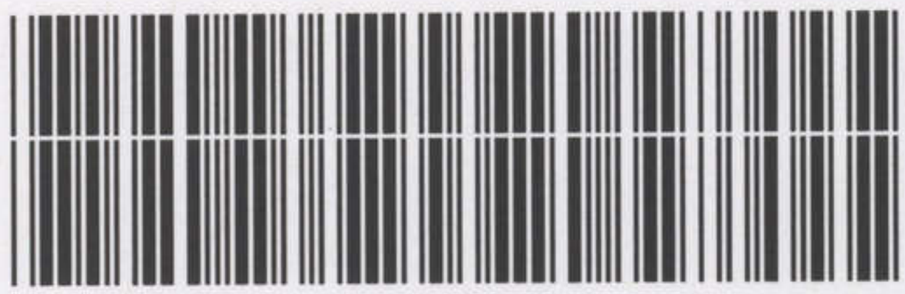
AWM78

Reports of Proceedings, HMA Ships and Establishments

HMAS BASS

Item number: 57/2

Title: January 1963 - December 1965



AWM78-57/2

AUSTRALIAN WAR MEMORIAL RCDIG1073495

[57/2]

'BASS'

R OF P

JAN. 1963 -

1965

AUSTRALIAN WAR MEMORIAL
ACCESS STATUS
OPEN

Declassification Authority—Defence Records
This record has been reviewed and has been declassified by the Department of Defence (Navy) with effect from: 1 NOV 1990
Authority Dig (N) Admin 18-13.
Reviewer: LCDR R. L. Smith (RANEM)
Signature: R L Smith Date: 1 NOV 90

42 MAY 1962

DEPARTMENT OF THE NAVY

MINUTE PAPER

1285-203-95.

H.M.A.S. BASS. Report of Proceedings JAN 63.

RECEIVED 29 APR 1963 D.A.S./D.W.

Regd 24/4/63

DP

DTSR

DSD 15/3 re paras 6-8 - modern equipment will shortly replace this relic.

DAWOT 18/3

DNT 19/3

HPB 26/3.

DCNP

DOA 28/3.

DMT 29 mar.

DDM 1/4

DPS 7/4

DGS 8/4.

INR 9/4.

DNES 10/4.

MDG 11/4

DCNTS 16/4

DEM 22/4

DME 23/4

DNC 26/4

DNA 30/4

for DW 3/5

HNB (N5)

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.G.N.T.S. 17 APR 1963

AUSTRALIAN WAR MEMORIAL RCDIG1073495

W. S. BRANCH
11 APR 1963
OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073495

DEPARTMENT IF THE NAVY
MINUTE PAPER

1285-203-95.

HMAS Bass Report of Proceedings Jan '63.

HNB 4/3

DOD 4/3

DCNS 6/3

1st NM 8/3

2nd NM 14/3

3rd NM 15/3

4th NM 15/3

SEC 15/3

CNPR 20/3

HNB (N5)

REGISTRAR

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

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED.

From:
FLAG OFFICER-IN-CHARGE,
EAST AUSTRALIA AREA

JH

RECEIVED
C 25 FEB P.M.
NAVY REGISTRY

INDEXED
INITIALS
DATE 27/2/63

DEPT. OF NAVY
CANBERRA
1285 | 203. | 95.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - JANUARY 1963

(H.M.A.S. BASS letter No. Y/2 dated 2nd February, 1963).

II

22 FEB 1963

N1/16/56

The Secretary,
DEPARTMENT OF THE NAVY

Copy to: The Commanding Officer,
H.M.A.S. BASS

Forwarded for the information of the Naval Board.

(G.G.O. GATACRE)
REAR ADMIRAL

Naval Headquarters,
GARDEN ISLAND

26/2
Chief D/S/V

N5

RESTRICTED.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ST 5340

RESTRICTED

ROYAL AUSTRALIAN NAVY

(60) 5/2.

N1-16-56
R/S ADO 16/2

TELEPHONE:
GP.

IN REPLY
QUOTE No. Y/2

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

2nd February, 1963.

The Flag Officer-in-Charge,
EAST AUSTRALIA AREA.

Copy to : The Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command for the month of January, 1963.

2. I assumed command on Thursday, 3rd January, relieving Lieutenant R.B. Doolan, R.A.N., consequent to the ship being withdrawn from the Surveying Service, in accordance with A.C.N.B.'s general message 128 F dated 2nd November, 1962. The ship re-commissioned for her new duties in the North Australia Area on Monday, 14th January, the majority of the new ship's company coming from H.M.A.S. BANKS.

3. The ship remained in the Floating Dock at the East Return Wall, Garden Island until 0930 K Friday, 4th January, when movement to alongside BANKS outboard of KIMBLA at the West Dock Wall was effected by tugs and Naval Pilot. BANKS and BASS were held off by tugs at 0830 K Monday, 7th January, whilst KIMBLA left harbour and then re-berthed with BASS inboard to facilitate the extensive dockyard work in progress.

4. The dockyard work onboard in connection with the long self-maintenance period and the modifications proposed in F.O.I.C.E.A.'s message DTG 280711Z, December, 1962 continued until P.M. Saturday, 19th January. Even then though, much work aboard was still not completed, mainly that in connection with the installation of the A618/ACAS radio equipment. However, generally the ship was in a satisfactory condition to proceed to Hobart for her duty as flagship at the Sandy Bay Regatta, provided the ship's company had a clear working day at anchor en route.

5. At 0830 K Saturday, 19th January, BASS cast off from West Dock Wall and proceeded to No. 4 buoy, where the compass was swung by the Master Attendant of the dockyard. The ship returned alongside West Dock Wall at 1030 K to allow final dockyard work still in progress to be completed. BASS finally sailed for Hobart at 1600 K that day.

6. During the evening of Saturday, 19th January, I was unable to clear the daily position report required by RANOP 108, as communications could not be established with any shore W/T station. At this stage it was believed that defects in the aerial coupling unit or inter-wiring between the various units were preventing a signal being transmitted, but the lack of proper test equipment carried was handicapping the efficient tracing of defects. Use of the spare Aerial Coupling Unit and Transmitter did not appear to obviate defects. This was the first practical experience of the AT5/AR8 radio set for both the LREM and RO carried, but both had been present during the test and tuning of the set carried out by representatives from the Leichhardt Naval Radio Workshops onboard on Thursday, 17th January and Friday, 18th January.

7. Believing KIMBLA to be in the vicinity of Montague Island, I altered course at 0745 K 20th January, to close her to seek assistance to clear the position report and to rectify the radio defects. KIMBLA was subsequently sighted at 0830 K and on request transferred her LREM, who had some experience in the AT5/AR8 radio installation and a representative from R.A.N.E.L. As reported in KIMBLA's message DTG 200400 Z, some defects in the keying line and aerial coupling unit were made good, and at 1230 K communications were

RESTRICTED

/2..

AUSTRALIAN WAR MEMORIAL RCDIG1073495

established with VIS Sydney radio. Now satisfied that the set was transmitting and that any further defects should be within the scope of the ship's staff, I returned KIMBLA's personnel at 1300 K and continued on passage.

8. The position report for the evening of Sunday, 20th January, was not cleared until 1330 K, Monday, 21st January, when communications were established with Canberra W/T station. Subsequently the set has caused no further worries, but I still considered it necessary to request the assistance of AWA technicians on arrival in Hobart to carry out a complete check of the installation in conjunction with ship's staff. This assistance was provided and several more minor defects were discovered.

9. The remainder of the passage to the Hobart area was completed uneventfully in reasonable weather and at 1620 K, Tuesday, 22nd January, the ship anchored in Barnes Bay, North Bruny Island. The ship's side and superstructure were painted completely on Wednesday, 23rd January and at 0630 K, Thursday, 24th January, the ship weighed and proceeded for Hobart.

10. BASS berthed at South Queen's Pier at 0900 K, Thursday, 24th January and at 1000 K I had the pleasure to call on N.O.I.C. Tasmania (Commander J.G.B. Campbell, D.F.C., R.A.N.). At lunchtime that day I entertained onboard to a buffet luncheon, N.O.I.C. Tasmania, and the President, Chairman and Vice-Chairman of the Sandy Bay Regatta Association.

11. The ship cast off from Queen's Pier at 1000 K, Saturday, 26th January and proceeded to Sandy Bay, anchoring there at 1030 K. The ship had been dressed overall at 0800 K. I proceeded ashore at 1130 to witness the Australia Day ceremony and was subsequently entertained to lunch by the Sandy Bay Regatta Association. The ship returned to her berth at Queen's Pier at 1700 K.

12. The ship's company were taken for a tour of Hobart and environs during the afternoon of Sunday, 27th January by members of the Sandy Bay Regatta Committee and were subsequently entertained to afternoon tea and drinks in the regatta club-house.

13. The ship was again in position off Sandy Bay at 1030 K Monday, 28th January. During the day, as I had on Saturday, I had the pleasure of entertaining onboard officials of the Sandy Bay Regatta and other Hobart identities.

14. In accordance with A.C.N.B.'s message DTG 180511 Z, January, the ship weighed and proceeded for Sydney at 1830 K on completion of her regatta duties.

15. Shortly after 0800 K on Tuesday, 29th January, when the ship was off Cape Forestier, the wind began to increase from the South-East and by mid-day was a steady Force 7 with an accompanying moderate to rough following sea. At 1230 K a gale warning was received from Melbourne Weather Bureau for the waters east of Flinders Island and course was altered to close the coast in the event that it might become necessary to shelter somewhere in the vicinity of Banks Strait late that afternoon. However, the weather signal from N.A.S. Nowra was received at 1630 K and this confirmed my suspicions that the depression was moving out to sea and that the worst of the weather had already been experienced. Accordingly the course for Gabo Island was resumed.

16. The remainder of the passage was completed uneventfully and the ship secured outboard of BANKS at the West Dock Wall, Garden Island, at 1520 K, Thursday, 31st January. The following sea and wind, resulted in the average speed of 9½ knots being maintained for the entire passage.

17. The external and internal appearance of the ship are now satisfactory. Several hull, engineering and electrical defects have come to light during the Hobart passage, but it is to be hoped that these will be remedied prior to departure for Darwin.

18. The health, conduct and morale of the ship's company are satisfactory. Limited short leave was given on both days of the Sandy Bay Regatta, to allow

AUSTRALIAN WAR MEMORIAL RCDIG1073495

the ship's company to participate in the Regatta activities ashore and their appearance and behaviour was favourably commented upon by officials of the Sandy Bay Regatta Association.

I have the honour to be,

Sir,

Your obedient servant,

(W.S.G. BATEMAN)
Lieutenant, R.A.N.

Appendix.

Reference R.I. Appendix 29 A, paragraph 6 -

(a) 1293.8 miles.
(b) 145 22/60 hours.
(c) 27,446.3 miles.
(d) 4,086 42/60 hours.
(e) Nil.

RECEIVED
5 FEB 1963
CENTRAL REGISTRY
GARDEN ISLAND

AUSTRALIAN WAR MEMORIAL RCDIG1073495

N A V Y R E G I S T R Y

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 1285/203/17

FILE TITLE AWPS Rans
Report of Proceedings
January 1963

OTHER DIRECTIONS Nil

INDEXING HISTORY

	DATE INDEXED	INDEX HEADING SYMBOLS	ALPHABETICAL NAME INDEX SYMBOLS
INITIAL INDEXING	26/2/63		A2
SUBSEQUENT INDEXING			

CLASSIFIER

AUSTRALIAN WAR MEMORIAL RCDIG1073495

DEPARTMENT IF THE NAVY

MINUTE PAPER

1285-203-100.

HMAS BASS Report of Proceedings FEB. '63

HNB 22/3

DOD 22/3

DCNS 25/3

1st NM 26/3.

2nd NM 26/3

3rd NM 27/3

4th NM 28/3.

SEC 25/4

CNPR 2/6

HNB (N5).

REGISTRAR

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

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

1285-203-100

Regar 29/4/63 PS.

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. BASS — Report of Proceedings FEB '63

DP 22/3

DTSR CR.G. 27/3

DSD 27/3

DAWOT 28/3

DNT 1/4

HPB 2/4.

DCNP 3/4.

DOA 3/4.

DMT 8 apr

DDM 9/4

DPS 11/4

DGS 19/4.

INR 22/4.

DNES 24/4

MDG 29/4.

DCNTS 1/5.

DEE 3/5

DME 3/5

DNC 6/5

DW 4/6

HNB (N5) 7/6.

REGISTRAR 14/5

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

Separate Report Circulating.

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D. C. N. T. S.
- 1 MAY 1963

AUSTRALIAN WAR MEMORIAL RCDIG1073495

M.D.G.
29 APR 1963
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073495

COPY

From:

Flag Officer-in-Charge,
EAST AUSTRALIA AREA.

CL.

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

(H.M.A.S. BASS letter dated 1st March, 1963).

II

N.1/16/56

15th March, 1963.

The Secretary,
DEPARTMENT OF THE NAVY.

(Copy to: The Commanding Officer,
H.M.A.S. BASS.

The Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.)

Forwarded for the information of the Naval Board.

2. The proceedings of BASS are giving her young Captain very good command experience. He seems to be displaying seamanlike caution when navigating his ship in poorly charted and shoal waters.

(G.G.O. GATACRE)
REAR ADMIRAL

Naval Headquarters,
GARDEN ISLAND.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

CL.

INDEXED
INIT.
DATE 20/3/63

RECEIVED
C 18 MAR A.M.
NAVY REGISTRY

From: FLAG OFFICER-IN-CHARGE, EAST AUSTRALIA AREA

DEPUTY
CANBERRA

1285 203 100

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

(H.M.A.S. BASS letter dated 1st March, 1963.)

II

N.1/16/56

15 MAR 1963

The Secretary,
DEPARTMENT OF THE NAVY.

(Copy to: The Commanding Officer,
H.M.A.S. BASS.

The Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.)

Forwarded for the information of the Naval Board.

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(G.G.O. GATACRE)
REAR ADMIRAL

Naval Headquarters,
GARDEN ISLAND.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

(62) 7/3/1963

N1-16-56
PA 25/2

ST 5340

ROYAL AUSTRALIAN NAVY

RESTRICTED

TELEPHONE:

IN REPLY
QUOTE No.

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

1 March, 1963.

The Flag Officer-in-Charge,
EAST AUSTRALIA AREA.

Copy to : The Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command for the month of February, 1963.

2. On Friday, 1st February, the ship was berthed alongside West Dock Wall, Garden Island, having arrived from Hobart the previous afternoon. Dockyard work recommenced that day on the items left unfinished prior to departure for Hobart. Work also commenced on several new defect items which had come to light during the passage South and which could be completed in the limited time available.

3. All other dockyard work having been completed previously, the final testing and tuning of the A618/ACAS radio installation was carried out satisfactorily on Tuesday, 12th February, and the ship cast off and proceeded for Cairns at 1600K that day. The programmed date of departure had been Saturday, 9th February, but an industrial dispute in the dockyard on the preceding Thursday, resulting in the electrical mechanics refusing to work overtime on BASS, (F.O.I.C.E.A.'s messages D.T.G. 070831Z and 070833Z refer), caused the final delay of three days in sailing.

4. The passage to Cairns was completed uneventfully in fair weather, and the ship berthed alongside No. 2 Berth, Cairns Harbour at 1200K Monday, 18th February. It is of interest to note that on the day of arrival in Cairns a cyclone warning was issued for the waters off Gladstone, and was current for three days.

5. The Staff Officer (Coastwatching), Lieutenant Commander D.M. Wogan-Browne R.A.N., joined the ship on the evening of Monday, 18th February.

6. BASS cast off and proceeded on the first stage of the coastwatching cruise at 0830K Wednesday, 20th February. The ship anchored off Burkitt Island, the first coastwatching rendezvous, at 1120K next day and was boarded shortly afterwards by the local coastwatcher, Mr. J. Wassell, the manager of 'Silver Plains' cattle station. After Mr. Wassell left the ship, a more sheltered anchorage was considered advisable for the night and accordingly the ship weighed and proceeded at 1520K, anchoring again at 2000K South of Lowrie Island.

7. BASS weighed and proceeded at 0700K Friday, 22nd February, and anchored off Lockhart Mission Station at 0945K, weighing and proceeding again at 1900K the same day. Whilst Lieutenant Commander Wogan-Browne was inshore during the day the assistance of the ship's staff was sought and provided to make good defects in the Mission's radio installation.

RECEIVED
7 MAR 1963
CENTRAL REGISTRY
GARDEN ISLAND

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

8. After an over-night passage, BASS anchored in the Escape River, inside Turtle Head Island at 1055K Saturday, 23rd February. Turtle Head Island is now one of the centres of the cultured pearl industry based on Thursday Island, and several of the ship's company had the opportunity during the stay there to be shown around this interesting settlement. The technical staff employed there are all Japanese with the exception of one Australian, the engineer, who is a Naval Coast-watcher. It is interesting to note that although Australians are employed in the cultured pearl industry, the actual process of producing the pearl is known only to the Japanese, who keep it a closely knit secret among themselves.

9. The ship weighed at 0800K Sunday, 24th February, and proceeded via the Albany Pass to Punsand Bay, West of Cape York, anchoring there at 1150K the same morning. The local coast-watcher, Mr. U. Mulholland, a tin miner, was entertained to lunch onboard and left the ship at 1400K, at which time BASS weighed and proceeded to anchor off Red Island on the Southern shore of Endeavour Strait at 1525K that afternoon. A native pilot had been embarked earlier, since passing inside Red Island to berth at the Stores Jetty, Red Island Point had been contemplated. However, the pilot who appeared very reliable and spoke excellent English, informed me that in all probability there would be less than ten feet in places alongside the jetty at low tide that evening, so accordingly, entry inside the island was not made.

10. Shortly after anchoring, the Staff Officer(Coast-watching) proceeded inshore to Red Island Point, the nearest landing to the Department of Native Affairs settlement at Bamaga. Later, on the invitation of the Superintendent of Bamaga, eight of the ship's company and myself also went ashore to attend an exhibition of native dancing and singing, a most interesting experience, enjoyed thoroughly by all.

11. BASS weighed and proceeded from Red Island at 0800K Monday, 25th February, and berthed alongside the Town Wharf, Thursday Island, at 1030K that morning. During the stay of two days in Thursday Island, Lieutenant Commander Wogan-Browne and myself called on various local authorities, and I was also able to discuss local navigation with the Captain of M.V. MELBIDIR, the Queensland Government Patrol Vessel for the Torres Strait islands, and the Master of M.V. KOWARA, the largest vessel regularly trading to ports in the Gulf of Carpentaria.

12. BASS cast off from the Town Wharf at 0800K Wednesday, 27th February, and proceeded via Flinders Passage to the Eastern side of Banks Island, anchoring off St. Paul's Anglican Mission at 1145K the same day. The Staff Officer (Coast-watching) proceeded inshore at 1230K, together with a small expedition party led by the First Lieutenant with the ambition of climbing Mount Augustus, the highest peak in the Torres Strait islands. Lieutenant Commander Wogan-Browne returned to the ship at about 1530K, together with a small party of native school-children to see around the ship. The expedition party returned onboard at 1830K having achieved their aim, and quite glowing in their reports of the view obtained from the summit.

13. The ship weighed at 0630K Thursday, 28th February and proceeded around the Northern shore of Banks Island to anchor off the Northern end of the channel separating Banks and Mulgrave Islands at 0820K. The boat went inshore at about 0900K to visit the settlements of Badu and Dogai on Mulgrave Island, and returned to the ship at 1315K.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

14. After the return of the boat, the ship weighed and made a slow passage around Bond and Jervis Reefs into Philip Harbour, Jervis Island, anchoring there at 1550K. During this passage the motor boat led the way, taking soundings continually, but this precaution was not wholly necessary, since tidal eddies indicated the presence of underwater dangers at some distance, and the actual reefs were visible to the naked eye. After anchoring the Staff Officer (Coast-watching) and myself proceeded inshore to pay a short visit to the European school-teacher at the village of Mabuiag on Jervis Island. We returned to the ship at 1725K.

15. Immediately after my return onboard, BASS weighed and proceeded, departing Jervis Island by way of Napoleon Passage. In view of the imperfect survey of the area, the motor boat again led the way, although again it was somewhat consoling to be able to see the edge of the reefs at least half a mile and usually more than a mile on either beam. After a slow passage out, BASS anchored for the night at 1925K clear of Napoleon Passage in position - 9.59'S 142.00'E.

16. 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,

(W.S.G. BATEMAN)
Lieutenant, R.A.N.

Appendix.

Reference : R.I. Appendix 29A, paragraph 6.

(a) 1859.7 miles.
(b) 208 45/60 hours.
(c) 29,306.0 miles.
(d) 4295 27/60 hours.
(e) Nil.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RECEIVED
30 MAY 1963

1285-203-106.

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. BASS. Report of Proceedings Mar '63

DP 18/4

DTSR 19/4.

DSD 2/4

DAWOT 23/4

DNI 26/4

HPB 1/5

DCNP 1/5.

DOA 2/5.

DMT

DDM 6/5

DPS leave.

DGS 6/5

INR 9/5.

DNES 13/5

MDG

DCNTS 24/5

DEE 27/5

DME 27/5

DNC 29/5

DW 5/6

HNB (N5) 6/6

REGISTRAR

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

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

M.D.G. BRANCH
17 MAY 1963
ARMY OFFICE

Secret
13 May 1963
Zambia

AUSTRALIAN WAR MEMORIAL RCDIG1073495

DEPARTMENT IF THE NAVY

MINUTE PAPER

1285-203-106

HMAS BASS Report of Proceedings MARCH 1963.

HNB 18/4

DOD 19/4

DCNS 19/4

1st NM 26/4

2nd NM 1/5

3rd NM 2/5

4th NM 3/5

SEC 6/5

CNPR 7/5

HNB (N5)

REGISTRAR

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

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

ROYAL AUSTRALIAN NAVY

Naval Staff Office,
DARWIN. N.T.

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - MARCH, 1963.

Enclosure:- Report of Proceedings.

Submitted for the information of the Naval Board.

2. The Commanding Officer H.M.A.S. BASS, has been instructed to ensure that Hydrographic Notes for the numerous outlying places visited, are forwarded.

A/CAPTAIN. R.A.N.
Naval Officer in Charge,
North Australia Area.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ROYAL AUSTRALIAN NAVY

TELEPHONE:

RECEIVED
C 11 APR A.M.
NAVY REGISTRY

DEPT. OF NAVY
CANBERRA
S1 6299
1285 IN REPLY 203 106.
QUOTE No. 159/12.

Naval Staff Office,
DARWIN. N.T.

INDEXED
17.4.63

8 APR 1963

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - MARCH, 1963.

Enclosure:- Report of Proceedings.

Submitted for the information of the Naval Board.

2. The Commanding Officer H.M.A.S. BASS, has been instructed to ensure that Hydrographic Notes for the numerous outlying places visited, are forwarded.

A/CAPTAIN. R.A.N.
Naval Officer in Charge,
North Australia Area.

N5

AUSTRALIAN WAR MEMORIAL RCDIG1073495

St 6299

ROYAL AUSTRALIAN NAVY

TELEPHONE:

RESTRICTED

IN REPLY
QUOTE No.

H.M.A.S. BASS
At DARWIN.

1st April, 1963.

The Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

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

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command, for the month of March, 1963.

2. At 0700K Friday, 1 March, the ship weighed and proceeded from the overnight anchorage at the Western entrance to Napoleon Passage, Torres Strait. During the forenoon of that day, passage was made West of Mulgrave, Duncan and West Islands to Booby Island and thence during the afternoon and evening South to the entrance of Port Musgrave, where the ship anchored at 2255K.

3. Previously that evening, at about 2100K, when the ship was 12 miles WNW of Port Musgrave, a small radar contact was obtained about 1 mile on the Port beam. Considering that it was possible that this contact was part of Kerr Reef (position approximate) and that conditions were favourable for night investigation, I had the motor boat lowered to investigate. However the boat returned to the ship shortly afterwards, and reported that the contact was a small tree trunk with a considerable amount of foliage showing above water.

4. At 0820K Saturday, 2 March, the motor boat proceeded inshore with the Staff Officer (Coastwatching), Lieutenant Commander D.M. Wogan-Browne, R.A.N., to visit Mapoon Mission, situated on Cullen Point, Port Musgrave. The boat returned to the ship at 1055K, shortly after which time, the ship weighed and proceeded for Weipa.

5. BASS anchored in the Embley River, South of Weipa Mission at 1825K Saturday, 2 March. Some difficulty was experienced in entering the Embley River, and making passage up it via the North channel, as some of the charted beacons (Australian Chart Aus 35) do not exist and others are only partly constructed. Some uncharted beacons also exist. This state of affairs was reported to the Naval Board in accordance with R.I. Article 3544 in my message D.T.G. 032132Z March.

6. The coast-watching visit to Weipa Mission was made during the evening of Saturday, 2 March. Limited leave was also granted to the Ship's company to allow them to visit the canteen at COMALCO's camp. The ship weighed and proceeded at 0820K next morning.

7. BASS anchored off the bar across the mouth of the Archer River at 1420K Sunday, 3 March. Shortly after the ship had anchored, the motor boat proceeded inshore to visit Aurukun Mission Station. The boat returned to the ship at 1910K, at which time BASS weighed and proceeded on passage further down the Gulf of Carpentaria to the Edward River Mission Station.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

8. After an overnight passage, the ship anchored off the Edward River Mission at 0945K Monday, 4 March. This mission is situated about ten miles North of the mouth of the Edward River, and some difficulty was experienced in locating the actual landing due to the monotonous similarity of the coastline in this area. The coastwatching visit to the Mission was made during the forenoon and the ship weighed and proceeded on passage across the Gulf at 1310K.

9. The visit to the Mitchell River Mission station originally programmed, was not made since floods in the area at this time rendered the road from the river landing to the mission, thirty miles inland, impassable. Instead, additional visits to missions in Arnhem Land were subsequently made.

10. Clocks were retarded one half hour at 1815K Monday, 4 March to 1745IK.

11. BASS chopped from the Administrative and Operational control of the Flag Officer-in-Charge, EAST AUSTRALIA AREA to that of the Naval Officer-in-Charge, NORTH AUSTRALIA AREA on Tuesday, 5 March.

12. The passage to Cape Wessel and thence to Elcho Island was uneventful. The ship anchored off the mission station on Elcho Island at 1620IK Wednesday, 6 March, and weighed and proceeded again at 1725IK, after a brief visit had been made to the mission.

13. BASS anchored in South-West Bay, South Goulburn Island, at 0955IK Thursday, 7 March. The Staff Officer (Coastwatching) called on Goulburn Island Mission that forenoon, and the ship weighed and proceeded at 1305IK, after his return onboard. A serviceable MTR1 transceiver held onboard was taken ashore and exchanged for the unserviceable set held by the mission.

14. BASS arrived in Mission Bay, Croker Island at 1840IK Thursday, 7 March, and anchored at 1903IK off the mission. A short visit was made inshore and the ship weighed and proceeded at 2115IK the same evening.

15. Uneventful passage was made to the North of Cape Croker and Melville Island during the night of 7-8 March, and the ship arrived off the entrance to Snake Bay, Melville Island at 1100IK Friday, 8 March. The native pilot was embarked and the ship proceeded into anchor at 1210IK off the Government Native Welfare Settlement in the Bay. That afternoon, I accompanied Lieutenant Commander Wogan-Browne on a tour of the Settlement and was most interested to observe the industrial progress being made there as compared with that of the missions previously visited. Naturally though, with more funds and better technical assistance available, this government settlement is better equipped for development than the average Church controlled mission station.

16. BASS weighed and proceeded from Snake Bay at 0810IK Saturday, 9 March, and anchored off Cape Don Lighthouse at 1722IK the same day. A brief call was made on the Lighthouse keepers, one of whom is a Naval Coastwatcher, on completion of which ship sailed for Darwin at 2100IK. During the overnight passage through Dundas and Clarence Straits, a check was made on the positions of the buoys marking the channels as previously requested by the Flag Officer Royal Yachts.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

17. BASS berthed alongside Inner Stokes Hill wharf, Port Darwin at 0930IK Sunday, 10th March, and remained alongside for the succeeding nine days.

18. The Naval Officer-in-Charge, NORTH AUSTRALIA AREA, (Acting Captain E.P. Keatinge, R.A.N.) walked around the ship during the forenoon of Thursday, 14 March.

19. H.M.Y. BRITANNIA, with H.M.A.S. ANZAC and R.F.A. WAVE PRINCE in company, arrived in Darwin on Saturday, 16 March. The Royal Yacht berthed alongside Outer Stokes Hill wharf at 0900IK. Her Majesty the Queen and His Royal Highness the Duke of Edinburgh arrived in Darwin that afternoon and embarked in the BRITANNIA at 1710IK. The Royal Visit to the Northern Territory concluded at 2300IK on Monday, 18 March, when the BRITANNIA with Her Majesty embarked, sailed from Darwin for Fremantle.

20. BASS cast off from Stokes Hill wharf at 0830IK Tuesday, 19 March, and proceeded for Wyndham. Clocks were retarded one and one half hours at 1930IK that day to 1800H.

21. After an uneventful passage, the ship entered Cambridge Gulf during the forenoon of Wednesday, 20 March, and berthed alongside the Meatworks Jetty, Wyndham at 1510H that afternoon. Shortly after securing, the landing barge from Forrest River Mission Station came alongside, and the formalities of the coast-watching visit to that mission were completed then, thus obviating the need for a thirty mile boat trip up the Forrest River next day. Parties of school children from the Wyndham Public School were shown around the ship during the forenoon of Thursday, 21 March.

22. BASS cast off from the Meatworks Jetty at 0900H Friday, 22 March, and anchored in Deep Bay, Napier Broome Bay at 0900H Saturday, 23 March. Shortly after anchoring, the motor boat proceeded up the King Edward River to visit Kalumburu Mission Station. Clocks were advanced one and a half hours at 1300H that day to 1430IK. Late that afternoon a recreational barbecue party was landed on an adjacent beach.

23. BASS weighed and proceeded from Napier Broome Bay at 0800IK Sunday, 24 March, and anchored in Port Keats at 0815IK Monday, 25 March. A short visit was made by boat to Port Keats Mission that forenoon, and the ship weighed and proceeded again at 1505IK for Bathurst Island.

24. The ship anchored in the Southern approaches to Apsley Strait, Bathurst Island at 1000IK Tuesday, 26 March. Bathurst Island Mission was visited, and the ship weighed and proceeded for Darwin at 1515IK, berthing alongside Inner Stokes Hill Wharf, Port Darwin at 1945IK the same day.

25. BASS remained alongside for the remainder of the month, progressing self-maintenance. The Staff Officer (Coastwatching), Lieutenant Commander D.M. Wogan-Browne, R.A.N., left the ship A.M. Thursday, 28 March.

26. 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,

(W.S.G. BATEMAN)
Lieutenant, R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

APPENDIX

Reference: R.I. Appendix 29A, Paragraph 6.

(a)	Distance steamed	2291.4 miles.
(b)	Hours underway	250 hours 45 minutes.
(c)	Total distance steamed since commissioning	31,597.4 miles.
(d)	Total hours underway since commissioning	4546 hours 12 minutes.
(e)		Nil.

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

DEPARTMENT IF THE NAVY

MINUTE PAPER

1285- 3- 876.

HMAS BASS Report of Proceedings APRIL '63.

CHNB 17/5

DOD 17/5

DCNS 27/5

1st NM 29/5.

2nd NM 31/5

3rd NM 3/6

4th NM 3/6.

SEC 4/6

CNPR 5/6

HNB (N5) 6/6

REGISTRAR 11/6

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.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ST 5340

ROYAL AUSTRALIAN NAVY

TELEPHONE:

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C 10 MAY A.M.
NAVY REGISTRY

DEPT. OF NAVY
CANBERRA
1285 | 3 | 876.

IN REPLY QUOTE No. 159/12

RECEIVED
13 MAY 1963
D.A.S / D.W.

Naval Staff Office,
DARWIN. N.T.

- 8 MAY 1963

The Secretary,
DEPARTMENT OF THE NAVY.

RECEIVED
15 MAY 1963
D.A.S. / D.W.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - APRIL 1963

Enclosure:- Report of Proceedings.

Submitted for the information of the Naval Board.

2. With regard to paragraph 17, the embarkation of the Medical Officer for short cruises will be arranged whenever it is convenient to do so. This is not only to benefit the Mission and Welfare Settlements visited, but also to provide the Medical Officer himself with a small amount of sea-going experience.

A/CAPTAIN, R.A.N.
Naval Officer-in-Charge,
North Australia Area.

N5

HNB 10/5

AUSTRALIAN WAR MEMORIAL RCDIG1073495

St 6299

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY
QUOTE No.

H.M.A.S. BASS,
At DARWIN.

1st May, 1963.

The Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command, for the month of April, 1963.

2. On Monday, 1 April, the ship was berthed alongside Inner Stokes Hill wharf, Port Darwin, carrying out a period of one week's self-maintenance. In addition to ship husbandry, the major work progressed during this week was the complete cleaning of the exhaust lines and mufflers of the main engine.

3. At 1300 IK Monday, 8 April, BASS cast off from Stokes Hill wharf, and proceeded for a series of trials and evolutions in Darwin harbour, associated with the Arma Brown gyro compass, and calibrating the echo-sounder and Type 974 radar. The opportunity was also taken to exercise laying a Moresby (Light type) beacon in preparation for the ship's surveying role. BASS returned alongside Inner Stokes Hill wharf at 1545IK that afternoon.

4. With Acting Commander N.L. Sanderson (X)(H), R.A.N., embarked, the ship cast off from Stokes Hill wharf at 0900 IK Wednesday, 10 April, and proceeded for a day's practical surveying experience in Darwin harbour. Most of the forenoon was occupied in familiarising the personnel, nominated for part time surveying duties, in the arts of taking horizontal sextant angles and plotting fixes. During the remainder of the day, lines of soundings were run over Abbott Patches, and the ship returned alongside at 1530 IK to remain there over the Easter period.

5. BASS cast off from Stokes Hill wharf at 1030 IK Tuesday, 16 April, and proceeded for a cruise along the Arnhem Land coast to call at those missions which had not been visited when the Staff Officer (Coastwatching) had been embarked. For this passage the following additional officers were embarked:-

Lieutenant M.B. TAYLOR (X), R.A.N., - Base Operations Officer, H.M.A.S. MELVILLE.

Surgeon Lieutenant L.P. JENKINS, R.A.N.

Captain M.G. LE MAISTRE, A.R.A., - attached from the Northern Territory Military Command for Naval experience.

A quantity of assorted stores, including two pastel hued bath tubs, was also free-freighted for the various mission stations to be visited.

6. After an uneventful overnight passage, BASS anchored in South-West Bay, South Goulburn Island, at 1420 IK Wednesday, 17 April. Goulburn Island mission had been visited by the ship in March, but a second visit was necessary to effect repairs to the MTR 1 transceiver, reported unserviceable by the mission just prior to the ship leaving Darwin. These repairs

AUSTRALIAN WAR MEMORIAL RCDIG1073495

were successfully completed by the ship's L.R.E.M. and BASS weighed and proceeded from Goulburn Island at 0700 IK Thursday, 18 April.

7. Whilst on passage to Liverpool River, the opportunity was taken to investigate the notations "breakers reported", charted in positions - 11°43.2'S, 134°04'E and 11°46.2'S, 134°09'E. No shoal soundings were obtained in these areas or any other indication of shoal water observed, but time did not permit an exhaustive investigation. BASS entered the Liverpool River at 1600 IK Thursday, 18 April and anchored off Maningrida Welfare Settlement an hour later.

8. The settlement at Maningrida was started in 1958 with the aim of arresting the drift of aborigines from their tribal areas to Bagot Settlement, Darwin. I had visited there in 1959 when Maningrida was not much more than a collection of tin 'humpies' and tents with a staff of four Europeans and a population of about one hundred aborigines. With these memories, I was fascinated on going ashore after anchoring, to observe the progress which has been made in the past four years. Now Maningrida is a thriving township with a modern school, hospital and homes. The present population is about fifty Europeans and seven hundred aborigines. With such a number, the settlement staff claim it to be the fourth town of the Northern Territory. A member of the staff mentioned that there has been a definite tendency already for natives to drift away from the closer missions to Maningrida, and once again the obvious comparison must be drawn between the prospering organised community of a Government Welfare settlement and the ill equipped, under staffed Church missions, most of which have been struggling to achieve the same aim for half a century or more.

9. BASS weighed and proceeded from Liverpool River at 0700 IK Friday, 19 April, and arrived off the entrance to Milingimbi Inlet at 1330 IK the same day. After sending the motor boat ahead to sound over the bar, a slow passage was made up the inlet and the ship anchored off Milingimbi Mission at 1605 IK that afternoon. The Admiralty Chart (B.A. 1038 - Milingimbi Inlet and Approaches) compiled from wartime sketch surveys by R.A.N. Ships was found to be still wholly accurate, thus making the entry relatively straight-forward, despite the fact that the former lead beacons and buoys (already expunged on the chart) no longer exist. Suitable radar cross index ranges provided an ample substitute.

10. On establishing contact with the mission, chance conversation yielded the information that there was an aboriginal baby there dangerously ill with pneumonia. The surprise and relief of the mission staff at hearing that BASS had a doctor with much needed emergency oxygen breathing equipment onboard knew no bounds, since all hope for the baby had been given up when Darwin Outpost Radio had reported that a medical aircraft could not reach the mission until the morning. Surgeon Lieutenant Jenkins attended the baby all Friday night and returned onboard in the morning with the satisfying news that the baby had shown considerable improvement, but would still be flown to Darwin that morning. Considering the fortunate coincidence of the arrival of BASS, this incident was considered suitable for press release, and was reported as such in my message, D.T.G. 200158Z, subject to confirmation by Naval Officer-in-Charge, North Australia Area of the continued improvement of the baby on arrival Darwin. Naval Officer-in-Charge, North Australia Area, message D.T.G. 200934Z, though, was received onboard on Saturday evening, conveying the sad information that the baby had died suddenly in Darwin hospital - not only upsetting news for the doctor, but also for the whole ship's company, all of whom had taken a personal interest in the welfare of the baby.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

11. During the ship's visit to Milingimbi, parties of native school children were shown around the ship, and members of the mission staff were entertained in the wardroom during the evening. BASS weighed and proceeded from Milingimbi at 0800 IK Saturday, 20 April.

12. After an uneventful overnight passage around Cape Wessel, BASS entered Melville Bay at 1230 IK Sunday, 21 April, The motor boat was sent ahead to obtain depths alongside the new Yirrkala mission jetty built at the northern head of the bay, and after the boat had confirmed that there was sufficient water, BASS secured alongside this jetty at 1335IK. According to the mission staff, the minimum depth alongside the jetty at M.L.W.S. is 12 feet, but minimum depth obtained by BASS whilst alongside was 16 feet. The berth was quite suitable for BASS, and it is also well sheltered by a natural break-water. The largest vessel so far to have used this jetty is the 1500 ton Queensland coastal vessel, M.V. WAIBEN, which would appear to be of about the limiting size. The Gove Bauxite Corporation however, are to build a wharf suitable for large bulk cargo ships, adjacent to the present jetty.

13. Yirrkala mission was visited after the ship had secured. Recreational leave was also granted to the ship's company for sport on an adjacent beach and a barbecue in the evening. BASS cast off from Melville Bay jetty at 0735Ik Monday, 22 April, and proceeded for Groote Eylandt.

14. Overnight passage was made to the East of Groote Eyland and the ship anchored off the landing for Groote Eylandt (South) Mission at 1435 IK Tuesday, 23 April. Fortunately the launch from Umbakumba mission was observed underway off the landing, otherwise considerable difficulty may have been experienced in distinguishing the landing due to the similarity of the coast-line in this area and the lack of topographical detail on the best chart available. The boats from the two Groote Eylandt Missions came alongside shortly after anchoring, and the bulk of the free-freight stores carried were transferred to them. Groote Eylandt (South) Mission was visited during the afternoon.

15. The ship weighed at 0700 IK Wednesday, 24 April, and proceeded towards Rose River. By 1000 IK the prevailing South-easterly wind was a steady Force 4 - 5 with an accompanying moderate sea and swell. In such conditions the motor boat could not be lowered with safety, and it was considered most imprudent to approach further the uncharted coastline in an attempt to find smoother water. Uncharted off-shore sand banks are known to exist in the area. Accordingly course was reversed and the ship returned to Groote Eylandt to off-load the stores carried for Rose River Mission. The ship departed Groote Eylandt at 1340 IK on passage for Darwin.

16. During the afternoon of Wednesday, 24 April, passage was made through Warwick Channel to the West of Groote Eylandt, and thence to Cape Wessel, which was rounded at 1230 IK Thursday, 25 April. The passage continued uneventfully to Darwin, where the ship berthed alongside Inner Stokes Hill wharf at 1050 IK Saturday, 27 April, to remain there for the remainder of the month.

17. On reviewing these visits paid to Arnhem Land Mission stations, the one observation worthy of special note is the value obtained by carrying a doctor during such a cruise. Not only does it provide out of the ordinary experience for the doctor concerned, but also, he is always most useful to the places visited. Every settlement requested the services of Surgeon-Lieutenant Jenkins, and on departure showed the most obvious gratitude for his aid. The average mission station has a

AUSTRALIAN WAR MEMORIAL RCDIG1073495

population of over two hundred and is only visited by a medical aircraft at a scheduled interval of approximately five weeks, except of course, for emergencies. Furthermore the medical staff at a mission does not always consist of sufficient qualified personnel.

18. Hydrographic information obtained during the month will be the subject of separate correspondence.

19. The health, conduct and morale of the ship's company is good. The appearance of the ship is satisfactory.

I have the honour to be

Sir,

Your obedient Servant,

(W.S.G. BATEMAN)
Lieutenant, R.A.N.,
CAPTAIN.

Appendix.

Reference: R.I. Appendix 29A, paragraph 6.

(a) 1,562.5 miles

(b) 189 hours 20 minutes

(c) 33,159.9 miles

(d) 4,735 hours 32 minutes

(e) Nil .

AUSTRALIAN WAR MEMORIAL RCDIG1073495

DEPARTMENT OF THE NAVY

MINUTE PAPER

1285-3-902.

H.M.A.S. BASS — Report of Proceedings May '63.

HNB 20/6

DOD 21/6

BASS appears to have done a satisfactory and useful months work.

DCNS 21/6.

1st NM 26/6.

2nd NM 27/6

3rd NM 1/7

4th NM 2/7.

SECNS 3/7

CNPR 3/7

HNB (N5) 5/7.

REGISTRAR

DP	DNE	DMT	DNP	DEE	HNB (N5)
DTSR	HPB	DPS	DNES	DMP	REGISTRAR
DSD	DCNP	DGS	MDG	DNC	
DAWOT	DCA	DDM	DCNTS	DW	

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.

35/21

AUSTRALIAN WAR MEMORIAL RCDIG1073495

DEPARTMENT OF THE NAVY

MINUTE PAPER

1285 - 3 - 902.

H.M.A.S. BASS

Report of Proceedings May '63

DP

DTSR

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DAWOT

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DCNP

DOA

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DDM

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DNR

DNES

MDG

DCNTS

DEP

DME

DNC

DW

HNB (N5)

REGISTRAR

RECEIVED
16 AUG 1963
D.A.S. / D.W.

D. C. N. T. S.
- 2 AUG 1963

~~HNB DCNS 2 NM 4 NM CNPR REGISTRAR~~)
~~DOD 1 NM 3 NM SEC HNB (N5)~~) 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.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

31 JUL 1963
BRAB

AUSTRALIAN WAR MEMORIAL RCDIG1073495

COPY

ROYAL AUSTRALIAN NAVY

In reply Quote No.
159/12

Naval Staff Office,
Darwin, N.T.

11th June, 1963.

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - MAY, 1963.

Enclosure:- Report of Proceedings (2 copies).

Submitted for the information of the Naval Board.

2. The degree of skill and accuracy in hydrographic work already achieved by H.M.A.S. BASS appears to be very satisfactory.

A/CAPTAIN, R.A.N.
Naval Officer-in-Charge,
North Australia Area.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ROYAL AUSTRALIAN NAVY

TELEPHONE:

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17 JUN A.M.
NAVY REGISTRY

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INIT.
DATE / /

DEPT. OF NAVY
CANBERRA

IN REPLY
QUOTE NO. 159/12
1285 3 902

Naval Staff Office,
Darwin, N.T.

11 JUN 1963

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - MAY, 1963.

Enclosure:- Report of Proceedings (2 copies).

Submitted for the information of the Naval Board.

2. The degree of skill and accuracy in hydrographic work already achieved by H.M.A.S. BASS appears to be very satisfactory.

A/CAPTAIN, R.A.N.
Naval Officer-in-Charge,
North Australia Area.

N5

CNA 19/6
18/6

AUSTRALIAN WAR MEMORIAL RCDIG1073495

St 6299

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY
QUOTE No.

H.M.A.S. BASS,
At DARWIN

3rd June, 1963.

The Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

(COPY TO : The Hydrographer, Royal Australian Navy.)

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command, for the month of May, 1963.

2. The ship cast off from Stokes Hill Wharf, Port Darwin, at 0730 IK Wednesday, 1 May, and proceeded to commence the reconnaissance survey of the coastline between Port Patterson and the Western border of the Northern Territory. Acting Commander N.L. Sanderson (X)(H) R.A.N., embarked for the initial three days' operations in the area.

3. Passage sounding commenced at 1245IK Wednesday, 1 May, in a position 2 miles North-west of Fish Reef, and the ship proceeded slowly South to the Northern limit of the Danger line shown on Chart Aus. 97, three miles to the West of Quail Island. The motor boat was lowered at 1530 IK to investigate the Northern limit of the large group of broken reefs, which this danger line denotes. After recovering the motor boat, passage sounding continued to the seaward of these reefs, now named Roche Reefs for the purposes of this survey. The reef line was clearly visible from seaward by virtue of discoloured water and eddies. Drying boulders were also observed during the afternoon and in fact the whole pattern of reefs would dry at M.L.W.S. The seaward edge of Roche Reefs is clearly defined apart from at the Northern end and extends from a position 6 miles West of Bare Sand Island in a Southerly direction to a position 4 miles West of Dum-in-Mirrie Island. Although within the danger line on Chart Aus 97, it appears that the area from 4 to 7 miles seaward of Dum-in-Mirrie Island is clear of dangers. BASS anchored for the night at 1800 IK South of Roche Reefs and 2½ miles West of Army tellurometer station U303.

4. Tracings of the new 1:50,000 series R Army maps for the area are being used for this part of the coastal reconnaissance survey and are proving wholly accurate. The stations used during the recent Army Tellurometer traverse of the coastline are marked on the maps and are easily recoverable. These stations, provide sufficient basic control to carry out an accurate coastal reconnaissance of this area.

5. The motor boat was dispatched inshore at 0750 IK Thursday, 2 May to mark conspicuously former Army stations U304 and U304A, and to carry out a reconnaissance of the beaches in the area. The ship weighed at 0815IK that morning and commenced sounding on a Southerly course into Fog Bay, keeping from one to two miles offshore. The motor boat was hoisted at 1200 IK and during the afternoon, the ship crossed Fog Bay to the area North of Point Blaze to investigate and confirm, if necessary, the existence of Blaze Reef, which had been found marked on a photostat copy of a wartime sketch

NAVAL OFFICER IN CHARGE
4 JUN 1963
NORTH AUSTRALIA AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073495

survey of the area, but is not shown on any current navigational chart. Shoal soundings in the approximate area were found and these were the subject of H.M.A.S. BASS's Hydrographic Note 3/63. After carrying out a brief examination of Blaze Reef, the ship proceeded to anchor at 2155 IK 8 miles North-West of Quail Island.

6. BASS weighed and proceeded at 0735IK Friday, 3 May to carry out the reconnaissance survey of the Western arm of Port Patterson. The ship was able to proceed 8 miles above Hut Point to a point 2 miles South of Dum-in-Mirrie Island with a minimum depth in the channel of about 3½ fathoms. This was the limit of safe navigation for BASS but undoubtedly the narrow channel proceeded further. During this passage the sandbanks on either side of the channel were clearly visible and appeared to be almost exactly as defined on the air photo mosaics of the area.

7. After clearing Port Patterson the ship returned to Darwin, berthing alongside Inner Stokes Hill wharf at 1640 IK Friday, 3 May to remain there for the long week-end.

8. BASS cast off from Stokes Hill wharf at 0800 IK Tuesday, 7 May. Sounding commenced at 1230 IK 6 miles West of Quail Island and carried on throughout the afternoon in this area. Progress was slow since three uncharted shoals just to seaward of the charted danger line were located, requiring boat examination. It would appear that the whole of the area North of Roche Reefs across to Fish Reef and Quail Island is foul with scattered shoals. The ship anchored at 1800 IK Tuesday, 7 May, about 8 miles West of Quail Island.

