PROCEEDINGS.

November 1961

- ~~DE~~ *Libra*
- ~~DTSR~~ *2/12*
- ~~DSD~~ *2/12*
- ~~DAWOT~~ *2/11*
- ~~DNI~~ *2/11*
- ~~HPB~~ *2/11*
- ~~DCNE~~ *2/11*
- ~~DOA~~ *2/11*
- ~~DMT~~ *2/11*
- ~~DDM~~ *2/11*
- ~~DFA~~ *2/11*
- ~~INR~~ *2/11*
- ~~DNES~~ *2/11*
- ~~MDG~~ *2/11*
- ~~DCNE~~ *2/11*
- ~~DEE~~ *2/11*
- ~~DME~~ *2/11*
- ~~DNC~~ *2/11*
- ~~DW~~ *2/11*
- ~~HNB (N5)~~ *2/11*

REGISTRAR

- HVB
- DOD
- DCNS
- 1st NM
- 2nd NM
- 3rd NM
- 4th NM
- SEC
- CNPR
- HNB (N5)
- REGISTRAR

Separate Report Circulating.

- Note:
- (a) This report should be dealt with and passed on promptly.
  - (b) On this file comments should be brief if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

1866

214



TO: THE  
POST OFFICE  
MILITARY  
DEPARTMENT  
CANBERRA  
ACT

FROM: THE  
POST OFFICE  
MILITARY  
DEPARTMENT  
CANBERRA  
ACT

TO: THE  
POST OFFICE  
MILITARY  
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TO: THE  
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MILITARY  
DEPARTMENT  
CANBERRA  
ACT

DEPARTMENT OF DEFENCE

MINISTER OF DEFENCE

8

1285-3-560

*Head*

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S.

*BASS*

Report of Proceedings

*November 1961*

HNB

DOD

DCNS

1st NM

2nd NM

3rd NM

4th NM

SEC

CNPR

HNB (N5)

REGISTRAR

DE

DTSR

DSD

DAWOT

DNE

HEB

DCNP

DQA

DMT

DDM

DFS

OGS

INR

DNES

MDG

DCNTS

DEE

DME

INC

DW

HNB(N5)

REGISTRAR

Separate Report circulating

- Note:
- (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
  - (b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

*17/2*





ROYAL AUSTRALIAN NAVY

DEPT. OF NAVY CANBERRA		
1285	IN REPLY	3
	QUOTE No.	Y/2/2
		560.

H.M.A.S. Bass,  
at Sea.

5 December 1961

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA

(Copies to: The Flag Officer in Charge, East Australia Area.  
The Hydrographer, R.A.N.)

REPORT OF PROCEEDINGS - NOVEMBER 1961

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command for the month of November 1961.

2. Boat and Ship sounding commenced at 0800 Wednesday 1st., at Hummocky Island. Dan buoys 'Mario's' and Luigi's were recovered, and 'Nick's' laid during the forenoon, and sounding continued until 1830, when Tom Thumb was recovered. The ship anchored in the Area at 1915.

3. Sounding continued at 0800 Thursday 2nd., and Tom Thumb was lowered at 1000 with a party to erect marks South of Cape Capricorn, and complete coastlining and sounding at Cape Capricorn. Dan buoy 'Oddenino's' was laid at 1100, and sounding continued for the remainder of the day. The ship anchored at Rundle Island at 1910, on completion of recovering 'Nick's' and Tom Thumb.

4. An observing party was landed at Rundle Island at 0730 Friday 3rd., and I landed at 0830 to Cape Capricorn to observe and measure a tellurometer distance to Rundle Island. A very pleasant hill climb at Cape Capricorn, as the lighthouse keeper hauled my observing party and gear to the light in the stores cable trolley. The ship proceeded to Sea Hill at 0900, recovered the tidepole watcher, and returned to Cape Capricorn. I returned on board at 1600. The Rundle Island party was recovered at 1700, and the ship proceeded to Gladstone, anchoring off Auckland Point Jetty at 2330.

5. Results obtained using the improved Tellurometer were excellent, and for Hydrographic Surveying purposes, I consider them to be a great improvement over the original model.

6. No berth was available alongside at Gladstone at 0800 Saturday 4th., and the ship proceeded alongside S.S. BAL FENG at 0915 to store. An ex Australian River class freighter, the Bai Feng was loading scrap metal for Japan. The noise was rather like a continuous motor car accident, and I was pleased to shift at 1700 to the coaling berth.

2./ para 7.

1285/3

S. \ Bala  
C. Keady

1100 to the following report.

A continuous motor car accident, and I was pleased to see that  
being was working as well as before. The motor was better than  
before to start. An examination of the engine showed that the  
engine was better. The engine proceeded along the road. The engine was  
at 1100.

No report was submitted along the road at 0800  
to be a great improvement over the original model.  
Excellent, and for hydroelectric generating purposes, I consider them  
2. Results obtained using the improved design were  
improving both at 1100.

at 1100 and the engine proceeded to start, including the  
I returned on road at 1000. The engine started well and recovered  
recovered the engine motor, and returned to safe condition.  
after some trouble. The engine proceeded to run until at 0800,  
keeps running in operation well and back to the start in the  
a very pleasant run at safe condition, as the improvement  
operation and means a further distance to engine start.  
0130 finally 3rd. and I started at 0830 to safe condition to  
4. An operation well was started at engine start at

at 1010 on completion of recovering, etc., and low power.  
for the remainder of the day. The engine started at engine start  
run well, operation, was started at 1100 and continuing continued  
condition, and complete continuing and continuing at safe condition.  
was started at 1000 with a well to start work on safe  
3. continuing continued at 0800 finally 3rd. and low power

enclosed in the area at 1012.  
continued until 1030 when low power was recovered. The engine  
recovered, and, etc., start during the afternoon, and continuing  
start at engine start. Run well, etc., and engine, were  
5. Boat and engine continuing commenced at 0800 Wednesday

H.M.V.S. Bala under my command for the month of November 1961.  
I have the honor to report the proceedings of  
etc.

REPORT OF PROCEEDINGS - NOVEMBER 1961

The Hydroelectric, H.V.M.)  
(Copy to: The Chief Officer in Charge, East Australia Area.  
CIVILIAN  
HEAD OFFICE,  
Department of the Navy,  
The Secretary,

2 December 1961  
at sea.  
H.M.V.S. Bala,

RECEIVED  
C 1 2 DEC 1961  
TELEPHONE

ROYAL AUSTRALIAN NAVY

COPIES NO. 1/15/5  
IN FILE 3 200  
CIVILIAN  
DEPT. OF NAVY

7. The ship sailed from Gladstone at 0700 Monday 5th., and the tidepole watcher was landed at Sea Hill at 1600. Boat and ship sounding then continued without interruption throughout the week, and the 1/50,000 area was tentatively completed at 1600 Saturday 11th., the ship anchoring at Sea Hill at 1915. Dan buoys Romanos, Princes, Stalk, and Tatler were laid and recovered during the week, and numerous shoal areas were discovered.

8. The ship remained at anchor at Sea Hill until 0740 Wednesday 15th., in almost continuous rain and strong South Easterly winds.

9. Divisions and prayers were held on Sunday 12th., and one rating rejoined from Gladstone General Hospital to which he had been admitted on Sunday 5th.. General ship work was carried out during this period at anchor, the new sounding area was prepared, and survey records were progressed.

10. The weather cleared and the wind dropped during the morning of Wednesday 15th., and boat and ship sounding commenced in the 1/25,000 area at 0845. The ship anchored at Sea Hill at 1900 on completion of sounding.

11. The weather closed in again during the night, and the anchor was weighed at 0730 Thursday 16th., in heavy rain. The ship anchored again at 0815, and Tom Thumb was lowered to land a rating to Port Alma for medical attention. Tom Thumb was recovered at 1215, the weather cleared by 1330, and sounding continued for the remainder of the day, the ship anchoring at 1930 off Centre Bank.

12. Heavy rain started at 2300 Thursday 16th., and by midnight, looked to be set in. The ship remained hove to in the sounding area on Friday 17th., and sounding was unsuccessfully attempted a number of times when the rain ceased. Attempts were finally abandoned at 1530, the tidepole watcher was recovered from Sea Hill, and the ship proceeded to Gladstone, anchoring off Auckland Point Jetty at 0040 Saturday 18th..

13. No alongside berth was available on Saturday 18th., and the ship secured alongside S.S. PAPANUI at 0910. Berth was shifted at 0900 Sunday 19th. to East Auckland Point Jetty, and to West Auckland Point Jetty at 1730, where the ship remained until 0600 Monday 20th..

14. Shoal Investigations off Rundle Island commenced at 1130 Monday 20th., and an unsuccessful search was made for the wreck off Cape Capricorn. The ship anchored at Sea Hill at 2020.

15. Ship sounding continued for the remainder of the week, and the ship anchored off Sea Hill Point at 1730 Saturday 25th..
16. Divisions, Prayers and Rounds were held at 1000 Sunday 26th., and recreation parties were landed at Sea Hill at 1130. One party, on return, claimed to have shot two kangaroos, but failed to produce their tails, so there was no soup, and their tale was taken with a grain of salt.
17. The Ship remained at anchor at Sea Hill on Monday 27th., Observing parties were landed to Mt. Barker and Broadmount to complete observations for the main triangulation. Both parties returned on board by 1950, but due to grass and bush fire activity, the observations were unsuccessful.
18. Sounding commenced at 0800 Tuesday 28th., and continued until 1830 Wednesday 29th.. Dan buoy 'Ushers' was laid and recovered on Wednesday. The ship returned to Sea Hill on completion of Sounding, and anchored there at 1950.
19. Observing parties were again landed to Broadmount and Mount Barker on Thursday 30th., and the ship commenced sounding at 0815. The sounding was completed at 1155, and the ship returned to Sea Hill, anchoring there at 1220. Both observing and mark recovery parties were on board again by 1940, having successfully completed all observations. The ship weighed anchor at 1950, and proceeded to Hummocky Island, anchoring there at 2150.
20. Approximately 728 mile of ship sounding were completed during the month, and 3,824 fixes. The boat completed 75 miles of sounding from 600 fixes. Sounding in the 1/50,000 Area was completed, however, there remains an area which may need investigation on a larger scale. Basic sounding in the 1/25,000 area was three quarters completed, and a certain amount of interlining. The total Area sounded is shown in Appendix B. Eight dan buoys were worked during the month.
21. During the month, two Japanese fishing vessels visited Port Alma to land injured crewmen. These ships are thought to be working in the vicinity of Edgell Bank, East of Keppel Bay, and a report has been forwarded on their activities.
22. The external appearance of the ship is improving, as boatsounding has been suspended for that purpose. The internal appearance remains satisfactory.

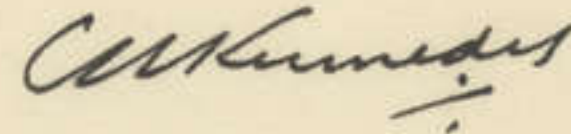
./ para23.

23. Short leave was granted on four occasions during the month, and recreation leave twice to Sea Hill. The Health, conduct and morale of the Ship's Company are satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant,



(G.T. Kennedy)

Lieutenant

Captain

Encl.




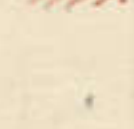
Enclosure to the Captain, H.M.A.S. BASS' Letter Y/2/2 dated 5 December 1961

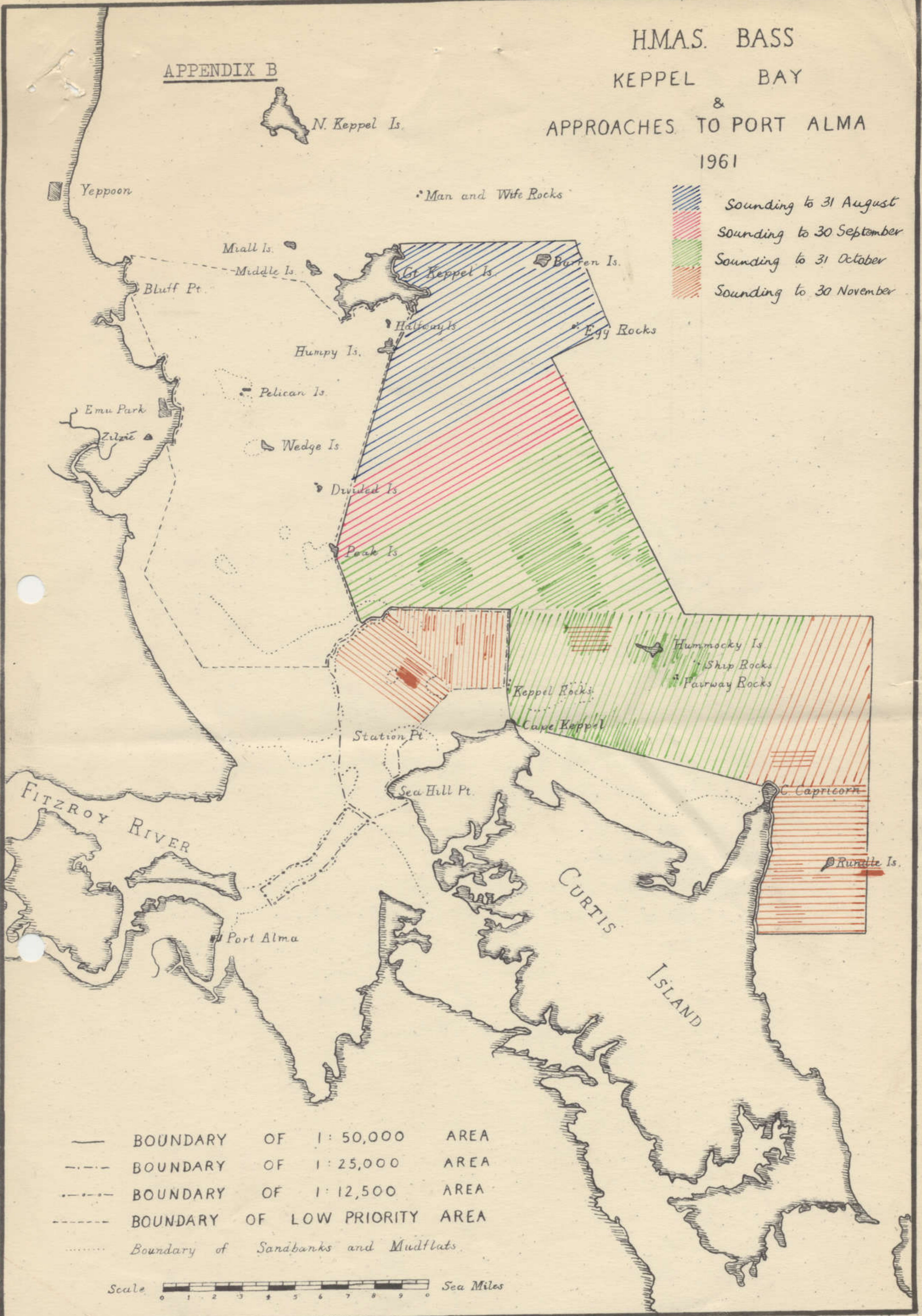
APPENDIX A

Distance Steamed during the month:	1,783.6 miles
Hours Underway during the month:	241 55/60
Distance steamed since commissioning:	16,112.4 miles
Hours underway since commissioning:	2,161 25/60

APPENDIX B

H.M.A.S. BASS  
KEPPEL BAY  
&  
APPROACHES TO PORT ALMA  
1961

-  Sounding to 31 August
-  Sounding to 30 September
-  Sounding to 31 October
-  Sounding to 30 November



- BOUNDARY OF 1:50,000 AREA
- - - BOUNDARY OF 1:25,000 AREA
- · - · BOUNDARY OF 1:12,500 AREA
- - - - BOUNDARY OF LOW PRIORITY AREA
- ..... Boundary of Sandbanks and Mudflats

Scale  Sea Miles

*Leif*

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. BASS

Report of Proceedings

DECEMBER '61

~~HNB~~ *2/2*

~~DOD~~ *4/8/2*

~~DCNS~~ *1/1/2*

~~1st NM~~ *11/9/2*

~~2nd NM~~ *11/9/2*

~~3rd NM~~ *13/2*

~~4th NM~~ *16/2*

~~SEC~~ *15/2*

~~CNPR~~ *21/2*

~~HNB (N5)~~ *4/4*

→ REGISTRAR

- DP )
- DTSR )
- DSD )
- DAWOT )
- DNE )
- HPB )
- DCNP )
- DOA )
- DMT )
- DDM )
- DPS )
- DGS )
- INR )
- DNES )
- MDG )
- DCNTS )
- DEE )
- DME )
- DNC )
- DW )
- HNB(N5) )
- REGISTRAR )

Separate Report circulating

- Note:
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  - (b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.



