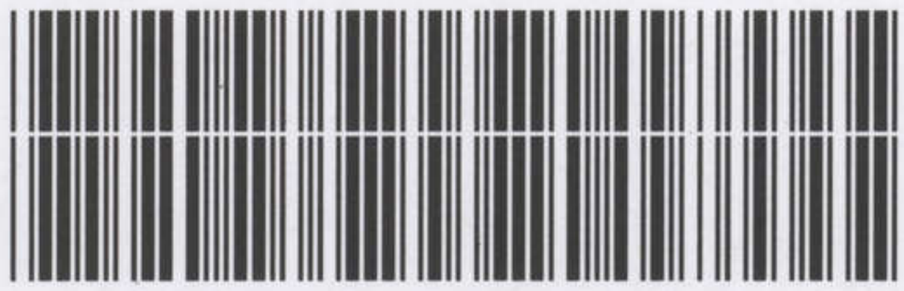
AWM78

Reports of Proceedings, HMA Ships and Establishments

HMAS BATHURST

Item number: 59/1

Title: February 1941 - December 1945



AWM78-59/1

BATHURST

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[59/1]

CONFIDENTIAL

2026/7/1434

DEPARTMENT OF THE NAVY

MINUTE PAPER.

SUBJECT H.M.A.S. "Bathurst" REPORT OF PROCEEDINGS.

December 1945

S.N.O.

S.N.M.

S.M.M.

D. of P.

D.P.E.

D.N.I. later 18/2.

Ops. (N)

N.E.

N.I

D.E. (N).

D.D.T.M.

D.N.M.S.

N.A.S.N.M.

N.O.

D.N.I. N.H.R.O.

14/2E, 6/3D

CONFIDENTIAL

C.441/45.

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/1434

SUBJECT: HMAS "Bathurst" Report of Proceedings December 1945

DPS 31/1

DTSR

DOD

DCNS 8/2

1ST NAV 6/2

N5

Commonwealth of Australia.

Department of The Navy.

orig.

Royal Australian Navy.

N5. 24/9/45.

M. Kelly 17.5.65

From THE COMMANDING OFFICER, HMAS "BATHURST".

Date January, 10th, 1946. Reference No. 7/46.

To THE SECRETARY, NAVAL BOARD, MELBOURNE.

Subject REPORT OF PROCEEDINGS.

H.M.

SUBMITTED.

Herewith HMAS "BATHURST'S report of proceedings for period 1st December to 31st December, 1945 inclusive.

A summary of miles steamed, oil fuel consumed etc, is appended.

LIEUTENANT COMMANDER, RANR.
COMMANDING OFFICER.

HMAS "BATHURST".

RESTRICTED

LETTER OF PROCEEDINGS COMMENCING 1st DECEMBER, 1945.

(All Times "K" unless otherwise noted.)

Bathurst departed Thursday Isl at 0530 on passage to Townsville. Ship was delayed by bad visibility in heavy tropical storm off Cape Grenville and anchored until 0445, 2nd December, then proceeded on passage which was without other incident until December 3rd when at 0535 Portuguese vessel S.S."Angola" was passed on opposite course, and at 0647 same day HMAS Kanimbla passed proceeding north. Both ships were encountered in vicinity of Cooktown.

Arrived Townsville at 0620 December 4th, and passed Ballarat, Maryborough, Goulburn, Toowoomba proceeding to sea. Delay was experienced in Townsville owing to afault with the shore oiling installation and departure delayed until 1200, 4th. At 1538 same day HMAS Stuart was passed on opposite course in vicinity of Cape Bowling Green.

Whilst on passage SS Carola was passed on opposite course in vicinity of Percy Islands, at 1610 5th December , and when off Breaksea Spit Lightship at 1527 6th December Hospital Ship Wanganella passed northbound. HMAS Ballarat was sighted at 2340 same day.

At 0551 December 7th, Goulburn was overtaken and both ships proceeded in company en route to Sydney. In vicinity of Cape Byron HMAS Warrego passed proceeding south and HMS Tyne passed northbound,and at 2140 VSIS Merkur passed proceeding north.

At 0715 8th December, Ballarat and Bendigo were in company and Flotilla proceeded to Sydney, arriving there without further incident at 1200 9th December and after steaming round Fort Denison all ships secured alongside Village Point Jetty, Watson Bay.

At 1035 10th December Flotilla was inspected by Vice Admiral Rivett-Carnac, RN as V.A.(Q).

At 1750 same day Ballarat and Bendigo departed for Melbourne.

Bathurst thence remained at Watson Bay until 31st December.

GENERAL

The general conduct and health of ships company continues to be good.

Machinery and hull are in a satisfactory condition except that a dry docking is again desirable for scraping and painting, and Southern Cross Diesel unit is still out of action. Galley equipment also needs renewing. These items have been submitted to the Engineering department of the ships administrative authority.

COMMANDING OFFICER H.M.A.S. "BATHURST"

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.....