9. The ship weighed at 0800 IK Wednesday, 8 May, and proceeded to lay a floating Beacon 10 miles West of Grose Island to facilitate seaward sounding in the area. Ship sounding continued for the rest of the day to seaward of Roche Reefs, whilst during the afternoon the boat commenced sounding in the area between the Southern part of Roche Reefs and Dum-in-Mirrie Island. The ship anchored for the night at 1740 IK a mile and a half to seaward of Roche Reefs.

10. BASS weighed at 0800 IK Thursday, 9 May, and continued sounding in the same area as the previous afternoon, whilst the boat continued the reconnaissance of the area between Roche Reefs and the coast. The boat returned to the ship at 1300 IK and reported that it had found the whole area inshore of Roche Reefs to be foul with drying reefs and sand. No channel even for boats exists, apart from at high water. In addition the boat's crew reported that they had observed what appeared to be a craft about thirty feet long aground on a sandbank off Dum-in-Mirrie Island. It was considered important to investigate further this latter report, so the ship anchored at 1430 IK South-west of Roche Reefs and the boat proceeded inshore again. The boat returned to the ship at about 1630 IK with the information that the wreck was actually that of a war-time fighter aircraft (reported in my message D.T.G. 090920Z).

AUSTRALIAN WAR MEMORIAL RCDIG1073495

11. The ship weighed at 0805 IK Friday, 10 May, and commenced soundings from shore to seaward in the area South from Dum-in-Mirrie Island into Fog Bay. Sounding in this area continued throughout the day and the ship anchored at 1730 IK five miles NNW of the entrance to the Finniss River. Although shallow with drying mud in some places extending more than a mile from shore, Fog Bay has been found otherwise free from dangers apart from Blaze Reef previously reported.

12. The motor boat proceeded inshore at 0815 IK Saturday, 11 May, to carry out a reconnaissance of the five mile beach North of the mouth of the Finniss River, and to assess the navigational value of the latter river. I went with the boat on this excursion, leaving the First Lieutenant to continue sounding in the ship in the Fog Bay area during the forenoon. The Mechanician and myself formed the beach reconnaissance party and landed safely, but when the time came to return to the boat, the falling tide had left a strip of muddy water 300 yards wide and eighteen inches deep to be waded through before reaching the boat. Half-way to the boat we became aware that we were being circled by some creature leaving a large, ominous, muddy wake. Shark or stingray we cared not and since the circles were ever diminishing, the miracle of walking on water was speedily emulated. The complication of a zealous motor-boat coxswain refusing to close the shore too far on a rapidly falling tide was no boost to morale. The boat was regained safely though, and the reconnaissance of the Finniss River estuary was continued. After finding that the whole mouth of the river dries up to two miles off-shore with no channel even for boats apart from at high water, the boat returned to the ship at 1315 IK.

13. During Saturday afternoon the ship proceeded to anchor at 1615 IK off the beach immediately South of Point Blaze, which had been observed previously as suitable for the recreational Saturday evening beach barbecue. However, the swarms of mosquitoes inhabiting this beach had not been detected from seaward and the barbecue party returned to the ship full of doubts as to the wisdom of participating in future'banyans'.

14. The ship remained at anchor all Sunday, 12 May, and landed various fishing and recreational parties to the adjacent beach. One of the latter parties returned to the ship with the report that they had discovered pieces of wreckage of another crashed aircraft on the tidal rocks off the beach. Consequently, a party was landed during the forenoon of Monday, 13 May, to attempt to identify these remains. Their findings have been submitted as a separate report in my letter, I/2, dated 14 May.

15. In addition to the aircraft identification party, further parties were landed during Monday, 13 May, to place marks on the former Army tellurometer stations, U305 and U306. This operation though, occupied the better part of the day due to the difficulty of finding a suitable landing place between the near-shore rocky ledges and remote from the ever curious eyes of the lurking sharks and stingrays, which populate this area in impressive numbers. With the larger part of the ship's company occupied ashore, the ship was unable to achieve any soundings that day, but did shift anchorage at 1500 IK five miles to the Northward to a suitable position to be used as a beacon for the boat examination of Blaze Reef the following day.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

16. Boat sounding in the vicinity of Blaze Reef was progressed all Tuesday, 14 May, with the ship remaining at anchor all day. This examination of Blaze Reef revealed that the least depth was a two foot drying patch - more shoal than was reported in Hydrographic Note 3/63. Further patches with a least depth of two fathoms two feet exist two miles North of the previously reported position of Blaze Reef.

17. The ship weighed at 0815 IK Wednesday, 15 May, and continued running lines of soundings in Fog Bay, whilst the motor-boat worked Northward up the coast recovering the marks which had been placed on the Army tellurometer stations, U304A, U304 and U302. These operations occupied the whole day and the ship anchored at 1825 IK eight miles West of Grose Island.

18. The ship weighed at 0815 IK Thursday, 16 May, and commenced sounding in the area West of Quail Island, mainly in the vicinity of the charted drying shoal, reported to lie 18½ miles W.S.W. of Charles Point (Australia Pilot Vol. V, page 153, line 1). No shoal soundings were obtained in the charted position of this shoal, but a shoal with a depth of two feet was located a mile and a half further inshore. The examination of this area was not completed though, since the ship stopped sounding at 1215 IK to return to Darwin, securing alongside Inner Stokes Hill Wharf at 1615 IK that afternoon.

19. BASS cast off from Stokes Hill Wharf at 0900 IK Monday, 20 May, and proceeded to continue the coastal reconnaissance survey. Originally it had been intended to complete the examination of the area West of Quail Island during the initial few days of this period. However, notification was received that R.A.A.F. aircraft were scheduled to use the Quail Island bombing range during the daylight hours of 20-23 May, and thus the ship had to proceed direct to the vicinity of Point Blaze to re-commence operations in that area. Off-shore passage sounding was carried out whilst en route, and the ship anchored at 1730 IK, 3 miles N.N.W. of Point Blaze. Shortly before the ship anchored, the motor boat proceeded inshore to re-mark the Army tellurometer stations, U305 and U306.

20. The ship weighed at 0815 IK Tuesday, 21 May, and after laying one floating beacon, commenced sounding in the area North-West of Point Blaze, anchoring for the night at 1725 IK, three miles West of Point Blaze.

21. During the period, Wednesday, 22 May, to Friday, 24 May, lines of soundings were run from shore to seaward in the area South from Point Blaze to the Peron Islands, with the ship anchoring each night. Off-shore floating beacons were laid each day to facilitate fixing. Progress during these three days was satisfactory, but considerable time had to be spent in investigating uncharted drying reefs and sandbanks up to two miles off-shore from the mainland, and a rocky ledge, with a least depth of two fathoms, extending three miles North from the Northern point of Peron Island. This ledge dries at least a mile and a half from the point.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

22. Ship sounding in the area immediately North of the Peron Islands recommenced at 0815 IK Saturday, 25 May, but the ship anchored again at 0930 IK four miles N.N.E. of Peron Island Peak to facilitate boat examination of the passage between Peron Island and the mainland. Boat sounding in this area occupied the remainder of the day. Despite the cautions in Australia Pilot Vol V, it is of interest to note that the best current navigational chart for the area (Aus 97) conveys the impression that there is a considerable expanse of deep water between Peron Island and the mainland. In actual fact the whole area is cluttered with drying sand banks and iron-stone ledges. A deep-water channel (depths of 3 fathoms or more) does exist but it is only eight cables at the most wide, narrowing to less than two cables off Channel Point. The Southern approaches to this channel have not as yet been examined.

23. The ship remained at anchor all Sunday, 26 May, and weighed and proceeded at 0845 IK Monday, 27 May, to recover floating beacons. Shortly before the ship weighed, the motor boat proceeded to complete sounding East of Peron Island. The ship returned to anchor at 1045 IK and after the return of the motor boat at 1720 IK weighed and proceeded to anchor again an hour later two miles off Point Blaze.

24. The motor boat proceeded inshore at 0800 IK Tuesday, 28 May, to recover the beacons placed on Army tellurometer stations, U305 and U306. After the return of the boat at 0945 IK, the ship weighed and proceeded to the North sounding whilst on passage. On arrival in the area West of Grose Island three hours later, two floating beacons were laid and the ship commenced sounding in the uncompleted area West of Quail Island. BASS anchored for the night at 1815 IK and continued sounding the following forenoon, ceasing operations at 1215 IK to return to Darwin. In addition to the shoals already mentioned in paragraph 8, further uncharted reefs were located in the area West of Quail Island, confirming my earlier opinion of that area.

25. BASS secured alongside Inner Stokes Hill Wharf at 1740 IK Wednesday, 29 May, and remained there for the rest of the month, carrying out self-maintenance.

26. Progress with this coastal reconnaissance survey of the North-west coast has been satisfactory during the month. With the exception of a small area West of Quail Island, the coast between Port Patterson and the Peron Islands has now been completed. It is considered that this is a most worthwhile occupation for the ship, whilst not occupied in another role, since to date the hydrographic information for this stretch of the Australian coastline has been lacking, and in some cases, what there is, is misleading.

27. The health, conduct and morale of the ship's company is good. The appearance of the ship is satisfactory.

I have the honour to be

Sir,

Your Obedient Servant,

(W.S.G. BATEMAN)
Lieutenant, R.A.N.
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

APPENDIX

Reference : R.I. Appendix 29A, paragraph 6.

(a)	Distance steamed.	863.2 miles.
(b)	Hours underway	166 hours 5 minutes.
(c)	Total distance steamed since commissioning	34,023.1 miles.
(d)	Total hours underway since commissioning	4,901 hours 37 minutes.

.....

AUSTRALIAN WAR MEMORIAL RCDIG1073495

DEPARTMENT OF THE NAVY

MINUTE PAPER

1285-3-922.

H.M.A.S. BASS Report of Proceedings JUNE '63

HNB 16/7

DOD 16/7

'BASS' has done a good job during the month.

DCNS 17/7

1st NM 22/7

2nd NM 23/7

3rd NM

4th NM 27/7

SECDEF

CNPR 30/7

HNB (N5) 30/7.

REGISTRAR

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

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.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

St 6299

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE No. 159/12

RECEIVED
C 1 . 111 A M
N VY REG STRY

Naval Staff Office,
Darwin, N.T.

1285	13	922

9 JUL 1963

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS, JUNE 1963.

Enclosure:- Report of Proceedings. (3 copies).

Submitted for the information of the Naval Board.

NS

A/CAPTAIN, R.A.N.
Naval Officer-in-Charge,
North Australia Area.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ST 5340

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY
QUOTE No.

H.M.A.S. BASS,
At Sea.
1 July, 1963.

The Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

Copy to : The Naval Officer-in-Charge,
WEST AUSTRALIA AREA.

The Hydrographer,
ROYAL AUSTRALIAN NAVY.

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command, for the month of June, 1963.

2. On Saturday, 1 June, the ship was alongside Inner Stokes Hill Wharf, Port Darwin, carrying out a period of one week's self-maintenance.

3. At 0830IK Friday, 7 June, BASS cast off from Stokes Hill Wharf, and proceeded for Broome. This passage was completed uneventfully in fair weather, and the ship secured alongside Broome Jetty at 1145H Monday, 10 June.

4. After the arrival of the ship in Broome, the Officer Commanding Western Command Field Survey Unit, Major W. SPRENGER, and the senior officer of the Army survey detachment working in the area, Lieutenant A. LAING, came onboard to discuss the plan of operations for the period during which the ship would be supporting the detachment. Although the first order traverse of the coast-line between Broome and Beagle Bay had been completed previously, the survey detachment were engaged in checking angular measurements in the area, since the original computation of the traverse indicated an unacceptable azimuth misclose between the stations at Cape Baskerville and Paterson's Well outside Broome.

5. BASS shifted to anchor in Roebuck Bay at 1330H Monday, 10 June, and subsequently returned to the jetty for the daylight periods with sufficient water alongside on Tuesday, 11 June, and Wednesday, 12 June, to embark Army stores. Parties of school-children from the Broome State School were shown around the ship whilst alongside, but unfortunately, the Army provided the greatest source of interest by operating Zodiac dinghies at high speed adjacent to the ship.

6. During the forenoon of Wednesday, 12 June, in company with Major SPRENGER, I had the pleasure of calling on Broome's leading citizen, Mr. S. MALE, the President of the local Shire Council.

7. With the Army survey detachment and associated stores (including one eight man and one three man Zodiac dinghy) embarked, BASS departed Broome at 1500H Wednesday, 12 June, and proceeded North to Coulomb Point, anchoring at 1945H that evening. The first survey party was landed at Coulomb Point the following morning and the ship then proceeded North to Cape Baskerville to land a second party.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

8. The ship remained at anchor off Cape Baskerville for the evening of Thursday, 13 June, and weighed and proceeded at 0930H Friday, 14 June, to make the required sovereignty visit to the Lacapede islands. Landing was effected at 1230H on the largest island of the group, West Lacapede island. This island, and the others in the group, are a breeding ground for a variety of sea birds, mainly terns, which utilise practically every piece of land available above the high water mark for their nests. Chicks were numerous and some of these, overcome by curiosity and presumably unaccustomed to other animal life, were prone to waddling after members of the landing party. Apart from the bird life, nothing else unusual was observed, and the ship returned to Cape Baskerville to anchor for the evening at 1800H. The report on the Lacapede islands required by RANOP 204 will be rendered.

9. The first change-over of the Army survey parties took place on Saturday, 15 June, and the ship was occupied for most of the day in picking up the teams at Cape Baskerville and Coulomb Point and re-distributing the members of the detachment to those two points and James Price Point further South. The ship anchored for the evening at 1720H off Coulomb Point. On anchoring a recreational barbecue party was landed to the beach, and it was whilst bringing this party off later in the evening, that the motor dinghy received damage, which subsequently rendered it awash and unsalvageable with the facilities available, on the beach. The full circumstances of this loss have been reported in my letter, B/1, dated 20 June, 1963.

10. The forenoon of Sunday, 16 June, was occupied in dismantling the engine of the motor boat for ease of transport to the ship, and removing from the hull as many fittings as possible. The ship weighed at 1440H that afternoon and shifted to anchor again off Cape Baskerville two hours later.

11. The second change-over of the survey parties took place on Monday, 17 June, and teams were placed ashore at Coulomb Point, James Price Point and Quondong Point. After landing the last team, the ship proceeded to Broome, anchoring off the jetty at 2100H that evening.

12. BASS moved alongside Broome jetty at 0600H Tuesday, 18 June, to fuel. However, the contractor initially provided insufficient means of transferring the diesel distillate from the 44 gallon drums on the wharf to the ship's tanks. By the time an efficient method could be improvised, only 176 gallons could be embarked before it was necessary to leave the jetty at 0930H whilst there was still sufficient water to reach the deep anchorage. The ship remained at anchor off the jetty for the remainder of the forenoon, awaiting victuals, and weighed and proceeded for the survey area eventually at 1230H. The ship anchored for the evening at 2030H off Coulomb Point.

13. The third change-over of survey teams took place on Wednesday, 19 June, and parties were landed to James Price Point, Quondong Point and Willy Creek. The ship anchored off Quondong Point at 1655H that afternoon, remaining at anchor there until the forenoon of Friday, 21 June, when the next change-over of shore parties was carried out.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

14. After spending the prior evening at anchor off Willy Creek, BASS weighed at 0600H Saturday, 22 June, and proceeded to Broome, berthing alongside the jetty at 0815H that morning. Fuelling commenced on arrival and was successfully completed. The ship shifted to anchor off the jetty at 1300H to await mail due in Broome later that afternoon. The ship finally sailed at 1600H and anchored for the evening off Quondong Point three hours later.

15. The observing stations to be manned by the Army from Willy Creek to Patterson's Well were all easily accessible by road from Broome, and it was originally anticipated that there would be no further requirement for BASS in the area after transferring the last party from Quondong Point, the last station requiring sea access, to Willy Creek on the forenoon of Sunday, 23 June. However, the Army observing party encountered severe refraction during their observations on the Saturday evening, necessitating Quondong Point to be manned for at least one more night of observations. The ship was thus required to remain in the Broome area at least a day later than had been intended in my message D.T.G. 200630Z June.

16. The observations on the Sunday night were successful however, and the ship after transferring the Quondong Point party to Willy Creek, proceeded for Port Hedland at 0815H Monday, 24 June. The operations in support of the Army survey detachment are considered to have been highly successful, particularly from the Army's point of view. The survey project was performed in only one day more than the minimum possible time, and the original azimuth misclose, necessitating the re-observation of angles in the area, was apparently eliminated. As far as BASS is concerned the two weeks spent in close co-operation with professional land surveyors in the field constituted a most interesting and valuable experience.

17. After an uneventful passage, the ship berthed alongside Port Hedland wharf at 1205H Tuesday, 25 June. Acting Commander N.L. SANDERSON, O.B.E.,R.A.N. embarked from Darwin that afternoon and the ship cast off and proceeded for the Dampier Archipelago area at 1345H Wednesday, 26 June.

18. BASS anchored off Steamboat Island to the West of the Dampier Archipelago at 0815H Thursday, 27 June. Steamboat Island was investigated during the forenoon as a possible site for a Lambda slave station, and the ship proceeded for Rosemary Island at 1145H, anchoring for the evening at 1815H between Malus Island and Rosemary Island.

19. Both Rosemary and Malus Islands were visited during the forenoon of Friday, 28 June, and the ship proceeded for Samson Point at 1100H that day. An early visit to Samson Point was necessary to obtain local knowledge for establishing Lambda slave sites, but was precipitated somewhat by the necessity of getting medical treatment for a rating with a large infected facial cyst, causing severe pain and a high temperature.

20. BASS berthed alongside Samson Point jetty at 1620H Friday, 28 June, and remained alongside overnight. The ship cast off at 1120H Saturday, 29 June, and proceeded to anchor off Depuch Island three hours later.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

21. Viewed from seaward, Depuch Island presents an inhospitable countenance, as it emerges from the sea with more than a vague resemblance to Ayers Rock. The party that landed after the ship had anchored confirmed this impression since the terrain consists almost solely of steep solid iron-stone ridges covered with large boulders and little or no top soil. Scattered clumps of spinifex are the only natural vegetation.

22. The islands to the West of Depuch Island, and the adjacent mainland were visited during the forenoon of Sunday, 30 June. After these visits had been completed, the ship weighed and proceeded to anchor again at 1700H that day East of Delambre Island preparative to commencing the reconnaissance survey of that vicinity the following morning.

23. The health, conduct and morale of the Ship's Company has been satisfactory during the month. The appearance of the ship is satisfactory.

I have the honour to be

Sir,

Your Obedient Servant,

(W.S.G. Bateman)
Lieutenant R.A.N.

APPENDIX

Reference : R.I. Appendix 29A, Paragraph 6.

(a) Distance Steamed.	1636.9 miles
(b) Hours Underway.	202 hours 35 minutes
(c) Total Distance steamed since commissioning.	35660.0 miles
(d) Total Hours underway since commissioning.	5104 hours 12 minutes.
(e) Occasions of exceeding economical speed	Nil.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

DEPARTMENT OF THE NAVY

MINUTE PAPER

18-6-23

H.M.A.S. Bass — Report of Proceedings July 63.

DP 13/8

DTSR 13/8 Action is being taken on file 519/253/24 to investigate the defects to the Arma. Brown mentioned in para 6. 13/8.

DSD 15/8

DAWOT 16/8.

DNI 20/8

HPB 23/8

DCNP 26/8

DOA 27/8.

DMT 29 Aug

DDM 30/8

DPS 5/9

DGS 9/9

DNR 10/9

DNES 13/9

MDG 16/9

DCNTS 20/9

DEE 24/9

A/DME 25/9

DNC 26/9

for DN 14/10

HNB (N5) 16/10.

REGISTRAR

~~HNB DCNS 2 NM 4 NM CNPR REGISTRAR~~
~~DOD 1 NM 3 NM SEC HNB (N5)~~) 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.
19 SEP 1963

AUSTRALIAN WAR MEMORIAL RCDIG1073495

D.A.S.
16 SEP 1963
BRANCH
MAIL

AUSTRALIAN WAR MEMORIAL RCDIG1073495

File

DEPARTMENT OF THE NAVY

MINUTE PAPER

18-6-23

H.M.A.S. BASS — Report of Proceedings July '23.

~~HNB~~ 12/8

~~DOD~~ 13/8

I had not seen any previous reports on her compass defect and I am having this further investigated to see if any action is necessary.

~~DCNS~~ 13/8.

~~1st NM~~ 16/8.

~~2nd NM~~ 17/8

~~3rd NM~~ 20/8

~~4th NM~~ 20/8

~~SEC~~ 21/8

~~CNPR~~ 22/8

~~HNB (N5)~~ 23/8. 23/8.

REGISTRAR

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

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.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

St 6299

ROYAL AUSTRALIAN NAVY

DEPT. OF NAVY
CANBERRA

TELEPHONE:

RECEIVED
C 8 AUG P.M.
NAVY DEPARTMENT

IN REPLY QUOTE No. 18 6159/12 23

Naval Staff Office,
Darwin, N.T.

9863

7 AUG 1963

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS JULY 1963.

Enclosure:- Report of Proceedings.

Submitted for the information of the Naval Board.

A/CAPTAIN, R.A.N.
Naval Officer-in-Charge,
North Australia Area.

N5

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ST 5340

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY
QUOTE No.

H.M.A.S. BASS,
At Sea.
1 August, 1963.

The Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

Copy to : The Hydrographer,
ROYAL AUSTRALIAN NAVY.

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command for the month of July, 1963.

2. At 0800H Monday, 1 July, 1963, the ship weighed from the over-night anchorage East of Delambre Island, North-west Australian coast, and proceeded to commence reconnaissance sounding in the vicinity of Delambre Reef. Later that forenoon an observation party was put ashore at Bedout Island and a tide pole watcher landed at Samson Point jetty. Sounding was subsequently progressed during the remainder of the day and the ship secured alongside in Samson Point for the evening at 1840H.

3. Sounding in the immediate area of Delambre Reef was continued during the period, Tuesday, 2 July, to Thursday, 4 July, with the ship returning alongside Samson Point jetty each evening. This reconnaissance survey of the area East of Delambre Island was completed at 1800H Thursday, 4 July, at which time the ship proceeded on passage to Port Hedland after first collecting the tide-pole watcher from Samson Point jetty. The results of this survey and other information required by the Hydrographer, R.A.N., have been the subject of correspondence by Acting Commander N.L. SANDERSON, O.B.E., R.A.N., who was embarked at the time. However, separate Hydrographic Notes have been raised in BASS as a result of operations in the area.

4. BASS secured alongside Port Hedland wharf at 1000H Friday, 5 July. Commander SANDERSON disembarked that evening to return to Darwin by air.

5. The ship cast off from Port Hedland wharf at 1000H Sunday, 7 July, and after an uneventful passage, made in tolerable weather, arrived in Darwin at 2000IK Thursday, 11 July, securing alongside Inner Stokes Hill wharf.

6. A most welcome period of eighteen day's self-maintenance commenced on Friday, 12 July. In addition to planned maintenance, a major defect in the Type 974 radar was made good and the Arma Brown gyro compass replaced in the ship during this period. On two occasions it was necessary for the ship to be underway in Darwin Harbour for trials of the gyro, but on both occasions these proved unsatisfactory. At the end of the month the gyro was still defective.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

7. Two Philippino Naval ratings, C.P.O. J. CANETE and P.O. A. ROSARIO, who are gaining experience in Australia under the SEATO aid programme, joined the ship on Thursday, 25 July, from Garden Island Dockyard, in accordance with F.O.I.C.E.A.'s message, D.T.G. 240148Z, July. Since joining, they have been employed in the Engineering department onboard and have proved themselves to be quite competent and intelligent electrical and mechanical engineers.

8. BASS cast off from Stokes Hill wharf at 0900IK Monday, 29 July, and proceeded to continue the reconnaissance survey of the Western coast of the Northern Territory. Ship sounding commenced that afternoon in the area West of Quail Island, still uncompleted from May, and was continued during the remaining days of July. Further shoals were located in this vicinity, and it is now apparent that the pattern of shallow patches commenced by Lorna Shoal, continues in a South-easterly direction across to Fish Reef and Quail Island.

9. The ship was still in the Quail Island area at the end of the month.

10. The health, conduct and morale of the ship's company is good. The appearance of the ship is satisfactory.

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

(W.S.G. Bateman)
Lieutenant R.A.N.
C A P T A I N.

APPENDIX.

Reference : R.I. Appendix 29A, Paragraph 6.

(a) 1586.3 miles
(b) 185 hours 55 minutes
(c) 37246.3 miles
(d) 5290 hours 07 minutes
(e) Nil.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

1285-3-922.

H.M.A.S. BASS ..... t of Proceedings JUNE '63.

DP 15/7

15/7 DTSR 18/7

DSD 19/7

DAWOT 19/7

22/7 DNI 22/7

HPB 29/7

DCNP 29/7

DOA 30/7.

5/8 DFT 1 Aug.

DDM 6/8

DPS 15/8

DGS 16/8.

DNR AOL

DNES 14/8

MDG 14/8

DCNTS 16/8.

DEE 20/8

DME 21/8

DNC 23/8

DW 2/9 4/9/63.

HNB (N5) 3/9

REGISTRAR

RECEIVED
16 AUG 1963
D.A.S./D.W.

(1) DOD 3/9
(2) HNB (N5) 4/9/63.

~~HNB DCNS 2 NM 4 NM CNPR REGISTRAR~~)
~~DOD 1 NM 3 NM SEC HNB (N5)~~) 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.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

M.O.S. BBA
14 AUG 1963
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073495

DEPARTMENT OF THE NAVY

MINUTE PAPER

18. 6. 52.

H.M.A.S. BASS. Report of Proceedings AUG '63

~~HNB~~ 12/9

DOD Propose the Hydrographer be requested to comment on para 2 of NSW NMs covering letter. 18/9

DCNS

1st NM

approved as DOD 20/9.

Action on file 1285/202/44

~~Hnb~~ ~~Memo forwarded~~ 4/10

2nd NM 23/9

3rd NM 24/9

4th NM 14/10.

DNEC 7/11

CNPR 16/10.

HNB (N5) 18/10.

REGISTRAR

DP	DNE	DMT	DNR	DEE	HNB (N5)
DTSR	HPB	DPS	DNES	DMP	REGISTRAR
DSD	DCNP	DGS	MDG	DNC	
DAWCT	DCA	DDM	DCNTS	DW	

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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.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

DEPARTMENT OF THE NAVY

MINUTE PAPER

18. 6. 52.

H.M.A.S. BASS — Report of Proceedings AUG '65.

DP

DTSR

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DAWOT

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DNP — 2 Oct.

DNM

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for DM

DNB (N5)

REGISTRAR

~~HNB DCNS 2 NM 4 NM CNPR REGISTRAR~~
~~DOD 1 NM 3 NM SEC HNB (N5)~~) Separate Report Circulating

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D. C. N. T. S.
13 OCT 1965

AUSTRALIAN WAR MEMORIAL RCDIG1073495

16 OCT 1963

AUSTRALIAN WAR MEMORIAL RCDIG1073495

St 6299

ROYAL AUSTRALIAN NAVY

DEPT. OF NAVY
CANBERRA

TELEPHONE:

IN REPLY
QUOTE No. 159/12
18 6 52

Naval Staff Office,
Darwin, N.T.

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C - 9 SEP A.M.
NAVY REGISTRY

The Secretary,
DEPARTMENT OF THE NAVY.

6 SEP 1963

(Copy to:- The Hydrographer, R.A.N.)

H.M.A.S. BASS - REPORT OF PROCEEDINGS,
AUGUST, 1963.

Enclosure:- Report of Proceedings.

Submitted for the information of the Naval Board.

2. With reference to para. 12, in view of the usefulness and standard of the surveys which BASS has so far carried out, it is submitted for consideration that the Military Board be requested to consider progressing to the Westward, the Army tellurometer traverse of the coast South West of Darwin. This would greatly assist the speed and accuracy of BASS's further work.

3. The reference to 'high-water springs' in para. 8 is obviously a mis-statement for 'low-water springs'.

9/9

A/CAPTAIN, R.A.N.
Naval Officer-in-Charge,
North Australia Area.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

COPY

ROYAL AUSTRALIAN NAVY.

159/12

Naval Staff Office,
Darwin, N.T.

The Secretary,
DEPARTMENT OF THE NAVY.

6th September, 1963.

(Copy to:- The Hydrographer, R.A.N.)

H.M.A.S. BASS - REPORT OF PROCEEDINGS.
AUGUST, 1963.

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-sgd- ~~S.~~ E.P. Keating
A/CAPTAIN, R.A.N.
Naval Officer-in-Charge,
North Australia Area.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ST 5340

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY
QUOTE No.

H.M.A.S. BASS,
At Thursday Island.
1 September, 1963.

The Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

(Copy to : The Hydrographer,
ROYAL AUSTRALIAN NAVY.)

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command, for the month of August, 1963.

2. At the beginning of the month the ship was operating in the area West of Quail Island, progressing the reconnaissance survey of the Western coast of the Northern Territory. Sounding in this vicinity was completed by the forenoon of Friday, 2 August, and the ship returned to Darwin, securing alongside Inner Stokes Hill wharf at 1345IK that afternoon to remain there for the long week-end.

3. BASS cast off from Stokes Hill wharf at 0920IK Tuesday, 6 August, and proceeded to continue the coastal reconnaissance survey. After carrying out some passage sounding whilst en route, the ship anchored for the night at 1730IK three miles North-east of Peron Island.

4. Whilst the ship remained at anchor all Wednesday, 7 August, the motor boat was used initially to re-establish shore marks in the area between the Peron Islands and the mainland and then to run several interlines of soundings in that vicinity during the remainder of the day. After this day's boat work inside Peron Island, this area was considered to be satisfactorily covered as far as BASS's current survey is concerned, and the ship was thus free to commence sounding to the seaward of the Peron Islands on Thursday, 8 August. As much sounding as was possible with the existing marks was carried out that day, at the conclusion of which the ship proceeded into Anson Bay to anchor for the evening.

5. The activities of the ship were considerably hampered on Friday, 9 August, by a Force 6 South-easterly wind which sprung up soon after dawn and persisted until the middle of the afternoon. However, the day was still employed constructively by the recovering of the former Army tellurometer stations, U309 and U311, and the placing of beacons on them. Some ship sounding was also achieved later in the afternoon.

6. The strong South-easterly returned after dawn on Saturday, 10 August, and it was not practicable for the ship to start sounding until 1330IK that day, when the wind had abated somewhat. After the afternoon's sounding, the ship anchored for the evening two miles South of South Peron Island, and remained at anchor there all Sunday, 11 August, as well.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

7. Occasional, scattered bush-fires had been observed on South Peron Island during the preceding two days, and parties were landed there on the afternoon of Sunday, 11 August, to investigate the source of these, as well as to engage in the customary Sunday afternoon pursuits of fishing and beach-combing. After some conscientious black-tracking by one of these parties, an aborigine, his lubra and young child were located. During the subsequent conversation, the aborigine indicated that he was on the island hunting crocodiles - a statement, which prompted the party from the ship to proceed gingerly back to the boat through the mangroves and marsh country. In retrospect however, the existence of crocodiles on the island is doubted, and it is considered much more likely that he was there hunting wild pig, and did not wish his hunt disturbed by white men crashing through the undergrowth. By the number of tracks and the amount of droppings observed, pigs were apparently prolific on the island. Furthermore, the occasional fires were probably indications of a systematic pig drive in progress.

8. Conditions on Monday, 12 August, were exceptionally hazy for the area with visibility in definite fog patches at times less than half a mile. Accordingly in view of the state of the tide, and the poor visibility prohibiting normal sounding, the opportunity was taken to investigate the mouth of the Daly River, using radar as the fixing medium. After the whole estuary of the river was found to be drying at high water springs, further ship sounding in Anson Bay was attempted during the afternoon. This was only barely profitable however, since the haze frequently obscured the fixing marks.

9. Fortunately, neither haze nor wind was present on Tuesday, 13 August, and the ship was able to achieve a most encouraging number of soundings in the area South and South-West of Peron Island. The statement in Australia Pilot, Volume V (Page 155, Lines 39 - 41), re shoal depths in this area was further confirmed by the location of several patches with depths of two fathoms up to five miles off-shore from the South-Western point of Peron Island (Heel Point). The bottom is quite irregular in this area and extensive tidal eddies occur over the shoal patches.

10. Further ship sounding in the Northern part of Anson Bay was carried out during the forenoon of Wednesday, 14 August, but the ship anchored at 1200IK that day off the South-Eastern point of South Peron Island to allow boat sounding between that island and the mainland to be progressed during the afternoon. The result of the boatwork that day indicates that although a reasonably wide channel with depths of three fathoms or more exists between North Peron Island and the mainland, it becomes very narrow and deep (up to 20 Fathoms) off Channel Point before fading away completely off South Peron Island - the maximum depth between the Southern part of that island and the mainland being no more than three feet. Paragraph 22 of H.M.A.S. BASS's Report of Proceedings for the month of May, 1963, also refers to the area between the Peron Islands and the mainland.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

11. Further ship sounding was carried out in Anson Bay during the forenoon of Thursday, 15 August. The afternoon of that day was spent in recovering floating beacons and shore marks, at the conclusion of which tasks, BASS proceeded to the North of the Peron islands to anchor for the night.

12. The ship weighed at 0500IK Friday, 16 August, and proceeded for Darwin, securing alongside Inner Stokes Hill wharf at 1200IK that day. BASS's surveying season for 1963 was thus concluded. In accordance with Hydrographic Instructions for the year, a reconnaissance survey of the Northern Territory coast-line between Quail Island and the Daly River has now been completed. The Southern limit of progress for the year is in fact, approximately, one mile further South than the limits of the best Australian chart of the area - Aus. 97. Regretfully, this is also nearly the limit of the recent Army tellurometer traverse of the area, so the continuation of the present coastal survey will present complexities which have not been encountered this year.

13. The ship remained alongside in Darwin until Monday, 26 August, carrying out self-maintenance, and embarking stores to be used during the slipping and hull self-refit to be carried out in Thursday Island in September. The two Philippines Naval ratings, who had joined the ship in July, disembarked on Monday, 19 August, to return direct to Manila by air from Darwin.

14. BASS cast off from Stokes Hill wharf at 1040IK Monday, 26 August, and proceeded for Thursday Island. Shortly after leaving harbour, the small trading vessel, M.V. POSEIDON of Thursday Island, fell in astern and remained in company for the remainder of the passage. This passage was completed uneventfully in fair weather and BASS secured alongside the Town jetty, Thursday Island, at 0755K Friday, 30 August. Half an hour after securing, at the request of local harbour authorities, berth was shifted to alongside Q.G.P.V. MELBIDIR at the Engineers Jetty. BASS remained at this berth for the remainder of the month.

15. The health, conduct and morale of the Ship's Company is good. The appearance of the ship is satisfactory.

I have the honour to be

Sir,

Your Obedient Servant,

(W.S.G. Bateman)
Lieutenant R.A.N.
C A P T A I N.

APPENDIX.

Reference : R.I. Appendix 29A, Paragraph 6.

(a) 1441.4 miles.
(b) 186 hours 35 minutes.
(c) 38687.7 miles.
(d) 5476 hours 42 minutes.
(e) Nil.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18/6/0

FILE TITLE HMAS "Bass"

Report of Proceedings

August 1963

MARK TO HN BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	DATE
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AUSTRALIAN WAR MEMORIAL RCDIG1073495

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H.M.A.S. BASS — Report of Proceedings

18.206.25. SEPT 63.

HNB 25/10/63

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DAWOT 28/10.

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HPB 7/11

DCNP 7/11.

DOA 11/11

DMP 13 Nov.

DEM 14/11

DPS 18/11

DGS 21/11

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DNR 22/11

DNES 25/11

MDG 27/11

DCNTS 28/11

DEE 4/12

DME 5/12

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for DW 13/12

HNB (N5) 16/12.

REGISTRAR

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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.
28 NOV 1963

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M.O.D. BRANCH
NAVY OFFICE
27 NOV 1963

D. A. S.
10 DEC 1963
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MINUTE PAPER

18 · 206 · 25.

H.M.A.S. BASS — Report of Proceedings SEA 63

~~HNB~~ 23/10

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2nd NM 31/10

for 3rd NM 4/11

4th NM 5/11

~~SEC~~ 5/11

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HNB (N5) 11/11

REGISTRAR

~~DP~~	DNE	DMT	DNR	DEE	HNB (N5)
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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.

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ROYAL AUSTRALIAN NAVY

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TELEPHONE:

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21 OCT A.M.
SECRETARY

DEPT. OF NAVY
CANBERRA
18 | 206 | 25.
IN REPLY
QUOTE No. 159/12

Naval Staff Office,
Darwin, N.T.

18 OCT 1963

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - SEPTEMBER, 1963.

Enclosure:- Report of Proceedings.

Submitted for the information of the NavalBoard.

A/COMMANDER, R.A.N.
Acting Naval Officer-in-Charge,
North Australia Area.

HA A 23/10

N5

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

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Royal Australian Navy.

IN REPLY PLEASE QUOTE

NO.....

H.M.A.S. BASS,
At SEA.

1 October, 1963.

Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

(Copy to : 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, 1963.

2. At 0900K Sunday, 1 September, the ship cast off from alongside Q.G.P.V. MELBIDIR at the Engineer's Jetty, Thursday Island, and proceeded alongside the Town Jetty to embark water. On completion of watering, the ship proceeded to sea to commence a coast-watching cruise through the islands of the Torres Strait. Prior to departure from Thursday Island, the following persons embarked:-

Reverend Father W. RECHNITZ,
Reverend Father R.F. ATKINS,

(Anglican Missionaries taking passage to Yorke and Murray Islands respectively. BASS's message D.T.G. 292316Z August NOTAL refers).

Seren WAIGANA,

(a Torres Strait Islander embarked on loan from the MELBIDIR to provide local knowledge as required during the more intricate passages between the islands to be visited. BASS's message D.T.G. 310110Z August refers).

3. BASS anchored for the evening off Cocoanut Island in the Great North-East Channel at 1830K Sunday, 1 September. Shortly after anchoring, I went inshore to visit the chairman of the local Native Council, Mr. YESSIE PEARSON. The two missionaries embarked in BASS, accompanied me ashore, and during the course of the evening held Evensong in the island chapel. Cocoanut Island is low-lying and sandy with its natural vegetation appropriately consisting almost solely of cocoanut palms. The population of the village is about two hundred, most of whom are occupied in farming taro, yam and sweet potato - an occupation which, in view of the sandy nature of the island, is not a great success. Water is a considerable problem too, since towards the end of the 'dry' season it is necessary to ferry 44-gallon drums of water from Sue Island, 15 miles to the South-West, in sixteen foot sailing dinghies, to supplement the stored supply.

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

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4. The ship weighed at 0700K Monday, 2 September, and proceeded on passage to the Yorke Islands, anchoring off the inhabited island of that group (Masig) at 1130K that morning. These islands are similar in nature to Cocoanut Island, and little is produced on them apart from the inevitable taro, yam and sweet potato. The inhabitants though, generally speaking, are somewhat more diligent than their neighbours on the surrounding islands, and provide quite a large proportion of the crews of the luggers still working from Thursday Island. The Government School-teacher on Masig, Mr. I. Coles and Mrs. Coles were entertained onboard to lunch, after which BASS weighed and proceeded for Darnley Island at 1430K that day.

5. After an uneventful passage made East of Campbell Islet and North of Nepean Islet, the ship anchored off the main village on Darnley Island at 1830K Monday, 2 September. The Government School-teacher, Mr. A.E. OVENDEN, was entertained onboard that evening, and the following morning I was interested to walk around the village. Darnley Island is totally different in terrain to the islands previously visited, since it is volcanic in origin and quite steep to with a single peak rising to nearly six hundred feet. The main occupation for the Darnley islanders is again farming, which is considerably more successful there in view of the volcanic nature of the soil.

6. Originally I had intended departing from Darnley Island for the Murray Islands at 0800K Tuesday, 3 September, but since the first part of that morning was overcast with a gusty South-Easterly wind, I decided to delay sailing until later in the day when there would be more sun on the reefs and a lower tide. Eventually BASS weighed at 1230K that day, and departed from Darnley Island through the narrow channel between the reefs on the Eastern side of that island and Sao Reef to the South. The passage to the Murray Islands was completed uneventfully and BASS anchored at 1640K that afternoon off the village on Mer Island. No uncharted dangers were encountered during this passage, and all reefs were clearly visible to myself at a distance of at least one mile, and to Sereu WAIGANA at at least three miles. The Western side of Mer Island is very steep to and BASS anchored in over twenty fathoms only three cables off-shore. Extensive tidal eddies occur in this anchorage due to the meeting of the flood stream coming in from Flinders Passage with that entering between Mer and Dowar Islands.

7. Mer Island was the home of the most blood-thirsty of the head-hunters of the Coral Sea, and the punitive expeditions made there by H.M. Ships in the latter part of the last century apparently still figure prominently in the legends of the island. When the Government School-teacher, Mr. G. IRVING, told the islanders about the impending visit of BASS, many of them expressed the intention of retiring to the security of the hills before the warship anchored. Despite re-assurances by Mr. IRVING and the un-warlike appearance of BASS, many still preferred to view our arrival from the hills rather than from the beach.

8. BASS weighed at 0840K Wednesday, 4 September, and proceeded on passage to Bramble Cay, passing to the West of Sarek Reefs and Anchor Cay, and to the East of Darnley Island. The ship anchored at 1440K that afternoon eight miles East of Bramble Cay.

9. The ship weighed at 0300K Thursday, 5 September, and proceeded to the approximate position of Goldie Reef to carry out Hydrographic Instruction (D) of the Hydrographer R.A.N.'s message, D.T.G. 120605Z August. The weather was far from favourable for the investigation of this area, since the sky was overcast and a gusty strong South-easterly

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

wind with an accompanying heavy swell, persisted throughout the day. No star sights were possible that morning and only the occasional watery sun during the day. An area in the vicinity of Goldie Reef was sounded out during the forenoon by dead reckoning, but after re-constructing the ship's track on the basis of subsequent sun-sights, it eventuated that this area was several miles North-East of the charted position of Goldie Reef. The actual sounding was not a great success either, since quenching of the echo-sounder prevented sounding on any course near being into sea and swell. In view of the lack of sucess during the forenoon, and there being no sign of improvement in the weather, no attempt was made to carry out Hydrographic Instruction (E), and the ship proceeded on passage to Port Moresby at 1400K that afternoon.

10. BASS entered Port Moresby harbour at 0745K Friday, 6 September, and anchored twenty minutes later half a mile East of Manubada Island to clean ship. The ship weighed from this anchorage at 1120K that day and proceeded alongside the Inner East berth at the main Port Moresby wharf to remain there for the week-end.

11. BASS cast off from Port Moresby wharf at 0830K Monday, 9 September, and proceeded for Daru. After an uneventful passage made in tolerable gusty, following south-easterly weather, the ship anchored in Daru Roads, about half a mile off the township at 1130K Tuesday, 10 September. Shortly after the ship anchored, I went inshore to call on the District Commissioner for Western Papua, Mr. F.A. BENSTED. Subsequently, Mr. BENSTED accepted my invitation to lunch onboard, together with the Assistant District Officer, and the manager of the local branch of Burns Philp (N/G.) Ltd. During the evening of the day of BASS's arrival in Daru, a small At Home was held onboard to entertain the local residents.

12. A team from the ship engaged a Daru team at cricket during the afternoon of Wednesday, 11 September. This game, hard fought to the very end, resulted in a victory for the home team by the narrow margin of five runs. At the conclusion of this match, the Ship's Company were entertained to a barbecue and dance at the Western District Club. The First Lieutenant and myself had the pleasure of dining that evening at the Residency with Mr. and Mrs. BENSTED. BASS's visit to Daru was the first by an Australian Naval vessel for many years, and the local residents quite extended themselves with their convivial, and much appreciated, hospitality.

13. The ship weighed at 0800K Thursday, 12 September, and proceeded on passage from Daru Roads South through the Great North-East channel to Basilisk Pass. Having passed through the latter channel, BASS anchored for the evening at 1800K one mile West of Dungeness Island.

14. The Torres Strait islander onboard BASS, Sereu Waigana, had previously informed me of the existence of an uncharted sunken reef midway between Turtle-backed (Yam) Island and Cap Islet. Accordingly, after weighing at 0810K Friday, 13 September, the ship proceeded to investigate this area. Due to the tidal eddies over it, this shoal was easily located, and the motor boat was lowered to determine the least depth. After this had been accomplished and the motor boat hoisted, BASS proceeded on passage to Saibai Island. The ship's Hydrographic Note 10/63 has been raised, reporting the existence of this shoal.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

15. The ship anchored at 1420K Friday, 13 September, one and a half miles North-westward of Saibai Island. No further uncharted dangers were observed whilst on passage between Yam and Saibai Islands - in the words of the native pilot 'plenty deep water, no high places, lugger divers walk all around here'.

16. After the ship had anchored off Saibai, I went inshore to visit the Chairman of the local Native Council, Mr. WAGEA WALA. Saibai is a low-lying island and apart from a small cultivated area near to the village, it consists mainly of mangrove swamps. The Queensland Department of Native Affairs however, are attempting to discourage the Saibai islanders from continuing to live on Saibai, and many have already been transferred to the new Welfare settlement at Bamaga on the Australian mainland adjacent to Cape York.

17. BASS weighed at 0835K Saturday, 14 September, and proceeded to the South of Dauan Island to attempt the passage to Boigu Island. The weather that morning, however, was far from suitable for this passage, since there was a twenty knot South-easterly blowing, accompanied by quite a high sea and passing rain squalls. Although there is a narrow strip of recent soundings on Chart B.A. 2321 in this area, many uncharted dangers are believed to exist just out of the surveyed area, and furthermore, the charted sandbanks in the area are reported to be continually changing. I gathered that the Native pilot who had been primarily embarked for this passage, was not happy about it either in the prevailing weather, and accordingly I decided to abandon the visit to Boigu and return to Gabba Island instead. The ship anchored off the latter island at 1330K Saturday, 14 September, and remained there that evening.

18. The ship weighed at 0905K Sunday, 15 September, and proceeded on passage Southwards, passing between Hastings and Mourilyan Reefs and to the East of Burke and Mt. Ernest Islands. Since the ship had several hours of daylight in hand, the opportunity was taken to carry out a search for the two and a half fathoms shoal (Position Doubtful) charted in position 10°20.3 S, 142°32.4 E. No trace of this patch was found, but another shoal with a least depth of five fathoms one foot was found 350 degrees 1.3 miles from the charted shoal. This shoal is very small in area and it is possible that the actual least depth was not located by BASS. On completion of sounding the ship anchored for the evening in the lee of Twin Island at 1715K.

19. BASS weighed at 1000K Monday, 16 September and proceeded into Thursday Island harbour, berthing alongside the Navy wharf, adjacent to South Sea Enterprises' slipway at 1215K that day.

20. The ship was due to have slipped A.M. Tuesday, 17 September, but several last minute delays were encountered in the preparation of the cradle. Furthermore, the Thursday Island slipway is not fitted with a hauling down tackle and towing the cradle out with a motor launch is a laborious process. Eventually the ship was not positioned over the cradle until midday on Wednesday, 18 September. Hauling out commenced that afternoon and was completed by the end of the working day. The scraping and cleaning of the boot-topping and anti-fouling surfaces was progressed as the ship came clear of the water.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

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21. During the ensuing week on the slip the following work was carried out :-

(a) Three touch-up coats of primer and two full coats of black vinyl anti-fouling were applied to the boot-topping area.

(b) Three touch-up coats of primer, one full coat of anti-corrosive and one full coat of anti-fouling were applied to the fouling area.

(c) Anchors and cables were chipped and cleaned and the cables re-marked.

(d) The cable locker was chipped back and re-coated.

(e) All routines laid down in the docking component of Hull Planned maintenance completed.

(f) Stern Glands re-packed and all underwater valves opened up, skimmed and lapped as necessary.

The Report of Docking, Form A.S. 238, has been raised by ship's officers and will be forwarded.

22. Of the work listed in the above paragraph, (a) and (b) were completed mostly by slipway labour, and (c), (d), (e) and (f) by ship's staff. During the last two days of slipping, members of the ship's company assisted in the painting of the hull, as most of their jobs had been completed. The unskilled labourers employed by the slipway are mostly Torres Strait islanders, who require constant supervision when painting, since generally they are painfully slow and unintelligent. Many of them would happily spend an hour dabbing at the one spot, which had probably already been painted previously by one of their number. On the afternoon of Monday, 23 September, five members of the ship's company applied complete coats of paint to the Port side boot-topping and fouling surfaces, before the slipway labour gang of ten had finished just the fouling area on the Starboard side.