26/1

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. BASS

REPORT OF PROCEEDINGS.

DECEMBER '61

- ~~DP~~ 2/12
- ~~DTSR~~ 14/2
- ~~DSD~~ 14/2
- ~~DAWOT~~ 14/2
- ~~DNI~~ 8
- ~~HPB~~ 21/2
- ~~DCNF~~ 22/2
- ~~DOA~~ 26/2
- ~~DMT~~ 6/3
- ~~DEM~~ 7/3
- ~~DPS~~ 9/3
- ~~DGS~~ 10/3
- ~~INT~~ 15/3
- ~~DNES~~ 16/3
- ~~MDG~~ 22/3
- ~~DCNFS~~ 23/3
- ~~DEF~~ 24/3
- ~~DME~~ 26/3
- ~~DNC~~ 27/3
- ~~DW~~ 30/3
- HNB (N5) 4/4

REGISTRAR

- HNB
- DOD
- DCNS
- 1st NM
- 2nd NM
- 3rd NM
- 4th NM
- SEC
- CNCR
- HNB (N5)
- REGISTRAR

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D. C. N. T. S.  
20 MAR 1962

21 MAR 1962

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1962

20554

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1962

*[Faint handwritten notes and signatures]*

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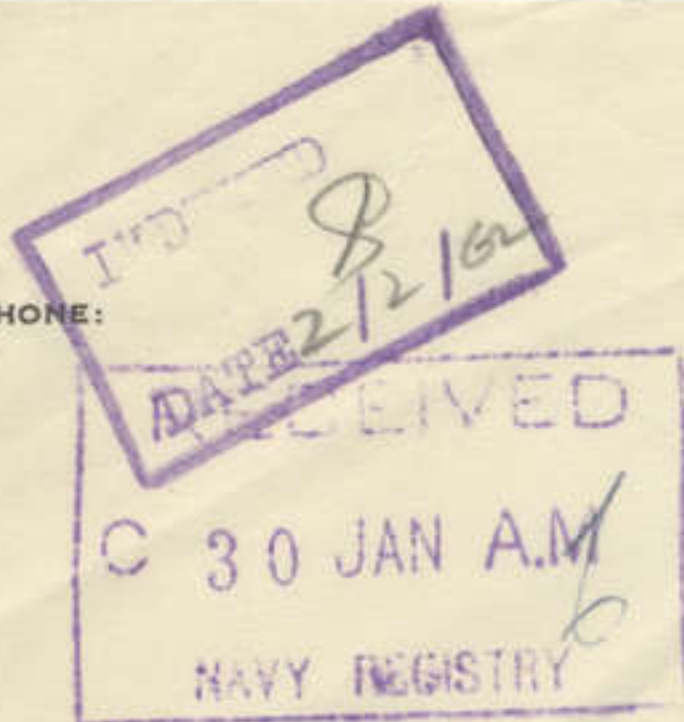
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ROYAL AUSTRALIAN NAVY

DEPT. OF NAVY CANBERRA		
1285	3	581
IN REPLY		
QUOTE NO. Y/2/2		

TELEPHONE:



H.M.A.S. Bass,  
at Hobart.

19 January 1962

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA

(Copies to: The Flag Officer in Charge, East Australia Area.  
The Hydrographer, R.A.N.)

REPORT OF PROCEEDINGS - DECEMBER 1961

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my Command for the month of December 1961.

2. Tom Thumb was lowered at 0440 on Friday 1st., and the volunteer crew and party returned to the ship at 0540, having recovered the mark from Hummocky Is., the last one to be recovered. Tom Thumb was recovered by 0550, and the ship weighed and proceeded to Gladstone, securing alongside Auckland Point Jetty at 1215.

3. The ship remained alongside at Gladstone, storing and fuelling until sailing for Sydney at 0900 Saturday 2nd.

4. The wind freshened and the seas rose late on Saturday afternoon, and by 2000, speed made good was reduced to three and a half knots. In view of this, and the presence of a cyclone in the area, I decided to anchor in the lee of Sandy Cape until the weather cleared. Course was set accordingly on rounding Lady Elliot Island at 2300, and the ship anchored off Great Sandy Cape Light at 0900, Sunday 3rd.

5. The ship remained at anchor off Sandy Cape until 1615 Monday 4th, when the cyclone had moved South West away from the Area, and the weather shewed signs of clearing. Course was set for Sydney, and after an uncomfortable but uneventful passage, the ship secured alongside H.M.A.S. KIMBLA, West Dock Wall, Garden Island at 1640 Thursday 7th.

6. The Flag Officer in Charge, East Australia Area - Rear Admiral G.C. OLDHAM D.S.C., arrived on board at 0945 Friday 8th., to carry out his annual inspection. Evolutions were carried out at 1050, and Rear Admiral Oldham left the ship at 1120.

2./ para 7

1582/3

1285/3

No heading  
S. V. Bales J  
HN

Ref. previous report

1020' and best visibility obtained left the ship at 1150' to carry out the summer investigation. Observations were carried out at visibility 6.0. ORDHAM D.S.C. arrived on board at 0845 Friday 8th.

The flag officer in charge, East Australia Area - West Island at 1940 Thursday 7th.

Ship ascended alongside H.M.A.S. KIMBER, West Dock Wharf, Sydney 24th, and after an uneventful passage and uneventful passage, the area, and the weather proved signs of clearing. Course was set for Monday 4th, when the cyclone had moved south west away from the 2.

The ship remained at anchor off Sydney Cove until 1912 Sunday 3rd.

At 5300' and the ship anchored off West Sydney Cove 17th at 0800' cleared. Course was set accordingly on Monday 17th 1912 Island area. I decided to anchor in the lee of Sydney Cove until the weather a half knots. In view of this, and the presence of a cyclone in the afternoon, and at 5000' ahead made good was reduced to three and 4.

The wind freshened and the sea rose late on Saturday 17th until sailing for Sydney at 0800 Saturday 18th.

3. The ship remained alongside at Sydney, sailing and to Sydney, according to schedule and report left at 1512.

Low water was recorded at 0220' and the ship weighed and proceeded recorded the mark from HMAS KIMBER, the first one to be recorded. Logbook crew and party returned to the ship at 0240' sailing

5. Low water was lowered at 0440 on Friday 1st, and the ship was under my command for the month of December 1912.

I have the honor to report the proceedings of H.M.A.S. KIMBER.

REPORT OF PROCEEDINGS - DECEMBER 1912

The Hydrographer, R.A.N.

(Copies to: The Flag Officer in Charge, East Australia Area.

CAMBERNA

HEAD OFFICE

Department of the Navy

The Secretary

12 JANUARY 1913

at Hobart.

H.M.A.S. BASS

MAILED  
C 30 JAN AM

TELEPHONE

RECEIVED  
12/1/13

ROYAL AUSTRALIAN NAVY

COPIES NO. 1/5/5  
IN MESSAGE 3 281  
CAMBERNA  
DEPT OF NAVY

7. The Ship remained alongside at Sydney for the remainder of the month, carrying out maintenance.
8. Staff Officers to The Flag Officer in Charge, East Australia Area carried out Departmental Inspections on Monday 11th., and Tuesday 12th., and the Dockyard commenced work on urgent defects on Monday 11th..
9. To remove the main generators for major overhaul, the Ship was warped to East Dock Wall at 0930 Thursday 19th., returning alongside H.M.A.S. KIMBLA at 1515, and at 0900 Wednesday 27th., the ship shifted berth to the Floating Dock where she remained for the remainder of the month.
10. The external appearance of the Ship, although greatly improved, is still not satisfactory, while the internal appearance remains good. *leave*
11. Short *leave* was given in Gladstone and in Sydney, and Long Leave entitlements are being completed. The Health, Conduct, and Morale of the Ship's Company are good.

I have the honour to be,

Sir,

Your Obedient Servant,

*G.T. Kennedy*

(G.T. Kennedy)

Lieutenant

Captain

Appendix A

APPENDIX A

Distance steamed during the month:	766.4 miles
Distance steamed since commissioning:	16 878.8 miles
Hours Underway during the month:	102 45/60
Hours underway since commissioning:	2 264 10/60
Economical Speed exceeded:	Nil

1285 - 3 - 590

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. BASS

Report of Proceedings

January 62

HMB

DOB

DCNS

1st NM

2nd NM

3rd NM

4th NM

SEC

CNFR

HMB (N5)

REGISTRAR

PP

TSR

DSD

DAWOT

DNE

HPB

DCNP

DOA

DMT

DDM

DPS

DES

INR

DNES

MFG

DCNTS

DEE

DME

BNC

DW

HMB (N5)

REGISTRAR

Separate Report circulation

Note: (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

(b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

MINUTE PAPER

H.M.A.S. BASS

REPORT OF PROCEEDINGS.

January '62

- ~~DP~~ *2/2*
- ~~DTSR~~ *2/2*
- ~~DSD~~ *2/2*
- ~~DAWOT~~ *26/2*
- ~~DNI~~ *27/2*
- ~~HPB~~ *1/3*
- ~~DCNF~~ *1/3*
- ~~DOA~~ *2/3 my 2/3*
- ~~DMT~~
- ~~DEM~~ *6/3*
- ~~EPS~~ *9/3*
- ~~DGS~~ *2/3*
- ~~IMR~~ *10/3*
- ~~DNES~~ *13/3*
- ~~MDG~~ *16/3*
- ~~DCNLS~~ *19/3*
- ~~DEE~~ *21/3*
- ~~DME~~ *24/3*
- ~~DNC~~ *27/3*
- ~~DW~~ *28/3*
- HNB (N5) *31/4*

REGISTRAR

- HNB
- DOD
- DCNS
- 1st NM
- 2nd NM
- 3rd NM
- 4th NM
- SEC
- CNPR
- HNB (N5)
- REGISTRAR

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~~11/11/62~~  
~~11/11/62~~

1 5 MAR 1962  
NAVY OFFICE

THE OFFICE OF THE CHIEF OF DEFENSE STAFF  
WASHINGTON, D. C. 20315  
ATTENTION: THE CHIEF OF DEFENSE STAFF  
OFFICE OF THE CHIEF OF DEFENSE STAFF  
WASHINGTON, D. C. 20315

NAVY OFFICE  
WASHINGTON, D. C. 20315  
ATTENTION: THE CHIEF OF DEFENSE STAFF  
OFFICE OF THE CHIEF OF DEFENSE STAFF  
WASHINGTON, D. C. 20315

NAVY OFFICE  
WASHINGTON, D. C. 20315  
ATTENTION: THE CHIEF OF DEFENSE STAFF  
OFFICE OF THE CHIEF OF DEFENSE STAFF  
WASHINGTON, D. C. 20315

11/11/62



## ROYAL AUSTRALIAN NAVY

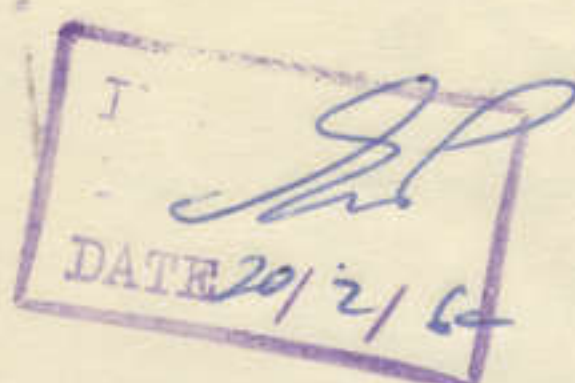
DEPT. OF NAVY  
CANBERRA

1285 3 590

IN REPLY

QUOTE NO. Y/2/2

TELEPHONE:

H.M.A.S. Bass,  
at Hobart.

8 February 1962

The Secretary,  
Department of the Navy,  
Navy Office,  
CNABERRA

(Copies to: The Flag Officer in Charge, East Australia Area.  
The Hydrographer, R.A.N.)

REPORT OF PROCEEDINGS - JANUARY 1962

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command for the month of January 1962.

2. The Ship remained at Garden Island completing Self Refit until Monday 15th.
3. The Floating Dock was flooded at 1000 Friday 5th., and at 1340, the ship was shifted to berth alongside H.M.A.S. KIMBLA at West Dock Wall.
4. Berth was again shifted at 1040 Monday 8th., to West Wall, Outer Captain Cook Dock to replace the Main Generators, and to remove the Galley. This was completed by 1145 Wednesday 10th., and the Ship returned alongside KIMBLA.
5. At 1600 Friday 12th., the Ship returned to West Wall, Outer Captain Cook Dock, and remained there for the weekend whilst the Galley was replaced.
6. The Ship slipped from West Wall, Outer Captain Cook Dock, at 0900 Monday 15th., and proceeded to No.4 Buoy for Compass Adjustment. This was completed by 1130, and the Ship proceeded to No. 9 Buoy for fuelling. At 1430, on completion of fuelling, the Ship slipped from No.9 Buoy, and proceeded to Sea.
7. The weather was moderate for the first twenty four hours passage, but the wind was strengthening as the ship entered BASS STRAIT late on Tuesday afternoon. The wind reached its maximum of Force Seven just after Midnight on Tuesday, and a roll of fifty eight degrees was recorded. One half full forty four gallon oil drum broke its lashings on the Quarterdeck and was washed overboard, but no Ship damage was sustained, and by 0800 Wednesday 17th., the wind had moderated to Force Four, and the average roll decreased to approximately twenty degrees.
8. The remainder of the passage was completely uneventful, and the Ship secured alongside Outer Queen's Pier, Hobart at 1340 Thursday 18th.

page two / para 9

18th

The ship secured alongside Outer Green, a Fleet Hospital at 1430 on 12th

The remainder of the base was completely destroyed and  
burnt and the electric light destroyed to approximately 1000 degrees.  
arrived and at 0800 Wednesday 11th the wind had moderated to force  
on the Outer Deck and was raised overnight but no ship damage was  
recorded. One man fell from the deck on the 11th and was taken to hospital  
that afternoon. On Tuesday 10th a lot of light rain fell and was  
late on Tuesday afternoon. The wind reached its maximum of force seven  
base but the wind was strengthening as the ship entered Base 21st

The weather was moderate for the first twenty four hours  
but from 10.30 AM and proceeded to sea.  
at 1130 on completion of unloading the ship arrived  
at 0800 Monday 12th and proceeded to No. 4 Base for

The ship arrived from West Hill Outer Captain Cook Dock  
and remained there for the weekend whilst the  
at 1000 Friday 12th the ship returned to West Hill Outer  
ship returned alongside KIMBLY.

Remove the fuel. This was completed at 1142 Wednesday 10th and the  
West Hill Outer Captain Cook Dock to replace the main generators and to  
at 1040 Monday 9th to West  
West Dock Hill.

at 1340 the ship was shifted to berth alongside H.M.A.S. KIMBLY at  
The floating dock was flooded at 1000 Friday 2nd and  
held until Monday 12th.

The ship remained at Garden Island completing all  
Base under my command for the month of January 1965.