RESTRICTED

	DECEMBER	SINCE COMMISSIONING.
Mileage.	1813.9	160,165.55
Oil fuel consumed,	143.75 tons.	11,585.72
Diesel fuel consumed.	0.81 tons.	127.22
Days in commission.	31	1821
Days at Sea.	9	990
Average speed.	9.83 knots.	
Hours under way.	184 20/60	17,010 20/60
Miles per ton fuel.	13.03	

COMMANDING OFFICER
H.M.S. "BATHURST"

HMAS BATHURST

LETTER OF PROCEEDINGS COMMENCING 1st NOVEMBER 1945

On 1st November Bathurst was on passage to Hong Kong, and arrived there at 0840i that day. HMS WAGER was observed on a parallel course at 0720i, in the vicinity of Lamtong Light, and four Algerine class sweepers were passed in the Tathong Channel.

Bathurst departed Hong Kong at 1632i on November 2nd, after embarking mail and stores for the Flotilla, and one officer of the RN Film unit, Sub Lieut(SpBr) G L K Denyers RNVR.

Bathurst arrived SWATOW at 1005H 3rd November without further incident, and after discharging stores and mail to ships there, departed for Amoy at 1623H the same day, arriving there at 0742H on 4th November without further incident, and remained at anchor there during 5th November discharging stores and mails to the other sweepers.

Recommenced sweeping operations with Flotilla on November 6th and although no mines were swept, on returning to harbour Ballarat set off either an acoustic or magnetic mines, which exploded close astern of her and ahead of Bathurst, next in line astern. Bathurst and remaining ships hauled out of line to avoid falling debris, and then stood by to assist Ballarat, who had suffered steering gear damage, but no other apparent defects, and no casualties. Other ships returned to anchorage at 1745H, and Ballarat was towed in and berthed by Bendigo.

At 0545H 7th November Flotilla, negative Ballarat, again proceeded to sweeping area in Formosa strait but no mines were swept, and ships returned to harbour, anchoring at 1740H same day. Sub Lieut (SpBr)G L K Denyers RNVR was discharged to Bendigo for return passage to Hong Kong having completed his duties in Amoy.

Flotilla remained in harbour until 0900H 11th November when all ships except Ballarat sailed for Hong Kong en route to Australia.

Bathurst and remainder of Flotilla arrived Hong Kong at 1100i 12 November without further incident, and remained there fuelling and storing until 0900i on November 15th when all units sailed for Morotai, Ballarat having arrived from Amoy on November 13th.

On arrival Hong Kong Floitlla Medical Officer was discharged to Resource but rejoined before sailing.

Whilst on passage several U.S Merchant ships were encountered on the Phillipine Islands coast, and some barge traffic in the vicinity of Zamboanga on November 20th. On this date all ships transferred hand mail to and from Ballarat whilst under way at sea. Other than the above, passage was without incident, and flotilla arrived Morotai at 1504i on 22nd November. On arrival Morotai Flotilla Medical Officer was discharged to HMAS GILOLO for air passage to Hong Kong.

After embarking one Naval officer, 8 naval ratings, 3 AIF officers and 12 other ranks Bathurst sailed from Morotai in company with remainder of Flotilla at 1330i on November 23rd on passage to Thursday Island.

Passage was without incident until 0810i on 25th November when Fremantle and Burnie were detached to proceed to Darwin and other Australian ports.

At 2000i 26th November Toowoomba was detached to proceed to Darwin with urgent case of sickness on board and at 0945i November 27th Cairns was detached to proceed to Merauke. Clocks were advanced to "K" time at midnight November 27th.

Flotilla arrived Thursday Island at 1335K November 28th and in entering harbour Bathurst fouled Buoy moorings in starboard screw. Remainder of Flotilla sailed for Townsville at 1630K same day, but were later reported to be standing by the stranded US tanker "Pine Creek".

Toowoomba arrived Thursday Island 0610K on 29th. Work of clearing Bathurst screw was carried out by Port Diving Officer, but difficulty was experienced by divers with strong tidal streams, and work was not completed until 1530K on November 30th, when ship proceeded alongside for fuel, water and stores. Two Naval officers and 2 naval ratings were embarked for passage to Australia.

No damage was suffered by Bathurst as a result of fouling of Buoy

HMAS BATHURST

LETTER OF PROCEEDINGS COMMENCING 1st NOVEMBER 1945

On 1st November Bathurst was on passage to Hong Kong, and arrived there at 0840I that day. TRS WAGER was observed on a parallel course at 0720I, in the vicinity of Lantong Light, and four Algerine class sweepers were passed in the Tatlong Channel.

Bathurst departed Hong Kong at 1632I on November 2nd, after embarking mail and stores for the Flotilla, and one officer of the RN Film unit, Sub Lieut(SpBr) G L K Denyers RNVR.

Bathurst arrived Amoy at 1005H 3rd November without further incident, and after discharging stores and mail to ships there, departed for Amoy at 1825H the same day, arriving there at 0742H on 4th November without further incident, and remained at anchor there during 5th November discharging stores and mails to the other sweepers.

Recommenced sweeping operations with Flotilla on November 6th and although no mines were swept, on returning to harbour Ballarat set off either an acoustic or magnetic mines, which exploded close astern of her and ahead of Bathurst, next in line astern. Bathurst and remaining ships hauled out of line to avoid falling debris, and then stood by to assist Ballarat, who had suffered steering gear damage, but no other apparent defects, and no casualties. Other ships returned to anchorage at 1740H, and Ballarat was towed in and berthed by Bendigo.