23. Whilst the ship was on the slip, the ship's company were accommodated ashore in the Royal Hotel, Thursday Island, and the First Lieutenant and myself in the Grand Hotel.

24. BASS unslipped at 1100K Wednesday, 25 September, and shifted to alongside the Town Jetty to embark water. On completion of watering at 1330K that day, the ship sailed from Thursday Island on passage for Darwin. This passage was completed in fair weather and the ship secured alongside Inner Stokes Hill Wharf, Port Darwin, at 1700IK Saturday, 28 September. Identities were exchanged with H.M.A.S. DIAMANTINA at 2330IK Thursday, 26 September, off Cape Wessel, and the two ships remained in sight of each other for about five hours before DIAMANTINA drew ahead.

25. A.C.N.B. message, D.T.G. 270644Z was received at 1945IK Friday, 27 September, instructing BASS to proceed with all despatch to Darwin. On arrival Darwin further instructions were received to sail with all despatch for Boigu Island on completion of fuelling and storing. In accordance with these instructions, the ship cast from Stokes Hill wharf at 1920IK Saturday, 28 September, and proceeded for Boigu Island. At the end of the month the ship was at sea off Cape Wessel on this passage.

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

26. The health and conduct of the ship's company has been satisfactory during the month. Morale was good until the ship was ordered back to the Torres Straits area after two and a half hours alongside in Darwin. A drop in morale was to be expected in these circumstances, in view of the ship's company's earlier keenness to be finished in Thursday Island and to return to Darwin. The appearance of the ship is satisfactory, although the upper deck is illustrating the fact that no work has been possible on it since prior to slipping in Thursday Island.

I have the honour to be

Sir,

Your Obedient Servant,

(W.S.C. BATEMAN)
Lieutenant, R.A.N.,
CAPTAIN.

APPENDIX

Reference : R.I. Appendix 29A, Paragraph 6.

(a) 1662.6 miles

(b) 194 hours 45 minutes.

(c) 40350.3 miles

(d) 5671 hours 27 minutes.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18/206/-

FILE TITLE HMAS BASS - Report of Proceedings September, 1963

MARK TO HNB BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	
INITIAL INDEXING		A2	
			DATE
SUBSEQUENT INDEXING			

CLASSIER [signature] DATE 22-10-63

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

18 - 206 - 28.

H.M.A.S. BASS Report of Proceedings Oct 63

HNB 12/11

DOD 14/11

DGPP 14/11 Grounding (para 5) has been reported and dealt with separately 14/11

DCNS

1st NM 15/11

2nd NM 16/11

3rd NM 19/11

4th NM 4/12

SEC 5/12

CNPR 5/12

HNB (N5) 6/12/62

REGISTRAR 12/12

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

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.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-28

...S. BASS

Report of Proceedings Oct '63

Action

DTSR

DSD

DAWOT

Action DNI

HPB

~~DCNP~~

DOA

DEP

Action

DPM

DPS

DGS

DNR

~~DCNP~~

~~DNES~~

~~MDG~~

~~DCNTS~~

DEP

DME

DNC

~~DAS~~

~~DNB (N5)~~

REGISTRAR

~~HNB DCNS 2 NM 4 NM CNPR REGISTRAR~~
~~DOD 1 NM 3 NM SEC HNB (N5)~~

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.

RESTRICTED

D. C. ... 30 DEC 1963

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

RECEIVED
6 JAN 1964
O.A.S.

NAVY OFFICE
19 DEC 1963
M.O.D. BRANCH

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ROYAL AUSTRALIAN NAVY

DEPT. OF NAVY
CANBERRA
18 | 206 | 28
IN REPLY QUOTE No. 159/12

TELEPHONE:

RECEIVED
- 8 NOV P.M.
NAVY REGISTRY

INDEXED
INITIAL
DATE 12/11/63

Naval Staff Office,
Darwin, N.T.

- 6 NOV 1963

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - OCTOBER, 1963.

Enclosure:- Report of Proceedings (in duplicate).

Submitted for the information of the Naval Board.

A/COMMANDER, R.A.N.
Naval Officer-in-Charge,
North Australia Area.

N5

AUSTRALIAN WAR MEMORIAL RCDIG1073495

St 6299

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY
QUOTE No.

RESTRICTED

H.M.A.S. BASS,
At Darwin.

1st November, 1963.

Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

(Copy to : 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, 1963.

2. At the beginning of the month the ship was at sea off Cape Wessel on passage from Darwin to Thursday and Boigu Islands. In accordance with instructions to proceed with all despatch the best speed possible was maintained between Darwin and Thursday Island but the ship's progress was hampered by a strong South-Easterly wind and head seas, which were encountered for most of the passage. Identities were exchanged with H.M.A.S. SUPPLY off Carpentaria Light-vessel at 2100K Tuesday, 1 October. Otherwise the passage was uneventful and BASS secured alongside the Town wharf, Thursday Island, at 0700K Wednesday, 2 October.

3. BASS sailed from Thursday Island for Boigu Island at 2330K Thursday, 3 October, with the following persons embarked:-

Constable J. ROBINSON - Queensland Police Force.
Sergeant Isaac WAIA - A Torres Strait islander employed in the Department of Native Affairs Police Force.
Sereu WAIGANA - Native Pilot.

Night passage was made that evening towards Gabba Island so that the ship would be able to enter the poorly charted waters to the North of that island at day-break the following morning.

4. Weather conditions during the forenoon of Friday, 4 October, were considerably better than had been forecasted, and the ship was able to make an uneventful passage to the South-West of Dauan Island to anchor off Boigu village at 1215K that day. The report on the visit by BASS to Boigu Island has been made separately in my letter, I.1, dated 11 October, addressed to the Director of Naval Intelligence (Copy to the Naval Officer-in-Charge, North Australia Area) in accordance with R.I. Appendix 29A paragraph 5(d).

5. BASS weighed from Boigu Island at 0615K Saturday, 5 October and proceeded towards Dauan Island. At about 0740K the ship grounded on a mud-bank in position - 9.18' South 142.23.7' East, but came off immediately, having sustained no damage. BASS then returned to anchor about a mile North-Westward of the grounding position, since it was then apparent that although it was near high water when the ship had weighed from Boigu, the tide still needed several more hours in which to rise in the open water. Accordingly, I decided to remain at anchor so as to continue the passage at about the same time of day as the ship had entered. The ship weighed again at 1100K that day and attempted to make passage towards Dauan Island along the track of entry, but encountered shoal water (13 feet and decreasing). Accordingly, course was reversed and another passage was attempted about 8 cables South of the previous course. The least depth obtained on this track was fifteen feet and the remainder of the passage to Dauan Island, and thence to Thursday Island, was uneventful. Report of Grounding - Form S.232, with covering letter, dated 15 October, has been forwarded.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

6. The ship secured alongside the Town wharf, Thursday Island, at 2245K Saturday, 5 October. After having disembarked the persons listed in paragraph 3, BASS cast off half an hour after berthing and proceeded on passage to Darwin. This passage was completed uneventfully, in fair weather and the ship secured alongside Inner Stokes Hill wharf, Port Darwin, at 0210K Wednesday, 9 October.

7. The ship's main refit commenced on the day of return to Darwin and was still in progress at the end of the month. At the request of the Department of Works engineers engaged in the maintenance of the main engines and generators, the ship cast off and proceeded for main engine trials in Darwin harbour at 0930IK Thursday, 31 October. BASS returned to her berth at Stokes Hill wharf at 1200IK that day.

8. 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,

(W.S.G. BATEMAN)
Lieutenant, R.A.N.,
C A P T A I N.

APPENDIX

Reference : R.I. Appendix 29A, Paragraph 6.

(a) 1180.4 miles

(b) 134 hours 55 minutes.

(c) 41530.7 miles

(d) 5806 hours 22 minutes.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18/2061/A

FILE TITLE HMAS Bass.
Report of Proceedings Oct. 1963.

MARK TO HN BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	DATE
INITIAL INDEXING		A2.	
SUBSEQUENT INDEXING			

CLASSIER DATE 11/11/63.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

DEPARTMENT OF THE NAVY 18. 6. 124.

MINUTE PAPER

H.M.A.S. BASS Report of Proceedings Nov '63

HNB 13/12

DOD 13/12

DCNS 13/12 → Could we not do something about the eradication of the rats on this ref - Perhaps CSIRO could help. 16/12.

1st NM

DSS DSS will investigate.

2nd NM

3rd NM 18/12

4th NM 21/1.

SEC

CNPR

HNB (N5)

REGISTRAR

~~DP~~	DNI	DMT	DNR	DEE	HNB (N5)	Separate Report Circulating
DTSR	HPB	~~DPS~~	DNES	~~DME~~	REGISTRAR	
DSD	DCNP	~~DGS~~	MDG	DNC		
~~DAWOT~~	DOA	DAP	DCNTS	DW		
		~~DDM~~				

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.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

DEPARTMENT OF THE NAVY

18. 6. 124.

MINUTE PAPER

H.M.A.S. BASS — Report of Proceedings Nov '63.

DP 13/1

DTSR 18/1

DSD 19/12 20/12

DAWOT

DNI 22/1

HPB 3/1

DCNP 2/1.

DOA 2/1

DMT 6/1

DDM 7/1

DPS 8/1

DGS 10/1.

DAP 10/1

DNR 10/1

DNES 13/1

MDG 17/1

DCNTS 17/1

DEE 21/1

DME 22/1

DNC 24/1

DW 30/1

HNB (N5) 3/2/64

D. C. N. T. S. 17 JAN 1964

REGISTRAR

~~HNB DCNS 2 NM 4 NM CNPR REGISTRAR~~) Separate Report
~~DOD 1 NM 3 NM SEC HNB (N5)~~) Circulating

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

ROYAL AUSTRALIAN NAVY

St 6299

TELEPHONE:

RECEIVED
9 DEC A.M.
NAVY REGISTRY

DEPT. OF NAVY
CA

18 IN REPLY QUOTE No. 6159/12 24

Naval Staff Office,
Darwin, N.T.

-5 DEC 1963

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - NOVEMBER 1963.

Enclosure:- Report of Proceedings (in duplicate)

Submitted for the information of the Naval Board.

A/COMMANDER, R.A.N.
Naval Officer-in-Charge,
North Australia Area.

N5

AUSTRALIAN WAR MEMORIAL RCDIG1073495

St 6299

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY
QUOTE No.

H.M.A.S. BASS,
At DARWIN

2nd December, 1963.

Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

(Copy to : Hydrographer, Royal Australian Navy).

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command, for the month of November, 1963.

2. At the beginning of the month the ship was alongside Inner Stokes Hill wharf, Port Darwin, completing the main 1963 refit. The Staff Technical Officers to the Naval Officer-in-Charge, North Australia Area, carried out their departmental inspections during the forenoon of Wednesday, 6 November.

3. BASS embarked meteorological stores required for servicing the automatic weather station on West Island, Ashmore Reef, during the forenoon of Friday, 8 November and cast off and proceeded for Ashmore Reef at 1330IK Monday, 11 November. Two technicians from the Commonwealth Bureau of Meteorology embarked prior to the ship's departure.

4. The passage to Ashmore Reef was completed uneventfully in excellent weather and the ship anchored off West Island at 1930IK Wednesday, 13 November. Unloading of stores commenced the following morning.

5. The weather station had not been transmitting since the morning when the severe earth tremor struck Darwin earlier in the month. When the main building of the weather station was opened up, it was found that, as had been expected, the main pendulum clock had stopped at almost the precise time of day as the earth tremor occurred in Darwin. The meteorological technicians remained ashore carrying out a twenty-four hour a day watch on the station, the whole period the ship was at anchor off Ashmore Reef. During the evenings they retired to the roof of the main building to sleep in peace away from the inquisitive attentions of the many monster rats, cockroaches and spiders, which infest West Island. Unfortunately they neglected to pull their ladder up after them the first evening and found to their disgust later in the night that Ashmore Reef rats are quite capable of climbing ladders.

6. Members of the ship's company proceeded inshore daily to the weather station to transfer stores and to repaint parts of the main building. At the end of each working day at Ashmore Reef, the ship's company took advantage of BASS' daylight saving (sunset at 1930IK daily due to the ship remaining on Central Standard time) to fish and beach-comb - both most rewarding pursuits at this reef. The Ashmore Reef Golf Club formed by BANKS during the construction of the weather station, was also re-opened during this period.

7. All work required on the weather station was completed by P.M. Sunday, 17th November, and the ship weighed and proceeded for Darwin at 1640IK that day. To clear Ashmore Reef on this occasion, the ship passed to the North of the reef instead of turning South around Cartier Islet. Uncharted shoal soundings and an irregularity in the charting of the reef were observed whilst on the passage, and these have been the subject of a Hydrographic Note. Otherwise the passage to Darwin was completed uneventfully in fair weather and the ship secured alongside Stokes Hill wharf at 1930IK Tuesday, 19 November.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

8. The ship's company was employed during the following week preparing the ship for her annual inspection by the Naval Officer-in-Charge, North Australia Area, (Acting Commander N.L. Sanderson, O.B.E., R.A.N.). Several defect items outstanding from the main refit were also completed during this period. Monday, 25 November, and Tuesday, 26 November, were spent at anchor in Darwin Harbour to facilitate the painting of the ship's side.

9. The ship's annual inspection was carried out during the forenoon of Thursday, 28 November. BASS was underway in the harbour from 1030IK until 1200IK that day for evolutions, on completion of which she returned to the berth at Inner Stokes Hill wharf to remain there for the remainder of the month.

10. The health, conduct and morale of the ship's company has been good. The appearance of the ship is satisfactory.

I have the honour to be

Sir,

Your Obedient Servant,

(W.S.G. BATEMAN)
Lieutenant, R.A.N.,
C A P T A I N.

A P P E N D I X

Reference : R.I. Appendix 29A, paragraph 6.

(a) 948.1 miles.

(b) 107 hours 35 minutes.

(c) 42478.8 miles

(d) 5913 hours 57 minutes.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18/6/—

FILE TITLE HMAS Bass
Report of Proceedings, November, 1963

MARK TO HNB BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	DATE
INITIAL INDEXING		A2	
SUBSEQUENT INDEXING			

CLASSIFIER [signature] DATE 12-12-63

AUSTRALIAN WAR MEMORIAL RCDIG1073495

DEPARTMENT OF THE NAVY

MINUTE PAPER

18-6-145.

H.M.A.S. BASS Report of Proceedings DEC '63

~~DP~~ 3/64

~~DTSR~~

~~DSD~~ 23/1

~~DAWOT~~ 22/1

~~DNI~~

23/1

30/1

~~HPB~~ 3/2

~~DCNP~~ 2/2.

~~DOA~~ 4/2

~~DMT~~ 10/2

~~DDM~~ 10/2

~~DPS~~ 12/2

~~DGS~~

~~DAP~~ 10/2

~~DNR~~ 15/2.

~~DNES~~ 18/2.

~~MDG~~ 19/2

~~DCNTS~~ 21/2.

~~DEE~~ 25/2

~~DME~~ 6/4

~~DNC~~ 7/4.

~~DN~~ 13/4

14/4 19/4

~~HNB~~ (N5)

REGISTRAR

D.C.N.T.S.
21 FEB 1964

~~HNB DCNS 2 NM 4 NM CNPR REGISTRAR~~
~~DOD 1 NM 3 NM SEC HNB (N5)~~) Separate Report Circulating

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

RECEIVED
8 APR 1964
D.A.S.

M.D.C.
19 FEB 1964
NAVY OFFICE
PARAMATTA

AUSTRALIAN WAR MEMORIAL RCDIG1073495

DEPARTMENT OF THE NAVY 18. 6. 145.

MINUTE PAPER

H.M.A.S. BASS Report of Proceedings DEC '62

HNB

DOD

DCNS

1st NM

2nd NM

3rd NM

4th NM

SEC

CNPR

HNB (N5)

REGISTRAR

~~DP~~	DNI	DMT	DNR	DEE	HNB (N5)	Separate Report Circulating
DTSR	HPB	~~DPS~~	DNES	~~DME~~	REGISTRAR	
DSD	DCNP	~~DGS~~	MDG	DNC		
~~DAWOT~~	DOA	DAP	DCNTS	DW		
		~~DDM~~				

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

ST 5340

ROYAL AUSTRALIAN NAVY

TELEPHONE:

RECEIVED
10 JAN P.M.
NAVY REGISTRY

INDEXED
INIT. JHR.
DATE 13/1/64

DEPT. OF NAVY
CANBERRA
18 IN REPLY 6 145
QUOTE No. 159/12

Naval Staff Office,
DARWIN NT

9 JAN 1964

THE SECRETARY,
DEPARTMENT OF THE NAVY.

(Copy to:- The Hydrographer, RAN)

HMAS BASS - REPORT OF PROCEEDINGS.

Enclosure:- BASS's letter dated 2nd January 1964 (in duplicate)

1. Submitted for the information of the Naval Board HMAS BASS's Report of Proceedings for December 1963.

2. The reconnaissance survey of the VICTORIA River has shown that subject to a more detailed survey and the establishment of some basic navigational aids, the VICTORIA River could be used by small coastal ships as far as the mouth of the BULLO River for commercial trade. Barges could possibly negotiate the river to and beyond MOSQUITO Flats using the high tide. Further investigations are still required particularly to confirm the behaviour of the tides and tidal streams.

3. A tracing showing soundings obtained during the survey will be forwarded to the Hydrographer, RAN.

4. Repairs to the port main generator have now been effected.

NS
13/1

J. H. Gladhill

CAPTAIN RAN.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

St 6299

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY
QUOTE No.

H.M.A.S BASS
At DARWIN.

2nd January, 1964.

The Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

(Copy to : The Hydrographer, Royal Australian Navy.)

Sir,

I have the honour to report the proceedings of H.M.A.S. BASS under my command, for the month of December, 1963.

2. At the beginning of the month the ship was alongside Inner Stokes Hill wharf, Port Darwin. BASS cast off from this berth at 1000 IK Tuesday, 3 December, and proceeded to carry out a brief reconnaissance survey of the Victoria River and approaches to check the accuracy of the navigational information held for that river. Although the Victoria River is probably the longest river in Northern Australia and also one of the most navigable, modern hydrographic data on it is scanty. Most of the information that is available is still based upon the original survey at the time of its discovery by H.M.S. BEAGLE in 1839.

3. The passage from Darwin to the approaches to the Victoria River was uneventful. Passage sounding commenced at 0550 IK, Wednesday, 4 December, and continued as the ship approached and entered Queen's Channel, the main entrance to the river. Fixes (radar ranges and visual bearings) were initially plotted on a tracing of the Division of National Mapping 4 mile series (provisional) map of the area and these gave accurate results without any apparent distortion. However, as Quoin Island was approached, a plotting sheet based on the one mile to one inch aerial photographs of the area was used for fixing, and this proved to be less accurate. Fixing, especially when using radar ranges was also unsatisfactory on a copy of the withdrawn Admiralty Chart 1705. With reference to Australia Pilot Volume V. page 158 line 2, no mangroves were observed on the sandy spit extending North-westward from Quoin Island.

4. BASS arrived at the actual mouth of the Victoria River shortly after the time of a springs high tide which rendered it imprudent to proceed further into the river at that time in view of the falling tide and the many drying sandbanks around the deep water channel being covered. Dirty water extends many miles to seaward of this river, and it is impossible to see any indications of shoals until they actually start drying. Accordingly, BASS anchored at 1015 IK about two miles off the mid-point of Quoin Island to await low water. After the ship had anchored, the motor boat was sent away to sound towards Quoin Island and the Western bank of the river to delineate the channels.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

5. The ship weighed at 1700 IK that day shortly after low water and proceeded up river with the first of the flood stream through the most reasonable channel which had been observed between the drying banks. The motor boat was used to sound ahead of the ship during this passage. BASS eventually anchored for the evening at 1850 IK ten miles further up river from the first anchorage and three miles downstream from High Water Inlet.

6. The ship weighed at 0825 IK Thursday, 5 December, and proceeded up river towards Blunder Bay, with the motor boat sounding ahead of the ship. No dangers, however, were expected in this part of the river and none were encountered. The ship anchored at 1115 IK that day in a secure anchorage in the South-West corner of Blunder Bay - about thirty-five miles up river. The sandy beach in Blunder Bay mentioned in the Australia Pilot Volume V. (page 161, line 1) was not seen and apparently has been overgrown by low mangroves over the years. The South-West corner of this bay, however, still affords the best anchorage in the river in depths of from 20 to 42 feet about 3 cables off-shore.

7. The motor boat was sent away during the afternoon of Thursday, 5 December, to carry out a reconnaissance of the river as far as Holdfast Reach. The only shoal water encountered by the motor boat was the drying sand-bank in midstream in Goobaieri Bay reported in the Pilot and by more recent users of the river.

8. BASS weighed at 0830 IK Friday, 6 December, and proceeded through Whirlpool Reach to an anchorage on the Eastern side of Goobaieri Bay. After the ship had anchored, the motor boat spent the remainder of the day reconnoitring further up river to the mouth of the Bullo River, the major tributary of the Victoria. Several shoals were located and examined by the motor boat, but none completely blocked the river, and in all cases a deep channel (3 fathoms or more) was found to one side of them. Tracing of the main channel did not become complex until in the vicinity of Shoal Reach.

9. As a result of the reconnaissance by the motor-boat, a clear channel was plotted between Goobaieri Bay and a point about three miles below the mouth of the Bullo River. BASS weighed at 0920 IK Saturday, 7 December, and proceeded up this channel with the motor boat sounding ahead. This

AUSTRALIAN WAR MEMORIAL RCDIG1073495

passage was accomplished without incident and the ship anchored at 1125 IK near the limit of the defined channel. This point is about fifty miles up river and is considered the limit of safe navigation by a vessel with the draught of BASS. After the ship had anchored, the motor boat went on up river to reconnoitre as far as Mosquito Flats. The boat returned with the report that the river beyond Shoal Reach was largely cluttered with sandbanks with no clearly defined channels in between.

10. The ship remained at anchor below the mouth of the Bullo River all Sunday, 8 December. Life onboard each evening the ship was at anchor in the Victoria River was made unpleasant by the hordes of flying insects of all shapes and sizes, which infested the ship. Fortunately, mosquitoes, at least, were rare.

11. A further reconnaissance of the Shoal Reach Area was made by the motor boat during the forenoon of Monday, 9 December, before the ship weighed at 1125 IK to commence the passage down river. The ship anchored again an hour later near Black Point to allow the motor boat to investigate the one part of the river where I was not convinced that the ship had used the deepest channel when ascending the river. The ship was underway again at 1530 IK that afternoon and eventually anchored for the evening in Blunder Bay at 1745 IK.

12. The ship continued the passage down river at 0820 IK, Tuesday, 10 December. On this occasion after clearing Entrance Island, a track was followed to keep the ship more in the centre of Queen's Channel instead of keeping close to the Western bank. This allowed a closer inspection to be made of the extensive sand-banks in the middle of the river South of the Southernmost point of Quoin Island. These banks were found to be vegetated with low mangroves and grass, and although they could possibly be inundated by a very high spring tide, it is considered that they are worthy of being termed islands. The ship anchored at 1200 IK in the vicinity of the shoals at the actual mouth of the river abreast the Forsyth River entrance. It had been intended to use the boat that afternoon to make a further examination of the shoals in the area, but its propellor shaft was found to be vibrating badly and I considered it unwise to send the boat away from the ship. The ship was underway again at 1355 IK and proceeded to anchor at 1600 IK fifteen miles to the seaward of the Victoria River and clear of all possible dangers.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

13. It was fortunate that BASS first entered the Victoria River on the last day of springs, since subsequent progress by the ship up river could have been severely hampered by the tidal stream which, at springs, has a high rate of flow in both directions. Even though the ship was subsequently in the river during the approach of neaps, the tidal stream at times attained a rate of at least five knots in the narrower channels. The tidal stream was observed to flow fastest in the estuary of the river abreast Quoin Island towards High Water Inlet, and gradually decreased as the river was ascended. Strong eddies and tide rips were frequently encountered in the narrow bends of the river off Entrance Island and in Whirlpool Reach. It is considered that navigation of the river, especially by low-powered vessels, would be hazardous if passage was attempted whilst a spring tide was in either full flood or ebb.

14. Apart from the strength of the tidal stream, navigation of the Victoria River is primarily complicated by the extensive shoals and drying sand-banks which exist in the estuary of the river to the West of Quoin Island. The direction of the main channel in this area appears to have changed little over the years, but until such time as it is clearly marked with buoys or beacons, entry to the river should only be attempted with the utmost caution - preferably at low water and with a boat sounding ahead. Once a point is reached abreast the Southern point of Quoin Island, a clear channel leads close along the Western shore and into the river proper at Entrance Island. The erection of leads on Entrance Island would greatly facilitate the navigation of a vessel past the shoal, with a depth of less than two fathoms, extending off the entrance of High Water Inlet. Above Entrance Island the river is deep and apparently free of dangers until Goobaieri Bay is reached. Passage of the river above this bay is only at present possible for vessels with a draught of less than twelve feet, using great caution and with local knowledge, since the channel is not confined to the centre of the river or any one bank. However, the erection of at least two sets of leads, and several beacons between Goobaieri Bay and the Bullo River could open this stretch of the river to straightforward navigation by vessels of up to fifteen feet draught. Above the Bullo River and Shoal Reach only intricate boat channels exist, and there can be no question of the river's navigation by ocean-going vessels.

15. BASS weighed from the anchorage off the mouth of the Victoria River at 0130 H Wednesday, 11 December, and proceeded to Wyndham. Cambridge Gulf was entered at 1130 H that day and

AUSTRALIAN WAR MEMORIAL RCDIG1073495

the ship secured alongside Wyndham jetty at 1600 H. BASS was underway in Wyndham harbour for about two hours on Thursday, 12 December, to assist in the re-laying of the Hare Channel turning buoy. This buoy had broken adrift some two weeks previously and without the help of BASS would not have been relaid until the next visit by the West Australian coast light-house ship.

16. The ship cast off from Wyndham jetty at 0910 H, Friday, 13 December, and proceeded for Yampi Sound. Uneventful passage was made by way of Troughton and Voltaire Passages, and the ship anchored off Collins Cove, Cockatoo Island, at 1130 H Sunday, 15 December. I had the pleasure of entertaining onboard to lunch that day the manager of the Cockatoo Island works and several members of his staff and their families. In the evening the island's residents entertained the ship's company to a barbecue ashore. Unfortunately the visit by BASS to Cockatoo Island was marred somewhat that afternoon by a fire on the island which destroyed one house and damaged another, the first major fire on the island since the settlement was established fifteen years ago.

17. BASS weighed and proceeded from Yampi Sound at 0400 H Monday, 16 December. After an uneventful passage up King Sound, the ship berthed alongside Derby Jetty at 1300 H that day. An hour after berthing, the ship cast off again and proceeded to a deep water anchorage about seven cables off the jetty.

18. As had been expected, Derby proved to be one of the more hospitable North-West ports, and it is to be hoped that the townspeople enjoyed the two day visit by BASS as much as the Ship's company. The leading citizens of the town were entertained onboard to drinks at 1700 H Tuesday, 17 December. Unfortunately a mixed party was not possible in view of the ship being anchored off and the state of the tide.

19. The ship weighed and proceeded from Derby harbour at 0500 H Wednesday, 18 December. An early departure was necessary that day in order that the ship would pass through Sunday Passage at the entrance to King Sound with a favourable tidal stream. After an uneventful passage made by way of Fenelon and Troughton Passages, the ship secured alongside Inner Stokes Hill Wharf, Port Darwin at 0130 IK Saturday, 21 December.

21. The ship remained alongside in Darwin for the remainder

AUSTRALIAN WAR MEMORIAL RCDIG1073495

of the month. During this period the port main generator armature fields and housing were landed for examination by the Commonwealth Department of Works as the generator had been observed to be fluctuating in output shortly before the ship's return to Darwin. Apart from this defect which should be completed during the first few days of the New Year, the ship remains in all respects fully operational. The Arma Brown gyro compass which was returned to the ship in November has given no trouble and has always been completely reliable.

22. The health, conduct and morale of the Ship's Company has been good. The appearance of the ship is satisfactory.

I have the honour to be

Sir,

Your Obedient Servant.

(W.S.G. BATEMAN)
Lieutenant, RAN,
C A P T A I N.

APPENDIX.

Reference : R.I. Appendix 29A, paragraph 6.

(a) 1641.6 miles.

(b) 185 hours 10 minutes.

(c) 44120.4 miles

(d) 6099 hours 07 minutes.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18/6/—

FILE TITLE HMAS Bass
Report of Proceedings for Dec., 1963

MARK TO HNB BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	DATE
INITIAL INDEXING		A2	
SUBSEQUENT INDEXING			

CLASSIFIER [signature] DATE 13-1-64

AUSTRALIAN WAR MEMORIAL RCDIG1073495

18 6 145

ROYAL AUSTRALIAN NAVY

In Reply
Quote No. 159/12

9 JAN 1964

THE SECRETARY,
DEPARTMENT OF THE NAVY.

(Copy to:- The Hydrographer, RAN)

HMAS BASS - REPORT OF PROCEEDINGS.

Enclosure:- BASS's letter dated 2nd January 1964 (in duplicate)

1. Submitted for the information of the Naval Board HMAS BASS's Report of Proceedings for December 1963.

2. The reconnaissance survey of the VICTORIA River has shown that subject to a more detailed survey and the establishment of some basic navigational aids, the VICTORIA River could be used by small coastal ships as far as the mouth of the BULLO River for commercial trade. Barges could possibly negotiate the river to and beyond MOSQUITO Flats using the high tide. Further investigations are still required particularly to confirm the behaviour of the tides and tidal streams.

3. A tracing showing soundings obtained during the survey will be forwarded to the Hydrographer, RAN.

4. Repairs to the port main generator have now been effected.

CAPTAIN RAN.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

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~~351-208-79.~~

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. BASS Report of Proceedings JAN '64.

~~FNDB~~ 19/2

DOD 20 Feb 64.

Dual ✓ DCNS 21/2

1st NM 4/3.

2nd NM 6/3

3rd NM 11/3

4th NM

SEC 3/3

CNPB 13/3

19/3 17/3.

HNB (N5)

REGISTRAR 18/3

~~DP~~	DNI	DMT	DNR	DEE	HNB (N5)
DTSR	HPB	DPS	DNES	~~DME~~	REGISTRAR
D of C	DCNP	~~DGS~~	MDG	DNC	
~~DAWOT~~	DOA	DAP	DCNTS	DW	
		~~DDM~~			

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.

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

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351-208-79.

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. BASS Report of Proceedings JAN '64.

DP

DTSR Another interesting report

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HPB

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DW

HNB (N5)

REGISTRAR

D.C.N.T.S. 1 MAY 1964

D.C.N.T.S. 22 APR 1964

D.C.N.T.S. 30 APR 1964

~~HNB~~	~~DCNS~~	~~2 NM~~	~~4 NM~~	~~CNPR~~	~~REGISTRAR~~	Separate Report Circulating
~~DOD~~	~~1 NM~~	~~3 NM~~	~~SEC~~	~~HNB (N5)~~		

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-references to this one.

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

744

D.H.Q. BRANCH
20 APR 1964
MAIL OFFICE

RECEIVED
-6 MAY
D.A.S.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ROYAL AUSTRALIAN NAVY

Naval Staff Office,
DARWIN NT

13th February, 1964.

THE SECRETARY,
DEPARTMENT OF THE NAVY

HMAS BASS - REPORT OF PROCEEDINGS - JANUARY 1964

Enclosure: Report of Proceedings (in duplicate)

Submitted for the information of the Naval Board, the Report of Proceedings of HMAS BASS for January 1964.

2. The damage to the motor boat mentioned in paragraph 9 has been reported separately in NOICNA letter 175/14 dated 15th January 1964.

(Sgd.) J.A. Gledhill

CAPTAIN RAN.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ST 5340

ROYAL AUSTRALIAN NAVY

TELEPHONE:

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NAVY REGISTRY

INDEXED
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DEPT. OF NAVY
CANBERRA

IN REPLY QUOTE No. 159/12 18 ~~351~~ 208 49

Naval Staff Office,
DARWIN NT

13 FEB 1964

THE SECRETARY,
DEPARTMENT OF THE NAVY

HMAS BASS - REPORT OF PROCEEDINGS - JANUARY 1964

Enclosure: Report of Proceedings (in duplicate)

Submitted for the information of the Naval Board, the Report of Proceedings of HMAS BASS for January 1964.

2. The damage to the motor boat mentioned in paragraph 9 has been reported separately in NOICNA letter 175/14 dated 15th January 1964.

J. A. Gledhill

CAPTAIN RAN.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

17/2

N5

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ST 5340

351/206/79

ROYAL AUSTRALIAN NAVY

TELEPHONE:

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IN REPLY
QUOTE No.

HMAS BASS,
At Cooktown.
2nd February, 1964.

NAVAL OFFICER-IN-CHARGE,
NORTH AUSTRALIA AREA.

(Copy to : THE HYDROGRAPHER, ROYAL AUSTRALIAN NAVY.)

Sir,

I have the honour to report the proceedings of HMAS BASS under my command, for the month of January, 1964.

2. At the beginning of the month, the ship was alongside Inner Stokes Hill wharf, Port Darwin. BASS cast off from this berth at 1700IK Monday, 6th January, and proceeded on passage to visit the isolated communities in near proximity to Darwin. Major J.A. McCONAGHY ARA of the Northern Territory Military Command and one Sea Cadet from TS WARRAMUNGA embarked for this cruise.

3. After an uneventful over-night passage, the ship anchored in Port Essington off the abandoned settlement of Victoria at 0845IK Tuesday, 7th January. This settlement was established in 1837 as one of the original British military outposts in Northern Australia and was regarded originally, as being the likely Northern capital. However, it was abandoned in 1849 in favour of the present site of Darwin, which had been discovered by Captain Stokes in 1839. Presumably the lack of access from Port Essington to the hinterland (the 'neck' of the Coburg Peninsular is just barely passable during the 'dry' season, let alone during the 'wet') precipitated this move, for in those days, Port Essington should have been the preferable port, possessing an equally sheltered but more imposing harbour, with sufficient water for any vessel and without a vast range of tide (a range at springs of only six feet as compared with over twenty feet in Darwin harbour). Whilst BASS was anchored off Victoria, a party landed to walk around the site of the old settlement, but nothing was uncovered of interest, apart from the remains of stone buildings overgrown by dense creepers and ferns.

4. The ship weighed and proceeded from Port Essington at 0800IK Wednesday, 8th January, and anchored off Cape Don light-house at 1515IK that day. At 1700IK a canoe, which was initially identified as a native dug-out from Croker Island, was observed making for the ship. However, when it was only a short distance away, its occupants (four men, two women and four children) were recognised as Indonesians. After coming

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

alongside, they were given food and water which they consumed ravenously, before being helped inboard. A little food (fish and shell-fish) and water were still in the canoe and generally the physical condition of the party, apart from the children who were suffering from exposure, was somewhat better than the subsequent press reports of the incident intimated. The personnel from the ship who had proceeded inshore earlier to the light-house, were recalled, and after the motor boat and the Indonesian canoe had been hoisted inboard, the ship weighed and proceeded for Darwin at 2100IK that evening.

5. After an over-night passage made unpleasant by a succession of violent passing rain squalls, BASS anchored in the Quarantine Anchorage, Port Darwin, at 0820IK Thursday, 9th January. Commonwealth Health and Immigration officials boarded shortly after, and cleared the ship to proceed alongside Inner Stokes Hill wharf at 0950IK to disembark the Indonesians and their canoe.

6. BASS cast off from Stokes Hill wharf at 1510IK Thursday, 9th January, and proceeded for Snake Bay, Melville Island. After an uneventful passage made by way of Clarence and Dundas Straits, the ship anchored off the Snake Bay Government Welfare settlement at 1115IK Friday, 10th January. That afternoon Major McCONAGHY and myself were conducted around the settlement by the Superintendent (Mr. F.R. LUCAS) and once again, I was interested to observe the activities of this most progressive little Welfare settlement (with a native population of barely one hundred and fifty, it is small by comparison with Maningrida in Arnhem Land and some inland settlements).

7. During the afternoon of Saturday, 11th January, BASS accepted the challenge issued by the welfare settlement to an Australian Rules match. With a complement of fifteen, less duty watch, the ship had no selection problem. However, the offer of the Superintendent to make up the ship's side to the requisite number with some of the natives was readily accepted. Unfortunately the enthusiasm of some of the older men who had seen war service with the Navy, could not be curbed, and they insisted on playing for the ship if it was at all necessary for anybody to be loaned from the settlement. Consequently the ship's team fielded with the numbers made up by Snake Bay veterans who would have been in their foot-balling prime at least a quarter of a century ago - a conservative estimate since one crusty, aged warrior appeared well the other side of seventy. Needless to say, the 'Navy' team was no match for the young, agile, bare-footed aborigine team and the result was a foregone conclusion. However, an exchange of several of our loaned veteran players for younger men at half-time evened the match up somewhat and prevented it from being a complete rout.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

8. During the evening of Saturday, 11th January, the Superintendent of Snake Bay and members of his staff and their wives were entertained onboard to a buffet supper and drinks.

9. BASS weighed at 0815IK Sunday, 12th January, and proceeded on passage from Snake Bay to Bathurst Island Mission Station. After clearing Karslake Island at the entrance to Snake Bay, and turning to the North-West, BASS encountered a moderate to rough head sea which caused the ship to make good less than six knots whilst weathering Cape Van Diemen. These weather conditions (Wind - Westerly Force 4 - 5 and a heavy Westerly swell) were subsequently experienced for the remainder of the day whilst the ship made passage South to the West of Bathurst Island. When the wind, sea and swell were on the beam, unpleasant rolling was experienced but this was not unusually heavy. However, shortly after 2230IK when the ship had altered course to the South-East around Cape Fourcroy, thus putting the wind and sea on the Starboard quarter, two extremely violent rolls to Port were experienced during which the top part of the transom of the motor dinghy collapsed under the additional strain imparted on it by the Starboard athwartships lashing. This allowed the boat to shift about three feet to Port before its stem came into contact with the combing of the ship's bulwarks.

10. Immediately after this incident the ship was turned into wind and sea, and the motor dinghy firmly re-secured. However, the damage which had resulted to the boat, rendered it unserviceable. Since the scheduled visit to Bathurst Island Mission was virtually impractical to make without the services of the boat, I decided to abandon that visit and to return direct to Darwin instead. It is most unlikely that the tricky approach passage to Bathurst Mission would have been attempted in the prevailing weather conditions in any case.

11. The subsequent passage to Darwin was uneventful and BASS secured alongside Inner Stokes Hill wharf at 0800IK Monday, 13th January. The following ten days were spent alongside carrying out self-maintenance. During this period the repair of the motor dinghy was taken in hand by the Base Shipwright Staff, HMAS MELVILLE, and was completed by Wednesday, 22nd January.

12. The Naval Officer-in-Charge, North Australia Area (Captain J.A. GLEDHILL DSC RAN) walked around the ship during the forenoon of Thursday, 16th January.

13. Lieutenant T.D.A. BOWRA RAN was relieved as First Lieutenant by Sub-Lieutenant R.A. HOWLAND RAN on the 16th January.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

14. BASS cast off from Stokes Hill wharf at 0830IK Thursday, 23rd January, and proceeded for Cairns. This passage was completed uneventfully in fair weather, apart from the occasional rain squall, and the ship berthed alongside No. 3 berth, Cairns Harbour, at 0400K Wednesday, 29th January. After clearing the Torres Strait area, some concern was felt about a cyclone warning for the Coral Sea. Fortunately however, this cyclone moved off in a South-Easterly direction and did not threaten the North Queensland coast.

15. The Staff Officer (Coast-watching), Lieutenant F.R. GARDINER RAN, joined the ship in Cairns on the evening of Thursday, 30th January.

16. BASS cast off and proceeded from Cairns on the first stage of the 1964 Coast-watching cruise at 1000K Friday, 31st January. The ship anchored off Yarrabah Mission, the first Coast-watching station to be visited, an hour and a half later. On completion of this visit, BASS weighed at 1315K and proceeded to an over-night anchorage in Weary Bay prior to proceeding into Cooktown the following morning.

17. The health, conduct and morale of the ship's company is good. The appearance of the ship is satisfactory.

I have the honour to be

Sir,

Your Obedient Servant,

(W.S.G. Bateman)
Lieutenant RAN
C A P T A I N.

APPENDIX.

Reference : R.I. Appendix 29A, Paragraph 6.

(a) 1929.8 miles
(b) 226 hours 05 minutes
(c) 46050.2 miles
(d) 6325 hours 12 minutes.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

NAVY REGISTRY

RECORDING AND INDEXING INSTRUCTIONS

REGISTER ON CARD 18/206/D

FILE TITLE Allied Bases

Report of Proceedings

Jan. 1964

MARK TO HN BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	
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DATE 17/2/64

AUSTRALIAN WAR MEMORIAL RCDIG1073495

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DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. BASS — Report of Proceedings FEB '64.

DP 16/3

DTSR 17/3 SM 18/3

D of O 19/3

DAWOT 19/3.

DNT 25/3

HPB 31/3

DCNP 31/3.

DOA 1/4

DMT 9/4

DDM 10/4

DPS 15/4

DGS 16/4

DAP 16/4

DNR 14/4

DNES 23/4

MDG 23/4

DCNTS 7/5.

DEE 8/5

DME 14/5.

DNC 20/5.

DW 28/5

HNB (N5) 1/6/64.

REGISTRAR

~~HNB DCNS 2 NM 4 NM CNPR REGISTRAR~~
~~DOD 1 NM 3 NM SEC HNB (N5)~~ } 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-references to this one.

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27 APR 1964

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

RECEIVED
21 MAY 1964
D.A.S.

W.D.G. BRANCH
23 APR 1964
MAIN OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073495

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DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. BASS. Report of Proceedings FEB '64.

~~HNB~~ 16/3

~~DOD~~ 16 March 64.

~~DCNS~~ 17/3

~~1st NM~~ 17/3.

~~2nd NM~~ 19/3

~~3rd NM~~ 20/3

~~4th NM~~ 24/3

~~SEC~~ 25/3

~~CNFR~~ 31/3

~~HNB (N5)~~ 2/4/64.

REGISTRAR

~~DP~~	DNI	DMT	DNR	DEE	HNB (N5)
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		~~DDM~~			

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.

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

ROYAL AUSTRALIAN NAVY

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CANBERRA
St 6299

18 IN REPLY 206 88
QUOTE No. 159/12

INDEXED
INIT. JHR
DATE 13/3/64

Naval Staff Office,
DARWIN NT

11 MAR 1964

THE SECRETARY,
DEPARTMENT OF THE NAVY

HMAS BASS - REPORT OF PROCEEDINGS.
FEBRUARY 1964.

Enclosure: Report of Proceedings (in duplicate)

Submitted for the information of the Naval Board the Report of Proceedings of HMAS BASS for February 1964.

P. A. Gledhill

CAPTAIN RAN.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

ST 5340

TELEPHONE:

ROYAL AUSTRALIAN NAVY

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IN REPLY
QUOTE No.

HMAS BASS,
At Sea.
2nd March, 1964.

NAVAL OFFICER-IN-CHARGE,
NORTH AUSTRALIA AREA.

(Copy to : THE HYDROGRAPHER, ROYAL AUSTRALIAN NAVY.)

Sir,

I have the honour to report the proceedings of HMAS BASS under my command, for the month of February, 1964.

2. At 0800K Saturday, 1st February, the ship weighed from the over-night anchorage in Weary Bay, sixty miles North of Cairns, and proceeded into Cooktown harbour, berthing alongside the Railway wharf at 1130K that morning. Since I had been informed in Cairns that the least depth in the channel into Cooktown was less than the Pilot indicated and furthermore, that some of the navigational marks in the harbour were not in the best state of repair, I anticipated some difficulty in making the harbour. However, this was not so and entry was completed uneventfully with a least depth of sixteen feet being obtained over the bar.

3. By prior invitation, the leading citizens of Cooktown were entertained onboard to pre-lunch drinks immediately after the ship's arrival. Apart from this function however, hospitality was all one-sided. The visit by BASS to Cooktown was the first by an RAN vessel for many years and the local residents extended themselves with their convivial, and much appreciated, hospitality. Once a 'ghost town' after the boom of the gold rush days at the end of the last century, Cooktown is now experiencing the start of a revival, stemmimg from tourism and the general wave of prosperity throughout North Queensland associated with the sugar industry.

4. On Sunday, 2nd February, a team from the ship played cricket against a local Cooktown team. This match was won outright by the ship by nineteen runs thus giving BASS our first major sporting success of recent months.

5. BASS cast off and proceeded from Cooktown at 1200K Monday, 3rd February. At this time the centre of Cyclone DORA was about 250 miles West of Cooktown and moving slowly in an ESE direction. This movement could have given the ship a closest point of approach of just over 100 miles to the centre, but it was more likely that DORA would follow a conventional course after striking the Western coast of the Cape York Peninsula and move in a more Southerly direction. This actually did happen and fortunately at no time did BASS get within 200 miles of the centre. DORA proceeded to follow a path of destruction over the Edward and Mitchell River Missions and towns in the Gulf district before moving off out to sea over the Central Queensland coast.

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

6. A signal from the Naval Officer-in-Charge, North Australia Area (DTG 030210Z) was received during the early evening of Monday, 3rd February, giving the position of two cyclones - DORA and another 130 miles WSW of Thursday Island. If these two positions were correct, then BASS was caught between the two of them should the general movement continue towards the South-East. Hence I decided to anchor in Owen Channel in the Flinders Group, which is perhaps, the best and most protected anchorage between Cape York and Cairns, and to remain there until the cyclone situation eased or clarified. The ship made this anchorage at 0400K Tuesday, 4th February, at which time the wind in exposed waters was gusting to Force 6. After sunrise however, weather conditions began to abate gradually and it was apparent that the cyclone, affecting the current weather, was moving away. Since the ocean forecast received from Weather Brisbane that morning did not mention a cyclone to the North of DORA, and the actual weather was abating, I began to doubt the existence of a second cyclone. All Coastal Radio Stations in the area were contacted direct, and when they were also unable to confirm a second centre, I decided to proceed with the programme.

7. BASS weighed from the anchorage in Owen Channel at 1230K Tuesday, 4th February, and proceeded to the coast-watching rendezvous with Mr. WASSELL, the manager of 'Silver Plains' cattle station. During the 1963 Coast-watching cruise in these waters, Mr. WASSELL met the ship off Burkitt Island in his own motor-boat. This year however, his boat was unserviceable and an alternative rendezvous on a mainland beach North of Breakfast Creek was proposed. BASS anchored off this beach at 1725K Tuesday, 4th February. One abortive attempt was made to land by the motor dinghy, but the approach of an apparently violent rain squall forced me to re-call the dinghy before it was half-way to the beach. In view of the approach of darkness and the hazardous approach to the beach through rocky outcrops, no further attempt to land was made, and the ship weighed and proceeded on passage at 1835K.

8. With some hours in hand, the ship anchored at 0330K Wednesday, 5th February, in Lloyd Bay before carrying on with the passage to Portland Roads at 0900K. BASS secured alongside Portland Roads jetty at 1050K that day. Shortly after the arrival of BASS, the yacht BINTANG SIANG, skippered by the notorious PETER MONAGHAN, also arrived in Portland Roads. After a recent spell in Pentridge Gaol for contempt of court, MONAGHAN, with his wife and family, is once again leading an idle life on his yacht around the Barrier Reef.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

9. BASS cast off from Portland Roads jetty at 1255K Wednesday, 5th February, and anchored later that afternoon off Fisher Islet in the Piper Islands for several hours of fishing before proceeding on passage to the Escape River at 2000K. The ship anchored in that river off the pearl culture settlement on Turtle Head Island at 0745K the following morning. The Japanese technical staff ashore entertained the Staff Officer (Coast-watching) and myself to lunch that day. Although this meal was Japanese in style, the prime ingredient of the main meat dish was very obviously good Australian bully beef.

10. The ship weighed at 0730K Friday, 7th February, and proceeded via Albany Pass to Punsand Bay, West of Cape York, anchoring there at noon that day. The local Coast-watcher, Mr. U.MULHOLLAND, a tin miner, was entertained to lunch onboard, and left the ship at 1345K, at which time BASS weighed and proceeded to anchor off Red Island Point on the Southern shore of Endeavour Strait at 1535K that afternoon. Shortly after the ship had anchored, the Staff Officer (Coast-watching) proceeded inshore to the jetty on Red Island Point, the nearest landing to the Department of Native Affairs settlement at Bamaga. Later, on the invitation of the Superintendent of Bamaga, a party from the ship went ashore to attend an exhibition of native dancing and singing.