I have the honor to report the proceedings of H.M.A.S.  
SIR,

REPORT OF PROCEEDINGS - JANUARY 1965

The Hydrographer, H.M.A.S.  
(Copies to: The Flag Officer in Charge, East Australia Area  
NAVY OFFICE  
Department of the Navy  
The Secretary,

8 February 1965

at Norfolk  
H.M.A.S. Base

Handwritten signature and date stamp

ROYAL AUSTRALIAN NAVY

Stamp: 1382 3 280 CANBERRA DEPT OF NAVY

TELEPHONE

9. The Ship remained alongside at Hobart until 1000 Saturday 27th..
10. I had the honour to call on the Naval Officer in Charge, Tasmania - ACTING COMMANDER J.G.B. CAMPBELL D.F.C., R.A.N. at 0930 Friday 19th., and the remainder of the day was spent obtaining local information in accordance with Hydrographic Instruction No. 5, from the Marine Board of Hobart.
11. Consultations with the Department of Lands took place on Monday 22nd. A certain amount of Triangulation data was obtained, and general information regarding local survey conditions. Reconnaissance of existing Survey Stations was carried out during the late afternoon.
12. Boat reconnaissance of the Survey Area was carried out on Tuesday 23rd., and at 1800, the Sandy Bay Regatta Association Flagship liason Officer was received on board to discuss arrangements for the Regatta to be held the following weekend.
13. Marking and Observing parties were landed on Wednesday 24th., to commence minor triangulation. Access was not obtained to one of the primary stations, and observations were not successful, although some marks were erected.
14. Observing Parties were landed at 0800 Thursday 25th., but heavy rain set in at 1030, and when it shewed no signs of clearing by 1530, observations were abandoned.
15. At 0800 Friday 26th., Observing parties were again landed, and this time theodolite observations were completed satisfactorily, but a fault developed on the Tellurometer, and no lines were measured. Final arrangements for the Regatta were completed at 1900.
16. The Ship slipped from Queen's Pier at 1000 Saturday 27th., and proceeded to Sandy Bay, anchoring there at 1030, ~~and~~ Dressing Ship overall on anchoring. The Ship remained at anchor until 1630, *when* she returned alongside Queen's Pier, remaining there until 1000 Monday 29th.. This routine was followed on Monday 29th.
17. At 1045 Monday 29th., I proceeded ashore at Sandy Bay to witness the Australia Day Ceremony, and after a light luncheon, returned on board at 1530.
18. The Tellurometer was forwarded to the local agents for repair at 0900 Tuesday 30th., and a marking and observing party was landed. Rain set in at 1100, and observations were not completed. Plotting Sheets were prepared during the day with the assistance of the Department of Lands.
19. Rain continued throughout the day on Wednesday 31st., and the Plotting Sheets were completed and Sounding Boards prepared.

20. The external and internal appearance of the Ship are now satisfactory.

21. Short leave has been given in Sydney and Hobart, and Seasonal Leave entitlements were completed prior to sailing. Honorary Membership of Hobart Clubs have been extended to the Ship, and the Sandy Bay Regatta Association entertained the Ship's Company on Sunday 28th.. The Health, Conduct and Morale of the Ship's Company are good.

I Have the honour to be,

Sir,

Your Obedient Servant,

*G.T. Kennedy*

(G.T. Kennedy)

Lieutenant

Captain

APPENDIX A

Distance Steamed during the month:	614.1 miles
Distance Steamed since Commissioning:	17,492.9 miles
Hours Underway during the month:	73 35/60
Hours Underway since Commissioning:	2,337 45/60
Economical Speed exceeded:	Nil/

14/3

MINUTE PAPER.

H.M.A.S.

BASS

Report of Proceedings

February, 1962

HMB

DOD

DCNS

1st NM

2nd NM

3rd NM

4th NM

SEC

CNPR

HMB (N5)

REGISTRAR

DP

DTSR

DSD

DMWOT

ONE

HPB

DCNE

DOA

DMT

DDM

DPS

DGS

INR

DNES

MDG

DCNTS

DEE

DME

DNC

DW

HMB (N5)

REGISTRAR

I have informed Capt BASS that he does not "slip" from a wharf.

with 20/3

20/3

20/3

20/3

20/4

20/4

20/5

20/5

23/5

Separate Report circulation

Note: (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

(b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

MINUTE PAPER

H.M.A.S.

BASS

REPORT OF PROCEEDINGS.

February, 1962

- DF *11/73*
- DTSR *10/3*
- DST *10/3*
- DAWOT *10/3*
- DNA *26/3*
- HPB *28/3*
- DCNP *2/4*
- DOA
- DME *2/4*
- DDM *10/4*
- DPS *1-4*
- DGS *12/4*
- INR *13/4*
- DNES *16/4*
- DMDG *27/4*
- DCNFS *3/5*
- DEE *4/5*
- DME *4/5*
- DNC *9/5*
- DW *12/5*
- HNB (N5) *12/5*

REGISTRAR

- HNB
- DOD
- DCNS
- 1st NM
- 2nd NM
- 3rd NM
- 4th NM
- SEC
- CNPR
- HNB (N5)
- REGISTRAR

Separate Report Circulating.

- Note:
- (a) This report should be dealt with and passed on promptly.
  - (b) On this file comments should be brief if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

~~SECRET~~

27 APR 1962

THE STATE OF PENNSYLVANIA  
OFFICE OF THE ATTORNEY GENERAL  
HARRISBURG, PENNSYLVANIA

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MAY 1 1962  
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HARRISBURG, PENNSYLVANIA

ROYAL AUSTRALIAN NAVY

TELEPHONE:  
RECEIVED  
C 9 MAR P.M.  
NAVY REGISTRY

INDEXED  
143/62

H.M.A.S. Bass,  
at Hobart.

5 March 1962

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA

(Copies to: The Flag Officer in Charge, East Australia Area,  
The Hydrographer, R.A.N..)

REPORT OF PROCEEDINGS - FEBRUARY 1962

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command for the month of February 1962.

2. The Ship commenced sounding on Friday 1st., and continued on Friday 2nd., berthing at Queen's Pier, at 1700 on completion of each day's sounding.

3. Sounding was continued from 0800 to 1700 on Monday 5th., and Tuesday 6th., and from 0800 to 1415 on Wednesday 7th., the Ship berthing at Queen's Pier on completion of sounding each day. A marking Party was landed at 0845 Wednesday 7th., and it returned to the Ship at 1800.

4. The Ship slipped from Queen's Pier at 1800 Thursday 8th., and a marking party in Tom Thumb was landed at 0830. Identities were exchanged with H.M.A.S. ANZAC at 0835, and sounding commenced at 0845. Sounding continued until 1200, when it became impractical to continue, and the Ship proceeded to pick up Tom Thumb. Tom Thumb was lowered again at 1330, and marking and observing parties were landed to fix a mark to enable the Ship to continue sounding at the Southern end of the Area. Tom Thumb was recovered at 1645, and the Ship returned alongside to King's Pier at 1720, berthing ahead of H.M.A.S. ANZAC.

5. Thursday's observations had proved unsuccessful, and the Ship slipped from King's Pier to land observing parties at 0800 Friday 10th.. H.M.A. Ships MELBOURNE, QUEENBOROUGH and VOYAGER had entered harbour at 0700, and QUEENBOROUGH had berthed at Queen's Pier opposite ANZAC, necessitating that I leave between the two. As the Ship's stern manoeuvring capabilities are poor, I decided to turn at rest ahead of the two Ship's, and proceed ahead between them. This was successfully completed, and Tom Thumb was lowered at 0835, the Ship anchoring off John Garrow Shoal at 0840.

13/3/62

N5



*Handwritten scribbles*

HMAS Bass  
As heading

Completed at 0832, the ship anchoring off ...  
between them. This was successfully completed ...  
I decided to turn at least ahead of the two ...  
the two. As the ship, a stern maneuvering ...  
at Green, a fleet opposite VINC, necessitating that I leave between ...  
LOUVIER had entered port at 0100, and GREENBROUGH had returned ...  
0800 Friday 10th. H.M.A. ships METROLINE, GREENBROUGH and ...  
the ship arrived from King, a fleet to land operations ...  
2. Thursday, a operations had closed ...

to King, a fleet at 1130, returning ahead of H.M.A.S. VINC.  
Low Drum was recovered at 1042, and the ship returned ...  
the ship to continue sounding at the southern end of the ...  
marking and operations were ordered to fix a mark to enable ...  
back to Low Drum. Low Drum was recovered again at 1330, and ...  
it became impractical to continue, and the ship proceeded to ...  
sounding commenced at 0842. Sounding continued until 1500, when ...  
identities were exchanged with H.M.A.S. VINC at 0832, and ...  
3th, and a marking party in Low Drum was landed at 0830.

4. The ship arrived from Green, a fleet at 1800 Thursday ...  
it returned to the ship at 1800.  
day. A marking party was landed at 0842 Wednesday 1st, and ...  
the ship returning at Green, a fleet on completion of sounding each ...  
2th, and Tuesday 3th, and from 0800 to 1412 on Wednesday 1st.

3. Sounding was continued from 0800 to 1100 on Monday ...  
completion of each day, a sounding.  
continued on Friday 2nd, returning at Green, a fleet, at 1100 on ...

5. The ship commenced sounding on Friday 1st, and ...  
H.M.A.S. Bass under my command for the month of February 1965.

I make the honor to report the proceedings of ...  
2th.

REPORT OF PROCEEDINGS - FEBRUARY 1965

The Hydrographer, H.M.A.S. ( )  
(Copies to: The Flag Officer in Charge, East Australian Area,  
CANBERRA  
Naval Office,  
Department of the Navy,  
The Secretary,

2 March 1965  
at Hobart.  
H.M.A.S. Bass,

NAVY REGISTER  
C O NAVY B...  
RECEIVED

*Handwritten signature*

ROYAL AUSTRALIAN NAVY

15 82  
3  
100  
CANBERRA  
DEPT OF NAVY

- 5.(Cont.) Observations were completed by 1215, Tom Thumb was recovered, and the Ship weighed anchor at 1230. New Sounding marks were shot up until 1410, and the Ship returned alongside King's Pier at 1430, to compute and plot the new marks.
6. I had the honour to call on the Flag Officer Commanding Her Majesty's Australian Fleet, Rear Admiral A.W.R. McNICOLL, C.B.E., G.M., at 1030 Saturday 10th..
7. The Ship was opened to visitors at 1330 Sunday 11th., and approximately 150 visitors were received.
8. The Ship slipped from King's Pier at 0800 Monday 12th., and sounding continued until 1700, when the ship returned alongside, securing at King's Pier at 1730.
9. The Ship dressed overall for the Hobart Regatta on Tuesday 13th., and, as Navigation was not permitted on the Harbour on Regatta days, remained alongside.
10. It had been arranged for a boat to be available on Wednesday 14th., to continue Sounding, but the boat proved not available, and Tom Thumb was lowered at 0850 to attempt sounding. Sounding parties returned to the ship at 1400, after rain had set in, but the results obtained to that time, proved sounding in Tom Thumb on the large scale to be impracticable.
11. The Ship slipped from King's Pier at 0800 Thursday 15th., and sounding continued until 1440, when it was abandoned, as strong winds and choppy water were making the Echo Sounder trace unreadable. A sample of the trace is being forwarded to The Hydrographer, R.A.N..
12. Sounding continued on Friday 16th., until 1740, when the Area practical for the Ship was completed. The Ship secured alongside at King's Pier at 1800, and remained alongside for the rest of the month. Berth was shifted at 1040 Sunday 18th., to Queen's Pier South, at 0745 Wednesday 21st., to Queen's Pier North, and at 0930 Monday 26th., again to Queen's Pier South.
13. A workboat was obtained from H.M.A.S. HUON on Monday 19th., and sounding commenced in that at 0900. It proved successful, and sounding parties returned at 1730 on Monday 19th., and Tuesday 20th..
14. To enable sounding and observing to be carried out simultaneously, a party was loaned to the ship by the Tasmanian Department of Lands. Ship and Lands Department parties were landed from 0900 to 1730 daily Monday 19th. to Wednesday 21st., and observations were completed at 1430 Thursday 22nd..
15. Sounding parties left the Ship in the workboat at 0820 Wednesday 21st., and sounding continued until 1100, when

15.(cont.) the Raytheon Echo Sounder became unserviceable. Sounding parties returned to the Ship, and the Raytheon was repaired by 1830.

16. Sounding continued at 0800 Thursday 22nd., until 1615 Friday 23rd.. The workboat was returned to H.M.A.S. HUON at 1720.

17. I held Divisions and Rounds of the Ship at 1000 Saturday 24th..

18. Sounding was carried out from 0800 to 1700 on Monday 26th., and Tuesday 27th., but no sounding was carried out on Wednesday 28th., as the workboat was unserviceable. Ship maintenance, computations and records were progressed during the day.

19. The progress of the Survey is not completely satisfactory. Several difficulties ~~have been~~<sup>were</sup> encountered on the large scale, and the major one was the actual sounding. The maximum feasible Ship sounding speed was found to be four knots, and manoeuvring at this speed to an accuracy of five yards was very difficult, and Ship sounding was abandoned when it reached the impractical stage of requiring twenty to thirty minutes manoeuvring to run a three minute line. The Tom Thumb proved too small for the job, and it was not until the workboat was obtained that sounding really became successful. The portable echo sounder also presented difficulties in the form of reading from the trace to "ink in". Each sounding had to be read from the trace in feet, have a one foot in ten correction applied (as the echo sounder is not adjustable for speed errors), have tide applied, and then be converted to fathoms, before it could be written, extending the inking in time past the practical limit. However, as necessity is the Mother of invention, a successful 'dry scale' reader was produced, and this difficulty was resolved.

20. Although a large percentage of the Seamen remain involved in workboat sounding, the remainder of the Ship's Company have been free for Ship Maintenance, and both the internal and external appearance of the Ship are improving.

21. Short Leave has been granted, and the Health, Conduct, and Morale of th Ship's Company are good.

I have the Honour to be,

Sir,

Your Obedient Servant,

*C. Kennedy*  
Lieutenant

Captain

Encl.

Enclosure to the Captain, H.M.A.S. Bass' Letter Y/2/2 dated 5/3/62

1285 3 606

APPENDIX A

Distance Steamed during the month:	266.8 miles
Distance Steamed since Commissioning:	17,759.7 Miles
Hours underway during the month:	78 30/60
Hours underway since commissioning:	2,416 15/60
Economical Speed exceeded:	Nil.

L14+

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. *B.A.S.S.*

Report of Proceedings

*1st - 3rd March, 62.*

~~HNB~~ *16/4*

~~DOD~~ *18/4*

~~DCNS~~ *19/4*

~~1st NM~~ *19/4*

~~2nd NM~~ *22/4*

~~3rd NM~~ *23/4*

~~4th NM~~ *3/5*

~~SEC~~ *7/5*

~~CNPR~~ *15/5*

~~HNB(N5)~~ *16/6*

REGISTRAR

*14/6*  
DP

DTSR

DSD

DAWOT

DNE

HPB

DCNP

DOA

DMT

DDM

DHS

DGS

INR

DNES

MDG

DCMTS

DEE

DME

DNC

DW

HNB(N5)

REGISTRAR

Separate Report circulating

- Note:
- (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
  - (b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

*L16/4*

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S.

*BASS.*

REPORT OF PROCEEDINGS.

*1st-31st March, 62.*

~~DP~~ *16/4*

~~DTSR~~ *17/4*

~~DSD~~ *18/4*

~~DAWOT~~ *19/4*

~~DNI~~

~~HPB~~ *20/4 3/5*

~~DCNF~~ *23/5*

~~DOA~~

~~DMT~~ *24/5*

~~DEM~~ *25/5*

~~DPS~~ *27/5*

~~DGS~~ *28/5*

~~INR~~ *21/5*

~~DNES~~ *16/5*

~~MDG~~ *22/5*

~~DCNTS~~ *22/5*

~~DEE~~

~~DNE~~ *20/5*

~~DNC~~ *29/5*

~~DW~~

~~HNB(N5)~~ *1/6*

REGISTRAR

HNB

DOD

DCNS

1st NM

2nd NM

3rd NM

4th NM

SEC

CNPR

HNB(N5)

REGISTRAR

Separate Report Circulating.

- Note:
- (a) This report should be dealt with and passed on promptly.
  - (b) On this file comments should be brief if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.