At 0545H 7th November Flotilla, negative Ballarat, again proceeded to sweeping area in Formosa strait but no mines were swept, and ships returned to harbour, anchoring at 1740H same day. Sub Lieut (SpBr)G L K Denyers RNVR was discharged to Bendigo for return passage to Hong Kong having completed his duties in Amoy.

Flotilla remained in harbour until 0900H 11th November when all ships except Ballarat sailed for Hong Kong en route to Australia.

Bathurst and remainder of Flotilla arrived Hong Kong at 1100I 12 November without further incident, and remained there fuelling and storing until 0900I on November 15th when all units sailed for Moretai, Ballarat having arrived from Amoy on November 13th.

On arrival Hong Kong Flotilla Medical Officer was discharged to Resource but rejoined before sailing.

Whilst on passage several U.S Merchant ships were encountered on the Philippine Islands coast, and some barge traffic in the vicinity of Zamboanga on November 20th. On this date all ships transferred hand mail to and from Ballarat whilst under way at sea. Other than the above, passage was without incident, and Flotilla arrived Moretai at 1504I on 22nd November. On arrival Moretai Flotilla Medical Officer was discharged to HMAS GILGIO for air passage to Hong Kong.

After embarking one Naval officer, 8 naval ratings, 3 AIF officers and 13 other ranks Bathurst sailed from Moretai in company with remainder of Flotilla at 1330I on November 23rd on passage to Thursday Island.

Passage was without incident until 0810I on 25th November when Fremantle and Burnie were detached to proceed to Darwin and other Australian ports.

At 2000I 25th November Toowoomba was detached to proceed to Darwin with urgent case of sickness on board and at 0945I November 27th Cairns was detached to proceed to Darwin. Blocks were advanced to "X" time at midnight November 27th.

Flotilla arrived Thursday Island at 1353K November 28th and in entering harbour Bathurst fouled Buoy moorings in starboard screw. Remainder of Flotilla sailed for Townsville at 1630K same day, but were later reported to be standing by the stranded US tanker "Pine Creek".

Toowoomba arrived Thursday Island 0610K on 29th. Work of clearing Bathurst screw was carried out by Port Diving Officer, but difficulty was experienced by divers with strong tidal streams, and work was not completed until 1530K on November 30th, when ship proceeded alongside for fuel, water and stores. Two Naval officers and 2 naval ratings were embarked for passage to Australia.

No damage was suffered by Bathurst as a result of fouling of Buoy

GENERAL

The health and morale of ships company continues to be satisfactory,although just after leaving the China Station two mild cases of venereal disease became apparent.

The main engines and boilers continue satisfactorily. At 30th November 899 hours had been steamed since last cleaning. The Southern Cross Diesel unit has been inoperative since 28th October owing to a leaking crankcase

RESTRICTED

	NOVEMBER	SINCE COMMISSIONING
Mileage	3742.6	158351.65
Oil fuel consumed	360.5 tons	11441.97
Diesel " "	2.23 tons	126.41
Days in commission	30	1790
Days at sea	21	981
Average speed	10.2 knots	9.41
hours under way	364 10/60	16,826
Miles per ton fuel	12.8	12.83

COMMANDING OFFICER
H. M. S. "BATHURST"

210/88/7

St 6339

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

From COMMANDING OFFICER HMAS BATHURST

Date November 4th *Reference No.* 191/45

To SENIOR OFFICER TWENTY FIRST MINESWEEPING FLOTILLA

Subject REPORT OF PROCEEDINGS.

Submitted;

Here with HMAS BATHURST'S report of proceedings for period 1st October to 31st October 1945 inclusive.

A summary of miles steamed, oil fuel consumed etc, is appended.

Copies have also been forwarded to Secretary Naval Board.

D.N.I (NHRO)

.....Lieut Comdr(RANR)
Commanding Officer.

30/11/P

3/12

RESTRICTED

H.M.A.S. "BATHURST".

LETTER OF PROCEEDINGS COMMENCING 1st OCTOBER 1945.

At 0700 item October 1st, Bathurst departed in company with Ballarat, Mildura, Castlemaine, Fremantle, Burnie, Toowoomba, Maryborough, Bendigo, Goulbourn for Mirs Bay to commence sweeping operations, arriving there at 1000 item same day and commencing sweeping at once. All sweeping carried out in "G" formation, Bathurst sweeping 4 mines, and anchored in Mirs Bay at 1904 item. Operations were continued on October, 2nd, and one mine swept by Bathurst, Flotilla anchoring at 1133 item owing to stress of weather.

Operations were continued on October 3rd, Bathurst sweeping 2 mines and again anchored Mirs Bay at 1550 item, that day.

On October 4th sweeping was continued in Mirs Bay, Bathurst sweeping one mine, and at 1445 item Flotilla, having cleared area, proceeded to Bias Bay and swept channel to anchorage, anchoring at 1814 item same day.

On 5th October flotilla commenced sweeping entrance to Bias Bay, Bathurst sweeping three mines, and at 1101 item flotilla ceased sweeping, and returned to Hong Kong, arriving there without further incident at 1544 item same day, and remaining there until October 10th when at 0700 item flotilla proceeded on passage to Amoy, arriving there without incident at 1200 How 11th October.