11. BASS weighed and proceeded from Red Island Point at 0800K Saturday, 8th February, and berthed alongside the Town Wharf, Thursday Island, at 1115K that day. The ship remained in Thursday Island for the week-end and sailed at 1200K Monday, 10th February, on completion of fuelling, for the Torres Strait section of the coast-watching cruise.

12. The ship proceeded via Flinders Passage to the Eastern side of Banks (Moa) Island and anchored off Saint Paul's Anglican mission at 1545K Monday, 10th February. BASS remained in this anchorage until the following morning when visits were made to Mulgrave (Badu) and Jervis (Mabuiag) Islands. Originally it had been intended to remain at anchor overnight in Philip Harbour off Jervis Island, but since that anchorage is far from ideal due to strong tidal streams, and also as the European school-teacher normally resident there, was absent in Thursday Island, I decided to continue with the passage to Saibai Island during the afternoon of Tuesday, 11th February.

13. The ship was stopped at 1330K Tuesday, 11th February, for a short service of Prayers in memory of those who had lost their lives in HMAS VOYAGER.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

14. BASS anchored for the evening of Tuesday, 11th February, in the lee of Dauan Island before carrying on into visit Saibai Island the following morning. After this visit uneventful passage was made to the North of Dauan Island to Boigu Island where the ship anchored at 1315K Wednesday, 12th February. Strong, squally North-Westerly winds had apparently prevailed in Torres Strait during the week previous to the operations by BASS in the area, but fortunately these died away before BASS cleared Thursday Island, and the weather generally, apart from on one occasion, remained fair whilst the ship was in the Strait. This was particularly fortunate as far as the passages to and from Boigu Island were concerned, since ideally those passages should only be attempted in the fairest of weather conditions.

15. Uneventful return passage was made from Boigu Island to Dauan Island during the forenoon of Thursday, 13th February, after which the ship proceeded for Turtle-backed (Yam) Island passing to the North-East of Gabba Island. Whilst on this passage an uncharted reef was observed and investigated in a position about two miles ESE of Nicholls Cay. The ship's Hydrographic Note 3/64 has been raised, reporting the existence of this reef. BASS anchored off the main village on Yam Island at 1745K Thursday, 13th February. A party from the ship visited this village that evening and returned most impressed by its orderliness and cleanliness - without doubt the show-piece island village in the Torres Strait.

16. BASS weighed from Yam Island at 0800K Friday, 14th February, and proceeded on passage to the Yorke Islands via Basilisk Passage. Whilst passing off Warrior Island, an object, which appeared not unlike the remains of a motor launch was observed stranded on the reef extending to the East of that island. The ship anchored at 1030K off this reef and the motor dinghy was sent away to investigate. The boat returned however, an hour later with the report that the object observed was in fact, a large fish-trap. This in itself, was unusual since Warrior Island is reputed to be uninhabited. The crew of the boat landed on the island but no sign of habitation was observed. After the return of the motor dinghy, the ship attempted to weigh, but the anchor refused to break out of the bottom, despite attempts to reduce the load on the windlass by steaming against the strong tidal stream which was flowing. The depth was over twenty fathoms with an uneven bottom and most probably the anchor had become wedged behind a ledge of rock. Since the strength of the tidal stream was severely handicapping the movement of the ship under power without unduly straining the cable, I decided to delay further attempts to weigh until slack water due at about 1330K. This ruse was successful and the ship weighed uneventfully at that time and proceeded for the Yorke Islands.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

17. BASS anchored off Masig Island, the one inhabited island of the York group, at 1610K Friday, 14th February, and remained at anchor there over-night. The Government school-teacher on Masig Island, Mr. I. COLES, and Mrs. COLES were entertained onboard at dinner that evening.

18. The ship weighed and proceeded from the Yorke Islands at 0800K Saturday, 15th February. Whilst on passage to Darnley Island, I had intended making a brief call at Stephens Island. However, during the forenoon, a severe North-Westerly squall passed through, building up quite a steep sea. In these conditions boat-work would have been dangerous, and consequently, the visit to Stephens Island was abandoned and the ship proceeded direct to Darnley Island, anchoring there at 1240K. Shortly after the ship anchored, a member of the cable party, whilst securing the cable locker, dropped the access plate to that compartment on his left foot, which apparently was broken. (BASS's message DTG 150555Z and Report of Injury, M/2, dated 17th February, refer to this accident.) The Government nurse from Darnley Island examined the rating and when she also suspected a fracture, I decided to return to Thursday Island with the injured rating and land him at the District Hospital. Accordingly, the ship weighed and proceeded from Darnley Island at 1615K Saturday, 15th February, and after an uneventful over-night passage, secured alongside Thursday Island jetty at 0800K the following morning.

19. BASS cast off from Thursday Island jetty at 1000K Sunday, 16th February, and proceeded for Daru, anchoring in Daru Roads at 1015K the following morning. Shortly after the ship anchored, the Staff Officer (Coast-watching) and myself called on the District Commissioner for Western Papua, Mr. F.A. BENSTED. Mr. BENSTED and the District Officer, Mr. I.A. HOLMES, lunched onboard later that day. Daru was in the throes of election fever during the two days of the visit by BASS and this curtailed any social or sporting fixtures which may have been arranged. All European employees of the Administration were involved in some way or another with the polling and many were on patrol on the Papuan mainland in pursuit of prospective native voters. The outcome of the election in the Western Districts electorate promises to be interesting, since it is one of the few 'free' electorates in Papua and New Guinea where an expatriate 'Papuan' (European) of some local repute is standing against several indigenous Papuans.

20. The ship weighed at 0925K Wednesday, 19th February, and proceeded on passage from Daru Roads South through the Great North-East Channel to Twin Island off which the ship anchored at 2359K that evening. The following forenoon was spent painting ship's side before BASS weighed at 1415K and proceeded into Thursday Island, securing alongside the Town Jetty at 1610K.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

21. BASS sailed from Thursday Island at 1025K Sunday, 23rd February, for the Gulf of Carpentaria section of the North Australian coast-watching cruise. The ship anchored that evening at 1915K several miles to the North of the charted position of Kerr Reef (position approximate - Australia Pilot Vol.V page 60, line 27). Several hours were spent the following morning unsuccessfully searching for Kerr Reef before BASS proceeded into Albatross Bay to anchor off the Weipa Fairway Beacon at 1920K prior to carrying on up channel into the Embley River early the following morning.

22. The ship anchored in the Embley River, South of Weipa Mission, at 0935K Tuesday, 25th February. On this occasion no difficulty was experienced in entering Weipa as the harbour and entrance are now as charted apart from two large hauling-off buoys laid off Evan's Landing. Subsequently on the day of the visit to Weipa, berth was shifted to alongside the dolphins at the bulk bauxite loading berth at Evan's Landing. Limited leave was granted in the evening to allow the ship's company to use the facilities of the canteen at COMALCO's camp.

23. At 0700K Wednesday, 26th February, BASS cast off from Evan's Landing, Weipa, and proceeded to anchor six hours later off the bar across the mouth of the Archer River. Shortly after the ship anchored, the motor-boat went up river to visit Aurukun Mission Station. The boat returned to the ship at 1800K, and the ship weighed an hour later and proceeded on passage further down the Gulf of Carpentaria to the Edward River Mission Station.

24. After an uneventful overnight passage, BASS anchored off Edward River Mission at 1030K Thursday, 27th February. Locating the mission from seaward was not the same problem as on the last occasion of a visit by the ship, since Cyclone DORA, which damaged the mission earlier in the month, achieved some good by reducing the foliage from in front of the mission buildings thus making them considerably more conspicuous from seaward. Reconstruction work at the mission is now well in hand and little more seems to be required in the way of outside assistance, monetary or otherwise.

25. On completion of the coast-watching visit to Edward River Mission, BASS weighed and proceeded for Karumba at 1315K Thursday, 27th February. The scheduled coast-watching visits to Mitchell River Mission and Delta Downs cattle station could not be made in view of local floods, and hence the ship proceeded direct to Karumba, anchoring off the Norman River Fairway Buoy at 0930K Friday, 28th February. The pilot boarded at 1530K that day, at which time the ship weighed and proceeded into the Norman River, anchoring off the Ansett-A.N.A. tourist lodge at Karumba an hour and a quarter later.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

26. The least depth obtained over the bar whilst entering the Norman River, was thirteen and a half feet. The present channel into the river bears little resemblance to that indicated on Chart B.A. 3254, but the buoys recently inserted by Australian Notice to Mariners 106/63 give the true direction of the channel if they are passed close to on the side indicated by their colour. The actual bar appears to have moved further out to sea, since the least depth obtained by BASS was between the first and second buoys at the entrance to the channel.

27. The ship was still at anchor in the Norman River at the end of the month.

28. The health, conduct and morale of the ship's company is satisfactory. The appearance of the ship is good.

I have the honour to be

Sir,

Your Obedient Servant,

(W.S.G. Bateman).
Lieutenant RAN
C A P T A I N.

APPENDIX.

Reference : R.I. Appendix 29A, Paragraph 6.

(a) 1670.9 miles
(b) 204 hours 40 minutes
(c) 47721.1 miles
(d) 6529 hours 52 minutes.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

NAVY REGISTRY

RECORDING AND INDEXING INSTRUCTIONS

REGISTER ON CARD 18/206/17

FILE TITLE HMAS Cerberus

Report of Proceedings

Feb 1964

MARK TO NW BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	
INITIAL INDEXING		172	DATE
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CLASSIFIER [signature] DATE 18/3/64

AUSTRALIAN WAR MEMORIAL RCDIG1073495

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18-206-100.

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. Bass Report of Proceedings March, 64

HNB 15/4

DOD 15/4.

Para 6 is of interest as by the terms of the lease the company had to start exporting by March 65 and had to export 250,000 tons in the 12 months Mar 65 to Mar 66.

21/4.

DCNS

1st NM 21/4

2nd NM

3rd NM

4th NM 29/4

SEC 30/4

CNPR 12/5

HNB (N5) 12/5/64.

REGISTRAR 18/5

DP	DNI	DMT	DNR	DEE	HNB (N5)	Separate Report Circulating
DTSR	HPB	DPS	DNES	DME	REGISTRAR	
D of C	DCNP	DGS	MDG	DNC		
DAWOT	DOA	DAP	DCNTS	DW		
		DDM				

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.

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

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18-206-100

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. Bass Report of Proceedings March, 63

DP 14/4.

DTSR 15/4 CNG. 30/4.

D of C

DAWOT

DNI

HPB

DCNP

DOA

DMT 19/5

DDM 21/5

DPS 22/5

DGS 25/5.

DAP

DNR 27/5

DNES 29/5

MDG 1/6

DCNTS 29/6.

DEE 2/7

DME 3/7

DNC 6/7.

DW 14/7

HNB (N5) 16/7.

REGISTRAR

~~HNB DCNS 2 NM 4 NM CNPR REGISTRAR~~
~~DOD 1 NM 3 NM SEC HNB (N5)~~ } 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-references to this one.

D.C.I.
1 JUN 1964

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

RECEIVED
7 JUL 1964
D. A. S.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

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CANBERRA
St 6299
18 | 206 | 100

IN REPLY QUOTE No. 159/12

Naval Staff Office,
DARWIN NT

10 APR 1964

INDEXED
INIT. dR
DATE 13/4/64

THE SECRETARY,
DEPARTMENT OF THE NAVY

HMAS BASS - REPORT OF PROCEEDINGS - MARCH 1964

Enclosure: Report of Proceedings (in duplicate)

Submitted for the information of the Naval Board the Report of Proceedings of HMAS BASS for March 1964.

J.A. Gladhill

CAPTAIN RAN.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

NS

14/4
13/4

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ST 5340

ROYAL AUSTRALIAN NAVY

TELEPHONE:

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IN REPLY
QUOTE No.

HMAS BASS,
At Sea.
2nd April, 1964.

NAVAL OFFICER-IN-CHARGE,
NORTH AUSTRALIA AREA.

(Copy to : THE HYDROGRAPHER, ROYAL AUSTRALIAN NAVY.)

Sir,

I have the honour to report the proceedings of HMAS BASS under my command, for the month of March, 1964.

2. At the beginning of the month the ship was at anchor in the Norman River off the settlement at Karumba. Apart from the Ansett-A.N.A. tourist lodge, Karumba is primarily concerned with the development of a prawning industry in the Southern part of the Gulf of Carpentaria. CSIRO and the Queensland Harbours and Marine Branch are operating a joint prawn survey team in the area and Craig, Mostyn and Company are already running a fleet of prawning boats with a mother ship, the LAKKANUKI, an ex-Naval MRL, out of Karumba. The ship's company of BASS had several opportunities to sample the Gulf of Carpentaria tiger prawn and were unanimous in the opinion that a prawning industry in the area would surely be a success.

3. With the Norman River pilot embarked, BASS weighed and proceeded from Karumba at 1600K Sunday, 1st March. After dropping the pilot off the fairway buoy, uneventful overnight passage was made to the North of Mornington Island to an anchorage off the Western side of that island and about two miles off-shore from the mission station. I had anticipated being able to anchor further inshore close to the mission jetty but less water than expected was encountered in the entry channel. On completion of the visit to Mornington Island Mission by the Staff Officer (Coast-watching), Lieutenant F.R. GARDINER RAN, BASS weighed and proceeded for Groote Eylandt at 1510K Monday, 2nd March.

4. After an overnight passage made unpleasant by a succession of violent passing rain squalls, BASS anchored off Groote Eylandt Mission at 1725IK Tuesday, 3rd March. The coast-watching visit to the mission was made that evening and the ship weighed and proceeded for Rose River Mission at 0700IK the following morning. Prior to the ship weighing, one rating under escort was landed for passage back to Darwin in the MacRobertson-Miller Airways' mail aircraft due at Groote Eylandt later in the day.

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

5. BASS anchored off the mouth of the Rose River at 1200IK Wednesday, 4th March. An attempt to land at the Mission was made by the motor dinghy, but when the low water channel over the bar could not be located, the visit was abandoned. The ship weighed at 1335IK that afternoon and proceeded on passage to Melville Bay by way of Warwick Channel between Groote Eylandt and the mainland. Whilst passing through this channel early that evening, an unlit small radar contact was obtained close ahead of the ship. On investigation this proved to be a small native dug-out canoe, manned by three aborigines making their way homeward to Groote Eylandt Mission.

Copy on file 161/1/116.

6. The ship berthed alongside the Mission Jetty, Melville Bay, at 1300IK Thursday, 5th March. The Acting Superintendent of Yirrkala Mission was on the jetty to meet the ship and the formalities of the coast-watching visit were completed onboard before the ship cast off and proceeded for Darwin later that afternoon. Construction of the bulk bauxite ore terminal in Melville Bay has not commenced yet, and in fact, the only new development observed since the last visit by BASS, was the existence of several buoys in the bay.

7. The passage to Darwin was completed uneventfully in tolerable weather and the ship secured alongside Outer Stokes Hill wharf at 1935IK Saturday, 7th March. Shortly afterwards berth was shifted to alongside the Eastern end of Inner Stokes Hill wharf, the new permanent berth for the ship, which has been allocated in view of the wharf extensions at present in progress. The narrow, intricate approach to this berth between a mud-bank on one side and other moored small craft and buoys associated with the wharf modifications on the other, is quite a change from the direct access the ship previously had to the former permanent berth at the Western extremity of Inner Stokes Hill wharf. However, the new berth does have the advantage of being considerably more sheltered.

8. A most welcome and needed period of one week's short self-maintenance commenced on Monday, 9th March. Fortunately no defects of consequence had revealed themselves and most of the time available could be spent by all departments on planned maintenance. This work though, was hampered somewhat by frequent periods of continuous rain. The ship's company participated in the MELVILLE sports afternoon on Wednesday, 11th March, and attended Divisions at Larrakeyah on Friday, 13th March.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

9. BASS cast off from Stokes Hill wharf at 0900IK Tuesday, 17th March, and proceeded for Wyndham. After an uneventful overnight passage, the ship entered Cambridge Gulf during the forenoon of Wednesday, 18th March, and berthed alongside the Meatworks Jetty, Wyndham at 1730H that afternoon. The intended rendezvous with the coast-watcher from Forrest River Mission was not made whilst in Wyndham since his means of transport down river, a landing barge, was unserviceable.

10. The ship cast off from the Meatworks Jetty at 0915H Friday, 20th March, and proceeded to anchor in Deep Bay, Napier Broome Bay, at 0925H Saturday, 21st March. Shortly after the ship had anchored, the motor-boat proceeded up the King Edward River to visit Kalumburu Mission. As in the past, Napier Broome Bay proved a veritable gold-mine of driftwood and the enthusiasts, who went ashore during the afternoon of the visit by the ship, returned onboard with some excellent samples - sufficient to please any amateur artistic temperament.

11. BASS weighed and proceeded from Napier Broome Bay at 0830H Sunday, 22nd March, and after an overnight passage made unpleasant by high following seas and a succession of passing rain squalls, anchored in Port Keats at 1130IK the following morning. In the past the Superintendent of Port Keats Mission has usually met the ship at the anchorage, but on this occasion only a party of natives was observed on a nearby beach. Fortunately the motor-boat contacted these natives before making the seven mile trip upstream to the mission, since they had a message for the ship that the Superintendent was absent in Darwin. Consequently no coast-watching visit was required and the ship weighed and proceeded for Darwin at 1530IK that afternoon.

12. After another unpleasant overnight passage, BASS berthed alongside Inner Stokes Hill wharf, Port Darwin, at 0825IK Tuesday, 24th March, and remained there over the Easter week-end.

13. The ship cast off from Stokes Hill wharf at 0900IK Tuesday, 31st March, and at the end of the month was at sea en route to make coast-watching visits to Arnhem Land mission stations.

14. Progress of upper deck maintenance onboard has been disappointing during the month due to the frequent periods of inclement weather. Generally though, the appearance of the ship remains satisfactory, despite this handicap.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

15. Short leave has been granted during the month in Darwin and Wyndham and on occasions members of the ship's company have been able to go ashore at the various mission stations visited. After the inevitable results of three warrant offences among the ship's company early in the month, conduct and morale onboard has returned to good. The health of the ship's company is also good.

I have the honour to be

Sir,

Your Obedient Servant,

(W.S.G. Bateman)
Lieutenant RAN
C A P T A I N.

APPENDIX.

Reference : R.I. Appendix 29A, Paragraph 6.

(a) 2119.6 miles
(b) 244 hours nil minutes
(c) 49840.7 miles
(d) 6773 hours 52 minutes.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

N A V Y R E G I S T R Y

RECORDING AND INDEXING INSTRUCTIONS

REGISTER ON CARD 18/2006/1

FILE TITLE Report of Proceedings March 1964

MARK TO HW BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

SUBJECT INDEX SYMBOLS NAME INDEX SYMBOLS

INITIAL INDEXING

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DATE 13/4/64

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18/206/115

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. BASS — Report of Proceedings APRIL 1964

DP

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HNB (N5)

REGISTRAR

~~HNB DCNS 2 NM 4 NM CNPR REGISTRAR~~
~~DOD 1 NM 3 NM SEC HNB (N5)~~ } 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-references to this one.

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7 JUL 1964
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M.O.D.
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19 JUN 1964
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18/206/115.

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. BASS Report of Proceedings APRIL 1964

HNB 11/5

DOD 12/5

DCNS 13/5

1st NM 17/5

2nd NM

3rd NM

4th NM 22/5

SEC

CNPR 28/5

HNB (N5) 1/6

REGISTRAR

DP	DNI	DMT	DNR	DEE	HNB (N5)
DTSR	HPB	DPS	DNES	DME	REGISTRAR
D of C	DCNP	DGS	MDG	DNC	
DAWOT	DOA	DAP	DCNTS	DW	
		DDM			

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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.

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IN REPLY QUOTE No. 18 206 159/12 115

Naval Staff Office,
DARWIN NT

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C - 8 MAY A.M.
NAVY REGISTRY

INDEXED
INIT. [illegible]
DATE 8/5/64

THE SECRETARY,
DEPARTMENT OF THE NAVY

HMAS BASS - REPORT OF PROCEEDINGS - APRIL 1964

Enclosure: Report of Proceedings (in duplicate)

Submitted for the information of the Naval Board the Report of Proceedings of HMAS BASS for April 1964.

CAPTAIN RAN.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

HN 8/5

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

St 6299

ROYAL AUSTRALIAN NAVY

TELEPHONE:

RESTRICTED

IN REPLY
QUOTE No.

HMAS BASS
At DARWIN

1st May 1964.

Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

(Copy to : THE HYDROGRAPHER, ROYAL AUSTRALIAN NAVY)

Sir,

I have the honour to report the proceedings of HMAS BASS under my command, for the month of April 1964.

2. At the beginning of the month the ship was at sea on passage from Darwin to make coast-watching visits to Mission Stations in Arnhem Land. In addition to the Staff Officer (Coastwatching) Lieutenant F.R. GARDINER RAN, the Regional Director (Northern Territory) of the Australian Security and Intelligence Organisation, Mr. J. McKENDRICK, was also embarked for this cruise.

3. BASS anchored in Mission Bay, Croker Island, at 0725IK Wednesday, 1st April. During the forenoon of that day on completion of the coast-watching visit, parties of native school children were shown around the ship. Prospective stowaways were a considerable problem but all were dug out of their odd nooks and crannies before BASS weighed and proceeded for Goulburn Island at 1100IK that day.

4. The ship anchored in South-West Bay, South Goulburn Island at 1755IK Wednesday, 1st April. The Superintendent of Goulburn Island Mission met the ship in his catamaran and Lieutenant Gardiner accompanied him inshore shortly after the ship had anchored. The MTR1 radio set from the Mission was brought onboard for repair that evening and was returned the following morning before the ship weighed and proceeded from Goulburn Island at 0800IK.

5. As had been expected from past experience, the passage from the Goulburn Islands to the mouth of the Liverpool River proved to be most rewarding as far as the trolling lines over the stern were concerned. Large Spanish Mackerel were hauled in at regular intervals and the stage was almost reached when fishing would have to be abandoned for lack of freezing space below. This heralds well for the Native Welfare Settlement at Maningrida on the Liverpool River where plans are afoot to commence a large commercial fishing enterprise. BASS entered the Liverpool River at 1630IK Thursday, 2nd April, and anchored off Maningrida three quarters of an hour later.

6. Staff Officer (Coastwatching) went ashore shortly after the ship had anchored and returned an hour or so later with several members of the staff of the Welfare Settlement who were entertained onboard that evening to supper and drinks. The following morning Mr. McKendrick and myself were shown around Maningrida by the Superintendent who subsequently returned onboard for lunch. Progress in the development of the Maningrida Settlement continues with startling rapidity and not many more years will pass before it rates as one of the premier towns in the Territory.

NAVAL OFFICER IN CHARGE
- 5 MAY 1964
NORTH AUSTRALIA AREA

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

7. During the afternoon of Friday, 3rd April, BASS shifted anchor berth to off Entrance Island at the mouth of the river to allow the Ship's Company recreational leave for fishing and other pursuits on a nearby beach. The ship weighed and proceeded from the Liverpool River at 0700IK Saturday, 4th April, and arrived off the entrance to Milingimbi Inlet four hours later. Passage up the Inlet was completed uneventfully and the ship anchored off Milingimbi Mission Station at 1400IK that afternoon. The coastwatching visit to the Mission was completed that afternoon and members of the Ship's Company landed in the evening to attend a film evening at the Mission. A church party was landed next day to attend the morning service at the Mission Chapel before the ship weighed and proceeded for Elcho Island at 1200IK.

8. I had hoped to be able to make the passage along the coast to Elcho Island by passing inside the Crocodile Islands, but this idea was abandoned when the portable echo-sounder refused to perform effectively. This passage is definitely one only to be attempted with the boat sounding ahead and to use a hand lead from the boat would have made the whole business unreasonably slow and torturous. Accordingly passage was made to the North of the Crocodile Islands and the ship anchored for the evening at 2130IK seven miles to the East of North-East Crocodile Island. BASS weighed again at 0630IK the following morning and proceeded to anchor off Elcho Island Mission Station two hours later. On completion of the Coast-watching visit the ship weighed and proceeded on passage from Elcho Island to Cape Don at 1000IK that morning.

9. The weather experienced during this Arnhem Land cruise was some of the best the ship has had for many months. With a flat calm each day without a suggestion of wind and rain, for once BASS was able to give the Staff Officer (Coastwatching) the glorious tropical cruise he had been anticipating. We were most fortunate in this respect however, for Arnhem Land's third, and to be hoped the last, tropical depression for this Wet season moved in on the coast shortly after BASS had left the area.

10. At 0510IK Tuesday, 7th April, whilst the ship was passing off New Year Island a large camp or signal fire was observed on the Northern beach of the island. Since this island is uninhabited and not frequented by aborigines, I decided to remain in the area until sun-rise that day and then investigate. The motor boat was sent inshore at first light and returned shortly afterwards with four Indonesians (two men and two women), who claimed to have been on the island since March 18th after having been blown South in their prahu from Selaru Island in the Tanimbar Islands. All four were in excellent physical condition having literally been living on the fat of the land on New Year Island which has a fresh water spring and abounds in fish, turtles and shell-fish. In accordance with advice received from the Quarantine authorities in Darwin on action to take in these

AUSTRALIAN WAR MEMORIAL RCDIG1073495

circumstances, a party from the ship was landed to destroy by fire the prahu and any other belongings left behind on the beach by the Indonesians. This was done and the ship weighed and proceeded from New Year Island at 0810IK that morning.

11. BASS anchored off Cape Don Lighthouse at 1725IK Tuesday, 7th April. Lieutenant Gardiner went inshore shortly after the ship had anchored and returned a half an hour later with two members of the Lighthouse staff and their families and the MTR1 radio set on loan to the Lighthouse. After the required repairs had been made to the latter and the Lighthouse personnel landed safely, the ship weighed and proceeded for Darwin at 2100IK that evening.

12. After an uneventful overnight passage, BASS anchored in the Quarantine anchorage, Port Darwin, at 0805IK Wednesday, 8th April. Commonwealth Health and Immigration officials boarded shortly after, and cleared the ship to proceed alongside Inner Stokes Hill wharf at 0920IK that day to disembark the Indonesians.

13. The Staff Officer (Coastwatching) Lieutenant F.R. GARDINER RAN left the ship to return to Canberra on Friday, 9th April.

14. The remainder of April was spent in Darwin carrying out a long self maintenance period. In addition to items undertaken by Ship's staff, the Commonwealth Department of Works and the Base staff HMAS MELVILLE also made good several electrical and engineering defects and completed outstanding itmes of the dockyard component of planned maintenance. The modifications to the Forecastle Store (in accordance with NOL 1236/66/30 dated 22nd May 1963) which were to have been carried out during this availability were subsequently deferred when the additional financial authority was not available in time.

15. At 0830IK Wednesday, 29th April, BASS cast off from Stokes Hill wharf and proceeded to the OFL Buoy, where a compass swing was attempted. This was unsuccessful however, since the work-boat was unable to swing the ship against the strong springs tidal stream, and the ship returned alongside at 1130IK. Thursday, 30th April, was spent underway in Darwin harbour carrying out engine trials and working up the largely inexperienced Ship's Company for the Ship's surveying task to commence early in May. The ship also returned to the OFL Buoy for the duration of slack water this day and carried out a successful compass swing.

16. Progress of upper deck maintenance has been good during the month due to the excellent weather which was generally experienced in Darwin. The appearance of the ship is satisfactory.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

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

I have the honour to be

Sir,

Your Obedient Servant,

W.S.G. BATEMAN,
Lieutenant RAN,
CAPTAIN.

APPENDIX.

Reference : R.I. Appendix 29A, Paragraph 6.

(a) 708.7 miles.

(b) 149 hours 36 minutes.

(c) 50549.4 miles.

(d) 6923 hours 28 minutes.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

N A V Y R E G I S T R Y

RECORDING AND INDEXING DIRECTIONS.

REGISTER ON CARD 18/206/17.

FILE TITLE H.M.A.S. Ross

Report of Proceedings

April 1960

MARK TO HW BRANCH.

OTHER DIRECTIONS

INITIAL INDEXING		AZ	
			DATE
SUBSEQUENT INDEXING			

CLASSIFIER

DATE 8/5/64

AUSTRALIAN WAR MEMORIAL RCDIG1073495

20/6

DEPARTMENT OF THE NAVY

MINUTE PAPER

18/6/278.

HMAS BASS Report of Proceedings MAY 1964.

8/5/6

E/DP 5/6

DTSR GR 16/6

D of C 18/6

DAWOT 19/6

DNI 23/6

HPB 25/6

DCNP (AOD)

DOA 30/6

DMT 1/7.

DDM 2/7

DPS 3/7

DGS BN 7/7

DAP D/DAP(a) 8/7

DNR 9/7.

DNES 10/7

CMDG 12/7

DCNTS 15/7

DEE 20/7

DME 24/7.

DNC 27/7.

DW

HNB (N5) 5/8.

REGISTRAR

~~HNB DCNS 2 NM 4 NM CNPR REGISTRAR~~) Separate Report
~~DOD 1 NM 3 NM SEC HNB (N5)~~) Circulating

NOTE: (a) This report should be dealt with and passed on promptly.

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

D. C. N. T. S.
15 JUL 1964

9/7/7

9

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RECEIVED
28 JUL 1964
D.A.S.

RCDIG1073495

AUSTRALIAN WAR MEMORIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

18/6/278.

HMAS BASS — Report of Proceedings

MAY 1964.

HNB

DOD

DCNS

1ST NM

2ND NM

3RD NM

4TH NM

SECRETARY

CNPR

HNB (N5)

REGISTRAR

DP	DNI	DMT	DNR	DEE	HNB (N5)
DTSR	HPB	DPS	DNES	DME	REGISTRAR
D of C	DCNP	DGS	MDG	DNC	
DAWOT	DOA	DAP	DCNTS	DW	
		DDM			

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.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ROYAL AUSTRALIAN NAVY

TELEPHONE:

INDEXED
INIT. [illegible]
DATE 5/6/64

RECEIVED
C - 5 JUN A.M.
NAVY REGISTRY

DEPT. OF NAVY
CANBERRA
St 6299
18 | 6 | 278
IN REPLY
QUOTE No. 159/12

Naval Staff Office,
DARWIN NT

3 - JUN 1964

THE SECRETARY,
DEPARTMENT OF THE NAVY

HMAS BASS - REPORT OF PROCEEDINGS - MAY 1964

Enclosure: Report of Proceedings (in duplicate)

Submitted for the information of the Naval Board the Report of Proceedings of HMAS BASS for May 1964.

[illegible]

CAPTAIN RAN.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

[illegible] 5/6

A/5 Noted 6/6 [illegible].

AUSTRALIAN WAR MEMORIAL RCDIG1073495

St 6299

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY
QUOTE No.

HMAS BASS
At DARWIN

1st June 1964.

Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

(Copy to : The Hydrographer, ROYAL AUSTRALIAN NAVY).

Sir,

I have the honour to report the proceedings of HMAS BASS under my command, for the month of May 1964.

2. At the beginning of the month the ship was alongside Inner Stokes Hill wharf, Darwin, completing a long self-maintenance period. BASS cast off from this berth at 1030IK Tuesday, 5th May, and proceeded to recommence the reconnaissance survey of the Western coast of the Northern Territory. Nine WRANS from Darwin Naval Radio Station were embarked prior to sailing for the passage down the harbour as far as Channel Rock buoy where they were transferred to the work-boat. The ship anchored for the evening at 2110IK that day in Anson Bay.

3. The ship weighed at 0800IK Wednesday, 6th May, and proceeded into the mouth of the Daly River, anchoring there about one and a half miles downstream from Entrance or Palmerston Island at 0950IK. After the ship had anchored, the motor-boat proceeded further up the river to make a reconnaissance of the channels on either side of Palmerston Island. This investigation was only partly successful however, due to the unsatisfactory performance of the portable echo-sounder. The boat was able to confirm though, that the channel to the North of Palmerston Island is deeper than the wider Southern channel. Australia Pilot Volume V (page 155 line 29) conveys this information and it was also confirmed quite recently by the Master of the Danish cattle ship, M.V. CLARA CLAUSEN, the last vessel of any size to enter the Daly River. The boat returned from the reconnaissance up river at 1230IK and the ship weighed thirty minutes later to spend the remainder of the afternoon of Wednesday, 6th May, sounding in the estuary of the Daly before anchoring for the evening in Anson Bay.

4. Army tellurometer station U308 was recovered and marked conspicuously during the forenoon of Thursday, 7th May, before the ship weighed at 1100IK and proceeded to continue the reconnaissance of the Daly River. On this occasion BASS entered the river proper by using the channel to the North of Palmerston Island and was able to spend a profitable afternoon investigating and sounding in the first main reach of the river. This reach does have a channel with a depth of about twelve feet (an extension of the channel with similar depths to the North of Palmerston Island) close along the Eastern bank for about half its length but after that the channel fades away and the reach is shoal. BASS anchored for the evening at 1650IK in this reach and about two miles upstream from Palmerston Island. After sunset the ship became infested with myriads of flying insects of all shapes and sizes (mosquitoes and lavender beetles included) and the prospect of spending another night at anchor in the river became most unpleasant. Apart from the upper deck, life in the mess-decks was also intolerable as the ventilation inlet fans began to suck swarms of bugs and beetles in and the punkah louvres to spray forth the chewed up remains.

NAVAL OFFICER IN CHARGE
- 2 JUN 1964
NORTH AUSTRALIA AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073495

5. The motor boat left the ship at 0845IK Friday, 8th May, to make a reconnaissance of the river beyond the reach investigated by the ship the day before. The second reach was found to be even more shoal than the first and cluttered with extensive drying sand-banks. The boat used a vague channel along the Southern bank for about five miles up the reach but then this also faded away and the river became impassable at that state of the tide. This point was reached just at the time of low water neaps, so it is apparent that the river could only be navigated further by a boat drawing less than six feet and then only at high water springs. The motor boat returned to the ship at 1500IK that afternoon and the ship weighed thirty minutes later and proceeded down river to an overnight anchorage in Anson Bay.

6. The Daly River appears to have little value as a navigable river since a vessel of moderate draft can only proceed about half way up the first reach and then only by choosing the tide to cross the extensive drying bar at the mouth or to remain at anchor in the river for any length of time. Beyond that point the river is only suitable for boats or very shallow draft vessels. BASS was only in the river during and shortly after neaps so no comment can be made on the potential hazard of a strong springs tidal stream. These remarks however, apply strictly only to the Dry season since in the Wet the Daly apparently becomes an unpredictably fast-flowing and dangerous river, sometimes rising 35 to 40 feet above normal. These floodwaters come from a huge catchment area stretching from the hills behind Katherine to Arnhem Land over a wide area to the North and East. The Admiralty Pilot for the area apparently has sufficient grounds for describing the river in the Wet season as being 'like a mountain torrent and not navigable'.

7. Saturday, 9th May, was spent recovering and marking with flags Army Tellurometer Stations, U309 and U311, and laying floating beacons in Anson Bay to facilitate the survey of the Southern half of that bay. The ship remained at anchor all Sunday, 10th May.

8. From Monday, 11th May, until Thursday, 14th May, BASS was engaged in sounding in the Southern half of Anson Bay. This part of the reconnaissance survey was continued by using standard methods of fixing by resection since control was still available from the Army tellurometer stations in the area. Progress was not the best though during these days since all activities onboard were hindered by the strong South-easterly winds and accompanying seas which blew up after dawn each day and persisted for most of the daylight hours.

9. During the afternoon of Thursday, 14th May, BASS proceeded through the channel between the Peron Islands and the mainland, recovering the mark on U308 enroute, and anchored overnight to the West of Point Blaze. The ship weighed at 0600IK the following morning and returned to Darwin, securing alongside Inner Stokes

AUSTRALIAN WAR MEMORIAL RCDIG1073495

Hill wharf at 1430IK that afternoon to remain there for the following four days.

10. BASS cast off from Stokes Hill wharf at 0900IK Wednesday, 20th May, and proceeded to recommence the reconnaissance survey of the Anson Bay area and further Southward. Two Sea Cadets from TS WARRAMUNGA desirous of spending ten days of their school holidays gaining practical sea experience, were embarked prior to sailing. The ship anchored for the evening at 2200IK that day in Anson Bay.

11. During Thursday, 21st May, and Friday, 22nd May, BASS was engaged in completing the investigation of the Southern half of Anson Bay. A reconnaissance of the various beaches in the area was also carried out during these two days. A search was made for Pelican Rock indicated in a position three miles WSW of Red Cliff on the Division of National Mapping 4 Miles Topographic Series map of the area (provisional edition - sheet D52-7 Cape Scott) but this could not be located. Two shoals were however, investigated - one in a position two miles NNW of Red Cliff (least depth four feet) and the other four miles further Westward (least depth twenty-seven feet.).

12. Type 974 radar had become unserviceable shortly after the ship left Darwin, so instead of carrying the reconnaissance survey on into the area West of Cape Forde, where fixing may be dependent on radar ranges and visual bearings, I decided to proceed direct to Port Keats and establish a form of control there to be used for the sketch survey of that harbour and approaches. Since all indications are that Port Keats is probably the most preferable well-sheltered anchorage for even quite large vessels between Darwin and Cambridge Gulf, it is intended to make a rather more exhaustive survey of that area.

13. The ship weighed at 0810IK Saturday, 23rd May, and proceeded from Anson Bay for Port Keats, passage sounding and reconnoitring the coast enroute. BASS anchored in Port Keats at 1510IK that afternoon. Shortly after the ship had anchored, members of the ship's company landed on a nearby suitable beach for scratch games of volleyball and soccer followed by a barbecue.

14. From Monday, 25th May, until Wednesday 26th May, the main activity of the ship was directed towards measuring a base line in Port Keats, and setting up and observing from shore marks in the area. Operations during these days were facilitated by the use of the twelve foot 'Quintrex' aluminium boat recently supplied to the ship in lieu of a heavy ten foot wooden skiff. Parties from the ship can now go ashore with reasonable confidence to the most inhospitable looking landing places without fear of a lengthy wade through water likely to be infested with sharks, stingrays and coral snakes or the boat being caught by a rapidly falling tide.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

15. With a satisfactory form of control established, BASS commenced sounding in the approaches to Port Keats on Thursday, 28th May, before leaving the area at 1830IK that day to return to Darwin. After an uneventful overnight passage, the ship berthed alongside Inner Stokes Hill wharf at 1315IK the following day to remain there for the rest of the month.

16. The appearance of the ship is satisfactory. The health, conduct and morale of the ship's company is good.

I have the honour to be

Sir,

Your Obedient Servant,

W.S.G. BATEMAN,
Lieutenant RAN,
CAPTAIN.

APPENDIX.

Reference : R.I. Appendix 29A, Paragraph 6.

(a) 933.1 miles.

(b) 139 hours 45 minutes.

(c) 51482.5 miles.

(d) 7063 hours 13 minutes.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18/6/0

FILE TITLE HMAS "Bass"

Report of Proceedings

May 1964

MARK TO HN BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	
INITIAL INDEXING		A 2 (Bass)	
			DATE
SUBSEQUENT INDEXING			

CLASSIFIER

DATE 5-6-64

AUSTRALIAN WAR MEMORIAL RCDIG1073495

DEPARTMENT OF THE NAVY

MINUTE PAPER

18.6.303.

HMAS BASS Report of Proceedings JUNE 64

There is no record in Navy Office of Hydrographer's letter mentioned — para 19

DP

DTWP

D of C

D/DTWP (AIR)

DNI

HPB

DCNP

DOA

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DME

HNB (N5)

REGISTRAR

HNB	DCNS	2 NM	4 NM	CNPR	REGISTRAR	Separate Report
D of O	1 NM	3 NM	SEC	HNB (N5)		Circulating

NOTE: (a) This report should be dealt with and passed on promptly

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

D. C. 13 AUG 1964

D. C. N. T. S. 7 SEP 1964

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RECEIVED
29 AUG 1964
D.A.S.

M.D.C.
17 AUG 1964
NAVY OFFICE
SYDNEY

AWM
5056

AUSTRALIAN WAR MEMORIAL RCDIG1073495

DEPARTMENT OF THE NAVY

18.6.303.

MINUTE PAPER

HMAS BASS Report of Proceedings. JUNE '64

~~HNB~~ There is no record in Navy Office of Hydrographer's letter mentioned in para 19. RAS/7

~~D of O~~ By D of O I shall obtain a copy of the HYDROGRAPHER's letter giving the HYDROGRAPHIC INSTRUCTIONS 29/7.

~~DCNS~~

for ~~1ST NM~~ 10/7

~~2ND NM~~ 13 14/7

~~3RD NM~~ 15/7

~~4TH NM~~ 16/7

~~SEC~~ 17/7

~~CNPR~~ 23/7.

D of O Copy of HYDRO. letter on file 1285/2/23. 29/7.

~~HNB (N5)~~ – C.A.

REGISTRAR

~~DP~~	DNI	DMT	DNR	DEE	HNB (N5)
DTWP	HPB	DPS	DNES	~~DME~~	REGISTRAR
D of C	DCNP	DGS	~~MDG~~	DNC	
D/DTWP (AIR)	DOA	DAP	DCNTS	DW	
		~~DDM~~			

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.

2114

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ROYAL AUSTRALIAN NAVY

TELEPHONE:

RECEIVED
6 - 6 JUL A.M.
NAVY REGISTRY

DEPT. OF NAVY
CANBERRA
St 6299
IN REPLY QUOTE No. 18 | 6 | 159/12 303

Naval Staff Office,
DARWIN NT.

3rd July 1964.

- 3 JUL 1964

THE SECRETARY,
DEPARTMENT OF THE NAVY.

HMAS BASS - REPORT OF PROCEEDINGS - JUNE 1964.

Enclosure. Report of Proceedings (in duplicate).

Submitted for the information of the Naval Board the Report of Proceedings of HMAS BASS for June 1964.

CAPTAIN RAN,
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

HA 7/7

N5 Noted 8/7.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

St 6299

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY
QUOTE No.

HMAS BASS
At DARWIN

1st July 1964.

Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

(Copy to : The Hydrographer, ROYAL AUSTRALIAN NAVY)

Sir,

I have the honour to report the proceedings of HMAS BASS under my command for the month of June 1964.

2. At the beginning of the month the ship was alongside Inner Stokes Hill wharf, Darwin. BASS cast off from this berth at 1000IK Wednesday 3rd June and proceeded to continue the reconnaissance survey of the Western coast of the Northern Territory. The ship anchored for the evening at 2350IK that day five miles South of Cape Scott.

3. A party was sent inshore at 0640IK Thursday, 4th June to erect a tide-pole on the beach about a mile South of the mouth of Cindy Creek, which enters the sea four miles South of Cape Scott. A tide-pole was considered necessary hereabouts to enable the time correction for tidal predictions to be interpolated between the Daly River (forty minutes before Darwin) and Port Keats (twenty minutes after Darwin). After landing two tide-pole watchers, the ship weighed at 0910IK that day and commenced sounding in the area off Cape Scott. The ship anchored for the evening at 1820IK off the tide-pole, and tide-pole watchers were changed around.

4. Sounding continued in the area between Capes Forde and Scott during Friday, 5th June. Shoal patches were located off Cape Scott, but these would come within the description of a 'sunken ledge' used in Australia Pilot Volume V (page 155 line 49). The actual bay between the two Capes was not entered, since the height of the tide was unsuitable, and the area gave the appearance of being foul, due to large patches of discoloured water and tide slicks.

5. The tide-pole was recovered at 0830IK Saturday 6th June, and a reconnaissance was made of the adjacent beach. This particular beach is probably the most attractive one investigated so far, since by the normal standards of this coast, it is quite steep to, with the three fathom line only five cables off-shore. On the completion of this beach reconnaissance, the ship weighed at 1010IK, and sounded for six hours before anchoring again near the mouth of Cindy Creek. After the ship had anchored, members of the ship's company landed for games of volleyball followed by a beach barbecue.

6. The ship remained at anchor all Sunday 7th June. A fishing party which entered Cindy Creek that day found a proverbial bonanza of fish. Just over the bar at the mouth of this creek there is a large lagoon in which fish of all shapes and sizes are apparently caught by the out-going tide. Even the most pessimistic of the fishermen onboard BASS returned that afternoon with magnificent stories of monster barramundi and giant mackerel just waiting there to be caught.

7. BASS weighed at 0910IK Monday, 8th June, and proceeded to the approaches to Port Keats to commence sounding there. Sounding in this area continued during daylight hours until the afternoon of Thursday 11th June. The main activity of the ship during these days was directed

NAVAL OFFICER IN CHARGE
- 2 JUL 1964
159/12
NORTH AUSTRALIA AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073495

towards sounding across the main approach channel to Port Keats and delineating the extensive shoal extending Northwards from Tree Point, originally reported by HMAS BANKS in 1961. (Australian Notice to Mariners 176/61). This shoal starts about four miles to the North of Tree Point and extends over six miles further Northwards with a least depth found of nine feet. The extensive pattern of drying reefs twelve miles North of Cape Hay was also partially investigated during these days.

8. BASS departed from the Port Keats area at 1845IK Thursday 11th June and after an uneventful overnight passage anchored in Darwin harbour at 1315IK Friday 12th June to clean ship before proceeding alongside Inner Stokes Hill wharf at 1430IK that afternoon. The ship remained alongside for the following four days.

9. The ship cast off from Stokes Hill wharf at 1300IK Wednesday 17th June and proceeded to recommence the reconnaissance survey of the Port Keats area. After clearing Darwin harbour, a short SAR exercise, using 'Sarah' homing beacons was conducted with the Darwin based RAAF Dakota.

10. At 2100IK Wednesday 17th June the ship's Engine-room Artificer reported that he believed there was something caught around the Starboard propeller shaft. Several large, dense clumps of floating sea-weed had been observed during the afternoon, and it was thought that after dark, the ship may have steamed through something similar, and entangled some heavier pieces of weed around the propeller shaft. The ship was stopped and the dinghy lowered to investigate. Nothing could be seen however, and no vibration was observed subsequently in the shaft, so it was assumed that the entanglement, whatever it was, dropped off when the engine was put astern to take way off the ship. The remainder of the overnight passage to Port Keats was uneventful, and BASS commenced sounding in that harbour at 0900IK Thursday, 18th June.

11. At 0815IK Friday, 19th June, the motor boat was sent away to make a reconnaissance of the inner part of the main arm of Port Keats. After the boat had returned with a favourable report on the channel up this arm, the ship weighed at 1240IK that day and after running several sounding lines in the main harbour, proceeded into the inner harbour, anchoring just below the main tributary junction at 1545IK. To complete the day's work the motor-boat was sent away after the ship anchored, to run several sounding lines across the inner harbour.

12. The two boats left the ship at 0830IK Saturday 20th June to make separate investigations of the two upper arms of Port Keats. Both boats returned at midday - one after ascending the Western arm as far as the Mission Station and the other with a favourable report of a good potential cattle loading point, some way up the Eastern

AUSTRALIAN WAR MEMORIAL RCDIG1073495

arm but nevertheless, easily accessible to ships similar to the Clausen Line vessels. That afternoon most of the ship's company went by boat up to the Mission Station to spend the afternoon there being shown around by one of the Missionaries.

13. The ship remained at anchor all Sunday 21st June. The usual Sunday afternoon fishing party was most unsuccessful that day, and this coupled with previous failures in Port Keats, leads to the only conclusion - that the area is absolutely devoid of edible fish.

14. The motor boat was employed for most of Monday, 22nd June, in sounding across the inner harbour of Port Keats, under positive control of the ship which remained at anchor. BASS weighed at 1720IK that day and shifted anchor berth to nearer the entrance of the inner harbour and over the bar obstructing this harbour about half way along its length.

15. Further boat sounding in the Inner harbour and across its entrance occupied all of Tuesday, 23rd June. During the daily radio schedule with Port Keats Mission Station that day, the ship was informed that the MTR1 radio on loan to the Mission, had developed a fault. Accordingly, I despatched the ship's LEM(C) in the aluminium dinghy to spend the day at the Mission repairing the radio.

16. BASS spent all of Wednesday 24th June sounding across the area between Cape Hay and the group of drying reefs twelve miles to the North of that Cape. Patches of coastal fog rather hindered progress, but the ship was able to prove that the reef referred to in Australia Pilot Volume V (page 156 line 30) is far from a continuous one. Several good, deep channels exist into Port Keats from the Westward through this area, but these could not be recommended until a more detailed examination is made. Many shoals were located in this area, and two of these were observed breaking heavily at low water, although they were not actually drying.