FEB. 14/3/62

ROYAL AUSTRALIAN NAVY

CANBERRA		
1285	3	625.
IN REPLY		Y/2/2
QUOTE NO.		

TELEPHONE:

Ref "606" Feb Report.

H.M.A.S. Bass, HN 9/4/62 (T/S)  
at Hobart.

RECEIVED  
C 11 APR AM  
The Secretary,

6 April 1962

Department of the Navy,  
Navy Office,  
CANBERRA

(Copies to: The Flag Officer in Charge, East Australia Area.  
The Hydrographer, R.A.N.)

REPORT OF PROCEEDINGS - MARCH 1962

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my Command for the month of March 1962.

2. The Ship remained alongside at Hobart until Tuesday 27th., while sounding in the Port Hobart Area was continued with the Work - boat and Tom Thumb.

3. The Workboat starter motor was unserviceable on Thursday 1st., and as no other was available, it was decided to use a starter motor from the Ship's Main Engines. The Port Engine starter motor was used, and with minor adjustments was successfully fitted to the workboat engine. Unfortunately, when it was tested, it turned the workboat engine backwards, and it became necessary to await the arrival of the correct starter motor from Sydney. The remainder of the week was spent progressing Ship Work.

4. The Ship's Company were guests of the Tasmanian Amateur Jockeys Club at their Race Meeting on Saturday 3rd.. A race had been named after the Ship, and the Ship's Company ~~donated~~<sup>presented</sup> a trophy for the winning horse. I ~~donated~~ the trophy after the race, and the T.A.J.C. thanked the Ship's Company in their committee room after the ceremony.

5. The new workboat starter motor had not arrived by Monday 5th., and sounding was continued, though not very successfully *in Tom Thumb,* until Tuesday 6th. The new starter motor arrived on Tuesday 6th., and the workboat was serviceable by 2300.

6. Sounding continued in the workboat on Wednesday 7th., and Thursday 8th., and to 0930 on Friday 9th., when a fault developed in the Raytheon Echo Sounder, which could not be traced. Shore assistance was obtained, and sounding continued again at 1445.

7. I held Divisions and Rounds of the Ship at 1000 on Saturday 10th..

8. Sounding in the workboat continued from Monday 12th.,



8. Sounding in the workshop continued from Monday 15th Feb. 1945.

9. I held discussions and rounds of the ship at 1100 on assistance was obtained and sounding continued again at 1140 in the presence of the engineer, which could not be started and finished at 1230 on Friday 17th Feb. when a further attempt was made.

10. Sounding continued in the workshop on Wednesday 16th Feb. and the workshop was re-occupied by 1300. On Thursday 17th Feb. the new starter motor fitted on Tuesday 15th Feb. and sounding was continued, though not very successfully.

11. The new workshop starter motor had not fitted by the ceremony.

12. L.V.C. thanked the ship's company in their committee room after the morning noon. I attended the trial after the race and the named after the ship and the ship's company donated a trophy for the crew of their base meeting on Saturday 18th Feb. A race had been held.

13. The ship's company were guests of the Australian War Memorial the week was spent progressing ship work.

14. A trial of the collect starter motor from Sydney. The remainder of workshop engine repairs and it became necessary to start the workshop engine. Unfortunately when it was tested it turned the head and with minor adjustments was successfully fitted to the motor from the ship's main engine. The port engine starter motor was 1st and as no other was available it was decided to use a starter.

15. The workshop starter motor was installed on Thursday 16th Feb. and on 17th Feb.

16. While sounding in the port hospital area was continued with the work.

17. The ship remained alongside at hospital until Tuesday 21st Feb. 1945 under my command for the month of March 1945.

I have the honor to report the proceedings of H.M.A.S. ship.

REPORT OF PROCEEDINGS - MARCH 1945

The Hydrographer, R.A.N. (Copies to: The Flag Officer in Charge, East Australia Area. CIVILIAN Naval Office, Department of the Navy.)

RECEIVED  
C.I.I. 1945  
MARCH 1945

15th Feb 1945

at Hospital.  
H.M.A.S. base  
11/1/45

TELEPHONE:

ROYAL AUSTRALIAN NAVY

Form with fields: 1582, 3, 1515, 1522, CIVILIAN

SEP 11/2/45

8.(Cont.) to Friday 16th., and the area North of the Pontoon Bridge was commenced on Tuesday 13th. Sounding in Tom Thumb was carried out on Saturday 17th., but was abandoned at 1130, when the Hobart weekend boating population became too numerous and inconsiderate.

9. A recreation party was landed in the workboat at 1300 on Saturday 17th., and despite a reported abundance of small game on Bruny Island, the total catch for the weekend was twelve small fish.

10. Sounding North of the Pontoon Bridge continued from Monday 19th., to Friday 23rd., except that it was necessary to finish sounding at 1315 on Wednesday 21st., to complete the mechanics of despatching an offender to cells. Also I required the whole Ship's Company on board for the reading of the Ship's first Warrant. Sounding was completed to the Zinc Company's Wharf at Risdon during the week, and I held Divisions and Rounds on Saturday 24th.

11. The Ship had received a challenge from the Tasmanian University to play rugby, and on Sunday 25th., an eight a side game was played. The Ship was defeated by six tries to three, which was pleasing as the University fields the top team in the local competition.

12. Workboat Sounding was carried on Monday 26th., but was abandoned when, at 1640, strong winds made it impractical to continue. Sounding continued then until 1315 Saturday 31st., by which time the area was practically completed.

13. At 1100 on Tuesday 27th., the Ship cast off from Queen's Pier, and proceeded to anchor in position for Tidal Stream Observations. These were completed at 1300 on Wednesday 28th., and the Ship returned alongside at 1400. The results of the Observations were surprising, for, although a one and a half to two knot surface current was running, the maximum tidal stream was 0.1 knots, and the average 0.04 knots.

14. The progress of the Survey is satisfactory, and only two more days are required to complete the Port Hobart Area.

15. The appearance of the Ship is satisfactory externally and internally.

16. The Health, Conduct and Morale of the Ship's Company are satisfactory.

I have the Honour to be,

Sir,

Your Obedient Servant,

*C. Kennedy*  
Lieutenant  
Captain

Encl.

Enclosure to the Captain, H.M.A.S. BASS' Letter Y/2/2 dated 6 April 1962

APPENDIX A

Distance Steamed during the month:	4.3 miles
Distance Steamed since commissioning:	17,764 miles
Hours underway during the month:	1 35/60
Hours underway since commissioning:	2,417 15/60
Economical speed exceeded:	Nil.

*12/16*

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S.

*BASS*

Report of Proceedings

*APRIL, 62*

~~HNB~~

~~DOB~~

~~DCNS~~

~~1st NM~~

~~2nd NM~~

~~3rd NM~~

~~4th NM~~

~~SEC~~

~~CNPR~~

~~HNB (N5)~~

REGISTRAR

DR

DTSR

DSD

DAWOT

LNI

HPB

DCNP

DOA

DMT

DDM

DPS

DGS

INR

DNES

MDG

DCNTS

DEE

DME

DNC

DW

HNB (N5)

REGISTRAR

Separate Report circulating.

- Note: (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
- (b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

1285-3-653

11 Dec 5/7/62 (r/s)

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DEPARTMENT OF THE NAVY

MINUTE PAPER

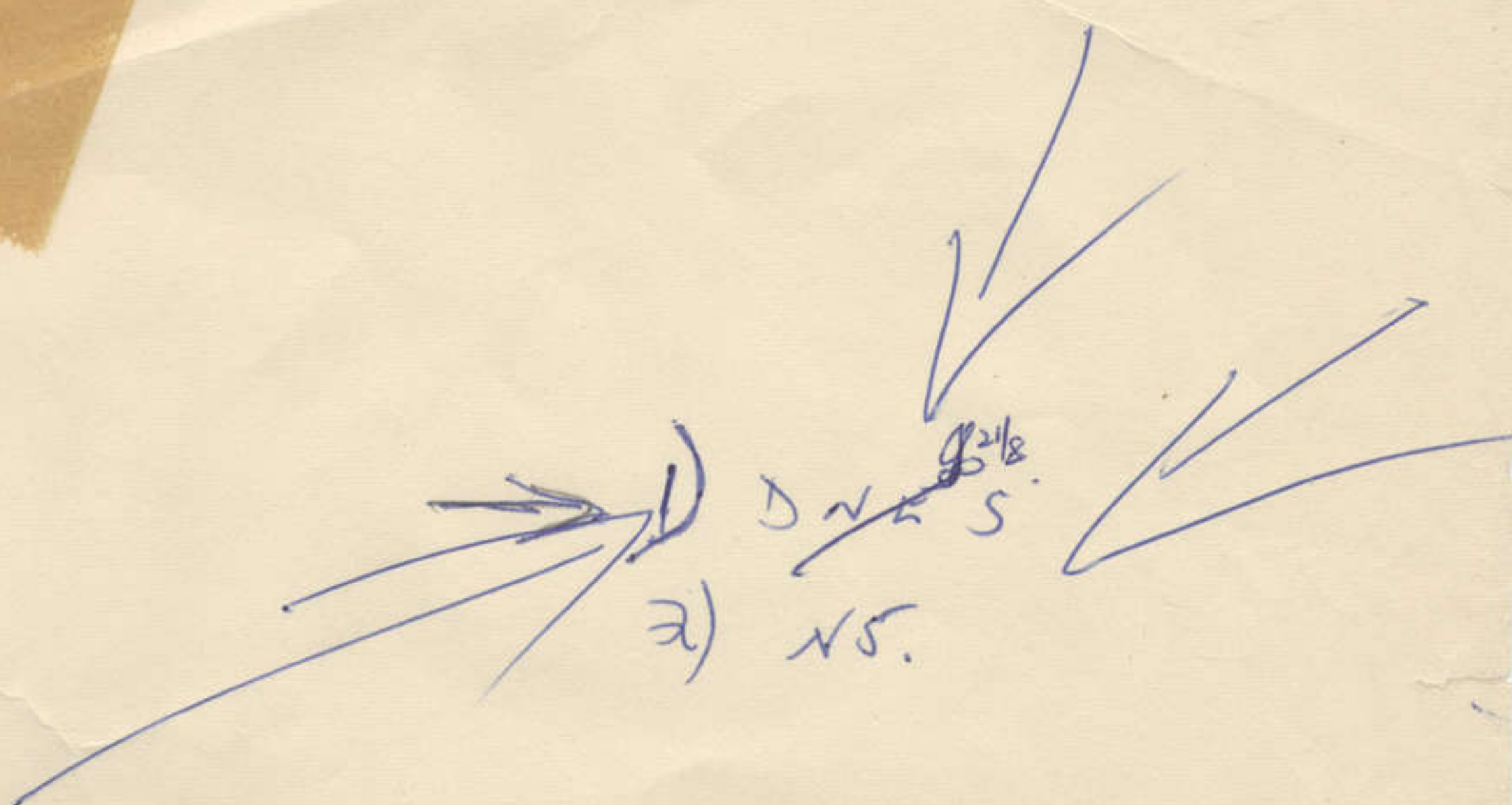
H.M.A.S.

Bess

REPORT OF PROCEEDINGS.

APRIL, 62

- DP ~~18/7~~
- DTSR ~~18/7~~
- DSI ~~18/7~~
- DAWOT ~~18/7~~
- DNM
- DEB (atnk) ~~18/7~~
- DCNP ~~18/7~~
- DOA
- DNT ~~18/7~~ 10 queries
- DDM ~~18/7~~
- DDP ~~18/7~~
- DCS ~~18/7~~
- INR ~~18/7~~ 19/7
- DNES ~~18/7~~ 21/7
- MDG ~~18/7~~ 23/7
- DCNTS ~~18/7~~ 25/7
- DEI ~~18/7~~
- DME ~~18/7~~ 27/7
- DNC ~~18/7~~ 27/7
- DW ~~18/7~~ 31/8
- HNB (N5) ~~18/7~~



REGISTRAR

- HNB
- DOD
- DSNS
- 1st NM
- 2nd NM
- 3rd NM
- 4th NM
- SEC
- CI PR
- HNB (N5)
- REGISTRAR

Separate Report Circulating.

- Note:
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10/5/7

1278

24 JUL 1962

OFFICE

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REGISTRATION

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30 MAY A.M.  
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NAVY REGISTRY

ROYAL AUSTRALIAN NAVY

1285

St 6299

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653.

IN REPLY

QUOTE NO.

Y/2/2

Ref 625 - (Mar 62) -

H.M.A.S. Bass,  
at Sydney.

HN 17/5/62  
(T/S)

22 May 1962

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA

(Copies to: The Flag Officer in Charge, East Australia Area.  
The Hydrographer, R.A.N.)

REPORT OF PROCEEDINGS - APRIL 1962

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command for the month of April 1962.

2. The Ship remained alongside at Hobart until Tuesday 5th..

3. Workboat sounding and coastlining was carried out from Monday 2nd., and the Port Hobart 1:7,920 Area was completed by 1730 Thursday 5th.. Mark recovering and erecting parties were landed on Tuesday 3rd., and Wednesday 4th..

4. At 1015 Thursday 5th., the Ship cast off from Queen's Pier, and sailed to carry out reconnaissance for the Approaches to Hobart 1:25,000 Survey Area. Reconnaissance was carried out in Ralph's Bay, NorthWest Bay, and Storm Bay from One Tree Point to Betsy Island, and the Ship returned alongside South Queen's Pier at 1700.

5. The Ship remained alongside at Hobart until 0830 Monday 9th., plotting Sheets and sounding boards for the new area were prepared, and the Port Hobart collector tracing was progressed.

6. I carried out Rounds of the Ship at 1130 Saturday 7th..

7. A marking party was landed in the workboat at 0800 Monday 9th., and at 0830, the Ship sailed from Hobart, anchoring off Robert's Point in the D'Entrecasteaux Channel at 1100. Observing parties were landed at 1115 to carry out Tellurometer and theodolite observations from Roberts Point to six selected marks. However, Tom Thumb broke down after the first set of observations, and no others were taken. Tom Thumb was serviceable by 1700, and both observing parties returned to the Ship by 1730. I received a signal when I returned on board, instructing me to return to Hobart, and the Ship weighed anchor at 1740 to proceed accordingly. The Ship

2./ ... berthed

Recd 15/6  
HN 13  
3/13/6

NS

7.(Cont.) berthed at South Elizabeth St. Pier at 2005. The Hydrographer, R.A.N. - Captain A.H. COOPER R.A.N. - arrived on board at 2010, and the Survey and general outstanding problems were discussed.

8. The workboat left the Ship at 0630 Thursday 10th., to commence sounding in the Approaches to Hobart Area. The Ship cast off from South Elizabeth St. Pier at 0635, proceeded to Snug Point, and anchored there at 0840. Observing parties were landed at 0915, and the observations outstanding from Monday were completed. Both observing parties were recovered by 1800, and the Ship weighed anchor at 1815 to proceed to rendezvous with the workboat and anchor in Ralph's Bay. A light flashing the general call was sighted off Kingston Beach at 1835, and although I answered, no message was forthcoming. Thinking it may be a vessel in difficulties, I altered course to investigate, and on my closer approach, the light flashed S.O.S.. At 1900, I hove to, and a lifeboat from the S.S. HUNTINGDON came alongside. The Officer in charge of the boat requested that I tow him to Hobart, as he was becalmed, his crew were hungry and exhausted, and he did not know his whereabouts. After chastising the young Officer for unnecessarily using a distress signal, I ordered the lifeboat secured alongside, and continued en route to Ralph's Bay. At 1930 the tow was transferred to the workboat to carry on to Hobart, and the Ship anchored in Ralph's Bay at 2000. The workboat returned to the Ship at 2130, having delivered the lifeboat to S.S. HUNTINGDON. The incident was reported in both the Hobart and Melbourne Newspapers, and I was interested to find that I had been the "good samaritan" in what was virtually described as a tense sea drama.