Sweeping of aproaches commenced on October 12th and was carried on during October 13th but no mines were encounted, and Flotilla returned to anchorage off Amoy at 1335 How, remaining there until 0615 on October 15th when sweeping was recommenced, one mine being detonated in Goulburn's sweep. Flotilla anchored off Amoy at 1615 How same day. Remained there until 0640H on October 18th when sweeping was recommenced, and continued during the day without result, Flotilla returning to harbour at 1335H.

Sweeping carried out again from 0630H October 22nd, and continued throughout 23rd and 24th without result, Flotilla anchoring Amoy again at 1403H on 24th.

After remaining in Amoy 25th October sweeping again carried out during 26th October from 0630H to 1915H, remaining in harbour 27th and 28th October, sweeping was carried out again without result on 29th October from 0550H to 1800H.

At 0550H 30th October Bathurst weighed and proceeded on passage to Hong Kong via Swatow, arriving Swatow at 1725H same day, without further incident. At 1500H on 31st October Bathurst departed Swatow for Hong Kong.

GENERAL.

During sweeping operations outside Amoy and in Formosa Strait continuous bad weather has been encountered during the latter half of each day.

The health and morale of ship's company continues to be satisfactory, no veneral diseases or tropical diseases having occured.

The condition of the hull is good. The machinery, and boilers have given no trouble except for a few minor defects.

A Medical Officer, Surgeon Lieutenant G.A.F. BAIN, RNVR was loaned from "RESOURCE" for duty with the Flotilla whilst away from Hong Kong. This Officer has been borne in Bathurst and has rendered valuable service to the Flotilla during its detached duty.

COMMANDING OFFICER
H. M. S. "BATHURST"

RESTRICTED

	OCTOBER		SINCE COMMISSIONING
MILEAGE	1606.7		154,609.05
OIL FUEL CONSUMED	149.87	tons	11,081.47
DIESEL FUEL "	3.21	tons	124.18
DAYS IN COMMISSION	31		1760
DAYS AT SEA	18		960
AVERAGE SPEED	11.08		9.99
HOURS UNDERWAY	145		16,461 50/60
MILES PER TON FUEL	13.37		14.03

COMMANDING OFFICER
H.M.S. "BATHURST"

209/84/5

St 6339

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Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

From COMMANDING OFFICER HMAS BATHURST

Date 3rd October *Reference No.* 1604/45

To SENIOR OFFICER 21st MINESWEEPING FLOTILLA

Subject REPORT OF PROCEEDINGS

Submitted:

Herewith HMAS BATHURST'S report of proceedings for period 1st September to 30th September 1945 inclusive.

A summary of miles steamed, oil fuel consumed etc, is appended.

Copies have also been forwarded to SECRETARY NAVAL BOARD.

.....Lieut Comdr (RANR)
Commanding officer.

COMMANDING OFFICER
7 OCT 1945
H.M.A.S. "BALLARAT".

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

7/11

H.M.A.S. BATHURST

LETTER OF PROCEEDINGS COMMENCING 1st SEPTEMBER 1945

RESTRICTED

M. Kelly 17.5.65

Note: All times are "item" unless otherwise stated.

On September 1st Bathurst remained at anchor off Tamkan Island awaiting shipping requiring to be led in to Hong Kong, and early a.m. was joined on station by H.M. submarine "Scotsman".
At 0757 on September 2nd weighed and proceeded to rendezvous at sea with HMS VENERABLE and embark party for work in Naval dockyard. Embarked party at 1045 and proceeded into harbour, Fremantle taking over duty at Tamkan Island. Whilst on passage a single Orepesa sweep was carried out along line of Dans from Able to Baker without result. A boom mooring buoy which had been reported adrift was sighted and towed into harbour. Anchored off Dockyard at 1925 same day and disembarked party, remaining there all next day and until 1845 on the 4th when Bathurst was ordered to Kowloon to assist to quell rioting and looting in Dockyard area. Armed parties landed and patrolled area allotted throughout the night.

During the night saboteurs cut adrift four motor oil lighters and these were recovered by Bathurst's motor boat and secured alongside Bathurst.

At 0900 5th Sept an armed party from Bathurst entered and took possession of Cosmopolitan Dockyard and adjacent areas from Japanese garrison, and was relieved by R.A.F. contingent at 1945 same day. Bathurst illuminated the dockyard during the nights of 4th and 5th.

Slipped from APC company wharf at 1120 on the 6th September and returned to anchorage off Hong Kong, remaining there until 1545 on September 8th when Strahan was relieved on Green Island patrol. Bathurst remained on Green Island patrol until 0605 on 10th September when she was withdrawn and proceeded to sweep with double Orepesa a channel from Tathong light to Stanley Bay in preparation for embarkation and transfer of internees from Stanley Camp to Empress of Australia. Remained at anchor in Stanley Bay until 1747 same day when, having embarked 234 civilians internees Bathurst weighed and proceeded alongside Empress of Australia in Junk Bay to discharge same. On completion of disembarkation at 2030 anchored in Junk Bay.

At 0645 11th September weighed and proceeded into Hong Kong and anchored there until 0905 on 14th September, proceeding thence alongside dockyard wall for Boiler clean.