17. The ship weighed at 0800IK Thursday 25th June but only managed to run one sounding line before a thick fog rolled in from the land and blanketed the entire area. With sounding thus prohibited, the ship anchored again and did not weigh and proceed until 1300IK that day when the fog had dissipated. The remainder of the afternoon was spent recovering floating beacons before the ship took passage for Darwin at 1830IK.

18. After an uneventful overnight passage BASS berthed alongside Inner Stokes Hill wharf at 1200IK Friday 26th June, and remained there for the rest of the month carrying out self-maintenance.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

19. With reference to the ship's Hydrographic Instructions for 1964, (paragraph 5 of the Hydrographer RAN's letter, AH 11/5, dated 22nd May 1964), the following is the state of progress at the end of June :-

Requirement (a)	-	Complete.
Requirement (b)	-	Complete
Requirement (c)	-	Complete with the exception of one day's work of interlining still required at the entrance to Port Keats.
Requirement (d)	-	Progressed to point six.miles South of Cape Scott.
Requirement (e)	-	Outstanding.

It is anticipated that by the end of the 1964 survey season, the ship will only be able to progress requirement (d) as far as Pearce Point.

20. The appearance of the ship is satisfactory although the upper deck is illustrating the fact that the major activity of the hands for the past two months has been directed towards surveying and associated tasks. The health, conduct and morale of the ship's company remain good.

I have the honour to be,

Sir,

Your Obedient Servant,

W.S.G. BATEMAN,
Lieutenant RAN.
CAPTAIN.

APPENDIX.

Reference	:	R.I. Appendix 29A, Paragraph 6.
	(a)	1,104.6 miles
	(b)	152 hours 0 minutes.
	(c)	52,587.1 miles
	(d)	7,215 hours 13 minutes.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18/6/0

FILE TITLE HMAS "Bass"

Report of Proceedings June 1944

MARK TO N/N BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	
INITIAL INDEXING			DATE
SUBSEQUENT INDEXING			

CLASSIFIER J

DATE 7-7-64

AUSTRALIAN WAR MEMORIAL RCDIG1073495

20/8

DEPARTMENT OF THE NAVY

MINUTE PAPER

18.6.333.

HMAS BASS. Report of Proceedings JULY '64

DP

DTWP BASS continues to forward well written, well laid out, and interesting R's of P's GRG 17/8

D of C

D/DTWP (AIR)

DNI

HPB

DCNP

DOA

DMT

DDM

DPS

DGS

DNR

DNES

MDG

DCNTS

DEE

DME

DNC There appears to be a case for Bass & Banks to have a 34' M.S.B. in company as does PALUMA. 17/9.

DTWP

DW

HNB (N5) DNC minute will be considered separately GRG 29/9

REGISTRAR

~~HNB~~	~~DCNS~~	~~2 NM~~	~~4 NM~~	~~CNPR~~	~~REGISTRAR~~	Separate Report
~~D of O~~	~~1 NM~~	~~3 NM~~	~~SEC~~	~~HNB (N5)~~		Circulating

NOTE: (a) This report should be dealt with and passed on promptly

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

AUSTRALIAN WAR MEMORIAL RCDIG1073495

DEPARTMENT OF THE NAVY

MINUTE PAPER

18.6.333.

HMAS BASS Report of Proceedings. July '64

HNB 11/8

D of O 11/8.

DCNS 17/8

1ST NM 17/8

2ND NM 20/8

3RD NM 20/8

4TH NM 21/8

SEC 15/8

CNPR 26/8

HNB (N5)

REGISTRAR

DP	DNI	DMT	DNR	DEE	HNB (N5)
DTWP	HPB	DPS	DNES	DME	REGISTRAR
D of C	DCNP	DGS	MDG	DNC	
D/DTWP (AIR)	DOA	DAP	DCNTS	DW	
		DDM			

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.

35/5

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ROYAL AUSTRALIAN NAVY

TELEPHONE:

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NAVY REGISTRY

INDEXED
INIT.
DATE 10/8/64

St 6299
CANBERRA
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IN REPLY QUOTE No. 159/12

Naval Staff Office,
DARWIN NT

-5 AUG 1964

THE SECRETARY,
DEPARTMENT OF THE NAVY

HMAS BASS - REPORT OF PROCEEDINGS - JULY 1964

Enclosure: Report of Proceedings (in duplicate).

Submitted for the information of the Naval Board the Report of Proceedings of HMAS BASS for July 1964.

CAPTAIN RAN.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073495

St 6299

ROYAL AUSTRALIAN NAVY

TELEPHONE.

IN REPLY
QUOTE No.

HMAS BASS
At DARWIN

1st August 1964.

Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

(Copy to : Hydrographer, ROYAL AUSTRALIAN NAVY).

HMAS BASS - REPORT OF PROCEEDINGS - JULY 1964.

Sir,

I have the honour to report the proceedings of HMAS BASS under my command for the month of July 1964.

2. At the beginning of the month the ship was alongside Inner Stokes Hill wharf Darwin for a period of Short Self Maintenance. BASS cast off from this berth at 1100IK on Sunday 5th July, having embarked approximately 40 relatives and friends of the Ship's company and proceeded to Charles Point for Family Day. There had been some apprehension about the weather, since on the several previous days, strong South-easterly winds had made conditions on the harbour unpleasant. However, we were favoured with a light breeze and clear sky, and a very pleasant day was enjoyed by all. The ship returned to Darwin in the early afternoon, berthing alongside Inner Stokes Hill wharf at 1530IK.

3. On Monday 6th July Mr. M.G. Farrand, a mineralogist working for the Commonwealth Scientific and Industrial Research Organisation was embarked. Mr. Farrand's task was to investigate the possibility of there being workable deposits of phosphate on the coast of North Western Australia.

4. At 1300IK on Tuesday 7th July, BASS cast off and proceeded from Darwin and after clearing Charles Point at 1500IK, course was set to the South-west for Cape Londonderry, which point was raised at approximately 1700IK the following day. It had been intended to land first in one of the bays to the East of Cape Londonderry, but because of the prevailing strong South-easterly wind and the lack of detail shown on the charts of those bays, it was decided to anchor further to the West. Accordingly, BASS anchored inside Cape Talbot in Napier Broome Bay at 2130IK that evening.

5. On 9th July, landings were made at Cape Talbot, Jones Island and Troughton Islet, the ship anchoring to the West of the last islet at 1630IK. In the evening one of the radio technicians from the R.D.F. Station there,and his family, were entertained on board.

6. During the next two days the ship proceeded further South, calling enroute at Parry Harbour, Cassini and Baudin Islands in the Institut Group, Cape Voltaire and West Montalivet Island. The landing on the South-east side of Cassini Island mentioned in Australia Pilot Volume V page 194, lines 39 and 40, is foul for half its length at the Southern end with drying rocks and coral which extends up to half a cable off shore. The Northern half of the beach however affords a good landing for small boats, the beach being steep-to and clear of obstructions. The Pilot apparently restricted by necessity to the presentation of navigationally

NAVAL OFFICER IN CHARGE
4 - AUG 1964
NORTH AUSTRALIA AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073495

important information, says nothing of the natural beauty of the Institut Group. Lacking only the swaying palms and the proximity to civilization, these islands would be inadequately described by those superlatives generally applied to the Whitsunday Group. The ship anchored in the Channel between Queen and Bigge Islands at 1640I on Saturday 11th July, clocks having been retarded ½ hour to Zone I at 1630IK that afternoon. That evening a barbecue was held ashore on Queen Island.

7. At 0930I on Sunday 12th July, the ship weighed and proceeded and on clearing the Northern extremity of Queen Island, turned South for Port Nelson, calling enroute at Lamark Island, where evidence was found of a recent visit to the island, probably by whites. A dry creek bed on the Southern side of the island probably indicates the existence of fresh water in the Wet Season. A landing was made on the North-eastern side of Coronation Island and the ship anchored for the night in Careening Bay, Port Nelson. As anticipated in theoretical calculations by the C.S.I.R.O., the phosphate content of the beach soil here was higher than had previously been encountered, though at this stage it would appear that the deposits are not present in economically workable amounts.

8. The ship weighed and proceeded from her anchorage in Careening Bay at 0800I, Monday 13th July, and with the motor boat sounding ahead, cleared Port Nelson by the Western entrance between Bat Islet and the Southern-most of the Coronation Islands. No mention is made in the Pilot of a group of drying reefs on the Northern side of the channel. HMAS BASS Hydrographic Note 6/64 refers. During the remainder of the day, the ship proceeded through the relatively uncharted Brunswick Bay, landings being made at Cape Brewster and a group of three unnamed islands approximately 4 miles South-east of Jackson Island. The ship cleared Brunswick Bay following the route recommended on page 215, lines 40-50 of the Australia Pilot Volume V and on clearing Vulcan Island entered the channel between the Champagny and Heywood Islands, where a tidal stream of approximately 5 knots was encountered. After a landing had been made on Heywood Island, the ship attempted to leave the channel by its Southern entrance, only to find it blocked almost completely by extensive broken water. Anchorage was made close to the Eastern side of Degerando Island at 1730I. On radar, at low water that evening and in daylight the next morning, the full extent of the reef could be seen, drying in parts up to 6 or 7 feet. This patch is modestly covered on Chart Aus. 178 as being "Uneven bottom". It is hard to realise how this reef, even as late as 1964, could have remained undiscovered particularly in view of its very close proximity to recently surveyed areas. HMAS BASS Hydrographic Note 7/64 will refer.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

9. On Tuesday 14th July, with the motor boat sounding ahead, the ship cleared its overnight anchorage by passing close to the charted reef adjacent to Degerando Island and proceeded to Slate Island, having enroute to pass again over unsurveyed water. This passage however, was completed without incident. After a landing had been made at Slate Island, the ship proceeded South into Collier Bay, anchoring overnight off Montgomery Island in the lee of The Breakwater.

10. The ship cleared the Breakwater at 1130I on Wednesday 15th July and after stopping briefly at Caesar Island, proceeded close inshore along Koolan Island, entered Yampi Sound through Parakeet Channel and anchored off Collins Cove at Cockatoo Island at 1630H, clocks having been retarded one hour to Zone (8) at 1700I that afternoon. That evening the ship's company made use of the facilities offered at the Canteen on the island, whilst the Wardroom were entertained by the officers of the bulk ore carrier, MV MITTAGONG.

11. At 0730H the next morning, Mr. Farrand and I, at the invitation of the Manager of the B.H.P. plant on Cockatoo Island, proceeded ashore for a most instructive tour of inspection of the island. The ship weighed at 0930H and at 1025H, after Mr. Farrand and I had returned on board, proceeded from Yampi Sound into King Sound, calling briefly at Gibbings and High Islands. As the ship approached High Island, what appeared to be a signal fire started on that island. From Cockatoo Island it had been learnt that a mission launch was overdue on a trip from Derby to Cockatoo Island, and suspecting that the fire may have been lit to attract BASS' attention, the boat was sent inshore to investigate and render assistance if necessary. It was found, however, that the fire had been lit by an aging aboriginal, signalling to his wife on a nearby island.

12. The ship cleared High Island and after passing to the East of Mermaid Island, proceeded through Fantome Passage, which is very near the well named Hell's Gates. BASS' normal speed made-good on passages is a sedate 8.5-9 knots, but with the assistance of the flood tide here, a very impressive speed of 15 knots was reached for a period of two hours. The ship anchored at 1630H that afternoon in the less turbulent waters of Port Usborne.

13. At 1100H on Friday 17th July, the ship weighed and proceeded for Derby, and after a landing had been made at Torment Point, berthed alongside at Derby at 1630H. Whilst the ship took on water, approximately 12 of the leading citizens of Derby were entertained on board. At 1735H, the ship cast off and proceeded to a deep water anchorage. As had been our experience on a previous visit to Derby, we were made most welcome. The ship's company were entertained by the local RSL Club on Sunday evening and after a very pleasant week-end the ship weighed and proceeded at 0700H on Monday 20th July.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

14. Two landings were made in King Sound on the outward passage from Derby and after clearing Escape Passage, King Sound at 1800H, the ship anchored off Cape Leveque Lighthouse at 1925H. A landing was made at Cape Leveque early on Tuesday 21st July and on the skiff's return, the ship weighed and proceeded to the South. Landings were made during the day at Perpendicular Head and Low Sandy Point and the ship reached her overnight anchorage off Cape Baskerville at 2020H that evening.

15. The ship weighed at 0700H on Wednesday 22nd July but a dense fog, in which visibility was limited to less than a cable, prevented any landings being made until 0900H, when a break in the fog made a landing possible. Patchy fog persisted throughout the day, but was insufficient to prevent landings being made at Coulomb Point and Cape Boileau. At 1515H, the ship cleared Gantheaume Point and after negotiating the channel into Roebuck Bay, anchored in the channel off Broome Jetty at 1640H.

16. At 0800H on Thursday 23rd July the ship weighed and proceeded alongside Broome Jetty, securing there to embark fuel at 0815H.

17. Since the motor boat was temporarily unreliable and it was equally undesirable that the aluminium dinghy be used as a liberty-boat, it was probable that it would have been difficult to grant leave on the second night in Broome. Hence little was to be gained by spending the second scheduled day there, and accordingly, after completing fuelling at 1130H, the ship cast off from Broome Jetty and proceeded on passage for Darwin.

18. BASS anchored at 1155H on Friday 24th July to the East of the reef surrounding Adele Island. The reef on the Eastern side of the island extends for approximately 2½ miles to seaward and the ensuing trip to land in the skiff was made through perfectly clear water, with all the coral rock formations on the bottom being clearly visible in depths of 15-20 feet. This island itself abounds in sea-bird life and a fascinating hour was spent walking through flocks of virtually tame sea-birds of numerous varieties, many of which were nesting and protested loudly at the intrusion of strangers into their sanctuary.

19. Clocks were advanced to Zone IK at 2330H on Saturday 25th July and the remainder of the passage to Darwin was without incident, made unpleasant only by South-easterly winds which built up an uncomfortable swell.

20. The ship berthed alongside Inner Stokes Hill wharf Darwin at 1300IK on Monday 27th July and remained in this berth during the

AUSTRALIAN WAR MEMORIAL RCDIG1073495

remainder of the month. The ship commenced her Main Refit on Tuesday 28th July and reverted to 48 hours notice for steam at 1200IK that day.

21. Part of the ship's maintenance has been progressed well during the month and the appearance and cleanliness of the ship is satisfactory. The health, conduct and morale of the ship's company is satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant,

W.S.G. BATEMAN
Lieutenant RAN,
CAPTAIN.

APPENDIX.

Reference: RI Appendix 29A, paragraph 6.

(a) 1732.2 miles

(b) 233 hours 30 minutes.

(c) 53,214.8 miles.

(d) 7,296 hours 43 minutes.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

N A V Y R E G I S T R Y

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 186

FILE TITLE Thos Bass
Report of Proceedings
July 1964

MARK TO HN BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	DATE
INITIAL INDEXING		AV	
SUBSEQUENT INDEXING			

CLASSIFIER cc DATE 7/8

AUSTRALIAN WAR MEMORIAL RCDIG1073495

24/9

DEPARTMENT OF THE NAVY

MINUTE PAPER

18-6-346.

HMAS BASS Report of Proceedings Aug '64

DP 7/9

DTWP

D of C

D/DTWP (AIR) 23/9.

DNI

HPB 29/7

DCNP 20/9

DOA 1/10.

DMT 9/10

DDM

DPS 14/10

DGS AW 15/10

D/Dy P(A)

DNR 16/X

DNES 20/X

MDG BC 22/10

DCNTS 26/10. Main generators - understand one only repaired by replacement, other overhauled by C.D.W. 26/10.

DEE

DME 13/11 Comm DCNTS.

DNC 16/11

DW 23/11 24/11

HNB (N5)

REGISTRAR

~~HNB~~	~~DCNS~~	~~2 NM~~	~~4 NM~~	~~CNPR~~	~~REGISTRAR~~	Separate Report
~~D of O~~	~~1 NM~~	~~3 NM~~	~~SEC~~	~~HNB (N5)~~		Circulating

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21/20

26/29

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DEPARTMENT OF THE NAVY

18-6-346

MINUTE PAPER

HMAS Bass — Report of Proceedings. Arts by

~~HNB~~ 6/7/9.

~~D of O~~ 8/9

~~DCNS~~ 9/9

~~1ST NM~~ 10/9

~~2ND NM~~ 11/9

~~3RD NM~~ 12/9

~~4TH NM~~ 13/9

~~SEC~~ 17/9

~~CNPR~~ 18/9.

~~HNB (N5)~~ 23/8.

REGISTRAR

~~DP~~	DNI	DMT	DNR	DEE	HNB (N5)
DTWP	HPB	DPS	DNES	DME	REGISTRAR
D of C	DCNP	DGS	MDG	DNC	
D/DTWP (AIR)	DOA	DAP	DCNTS	DW	
		DDM			

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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16/11

AUSTRALIAN WAR MEMORIAL RCDIG1073495

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NAVY

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DATE

St 6299

DEPT. OF NAVY
CANBERRA

IN REPLY QUOTE No. 18 6 159/12 346

Naval Staff Office,
DARWIN NT

2 - SEP 1964

THE SECRETARY,
DEPARTMENT OF THE NAVY

HMAS BASS - REPORT OF PROCEEDINGS - AUGUST 1964

Enclosure: Report of Proceedings (in duplicate).

Submitted for the information of the Naval Board the Report of Proceedings of HMAS BASS for August 1964.

A/COMMANDER RAN.
Deputy Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073495

St 6299

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY
QUOTE No.

HMAS BASS
At DARWIN

1st September 1964.

Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

(Copy to : Hydrographer, ROYAL AUSTRALIAN NAVY)

Sir,

I have the honour to report the proceedings of HMAS BASS under my command, for the month of August 1964.

2. Throughout the month the ship remained alongside Inner Stokes Hill wharf, Darwin, carrying out the annual main refit. Splendid progress was made with the refit in all departments during the month and this was most pleasing considering that the refit had been precipitated on to all concerned some two months earlier than anticipated. The present refit of BASS is also probably the most comprehensive refit of any HMA Ship carried out in the Darwin area in recent years.

3. The Ship's staff, with much assistance from the Base Staff, HMAS MELVILLE, progressed the bulk of the dockyard component of planned maintenance and smaller defect items in all departments, whilst the heavier jobs were undertaken by the Commonwealth Department of Works. Items in the latter category included the replacement of both main generators, the re-fitting of the windlass and cargo winch, and the modifications to the Forecastle Store (in accordance with NOL 1236/66/30 dated 22nd May 1963). A Senior Radio Technician from Garden Island Dockyard, Mr. J. SHEPHERD, was flown North to complete the fitting of Type 696 Radio Transceiver and to thoroughly test and tune the remainder of the Radio/Radar installation.

4. The health, conduct and morale of the ship's company remains good, and this too, is pleasing since often in the past a long spell alongside in Darwin has been observed to have a depressing effect on the morale of the ship. Perhaps we were fortunate in this respect that the ship refitted during the most pleasant part of the year in Darwin rather than in the infamous ill-tempered and lethargic months of the change of seasons - October and November.

5. The appearance of the ship is satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant,

W.S.G. BATEMAN,
Lieutenant RAN.
CAPTAIN.

APPENDIX: Reference : R.I. Appendix 29A, Paragraph 6.

(a) Nil
(b) Nil
(c) 53,214.8 miles
(d) 7296 hours 43 minutes.

NAVAL OFFICER IN CHARGE
- 1 SEP 1964
NORTH AUSTRALIA AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073495

NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18/6

FILE TITLE
HMAS Bass
Report of Proceedings August
1964

MARK TO PW BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	
INITIAL INDEXING		AZ	
			DATE
SUBSEQUENT INDEXING			

CLASSIFIER [signature] DATE 3-9-64

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

Copy.
NF.206.203.

HMAS BASS Report of Proceedings Sept'64

DP

DTWP

D of C

D/DTWP (AIR)

DNI

HPB

DCNP

DOA

DMT

DDM

DPS

DGS

DAP

DNR

DNES

MDG

DCNTS

DET

DMT

DNC

DWO

HNB (N5)

REGISTRAR

HNB	DCNS	2 NM	4 NM	CNPR	REGISTRAR	Separate Report
D of O	1 NM	3 NM	SEC	HNB (N5)		Circulating

NOTE: (a) This report should be dealt with and passed on promptly

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

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11 JAN 1965

14/18

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18. 206-203.

HMAS BASS — Report of Proceedings. Sept '64

HNB 12/10

D of O 13/10

DCNS 13/10

1ST NM 14/10

2ND NM 16/10

3RD NM 23/10

4TH NM 26/10

SEC 26/10

DPR 27/10.

HNB (N5) 30/10.

REGISTRAR 3/11

DP	DNI	DMT	DNR	DEE	HNB (N5)
DTWP	HPB	DPS	DNES	DME	REGISTRAR
D of C	DCNP	DGS	MDG	DNC	
D/DTWP (AIR)	DOA	DAP	DCNTS	DW	
		DDM			

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.

RESTRICTED

12/16

AUSTRALIAN WAR MEMORIAL RCDIG1073495

O. H. M. S.

RESTRICTED

Appendix 'B' to HMAS BASS' Report of Proceedings for September, 1964.

3 Photographs.

Print 1 - Automatic Weather Station, Ashmore Reef.

Print 2 - Members of BASS' Ships company assist in the servicing of the wind generator at the weather station.

Print 3 - Indonesian prau, Ashmore Reef.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

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O. H. M. S.

RESTRICTED

Appendix 'B' to HMAS BASS' Report of Proceedings for September, 1964.

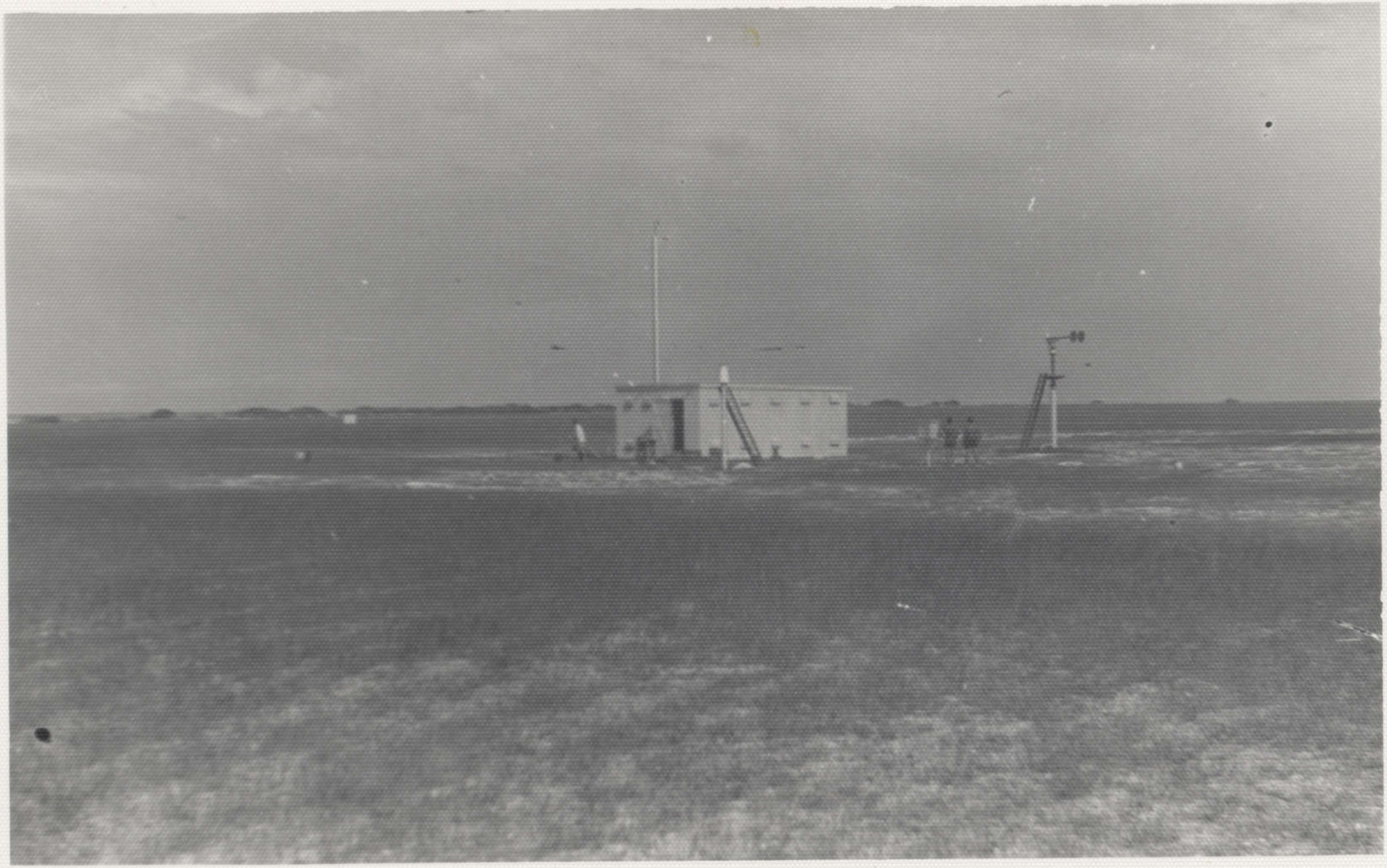
3 Photographs.

Print 1 - Automatic Weather Station, Ashmore Reef.

Print 2 - Members of BASS' Ships Company assist in the servicing of the wind generator at the weather station.

Print 3 - Indonesian prau, Ashmore Reef.

AUSTRALIAN WAR MEMORIAL RCDIG1073495



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ROYAL AUSTRALIAN NAVY

TELEPHONE:

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St 6299

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IN REPLY QUOTE No. 159/12

Naval Staff Office,
DARWIN NT

8 OCT 1964

THE SECRETARY,
DEPARTMENT OF THE NAVY

INDEXED
INIT. T.S.C
DATE 12/10/64

HMAS BASS - REPORT OF PROCEEDINGS - SEPTEMBER 1964

Enclosure: Report of Proceedings (in duplicate).

Submitted for the information of the Naval Board the Report of Proceedings of HMAS BASS for September 1964.

A/COMMANDER RAN.
Deputy Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

12/10

12/10

12/10.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ST 5340

ROYAL AUSTRALIAN NAVY

TELEPHONE:

RESTRICTED

IN REPLY
QUOTE No.

HMAS BASS,
At Thursday Island.
1st October, 1964.

Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

(Copy to : The Hydrographer, ROYAL AUSTRALIAN NAVY.)

Sir,

I have the honour to report the proceedings of HMAS BASS under my command, for the month of September, 1964.

2. At the beginning of the month the ship was alongside Inner Stokes Hill wharf, Darwin, completing the annual main refit. Unforeseen delays in the work on the modifications being carried out to the winch switchgear compartment, caused post refit sea trials to be delayed several days, and these were not carried out until Wednesday, 9th September. BASS cast off from Stokes Hill wharf at 1300IK that day and returned alongside the same berth four hours later. Fortunately no troubles were indicated during the sea trials and the ship was able to proceed with the scheduled programme.

3. Meteorological stores required for servicing the automatic weather station on West Islet, Ashmore Reef, were embarked during the forenoon of Tuesday, 8th September, and the ship cast off and proceeded for Ashmore Reef at 0930IK Thursday, 10th September. Two technicians from the Commonwealth Bureau of Meteorology embarked prior to the ship's departure.

4. The passage to Ashmore Reef was completed uneventfully in fair weather, and BASS anchored off West Islet at 1915IK Saturday, 12th September. Whilst approaching the reef that afternoon, two Indonesian praus were observed at anchor off Middle Islet. These were subsequently visited during the ship's stay at Ashmore Reef and a detailed report has been forwarded as my letter, I/2, dated 23rd September, 1964.

5. Unloading of the stores for the weather station commenced on Sunday, 13th September. The meteorological technicians found the station to be in good working order, and the only maintenance required was that associated with the prescribed annual routines. Members of the ship's company of BASS assisted as far as possible in this maintenance to ensure that no extra time was required to be spent at Ashmore Reef.

6. Some photographs obtained at Ashmore Reef are enclosed as Appendix 'B' as follows :-

Print 1 - The automatic weather station.

Print 2 - Members of the ship's company assist in the servicing of the wind generator at the weather station.

Print 3 - An Indonesian prau at Ashmore Reef.

NAVAL OFFICER IN CHARGE
5 - OCT 1964
159/B
NORTH AUSTRALIA AREA

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

7. All work required on the weather station was completed by AM Wednesday, 16th September, and BASS weighed and proceeded for Darwin at 1130IK that day. The return passage was made uneventfully in excellent weather, and the ship berthed alongside Inner Stokes Hill wharf, Darwin, at 1915IK Friday, 18th September. In view of the ship's contact with Indonesians, quarantine clearance was required, and the Health Department officers were embarked in the quarantine anchorage, prior to the ship proceeding to berth.

8. The ship was scheduled to sail from Darwin on Monday, 21st September. Unfortunately, however, the paint ordered for use on the underwater hull, whilst the ship was slipped in Thursday Island, was not discharged from the MV BULWARRA by the scheduled sailing date of BASS. Since there was no way of getting an adequate quantity of the appropriate paints to Thursday Island in the time available, there was no alternative other than for BASS to remain in Darwin until such time as the paint was discharged. It eventually emerged from BULWARRA's holds during the forenoon of Thursday, 24th September, and BASS cast off and proceeded for Thursday Island at 1130IK that day.

9. The passage from Darwin to Thursday Island was uneventful, although rather slower than usual, in view of the foul bottom and head seas. Clocks were advanced one half hour at 0030IK Sunday, 27th September, to 0100K.

10. The ship secured alongside South Seas Enterprises' slipway jetty, Thursday Island, at 1045K Monday, 28th September. BASS was positioned over the slipway cradle during the forenoon of Tuesday, 29th September, and hauling out commenced that afternoon. The scraping and cleaning of the boot-topping and anti-fouling surfaces were progressed as the ship came clear of the water.

11. BASS was still on Thursday Island slipway at the end of the month.

12. The health, conduct and morale of the ship's company is good. The appearance of the ship is good.

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

RESTRICTED

(W.S.G. Bateman)
Lieutenant RAN,
C A P T A I N.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

APPENDIX 'A'

Reference : R.I. Appendix 29A, Paragraph 6.

(a)	Distance steamed.	1723.1 miles
(b)	Hours underway.	211.5 hours
(c)	Total distance steamed since commissioning.	56042.4 miles
(d)	Total hours underway since commissioning.	7660 hours 13 minutes

AUSTRALIAN WAR MEMORIAL RCDIG1073495

NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18/206/D

FILE TITLE HMAS "Bass"

Report of Proceedings Sept. 1964

MARK TO HN BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS
INITIAL INDEXING		A2
SUBSEQUENT INDEXING		

CLASSIFIER J

DATE 10-10-64

AUSTRALIAN WAR MEMORIAL RCDIG1073495

26/11

18:6:392

DEPARTMENT OF THE NAVY

MINUTE PAPER

HMAS Bass Report of Proceedings. Oct 64

DP 19/11

DTWP ~~& NT~~ 24/11

~~D of C~~ 26/11

D/DTWP (AIR) 26/11

DNI

~~DPB~~ 9/11

DCNP 8/12.

DOA 8/12

~~DMT~~ 10/12.

DDM

DPS 14/12.

DGS 14/12

D/D of P(A) 21/12

DNR 22/12

~~DNTS~~ 23/12

~~MDG~~ 30/12

~~DCNTS~~ 13/1

~~DEE~~ 14/1

DME 15/1

DNC 19/1

~~DW~~ 22/1.

HNB ~~(N5)~~ 22/1

REGISTRAR

~~HNB DCNS 2NM 4 NM CNPR REGISTRAR~~) Separate Report

~~D of O 1 NM 3 NM SEC HNB (N5)~~) Circulating 20/7 31/8

NOTE: (a) This report should be dealt with and passed on promptly.

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

D.G.N.T.S. 31 DEC 1964

15/12

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RECEIVED
20 JAN 1965
D.A.S.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

18-2ab-241
~~18-6-392~~

DEPARTMENT OF THE NAVY

MINUTE PAPER

HMAS Bass Report of Proceedings. Oct '64

~~HNB~~ 4/19/11

D of O — By DofO
20/11 The original HYDROGRAPHIC INSTRUCTIONS for this survey were classified CONFIDENTIAL, subsequently downgraded to RESTRICTED. However, neither BASS nor NOIC NA received copies, and BASS is working as directed by MORESBY. Propose BASS & NOICNA be informed that details of the survey are classified at least RESTRICTED, & that this report be upgraded to RESTRICTED. 24/11

DCNS — Memo 29/11

~~HO/N~~

4/12 1ST NM

Request you take action as proposed by DofO. 25/11

~~2ND NM~~ 11/12. → WILL 10/12

~~3RD NM~~ 15/12

4TH NM 10/12

~~SEC~~ 8/12

~~CNER~~ ~~DPR~~ 18/12

21/12 ~~HNB (N5)~~ 23/12

REGISTRAR 30/12

DP	DNI	DMT	DNR	DEE	HNB (N5)
DTWP	HPB	DPS	DNES	DME	REGISTRAR
D of C	DCNP	DGS	MDG	DNC	
D/DTWP (AIR)	DOA	DAP	DCNTS	DW	
		DDM			

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.

20/11

18/12

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

DEPT. OF NAVY
18.206.241
CANBERRA
18/6/392

C 05358 -7DEC64

The Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

(Copy to: The Commanding Officer,
HMAS BASS.

The Commanding Officer,
HMAS MORESBY.

The Hydrographer, RAN,
GARDEN ISLAND, NSW.

HMAS BASS - REPORT OF PROCEEDINGS - OCTOBER, 1964

Reference: Your memorandum 159/12 of 11th November, 1964.

I am directed by the Naval Board to inform you that details of the survey on which HMAS BASS has been engaged are classified at least Restricted. In the circumstances it is necessary that the abovementioned Report of Proceedings should be upgraded to RESTRICTED. Navy Office copies have been dealt with accordingly.

HN. 8/12

Secretary.

HS 27/11

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

ROYAL AUSTRALIAN NAVY

TELEPHONE:

DEPT. OF NAVY
CANBERRA

18	206 159/12.	241

INDEXED
INIT B
DATE 19/11/64

Naval Staff Office,
DARWIN NT

RECEIVED
C 13 NOV A.M.
NAVY REGISTRY

13 NOV 1964

The Secretary,
DEPARTMENT OF THE NAVY

HMAS BASS - REPORT OF PROCEEDINGS - OCTOBER 1964

Enclosure: Report of Proceedings (in duplicate).

Submitted for the information of the Naval Board the Report of Proceedings of HMAS BASS for October 1964.

A/CAPTAIN RAN.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

19/11
18/11

19/11.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

ST 5340

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY
QUOTE No.

HMAS BASS,
At Sea.
2nd November, 1964.

Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

(Copy to : The Hydrographer, ROYAL AUSTRALIAN NAVY.
The Commanding Officer, HMAS MORESBY.)

Sir,

I have the honour to report the proceedings of HMAS BASS under my command, for the month of October, 1964.

2. At the beginning of the month the ship was on South Seas Enterprises' slipway at Thursday Island. During the period the ship was slipped, the ship's company were accommodated ashore in the Federal Hotel, and the First Lieutenant and myself at the Grand Hotel. Mr. W. HAWKINS, a Garden Island Dockyard technical officer, arrived in Thursday Island on Thursday, 1st October, to carry out the required external and internal hull surveys of the ship.

3. HMAS MORESBY anchored over-night in Normanby Sound off Thursday Island on Tuesday, 6th October, and I had the pleasure of dining onboard that evening with her commanding officer, Commander J.H.S. OSBORNE RAN. I remained onboard MORESBY for the night and returned to Thursday Island early the following morning with Mr. A. WOOD, a technical officer from the Dockyard Radio Centre, who was to fit BASS with Hi-Fix electronic position fixing equipment, before completing the docking period in Thursday Island.

4. The following work was carried out onboard during the period the ship was on Thursday Island slipway :-

(a) The boot-topping area was stripped back completely, and four full coats of primer, one full coat of anti-corrosive, and two full coats of black vinyl anti-fouling were applied.

(b) Three touch-up coats of primer, one full coat of anti-corrosive, and one full coat of red anti-fouling were applied to the fouling area.

(c) The anchor cables were chipped, burnt, and tarred.

(d) The cable locker was chipped back and re-painted.

(e) All routines laid down in the docking component of hull planned maintenance were carried out.

(f) The stern glands were re-packed, and all underwater valves opened up, skimmed and lapped as necessary.

Of the work listed above, (a) and (b) were completed mainly by slipway labour, and the remainder by ship's staff with the assistance and advice of Mr. HAWKINS.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

5. BASS unslipped at 1300K Friday, 9th October, and shifted to alongside the Town jetty, Thursday Island, to embark fuel and water. The ship cast off from that berth at 0600K the following morning and secured alongside HMAS MORESBY in Normanby Sound forty minutes later. The following personnel, together with their required stores, were transferred from MORESBY :-

Lieutenant J.J. DOYLE (X)(H) RAN

Lieutenant O. CASTRO - Philippines Bureau of Coast and Geodetic Survey

WO2 P. LONG - Royal Australian Army Survey Corps

Two junior Naval ratings and one Army other rank.

6. BASS cast off from MORESBY at 0800K that morning and proceeded to land shore parties at Gabba, Dauan and Turnagain Islands to co-ordinate the position of the last-mentioned island. The Gabba Island party was landed that afternoon, and the ship anchored for the evening of Saturday, 10th October, off Dauan Island.

7. The main observing party landed on Dauan Island at 0700K Sunday, 11th October, and commenced their arduous climb up Mount Cornwallis, the island's single peak, which reaches a height of nearly one thousand feet. BASS weighed and proceeded for Turnagain Island at 0830K that day. The motor-boat sounded ahead of the ship for most of this passage, and several patches of shoal water were encountered, but they were not sufficiently shallow to endanger BASS. The water was unusually clear for this part of Torres Strait, and the bottom could be seen clearly at depths less than thirty feet. The ship eventually anchored off Turnagain Island at 1130K that day and remained at anchor there over-night. This island is a most inhospitable piece of land, being virtually just a mangrove mud flat. The two members of the observing party were compelled to establish themselves in the branches of a coastal mangrove, when they were unable to find any suitable dry land with the right arcs of visibility.

8. All observing was completed satisfactorily on Sunday, 11th October, and BASS weighed at 0800K the following morning and proceeded from Turnagain Island to recover the shore party from Dauan Island. The ship then returned to Gabba Island, recovered the party there, and proceeded to Poll Islet, where she anchored for the evening at 1800K that day.

9. MORESBY joined BASS in the anchorage off Poll Islet at 0800K Tuesday, 13th October, and BASS secured alongside to return the shore observing parties (except Lieutenant DOYLE), and to collect equipment for Hi-Fix Slave One site and plotting sheets. Electrical Sub-lieutenant (AR) C. FISCHER RAN also joined to observe the erection of a Hi-Fix slave station and the master equipment in operational use onboard.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

10. The transfer of stores was completed by 1000K that morning, and BASS cast off from MORESBY at that time and proceeded to Turtle-backed (Yam) Island, anchoring there two and a half hours later. The remainder of the day was spent in ferrying stores ashore, and erecting the Hi-Fix slave camp on Yam Island. Understandably, the population of the village on the island displayed a keen interest in this novel activity on their island, and the men-folk were most willing to lend an enthusiastic helping hand. No problems were encountered in the installation of the Hi-Fix equipment and the slave station was fully operational by sunset.

11. The ship weighed at 0600K Wednesday, 14th October, and proceeded to anchor four hours later in Philip Harbour off the South-East side of Jervis Island. After the ship had anchored, the motor-boat was sent away to replenish Lambda Green Slave situated on one of the Bellevue Islands to the North of Jervis Island. The motor-boat returned shortly after midday, and BASS weighed and proceeded to the Hi-Fix calibration beacon laid by MORESBY to the West of Mount Ernest Island. The Hi-Fix equipment locked in successfully and the ship was able to achieve some sounding that afternoon before anchoring for the evening at 1800K off Burke Island.

12. The motor-boat was sent inshore at 0700K Thursday, 15th October, with a party to erect an extension tide-pole on the outer edge of the reef around Burke Island. This work was completed by 0900K and BASS weighed at that time and commenced sounding in the area between Burke Island and Watson Cay. The ship stopped sounding at 1345K and returned to Thursday Island, securing alongside the Town wharf at 1610K that afternoon.

13. BASS cast off from the Town wharf at 0800K the following morning and returned to the calibration beacon near Mount Ernest Island to check the Hi-Fix equipment. With Hi-Fix locked in correctly, the ship proceeded to Burke Island to land the tide-pole watcher, before running one complete sounding line to Yam Island via Watson Cay and Hastings Reef. BASS anchored for the evening off Yam Island at 1815K to enable the Hi-Fix slave camp to be replenished in daylight.

14. The ship weighed at 0700K Saturday, 17th October, and proceeded to Poll Islet to replenish the slave camp there. BASS then returned to the Southern limit of the survey area near Campbell Reef and spent the afternoon running sounding lines North to Watson Cay before anchoring for the evening off Burke Island at 1805K. The ship sounded uneventfully all Sunday, 18th October, and made over-night anchorage to the West of Watson Cay.

15. A strong South-Easterly wind sprung up before dawn on Monday, 19th October, and by the time the ship was underway at 0700K, this wind was a steady Force Five with an accompanying sea. BASS commenced sounding on a Southerly course but the echo-sounder began quenching so much that the trace was only occasionally readable. Sounding in such conditions is

AUSTRALIAN WAR MEMORIAL RCDIG1073495

wasted effort, and only serves to make living conditions unnecessarily unpleasant onboard. Accordingly, the ship anchored in the lee of Mount Ernest Island at 1020K that morning to await a change in the weather. Early that afternoon the wind seemed to have abated somewhat and BASS weighed at 1315K and re-commenced sounding. However, as soon as open water was reached, sea conditions were found to be unchanged and the ship stopped sounding and proceeded to a sheltered anchorage in the lee of Burke Island.

16. Weather conditions on Tuesday, 20th October, were even more unpleasant than those of the previous day, since in addition to high winds and an accompanying sea, passing severe rain squalls were also prevalent. No attempt to sound was made at all that day but the ship did get underway at 1700K and proceeded to the lee of Twin Island, anchoring there nearly four hours later, after a slow, rough and unpleasant passage.

17. MORESBY joined BASS in the anchorage off Twin Island during the evening of Tuesday, 20th October, and transfers of stores and personnel were made by sea-boat at 0700K the following morning. Since there was still no indication of an easing of the weather, BASS weighed at 0815K that day and returned to Thursday Island harbour by way of Flinders Passage and Ellis Channel. An alongside berth was not immediately available and the ship had to remain at anchor in the harbour for an hour or so, before securing alongside the Engineer's Jetty at 1130K that day.

18. BASS cast off and proceeded from Thursday Island for the survey area at 0900K Friday, 23rd October. On the way out of the harbour, Hi-Fix Slave One reported difficulties with their switching-on procedure, and hence it was necessary for the ship to proceed directly to Yam Island, anchoring there at 1600K that day. The ship's LEM spent the remainder of the day ashore making good the defect found on the slave transmitter. BASS weighed at 0740K the following morning and proceeded to Poll Islet to replenish the slave camp there. Some work on the MTR1 radio at Poll Islet was required before the ship could return to the sounding area via Burke Island to land the tide-pole party. The ship stopped sounding at 1900K that day and negotiated Prince of Wales Channel to anchor at 2200K off Friday Island in company with MORESBY.

19. The ship's company of BASS participated with MORESBY in the Survey Olympics held ashore on a suitable beach on Friday Island on Sunday, 25th October. Unfortunately BASS could not produce any outstanding athletic prowess although the tug-of-war team were successful in reaching the final of that event.

20. BASS weighed at 0700K Monday, 26th October, and proceeded with one of MORESBY's survey launches, the FANTOME, in company to place observation parties on Gabba, Dauan and Boigu Islands to co-ordinate the position of a Hi-Fix slave site to be selected on the last-mentioned island. The Gabba Island party was landed that afternoon, and the ship anchored for the evening off

AUSTRALIAN WAR MEMORIAL RCDIG1073495

Dauan Island at 1830K. FANTOME landed the Dauan observing party at 0700K the following morning, and the ship weighed at 0730K and proceeded to Boigu Island, anchoring off the village there at 1050K that morning. One of the villagers was engaged to pilot FANTOME to the suitable Hi-Fix site reported to exist on the South-West side of the island. The observing party was placed on this site by 1500K, and by considerable good fortune, all observing was completed that evening. Visibility from Boigu to Dauan was far from the best, being constantly threatened by haze and low rain clouds lying along the adjacent Papuan coast.

21. BASS weighed at 1015K Wednesday, 28th October, and proceeded on the return passage from Boigu Island. Unpleasant South-Easterly conditions had returned to the area, and after FANTOME had made a rough crossing from Boigu to Saibai, it was decided to seek sheltered anchorage in the lee of the latter island until the weather abated. This anchorage was made at 1340K that day, and the Dauan observing party was recovered later in the afternoon.

22. Some easing of the weather occurred over-night, and BASS weighed at first light on Thursday, 29th October, and proceeded Southwards with FANTOME in company. The wind freshened after dawn, but FANTOME was able to ride quite comfortably, keeping tucked in on the lee quarter of BASS. After recovering the Gabba Island party at 1100K that morning, the two vessels were able to continue on in tolerable weather conditions to Thursday Island harbour, where BASS secured alongside the Town wharf at 1845K that day. Our small off-sider of the previous few days, FANTOME, returned to MORESBY the following morning.

23. The ship cast off from the Town wharf at 0800K Saturday, 31st October, and proceeded to secure alongside MORESBY, anchored off Passage Islet, five hours later. A party of six ratings to clear the Hi-Fix site on Boigu Island was transferred from MORESBY, and BASS cast off and proceeded for Yam Island at 1320K that day. The ship anchored off Yam Island four hours later, and the dismantling of the slave camp for transfer to Boigu Island was commenced immediately. This work was not completed until about 2000K that evening and BASS remained at anchor over-night.

24. The appearance of the ship is satisfactory. However, the upper deck is illustrating the fact that negligible maintenance effort has been possible during the month. The ship has been short-handed with providing shore parties, and the remaining working hands have usually been fully involved with watch-keeping and keeping up with essential domestic cleaning duties.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

25. The health, conduct and morale of the ship's company is good. Short leave has been granted as convenient in Thursday Island.

I have the honour to be,

Sir,

Your Obedient Servant,

(W.S.G. Bateman)
Lieutenant RAN
C A P T A I N.

APPENDIX.

Reference : RI Appendix 29A, Paragraph 6.

(a) 960.4 miles
(b) 148 hours 42 minutes
(c) 57002.8 miles
(d) 7808 hours 55 minutes
(e) Not applicable.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

N A V Y R E G I S T R Y

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 1876

FILE TITLE Hms Bass
Report of Proceeding
October 1964

MARK TO 1451 BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS
INITIAL INDEXING		42
SUBSEQUENT INDEXING		

CLASSIFIER a

DATE 17/11

AUSTRALIAN WAR MEMORIAL RCDIG1073495

NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18/206

FILE TITLE
Bass
Report of Proceedings
October, 1964

MARK TO HN BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	DATE
INITIAL INDEXING		A2	
SUBSEQUENT INDEXING			

CLASSIFIER P Rowley DATE 30/11/64

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED 24/12

DEPARTMENT OF THE NAVY 18.206.252.

Copy.

MINUTE PAPER

HMAS Bass Report of Proceedings. Nov '44

DP 18/12.

DTWP GRG 22/12 This young officer continues to write a very good R of P. GRG 22/12

D of C 22/12

D/DTWP (AIR) 22/12

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HPB 30/12

DCNP 30/12.

DOA 4/1

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DDM 15 28/1

DPS 28/1

DGS 28/1 21/2

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DNES 17/2

MDG 17/2

DCNTS 22/2

DEE 23/2

DME 24/2

DNC 1~24

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HNB (N5)

REGISTRAR

40/30

7/29/.

~~HNB~~	DCNS	2NM	4 NM	CNPR	~~REGISTRAR~~	Separate Report
~~D of O~~	1 NM	3 NM	SEC	HNB (N5)		Circulating

NOTE: (a) This report should be dealt with and passed on promptly.

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

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RECEIVED
11 - MAR 1965
D.A.S.