9. Sounding and mark recovery parties left the Ship in the workboat at 0800 Wednesday 11th., and at 0815, the Ship sailed for mark erecting and observing. Landing was not possible at the first three sites as there was a heavy swell running, However One Tree Point was marked at 1115, and the Ship anchored off Dennes Point at 1315 to mark at Dennes Point, and erect a tidepole. These tasks were completed by 1740, when the Ship weighed and sailed for Hobart, berthing at South Queen's Pier at 1915. The workboat returned to the Ship at 1930.

10. Marking and observing parties were landed at 0830 Thursday 12th., to carry out a triangulation programme in Ralph's Bay and South Arm. The Ship sailed from Hobart at 1130 and anchored off Dennes Point at 1315, remaining there until 1500 Saturday 14th., carrying out tidepole observations for transference of Chart Datum. The workboat returned to the Ship at 2030, and the Shore parties reported the programme unsuccessful due to access difficulties.

11. The workboat was despatched at 0730 Friday 13th., to

3./.... repeat



- 11.(Cont.) repeat the triangulation programme, but a South Westerly gale with driving heavy rain prevented any observations being taken, and the workboat returned to the Ship at 1940.
12. The workboat carried out check fixing from 1100 to 1330 on Saturday 14th., in the NorthWest Bay Area, and was despatched to return to Hobart at 1450. The Ship weighed anchor at 1500 to return to Hobart, and berthed at South Queen's Pier at 1630, remaining there until 0800 Monday 16th..
13. Ship and workboat sounding was progressed in the Derwent River and NorthWest Bay on Monday 16th., and Tuesday 17th., the Ship anchoring off Dennes Point each night. On Wednesday 18th., workboat sounding was carried out until 1700, and Ship sounding until 1220, when the echo sounder broke down. The echo sounder was still unserviceable at 1700, and the Ship returned to Hobart, berthing at South Queen's Pier at 1800. The workboat returned to the Ship at 1900.
14. The Ship remained alongside at South Queen's Pier carrying out Self Maintenance until 1000 Thursday 26th..
15. Observing parties were landed at 0830 Thursday 19th., to again attempt the Ralph Bay/South Arm triangulation programme, and this time were successful with the exception of one series of observations which I completed on Tuesday 24th.
16. The Ship was opened to visitors on Saturday 21st., but despite radio publicity, only approximately 100 visitors were received.
- 17 . Records and calculations were progressed during the Self Maintenance period.
18. The Ship cast off from South Queen's Pier at 1000 Thursday 26th., and sailed to commence sounding. The workboat joined the ship at 1300, and workboat and Ship sounding commenced at 1315. A steering breakdown at 1430 prevented sounding in the Ship, and attempts were abandoned at 1700, when the Ship returned to Dennes Point in hand steering, and anchored there at 1800. The workboat returned alongside at 1810.
19. The Ship weighed anchor at 0745 on Friday 27th., and workboat and Ship sounding continued throughout the day. The Ship anchored off Dennes Point at 1800, and the workboat returned alongside at 1805. Heavy rain set in during the night, and continued throughout Saturday 28th.. Sounding plans were abandoned at 1400, when the Ship weighed anchor, and with the workboat in company, returned to Hobart, berthing at North Elizabeth St. Pier at 1540.
20. The Ship was shifted to North King's Pier at 1215 Sunday 29th., and remained there until 0830 Monday 30th., when she

4./.... sailed

20.(Cont.) sailed to commence sounding. Workboat and Ship sounding continued throughout the day, and the ship anchored off Dennes Point at 1800, when the workboat returned alongside.

21. With the unavoidable delays in the sounding programme, progress has not been as rapid as I had planned. However NorthWest Bay is approximately half completed, and the Ship has completed to White Roek in the Derwent River.

22. The appearance of the Ship is satisfactory internally and externally.

23. Short Leave has been granted at Hobart during the month, and the Health, Conduct and Morale of the Ship's Company are good.

I have the honour to be,

Sir,

Your Obedient Servant,

*G.T. Kennedy*

(G.T. Kennedy)

Lieutenant

Captain

APPENDIX A

Distance Steamed during the month:	447.8 miles
Distance Steamed since commissioning:	18,211.8 miles
Hours underway during the month:	80 hours
Hours underway since commissioning:	2,487 15/60
Economical Speed exceeded:	Nil.

1285. 3. 667

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S.

*BASS.*

Report of Proceedings

*May, 62*

*First*  
~~HNB~~ *26/6*  
~~DOD~~ *27/6*  
~~DCNS~~ *27/6*  
~~1st NM~~ *28/6*  
~~2nd NM~~ *27*  
~~3rd NM~~ *29/7*  
~~4th NM~~ *27*  
~~SEC~~  
~~CNPR~~ *28/7*  
~~HNB (N5)~~ *28/6*

REGISTRAR

DP  
DTSR  
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DAWOT  
DNI  
HPB  
DCNP  
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DPS  
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INR  
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MDG  
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REGISTRAR

Separate Report circulating.

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1285. 3. 667

DEPARTMENT OF THE NAVY

APN 19/9/62 (1/5)

MINUTE PAPER.

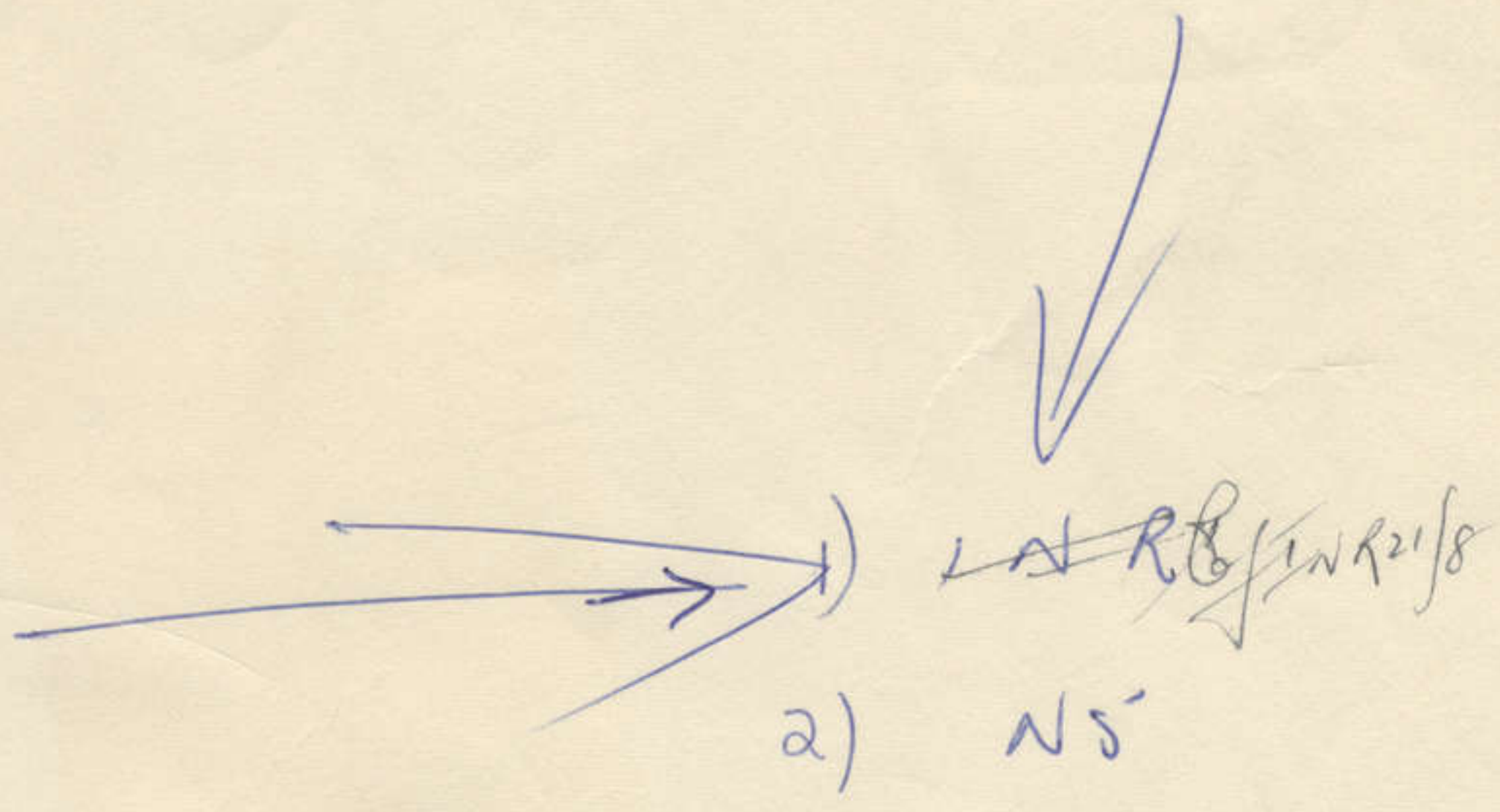
H.M.A.S.

BASS.

REPORT OF PROCEEDINGS

May, 62

- DP ~~1/2/71~~
- DTSR ~~1/6/66~~
- DSE ~~1/2/66~~
- DAWOT ~~1/2/66~~
- DWTO ~~1/2/66~~
- HPB ~~1/2/66~~
- DCNF ~~1/2/66~~
- DOA ~~1/2/66~~
- DMT ~~1/2/66~~
- BDM ~~1/2/66~~
- DPS ~~1/2/66~~
- DGS ~~1/2/66~~
- INR ~~1/2/66~~
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- DEI ~~1/2/66~~
- DME ~~1/2/66~~
- DNC ~~1/2/66~~
- DNI ~~1/2/66~~



HNB(N5) REGISTRAR

- HNB
- DOD
- DCNS
- 1st NM
- 2nd NM
- 3rd NM
- 4th NM
- SEC
- CNPR
- HNB(N5)
- REGISTRAR

Separate Report Circulating.

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NAVY  
-1 AUG 1962  
NAVY

THE OFFICE OF THE CHIEF OF DEFENSE STAFF  
WASHINGTON, D.C. 20315  
ATTENTION: THE CHIEF OF DEFENSE STAFF  
OFFICE OF THE CHIEF OF DEFENSE STAFF

MEMORANDUM FOR THE CHIEF OF DEFENSE STAFF  
SUBJECT: [Illegible]

1. [Illegible]  
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3. [Illegible]  
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8. [Illegible]  
9. [Illegible]  
10. [Illegible]

ADMINISTRATIVE AND SUPPORT STAFF

11. [Illegible]  
12. [Illegible]  
13. [Illegible]  
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15. [Illegible]  
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REPORT OF PROCEEDINGS

WILLIAM BYBEN

DEPARTMENT OF THE NAVY

NAVY 3 258

ROYAL AUSTRALIAN NAVY

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667.

TELEPHONE:

RECEIVED  
C 19 JUN P.M.  
NAVY REGISTRY

IN REPLY

Y/2/2

QUOTE NO.

Ref 653- HN 13/6/62.

H.M.A.S. Bass,  
at Sydney.

15 June 1962

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA

(Copies to: The Flag Officer in Charge, East Australia Area.;  
The Hydrographer, R.A.N.)

REPORT OF PROCEEDINGS - MAY 1962

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command for the month of May 1962.

2. Sounding was continued in North West Bay, Ralph's Bay, and the Derwent River until Friday 4th., and the Ship anchored nightly off Denmes Point.

3. The Workboat sounded in North West Bay on Tuesday 1st., and on completion, at 1830, was despatched to work as required by the Naval Officer in Charge, Tasmania.

4. In view of the workboat's absence on Wednesday 2nd., the Ship carried on with the sounding in North West Bay. This turned out to be an unwise decision, as an unexpected shoal sounding was obtained which very nearly resulted in the Ship grounding. The sounding was found on the last sounding line of the day, and, with the Ship steaming at eight knots, shoaled abruptly from 40 feet to 15feet. The workboat, investigating it the next day, obtained soundings of four feet, five to ten yards from the Ship's Line! The incident proved to me how necessary is ASDIC in a Survey Ship, for, although a very good lookout was being kept, the colour of the water was such that the bank was not visible, even in the best conditions.

5. The workboat returned from HUON at 0900 Thursday 3rd., and Ship and workboat sounding continued then until 1445 Friday 4th.. The Ship returned to Hobart at 1445 Friday 4th., to collect Pay, securing alongside Queen's Pier at 1535. The workboat returned to the Ship at 1615.

6. The Ship remained alongside at Hobart until 0815 Monday 7th., and I held Divisions and rounds of the Ship at 1030 Saturday 5th..

7. An Able Seaman was landed to the Hobart Repatriation Hospital at 0800 Monday 7th., and the Ship proceeded at 0815 to commence sounding.

NS

L<sup>2</sup>

2./... para 8.

1282/3/17

H.M.S. Base

Director of Proceedings

May 1962

H.M.S.

commence sounding.

Headquarters at 0800 Monday 1st, and the ship proceeded to 0812 to

1. In view of the weather was ordered to the North West Bay, and I held directions and orders of the ship at 0830

2. The ship remained alongside at North West Bay until 0912 Monday 1st, and at 1012.

3. The ship remained alongside at North West Bay until 1032. The workboat returned to the

4. The ship returned to North West Bay at 1442 Friday 4th, to collect Bay, and workboat sounding continued from North West Bay at 1442 Friday 4th.

5. The workboat returned from North West Bay at 0800 Wednesday 3rd, and alongside, even in the best conditions.

6. During the day, the condition of the water was such that the pump was not used to avoid in a gale, but a very good look-out was to be seen from the ship, a fine; the incident proved to be most necessary.

7. The next day, obtained soundings of 10ft feet, the knots, showed a current from 40 feet to 12 feet. The workboat, the last sounding time of the day, and with the ship alongside at 0812

8. A very heavy rain fell in the ship alongside. The sounding was done on an average direction, as an unexpected amount of sounding was obtained which settled on with the sounding in North West Bay. This turned out to be

9. In view of the workboat, a presence on Wednesday 3rd, the ship

10. Head Office in Charge, Department.

11. On completion, at 1830, was despatched to work as required by the

12. The workboat sounded in North West Bay on Tuesday 1st, and

13. Departed Point.

14. The Department Head until Friday 4th, and the ship anchored alongside of

15. Sounding was continued in North West Bay, North West Bay, and

16. Under my command for the month of May 1962.

I make the honor to report the proceedings of H.M.S. Base

17. 21st

REPORT OF PROCEEDINGS - MAY 1962

The Hydrographer, R.N.N.

(Copies to: The Head Office in Charge, East Australia Area)

CVIBEVVV

Head Office,

Department of the Navy,

The Secretary,

12 June 1962

at Sydney.

H.M.S. Base,

1282/3/17

1/5/5

RECEIVED

ROYAL AUSTRALIAN NAVY

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8. Ship and workboat sounding continued until Wednesday 9th., and coastlining parties were landed on Tuesday 8th., and Wednesday 9th. Marks were recovered on Wednesday 9th., and the Ship returned to Hobart securing alongside Queen's Pier at 1745.
9. The Ship remained alongside at Hobart until 0800 Monday 14th. Marks were recovered on Thursday 10th., and final details for the completion of the Survey were attended to.
10. At 0800 Monday 14th., the Ship cast off from Queen's Pier, and course was set for Sydney. The weather to start was not very good, with a strong northerly wind blowing, and seas five to six feet. The forecasts were bad, and the passage looked like being rough. However, the wind dropped during the night of Monday 14th., and the seas remained calm until the Ship secured alongside Oil Wharf, Garden Island at 1530, Thursday 17th..
11. The Ship remained alongside at Garden Island for the remainder of the month.
12. Pre Refit Generator Trials commenced at 0800 Friday 18 June, and the Main Refit commenced on Monday 21st..
13. The Survey Area completed was as follows. The D'Entrecasteaux Channel to Pierson's Point, North West Bay, The Derwent River to one mile South of Kingston Beach, and the Northern half of Ralph's Bay. Some differences were found from the original charts, and a considerable amount of shoaling and sandbank movement was found in North West Bay. Ralph's Bay Northern half, which was envisaged as a possible commercial site by the local authorities, proved unsuitable. There is a five fath. shoal in the entrance to the Bay, and the last sounding line run by BASS with depths from 10 to 18 feet, was only one and a quarter miles into the Bay.
14. The appearance of the Ship is satisfactory internally and externally.
15. Short leave was given in Hobart, and was granted to Dennes Point to attend a party given by the local residents on Monday 7th.. The Ship's Company End of Season Party was held on Friday 11th., to return in some measure, hospitality received, and it proved resoundingly successful. Long Leave entitlements are being progressed whilst the Ship is in Sydney. The Health, Conduct, and Morale of the Ship's Company are good.