Boiler clean completed at 1700 19th September and at 0630 on 20th September slipped from dockyard and proceeded in company with Burnie Mildura, Castlemaine, Strahan, Fremantle, Bendigo and Launceston to sweep area in Tathong Channel. No mines were swept during the operation and ships anchored for night in Junk Bay at 1635.
On September 21st weather was too bad for sweeping and ships returned to Hong Kong arriving and anchoring at 1517.

Bathurst remained at anchor until 0655 September 24th when proceeded in company with Maryborough and Goulburn to dump depthcharges at sea, returning to Hong Kong and anchoring at 1759. On return passage to Hong Kong H.M. ships Anson, Venerable and Indomitable and 5 destroyers were observed proceeding to sea.

At 0745 September 25th Bathurst proceeded in company with Ballarat Maryborough and Toowoomba to sweep Repulse Bay. At 1609 Bathurst returned to Hong Kong to embark gear for removing an obstruction encountered in Repulse Bay. At 1030 September 26th Bathurst returned to Repulse Bay and commenced raising of obstruction which consisted of an anchored boom composed of logs trung together with serrated sweep wire. About three quarters of boom had been raised and destroyed when Bathurst was recalled to Hong Kong arriving there at 1940 same day, remaining there until 1st October.

GENERAL

The health of the ships company continues to be excellent with no sign of any tropical disease. Morale and conduct are good, and there has been no sign of the tendency to " Ease Down" which might be reasonably expected to occur on cessation of a long period of hostilities.

The hull is in good condition, and main engines, boilers, auxilliary and upper deck machinery continues to be without fault.

COMMANDING OFFICER
H. M. S. "BATHURST"

	SEPTEMBER	SINCE COMMISSIONING
MILEAGE	442.9	153002.35
OIL FUEL CONSUMED	108.02	10931.60
DIESEL FUEL CONSUMED	2.5	120.97
DAYS IN COMMISSION	30	1729
DAYS AT SEA	10	942
AVERAGE SPEED	9.734	9.38
HOURS UNDERWAY	45 30/60	16316 50/60
MILES PER TON FUEL	11.17	14.08

9/10 14/11

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12 NOV 1945
D. O. T. M.

2026/7/ 1434

DEPARTMENT OF THE NAVY.

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SUBJECT: H.M.A.S. "Bathurst" REPORT OF PROCEEDINGS. August 1945.