M.D.G.
M.D. BRANCH
NAVY NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

DEPARTMENT OF THE NAVY 18·206·252

MINUTE PAPER

HMAS Bass Report of Proceedings Nov '64

HDBX 18/12

D of C 21/12

DCNS 23/12

1ST NM 8/1

2ND NM

3RD NM 14/1

4TH NM

SEC 31/12

DDB 18/1

HNB (N5) 19/1

REGISTRAR 22/1

DP	DNI	DMT	DNR	DEE	HNB (N5)
DTWP	HPB	DPS	DNES	DME	REGISTRAR
D of C	DCNP	DGS	MDG	DNC	
D/DTWP (AIR)	DOA	DAP	DCNTS	DW	
		DDM			

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.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ROYAL AUSTRALIAN NAVY

TELEPHONE

DEPT. OF NAVY
CANBERRA
18 | 206 | 252.
REF. No. 159/12.

INDEXED
INIT.
DATE 17/2/65

RESTRICTED

Naval Headquarters,
DARWIN NT.

RECEIVED
C 16 DEC P.M.
NAVY REGISTRY

15 DEC 1964

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

(Copies to: The Hydrographer, ROYAL AUSTRALIAN NAVY.
The Commanding Officer, HMAS MORESBY.
The Commanding Officer, HMAS BASS).

HMAS BASS - REPORT OF PROCEEDINGS - NOVEMBER, 1964.

Submitted for the information of the Naval Board the Report of Proceedings of HMAS BASS for November, 1964.

This Report of Proceedings has been upgraded to RESTRICTED in accordance with NOL 18/206/241 of 7th December. The Hydrographer, Commanding Officer of HMAS MORESBY and Commanding Officer of HMAS BASS are requested to upgrade their copies.

A/CAPTAIN, RAN.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

159/12

St 5340

ROYAL AUSTRALIAN NAVY

TELEPHONE:

REF. No.

HMAS BASS,
At Sea.
1st December, 1964.

RESTRICTED

Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

(Copy to : The Hydrographer, ROYAL AUSTRALIAN NAVY.
The Commanding Officer, HMAS MORESBY.)

Sir,

I have the honour to report the proceedings of HMAS BASS under my command, for the month of November, 1964.

2. At 0605K Sunday, 1st November, the ship weighed from the over-night anchorage off Turtle-backed Island, Torres Strait, and proceeded for Boigu Island to establish a Hi-Fix slave camp there. BASS anchored at 1300K that day off Aubusi Island at the Western extremity of Boigu Island, and the ferrying ashore of equipment commenced soon afterwards.

3. The erection of the slave camp on Boigu Island proved to be a laborious process. Due to the extensive shallow flats which extend South and West from that island, the ship could approach no closer to the Hi-Fix site than the anchorage off Aubusi Island. The round trip for the boats from the ship to the site was thus about ten miles at high water, and almost twice that distance at low water. The clearing of the mangroves around the camp was also a tedious task since Boigu mangroves are impressively hard and provide a challenge to the strongest axe-man.

4. The Hi-Fix slave was operational by the late afternoon of Tuesday, 3rd November, and BASS weighed at 0930K the following day, and proceeded for Thursday Island, securing alongside the Town wharf at 2230K that evening.

5. The ship cast off from the Town wharf, Thursday Island, at 0655K Friday, 6th November, and proceeded to the West of Jervis Island to join HMAS MORESBY in an anchorage about ten miles West of Susie Point at 1230K that day.

6. Saturday, 7th November, and Sunday, 8th November, were spent ship sounding in the Kerr Islet area with the three survey motor-boats from MORESBY in company. The weather was somewhat of a handicap during these two days, since heavy rain squalls were frequent, especially during the mornings. Further ship sounding occupied Monday, 9th November, but without the boats in company.

NAVAL OFFICER IN CHARGE
10 DEC 1964
NORTH AUSTRALIA AREA

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

7. Frequent passing squalls and unstable Hi-Fix conditions prevented the ship from commencing sounding on Tuesday, 10th November. BASS was thus still at anchor off the Western entrance to Napoleon Passage at 1000K that day, when a request for assistance was received from the fishing vessel, PHALERON, aground on Orman Reef, about twenty-five miles to the East of the ship's position. BASS proceeded through Napoleon Passage to render the required aid and arrived at the scene of the stranding at 1430K that afternoon. A full report of subsequent events associated with the salvaging of equipment and cargo from the PHALERON, has been made in my letter, S/2, dated 20th November. Two photographs obtained of the wreck are however, enclosures to this report of proceedings.

8. The ship anchored in the lee of Mourilyan Reef for the evening of Tuesday, 10th November, before carrying on into Thursday Island the following morning. After landing the PHALERON survivors and salvaged gear at Thursday Island, BASS returned to the Kerr Islet area, anchoring in company with MORESBY at 2050K Wednesday, 11th November.

9. Ship sounding in the Kerr Islet area with the three survey motor-boats as consorts re-commenced on Thursday, 12th November, but the Hi-Fix lost lock at about 1420K that day when Hi-Fix slave two on Bellevue Island was struck by a violent squall. MORESBY returned to Bellevue Island to render assistance to the slave camp, and BASS and the survey boats spent that evening anchored in the lee of Kerr Islet.

10. BASS and the boats rejoined MORESBY at 0800K Friday, 13th November, and BASS parted company thirty minutes later for the passage to Port Moresby. The ship anchored at 2200K that day off Sue Islet to enable the ship's side to be painted the following day. Whilst en route to Sue Islet, BASS paid a brief visit to Thursday Island for mail.

11. The passage to Port Moresby was resumed from Sue Islet at 1730K Saturday, 14th November. With some hours in hand, a search for Goldie Reef was intended during the forenoon of Sunday, 15th November, but the mirror-like sea surface that day caused this search to be abandoned. BASS therefore proceeded direct to Port Moresby and anchored off Manubada Island at 0320K Monday, 16th November, before securing alongside the Inner East berth at the main Port Moresby wharf at 0800K that day.

12. After an enjoyable three days in Port Moresby, the ship sailed at 0800K Thursday, 19th November, to return to the Torres Strait area. The triangulation station on Turtle-backed Island was marked permanently during the afternoon of Friday, 20th November, and the Boigu Island Hi-Fix slave site was replenished the following afternoon, before the ship returned to Thursday Island, securing alongside the Town wharf there at 1530K Sunday, 22nd November.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

13. BASS sailed from Thursday Island at 0730K Tuesday, 24th November, and proceeded to Jervis Island, anchoring in Napoleon Passage, about one mile West of Hamelin Boulders, at 1325K that day. After returning Hi-Fix equipment to the Bellevue Island slave site and setting that station to work, the ship proceeded through Napoleon Passage later that afternoon and anchored at 2200K South of Kerr Islet and in company with MORESBY.

14. Ship sounding in the Deliverance Island area with the available survey boats from MORESBY as consorts, occupied the remaining days of the month with the exception of Monday, 30th November, which the ship spent at anchor in the lee of Kerr Islet. The opportunity was taken on Friday, 27th November, to co-ordinate with Hi-Fix the sites of possible slave stations on Kerr Islet and Parliament Point. The weather during these days was somewhat better than that experienced earlier in the month and a satisfying output of work was achieved.

15. The health, conduct and morale of the Ship's Company is good. The appearance of the ship is satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant,

(W.S.G. Bateman)
Lieutenant RAN
C A P T A I N.

Enclosures : 2 in number photographs of the fishing vessel PHALERON wrecked on Orman Reef, Torres Strait, Tuesday, 10th November, 1964.

Filed in Library

APPENDIX.

Reference : RI Appendix 29A, Paragraph 6.

(a) 1997.0 miles
(b) 265 hours 30 minutes
(c) 58999.8 miles
(d) 8074 hours 25 minutes
(e) Not applicable.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

CONFIDENTIAL

DEPARTMENT OF THE NAVY 18·206·270

MINUTE PAPER

HMAS Bass Report of Proceedings. Dec '64.

DP 13/1

DTWP

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D/DTWP (AIR)

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HNB (N5)

REGISTRAR

~~HNB~~	DCNS	2NM	4 NM	CNPR	~~REGISTRAR~~	) Separate Report
~~D of O~~	1 NM	3 NM	SEC	HNB (N5)		) Circulating

NOTE: (a) This report should be dealt with and passed on promptly.

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

D. C. R.
25 FEB 1965

CONFIDENTIAL

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RECEIVED
3 - MAR 1965
D.A.S.

M. D. Q.
NAVY BRANCH
23 FEB 1965
OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073495

CONFIDENTIAL

18·206·270.

DEPARTMENT OF THE NAVY

MINUTE PAPER

HMAS Bass. Report of Proceedings Dec '64.

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D of O 14/1

DCNS 20/1

1ST NM 19/1

2ND NM

3RD NM 20/1

4TH NM

SEC 22/1

DPR 22/1

HNB (N5) 25/1

REGISTRAR 28/1

~~DP~~	DNI	DMT	DNR	DEE	HNB (N5)
DTWP	HPB	DPS	DNES	DME	REGISTRAR
D of C	DCNP	DGS	MDG	DNC	
D/DTWP (AIR)	DOA	DAP	DCNTS	DW	
		DDM			

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.

CONFIDENTIAL

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ROYAL AUSTRALIAN NAVY

TELEPHONE

RESTRICTED

DEPT. OF NAVY
CANBERRA

18	206	270

REF. No. 159/12.

Naval Headquarters,
DARWIN, N.T.

INDEXED
INIT. [illegible]
DATE 12/1/65

8 JAN 1965

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

HMAS BASS - REPORT OF PROCEEDINGS - DECEMBER, 1964.

Enclosure: Report of Proceedings (in duplicate).

Submitted for the information of the Naval Board the Report of Proceedings of HMAS BASS for December, 1964.

A/CAPTAIN, RAN.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

[illegible] 11/1

[illegible] 13/1

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

St 6299

ROYAL AUSTRALIAN NAVY

RESTRICTED

TELEPHONE:

IN REPLY
QUOTE No.

HMAS BASS
At DARWIN

4th January 1965.

Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

(Copy to : The Hydrographer, ROYAL AUSTRALIAN NAVY)

Sir,

I have the honour to report the proceedings of HMAS BASS under my command, for the month of December 1964.

2. At 0630K Tuesday 1st December, the ship weighed from the over-night anchorage off Kerr Islet, Torres Strait, and proceeded to rendezvous shortly afterwards with HMAS MORESBY. Ship sounding in the Deliverance Island area with the available survey motor-boats from MORESBY as consorts occupied the remainder of the day. BASS was employed similarly on Wednesday 2nd December and Thursday 3rd December.

3. BASS parted company from MORESBY at 0800K Friday 4th December, and proceeded with the survey motor boat FANTOME in company to recover the HI-FIX slave station on Boigu Island. This was the first occasion that Boigu had been approached from the West, and FANTOME was used to sound ahead, since the passage was for the most part shallow and potentially shoal. The ship anchored at 1620K that day about three miles South of the Hi-Fix slave site.

4. Recovery work at the Hi-Fix camp was considerably hampered on Saturday 5th December, by the strong Westerly wind which sprung up shortly before dawn that day. However, all stores were recovered by 1500K and BASS weighed shortly afterwards, and proceeded Southwards towards Turnagain Island, again with FANTOME sounding ahead. The ship passed to the East of Turnagain Island and anchored for the evening at 2135K that day off Saint Paul's Mission on Banks Island.

5. BASS weighed from the overnight anchorage off Banks Island at 0745K Sunday, 6th December and proceeded into Thursday Island harbour, securing alongside the Town wharf at 1100K that day. MORESBY entered harbour that evening and BASS secured alongside her at 0745K the following morning to embark fuel.

6. During the forenoon of Monday, 7th December, Thursday Island was still feeling the presence of the cyclone to the South, and strong westerly winds and severe passing squalls were prevalent. Since moderation of these unfavourable conditions was expected, it was decided to proceed with the passage to Darwin. Accordingly, BASS cast off from MORESBY at 1115K that day. The first afternoon on passage was just as unpleasant as anticipated, but after that the weather moderated somewhat, and the remainder of the passage was made in tolerable weather. After an otherwise uneventful passage, BASS secured alongside Inner Stokes Hill wharf, Port Darwin at 0800IK Friday, 11th December.

7. The Ship's Company were employed during the following week preparing the ship for her annual inspection. Monday, 14th December and Tuesday 15th December were spent at anchor in Darwin harbour to facilitate the painting of the ship's side.

NAVAL OFFICER IN CHARGE
- 5 JAN 1965
NORTH AUSTRALIA AREA

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

8. The Naval Officer-in-Charge, North Australia Area (Acting Captain K.D. GRAY DFC RAN), arrived onboard at 0900IK Thursday 17th December to carry out his annual inspection. On completion of Divisions and Rounds, the ship cast off and was underway in the harbour for about ninety minutes for evolutions before returning alongside at 1145IK that day.

9. BASS cast off from Stokes Hill wharf at 1100IK Friday 18th December and proceeded on passage to circumnavigate Bathurst and Melville Islands during the following three days. Overnight anchorage was made that evening off Point Fawcett on Bathurst Island, and the ship continued on passage to Snake Bay at 0700IK the following morning. On arrival in Snake Bay at 1600IK that afternoon, BASS anchored off an isolated beach at the entrance to the bay rather than off the welfare settlement, so that the Ship's Company could have recreational leave for a beach barbecue that evening.

10. The ship weighed and proceeded from Snake Bay at 0800IK Sunday 20th December, and anchored off Cape Don Lighthouse at 1630IK that afternoon. The lightkeepers at Cape Don are never backward in extending hospitality to the ship, but on this occasion they really extended themselves by inviting all non-duty members of the Ship's Company ashore to a beer, mud crab and oyster high tea at the lighthouse.

11. BASS weighed and proceeded from Cape Don at 0630IK Monday 21st December, and secured alongside Inner Stokes Hill wharf, Port Darwin at 1630IK the same day.

12. The ship remained alongside in Darwin for the remainder of the month. During this period, one thousand hour routines were carried out on the main engines and the motor boat was landed to allow modifications to its exhaust system to be carried out by the Commonwealth Department of Works. Apart from this defect on the boat which should be completed during the first few days of the New Year, the ship remains in all respects fully operational.

13. The health, conduct and morale of the Ship's Company has been good. The appearance of the ship is good.

I have the honour to be,

Sir,

Your Obedient Servant.

W.S.G. BATEMAN,
LIEUTENANT RAN,
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

APPENDIX

(a) 1497.7 miles

(b) 192 hours nil minutes.

(c) 60497.5 miles

(d) 8266 hours 25 minutes.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18/206/11

FILE TITLE AWPS Bass

Report of Proceedings

Dec '64

MARK TO AW BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	
INITIAL INDEXING		AZ	DATE
SUBSEQUENT INDEXING			

CLASSIFIER [signature] DATE 11/1/65

AUSTRALIAN WAR MEMORIAL RCDIG1073495

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

18 · 206 · 322

HMAS Bass — Report of Proceedings Feb 65

(Rep. Jan '65 follows Feb)

~~HNB~~ 8/3

~~D of O~~ 9/3.

~~DCNS~~ 10/3

~~1ST NM~~ 10/3

~~2ND NM~~ 11/3

~~3RD NM~~ 17/3

~~4TH NM~~ 17/3

~~SEC~~ 18/3 24/3

~~DPR~~ 24/3 24/3

~~HNB (N5)~~

REGISTRAR

~~DP~~	DNI	DMT	DNR	DEE	HNB (N5)
DTWP	~~HPB~~	DPS	DNES	~~DME~~	REGISTRAR
D of C	DCNP	DGS	MDG	DNC	
D/DTWP ~~(AIR)~~	~~DOA~~	DAP	DCNTS	~~DW~~	
		DDM			

Separate Report Circulating

NOTE: (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office. 9/11

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

CONFIDENTIAL

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ELEPHONE

ROYAL AUSTRALIAN NAVY

DEPT. OF NAVY
CANBERRA
18 | 206 | 322

RECEIVED
C 5 MAR P.M.
NAVY REGISTRY

INDEXED
INIT. Hell
DATE 5/5/65

REF. No. 159/12

Naval Headquarters,
DARWIN, N.T.

-4 MAR 1965

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS -
FEBRUARY, 1965.

Enclosure: Report of Proceedings (in duplicate).

Submitted for the information of the Naval Board the Report of Proceedings of H.M.A.S. BASS for February 1965.

A/CAPTAIN R.A.N.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ST 5340

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY
QUOTE No.

RESTRICTED

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

1st March, 1965.

Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

Copy to: The Hydrographer, ROYAL AUSTRALIAN NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - FEBRUARY, 1965.

Sir,

I have the honour to submit the report of proceedings of H.M.A.S. BASS for the month of February, 1965.

2. At the beginning of the month BASS was alongside Inner Stokes Hill Wharf, Port Darwin. The Staff Officer (Coast-Watching) Lieutenant A.E. JOHNSON R.A.N., Mr. J.H. McKENDRICK (Regional Director of Australian Security and Intelligence Organisation) and Sub Lieutenant R.T. ANDRIESSE R.A.N.R., joined the ship at at 0800IK, Tuesday 2nd February. Sub Lieutenant ANDRIESSE was borne for 21 days Annual Continuous Training.

3. The ship sailed from Darwin at 0900IK on Tuesday 2nd and proceeded to Wyndham. Opportunity was taken whilst on passage to give Officers of the Watch and senior rates some practice in ship-handling. Clocks were retarded to Zone H (-8) at 1730IK. The passage up-river to Wyndham was uneventful and BASS secured alongside the Meatworks jetty at 1645H on the 3rd. remaining alongside until Friday 5th. On Thursday 4th, 6 of Wyndham's leading citizens were entertained to drinks in the Wardroom.

4. BASS cast off and proceeded from Wyndham at 0800H on Friday 5th and after a brief but unsuccessful stop at a recommended fishing spot en route anchored off Troughton Island at 1025H on Saturday 6th. It had been intended to remain at anchor overnight but variable Easterly winds and overcast conditions suggested the possibility of a deterioration in the weather, and so BASS weighed and proceeded for Port Keats at 1530H. Clocks were advanced to Zone IK (-9½) at 0001H on Sunday 7th. After an overnight passage BASS anchored at the entrance to Port Keats.

5. At 0800(IK) BASS weighed and using the charts of BASS'S survey made last year, proceeded 8 miles up the Western arm of the river leading to the mission. This eliminated the lengthy boat trip to and from the mission, much to the relief of the Staff Officer (Coast-Watching) who had already developed an aversion to the ship's boat. Our proximity to the mission also enabled us to entertain the Superintendent of the Mission and 15 of his young native boys. These boys showed a keen interest in all they saw even though they probably did not understand a word of the explanations given about the various sections of the ship. This was obviously a memorable occasion for them.

6. BASS weighed and proceeded at 0900(IK) on Tuesday 9th stopping briefly to investigate a shoal off Peran Island. An

overnight passage....

NAVAL OFFICER IN CHARGE
3 MAR 1965
NORTH AUSTRALIA AREA

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

.....An overnight passage was made to Bathurst Island and BASS anchored off the Southern entrance to Apsley Strait at 0745(IK) on Wednesday 10th. Whilst the motor boat proceeded inshore to the mission station, advantage was taken of the oily calm conditions to touch up the ship's side. BASS weighed at 1300(IK) and proceeded to the West around Bathurst Island. During the afternoon the 974 radar became unserviceable and so BASS anchored at sunset 10 miles to the north of Cape Helvetius. Passage to Snake Bay was continued at 0710(IK) and at 1635(IK) on the 11th BASS anchored off the Snake Bay settlement. The Acting Superintendent of the settlement and his wife were entertained on board later that evening.

7. BASS weighed at 0700(IK) on Friday 12th and anchored in Alcaro Bay off Cape Don at 1540(IK) that afternoon. The lighthouse staff there had prepared a veritable feast of crab, oysters, chicken, ham and other delicacies in anticipation of entertaining the Ship's Company. However with radar unserviceable it was necessary to clear Alcaro Bay in daylight and so only a token assault could be made on the meal, much to our regret! BASS weighed and proceeded from Alcaro Bay at 1935(IK) and apart from a few passing squalls made an uneventful night passage to Darwin. The ship berthed alongside Inner Stokes Hill Wharf at 0840(IK) on Saturday 13th and commenced a ten day self maintenance period. Violent storms were experienced during this period making life aboard extremely uncomfortable at times.

8. I assumed command of H.M.A.S. BASS from Lieutenant W.S.G. BATEMAN R.A.N., on Wednesday 24th.

9. During the night of 23rd/24th cyclone"Marie" formed in North Eastern Arnhem Land and started a slow westerly movement, directly along BASS's intended track. Sailing was therefore delayed until "Marie's" movement had been definitely established. Cyclone "Marie" proved somewhat capricious by moving slowly west south west for periods and then remaining stationary again before moving on once more. Eventually on the night of Sunday 28th the cyclone passed South over Darwin towards the interior where it weakened, bringing heavy rains and strong gusty winds. BASS remained alongside during this period.

10. The health, morale and conduct of the Ship's Company remains good. The appearance of the ship is satisfactory and maintenance has progressed well during the month.

I have the honour to be,

Sir,

Your Obedient Servant,

K.C. Stephen

(K.C. STEPHEN.)
LIEUTENANT R.A.N.
CAPTAIN.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

APPENDIX TO H.M.A.S. BASS REPORT OF PROCEEDINGS - FEBRUARY, 1965.

(a) 1290.2 miles

(b) 138 hours 45 minutes

(c) 62966.8 miles

(d) 8539 hours 40 minutes.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18/206/D

FILE TITLE HMAS "Bass"

Report of Proceedings

February 1965

MARK TO HN BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	DATE
INITIAL INDEXING		A2	
SUBSEQUENT INDEXING			

CLASSIFIER [illegible] DATE 5-3-65

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

DEPARTMENT OF THE NAVY

18·206·304.

MINUTE PAPER

HMAS Bass — Report of Proceedings. Jan 65.

DP 16/2

DTWP 19/2.

D of C 23/2

D/DTWP (AIR) 23/2

CONS 23/2.

DNI 25/2

HPB 26/2

DCNP 1/3.

DOA 3/3

DMT 9/3

DDM 9/3

DPS

DGS 15/3

D/D of P(A) 12/3 15/3.

DNR 12/3.

DNES 18/3

MDG 23/3

DCNTS 25/3

DEE 26/3

DMW 30/3

DNC 31/3

DW 7/4.

HNB (N5) 9/4.

REGISTRAR

~~HNB DCNS 2NM 4NM CNPR REGISTRAR~~) Separate Report

~~D of O 1NM 3NM SEC HNB (5)~~) Circulating

24/1

NOTE: (a) This report should be dealt with and passed on promptly.

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

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RECEIVED
1 APR 1965
D.A.S.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

DEPARTMENT OF THE NAVY 18 · 206 · 304.

MINUTE PAPER

HMAS Bass. Report of Proceedings Jan '65.

HNB 17/2

D of O 18/2

DCNS RD. 19/2

1ST NM 22/2

2ND NM 24/2

3RD NM 4/3

4TH NM

SEC 26/2

DPR 1/3

HNB (N5) 8/3

REGISTRAR 10/3

~~DP~~	DNI	DMT	DNR	DEE	HNB (N5)
DTWP	~~HPB~~	DPS	DNES	~~DME~~	REGISTRAR
D of C	DCNP	DGS	MDG	DNC	
D/DTWP (AIR)	~~DOA~~	DAP	DCNTS	DW	
		DDM			

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.

1/24

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

TELEPHONE

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C 15 FEB A.M.
NAVY REGISTRY

ROYAL AUSTRALIAN NAVY

RESTRICTED

DEPT. OF NAVY
CANBERRA
18 | 206 | 304.
REF. No. 159/12

Naval Headquarters,
DARWIN, N.T.

INDEXED
INIT.
DATE 16/2/65

10 FEB 1965

The Secretary,
DEPARTMENT OF THE NAVY.

HMAS BASS - REPORT OF PROCEEDINGS - JANUARY, 1965.

Enclosure: Report of Proceedings (in duplicate).

Submitted for the information of the Naval Board the Report of Proceedings of HMAS BASS for January, 1965.

2. The matters raised in paragraphs 3-8 have been the subject of separate signals and a report graded SECRET. It is considered that the content included in the report of proceedings by BASS does not warrant a classification higher than RESTRICTED.

3. The matters raised in paragraph 15 will be the subject of separate Hydrographic Notes.

A/CAPTAIN RAN.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

RESTRICTED

N5 Bollille 16/2

AUSTRALIAN WAR MEMORIAL RCDIG1073495

St 6299
159/12

ROYAL AUSTRALIAN NAVY

RESTRICTED

TELEPHONE:

IN REPLY
QUOTE No.

HMAS BASS
At DARWIN

2nd February 1965.

Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

(Copy to: The Hydrographer, ROYAL AUSTRALIAN NAVY)

Sir,

I have the honour to report the proceedings of HMAS BASS under my command for the month of January 1965.

2. At the beginning of the month the ship was alongside Inner Stokes Hill wharf, Darwin.

3. BASS sailed from Darwin at 1030IK Wednesday 6th January to investigate reports from the Native Welfare Settlement at Snake Bay, Melville Island, that unidentified vessels had been sighted the previous day off Karslake Island to seaward of the settlement. Since there was a possibility that illegal landings may have been made, a reconnaissance patrol of ten Army personnel (one officer and nine other ranks) was embarked to carry out searches of the coastline in the possible landing areas.

4. After an uneventful overnight passage, the ship arrived off Karslake Island at first light on the morning of Thursday 7th January. Shortly after BASS anchored, the Army party landed on the Eastern beach of the Island to commence their search. So that the whole island could be kept under surveillance from seaward during the progress of the search, the motor cutter was sent away to patrol the Western side of the Island. Nothing untoward was observed on Karslake Island however, and the reconnaissance patrol returned to the ship at midday with their search completed. During the forenoon contact was also established with the Superintendent of the Snake Bay Settlement, but no fresh information was obtained about the sightings.

6. During the afternoon of Thursday, 7th January the Army party carried out a search of Brown Point - the Eastern point of the entrance to Snake Bay. This search was also unrewarding and the ship weighed and proceeded from Snake Bay at 1600IK that afternoon and anchored in Lethbridge Bay three hours later.

7. During Friday, 8th January, and Saturday, 9th January, the Army reconnaissance patrol carried out a search of both sides of Lethbridge Bay and upstream in the Jessie River as far as was passable by boat. Again nothing unusual was observed. BASS weighed and proceeded from Lethbridge Bay at 1600IK Saturday, 9th January, and anchored in Brenton Bay two hours later.

8. The search of the shores of Brenton Bay on Sunday, 10th January, was also unsuccessful, and BASS departed the area at 1200IK that day to return to Darwin. After anchoring overnight off Abbott Shoal buoy, the ship continued the passage to Darwin during Monday, 11th January, and secured alongside Inner Stokes Hill wharf at 1430IK that day.

NAVAL OFFICER IN CHARGE
2 - FEB 1965
NORTH AUSTRALIA AREA

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

9. BASS cast off from Stokes Hill wharf at 1200IK Friday 15th January and proceeded on passage to visit Port Essington and the Oxley Island area. Captain D. GEORGE (R/L) of the N.T. Military Command and one Sea Cadet from TS WARRAMUNGA were embarked for this cruise.

10. After an uneventful overnight passage the ship anchored in Port Essington off Black Point at 0700IK Saturday 16th January. BASS had embarked a quantity of stores for the Coburg Peninsular Government Ranger, and these were unloaded during the forenoon, whilst the ranger took Captain GEORGE and myself on a tour of the nearby parts of his patrol area. This gentleman is a Naval coastwatcher and is most splendidly equipped and keen to fulfil this duty. His house commands the entrance to Port Essington and he regularly undertakes a patrol by Land Rover along the coast to the entrance of Port Bremer. He also has on issue to him a speed-boat in which he often visits the upper reaches of Port Essington, Port Bremer, and other adjacent smaller inlets along the coast. Most of these patrols are as required by the Northern Territory Animal Industry Board, but since he is also an enthusiastic coastwatcher, the arrangement as far as the Navy is concerned, must be considered admirable as well.

11. During the afternoon of Saturday 16th January, BASS shifted anchorage in Port Essington to Knocker Bay, where a visit was paid to the recently established Japanese pearl culture farm. This farm was originally started in Apsley Strait, but due to the strength of the tidal streams there, was shifted to Port Essington some twelve months ago. After the brief visit to Knocker Bay, BASS returned to an overnight anchorage off Black Point.

12. The ship weighed and proceeded from Port Essington at 0730IK Sunday, 17th January. Whilst on passage to the Oxley Islands, the ship passed close inshore to Danger Point and Cape Croker and the coast between these points, but nothing suspicious was observed. BASS arrived off North Oxley Island at 1400IK Sunday 17th January, and spent the remainder of the afternoon in reconnoitring the coast-lines of McCluer, Grant and Lawson islands, before returning to an overnight anchorage in the lee of Oxley Island. Nothing untoward was observed during this cursory examination of these islands.

13. BASS weighed from Oxley Island at 0800IK Monday 18th January, and after first making an inspection from seaward of New Year Island, took passage for Darwin. After an overnight passage made unpleasant by a severe squall which struck at about midnight, the ship secured alongside Inner Stokes Hill wharf at 1200IK Tuesday, 19th January.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

14. BASS cast off from Stokes Hill wharf at 1000IK Tuesday 26th January and proceeded on passage to circumnavigate Bathurst and Melville Islands during the following three days. Another Sea Cadet from TS WARRAMUNGA was embarked for this period.

15. The ship anchored for the evening of Tuesday 26th January, off Cape Helvetius at the South-West corner of Bathurst Island, and continued on passage at 0735IK the following morning. During the forenoon a search was made for the Inner Mesquite Shoal buoy. After locating this buoy some three miles inshore from its charted position, BASS proceeded to anchor at 1330IK that afternoon off the unnamed, uncharted islet North of Cape Van Diemen. This islet, which is shown on the 1:250,000 Army Survey map of the area, is about two miles long by a quarter of a mile wide, and is sparsely vegetated with low bushes and ground vines. A party from the ship landed there but found nothing of interest apart from a fresh water soak, which yielded brackish, but quite drinkable, water. BASS continued on passage to the East at 1515IK that afternoon and anchored overnight off the entrance to Lethbridge Bay at 2005IK that evening.

16. During Thursday, 28th January, the ship made uneventful passage by way of Dundas Strait and Van Diemen Gulf to an overnight anchorage off South-West Vernon Island. The weather during this day however, and also for the following morning, when the passage to Darwin was resumed, was far from pleasant with strong Westerly winds, and passing rain squalls. It was thus fortunate that the passage around Bathurst and Melville Islands had been made in a clockwise direction.

17. BASS berthed alongside Inner Stokes Hill wharf, DARWIN, at 1130IK, Friday 29th January, and remained there for the remainder of the month.

18. The health, conduct and morale of the ship's company is good. The appearance of the ship is satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant,

W.S.G. BATEMAN,
Lieutenant RAN,
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

APPENDIX.

(a) 1179.1 miles.

(b) 134 hours 30 minutes.

(c) 61676.6 miles.

(d) 8400 hours 55 minutes.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18/206/10

FILE TITLE HMAS Bass

Report of proceedings - January 1965

MARK TO HN BRANCH.

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS
INITIAL INDEXING		A2.
SUBSEQUENT INDEXING		

CLASSIFIER DR

DATE 15.2.65

AUSTRALIAN WAR MEMORIAL RCDIG1073495

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

RESTRICTED

1st March, 1965.

Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

Copy to: The Hydrographer, ROYAL AUSTRALIAN NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - FEBRUARY, 1965.

Sir,

I have the honour to submit the report of proceedings of H.M.A.S. BASS for the month of February, 1965.

2. At the beginning of the month BASS was alongside Inner Stokes Hill Wharf, Port Darwin. The Staff Officer (Coast-Watching) Lieutenant A.E. JOHNSON R.A.N., Mr. J.H. McKENDRICK (Regional Director of Australian Security and Intelligence Organisation) and Sub Lieutenant R.T. ANDRIESSE R.A.N.R., joined the ship at at 0800IK, Tuesday 2nd February. Sub Lieutenant ANDRIESSE was borne for 21 days Annual Continuous Training.

3. The ship sailed from Darwin at 0900IK on Tuesday 2nd and proceeded to Wyndham. Opportunity was taken whilst on passage to give Officers of the Watch and senior rates some practice in ship-handling. Clocks were retarded to Zone H (-8) at 1730IK. The passage up-river to Wyndham was uneventful and BASS secured alongside the Meatworks jetty at 1645H on the 3rd. remaining alongside until Friday 5th. On Thursday 4th, 6 of Wyndham's leading citizens were entertained to drinks in the Wardroom.

4. BASS cast off and proceeded from Wyndham at 0800H on Friday 5th and after a brief but unsuccessful stop at a recommended fishing spot en route anchored off Troughton Island at 1025H on Saturday 6th. It had been intended to remain at anchor overnight but variable Easterly winds and overcast conditions suggested the possibility of a deterioration in the weather, and so BASS weighed and proceeded for Port Keats at 1530H. Clocks were advanced to Zone IK (-9½) at 0001H on Sunday 7th. After an overnight passage BASS anchored at the entrance to Port Keats.

5. At 0800(IK) BASS weighed and using the charts of BASS'S survey made last year, proceeded 8 miles up the Western arm of the river leading to the mission. This eliminated the lengthy boat trip to and from the mission, much to the relief of the Staff Officer (Coast-Watching) who had already developed an aversion to the ship's boat. Our proximity to the mission also enabled us to entertain the Superintendent of the Mission and 15 of his young native boys. These boys showed a keen interest in all they saw even though they probably did not understand a word of the explanations given about the various sections of the ship. This was obviously a memorable occasion for them.

6. BASS weighed and proceeded at 0900(IK) on Tuesday 9th stopping briefly to investigate a shoal off Peran Island. An

overnight passage....

NAVAL OFFICER IN CHARGE
3 MAR 1965
NORTH AUSTRALIA AREA

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

.....An overnight passage was made to Bathurst Island and BASS anchored off the Southern entrance to Apsley Strait at 0745(IK) on Wednesday 10th. Whilst the motor boat proceeded inshore to the mission station, advantage was taken of the oily calm conditions to touch up the ship's side. BASS weighed at 1300(IK) and proceeded to the West around Bathurst Island. During the afternoon the 974 radar became unserviceable and so BASS anchored at sunset 10 miles to the north of Cape Helvetius. Passage to Snake Bay was continued at 0710(IK) and at 1635(IK) on the 11th BASS anchored off the Snake Bay settlement. The Acting Superintendent of the settlement and his wife were entertained on board later that evening.

7. BASS weighed at 0700(IK) on Friday 12th and anchored in Alcaro Bay off Cape Don at 1540(IK) that afternoon. The lighthouse staff there had prepared a veritable feast of crab, oysters, chicken, ham and other delicacies in anticipation of entertaining the Ship's Company. However with radar unserviceable it was necessary to clear Alcaro Bay in daylight and so only a token assault could be made on the meal, much to our regret! BASS weighed and proceeded from Alcaro Bay at 1935(IK) and apart from a few passing squalls made an uneventful night passage to Darwin. The ship berthed alongside Inner Stokes Hill Wharf at 0840(IK) on Saturday 13th and commenced a ten day self maintenance period. Violent storms were experienced during this period making life aboard extremely uncomfortable at times.

8. I assumed command of H.M.A.S. BASS from Lieutenant W.S.G. BATEMAN R.A.N., on Wednesday 24th.

9. During the night of 23rd/24th cyclone"Marie" formed in North Eastern Arnhem Land and started a slow westerly movement, directly along BASS's intended track. Sailing was therefore delayed until "Marie's" movement had been definitely established. Cyclone "Marie" proved somewhat capricious by moving slowly west south west for periods and then remaining stationary again before moving on once more. Eventually on the night of Sunday 28th the cyclone passed South over Darwin towards the interior where it weakened, bringing heavy rains and strong gusty winds. BASS remained alongside during this period.

10. The health, morale and conduct of the Ship's Company remains good. The appearance of the ship is satisfactory and maintenance has progressed well during the month.

I have the honour to be,

Sir,

Your Obedient Servant,

K.C. Stephen

(K.C. STEPHEN.)
LIEUTENANT R.A.N.
CAPTAIN.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

APPENDIX TO H.M.A.S. BASS REPORT OF PROCEEDINGS - FEBRUARY, 1965.

(a) 1290.2 miles

(b) 138 hours 45 minutes

(c) 62966.8 miles

(d) 8539 hours 40 minutes.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

4/5

DEPARTMENT OF THE NAVY

MINUTE PAPER

18. 206.341

HMAS Bass Report of Proceedings. Mar 65

DP 14/4

DTWP

D of C 28/4

D/DTWP (AIR) 29/4

CONS 4/5

DNI 7/5

HPB 10/5

DCNP 10/5

DOA 14/5

DMT 14/5

DBM 17/5

DPS 18/5.

DGS 18/5.

D/D of P(A) 21/5.

DNR 26/5

DNES 27/5

MDG 31/5

DCNTS

DEE

DMED 10/6.

DNC

DW 18/6 21/6

HNB (NE

REGISTRAR

~~HNB DCNS 2NM 4NM CNPR REGISTRAR~~) Separate Report

~~D of O 1NM 3NM SEC HNB (5)~~) Circulating

NOTE: (a) This report should be dealt with and passed on promptly.

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

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20/10

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

RECEIVED
10 JUN 1965
D.A.S.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

18/206341

HMAS Bass — Report of Proceedings Mar 65

HNB 15/4

D of O 14/4

DCNS 15/4

1ST NM 15/4

2ND NM 22/4

3RD NM 28/4

4TH NM 23/4

SEC 27/4

DPR 27/4

HNB (N5) 3/5

REGISTRAR

DP	DNI	DMT	DNR	DEE	HNB (N5)
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D/DTWP (AIR)	DOA	DAP	DCNTS	DW	
		DDM			

Separate Report Circulating

NOTE: (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office. 24/21

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

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

ROYAL AUSTRALIAN NAVY

RECEIVED
C 9 APR P.M.
NAVY REGISTRY

DEPT. OF NAVY
CANBERRA

18	206	341
REF. NO.	159/12	

Naval Headquarters,
DARWIN, N.T.

INDEXED
INIT. X
DATE 9/4/65

8 APR 1965

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S.BASS - REPORT OF PROCEEDINGS - MARCH, 1965.

Enclosure: Report of Proceedings(in duplicate).

Submitted for the information of the Naval Board the Report of Proceedings of H.M.A.S. BASS for March 1965.

2. The attention of BASS has been drawn to the need to improve the quality of the typing of the report of his proceedings. While the facilities in the ship are distinctly limited, the services of my staff are available.

A/CAPTAIN R.A.N.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RECEIVED
C 9 APR P.M.

RESTRICTED

ROYAL AUSTRALIAN NAVY

Naval Headquarters,
DARWIN, N.T.

9 APR 1965

9 + 63

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S.BASS - REPORT OF PROCEEDINGS - MARCH, 1965.

Enclosure: Report of Proceedings(in duplicate).

Submitted for the information of the Naval Board the Report of Proceedings of H.M.A.S. BASS for March 1965.

2. The attention of BASS has been drawn to the need to improve the quality of the typing of the report of his proceedings. While the facilities in the ship are distinctly limited, the services of my staff are available.

A/CAPTAIN R.A.N.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

9/4

12/4

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

St 5340

ROYAL AUSTRALIAN NAVY

TELEPHONE:

REF. No. Y/1

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

4th April, 1964.

The Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

Copy to: The Hydrographer, ROYAL AUSTRALIAN NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - MARCH, 1965.

Sir,

I have the honour to submit the report of proceedings for H.M.A. ship under my command for the month of March, 1965.

2. At the beginning of the month BASS was alongside Inner Stokes Hill wharf. BASS sailed from Darwin at 1300(IK) on Tuesday 2nd to carry out a visit to coastwatching establishments on the North coast of Australia and in the Torres Strait area.

3. Moderate seas were experienced during the passage to Port Essington, fortunately the very rough seas produced by cyclone "Marie" had abated and so conditions were not as bad as had been expected. After an uneventful overnight passage BASS anchored in Port Essington at 0510(IK) on Wednesday 3rd.

4. The Staff Officer (Coastwatching) Lieutenant A.E. JOHNSON R.A.N. proceeded ashore to visit the local ranger at 0630(IK) and on return, BASS weighed and proceeded to Croker Island Mission. Accompanied by the S.O.(C) I called on the Superintendent of the Methodist Mission, the Reverend GOODLUCK at 1830(IK). A muster of "X" crystals was carried out during our visit and one was found to be missing, this has been seperately reported by the S.O.(C).

5. The ship remained at anchor overnight and sailed at 0600(IK) for Goulborn Island, anchoring ½ mile off the West Coast of the South island at 1315(IK). During the afternoon of Thursday 4th, opportunity was taken to carry out annual pistol practice. BASS weighed anchor at 1700(IK) and proceeded to Maningrida Mission, passage being taken between North and South Goulburn Islands. This passage was uneventful and was carried out using a magnetic compass as the gyro compass became unserviceable shortly after sailing. Attempts were made to carry out repairs, these were however unsuccessful and it was necessary to send the compass to Sydney for repairs.

6. BASS anchored one mile south of Entrance Island at 0110(IK) on Friday 5th, passage down to Maningrida was not attempted because of the time factor involved. It had been found that the aluminium skiff with the new outboard engine was just as

.....fast if not

NAVAL OFFICER IN CHARGE
6 - APR 1965
NORTH AUSTRALIA AREA

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

.....continued

fast if not faster than BASS and so reduced the time required for each stop. On completion of the visit by S.O.(C), BASS weighed and proceeded to Millingimbi Mission.

7. The ship anchored off Yabooma Island at 1600(IK) on Friday 5th, passage up to the mission at this time was not attempted as it was dead low water and high tide was not until the late evening. In order to save time S.O.(C) proceeded inshore in the skiff and radio watch was set with the Methodist Mission to ascertain his time of arrival and time of departure back to the ship. Heavy rain squalls began shortly after 1830(IK) and the seas started to rise so the S.O.(C) and his E.M(C) passed the night ashore in the mission. They eventually rejoined BASS at 0830(IK) on Saturday 6th when weather conditions had eased slightly.

8. The sea state had not abated during the night and after BASS weighed anchor and proceeded, extremely uncomfortable conditions were encountered whilst passing to the West and North of the Crocodile Islands. Course was altered to the South in the late afternoon, much to the relief of the S.O.(C). BASS eventually anchored one mile off Elcho Island at 2030(IK).

9. After a short visit to the mission by Lieutenant JOHNSON, BASS weighed and proceeded to Melville Bay on Sunday 7th. An uneventful passage was made up to Cape Wessel and then Southward to Melville Bay, BASS entering the harbour at 0715 on Monday 8th. A good anchorage was obtained one cable to the South of the jetty.

10. I proceeded ashore at 0845 and had lunch with the Superintendent of the Mission. An eventful journey to the Mission was carried out in a truck and a landrover, during the fifteen mile trip both vehicles broke down and the landrover ran out of petrol. Despite all these mishaps the mission was eventually reached at 1200(IK) where I had a quick tour of the establishment followed by a most enjoyable lunch. During the return journey opportunity was taken to inspect the airfield which was used as a Hudson bomber base during the last war. There was still one Hudson bomber in one of the dispersal bays lining the runway, apparently it was damaged and abandoned when the R.A.A.F. left at the end of the war. This runway is in suprisingly good condition and is sealed the entire length.

11. BASS weighed at 1517 that afternoon and proceeded to Groot Eylandt, during this passage two small uncharted islands were observed. A Hydrographic note has been raised to report these islands. Owing to difficulty in identifying the entrance to the mission bay on radar, entry was delayed until daylight; this proved most fortunate as the Mission boat was sighted leaving for the Roper River. The Superintendent of the Mission boarded BASS and we were thus saved a 14 mile journey for nothing. On completion of all business the ship weighed and proceeded to Mornington Island.

12. This passage was quite uneventful until 1100(IK) on

.....Wednesday, 10th

AUSTRALIAN WAR MEMORIAL RCDIG1073495

.....continued

Wednesday, 10th when the winds suddenly rose to gale force and very large seas were encountered. As BASS was rolling very heavily it was necessary to heave to for 3½ hours until the winds had eased. The heavy seas persisted and so landing at Mornington Island was abandoned owing to the danger of anchoring and landing a small boat in a very exposed anchorage.. Course was thus set for Arukun Mission on Cape York, BASS eventually anchored off Archer River at 0255 on Friday, 12th. It was noticed at the end of this passage that Cape York appeared to be 12 miles to the West of its charted position and not 4-5 as reported on the chart. Clocks were advanced half an hour to Zone (K) at 2345 on Tuesday, 11th.

13. BASS weighed at 1100(K) on Friday 12th and after a short stop at Weipa arrived alongside Thursday Island wharf at 1530(K) on Saturday 13th. It was intended to sail on Monday evening but a signal was received on Saturday to say that Lieutenant I. CAMPBELL R.A.N.R. would not arrive in Thursday Island until A.M. Tuesday, 16th. Sailing was thus delayed until Tuesday morning. When information was received on Tuesday morning that Lieutenant CAMPBELL's plane had not connected with the Thursday Island plane, plans were made to sail immediately, however just prior to letting go, the radar became unserviceable and so sailing was once again delayed until this was rectified. As the services of a local native pilot could not be obtained, it was considered imprudent to sail with a magnetic compass as the only navigational aid available. The radar defect was rectified early on Wednesday 17th and so BASS immediately cast off and sailed for Banks and Mulgrave Islands.

14. Anchorage for the Wednesday night was obtained to the South East of Jervis Island and in the morning S.O.(C) proceeded ashore to Jervis Island. After his return at 1045(K) BASS weighed anchor and proceeded Northwards to Saibai Island, anchoring for the evening off the West side of Saibai Island. That evening the local native headman and a visiting schoolteacher were entertained onboard to drinks and dinner in the wardroom.

15. The following morning BASS proceeded to Boigu Island. After proceeding only a short distance the depth started decreasing to 25 feet and so the ship was stopped and the motor boat was lowered to proceed ahead with the portable echo sounder. According to the headman on Saibai Island high water was at 1330(K), nevertheless a minimum depth of 14 feet was obtained for one 2 mile stretch. BASS eventually anchored off Boigu Island village at 1325(K) after a very slow passage. I proceeded ashore with S.O.(C) and had a quick look at the village, I was suprised to find that this village was much dirtier than any other I had already seen. It is based on the only strip of dry land on the island, the headman stated that this strip is slowly being eaten away by the high tides and eventually it will be necessary for the village to move elsewhere.

16. BASS weighed and proceeded at 1425(K), it was necessary to travel at very slow speed on the return journey. This time a minimum depth of 13 feet was obtained at only 2 hours after reputed

.....high water

AUSTRALIAN WAR MEMORIAL RCDIG1073495

.....continued

high water. It was of interest to note that on BASS's last passage to Boigu a minimum depth of 18 feet was obtained, this recent decrease of depth may be the result of silting. As there is very little tidal information available no firm conclusions could be drawn. BASS eventually anchored to the South of Duaun Island at 1850(K).

17. The ship weighed at 0700(K) on Saturday, 20th and after a brief stop at Yam Island and an overnight stop off Dalrymple Island, BASS anchored in Daru harbour at 1300(K) on Sunday, 21st.

18. On Monday, 22nd accompanied by S.O.(C), I called on the District Commissioner, Mr BENSTEAD. After a short meeting we were taken on a tour of Daru, this proved to be most interesting and included a visit to the local jail, the airfield and the fully automatic power station. The same evening Mr BENSTEAD was entertained to drinks in the wardroom. Short leave was given to the ships company during our weekend stay.

19. BASS weighed and proceeded from Daru at 0800(K) on Tuesday, 23rd and proceeded south to Turtlehead Island anchoring at 0215(K) on Wednesday, 24th 1½ miles to the South East of Turtlehead Island. An attempt was made to enter the channel between the mainland and the island at 0630(K) the same day but was abandoned when the echo sounder became unserviceable. The S.O.(C) proceeded ashore in skiff and returned onboard three hours later.

20. The last two stops prior to arriving at Thursday Island were at Punsand Bay and Red Island Point, the weather had improved considerably the last few days and so the final passage through Albany Passage proved to be most scenic and interesting. At Punsand Bay the local coastwatcher Mr. MULHOLLAND was entertained to drinks inthe wardroom. As he had not had anything to read for the last few months, Mr. MULHOLLAND was eventually sent on his way loaded with paperbacks, a much happier coastwatcher.

21. BASS secured alongside Thursday Island wharf at 1300(K) on Thursday, 25th. Lieutenant I. CAMPBELL R.A.N.R. joined on arrival having spent the last week in the Grand Hotel at Thursday Island. Lieutenant A.E. JOHNSON R.A.N. left for Canberra on Friday 26th, having completed his coastwatching tour by sea.. On Friday morning at the invitation of the High School headmaster, Mr. HAMILTON, I gave a lecture on recruiting and the Navy to the senior boys in the school.