I have the Honour to Be,

Sir,

Your Obedient Servant,

*G.T. Kennedy*

(G.T. Kennedy)

Lieutenant

Captain

Encl.

Appendix A



Enclosure to The Captain, H.M.A.S. BASS' Letter Y/2/2 dated 15 June 1962

APPENDIX A

Distance Steamed during the month:	898.3 miles
Distance steamed since commissioning:	19,110.1 miles
Hours underway during the month:	134 25/60
Hours underway since commissioning:	2,981 40/60
Economical Speed exceeded:	Nil.

1285-3-674

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S.

*BASS*

REPORT OF PROCEEDINGS

*June 1962*

- ~~HNB~~ *19/7*
- ~~DOD~~ *W/S 1/7*
- ~~DCNS~~ *10/7*
- ~~1st NM~~ *W/S 1/7*
- ~~2nd NM~~ *B 14/7*
- ~~3rd NM~~ *17/7*
- ~~4th NM~~ *17/7*
- ~~SEC~~ *22/7*
- ~~CNDR~~ *24/7*
- ~~HNB(N5)~~ *24/7*
- REGISTRAR

- DP )
- DTSR )
- DSD )
- DAWOT )
- DNI )
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- INR )
- DNES )
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- DCNTS )
- DEB )
- DME )
- DNC )
- DW )
- HNB(N5)
- REGISTRAR

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MINUTE PAPER

H.M.A.S.

BASS

REPORT OF PROCEEDINGS.

June 1962

~~DP~~  
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~~DNC~~  
~~DW~~  
~~HNB (N5)~~

REGISTRAR

HNB  
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 1st NM  
 2nd NM  
 3rd NM  
 4th NM  
 SEC  
 CNPR  
 HNB (N5)  
 REGISTRAR

Separate Report Circulating.

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22 AUG 1962

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Vertical list of names and dates on the left side of the page, including names like "MURPHY" and "SMITH".

Faint, illegible text in the center of the page.

ROYAL AUSTRALIAN NAVY

1285

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674

IN REPLY

QUOTE No. Y/2/2

TELEPHONE:

RECEIVED

C 5.1111 A.M.

NAVY REGISTRY

H.M.A.S. Bass  
at Sydney.

1st. July 1962

Ref/667 - May 62 - 2NM29/6/76

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA.

( Copies to: The Flag Officer in Charge, East Australia Area. ;  
The Hydrographer, R.A.N. )

REPORT OF PROCEEDINGS - JUNE 1962

Sir,

I have the honour to report the proceedings of H.M.A.S. Bass under the command of Lieutenant G.T. Kennedy R.A.N. for the month of June 1962.

2. The ship remained alongside at Garden Island, Sydney throughout the month, carrying out its annual refit.
3. The ship was docked in the floating dock on the 26th. June.
4. The ~~Commanding Officer~~<sup>Captain</sup>, Lieutenant G.T. Kennedy R.A.N. had the honour to pay the following calls:- On Rear Admiral G.C. Oldham O.B.E. D.S.C., R.A.N., The Flag Officer in Charge, East Australia Area, during the forenoon of June 22nd. and on Captain R.I. Peek O.B.E., D.S.C., R.A.N., the ~~Commanding Officer~~<sup>Captain</sup> of H.M.A.S. Sydney on the 8th. June.
5. Seasonal leave continued for the ship's company during the month. The Commanding Officer proceeded on leave on the 23rd June.
6. The appearance of the ship is satisfactory.
7. The Health, Conduct and Morale of the Ship's Company has remained good.

I have the honour to be,

Sir,

Your Obedient Servant,

*J.J. Doyle*  
( J.J. Doyle )

LIEUTENANT R.A.N.

} Captain, Absent on Leave.

HN  
16/7.  
2/7

NS

HN  
HNS  
15/2/62

12/23/12  
H.M.A.S. Base  
as heading

nr

*[Handwritten scribble]*

СЕРТИФИКАТЪ НА СЪСТОЯНИЕТО  
НА КОРАБАТА

( 1.1.1912 )

*[Handwritten signature]*

КОМАНДИРА НА КОРАБАТА  
СЪЛ

I have the honour to re

remained good.

1. The health, conduct and morale of the ship, a company has

2. The appearance of the ship is satisfactory.

3. The commanding officer proceeded on leave on the 23rd June.

4. Seasonal leave continued for the ship, a company during the

H.M.A.S. the commanding officer of H.M.A.S. Sydney on the 23rd June.

the telegraph of June 25th and on Captain H.I. Beck O.B.E. D.S.O.

D.S.O. H.M.A.S. The flag officer in charge, East Australia Area, during

honour to say the following:- on Rear Admiral G.C. O'Grady O.B.E.

4. The commanding officer, Lieutenant G.J. Kennedy H.M.A.S. had the

5. The ship was docked in the floating dock on the 23rd June.

the month, carrying out its normal duties.

6. The ship remained alongside at Garden Island, Sydney throughout

June 1912.

under the command of Lieutenant G.J. Kennedy H.M.A.S. for the month of

I have the honour to report the proceedings of H.M.A.S. Base

СЪЛ

REPORT OF PROCEEDINGS - JUNE 1912

The Flag Officer, H.M.A.S. )

( Copies to: The Flag Officer in Charge, East Australia Area. )

СВИДЕТЕЛЬСТВО

НАВАЛНОЕ УПРАВЛЕНИЕ

Department of the Navy,

The Secretary,

*[Handwritten notes]*  
1st July 1912  
at Sydney.  
H.M.A.S. Base

NAVAL REGISTRY  
C 2 1111 AM  
RECEIVED

ROYAL AUSTRALIAN NAVY

1582 2 15/15  
21 1320

MINUTE PAPER

H.M.A.S.

BASS

REPORT OF PROCEEDINGS.

July 1961

- DP 40870
- DTSR 9/8
- DSDA 13/8
- DAWOT 14/8
- DN 14/8
- HPB 22/8
- DCNE 28/8
- DOA 29/8
- DMT 29/8
- DEM 3/9
- DPS 3/9
- DGS
- INR 6/9
- DNES 6/9
- MDS 10/9
- DCNTS 19
- DEE 7/9
- DME 15/9
- DNC 15/9
- DW 20/9
- HNB (N5) 27/9

REGISTRAR

- HNB
- DOD
- DCNS
- 1st NM
- 2nd NM
- 3rd NM
- 4th NM
- SEC
- CNPR
- HNB (N5)
- REGISTRAR

Separate Report Circulating.

- Note:
- (a) This report should be dealt with and passed on promptly.
  - (b) On this file comments should be brief if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.





d/88

DEPARTMENT OF THE NAVY



MINUTE PAPER

H.M.A.S.

BASS

REPORT OF PROCEEDINGS

July 1962

HMB

DOD 6/2/8

DCNS 9/8

1stNM 10/8

2ndNM 11/8

3rdNM 12/8

4thNM 13/8

SEC 14/8

CNR 23/8

HNB(N5) 27/8

REGISTRAR

→ 27-9

- DP )
- DTSR )
- DSD )
- DAWOT )
- DNI )
- HPB )
- DCNP )
- DOA )
- DMT )
- DDM )
- DPS )
- DGS )
- INR )
- DNES )
- MDG )
- DCNTS )
- DEE )
- DME )
- DNC )
- DW )
- HNB(N5)
- REGISTRAR

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- Note;
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D. C. N. T. S.  
1 - OCT 1962



ROYAL AUSTRALIAN NAVY

CANBERRA		
St 6299		
1285	3	691
IN REPLY		
QUOTE No. Y/2/2		

H.M.A.S. BASS,  
at Broken Bay.  
1st August, 1962.

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA

(Copies to: The Flag Officer in Charge, East Australia Area.  
The Hydrographer, R.A.N. )

REPORT OF PROCEEDINGS - JULY 1962

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command for the month of July, 1962.

2. The ship remained in the Floating Dock at East Return Wall until Friday 6th., when movement to alongside KIMBLA at West Dock Wall was effected by tugs and Naval Pilot. There, the refit continued until Wednesday 11th., when the ship was again shifted by tugs and Naval Pilot to East Return Wall.

3. Between Monday 16th and Thursday 19th, the main engines and funnel were replaced. The refit continued until Friday 27th, harbour trials and fuelling on Monday 23rd, an inclining experiment on Tuesday 24th and compass adjustment on Thursday 26th. During the trials, it was pleasing to note that the recently installed Arma Brown gyro compass performed quite well.

4. At 1000, Monday 30th., the ship cast off from alongside and proceeded to Refuge Bay in Broken Bay anchoring at 1305. The ship has remained at anchor until the end of the month, the Ship's Company being employed painting ship.

5. The appearance of the ship is satisfactory.

6. The Health, Conduct and Morale of the Ship's Company are satisfactory.

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

(R.B.Doolan)  
Lieutenant R.A.N.  
CAPTAIN

Encl.  
Appendix A

HN  
6/8

HN  
1582/3/0

1285/3/1

H.M.A.S. Bass

at heading

H.N.

αββενδγx v

ENCJ.

CVBLLVIM

MENTENANT H.V.M.

(H.V. DOOTEN)

LONG OREDEMENT DELAVANT  
SIR,

I HAVE THE HONOUR TO RE-

satistastokly.

1. The health, conduct and morale of the ship, a company are

2. The appearance of the ship is satisfactory.

3. The ship employed during the month

remained at anchor until the end of the month, the ship, a company  
proceeded to Broken Bay in Broken Bay anchorage at 1302. The ship was

4. At 1000, Monday 30th, the ship cast off from anchorage and  
commenced her voyage northwards.

It was pleasing to note that the recently installed wireless  
apparatus set and compass equipment on the ship, during the trials,  
trials and testing on Monday 23rd, an interesting experiment on  
the ship were conducted. The test continued until Friday 27th, between

5. Between Monday 19th and Thursday 22nd, the ship engines and  
to cast return north.

Wednesday 21st, when the ship was again visited by the ship and  
was effected by the ship and the ship. There, the test continued until  
Friday 23rd, when movement to anchorage KIMBLY at West Dock West

6. The ship remained in the floating dock at West Dock West  
under my command for the month of July, 1925.

I have the honour to report the proceedings of H.M.A.S. Bass  
SIR,

REPORT OF PROCEEDINGS - JULY 1925

(Copies to: The Flag Officer in Charge, West Australia Area.)

CVIBENBV  
MAIL OFFICE,  
Department of the Navy,  
The Secretary,

1st August, 1925.

at Broken Bay.

H.M.A.S. Bass,

RECEIVED  
M.A. DIVISION  
LEGATION

ROYAL AUSTRALIAN NAVY

INDEX NO. 1/515  
IN MAIL  
1582 3 101  
CVIBENBV

Enclosure to The Captain H.M.A.S. BASS' Letter Y/2/2 dated 1st August, 1962  
(Reference: R.I. Appendix 29A para. 6)

APPENDIX A

- (a) 43.5 miles
- (b) 7 hours
- (c) 19153.6 miles
- (d) 2988 40/60 hours
- (e) Nil

DEPARTMENT OF THE NAVY  
MINUTE PAPER

H.M.A.S.

BASS

Report of Proceedings

August 1962

~~HNB~~ 27/9

~~DOD~~ 28/9

~~DCNS~~ 28/9

~~1st NM~~ will

Why does this ship report direct to ACNB. who is if this procedure is correct the proper authority to find out why she sailed with flat Batteries. It is absurd for ACNB to have to deal with such detail.

will 5/10

~~2nd NM~~ 9/10

BY SEC INM

BASS is a surveying ship and report direct to ACNB, the Operational Authority, copy to FOICEA, the Administrative Authority, i.e. R.I. Appendix 29A para. 7 and CNO 275/61. FOICEA should investigate the matter of the flat batteries. M. 8/10.

~~3rd NM~~ 15/10

~~4th NM~~ 17/10

Noted will 8/10

~~SEC~~ 18/10

~~CNPR~~ 22/10

~~HNB (N5)~~

REGISTRAR 12/10

- |       |      |       |           |
|-------|------|-------|-----------|
| DP    | DCNP | INR   | DNC       |
| DTSR  | DOA  | DNES  | DW        |
| DSD   | DMT  | MDG   | HNB (N5)  |
| DAWOT | DPS  | DCNTS | REGISTRAR |
| DNE   | DGS  | DEE   |           |
| HPB   | DDM  | DME   |           |

Separate Report  
Circulating

- Note: (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
- (b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

DEPARTMENT OF THE NAVY  
MINUTE PAPER

Report of Proceedings

August 1962

BASS

~~DE~~ *17/4*

~~DTSR~~ *2/10*

~~DSD~~ *7/10 a better supply is awaiting fitting*

~~DAWOT~~ *4/3/10*

~~DNI~~ *3/10*

~~HPB~~ *ContrA) 8/9/10*

~~DCNP~~ *8/9/10*

~~DOA~~ *8-14/10*

~~DRT~~ *8/11 Oct*

~~DDM~~ *8/12/10*

~~DPS~~ *8/15/10*

~~DGC~~ *8/16/10*

~~INR~~ *8/29/10*

~~DNES~~ *8/29/10*

~~DEB~~ *8/30/10*

~~DCNTS~~ *8/11*

~~DEB~~ *8/11*

~~DME~~ *8/11*

~~DNC~~ *8/9/11*

~~DW~~ *8/16/11*

HNB (N5)

REGISTRAR

HNB	1st NM	4th NM	HNB (N5)	} Separate Report Circulating.
DOD	2nd NM	SEC	REGISTRAR	
DCNS	3rd NM	CNPR		

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1422

M.D.S.  
31 OCT 1962  
NAVY

DAV  
DDE  
DRI  
DOR  
DOME  
HEB  
DRI  
DVAQ  
DSD  
DLE

2382  
MIDDLE EAST  
DEPARTMENT OF THE NAVY

DEPT. OF NAVY CANBERRA		
St 6299		
1285	3	721
IN REPLY		
QUOTE No.		

ROYAL AUSTRALIAN NAVY

RECEIVED  
C 24 SEP A.M.  
NAVY REGISTRY

TELEPHONE:

H.M.A.S. BASS,  
at Keppel Bay.

1 September, 1962.

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA. A.C.T.

Copies to : The Flag Officer in Charge, East Australia Area.  
The Hydrographer, R.A.N.

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS, under my command, for the month of August, 1962.

2. Until Friday 3rd, the Ship remained at anchor in Broken Bay, and at 0800, weighed and proceeded to Sydney, berthing alongside West Dock Wall at 1130.
3. From Friday 3rd until Monday 13th, the ship remained alongside West Dock Wall completing final storing prior to leaving Sydney.
4. At 1000 Monday 13 August, the ship cast off and proceeded for Keppel Bay. During the first two days heavy weather was encountered.
5. Soon after sailing, the AT5/AR8 was found to be unserviceable, although it was tested half an hour before sailing. On investigation, it was found that all the batteries in the 24 volt bank which supplied the radio were flat. The MTR1 was then used to transmit traffic through H.M.A.S. VAMPIRE on coastal common.
6. A temporary supply of batteries was rigged and the AT5/AR8 made operational, but only the last half hour of the single operational periods were kept due to the limited supply. To remedy the fault, the ship called into Brisbane and berthed alongside MILDURA at New Farm at 1130 on Thursday 16 August. Assistance was given by dockyard personnel who were employed at H.M.A.S. MORETON, who found three of the eight batteries in the bank completely unserviceable. These were replaced by batteries forwarded from Sydney.
7. All batteries were put on charge from shore supply, and by the following morning all were fully charged. To bring the batteries to the same S.G. onboard, using ship's power would have taken four or five days with only one of the two banks of batteries being charged at the one time.
8. With the radio working efficiently, the ship sailed from Brisbane at 0800, Friday 17 August, and proceeded to Keppel Bay in very calm weather. The ship anchored off Hummocky Island at 0010 on Sunday, 19 August.
9. That morning at 0800, a marking party was landed in Tom Thumb, to mark Hummocky Is., Keppel Rocks and Bald Hill (290'). The ship then weighed and proceeded to Peak Island, where another party was landed to mark Peak Island and Arch Rock. On recovery of this party the ship weighed and proceeded to anchor, off Sea Hill Light, where the tide pole watcher (an M.E.) was landed.