S.N.B. 8/10

2 N.M. 16/10

3 N.M. 26/10

D. of P. 29/10

D.R.M. 25/10

D.N.I. 31/10

Ops. (N) 1/xi

N.S. 1/11

D.E. (N) 6/11

D.O.T.M. 13/11

D.N.M.S. 15/xi

N.P.B. 19/11

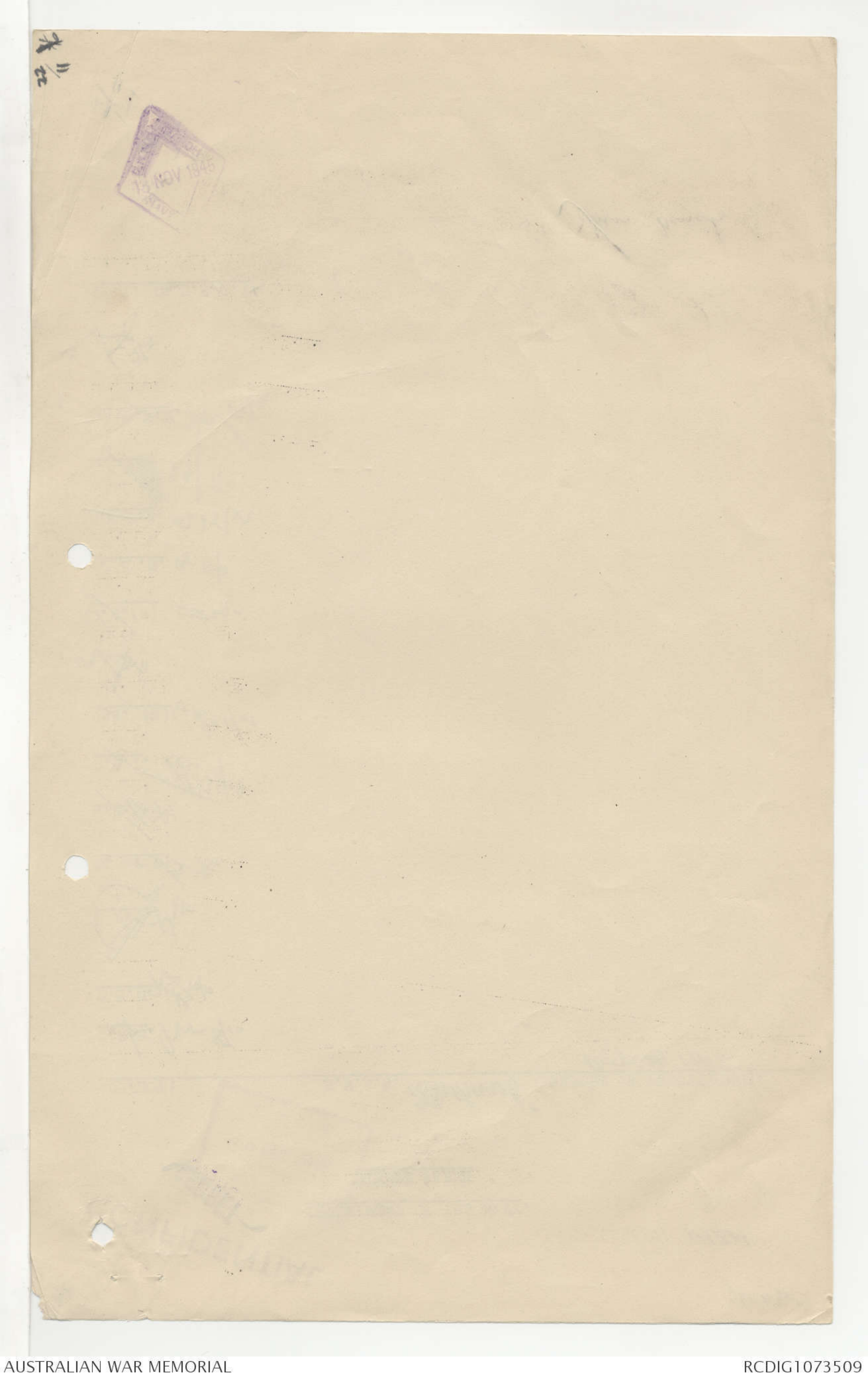
N.A.2.N.M. 19/11

N.O. 22/11

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

Miss Finch

21/11



26/9

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DEPARTMENT OF THE NAVY. 2026-7-1434.

MINUTE PAPER.

SUBJECT: H.M.A.S. "Bathurst." Report of Proceedings. August. 1945.

DPS

DTSR RP 3/10

DOD 5/10

5/10

DCNS

1st. N.O. 6/10

N.O. 7/10

5/10 A

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

HP. 19/9/45

From Commanding Officer HMAS BATHURST

Date 1st September Reference No. 141/45

To Secretary Naval Board

Subject REPORT OF PROCEEDINGS

H.M.

Submitted:

Herewith HMAS BATHURST'S report of proceedings for period 1st August to 31st August 1945 inclusive.

A summary of miles steamed, oil fuel consumed etc, is appended.

Copies have also been forwarded to NOIC MOLUCCAS.

.....Lieut Comdr (RANR)
Commanding Officer

RESTRICTED

H.M.A.S. BATHURST

DUPLICATE

Letter of proceedings commencing 1st August 1945.

Bathurst departed Darwin at 0505IK on 1st August to search for Spitfire aircraft seen to crash in sea previous afternoon. After unsuccessful search Bathurst was recalled to Darwin arriving there at 0830IK on 2nd August and remaining there until 5th August.

Departed Darwin at 0630IK on 5th August in company with HMAS Katoomba(S/O) escorting US ship Augustine Heard (Convoy DM1) on passage to Morotai. Whilst on passage passed HMAS BURDEKIN and one US Tanker in Clarence Strait and HMAS Moresby was observed carrying out hydrographic survey in vicinity Cape Don on August 5th and on August 8th one RAAF bearfort and four US Liberators circled convey. Identities were exchanged with HMAS GLENELG at 2030 IK same day.

At 1200I on August 9th Augustine Heard was detached for onward passage to Leyte and Katoomba and Bathurst arrived Morotai at 1630I same day without further incident.

Bathurst remained Morotai until 14th August, carrying out Guard duty at position Baker on 12th and 13th August.

At 1300 item on August 14th departed Morotai escorting SS Both on passage to Balik Papan. At 1700 i on August 16th Bathurst was diverted to Subic Bay via Samboanga arriving Zamboanga at 2030 item on 17th August.

HMAS Mildura and Fremantle arrived Samboanga 0800 item on the 18th and tanker not having arrived small quantity of fuel received from ship in harbour and all three ships departed at 2000 item same day, being joined at 2030 item by Broome. Whilst on passage to Subic Bay numerous convoys of L.S.T's were encountered.

All ships arrived Subic Bay at 1435 i 20th August and reported to Senior Officer 8th Submarine Flotilla in HMS MAIDSTONE, remaining Subic Bay until 24th August during the forenoon of which Bathurst and Mildura carried out M.S trials.

Again on 25th Mildura, Bathurst and Castlemaine exercised sweeping in formation with Fremantle and Strahah as Danlayers, returning to harbour on completion.

After a conference on board HMS INDOMITABLE on 26th, Bathurst sailed from Subic at 0600 i on 27th on passage to Hong Kong in company with all other A.M.S's ,Maidstone, Prince Robert and 8th submarine Flotilla.

On 28th Carrier and cruiser force(Indomitable,Venerable, Swiftsure,Euryalus and four destroyers)joined company.

On 29th squadron arrived off Tamkan island through 36 mile long channel swept by Mildura,Bathurst and Castlemaine and anchored in an area swept by Mildura Bathurst and Castlemaine, north of the island.

On 30th August, Bathurst and other sweepers swept channel into Hong Kong, and then Mildura and Bathurst accompanied Swiftsure, flying flag of Rear Admiral Harcourt RN, Euryalus. Prince Robert two destroyers and 2 submarines into Hong Kong harbour. During remainder of the day and night anti sabotage and anti suicide boat measures were carried out.