22. BASS cast off at 0930(K) on Saturday 27th and after an uneventful passage arrived in Darwin harbour at 2359(IK) on Tuesday 30th. Clocks were retarded 30 minutes to Zone (IK) at 1800(K) on Sunday 28th. The ship moved to Inner Stokes Hill wharf at 0730(IK) on Monday 31st.

23. The health, conduct and morale of the ship's company is good. The appearance of the ship is satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant,

(K.C. STEPHEN.)
LIEUTENANT R.A.N.
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

APPENDIX TO H.M.A.S. BASS REPORT OF PROCEEDINGS - MARCH, 1965.

(a) 2717.0 miles

(b) 298 hours 29 minutes

(c) 65683.8 miles

(d) 8838 hours 9 minutes.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

NAVY REGISTRY - RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18/206/41

FILE TITLE HMAS "Bass"

Report of Proceedings

March 1965

MARK TO N BRANCH.

OTHER DIRECTIONS

Log

INDEXING HISTORY	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS		DATE
INITIAL INDEXING		A2		
SUBSEQUENT INDEXING				

CLASSIFIER J

DATE 9.4.65

AUSTRALIAN WAR MEMORIAL RCDIG1073495

CONFIDENTIAL

DEPARTMENT OF THE NAVY

18 · 206 · 322.

MINUTE PAPER

HMAS Bass Report of Proceedings. Feb '65.

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HNB (N5)

REGISTRAR

D.C.N.T.S.
21 APR 1965

31/24
27/24

~~HNB~~ DCNS 2NM 4NM CNPR ~~REGISTRAR~~) Separate Report

~~D of O~~ 1NM 3NM SEC ~~HNB (5)~~) Circulating

NOTE: (a) This report should be dealt with and passed on promptly.

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

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

RECEIVED
30 APR 1965
D. A. S.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

DEPARTMENT OF THE NAVY

18·6·474

MINUTE PAPER

HMAS Bass. Report of Proceedings April '65

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REGISTRAR 16/7/65

D.C.N.T.S. 1 JUN 1965

~~HNB DCNS 2NM 4NM CNPR REGISTRAR~~) Separate Report

~~D of O 1NM 3NM SEC HNB (5)~~) Circulating

NOTE: (a) This report should be dealt with and passed on promptly.

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

DEPARTMENT OF THE NAVY 18·6·474

MINUTE PAPER

HMAS Bass. Report of Proceedings April '65

HNB

D of O By D of O BASS has now sailed for ASHMORE REEF. 12/5.

DCNS RD. 14/5

1ST NM 17/5

2ND NM 19/5

3RD NM

4TH NM 21/5

SEC 24/5

DPR 24/5 4/6

HNB (N5)

REGISTRAR

DP	DNI	DMT	DNR	DEE	HNB (N5)
DTWP	HPB	DPS	DNES	DME	REGISTRAR
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D/DTWP (AIR)	DOA	DAP	DCNTS	DW	
		DDM			

Separate Report Circulating

19/11

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.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RECEIVED
TELEPHONE
0 MAY A.M.

ROYAL AUSTRALIAN NAVY

DEPT. OF NAVY
CANBERRA
18 — 6 474

REF. No. 159/12

INDEXED
INIT
DATE 10 5 66

Naval Headquarters,
DARWIN, N.T.

6 MAY 1965

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - APRIL, 1965.

Enclosure: Report of Proceedings (in duplicate).

Submitted for the information of the Naval Board the Report of Proceedings of H.M.A.S. BASS for April, 1965.

2. The unserviceability and lack of reliability of the magnetic and gyro compasses has been reported upon separately. The interruption to the ship's programme occasioned by these defects is to be regretted but it is considered that the ship can make up the time lost.

A/CAPTAIN R.A.N.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

12/5.

10/5

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RECEIVED
TELEPHONE
C 10 MAY A.M.

ROYAL AUSTRALIAN NAVY

18 6 474

REF. No. 159/12

Naval Headquarters,
DARWIN, N.T.

10 5 66

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - APRIL, 1965.

Enclosure: Report of Proceedings (in duplicate).

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A/CAPTAIN R.A.N.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

12/5

10/5

AUSTRALIAN WAR MEMORIAL RCDIG1073495

St 6299

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY
QUOTE No. Y/1

HMAS BASS
At DARWIN

1st May 1965.

The Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

(Copy to : The Hydrographer, ROYAL AUSTRALIAN NAVY)

HMAS BASS - REPORT OF PROCEEDINGS - APRIL 1965.

Sir,

I have the honour to submit the report of proceedings for HMA Ship under my command for the month of April 1965.

2. At the beginning of the month BASS was alongside Inner Stokes Hill wharf progressing a short self maintenance period. Opportunity was taken during this period to chip the superstructure back to bare metal as this had not been done previously because of the busy survey season in the latter half of 1964.

3. BASS sailed from Darwin at 0930IK on Wednesday 7th April and proceeded to Bathurst Island. Five minutes after sailing it was noticed that the gyro compass was 30° in error despite having been checked prior to sailing. It was then observed that the compass was not following correctly whenever course was altered. Errors had previously been noticed in the compass after its return from Garden Island where it had been repaired in March. Repairs were effected and at 1155 IK the compass was reported as serviceable again. However at 1720 IK the gyro was again found to have an error of 20°. This was soon remedied and a check at sunset revealed the gyro was only 2° low. BASS anchored off Hayloch Point, Bathurst Island at 1755 IK the same day after a passage in ideal conditions.

4. BASS weighed anchor at 0800 IK on Thursday 8th April and proceeded North to Snake Bay, anchoring at 1810 IK the same evening. It was learnt on return to Darwin that a signal had been received from Snake Bay Welfare Settlement saying that an 800-1000 ton white ship with a yellow funnel was anchoring in the Bay. Opportunity was taken during this passage to carry out an echo sounder run whilst passing down the North East coast of Cape Van Diemen. The ship's company proceeded ashore that evening for a banyan on a small sandy beach three-quarters of a mile from where BASS was anchored.

5. BASS weighed at 0600 IK on Friday 9th April and proceeded East along the coast of Melville Island through Dundas Strait and Clarence Strait and eventually anchored off South West Vernon Island at 2150 IK. The weather deteriorated during the forenoon and a short high sea from the port bow produced a very uncomfortable jerky movement in the ship. During the day the gyro was again noticed to be varying from 4° low to 4° high and so more reliance was placed on the magnetic compass. That evening it was reported to me that the magnetic compass had developed a leak. I examined the compass and observed air bubbles entering from the forward section of the compass bowl. On Saturday morning the level of fluid in the magnetic compass had gone down by about three-quarters of an inch and as the compass card was exposed it was decided to rely on the gyro for the 21 mile passage to Darwin.

NAVAL OFFICER IN CHARGE
5 - MAY 1965
NORTH AUSTRALIA AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073495

6. BASS weighed anchor at 0535 IK on Saturday 10th April and after an uneventful passage secured starboard side to Inner Stokes Hill wharf at 0900 IK.

7. On Monday 12th the magnetic compass was removed and repairs were carried out by MELVILLE technical staff; the compass being replaced the same evening. On Tuesday morning a leak was again observed and so the compass was forwarded to the RAAF Instrument Section at Darwin for repairs. Two small leaks were found and repaired, and the compass was returned to BASS on Wednesday 14th.

8. On Thursday 15th, BASS cast off at 0915 IK and after carrying out a gyro compass check, secured to Frances Bay buoy at 0950 IK to carry out a compass swing. This swing was completed at 1055 IK but as results were not consistent, another swing was attempted in the afternoon. This was eventually abandoned when the combined force of wind and tide proved too much for the Workboat. BASS secured starboard side to Inner Stokes Hill wharf at 1510 IK.

9. The meteorological stores due to be embarked in BASS for the Ashmore Reef Weather Station were delayed by a train derailment 50 miles from Darwin and as they would not arrive until after Easter and the compass had not yet proved satisfactory, sailing was delayed until Tuesday 20th. It was intended to sail for Ashmore Reef immediately on completion of swinging the compass and embarkation of meteorological stores.

10. On Tuesday 20th an examination of the magnetic compass revealed that the fluid was still leaking out of the bowl and so the compass was airfreighted to Sydney for repairs by Garden Island. It was considered that these leaks may be the result of expansion of the metal when heated by the 100 watt projection lamp. This lamp has to remain switched on so the compass may be seen in the bridge and as a result the compass bowl becomes extremely hot after only a short period.

11. The meteorological stores were embarked on Tuesday 20th but sailing was cancelled owing to the unreliability of the gyro compass and absence of a secondary compass. The remainder of the month was spent progressing self maintenance.

12. Lieutenant I.M. Campbell, RANR, left BASS on Tuesday, 13th April having completed 29 days Annual Continuous Training.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

13. The health and conduct of the ship's company has been good and morale remains high despite the uncertainty of the ship's programme. The appearance of the ship is satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant,

K. C. Stephen

K. STEPHEN,
Lieutenant, RAN.
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

APPENDIX

(a) 319.5 miles

(b) 40 hours 5 minutes.

(c) 66003.3 miles

(d) 8878 hours 14 minutes.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

NAVY REGISTRY - RECORDING AND INDEXING DIRECTIONS

10. REGISTER ON CARD 18/6/[illegible] 474

FILE TITLE HMAS BASS
Report of Proceedings
APRIL 1965

MARK TO HP BRANCH.

OTHER DIRECTIONS

INDEXING HISTORY	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS		
INITIAL INDEXING		A5 /		
SUBSEQUENT INDEXING				DATE

CLASSIFIER [illegible] DATE 10.5.65

AUSTRALIAN WAR MEMORIAL RCDIG1073495

18-6-484

DEPARTMENT OF THE NAVY

MINUTE PAPER

HMAS Bass Report of Proceedings May '65

HNB 9/6

D of C 11/6

DCNS

1ST NM 16/6.

2ND NM 18/VI

3RD NM 20/6

4TH NM

SEC 23/6

DPR 23/6

HNB (N5) 24/6

REGISTRAR

DP	DNI	DMT	DNR	DEE	HNB (N5)
DTWP	HPB	DPS	DNES	DME	REGISTRAR
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D/DTWP (AIR)	DOA	DAP	DCNTS	DW	
		DDM			

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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.

8/18

AUSTRALIAN WAR MEMORIAL RCDIG1073495

DEPARTMENT OF THE NAVY

18 - 6 - 484

MINUTE PAPER

HMAS Bass Report of Proceedings May 65

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~~DTWP~~ 18/6

D of O 21/6

D/DTWP (AIR) 22/6

~~CONS~~ 23/6

~~DNI~~ 25/6

HPB 28/6

~~DCNP~~ 29/6

~~DOA~~ 29/6

DMT 5/7

~~DDM~~ 5/7

~~DPS~~ 6/7

~~DCS~~ 8/7

~~D/D of P(A)~~

~~DNR~~ 9/7

~~DNES~~ 12/7

MDG 13/7/65

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HNB (N5)

REGISTRAR 8/29

~~HNB DCNS 2NM 4NM CNPR REGISTRAR~~) Separate Report

~~D of O 1NM 3NM SEC HNB (5)~~) Circulating

NOTE: (a) This report should be dealt with and passed on promptly.

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MDG 13/7/65.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

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7 JUN A.M.
NAVY REGISTRY

ROYAL AUSTRALIAN NAVY

INDEXED
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DATE 7/6/65

DEPT. OF NAVY
CANBERRA
18 | 6 | 4841

REF. No. 159/12

Naval Headquarters,
DARWIN, N.T.

- 3 JUN 1965

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - MAY, 1965.

Enclosure: Report of Proceedings (in duplicate).

Submitted for the information of the Naval Board the Report of Proceedings of H.M.A.S. BASS for May, 1965.

2. A separate report has been forwarded on the matters raised in paragraph 4. Some limited assistance has been afforded H.M.A.S. BASS by Base Staff to make good the shortages reported in paragraph 8.

A/CAPTAIN R.A.N.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

7/6
HN 7/6/65
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AUSTRALIAN WAR MEMORIAL RCDIG1073495

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7 JUN A.M.
NAVY REGISTRY

ROYAL AUSTRALIAN NAVY

RECEIVED
DATE 7/6/65

18 6 484

REF. No. 159/12

Naval Headquarters,
DARWIN, N.T.

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - MAY, 1965.

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A/CAPTAIN R.A.N.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

7/6
HN 7/6/65

NS 9/6.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

Sc 6290

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY
QUOTE No. Y/I

HMAS BASS
At DARWIN

1st June 1965.

Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

Copy to: Hydrographer, ROYAL AUSTRALIAN NAVY.

HMAS BASS - REPORT OF PROCEEDINGS - MAY 1965.

Sir,

I have the honour to report the proceedings of HMA Ship BASS for the month of May 1965.

2. At the beginning of the month, BASS was alongside Inner Stokes Hill Wharf, Port Darwin, awaiting delivery of the magnetic compass, which had been sent to Garden Island, Sydney for repair. This item was received onboard on Thursday, 6th May. At 0830 IK on Friday, 7th May, BASS cast off and proceeded to Frances Bay Buoy to swing the ship. Although an overall deviation of 12° was found in the compass, the swing was considered to be satisfactory, pending further adjustments to the compass at a later date. The ship returned alongside to her berth at 1005 IK.

3. At 0022 IK on Sunday, 9th May, BASS cast off and proceeded to sea, having embarked two technicians from the Bureau of Meteorology. On clearing Darwin Harbour at 0330IK, course was set for Ashmore Reef where servicing of the Automatic Weather Station was to be carried out. Clocks were retarded one hour to Zone -8½ (HI) at 1800 IK on Monday, 18th May, and after an uneventful passage, the ship anchored off West Ashmore Island at 1120 (HI) on Tuesday, 11th May.

4. During the visit to Ashmore Reef, contact was made with a number of Indonesian fishermen. This is the subject of separate correspondence.

5. The afternoon of the 11th May was spent in ferrying stores and maintenance equipment to the Automatic Weather Station on West Ashmore Island. During the next two days, maintenance here was progressed, whilst in the evenings, excellent fishing was enjoyed by the ship's company. Work ashore was satisfactorily completed by noon on Friday, 14th May and the ship weighed and proceeded for Darwin at 1305 HI that afternoon.

6. Clocks were advanced one hour to Zone -9½ (IK) at 0001 HI on Saturday 15th May. The return passage to Darwin was slow, made so by strong South-easterly winds and accompanying seas which came up during the days but which usually died at sunset. Charles Point Light was raised at 0522 IK on Monday 17th May and the ship anchored in the Quarantine Anchorage, Port Darwin at 0840 IK that morning. The ship was cleared by Quarantine Authorities at 0930IK, at which time the ship weighed and proceeded to her berth at Inner Stokes Hill Wharf, securing alongside there at 1000 IK. The ship remained alongside during the rest of the month, whilst self-maintenance was carried out in preparation for the forthcoming surveying season.

NAVAL OFFICER IN CHARGE
1 JUN 1965
NORTH AUSTRALIA AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073495

7. The Captain of BASS, Lieutenant K.C. Stephen, RAN, was admitted to hospital for a minor operation on Monday 24th May and at the end of the month was absent on sick leave.

8. The progress of maintenance has been handicapped by the absence of members of the ship's company through illness and for disciplinary reasons. Consequently, the appearance of the ship at present is poor.

9. The general conduct of the ship's company apart from two warrant offences arising from the same incident, has been satisfactory. The health and morale of the ship's company is satisfactory.

I have the honour to be

Sir,

Your Obedient Servant.

R.A. Howland

R.A. HOWLAND,
Lieutenant, RAN.
for CAPTAIN.

APPENDIX

Reference : RI Appendix 29A, Paragraph 6.

(a) 968.2 miles

(b) 127 hours 10 minutes

(c) 66,971.5 miles

(d) 9005 hours 24 minutes.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

NAVY REGISTRY - RECORDING AND INDEXING INSTRUCTIONS

REGISTER ON CARD 18/6/484

FILE TITLE HMAS BASS
Report of Proceedings
May 1965

MARK TO HN BRANCH

OTHER DIRECTIONS

INDEXING HISTORY	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS		
INITIAL INDEXING		A2		
SUBSEQUENT INDEXING				DATE

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

DEPARTMENT OF THE NAVY

MINUTE PAPER

DEPT. OF NAVY
18 · 6 · 514
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HMAS Bass Report of Proceedings June 65

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~~2ND NM~~

3RD NM

4TH NM

~~2ND NM~~

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HNB (N5)

REGISTRAR 12/8.

~~DP~~	DNI	DMT	DNR	ACMD	HNB	(N5)
D/D of P(A)	HPB	DDM	DNES	DMED	REGISTRAR	)
DTWP	DCNP	DPS	ALOC	PNA		) Separate Report
D of C	DOA	DFSD		DWE		) Circulating.
D/DTWP (AIR)				MDG		
~~CONS~~						

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.

12/29

AUSTRALIAN WAR MEMORIAL RCDIG1073495

DEPARTMENT OF THE NAVY

MINUTE PAPER

18·6·514.

HMAS Bass Report of Proceedings. June 65

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HNB (N5)

RESISTRAR

HNB ~~DCNS~~ 2NM 4NM DPR ~~REGISTRAR~~) Separate Report

~~D of O~~ 1NM 3NM SEC HNB(5)) Circulating

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

ROYAL AUSTRALIAN NAVY

DEPT. OF NAVY
CANBERRA
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C 22 JUL A.M.
NAVY REGISTRY

INDEXED
INIT.
DATE 22/7/65

REF. No. 159/12

Naval Headquarters,
DARWIN, N.T.

20 JUL 1965

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - JUNE, 1965.

Enclosure: Report of Proceedings (in duplicate).

Submitted for the information of the Naval Board the Report of Proceedings of H.M.A.S. BASS for June, 1965.

2. The unserviceability and unsuitability of BASS's 17'6" motor boat has been a cause of concern, and a separate full report proposing an alternative craft has been submitted.

A/CAPTAIN R.A.N.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

23/7/65

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NAVY REGISTRY

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Naval Headquarters,
DARWIN, N.T.

20 JUL 1965

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - JUNE, 1965.

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A/CAPTAIN R.A.N.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

23/7/65

23/7

23/7

AUSTRALIAN WAR MEMORIAL RCDIG1073495

St 6299

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY
QUOTE No.

HMAS BASS
At SEA.

1st July 1965.

The Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

Copy to : The Hydrographer, ROYAL AUSTRALIAN NAVY.

HMAS BASS - REPORT OF PROCEEDINGS - JUNE, 1965

Sir,

I have the honour to submit the report of proceedings for HMA Ship under my command for the month of June 1965.

2. At the beginning of the month BASS was alongside Inner Stokes Hill wharf, Port Darwin progressing a long self maintenance period. During this period opportunity was taken to land the 17'6" motor boat for repairs as it had been leaking very badly when last used at Ashmore Reef.

3. BASS cast off and proceeded to Frances Bay buoy at 0915IK on Friday 11th to carry out a compass swing. This was successfully completed and after a short trial of the main engines, BASS secured alongside Inner Stokes Hill wharf at 1137IK. The 17'6" motor boat was re-embarked during the afternoon, but examination of the boat shortly after its arrival revealed that two of the bottom planks were split. These splits were presumed to have occurred on the truck whilst being transported from the slipway to the wharf. As it appeared unlikely that this boat would be serviceable for the forthcoming survey, all fittings for the portable echo sounder were fitted to the 12' aluminium dinghy. A trial carried out in Darwin harbour on Saturday morning proved most satisfactory.

4. BASS cast off at 0915IK on Monday 14th and proceeded to Cape Hotham to commence a reconnaissance survey of Van Diemen Gulf. After an uneventful passage the ship anchored for the evening at 1700IK, some 5 miles to the North East of Cape Hotham.

5. The ship weighed at 0930IK Tuesday 15th and commenced sounding in the Chambers Bay area. This area was extremely discoloured by mud and was rather shallow, the 3 fathom line varying between four and six miles from the shoreline. Soundings were completed at 1700IK and the ship anchored 10 miles to the East of Ruby Island.

6. BASS weighed at 0815IK on Wednesday 16th and commenced sounding in the Chambers Bay area again, attempting to verify the existence of the 6 fathom patch and to mark the limits of the shoal indicated on Chart AUS 049. This patch was not found and it was considered the shoal was only an extension of the very shallow coastline. Soundings were completed at 1430IK and the ship anchored three miles to the South East of Ruby Island whilst the aluminium dinghy attempted to locate the drying patch to the South of Ruby Island. Shortly after leaving the ship the portable echo sounder broke down and so attempts were made to locate this patch visually. Although it was low water and Drayton and Elizabeth reefs could be clearly seen above water, there was no sign of the 10 foot drying patch.

NAVAL OFFICER IN CHARGE
9 - JUL 1965
NORTH AUSTRALIA DET

AUSTRALIAN WAR MEMORIAL RCDIG1073495

7. On Thursday 17th the ship weighed at 0815IK and commenced sounding again. This, however, had to be abandoned at 1130IK as Force 5-6 winds produced very short high seas which rendered the echo sounder unreadable. These winds and seas persisted throughout the afternoon so BASS remained at anchor for the evening.

8. The winds had eased slightly on Friday morning and BASS weighed at 0820IK and commenced sounding until 1630IK that afternoon when the ship proceeded to an anchorage to the West of Cape Hotham. The high seas had risen again during the afternoon and soundings were abandoned over the weekend to allow the wind to blow itself out. A shooting party was sent ashore on the Sunday but despite numerous tales of hundreds of wild geese sighted, etc., the party was not able to produce any results.

9. The ship weighed at 0815IK on Monday 21st and proceeded back to the survey area, this time to cross the Gulf and sound in the Two Hills Bay area. The run across the Gulf was carried out by D.R., the ship being out of radar range all the way. A minimum depth of 16 feet was obtained 12 miles to the South West of Two Hills Bay. This later proved to be an extension of Mataram Shoal. Another shoal depth of 13 feet was obtained 5½ miles to the South East of Wells shoal. It is not yet known whether it is an extension of Wells shoal or another shoal. The ship anchored for the evening in the lee of Greenhill Island at 1617IK.

10. On Tuesday 22nd conditions were ideal for sounding with only a gentle breeze and a smooth sea. BASS weighed at 0800IK and proceeded on a South Easterly course back to Cape Hotham. At 0930IK the port engine became overheated and was stopped whilst repairs were carried out. This was completed in just over an hour. At the same time the depth, which had been about 16 fathoms, began to rapidly decrease and a line of smooth water with small breakers at the edge was observed about half a mile ahead. The ship was stopped and the aluminium dinghy lowered to check the depth ahead, a minimum depth of 1 foot being obtained. The boat then proceeded to the North along the edge of the reef until a safe depth of 25 feet was reached, thus enabling BASS to cross safely. The position of this reef was approximately 11 miles to the South West of Greenhill Island. Minimum depths of 11 and 12 feet were obtained, the former to the South East of Wells Shoal and the latter to the South East of Giles Shoal. Soundings were completed at 1650IK and the ship proceeded back to Darwin anchoring in the harbour at 0008IK on Wednesday 23rd. BASS secured alongside Inner Stokes Hill wharf at 1000IK the same day and remained alongside for the following five days.

11. After a most relaxing weekend BASS cast off from Stokes Hill

AUSTRALIAN WAR MEMORIAL RCDIG1073495

wharf at 0900Ik on Tuesday 29th and proceeded to resume the reconnaissance survey of Van Diemen Gulf. The ship anchored for the evening off Cape Hotham at 1655IK.

12 . BASS weighed at 0800IK on Wednesday 30th and proceeded on a North Easterly course to cross Van Diemen Gulf again. A minimum depth of 11 feet was encountered to the South East of Mataram Shoal. From the depths obtained so far it was estimated that this shoal extends to at least 8 miles South East of its charted position. It is intended to sound along this shoal when time is available. After sounding to within a mile of Two Hills Bay, BASS proceeded East once again to anchor in the lee of Greenhill Island for the evening.

13. The appearance of the ship is satisfactory and the health, morale and conduct of the ship's company remains good.

I have the honour to be,

Sir,

Your Obedient Servant.

K.C. Stephen

K.C. STEPHEN.
Lieutenant, RAN.
CAPTAIN.

APPENDIX:

Reference : RI Appendix 29A, paragraph 6.

(a) 576.8 miles.

(b) 74 hours 20 minutes.

(c) 67,548.3 miles

(d) 9,079 hours 44 minutes.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

NAVY REGISTRY - RECORDING AND INDEXING INSTRUCTIONS

REGISTER ON CARD ...18/6/-514.....

FILE TITLE....HMAS BASS.....
.....Report of Proceedings.....June 1965.....
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MARK TO.....HN.....BRANCH

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INDEXING HISTORY	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	
INITIAL INDEXING		A2	
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DATE.....27.7.65.....

AUSTRALIAN WAR MEMORIAL RCDIG1073495

DEPARTMENT OF THE NAVY

MINUTE PAPER

DEPT. OF NAVY
18 · 6 · 526
CANBERRA

HMAS Bass — Report of Proceeuings July 65.

HNB 18/8 Ref. NOIC NA's Covering comment.
BASS, originally built for survey work, has been used mainly for general duties in recent times with the proviso that, when required, she will be used for survey work.
2. BASS is complemented accordingly.
3. Her shallow water capability permits such reconnaissance surveys which cannot be undertaken by larger units. BSH 20/8

D of O

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1ST NM

2ND NM 25/8

3RD NM

4TH NM

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HNB (N5)

REGISTRAR 2/9

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DEPARTMENT OF THE NAVY

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HMAS Bass — Report of Proceedings. July '65

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

ROYAL AUSTRALIAN NAVY

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DEPT. OF NAVY
CANBERRA
18 | 6 | 526

REF. No. 159/12

Naval Headquarters,
DARWIN, N.T.

12 AUG 1965

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - JULY, 1965.

Enclosures: Report of Proceedings (in duplicate).

The enclosure is forwarded for information. I believe that BASS completed a commendable task in her recent reconnaissance survey of Van Dieman Gulf. The work of this ship when engaged on this type of work is out of proportion to her size.

A/CAPTAIN R.A.N.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ROYAL AUSTRALIAN NAVY

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CANBERRA
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13 AUG 1965
NAVY

Naval Headquarters,
DARWIN, N.T.

12 AUG 1965

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - JULY, 1965.

Enclosures: Report of Proceedings (in duplicate).

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A/CAPTAIN R.A.N.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

Ans 18
Ans 15/8/65.
ADS C.B. Mills 19/8.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

St 6299

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE No. Y/1

HMAS BASS
At DARWIN

5th August 1965.

Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

Copy to : Hydrographer, ROYAL AUSTRALIAN NAVY.

HMAS BASS - REPORT OF PROCEEDINGS - JULY 1965.

Sir,

I have the honour to submit the report of proceedings of HMA Ship under my command for the month of July 1965.

2. At the beginning of the month BASS was engaged in a reconnaissance survey of Van Diemen Gulf. The ship commenced sounding at 0807IK on Thursday 1st and proceeded southward from Greenhill Island to cross Van Diemen Gulf. This crossing was remarkably free of incident and a minimum depth of 5 fathoms was obtained during the passage. It was not possible to sound any closer than three miles from the coastline because of the shallow water and the state of the tide and so BASS anchored at 1645IK. It was noticed during the day how inaccurate Chart Aus. 49 was in the Stuart Point area; compared with Chart Aus. 99 and the survey chart supplied by the Hydrographer there is an error of over four miles in longitude in the bay to the East of Stuart Point.

3. On Friday 2nd BASS weighed at 0815IK and proceeded Northward across the Gulf. Victoria shoal was located on this passage and was found to be four miles to the North of its charted position. The depth and extent of this shoal were also found to be inaccurate in that a drying patch was located and the shoal was estimated to be at least 8 miles long. A shoal sounding of 9 feet was obtained on the leg to the South during the afternoon 4 miles to the North west of the shoal and as breaking water was seen to extend in a North West and South East direction, it was considered that this was an extension of Victoria shoal. The ship anchored for the evening at 1716IK 6 miles from Stuart Point.

4. BASS weighed at 0805IK on Saturday 3rd and commenced sounding in the Stuart Point area before proceeding Northward across the gulf. A drying patch was located three miles to the East of Stuart Point. This was considered to be an extension of the foul area around the point. This passage was uneventful and the ship eventually anchored off the shoal discovered to the South of Burford Island. Opportunity was taken to try the fishing but a very strong tide of up to four knots around the shoal prevented any lines getting to the bottom.

5. The next few days BASS proceeded back and forth across the gulf completing all the sounding lines in the Western side of the gulf. Two new shoals were discovered, one to the South East of Giles shoal and the other 9 miles to the South of Giles shoal. The weather had improved slightly during the last few days and it was hoped that a line of soundings could be taken along the shoal to the South West of Greenhill Island, so BASS anchored off this shoal at 1650IK on Tuesday 6th. During the

NAVAL OFFICER IN CHARGE
10 AUG 1965
NORTH AUSTRALIA AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073495

evening the wind blew up to force 6 and by Wednesday morning it was not possible to see the shoal line because of the heavy sea. It was considered too dangerous to find this shoal by echo sounder and so the ship proceeded South West before setting course for Darwin. BASS secured alongside Inner Stokes Hill wharf at 2030IK on Wednesday 7th and remained alongside until Tuesday 13th.

6. After a well earned rest BASS cast off at 0910IK on Tuesday 13th and proceeded back to the survey area anchoring off Cape Hotham at 1700IK the same day. Action stations were exercised during this passage. The ship weighed anchor at 0815IK on Wednesday 14th but ¾ of an hour later the radar became unserviceable and so BASS anchored at 0922IK to enable repairs to be carried out. The defects in the radar were not rectified until early Thursday morning and so BASS remained at anchor overnight.

7. At 0810IK BASS weighed and proceeded to the East to complete the Eastern sector of the gulf. This passage was uneventful and BASS eventually anchored for the evening off Barron Island.

8. On Friday 16th having cleared the shoal area around Field and Barron Island, BASS proceeded northwards across the gulf. At 1139IK the same day BASS touched bottom on a sandbar. This incident has been the subject of separate correspondence. No damage was sustained by BASS and after investigating the reef in the aluminium dinghy, sounding was recontinued. It was necessary to proceed 4 miles east of where BASS grounded before sufficient water was found to enable the ship to cross the reef. The ship anchored for the evening at 1650IK.

9. On Saturday 17th the echosounder became unserviceable and so soundings for the day were cancelled until repairs could be effected. Defects were made good early on Sunday morning and so BASS weighed anchor at 0905IK and proceeded South towards Field Island. Anchorage for the evening was obtained in South Alligator River. A channel with a least depth of 24 feet was found a mile to the East of Field Island, the depth only decreasing to 18 feet when the ship was South of Field Island.

10. The next few days were passed sounding in the extreme Eastern side of the gulf. The ship was forced repeatedly to double back on her tracks owing to the extensive shoal areas found in this section. On Wednesday 21st BASS passed between Mayday and Wunmiyi Islands obtaining a minimum depth of 50 feet. It would appear that there are deep channels between all islands as on three previous occasions BASS had passed safely between islands and the mainland. It was discovered after passing between these two islands that the reef described in the Pilot as extending Westward from Mayday Island actually joined the reef extending Southeast from Warldagawaji Island and has a minimum

AUSTRALIAN WAR MEMORIAL RCDIG1073495

depth of 5 feet. As BASS arrived off this reef at low water it was necessary to anchor at 1725IK and allow the tide to rise before attempting the crossing. Accordingly the ship weighed anchor at 0010IK on Thursday 22nd and with the motor-boat sounding ahead passed over the reef and anchored some 4 miles to the South.

11. BASS again weighed anchor at 0900IK and proceeded on the last leg South. Only 4 miles had been covered when breakers were sighted ahead extending in an East West direction. The ship anchored in 25 feet of water and the motor boat was lowered to investigate; a minimum depth of 2 feet was obtained and with the boat leading, BASS proceeded to the West to find sufficient water to cross the reef. A narrow channel was found, so BASS passed over the reef at 1045IK. After hoisting the boat the ship proceeded South until Beatrice reef was encountered at 1200IK. A minimum depth of 3 feet was obtained on the reef and it was seen from the broken water that Beatrice reef was actually 2½ miles to the East from where it is charted. BASS eventually anchored for the evening at 1545IK after an eventful days sounding.

12. On Friday 23rd BASS weighed anchor and set course for Darwin having completed the reconnaissance survey of Van Diemen Gulf. After a quiet uneventful passage BASS secured alongside Inner Stokes Hill wharf at 2015IK and remained there the rest of the month.

13. Specifically a reconnaissance survey, it confirmed the existence of several known shoals and reefs which were fixed more accurately than had been hitherto possible. In addition several new reefs and shoals patches were discovered and the approximate position of the 3, 6 and 10 fathom lines were fixed. Apart from an area of deep water in the North Western sector, the gulf appeared dangerously shoal throughout and without detailed survey has little commercial prospect.

14. Lieutenant J.C. HORNSBY, RAN, joined from KIMBLA on Saturday 31st and assumed the duties of Executive Officer.

15. The health, morale and conduct of the ship's company is good. The appearance of the ship was below standard during the month because of the continual bad weather encountered during the survey but is now being progressed satisfactorily.

I have the honour to be

Sir,

Your Obedient Servant,

K.C. Stephen

K.C. STEPHEN.
Lieutenant, RAN.
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

APPENDIX "A" TO HMAS BASS REPORT OF PROCEEDINGS.

Reference : RI Appendix 29A, paragraph 6.

(a) 989.9 miles

(b) 129 hours 51 minutes.

(c) 68,538.2 miles

(d) 9,209 hours 35 minutes.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

NAVY REGISTRY - RECORDING AND INDEXING INSTRUCTIONS

6 REGISTER ON CARD 18/6/

FILE TITLE HMAS BASS.
Report of Proceedings
July 1965

MARK TO HN BRANCH

OTHER DIRECTIONS

INDEXING HISTORY	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	
INITIAL INDEXING		A2	
SUBSEQUENT INDEXING			DATE

CLASSIFIER Ø DATE 13.8.65

AUSTRALIAN WAR MEMORIAL RCDIG1073495

18 · 6 · 538.

DEPARTMENT OF THE NAVY

MINUTE PAPER

HMAS Bass Report of Proceeuings Aug 65

HNB

D of O By DofO BASS - Engine trouble. BASS sailed from DARWIN on 10 SEP to join in the N.W. Survey.

DCNS 2. It is proposed that after circulation of this minute, DWE/DTWP/DNI be pushed whether they can identify the paravane. 13/9.

1ST NM Dont bother. I can identify it. 17/9

2ND NM

3RD NM

4TH NM

SEC

DPR

Dg O

HNB (N5)

REGISTRAR

DP	DNI	DMT	DNR	ACMD	HNB	(N5)
D/D of P(A)	HPB	DDM	DNES	DMED	REGISTRAR	) Separate Report Circulating.
DTWP	DCNP	DPS	ALOC	PNA		
D of C	DOA	DFSD		DWE		
D/DTWP (AIR)				MDG		
CONS						

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.

11/20

AUSTRALIAN WAR MEMORIAL RCDIG1073495

1/10

DEPARTMENT OF THE NAVY

MINUTE PAPER

18.6.538

BASO — Report of Proceedings. Aug '65

DMA

DP

O/O of P(A)

DTWP

D of O

D/DTWP (AIR)

CONS

DNI

HPB

~~DCNP~~

DOA

DMT

DDM

DPS

DFS

DNR

DNES

DCNP

ACOC

ACMD

DMED

~~DNA~~

DWE

HMDG

HNB (N5)

RESISTRAR

~~HNB~~ DCNS 2NM 4NM DPR ~~REGISTRAR~~) Separate Report

D of O 1NM 3NM SEC HNB(5)) Circulating

NOTE: (a) This report should be dealt with and passed on promptly.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073495

KB.DM

18/6/538.

18 OCT 1965

The Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

(Copy to: The Commanding Officer, HMAS BASS.)

HMAS BASS - REPORT OF PROCEEDINGS, AUGUST, 1965,

Reference: Your memorandum 159/12 dated 7th September, 1965.

The object referred to in paragraph 3 of the abovequoted Report of Proceedings is a paravane M Mk.111 (BR 2087 (1938) is relevant).

Secretary. 15/10

A/Registrar 18/10

DISTRIBUTION

N3 ~~DTWP(F)~~ K 30/9.

→ By DofO

See below. I think we should tell NOICNA (copy to BASS) what it is.

27/9.

By DTWP

Paravane M MK III

BR 2087 (1938)

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ROYAL AUSTRALIAN NAVY

TELEPHONE

DEPT. OF NAVY
CANBERRA
18 | 6 | 538

REF. No. 159/12

RECEIVED
9 SEP P.M.
NAVY REGISTRY

Naval Headquarters,
DARWIN, N.T.

-7 SEP 1965

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS, AUGUST, 1965.

Enclosure: Report of Proceedings (in duplicate).

It would be of interest if the object reported at paragraph 3 could be identified positively. It would appear to be some type of paravane but none of my staff nor I can recall a type with such a large spring as shown on photograph 6 or the gearing in the after section as shown in photograph 8.

2. The replacement of both main engines as reported at paragraph 11 was to have been effected during BASS's main refit in December but was advanced when the defect at paragraph 10 developed. The work is being progressed most satisfactorily by base and ship's staff under the supervision of my Engineer Officer.

A/CAPTAIN R.A.N.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ROYAL AUSTRALIAN NAVY

TELEPHONE

REF. No.

Naval Headquarters,
DARWIN, N.T.

- 7 SEP 1965

9965

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS, AUGUST, 1965.

Enclosure: Report of Proceedings (in duplicate).

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2. The replacement of both main engines as reported at paragraph 11 was to have been effected during BASS's main refit in December but was advanced when the defect at paragraph 10 developed. The work is being progressed most satisfactorily by base and ship's staff under the supervision of my Engineer Officer.

A/CAPTAIN R.A.N.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073495

St 6299

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY
QUOTE No.

HMAS BASS,
At DARWIN.

1st September 1965.

Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

Copy to : Hydrographer, ROYAL AUSTRALIAN NAVY.

HMAS BASS - REPORT OF PROCEEDINGS - AUGUST 1965.

Sir,

I have the honour to submit the report of proceedings of HMA Ship under my command for the month of August 1965.

2. At the beginning of the month BASS was alongside Inner Stokes Hill wharf, Darwin, preparing for a walk around by the Flag-Officer-in-Charge, East Australia Area, Rear Admiral O.H. Becher, CBE, DSO, DSC and Bar. The ship moved out to Frances Bay buoy on Thursday 5th and Friday 6th so that work could be progressed without interruption.

3. On Monday 9th BASS cast off at 0900IK and proceeded to Port Essington to visit the local ranger, Mr. D. Gordon. Action Stations were exercised shortly after leaving harbour. An uneventful passage was made and the ship anchored off Black Point at 0200IK on Tuesday 10th. I proceeded ashore at 0815IK and was met by Mr. Gordon who reported a paravane type object had been sighted washed up on the beach near Port Bremer. We drove to the beach and I examined the paravane which appeared to be of World War II vintage and was almost rusted away. The paravane was in two pieces and was about 2 feet in diameter. The arm underneath the paravane was six feet in length and had a wooden float on each end. The tail section appeared to have a controllable or preset rudder and had a large spring extending forwards. Inside the tail section there appeared to be some sort of gearing around a small shaft. The attached photographs show the details of the paravane.

4. BASS weighed at 1315IK the same day and proceeded to Croker Island to land 6 x 44 gallon petrol drums for the Army. During this short passage the ship was subject to simulated attack by 4 Sabre Jets from Darwin; this attack proved how extremely inadequate BASS' armament was against any sort of low level air attack. The ship anchored that evening off the South-west coast of Croker Island at 1740IK.

5. On Wednesday 11th August unloading operations commenced at 0815IK, all drums being dropped into the water and towed ashore by the dinghy. No difficulties were encountered and operations were completed at 1240IK. BASS weighed at 1300IK and proceeded to Cape Hotham, anchoring at 0300IK on Thursday 12th August. Just as the ship anchored, trouble was experienced in the starboard engine when the governor jammed. This was soon rectified and the engine shut down.

6. BASS weighed again at 1200IK and proceeded to Darwin, securing alongside Inner Stokes Hill wharf at 1800IK the same day. The ship remained alongside until Wednesday 18th preparing for the forthcoming visit of the Flag-Officer-in-Charge, East Australia Area.

NAVAL OFFICER IN CHARGE
3 - SEP 1965
NORTH AUSTRALIA AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073495

7. On Monday 16th Flag-Officer-in-Charge, East Australia Area Staff Officers carried out an inspection of the ship. I called on the Captain of HMAS MORESBY, Commander J.H.S. Osborn , RAN at 1100IK on Tuesday 17th. On the morning of Wednesday 18th, Rear Admiral O.H. Becher, carried out his walk around accompanied by Captain K.D. Gray, DFC, RAN, and Commander Williams. On completion, Rear Admiral Becher presented a Long Service and Good Conduct Medal to ME 1 Bogh.

8. BASS cast off at 1605IK on Wednesday 18th and proceeded for Port Hedland to commence a survey of the North West coast. On Thursday 19th the ship exercised Action Stations and on completion carried out a firing practice of all weapons. All sailors were given experience on each type of weapon to familiarise themselves with the ship's armament. Clocks were retarded one hour to Zone HI at 1830 the same night.

9. The ship passed through Troughton Passage at 0700HI on Friday 20th. Perfect conditions were encountered and the passage proved uneventful. Clocks were retarded ½ hour to Zone H at 1800 the same evening.

10. At 0650H on Saturday 21st, the starboard engine was stopped when the cam follower on No. 2 cylinder penetrated the crankcase. A rendezvous was arranged with HMAS MORESBY and after ascertaining that repairs could not be effected, the ship returned to Darwin on the port engine. The passage back was uneventful and the weather fortunately remained perfect. With a following current nearly all the way the ship averaged 5½ knots and arrived in Darwin at 0415IK on Wednesday 25th. Clocks were advanced 1½ hours to Zone IK at 2315 on Monday 23rd. The ship secured alongside Inner Stokes Hill wharf at 1000IK on Wednesday 25th and remained alongside for the remainder of the month.

11. Work commenced immediately on the dismantling of both engines, and eventually both port and starboard engines were removed on Sunday 29th. The two replacement engines were lifted aboard the same day and work commenced on the fitting of the engines preparatory to trials being carried out.

12. Lieutenant R.A. Howland, RAN, left the ship on Wednesday 4th to join HMAS CERBERUS for a T.S. Officer's course prior to joining HMAS HOBART in America.

13. The health, morale and conduct of the ship's company is good. The appearance of the ship deteriorated after arrival in Darwin because of the work involved in replacing both engines. This will be rectified before departure.

I have the honour to be,

Sir,

Your Obedient Servant,

R.C. Hall

Lieutenant, RAN.
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

APPENDIX A.

Reference : R.I. Appendix 29A paragraph 6.

(a)	Distance steamed	..	1364.6 miles.
(b)	Hours underway	..	209 hours 30 minutes.
(c)	Total Distance Steamed	..	69,902.8 miles.
(d)	Total Hours Underway	..	9419 hours 5 minutes.

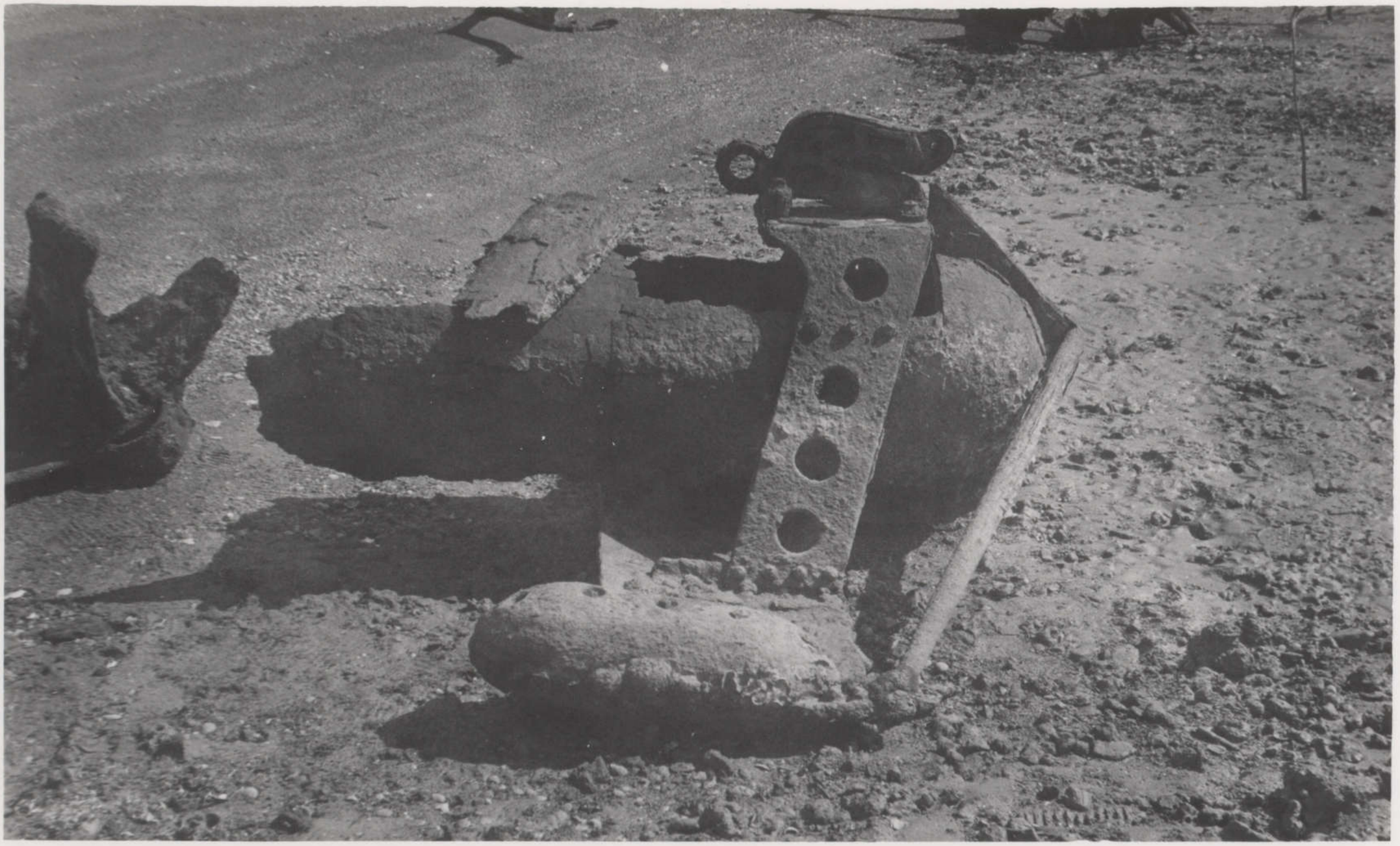
AUSTRALIAN WAR MEMORIAL RCDIG1073495

O.H.M.S.

H.M.A.S. BASS - Report of Proceedings.

Photographs 1 - 8.

AUSTRALIAN WAR MEMORIAL RCDIG1073495



AUSTRALIAN WAR MEMORIAL RCDIG1073495

1

Front section of paravane - side on.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

AUSTRALIAN WAR MEMORIAL RCDIG1073495

(2)

Front section of paravane and tail.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

AUSTRALIAN WAR MEMORIAL RCDIG1073495

3

Front section of parawane and tail - head on.