HN  
26/9/62

NS  
26/9

.....10  
H.M.A.S. BASS  
19/8/62



1285/3/D  
HMAS Bass  
Report of proceedings

1. Where the tide bore was ebb (on N.E.) was intended  
from which the ship was ordered and proceeded to anchor  
from which was intended to work back to the pier and  
the ship then was ordered and proceeded to work back  
in low water to work back to the pier and was intended  
at 0800 a working party was intended

2. Intending at 0010 on Sunday 13 August.  
Keblet Bay in low water was intended. The ship anchored off  
at 0800 and proceeded to  
with the light working party the ship

3. being ordered at the one time.  
taken from of the day with only one of the two banks of  
reference to the same G.C. ordered; party with a bomb  
and all the following morning all were intended. To return  
all parties were out on Sunday 13 August

4. The ship was intended to return to the pier  
from which was intended to return to the pier  
was intended to return to the pier  
at 1130 on Sunday 13 August. The ship  
to return to the pier the ship was intended  
and proceeded to return to the pier  
the ship was intended to return to the pier  
at 1130 on Sunday 13 August

5. The ship was intended to return to the pier  
from which was intended to return to the pier  
was intended to return to the pier  
at 1130 on Sunday 13 August. The ship  
to return to the pier the ship was intended  
and proceeded to return to the pier  
the ship was intended to return to the pier  
at 1130 on Sunday 13 August

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was intended to return to the pier  
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to return to the pier the ship was intended  
and proceeded to return to the pier  
the ship was intended to return to the pier  
at 1130 on Sunday 13 August

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was intended to return to the pier  
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to return to the pier the ship was intended  
and proceeded to return to the pier  
the ship was intended to return to the pier  
at 1130 on Sunday 13 August

8. The ship was intended to return to the pier  
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was intended to return to the pier  
at 1130 on Sunday 13 August. The ship  
to return to the pier the ship was intended  
and proceeded to return to the pier  
the ship was intended to return to the pier  
at 1130 on Sunday 13 August

9. The ship was intended to return to the pier  
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was intended to return to the pier  
at 1130 on Sunday 13 August. The ship  
to return to the pier the ship was intended  
and proceeded to return to the pier  
the ship was intended to return to the pier  
at 1130 on Sunday 13 August

10. The ship was intended to return to the pier  
from which was intended to return to the pier  
was intended to return to the pier  
at 1130 on Sunday 13 August. The ship  
to return to the pier the ship was intended  
and proceeded to return to the pier  
the ship was intended to return to the pier  
at 1130 on Sunday 13 August

11. The ship was intended to return to the pier  
from which was intended to return to the pier  
was intended to return to the pier  
at 1130 on Sunday 13 August. The ship  
to return to the pier the ship was intended  
and proceeded to return to the pier  
the ship was intended to return to the pier  
at 1130 on Sunday 13 August

12. The ship was intended to return to the pier  
from which was intended to return to the pier  
was intended to return to the pier  
at 1130 on Sunday 13 August. The ship  
to return to the pier the ship was intended  
and proceeded to return to the pier  
the ship was intended to return to the pier  
at 1130 on Sunday 13 August

13. The ship was intended to return to the pier  
from which was intended to return to the pier  
was intended to return to the pier  
at 1130 on Sunday 13 August. The ship  
to return to the pier the ship was intended  
and proceeded to return to the pier  
the ship was intended to return to the pier  
at 1130 on Sunday 13 August

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NAVY AUSTRALIAN NAVY

1582	3	151
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10. At 0700, Monday 20th, the ship weighed and proceeded towards the area to be sounded. On the way it was found that the mark at Hummocky would be impossible to see from the survey area, and a party was landed to boost the mark. While they were away a bar check was carried out. On their return the ship proceeded to the survey area and at 1230, sounding commenced,

11. No radio communication with the tide pole watcher was made that evening, so on Tuesday 20th, a party was landed in Tom Thumb to remedy the radio fault, and establish bench marks at the jetty at Sea Hill.

12. Sounding continued until Friday 24th, when the tide pole watcher was recovered. On both Thursday 23rd, and Friday 24th, a coastlining party was landed to commence walking the coast-line from Sea Hill Light to Cape Capricorn.

13. At 2348, Friday 24th, the ship weighed and proceeded to Gladstone, berthing alongside Auckland Wharf at 0815. Leave was granted from 1000 to allow the Ship's Company to buy any necessities whilst the shops were open.

14. After an enjoyable weekend, the ship sailed from Gladstone at 0730, Monday 27th, and proceeded to Keppel Bay, anchoring off Sea Hill Point at 1530. The tide pole watcher was immediately landed.

15. Sounding of the 1:25,000 examination of Jabiru Shoals was completed during the forenoon of Tuesday 28th, and the afternoon was used to reconnoitre Port Alma, anchoring off Sea Hill Point on completion.

16. On Tuesday 28th, Wednesday 29th, and Friday 31st, a coastlining party was landed. At present the coastlining has only progressed to 1 1/2 miles S.E. of Cape Keppel from Sea Hill Point. It is doubtful that the coastlining (H.I. No. 9(b)), will be completed before the ship leaves the area. However, it has been discovered that the N.S.W. Rutile Mining Company has staked out claims from Station Point Light up to at least where the coastlining has been completed, and additional information may be forthcoming from them.

17. On Wednesday 29th, the ship weighed and proceeded to Port Alma, where an observing party landed to observe at the wharf back lead and Eupatoria front lead. On completion the ship proceeded to the anchorage off Sea Hill Point.

18. Fog during the forenoon of Thursday 30th precluded any advance in the work. When the fog appeared to be lifting, the ship weighed, but after a half hour the fog settled again, the ship anchoring to the north of South Head Shoal.

19. The fog finally lifted in the early part of the afternoon and parties were landed to mark South Hill and Sandfly Hillock, theodolite observations being carried out at Sandfly Hillock.

20. On Friday 31st, a party landed to clear and observe at South Hill and the Port Alma leads. The clearing was completed but severe haze precluded any accurate theodolite observations being made.

21. The progress of the Hydrographic Instructions are as follows :-

- |               |   |  |
|---------------|---|--|
| H.I. No. 9(a) | - | Completed.   |
| (b)           | - | 50%.   |
| H.I. No.10    | - | All theodolite observations except for South Hill completed. It is intended to observe at South Hill before leaving for Weipa and, on return from Weipa use the tellurometers as a check of these shots. |
| H.I. No. 11   | - | As for 10.   |

22. It is intended to start sounding in the 1:25,000 area (H.I. No.12) during the few days left to make up for any time lost tellurometering on the return from Weipa.

23. The health, conduct and morale of the Ship's Company remains satisfactory. The appearance of the Ship is satisfactory.

I have the honour to be,

Sir,

Your obedient servant,



LIEUTENANT, R.A.N.

APPENDIX.

Reference R.I. Appendix 29 A paragraph 6 -

- (a). 1405 miles.
- (b). 203 51/60 hours.
- (c). 20,558.6 miles.
- (d). 3,192 31/60 hours.
- (e). Nil.

DEPARTMENT OF THE NAVY  
MINUTE PAPER

1285-3-728  
SEP. '62

H.M.A.S. BASS

Report of Proceedings

~~H.M.A.S.~~ 12  
10

~~DOD~~ 15/10

~~DCNS~~ 16/10

~~1st NM~~ 19/10

~~2nd NM~~ 20/10

~~3rd NM~~ 24/10 25/11

~~4th NM~~ 26/11

~~f SEC~~ 27/11

~~CNPR~~ 28/11

~~HNB (15)~~ 29/12

REGISTRAR

DP	DCNP	INR	DNC	} Separate Report Circulating
DTSR	DOA	DNES	DW	
DSD	DMT	MDG	HNB (N5)	
DAWOT	DPS	DCNTS	REGISTRAR	
DNE	DGS	DEE		
HPB	DDM	DME		

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DEPARTMENT OF THE NAVY  
MINUTE PAPER

Report of Proceedings SEA 6

H.I.A.S.

BASS

~~DP~~ 17/10

~~DTSR~~

~~DSD~~ 18/10

~~DAWOT~~ 19/10

~~DNE~~ 24/10

~~HPB~~ 27/10

~~DCNP~~ 26/10

~~DOA~~ 30/10

~~DMT~~ 1 Nov.

~~DDM~~ 6/11

~~DPS~~ 15/11

~~DGS~~ 2/11

~~INR~~ 6/11

~~DNES~~ 8/11

~~MDG~~

para 9. Bauxite, in common with all oxides of aluminium, may be regarded as non-poisonous & harmless when ingested in drinking water.

~~DCNTS~~ 11/11

~~DNE~~ 14/11

~~DME~~ 15/11

~~DNC~~ 19/11

~~DW~~ 23/11

HNB (N5)

REGISTRAR

HNB	1st NM	4th NM	HNB (N5)	} Separate Report Circulating.
DOD	2nd NM	SEC	REGISTRAR	
DCNS	3rd NM	CNPR		

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11. B.L.M.  
- 9 NOV 1962

9/11/62

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NOV 1962

*[Faint, mostly illegible handwritten text and scribbles covering the majority of the page.]*

1962 - 3 - 100

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C 10 001 P.M.  
NAVY REGISTRY

ROYAL AUSTRALIAN NAVY

DEPT. OF NAVY CANBERRA	
1285	IN REPLY QUOTE NO. 3
	728.

TELEPHONE:

H.M.A.S. BASS  
at Albatross Bay.  
1st October, 1962.

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA. A.C.T.

Copies to : The Flag Officer in Charge, East Australia Area.  
The Hydrographer, R.A.N.

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command for the month of September, 1962.

2. On Saturday 1st, an attempt was made to land at South Hill but rough weather prevented this. The ship remained at anchor over the weekend except on Sunday morning when the ship weighed and proceeded to a more sheltered anchorage north of Sea Hill Pt. to obtain some protection from the strong south easterly wind.
3. Due to the bad weather on both Monday 3rd and Tuesday 4th no attempt was made to lower boats for observing parties to land. H.I. no. 12 was therefore commenced and before the ship left the area, most of the ship sounding had been completed leaving mainly boatwork to complete the area.
4. On Wednesday 5th a party to observe at South Hill but the haze prevented the observing of angles of sufficient accuracy. On completion of sounding for the day at 1400, the observing party was recovered and then the tide pole watcher, anchoring on completion.
5. At 0020 Thursday 6th, the ship weighed and proceeded to Gladstone berthing alongside Auckland Point Wharf at 0755. Whilst there the ship fuelled, watered and provisioned before proceeding at 0730 Friday to Weipa.
6. After a calm and uneventful passage, the ship anchored off the Fairway Beacon, Weipa near WARREGO at 0254, Thursday 13th. That day, the ship obtained the services WARREGO's senior electrical ratings to investigate the Arma Brown Gyro and MTR1 radio. They had no success in repairing these, the Gyro having since been returned to Sydney and spare parts for the MTR1 demanded.
7. That evening, the sounding board for the area to be sounded by this ship was obtained from WARREGO and sounding commenced Friday 14th continuing until Saturday 22nd anchoring in the evenings and throughout Sunday, 16th.
8. On completion of sounding at 1530, Saturday 22nd, the ship proceeded to alongside the dolphins at Evans Landing berthing at 1702. Fuel and water were obtained Sunday, 23rd and the ship cast off from alongside at 0645 Monday 24th commencing sounding at 0845.
9. The water obtained has been bore water, slightly brown in colour from the bauxite in it and with an unusual taste. It is intended not to obtain any more water from this source unless absolutely vital.
10. Self maintenance was carried out on Tuesday 25th and Wednesday 26th whilst the ship remained at anchor.
11. From Thursday 27th to Saturday 29th, the ship sounded anchoring each when the visibility failed. Sunday, 30th the ship remained at anchor and mail was landed at Weipa by boat.

/ 12. The health

1285/310

11. The ship was damaged at sea by a mine explosion on 11th September 1962. The ship was damaged at sea by a mine explosion on 11th September 1962. The ship was damaged at sea by a mine explosion on 11th September 1962.

12. The ship was damaged at sea by a mine explosion on 11th September 1962. The ship was damaged at sea by a mine explosion on 11th September 1962. The ship was damaged at sea by a mine explosion on 11th September 1962.

13. The ship was damaged at sea by a mine explosion on 11th September 1962. The ship was damaged at sea by a mine explosion on 11th September 1962. The ship was damaged at sea by a mine explosion on 11th September 1962.

14. The ship was damaged at sea by a mine explosion on 11th September 1962. The ship was damaged at sea by a mine explosion on 11th September 1962. The ship was damaged at sea by a mine explosion on 11th September 1962.

15. The ship was damaged at sea by a mine explosion on 11th September 1962. The ship was damaged at sea by a mine explosion on 11th September 1962. The ship was damaged at sea by a mine explosion on 11th September 1962.

16. The ship was damaged at sea by a mine explosion on 11th September 1962. The ship was damaged at sea by a mine explosion on 11th September 1962. The ship was damaged at sea by a mine explosion on 11th September 1962.

17. The ship was damaged at sea by a mine explosion on 11th September 1962. The ship was damaged at sea by a mine explosion on 11th September 1962. The ship was damaged at sea by a mine explosion on 11th September 1962.

18. The ship was damaged at sea by a mine explosion on 11th September 1962. The ship was damaged at sea by a mine explosion on 11th September 1962. The ship was damaged at sea by a mine explosion on 11th September 1962.

19. The ship was damaged at sea by a mine explosion on 11th September 1962. The ship was damaged at sea by a mine explosion on 11th September 1962. The ship was damaged at sea by a mine explosion on 11th September 1962.

20. The ship was damaged at sea by a mine explosion on 11th September 1962. The ship was damaged at sea by a mine explosion on 11th September 1962. The ship was damaged at sea by a mine explosion on 11th September 1962.

*H. M. A. S. B. V. S. 21*

*Deputy Commissioner*

*Sept 1962*

*H. M. A. S. B. V. S. 21*

Copies to : The Hydrographer, H.M.A.S. B.V.S. 21, the Flag Officer in Charge, West Australian Area.

CYBERNETIC V.C.L.  
HEAD OFFICE,  
DEPARTMENT OF THE NAVY,  
THE SECRETARY.

1st October, 1962.  
at Westport Bay.  
H.M.A.S. B.V.S. 21

RECORDED

ROYAL AUSTRALIAN NAVY

1582	NO. 3	158
IN FILE		
CYBERNETIC		



12. The health, conduct and morale of the Ship's Company remains satisfactory. The appearance of the Ship is satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant,



(R.B. Doolan)

Lieutenant R.A.N.

CAPTAIN

APPENDIX

Reference: R.I. Appendix 29A paragraph 6

- (a) 2434.8 miles
- (b) 310 4/60 hours
- (c) 22993.4 miles
- (d) 3502 35 1/2 60 hours
- (e) Nil /

DEPARTMENT OF THE NAVY  
MINUTE PAPER

1285-3-765.