At 1330 I on August 31st Bathurst weighed and proceeded to Tamkan (Tamkan) island to await and lead in through Swept channel shipping proceeding into Hong Kong.

GENERAL

Health and morale of ships company continues satisfactorily, with a complete absence of any tropical disease. The conduct of the ships company is also most satisfactory.

The machinery and hull are both in a satisfactory condition.

COMMANDING OFFICER H.M.S. "BATHURST"

	AUGUST	SINCE COMMISSIONING
Mileage	3472.2	152,559.45
Oil fuel consumed	273.67 tons	10,823.58
Diesel " "	2.17 tons	118.07
Days in commission	31	1699
Days at sea	21	932
Average speed	10.5	9.37
Hours under way	330 20/60	16271 20/60
miles perton fuel	15/67	15.02

COMMANDING OFFICER
H. M. S. "BATHURST"

RESTRICTED

RECEIVED
17 SEP 1945
D.O.T.M.

2026/7/1434

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DEPARTMENT OF THE NAVY.

MINUTE PAPER

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

S.N.B. 29/8

2 N.M.

3 N.M.

D. of P. 6/9

D.B.M. 6/9

D.N.I. "Bit" 7/9

D.S. (N) 8/9

N.B.

2nd N.M.

D.E. (N) 17/9

D.O.T.M. 17/9

D.N.M.S. 18/9

H.A.B. 19/9

H.A.2.N.M. 19/9

N.S. 25/9

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

Mrs Sleeman
Mr Smith

A 25/9

20/8

24/8

477

RESTRICTED SECRET

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1434

3044.

SUBJECT: Hmas "Bathurst" Report of Proceedings July 1945.

SPS 20/8

DTSR 22/8

DOD 22/8

DCNS 25/8.

1STNM

N.5.

orig.

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

From Commanding Officer HMAS BATHURST

Date 1st August *Reference No.* 124/45

To SECRETARY NAVAL BOARD

HN.

Subject REPORT OF PROCEEDINGS

Submitted:-

Herewith H.M.A.S. BATHURST's report of proceedings for period 1st July to 31st July 1945 inclusive.

A summary of miles steamed, oil fuel consumed etc, is appended.

Copies have also been forwarded to NOIC MOLUCCAS.

.....Lieut Comdr RANR
Commanding Officer.

RESTRICTED

H.M.A.S. BATHURST (DUPLICATE)

Letter of Proceedings Commencing 1st July 1945.

From 1st to 4th July inclusive Bathurst was on guard duty at position Baker at Morotai.

At 1700I on 4th July departed Morotai with SC 1120 as other escort for 5 L.S.T.'s for Leyte, arriving there at 1430I on July 7th. Whilst on passage one floating dock in tow was observed on July 6th and in the entrance to Leyte Gulf at 1000I on July 7th one U.S. cruiser and 3 destroyers were observed proceeding to sea.

After fuelling departed Leyte independently for Morotai at 1400I on July 9th. Considerable inward and outward traffic was met In leyte Gulf, but arrived Morotai 1600I 11th July without sightings whilst at sea.

Assumed duty as guard ship at position Able at Morotai on July 13th until 17th July when Bathurst was relieved by Barcoo.

Bathurst departed for Darwin for docking at 0600I on July 18th. Identity exchanged with Kapunda at 1600I on July 19th Kapunda being on passage to Morotai. Arrived at Darwin 1540 IK July 22nd and entered floating dock at 1625 IK same day. remaining in dock until 1400 IK on July 25th.

On 23rd July Able Seaman Neil Groom O/N B4331 was visiting HMAS PARKES alongside civil aviation jetty Darwin and when crossing brow, it carried away causing this rating to fall between ships side and wharf, thereby breaking his right wrist and inflicting sundry abrasions. He was placed in Naval Hospital Darwin. He was ashore on liberty when the accident occurred.

Remained in Darwin at anchor until July 31st.

During the period in Darwin all facilities possible were made available by Melville for recreation, and full assistance and co-operation were provided for docking period and other repair work.

GENERAL

The health and morale of the ships company is considered to be most satisfactory, and considerable benefit was derived from Recreational period in Darwin.

All machinery is in a satisfactory condition and Hull has been scraped and repairted, underwater fittings cleaned and propellors polished.

COMMANDING OFFICER H.M.S. "BATHURST"

	JULY	SINCE COMMISSIONING
Mileage	2425.8	149087.25
Oil fuel consumed	266.47 tons	10549.91
Diesel " "	1.76 tons	115.9
Days in commission	31	1668
Days at sea	12	911
Average Speed	10.8	9.35
Hours under way	223.40/60	15941
Miles per ton fuel	12.04	14.03

COMMANDING OFFICER
H. M. S. "BATHURST"

Sup.

DEPT. OF NAVY
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HN. 22/9

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Liberalahoy
17·7·45.

Commonwealth of Australia.

Department of The Navy.

AUTHY. A.C. 13267
16 JUL 1945
INIT.

Royal Australian Navy.

From COMMANDING OFFICER H.M.A.S. BATHURST

Date 1st July *Reference No.* 95/45

HNK 17/7

To SECRETARY NAVAL BOARD

Subject REPORT OF PROCEEDINGS.

Submitted:-

Herewith H.M.A.S. BATHURST'S Report of proceedings for period 1st June to 30th June 1945 inclusive.