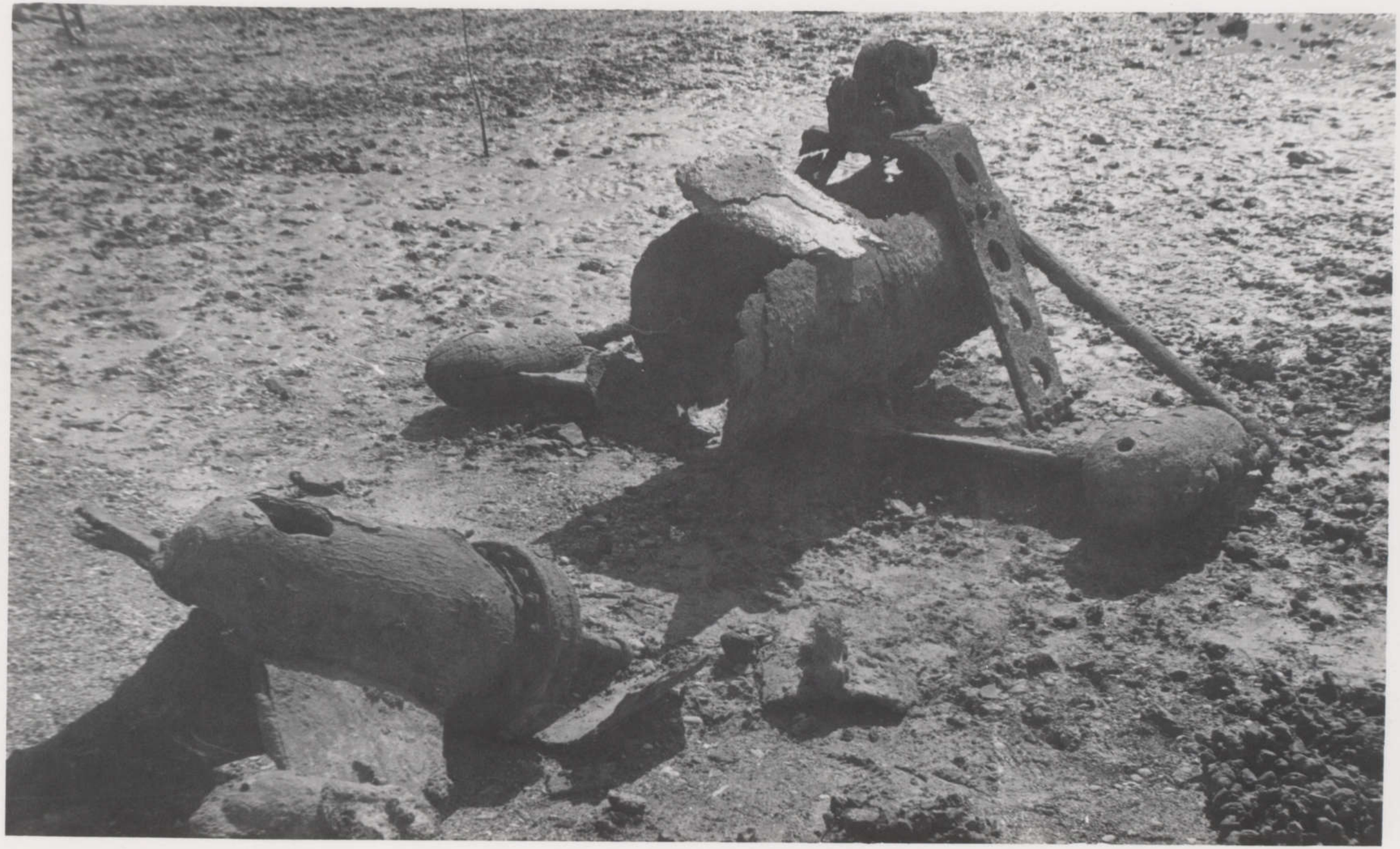
AUSTRALIAN WAR MEMORIAL RCDIG1073495

AUSTRALIAN WAR MEMORIAL RCDIG1073495

4

Front section of paravane - close up.

AUSTRALIAN WAR MEMORIAL RCDIG1073495



AUSTRALIAN WAR MEMORIAL RCDIG1073495

5

Front section of paravane and tail - from rear.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

AUSTRALIAN WAR MEMORIAL RCDIG1073495

6

Tail section showing spring and rudder - side on.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

AUSTRALIAN WAR MEMORIAL RCDIG1073495

7

Tail section from rear

AUSTRALIAN WAR MEMORIAL RCDIG1073495

AUSTRALIAN WAR MEMORIAL RCDIG1073495

8

Tail section showing gearing inside through observation hole.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

APPENDIX B

SHOT LIST FOR PARAVANE PHOTOGRAPHS

1. Front section of paravane - side on.
2. Front section of paravane and tail.
3. Front section of paravane and tail - head on.
4. Front section of paravane - close up.
5. Front section of paravane and tail - from rear.
6. Tail section showing spring and rudder - side on.
7. Tail section from rear.
8. Tail section showing gearing inside through observation hole.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

18·206·472

HMAS Bass Report of Proceedings Sept '65

D OF P

D/D OF P (A)

DTWP

D OF C — Interference was caused by a harmonic of HIFIX and is therefore a technical problem, not a freq allocn problem. BASS' report is awaited.

D/DTWP (AIR) 27/10

CONS

DNI

HPB

DCNP

DOA

DMT

DDM

DPS

DFSD

DNR

DNES

ACDC

ACMD

DMED

DWE

MDG

AS (NS)(N5)

REGISTRAR

AS (NS) DCNS 2NM 4NM DPR REGISTRAR
D OF O 1NM 3NM SEC FAS (EG) FAS (FM) AS (NS)(N5)
) Separate Report Circulating

NOTES: (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.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

18·206·472

HMAS Bass Report of Proceedings Sept 1/65

AS (NS) 19/10

D OF O 20/10 Bass selfmaintains 23 Oct - 1 Nov and refits 25 Nov - 10 Jan. D of O dealt with Hi-Fix problem.

DCNS 21/10

1st NM 22/10

2nd NM 5/11

3rd NM 8/11

4th NM 6/11

SEC 9/11

FAS (EG)

FAS (FM) 9/11

DPR

AS (NS)(N5) 10/1

REGISTRAR

D OF P	DCNP	ACDC	Separate Report Circulating
D/D OF P(A)	DOA	ACMD	
DTWP	DMT	DMED	
D OF C	DDM	PNA	
D/DTWP (AIR)	DPS	DWE	
CONS	DFSD	MDG	
DNI	DNR	AS (NS) (N5)	
HPB	DNES	REGISTRAR	

NOTES: (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 Directors comments if there is any matter of special interest in those comments.

12/2

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

ROYAL AUSTRALIAN NAVY

TELEPHONE:

DEPT. OF NAVY
CANBERRA
18 206
REF. No. 159/12 472

RECEIVED
18 OCT A.M.
NAVY REGISTRY

INDEXED
INIT.
DATE 18/10/65

Naval Headquarters,
DARWIN, N.T.

15 OCT 1965

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS, SEPTEMBER, 1965.

Enclosure: Report of Proceedings (in duplicate).

The Report of Proceedings of H.M.A.S. BASS for the month of September, 1965, is forwarded for information.

2. The interference of HIFIX transmissions with the D.C.A. frequency of 3404.5 M/cs reported in paragraph 13, would seem to be a matter for resolution by the appropriate committee on the allocation of frequencies. Accordingly, BASS is being instructed to forward a full report which will be forwarded separately on receipt.

3. The electrical defects reported in paragraph 14 are of some concern as similar defects have been developing frequently. Base staff will undertake a thorough investigation during the ship's forthcoming short self maintenance period and subsequent refit.

A/CAPTAIN R.A.N.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

18/10
18/10
18/10.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ROYAL AUSTRALIAN NAV

TELEPHONE:

RECEIVED
C DIV OCT A.M.
NAVY HEADQTRS

INDEXED
INIT.
DATE 18/10/65

DEPT. OF THE NAVY
C
18 206
159/12 472

Naval Headquarters,
DARWIN, N.T.

15 OCT 1965

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS, SEPTEMBER, 1965.

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A/CAPTAIN R.A.N.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

18/10
18/10
18/10.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

St 5340

ROYAL AUSTRALIAN NAVY

TELEPHONE:

RESTRICTED

REF. No. Y/1

H.M.A.S. BASS,
At sea.

1st October, 1965.

Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

Copy to: The Hydrographer, ROYAL AUSTRALIAN NAVY.
The Commanding Officer, H.M.A.S. MORESBY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - SEPTEMBER, 1965.

Sir,

I have the honour to submit the report of proceedings of H.M.A. Ship under my command for the month of September, 1965.

2. At the beginning of the month BASS was berthed alongside Inner Stokes Hill wharf, Port Darwin undergoing an engine change. On Tuesday 7th BASS cast off at 1015(IK) and proceeded to the Outer Harbour to carry out engine trials, three WRAN Officers were embarked to witness these trials. The engines were fully tested from both full ahead to full astern and vice versa and as no major defects were encountered BASS berthed alongside Inner Stokes Hill wharf at 1500(IK). On Wednesday 8th engine trials were again carried out, BASS cast off at 0900(IK) and proceeded to the Vernon Islands to carry out steady steaming and load trials. These were successfully completed at 1700(IK) and BASS secured alongside at 1810(IK).

3. Fuelling, storing and last minute adjustments to the engines were completed on the evening of Thursday 9th and BASS eventually sailed for Port Hedland on Friday 10th. The passage was made in perfect conditions and was extremely uneventful. Clocks were retarded 1 hour to Zone (HI) on Saturday 11th and ½ an hour to Zone (H) on Sunday 12th. It was noticed during this passage that the gyro compass was again wandering, this has been the subject of earlier correspondence.

4. On Wednesday 15th BASS arrived off Bedout Island and ran into extremely unpleasant weather with force 6 winds and short high seas. The heavy rolling produced by these seas caused a temporary power failure which rendered the gyro compass unserviceable until it could be realigned and started once again. Shortly after 0800(H) H.M.A.S. MORESBY and H.M.A.S. DIAMANTINA were sighted in the thick dust haze ahead. The strong winds blowing from the coast produced a severe dust storm which reduced visibility to 4 miles. As BASS could do little in these adverse weather conditions, the ship anchored in the lee of North Turtle Island. The wind died down at 1430(H) and when MORESBY anchored at 1800(H) the sea was flat calm. I proceeded to MORESBY the same evening and received last minute instructions for the survey.

5. Lieutenant I. PULLAR, R.A.N., Lieutenant P. BLUME, R.A.A.F. and Mr. A. WOODS joined BASS at 2100(H) for the duration of the survey.

NAVAL OFFICER-IN-CHARGE
8 - OCT 1965
NORTH AUSTRALIA AREA

.....6.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

.....continued

6. BASS weighed at 0600(H) on Thursday 16th and proceeded to Port Hedland, anchoring at 1030(H) three miles off the harbour entrance. I proceeded ashore the same afternoon by boat and contacted the harbourmaster and local Police Authorities to make arrangements for the visit of all ships.

7. The next few days were passed preparing beacons for the survey and landing tide pole parties and their equipment at Cooke Point, the site of HIFIX 1 camp. On Saturday 18th a signal was received from MORESBY stating that the Lambda equipment was defective and BASS was to proceed to North Turtle Island to land Mr. WOODS. Much to the consternation of the party ashore BASS weighed and proceeded to North Turtle Island at 0815(H), anchoring one mile from North Turtle Island reef at 1300(H). Mr. WOODS was immediately landed by dinghy and as considerable work was required on the Lambda installation, remained ashore working overnight. The defect was rectified on Sunday 19th and after embarking Mr. WOODS, BASS proceeded back to Port Hedland anchoring off the harbour at 2030(H) the same night.

8. The dinghy proceeded inshore at 0715(H) on Monday 20th and returned shortly afterwards with a very disgruntled, unshaven and odourous surveying officer who had not anticipated a stay for three days when he landed on Friday 17th. BASS weighed anchor at 0900(H) the same day and after having completed tellurometer callibration with the HIFIX camp, laid survey beacon "Folly" seven miles from Port Hedland. After embarking Lieutenant BLUME from the HIFIX camp at Cooke Point, BASS proceeded to North Turtle Island to check the HIFIX readings on beacon "Stripper" before proceeding to the survey area.

9. BASS weighed at 0545(H) on Tuesday 21st and commenced sounding shortly afterwards. Sounding continued all day until 1805(H) when course was altered to return to Port Hedland.

10. At 0715(H) on Wednesday 22nd the Port Hedland pilot was embarked and BASS weighed and proceeded into Port Hedland, securing starboard side to Mangrove Point North Wharf. Port Hedland is rapidly expanding and an extensive plan is in progress to deepen and enlarge the harbour. I was informed by the harbourmaster that the dredge at present in use had increased the depths of some parts of the harbour to as much as 51 feet below the present charted depth. Unfortunately a rock shelf had been encountered and the drive shaft had been broken thus stopping work until spares arrived from Perth.

11. After a 24 hour break in Port Hedland, BASS cast off at 0830(H) and proceeded out of harbour to beacon "Folly". Sounding was recommenced at 1130(H) and continued until 1815(H). Beacon "Garter" was laid during the afternoon to obviate the neccessity of returning to Port Hedland or North Turtle Island to recheck the HIFIX system. The ship weighed anchor at 0545(H) on Friday 24th and continued sounding from 0625(H) until 1745(H) the same night, fog which reduced visibility to 100 yards was encountered during the morning.

.....12.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

.....continued

12. On Saturday 25th DIAMANTINA rendezvoused with BASS at 0530(H) and carried out a mail transfer. On completion of this transfer BASS weighed and proceeded to recover beacon "Garter", relaying it as beacon "Pantie" 6 miles to the East. Sounding was commenced at 0950(H) and continued until 1625(H) when course was set for North Turtle Island to rendezvous with MORESBY. Commander J.H.S. OSBORN, R.A.N. called on board to discuss progress of the survey the same evening.

13. Sounding continued all day Sunday 26th, however on Monday 27th a force 6-7 wind rendered the echo sounder unreadable so BASS anchored in the lee of North Turtle Island. The ship weighed at 1130(H) when the wind had moderated and recommenced sounding. At 1400(H) lock was lost on HIFIX and a fault developed at HIFIX 1 camp so BASS proceeded to Port Hedland to effect repairs. Whilst on passage a signal was received from MORESBY stating that D.C.A. had complained that HIFIX transmissions were making their radio frequency 3404.5 mc/s unreadable. Mr. WOODS was landed for discussions with D.C.A. representatives ashore and as a result trials were carried out to reduce the interference, these however were unsuccessful as the interference level was still unacceptable to D.C.A. It was necessary to leave HIFIX switched off until other arrangements could be made, BASS was thus unable to carry out any further soundings and at the end of the month was anchored off Port Hedland awaiting a decision on HIFIX.

14. Machinery performed well over the month after the engine change. Electrical defects were becoming more numerous as the month progressed, the DC/AC generator was unable to take the load at times as HIFIX and normal ship's requirement exceeded the output. Defects are developing in the 618, the 974 radar and the Arma Brown gyro compass still has a tendency to wander.

15. The health, morale and conduct of the ship's company has been good despite the long hours worked and the lack of recreation time. Fishing has been most successful, the largest fish caught being a 33 lb. Spanish Mackerel. At times up to 200 lbs. of frozen fish has been stored in the freezer and large quantities have had to be given away. The appearance of the ship is satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant.

K.C. Stephen.

(K.C. STEPHEN.)
LIEUTENANT R.A.N.
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

APPENDIX TO H.M.A.S. BASS REPORT OF PROCEEDINGS,
SEPTEMBER, 1965.

Reference: R.I. Appendix 29A paragraph 6.

(a)	Distance steamed ..	1672.3 miles.
(b)	Hours underway ..	249 hours 45 minutes.
(c)	Total distance steamed ..	71,575.1 miles.
(d)	Total hours underway ..	9,668 hours 50 minutes.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

NAVY REGISTRY - RECORDING AND INDEXING INSTRUCTIONS

REGISTER ON CARD 18/206/ 472

FILE TITLE HMAS BASS

Report of Proceedings September 1965

MARK TO A3(WS) BRANCH

OTHER DIRECTIONS

INDEXING HISTORY	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	
INITIAL INDEXING		A2	
SUBSEQUENT INDEXING			DATE

CLASSIFIED DATE 18/10/61

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

18·206·501

HMAS Bass — Report of Proceedings Oct 65

AS (NS) 25/11

D OF O 25/11

DCNS 26/11

1st NM 29/11

2nd NM 2/XII

3rd NM 3/12

4th NM 3/12

SEC 6/12

FAS (EG)

FAS (FM) 6/12

DPR

AS (NS)(N5) 12

REGISTRAR

D OF P	DCNP	ACDC	Separate Report Circulating
D/D OF P(A)	DOA	ACMD	
DTWP	DMT	DMED	
D OF C	DDM	PNA	
D/DTWP (AIR)	DPS	DWE	
CONS	DFSD	MDG	
DNI	DNR	AS (NS) (N5)	
HPB	DNES	REGISTRAR	

NOTES: (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 Directors comments if there is any matter of special interest in those comments.

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14/1

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ROYAL AUSTRALIAN NAVY

TELEPHONE:

DEPT. OF NAVY
CANBERRA
18 | 206 | 501
REF. No. 159/12

RESTRICTED

RECEIVED
19 NOV A.M.
NAVY REGISTRY

INDEXED
INIT.
DATE 22/11/65

Naval Headquarters,
DARWIN. N.T.

17 NOV 1965

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

H.M.A.S. BASS - REPORT OF PROCEEDINGS - OCTOBER, 1965.

Enclosure: Report of Proceedings (duplicate)

The enclosures are forwarded for the information of the Naval Board.

A/CAPTAIN, R.A.N.,
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

St 5340

ROYAL AUSTRALIAN NAVY

TELEPHONE:

RESTRICTED

REF. No. Y/1

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

4th November, 1965.

Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

Copy to: The Hydrographer, ROYAL AUSTRALIAN NAVY.
The Commanding Officer, H.M.A.S. MORESBY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - OCTOBER, 1965.

Sir,

I have the honour to submit the report of proceedings of H.M.A. Ship under my command for the month of October, 1965.

2. At the beginning of the month BASS was anchored off Port Hedland awaiting a decision on the operation of the HIFIX system. BASS weighed at 1830(H) on the 1st and proceeded to Bedout Island where a mail transfer was carried out with H.M.A. Ships MORESBY, GASCOYNE and DIAMANTINA. On completion of this transfer BASS proceeded to North Turtle Island, anchoring at 1255(H) on Saturday 2nd. Mr. WOODS proceeded ashore the same day and commenced altering the frequency of HIFIX 2 transmitter stationed on North Turtle Island.

3. This alteration was completed on Sunday morning and after carrying out a callibration check at beacon "Stripper", BASS proceeded to Port Hedland anchoring off the harbour at 1911(H) the same day. The dinghy proceeded inshore at 0750(H) on Monday 4th to collect the transmitter from HIFIX 1 camp but owing to strong winds and high seas it was forced to take shelter overnight in Port Hedland. The winds and seas abated slightly in the morning and the dinghy was able to return at 0800(H) on Tuesday 5th. Gale force winds blew up during the afternoon and it soon became apparent that the ship was dragging the anchor. BASS weighed at 1650(H) and shifted anchorage, anchoring one mile to the North West of the previous anchorage at 1707(H). At 2230(H) the main bearing of the starboard generator burnt out causing a complete loss of power throughout the ship until the port generator could be started. Attempts were made to carry out repairs but it soon became apparent that the generator could not be repaired without a new bearing. As a result of having only one serviceable generator, it would be necessary to shut down all power every four days to carry out an oil change.

4. BASS weighed at 0830(H) on Wednesday 6th and proceeded into Port Hedland harbour, securing port side to Mangrove Point North wharf at 0935(H). Final checks were carried out on the HIFIX system whilst alongside and as all components appeared serviceable, preparations were made to commence sounding on Thursday 7th.

5. The ship cast off at 0800(H) on Thursday 7th and proceeded to beacon "Can Can" to carry out HIFIX callibration.

NAVAL OFFICER IN CHARGE
15 NOV 1965
NORTH AUSTRALIA AREA

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

On completion of this callibration BASS proceeded to Beacon "Pantie" for the final check and as this was successful, commenced sounding at 1535(H) the same day. Apart from a seven hour stop at 0105(H) on Friday 8th when the rough seas made the Echo Sounder unreadable, BASS sounded continuously until 0800(H) Saturday 9th.

6. BASS anchored at 0845(H) on Saturday 9th to the North West of North Turtle Island and shut down all power at 0900(H) to carry out an oil change on the generator and main engines. This was completed at 1130(H) but on switching on all power it was found that the gyro had developed a large error of over 50°. The compass was shut down and restarted but as this large error was still apparent, the compass was shut down to be checked for defects. To obviate any further delays, BASS weighed at 1400(H) and proceeded to the survey area to recommence sounding using the magnetic compass only. The gyro was reported as serviceable at 1700(H) although no apparent defects had been found. This proved fortunate as some difficulties had been experienced because of the local magnetic anomolies. Sounding recommenced at 1615(H) on Saturday 9th and continued non stop until 1222(H) on Wednesday 13th.

7. During the latter stages of this continuous sounding it became apparent that the HIFIX system was slowly becoming unreliable, eventually on Wednesday 13th the system was unable to maintain lock on HIFIX 2 and BASS returned to North Turtle Island to effect repairs. Mr WOODS proceeded ashore on arrival but was unable to carry out repairs owing to lack of spare parts. As BASS would not be carrying out any more sounding, Lieutenant PULLAR R.A.N. and Lieutenant BLUME R.A.N.V.R. left the same evening to rejoin MORESBY. A spare main bearing for the generator was obtained from MORESBY and repairs were made good the same night. It was fortunate that MORESBY had a spare bearing as at the end of the month, the bearing forwarded from Garden Island had still not been received by BASS.

8. BASS weighed at 0815(H) on Thursday 14th and using HIFIX 1 which was still serviceable, attempted to locate beacon "Pantie". When last seen this beacon was in a battered condition and had lost its stave in the gale force winds experienced. Despite intensive searching this beacon could not be located and was presumed lost. Course was set for beacon "Folly", the recovery of this beacon was completed at 1410(H) so BASS proceeded to Port Hedland, anchoring 4 cables South of DIAMANTINA at 1430(H). The First Lieutenant and I dined in DIAMANTINA the same evening.

9. BASS weighed at 0715(H) on Friday 15th and secured port side to DIAMANTINA at 0735(H). HIFIX gear was transferred to DIAMANTINA and water was embarked for the passage back to Darwin. Mr WOODS joined DIAMANTINA at the same time for accommodation prior to departure for Sydney. The ship cast off at 0905(H) and proceeded to Ashmore Reef.

10. The passage was uneventful and weather conditions were good. BASS anchored off Cape Leveque Lighthouse on the morning of Sunday 17th and I proceeded inshore to meet the coastwatcher and obtain information required by the Director of Naval Intelligence. This has been the subject of seperate correspondence. BASS weighed at 1015(H) and proceeded to Ashmore Reef, again encountering good conditions. A speed of nearly 10 knots was made along the Western Australian coastline.

11. The ship anchored overnight off Cartier Island on

AUSTRALIAN WAR MEMORIAL RCDIG1073495

on Monday 18th on Wave Governor Bank. Fishing was most unsuccessful as a school of sharks was encountered; the largest shark caught was a 14 foot Bronze Whaler estimated to weigh 800 lbs whilst the smallest caught was 6 feet long. BASS weighed at 0500(H) on Tuesday 19th and anchored off West Island at 1132(H) the same day. I proceeded inshore that afternoon and examined the weather station and island but could not see any signs of recent visitation. This has been the subject of seperate correspondence.

12. The ship weighed at 0555(H) on Wednesday 20th and set course for Darwin. Excellent conditions were encountered and BASS eventually secured starboard side to Inner Stokes Hill wharf at 1535(IK) on Friday 22nd, having averaged over 8 knots for the passage. Clocks were advanced ½ an hour to Zone (HI) on Wednesday 20th and one hour to Zone (IK) on Thursday 21st.

13. The remainder of the month was spent alongside preparing for the forthcoming slipping at Thursday Island and the unloading of all survey gear.

14. The health, morale and conduct of the ship's company remains good. Fishing during the latter stages of the survey remained good, the fishing record set during the previous month was broken by a 39 lb Spanish Mackerel and a 38 lb Barracouta. The appearance of the ship is satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant.

K.C. Stephen

(K.C. STEPHEN.)
LIEUTENANT R.A.N.
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

APPENDIX TO H.M.A.S. BASS REPORT OF PROCEEDINGS,
OCTOBER, 1965.

Reference: R.I. Appendix 29A, paragraph 6.

(a)	Distance steamed ..	2394.3 miles
(b)	Hours underway ..	299 hours 8 minutes
(c)	Total distance steamed..	73,969.4 miles
(d)	Total hours underway ..	9967 hours 58 minutes.

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073495

NAVY REGISTRY - RECORDING AND INDEXING INSTRUCTIONS

REGISTER ON CARD.....18/206/-

FILE TITLE....HMAS BASS

Report of Proceedings Oct 1965

MARK TO.....AS(WS)....BRANCH

OTHER DIRECTIONS.....

INDEXING HISTORY	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	
INITIAL INDEXING		A2	
SUBSEQUENT INDEXING			DATE

CLASSIFIER.....

DATE..19..11..65

AUSTRALIAN WAR MEMORIAL RCDIG1073495

NAVY REGISTRY - RECORDING AND INDEXING INSTRUCTIONS

REGISTER ON CARD 18/200/515

FILE TITLE HMAS BASS

Report of Proceedings - Nov. 1965

MARK TO AS(N3) BRANCH

OTHER DIRECTIONS

INDEXING HISTORY	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	
		A2	
SUBSEQUENT INDEXING			DATE

CLASSIFIER [signature] DATE 13.12.65

AUSTRALIAN WAR MEMORIAL RCDIG1073495

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18.206.501

HMAS Bass. Report of Proceedings. Oct '65

D OF P

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D/DTWP (AIR)

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MDG

DNAS

AS (NS)(N5)

REGISTRAR

AS (NS) DCNS 2NM 4NM DPR REGISTRAR
D OF O 1NM 3NM SEC FAS (EG) FAS (FM) AS (NS)(N5) } Separate Report circulating

NOTES: (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.

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M.D.G. BR [redacted] 19 JAN 1966 OFFICE NAVY

AUSTRALIAN WAR MEMORIAL RCDIG1073495

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-515

HMAS Bass Report of Proceedings. Nov '65

D OF P

D/D OF P (A)

DTWP

D OF C

D/DTWP (AIR)

CONS

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AS (NS) (N5)

REGISTRAR

~~AS (NS)~~	~~DCNS~~	2NM	4NM	DPR	REGISTRAR		Separate
~~D OF O~~	1NM	3NM	SEC	~~FAS (EG)~~	FAS ~~(FM)~~	~~AS (NS)(N5)~~	Report
							circulating

NOTES: (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.

C.N.A.S. 9 FEB 1966

27/5

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

M. D. Q.
NAVY BRANCH
- 3 FEB 1966
OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ROYAL AUSTRALIAN NAVY

TELEPHONE:

DEPT. OF NAVY
CANBERRA
18 | 206 | 515

RECEIVED
13 DEC P.M.
NAVY REGISTRY

INDEXED
INIT.
DATE 13/12/6

REF. No. 159/12

Naval Headquarters,
DARWIN, N.T.

9 DEC 1965

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - NOVEMBER, 1965.

Enclosure: Report of Proceedings (in duplicate).

This report typifies the valuable general experience which command of this small ship offers in these waters.

2. The condition of TEMORA, reported at paragraph 4 is typical of many coastal craft operating in the area. This particular craft had been used on charter for off shore oil survey and it is understood suffered some damage as the result of blast effect from detonating charges close aboard. She had, in fact, sunk alongside the wharf several weeks previously. The Northern Territory Port Authority has no jurisdiction in respect of coastal craft, an omission in the ordnance which is being corrected.

3. BASS has been instructed to report separately on the unsatisfactory state of affairs at South Sea Enterprises Ltd., and my recommendations will be forwarded in due course. There was no excuse in the delay in slipping, the organization had been advised of BASS's arrival.

A/CAPTAIN R.A.N.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

(DS) 13/12

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ROYAL AUSTRALIAN NAVY

TELEPHONE:

18- 206- 515

Naval Headquarters,
DARWIN, N.T.

9 DEC 1965

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - NOVEMBER, 1965.

Enclosure: Report of Proceedings (in duplicate).

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A/CAPTAIN R.A.N.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

ROYAL AUSTRALIAN NAVY

St 6299

TELEPHONE:

IN REPLY QUOTE No. Y/1.

HMAS BASS
at DARWIN.

2nd December, 1965.

Naval Officer-in-Charge,

NORTH AUSTRALIA AREA.

(Copy to: The Hydrographer, Royal Australian Navy).

HMAS BASS - REPORT OF PROCEEDINGS - NOVEMBER, 1965.

Sir,

I have the honour to submit the report of proceedings of HMA Ship under my command for the month of November, 1965.

2. BASS cast off from Inner Stokes Hill wharf at 1000 IK on Monday 1st, and proceeded to Port Essington to disembark two 44 gallon drums of petrol for the ranger, Mr. Doug Gordon. On completion of their unloading operations the ship proceeded to Croker Island to investigate the reported sighting of a strange vertical light. It was suspected that this light was the comet sighted recently and enquiries ashore confirmed this fact. Whilst I was ashore a message was received at the Mission that BASS was proceeding to the assistance of a disabled boat off Cape Don. As no word had yet been heard on board I immediately returned to BASS and proceeded to the Cape Don area. "A signal was received shortly after sailing, directing BASS to search for the missing craft "Temora" which was overdue at Croker Island.

3. After searching overnight in the last known position of "Temora" a small light was eventually sighted by Black Rock Reef in Van Dieman Gulf. BASS closed this light and discovered it was the "Temora", broken down but anchored with a 44 gallon drum only 20 yards from the reef. The craft was making water and had lost all anchors. A 1¼ cwt. anchor was loaned to "Temora" to make her more secure in the strong tide rips. As "Temora's" anchorage was exposed to all weather, BASS took her in tow to the lee of Cape Don where she anchored in 30 feet of water. The E.R.A. and P.O.E.C. effected temporary repairs to the engine and the master was instructed to return to Darwin as soon as possible. As a relief craft "Betty Joan" was joining and "Temora" was in a safe protected anchorage with her pumps and engines running, BASS weighed anchor and proceeded to Thursday Island.

4. I inspected "Temora" whilst at her original anchorage and was shocked at her general state. Planks in the ships side were warped and split, no radio was carried, the only chart held was an extremely battered, dirty and uncorrected copy of AUS 257. The craft was grossly overloaded and was extremely unstable. The E.R.A., who inspected the engine room reported that the engines and all equipment were run down and that the bulkheads were running with water from leaks in the hull. It is not understood how the craft passed a Maritime Inspection of seaworthiness. If she had not passed then it is considered the owners were negligent in allowing the craft to carry out a passage in open waters, risking both life and cargo."

5. The wind and seas started to rise shortly after passing Croker Island and it was not long before BASS was ploughing into a high Easterly swell. The head seas slowed the ship down until she was averaging only 6½ knots. On Friday 5th November the bridge gyro repeat became unserviceable when it started to wander. This fault was traced to one of the transmitters and so the bridge and wing repeat transmitters were changed over, thus allowing the helmsman to steer by gyro. Nevertheless unexplained variations of course still occurred; the gyro will be forwarded south to Garden Island during the present refit.

RESTRICTED

.../2

AUSTRALIAN WAR MEMORIAL RCDIG1073495

6. BASS anchored off Friday Island at 0314(K) on Sunday 7th, and proceeded alongside Thursday Island wharf at 0750(K) the same day. The ship cast off at 0730(K) on Monday 8th and secured alongside the Naval Repair jetty at 0750(K) prior to being slipped by South Seas Enterprises Ltd. I was most surprised to find the slipway was not ready for the ship and so BASS was not slipped until P.M. Tuesday 9th. The slipping and unslipping of BASS are being reported separately.

7. BASS remained slipped from 9th until 21st. During this period the ship's hull was scraped back and cleaned, repainted with antifouling, all valves were opened and checked, propellors removed and cleaned, the rudder checked and zinc anodes fitted along the hull. The stern gland packings were examined and found to be in good condition, so these were not replaced as had been intended.

8. It was intended that the ship unslip on Thursday 18th but, owing to a build-up of mud and debris on the slipway, the ship was not unslipped until Sunday, 21st. Many valuable manhours were wasted in the futile efforts to get BASS into sufficient water to float clear. After unslipping, BASS proceeded alongside Thursday Island wharf for an overnight stay prior to sailing for Darwin. Several of Thursday Island's leading citizens were entertained to drinks in the wardroom on Sunday night.

9. Whilst on the slipway I took the opportunity to contact Mr. Reardon, Mr. Low Choy and Dr. Woolford, who had all been of great assistance to the recruiting team which recently visited from Brisbane. As a result I interviewed many parents and aspiring recruits to give them some idea of what to expect when they joined the Navy. I was greatly assisted by Mr. Burdeck, the Deputy Director of Native Affairs, who later informed me that considerable interest had been aroused by the visit of the recruiting team and the subsequent visit by BASS.

10. Having embarked fresh water and provisions, BASS cast off at 1200(K) on Monday, 22nd and proceeded back to Darwin. Very strong easterly winds were blowing causing a high sea and swell and so BASS averaged 10 knots on the passage to Jensen Bay in Wessel Island. This high sea astern also produced a very slow roll of up to 30° either side making living conditions aboard extremely uncomfortable. The ship anchored seven cables from the shore in Jensen Bay at 0030 (IK) on Wednesday, 24th. The Executive Officer, Lieutenant J.C. Hornsby, RAN, proceeded ashore at 0800 (IK) the same day and carried out a surveillance of the area. No trace of any recent occupation was found, this has been reported separately.

11. The ship weighed anchor at 1230 (IK) the same day and after hoisting the dinghy proceeded to Darwin. A short stop was made in Bowen Strait on Thursday, 25th, to recover 2 x 44 gallon drums of Avgas for the Army from Croker Island. The ship secured alongside Inner Stokes Hill wharf at 1400(IK) on Friday 26th, having averaged over 10 knots for the latter part of the passage.

12. BASS commenced refit on Monday 29th and at the end of the month reamined alongside at Darwin.

13. The health, morale and conduct of the ship's company remained good. Two cases of venereal disease were reported during the slipping at Thursday Island. These were both treated by the Thursday Island Hospital. The appearance of the ship is good.

I have the honour to be, Sir,

Your obedient servant.

K.C. Stephen

(K.C. STEPHEN)
Lieutenant, RAN.
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

APPENDIX A.

Reference: R.I. Appendix 29A, Paragraph 6.

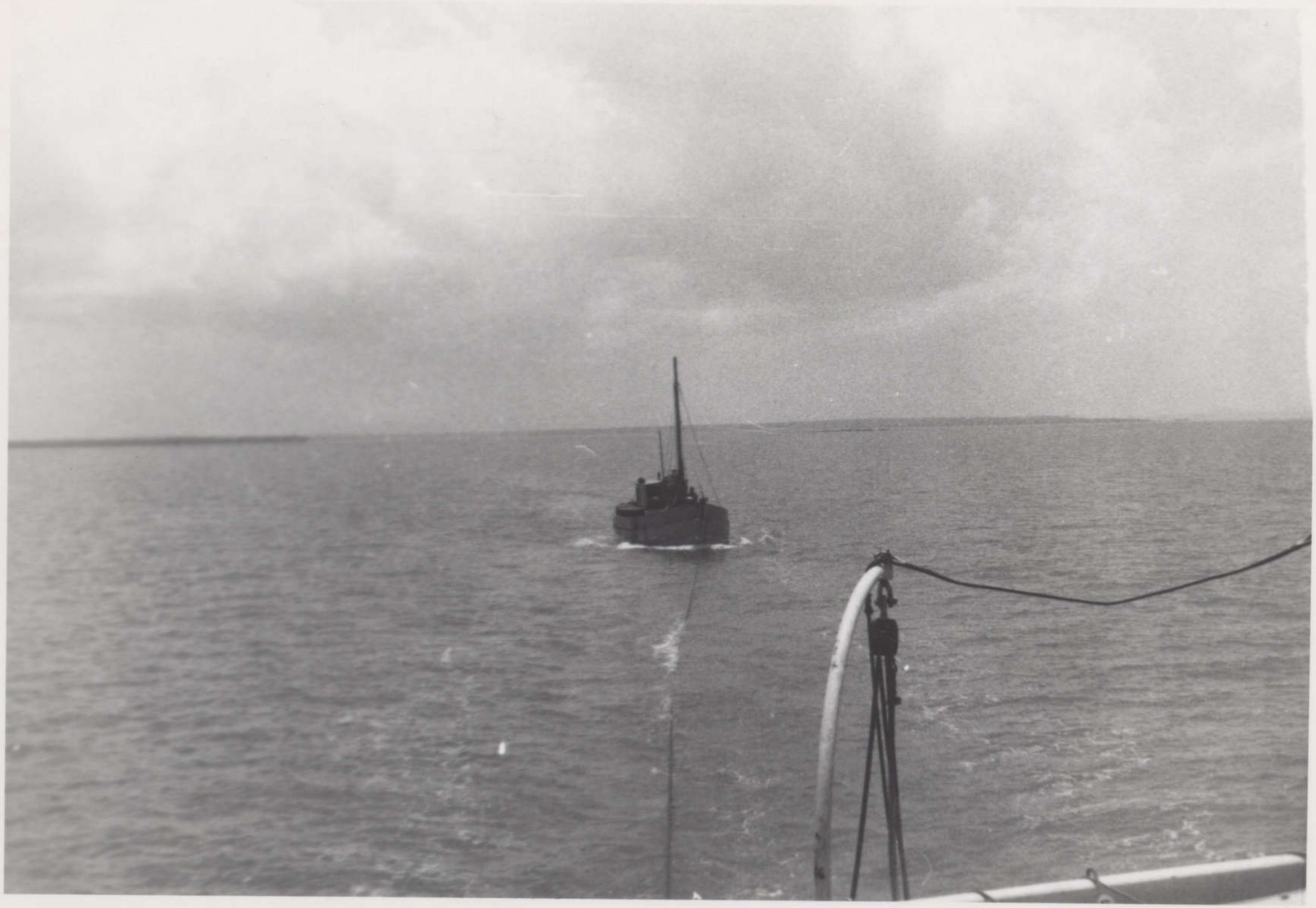
(a)	Distance steamed	:	1743.6	miles
(b)	Hours underway	:	232	hours 30 minutes
(c)	Total distance steamed	:	75,713.0	miles
(d)	Total hours underway	:	10,200	hours 28 minutes.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

O.H.M.S.

ENCLOSURE TO APPENDIX 'B'

AUSTRALIAN WAR MEMORIAL RCDIG1073495



AUSTRALIAN WAR MEMORIAL RCDIG1073495

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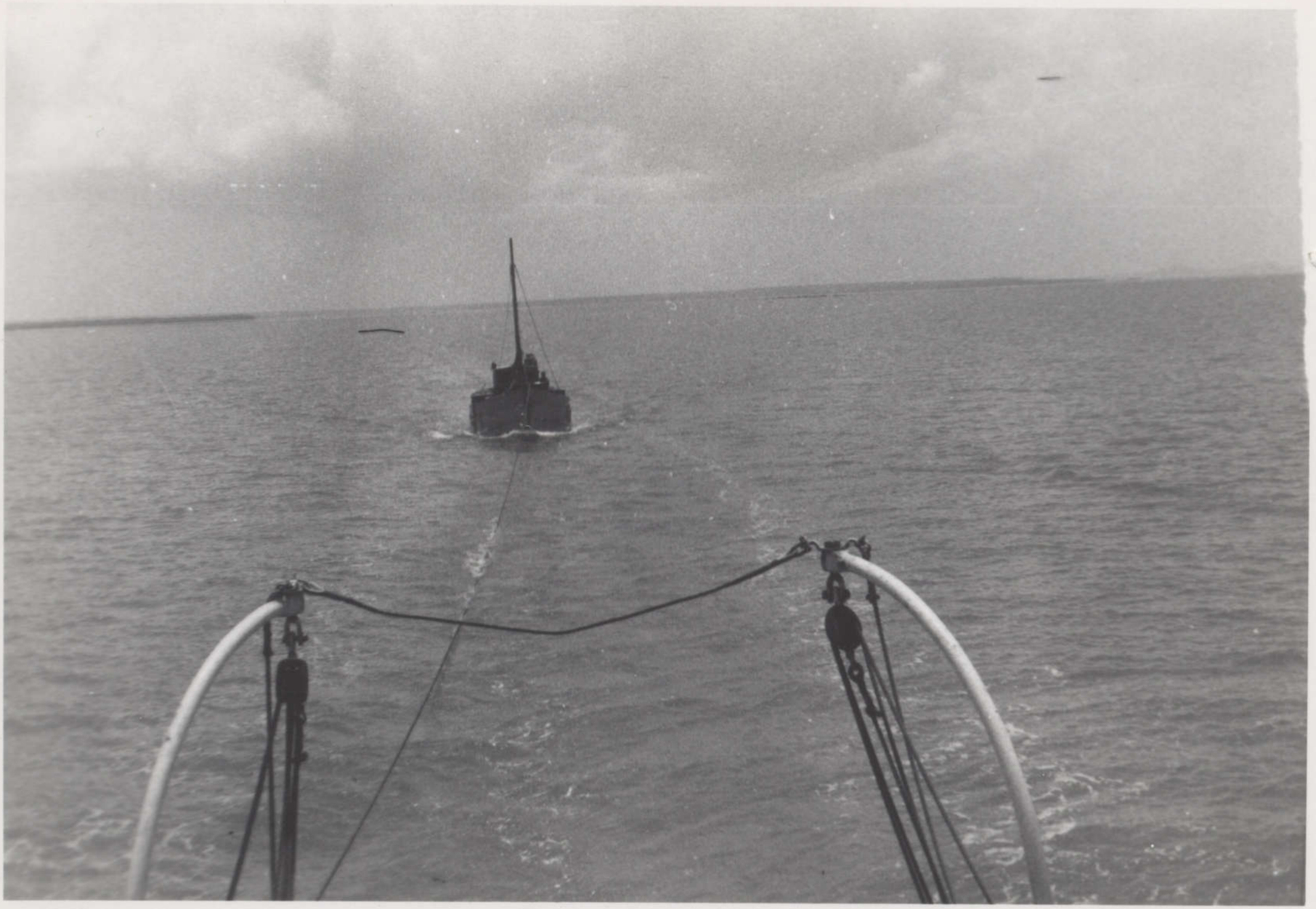
AUSTRALIAN WAR MEMORIAL RCDIG1073495



AUSTRALIAN WAR MEMORIAL RCDIG1073495

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AUSTRALIAN WAR MEMORIAL RCDIG1073495

AUSTRALIAN WAR MEMORIAL RCDIG1073495

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(3)

AUSTRALIAN WAR MEMORIAL RCDIG1073495

APPENDIX B.

SHOT LIST

(1) "Temora" in tow.

(2) "Temora" in tow.

(3) "Temora" at anchor in lee of Cape Don.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

9/2.

DEPARTMENT OF THE NAVY 18.6.561

MINUTE PAPER

HMAS Bass Report of Proceedings. Dec 65

D OF P

D/D OF P (A)

DTWP

D OF C

D/DTWP (AIR)

CONS

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HPB

DCNP

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DNES

ACDC

ACMD

PED

PNA

DWE

MDG

DNAS

AS (NS)(N5)

REGISTRAR

DNAS 16 MAR 1966

DNS

S/L P.O.

~~AS (NS) DCNS 2NM 4NM DPR REGISTRAR~~
~~D OF O 1NM 3NM SEC FAS (EG) FAS (FM) AS (NS)(N5)~~ } Separate Report circulating

NOTES: (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.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

M. D. G.
15 MAR 1966
BRANCH
NAV.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

SHOULD BE 18-6-591

DEPARTMENT OF THE NAVY

MINUTE PAPER

18 . 6 . 561

HMAS Bass Report of Proceedings Dec 65

AS (NS) 18/1

D OF O 18/1 Ref para 2 of covering letter. It is planned that BASS will be relieved Dec 66.

DCNS 20/1

1st NM 20/1

2nd NM 24/I.

3rd NM 25/1

4th NM 25/1

SEC 26

FAS (EG)

FAS (FM) 26/1

DPR 28/1

AS (NS)(N5) 2 Feb 66

REGISTRAR

D OF P	DCNP	ACDC	Separate Report Circulating
D/D OF P(A)	DOA	ACMD	
DTWP	DMT	DMED	
D OF C	DDM	PNA	
D/DTWP (AIR)	DPS	DWE	
CONS	DFSD	MDG	
DNI	DNR	AS (NS) (N5)	
HPB	DNES	REGISTRAR	

NOTES: (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 Directors comments if there is any matter of special interest in those comments.

6/24

AUSTRALIAN WAR MEMORIAL RCDIG1073495

ROYAL AUSTRALIAN NAVY

TELEPHONE:

RECEIVED
14 JAN 1966
NAVY REGISTRY

INDEXED
INIT.
DATE 14/1/66

DEPT. OF NAVY
CANBERRA

18	6	561

REF. No. 159/12

Naval Headquarters,
DARWIN, N.T.

12 JAN 1966

The Secretary,
DEPARTMENT OF THE NAVY.

H.M.A.S. BASS - REPORT OF PROCEEDINGS - DECEMBER, 1965.

Enclosure: Report of Proceedings (in duplicate).

The enclosure is forwarded for information. This year's experience in respect of BASS's refit has shown clearly that she should not refit in Darwin during the period December until February inclusive for the following reasons:

(a) there is an acute shortage of Comworks support for the reasons stated in paragraph 2 of the enclosure;

(b) weather conditions interfere with external maintenance;

(c) this is the season when 'drifters' are most likely to appear off the coast.

2. Should BASS remain in the area beyond December, 1966, an alternative time will be chosen for the refit. A period of ninedays has been provided in March, '66 to complete any defects not made good in the ship's current availability period.

A5 (N5) 14/1/66

A/CAPTAIN R.A.N.
Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

St 6299

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE No. Y/1

HMAS BASS
At DARWIN.

5th January 1966.

Naval Officer-in-Charge,
NORTH AUSTRALIA AREA.

Copy to : Hydrographer, ROYAL AUSTRALIAN NAVY.

Sir,

I have the honour to submit the report of proceedings of HMA ship under my command for the month of December 1965.

2. Throughout the month the ship remained alongside Inner Stokes Hill wharf Darwin carrying out the annual main refit. Work progressed slowly during the month owing to the lack of assistance by Department of Works who were very short of manpower. This was the result of the annual exodus from Darwin during the Wet season of all people who can afford to go South to the more favourable climate.

3. Mr. J. Shepherd from Garden Island assisted in the replacement of the 974 radar and 618 radio. It had been decided earlier to replace all units as this was considered more reliable than the continuous maintenance.

4. The weather unfortunately has not assisted in the refit, continuous thunderstorms retarding progress on the upper deck and superstructure. Cyclone "Amanda" which passed close to Darwin just after Christmas resulted in the loss of almost a whole week's work on the upper deck. It is still hoped that the cleaning and repainting of all decks will be satisfactorily completed by the end of the refit period. With a small ship's company like that borne on BASS, opportunity does not always present itself to completely strip all decks back to bare metal because of the extended periods at sea and the almost continuous salt spray and water over the upper decks.

5. The health, morale and conduct of the ship's company has been good over the month despite the extremely depressing weather. The appearance of the ship is satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant,

K.C. Steph

K.C. STEPHEN,
Lieutenant, RAN.
CAPTAIN.

APPENDIX A.

Reference : RI Appendix 29A, paragraph 6.

(a)	Distance Steamed	Nil
(b)	Hours Underway	Nil
(c)	Total Distance Steamed	75,713.0 miles.
(d)	Total Hours Underway.	10,200 hours 28 minutes.

AUSTRALIAN WAR MEMORIAL RCDIG1073495

NAVY REGISTRY - RECORDING AND INDEXING INSTRUCTIONS

REGISTER ON CARD 18/6/561

FILE TITLE HMAS BASS

Report of Proceedings Dec 1965

MARK TO AS(NS) BRANCH

OTHER DIRECTIONS

INDEXING HISTORY	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	
		N2	
SUBSEQUENT INDEXING			DATE

CLASSIFIER DATE 14.1.66

AUSTRALIAN WAR MEMORIAL RCDIG1073495

RESTRICTED

DEPARTMENT OF THE NAVY
MINUTE PAPER

18-206-515
Nov-65

HMAS Bass — Report of Proceedings

AS (NS) 15/12
D OF O 15/12
DCNS RP 17/12 Recommend Shipping and Transport be informed of the repaired state of TEMORA. RP 17/12
1st NM Yes 21/12
2nd NM 5/1
3rd NM 7/1
4th NM 7/1
SEC
FAS (EG)
FAS (FM) 10/1
DPR 11/1
AS (NS)(N5) 13/1
REGISTRAR

D OF P	DCNP	ACDC	Separate Report Circulating
D/D OF P(A)	DOA	ACMD	
DTWP	DMT	DMED	
D OF C	DDM	PNA	
D/DTWP (AIR)	DPS	DWE	
CONS	DFSD	MDG	
DNI	DNR	AS (NS) (N5)	
HPB	DNES	REGISTRAR	

NOTES: (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 Directors comments if there is any matter of special interest in those comments.

RESTRICTED

18/7/1

AUSTRALIAN WAR MEMORIAL RCDIG1073495