HMAS *BASS*  
*3/12*

Report of Proceedings *Oct '62*

~~DOD~~ *4/5/12*

~~DCNS~~ *11/2/12*

~~1st NM~~ *11/2/12*

~~2nd NM~~ *11/2/12*

~~3rd NM~~ *11/2/12*

~~4th NM~~ *11/2/12*

~~SEC~~ *11/2/12*

~~CNPR~~ *11/2/12*

~~HNB~~ *(11/2/12)*

REGISTRAR

DP	DCNP	INR	DNC
DTSR	DOA	DNES	DW
DSD	DMT	MDG	HNB (N5)
DAWGOT	DPS	DCNTS	REGISTRAR
DNE	DGS	DEE	
HPB	DDM	DME	

Separate Report  
Circulating

- Note: (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office
- (b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

*25/11/12*

1285-3-763

H.M.A.S.

BASS

Report of Proceedings Oct 6

- DP 2/12
- DPSR 11/12
- DSD 11/12
- DAWOT 10/12
- DNI 12/12
- HPE 11/12
- DCNP 11/12
- DOA 11/12
- DMT 11/12
- DDM 11/12
- DPS 11/12
- DOS 11/12
- INR 11/12
- DNES 11/12
- MDG 11/12
- DCNTS 11/12
- DEE 11/12
- DME 11/12
- DNC 11/12
- DW 11/12
- HMB 11/12

REGISTRAR

HNB	1st NM	4th NM	HNB (N5)
DOD	2nd NM	SEC	REGISTRAR
DCNS	3rd NM	CNPR	

{ Separate Report Circulating.

- Note: (a) This report should be dealt with and passed on promptly.
- (b) On this file comments should be brief if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

D. C. N. T. S.  
 15 JAN 1963

M.D.G. BR.  
14 JAN 1963  
NAVY

4

*[Faint, illegible handwritten notes and scribbles on the left side of the page]*

24-2-1963

## ROYAL AUSTRALIAN NAVY

DEPT. OF NAVY		St 6299
CANBERRA		
1285	IN REPLY	3
QUOTE NO.		765

TELEPHONE:

H.M.A.S. BASS,  
at Keppel Bay.  
1st November, 1962.

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA. A.C.T.

( Copies to: The Flag Officer in Charge, East Australia Area.  
The Hydrographer, R.A.N.)

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command for the month of October, 1962.

2. From Monday 1st to Saturday 6th, the ship continued sounding in Albatross Bay. On Saturday 6th, the ship ceased sounding at 1315 due to poor visibility, caused by the natives burning off ashore, and proceeded to Evan's Landing berthing at 1430. Leave was granted on both days the ship remained alongside.
3. On Monday 8th, at 0645, the ship cast off from alongside and commenced sounding at 0800. Sounding continued until the evening of Thursday 11th with the exception of Tuesday afternoon when the ship rendezvoused with WARREGO off Fairway Beacon going alongside to obtain fresh water. Due to poor visibility and echo sounder trouble, the output of work during this period was comparatively poor.
4. The ship proceeded into Weipa during the early part of the forenoon of Friday 12th, lying off the Landing to lower Tom Thumb to collect mail. On completion, the ship commenced passage towards Torres Strait as visibility was too poor to make it worthwhile proceeding to the survey area. At 2100, the ship rendezvoused with WARREGO, who lowered her motor cutter to collect mail, the sounding board and collector tracing of the area just surveyed. On completion, at 2135, the ship proceeded for Townsville.
5. As there was time in hand before entering Townsville, the ship anchored off the Brook Islands at 0820 on Tuesday 16th to clean ship. Opportunity was taken to contact Townsville Radio to obtain information about our berthing arrangements, as no signal had been received on board regarding this.
6. At 2245, the ship weighed and proceeded to alongside the seaward end of the Sugar Wharf at Townsville, berthing at 0850, Wednesday 17th. The piermaster called on the ship on berthing to inform us that he could offer us another berth at the landward end of the Sugar Wharf on its northern side, where we would not have to change berth during our stay. The ship immediately changed berth having checked the depth of water at the new berth.
7. During the period in Townsville, the ship's Company was employed on ship maintenance consisting mainly of chipping and painting the ship's side. Co-operation from both the Army and R.A.A.F. was received during our stay for transport and medical attention.
8. At 0730, on Monday 29th, the ship cast off from alongside and proceeded for Keppel Bay. At the entrance to the Whitsunday Passage, due to the ship being difficult to steer and the night being pitch black so that land was difficult to distinguish, the ship anchored from 2230 until 0445 the following morning. The radar on board has been unserviceable since Townsville.
9. On Wednesday, 31st, the ship anchored off Sea Hill Point at 1130. As the pilot boat was waiting to take the Pilot off an outgoing merchantman opportunity was taken to speak to <sup>him</sup> and obtain his services for the passage of the Fitzroy River.

10/.....

N5

11/30/11



10. A marking party was then landed at Sea Hill and the ship weighed anchor and proceeded to lay a dan buoy to facilitate fixing close inshore of Sea Hill Point. The ship anchored near Sea Hill Point on completion.

11. The health, conduct and morale of the Ship's Company are satisfactory. The appearance of the ship is satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant.



(R.B.Doolan)  
Lieutenant R.A.N.  
CAPTAIN

APPENDIX

Reference: R.I. Appendix 29A para. 6

- (a) 1886.5 miles
- (b) 248 17/60 hours
- (c) 24879.9 miles
- (d) 3750 52/60 hours
- (e) Nil

1285-3-787.

DEPARTMENT OF THE NAVY  
MINUTE PAPER

H.M.A.S. *Bass*

Report of Proceedings *Her'62*

RECEIVED  
5 - MAR 1963  
DAS / D.W.

- 9/1* DTSR *10/1*
- f* DSD *10/1*
- DAWOT *11/1*
- 9/1* DNI *11/1*
- HPB *11/1*
- DCNE *12/1*
- DOA *12/1*
- DME *12/1*
- DDM *12/1*
- DPS *11/1*
- DCS *13/1*
- INR *14/1*
- DNES *19/1*
- MDG *14/1*
- DCNLS *14/1*
- DEE *14/1*
- DME *18/1*
- DNC *14/3*
- DW *14/3*
- HNB (NS)

REGISTRAR

HNB	1st NM	4th NM	HNB (NS)	}
DOJ	2nd NM	SEC	REGISTRAR	
DCNS	3rd NM	CNPR		

Separate Report  
Circulating.

- Note: (a) This report should be dealt with and passed on promptly.
- (b) On this file comments should be brief if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.



MAIL ROOM  
22 FEB 1963  
1 0 4

~~474~~  
319

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U.S. AIR FORCE  
RECEIVED  
FEB 22 1963

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DEPARTMENT OF THE NAVY

1285-3-787.

MINUTE PAPER

HMAS

*Bass*

Report of Proceedings

*Nov '62*

~~HNB~~

*9/1*

~~DCD~~

*10/1*

~~DCNS~~

*10/1*

for 1st NM

2nd NM

*14/1*

3rd NM

*15/1*

4th NM

*15/1*

~~8/2~~

~~CNPR~~

*12/1*

HNB (N5)

REGISTRAR

DP	DCNP	INR	DNC
DTSR	DOA	DNES	DW
DSD	DMT	MDG	HNB (N5)
DAWGOT	DPS	DCNTS	REGISTRAR
DNE	DGS	DEE	
HPB	DDM	DME	

Separate Report

Circulating

- Note: (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office
- (b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

ST 5340  
8 - JAN A.M.  
TELEPHONE:  
NAVY REGISTRY

ROYAL AUSTRALIAN NAVY

DEPT OF NAVY  
CANBERRA  
1285 IN REPLY QUOTE No. 3 787

VC

H.M.A.S. BASS,  
at Sydney.

2nd January, 1963.

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA, A.C.T.

(Copies to:- The Flag Officer-in-Charge,  
EAST AUSTRALIA AREA.

The Hydrographer, R.A.N.,  
GARDEN ISLAND.)

Sir,

I have the honour to report the proceedings of  
H.M.A.S. BASS under my command for month of November, 1962.

On Thursday 1st, parties were landed at South  
Hill and Sandfly Hillock to measure the distance between by  
tellurometer, to provide a check for the resection of Sandfly  
Hillock.

At 0705 on Friday 2nd the ship weighed and pro-  
ceeded to Port Alma berthing at 0805.

Following this, a tellurometer party was landed  
at Sandfly Hillock both Friday 2nd and Saturday 3rd and  
distances measured from Sandfly to the wharf leads, Eupatoria  
leads and Kazatch back lead.

On completion, the ship slipped from alongside at  
1320 and proceeded to anchor off Sea Hill Lt at 1420. The  
ship sounded on Monday 5th. Clocks were advanced two hours at  
midnight to take advantage of the comparative calm during the  
forenoon before the wind and sea built up during the afternoon  
making conditions difficult.

The pilot boat with crew which the Rockhampton  
Harbour Board lent the ship, was used from Tuesday to Thursday  
to complete the 1/25,000 Survey the ship sounding in the  
forenoon prior to the boat being available at 0800(K) each day.

On completion of sounding on Thursday 8th the ship  
weighed and proceeded to anchor on the Cardigan Point leads. At  
0500(K), the Rockhampton Pilot boarded and the ship weighed and  
proceeded up the Fitzroy River berthing alongside at Rockhampton  
at 0830.

At 1000, Sunday, 11th November, the Captain left  
the ship and laid a wreath at the Rockhampton War Cemetery on  
behalf of the ship.

The ship slipped from alongside the City Wharves at  
0701 Monday, 12th November with the pilot on board who was  
disembarked to the Pilot boat at the Eastern end of the Cardigan  
Pt leads. At 1225, the ship anchored off Sea Hill Pt where the  
Tide Pole watcher was landed.

...2/

N/S  
8/11/63

After Captain's requestmen and defaulters on Tuesday the ship weighed and proceeded to Port Alma where one defaulter and an escort were landed to proceed to Sydney. The remainder of the day was spent typing the report on the offender.

On Wednesday 14th, the ship weighed and proceeded to Sea Hill at 0655 and a sounding party transferred to the Pilot boat there at 0820.

Both Thursday and Friday were spent ship sounding but on Friday, the echo sounder became unserviceable and so Friday afternoon was spent repairing it. Saturday 17th was spent sounding anchoring off Sea Hill Point on completion. Throughout Sunday 18th the ship remained at anchor off Sea Hill Point.

Sounding continued in either the ship or the Pilot boat from Monday 19th to Friday 23rd, completing the 1/12,500 Area. On Friday 23rd the ship recovered the tide pole watcher from Sea Hill and proceeded to Gladstone, anchoring off the Boyne leads at 0050 Saturday 29th. Anchor was weighed at 0644 and the ship berthed alongside Auckland Pt Wharf at 0810.

The ship remained alongside Auckland Point Wharf until 1000 Wednesday 28th when at 1000 she slipped from alongside and proceeded for Sydney.

On the way south the ship exchanged identities with WARREGO off Moreton Island at 1845 on Thursday 29th and the following morning at 0500, transferred some concrete and triangulation marks to PALUMA by heaving line. Passage to Sydney was continued after this.

The health, conduct and morale of the ship's company remains satisfactory. The appearance of the ship is satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant.

*Not signed*

(R.B. Doolan)  
Lieutenant, R.A.N.  
C A P T A I N

Appendix.

Reference:- R.I. Appendix 29A paragraph 6.

- (a) 10835 miles
- (b) 164 8/60 hours
- (c) 25,963.0 miles
- (d) 3,915 hours
- (e) Nil

DEPARTMENT OF THE NAVY  
MINUTE PAPER

1285-3-798

8

H.M.A.S. *BASS*

Report of Proceedings *Dec 62*

*A/1/2*  
~~DP~~  
~~DTSR~~ *9/19/2*  
~~DSD~~ *10/2*  
~~DAWOT~~ *11/2*  
~~DNI~~  
~~HPB~~ *11/1*  
~~DCNF~~ *11/2*  
~~DCA~~ *10/2*  
~~DNT~~ *19 Feb.*  
~~DDM~~ *10/2*  
~~DPS~~ *10/2*  
~~DSS~~ *10/2*  
~~INR~~ *10/28/2*  
~~DNESU~~ *11/3*  
~~MDG~~ *11/3*  
~~DCNTS~~ *11/3*  
~~DEE~~ *11/3*  
~~DME~~ *11/3*  
~~DNC~~ *11/3*  
~~DW~~ *11/3*  
~~HNB~~ *(N5)*

REGISTRAR

HNB	1st NM	4th NM	HNB (N5)	} Separate Report Circulating.
DOD	2nd NM	SEC	REGISTRAR	
DCNS	3rd NM	CNPR		

- Note: (a) This report should be dealt with and passed on **pr**omptly.
- (b) On this file comments should be brief if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

D. C. N. T. S.  
5 MAR 1963

59

M.D.S. OFFICE  
- 4 MAR 1963

RECEIVED  
13 MAR 1963  
D.A.S / D.W.

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DEPARTMENT OF THE NAVY  
MINUTE PAPER

1285-3-798

HMAS BASS

Report of Proceedings Dec 1962

~~HNB~~ 4/2

~~DOD~~ 4/2

~~DCNS~~ 4/2

~~1st NM~~ 4/2

~~2nd NM~~ 4/2

~~3rd NM~~ 4/2

~~4th NM~~ 4/2

~~SEC~~ 4/2

~~CNPR~~ 4/2

~~HNB (N5) ab.~~

REGISTRAR

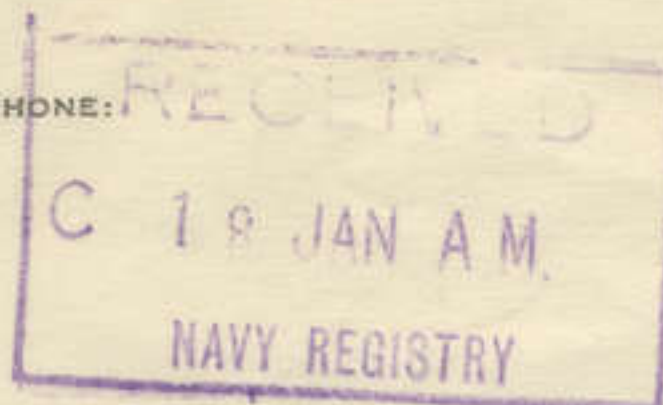
DP	DCNP	INR	DNC
DTSR	DOA	DNES	DW
DSD	DMT	MDG	HNB (N5)
DAWGOT	DPS	DCNTS	REGISTRAR
DNE	DGS	DEE	
HPB	DDM	DME	

Separate Report  
Circulating

- Note: (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office
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## ROYAL AUSTRALIAN NAVY

TELEPHONE:

1285 IN REPLY 3  
QUOTE No.

798

H.M.A.S. BASS,  
at Sydney.

3rd January, 1963.

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA A.C.T.

(Copies to : The Flag Officer in Charge, East Australia Area.  
The Hydrographer, R.A.N.)

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command for the month of December, 1962.

2. During Saturday 1st, the ship continued its passage to Sydney anchoring off Port Stephens from 1015 to 1730 to clean ship. At 0855 on Sunday 2nd, the ship berthed alongside KIMBLA at West Dock Wall.

3. The Ship's Company was employed during the following week preparing for the inspection by the Flag Officer in Charge, East Australia Area, Rear Admiral G.G.O. Gatacre C.B.E., D.S.O., D.S.C. & Bar. Departmental inspections were carried out on Wednesday 5th. At 0900 on Wednesday 11th, the Inspecting Officer arrived on board, inspected the ship's Company and walked round the ship, leaving the ship at 1015.

4. First leave party left the ship that afternoon and the ship began its Leave and Self Maintenance Period. On Thursday 20th, the ship was moved by tugs and Naval Pilot to the Floating Dock where she has remained.

5. The Health, Conduct and Morale of the Ship's Company is satisfactory. The appearance of the ship is satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant,

*R.B. Doolan*  
(R.B. Doolan)

Lieutenant R.A.N.

## Enclosure:

(Reference: R.I. Appendix 29A paragraph 6)

- (a) 189.5 miles
- (b) 26 20/60 hours
- (c) 26,152.5 miles
- (D) 3941 20/60 hours
- (e) nil

*John A. 2/11*

*N5*