A summary of miles steamed, oil fuel consumed etc, is appended.

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

Copies have also been forwarded to NOIC NEW GUINEA and Commander "D"

A/Lieut Comdr RANR
Commanding Officer.

~~H.M.C.B.~~
for Phase

17/7

H.S. 25/7

RESTRICTED

H.M.A.S. BATHURST

Letter of Proceedings commencing 1st June.

(All times quoted,unless otherwise indicated, "Item" i.e.zone minus 9)

At 1230 on 1st June departed from Sorido with Junee in company to carry out search for reported submarine. No results from search, only sightings being two U.S. Army ships and many large logs. Cootamundra joined search at 1600 on 2nd June and at 1650 on 2nd June Stawell joined. All ships returned Sorido arriving at 0955 June 3rd. Cootamundra and Junee proceeding to Mios Woendi for fuel. Kapunda guard ship at Biak.
At 0800 June ~~4th Bathurst~~ assumed duty as guard ship Biak and Kapunda departed for Mios Woendi,Cootamundra and Junee arrived Biak at 1015 and at 1052 Bathurst sailed for Mios Woendi arriving at 1355, and fuelled.
Sailed from Mios Woendi at 0830 on 5th June and arrived Biak ~~at~~ 1140
At 1500 same day Cootamundra and Junee sailed to carry out further submarine search. At 1800 Stawell arrived from Mios Woendi.
At 0900 June 6th Stawell sailed for Morotai escorting two merchant ships, and at 0930 Kapunda arrived from Mios Woendi.
At about 1825 June 6th U.S. ship FS 529 went aground in entrance to Sorido lagoon. Bathurst placed a towline on board and at next high water ship was refloated and proceeded under her own power.
Bathurst ~~relieved~~ returned to anchorage at 0630 on the 7th June and at 1900 Bunbury anchored off Sorido.
At 0600 on June 8th Bunbury sailed for Mios Woendi.
Departed Biak 1640 9th June with convoy of 24 L.S.T's escorted by Bathurst (S.O) Bowen and Kapunda.
At 0745 on June 10th identity exchanged with Wagga and Latrobe and U.S. Merchant ship Carol Lombard on opposite course.
During 11th June carried out quarterly reading of censorship regulations. Without further incident the convoy arrived Morotai at 1030 on June 12th. After fuelling and storing,anchored in position"Easy" and ~~assumed~~ commenced boiler cleaning and minor main engine ~~repairs and~~ adjustments. During Boiler Clean Ordnance inspection officer for New Guinea inspected all guns and mountings and Commander "D" staff carried out periodical Gunnery inspection. Ships company exercised at Fire and Repair drill, gun drill and D/C thrower reloading drill. Boiler clean completed 17th June and departed Morotai with Bowen in company at 1130 on 18th June arriving without incident at Mios Woendi at 1815 June 20th. Whilst on passage a night encounter exercise was carried out with Bowen.
Sailed from Mios Woendi at 0855 June 21st and arrived Biak at 1221 same day. Sailed from Sorido at 1705 22nd June escorting Dutch Ship "Both" and arrived Morotai without incident at 0705 June 25th and proceeded as duty ship at position "Able" returning to berth "George" at 1435 next day.
Departed Morotai at 0715 June 28th for AA firings exercise and manouvres in company with Glenelg,Strahan,Bundaberg,Bowen Cowra returning at 1235 to position"George" During forenoon of June 30th fire and repair drill carried out for inspection by Squadron EO and Commander "D" and at 1245 proceeded to position"Baker" to relieve Bowen.

GENERAL- The health and morale of the ships company is considered to be good and continues to improve.
The machinery is in a satisfactory ~~is in a satisfactory~~ ~~condi~~ condition, but the hull requires scraping and painting below the waterline.

COMMANDING OFFICER
H.M.S. "BATHURST"

	JUNE	SINCE COMMISSIONING
Mileage	2398.5	146,661.45
Oil fuel consumed	211.49 tons	10,283.44 tons
Diesel "	3.14 tons	114.14 tons
Days in commission	30	1637
Days at sea	18	899
Average speed	9.9	9.33
Hours under way	242	15,717.15

COMMANDING OFFICER
H. M. S. "BATHURST"

St 4539

RESTRICTED

Royal Australian Navy.

ACK. BY. A.C. 22 JUN 1945

DEPT. OF NAVY 2066. 7. 1188 SECRET

IN REPLY PLEASE QUOTE

No. NG 269/81

Office of N.O.I.C.
New Guinea. Madang.
17th June, 1945.

The Secretary,
Naval Board,
MELBOURNE.

H.M.A.S. "BATHURST" - REPORT OF PROCEEDINGS MAY 1945.

Submitted for the information of the Naval Board.

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

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

H.S. 8/7

N.G. 269/81

St 6339

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

RESTRICTED

SECRET

NAVAL OFFICE

12 JUN 1945

From COMMANDING OFFICER H.M.A.S. BATHURST

Date June 1st *Reference No.* 76/45

To N.O.I.C. NEW GUINEA

Subject REPORT OF PROCEEDINGS

Submitted:-

Herewith H.M.A.S. Bathurst's Report of proceedings for period 1st May to 31st May 1945 inclusive.

A summary of miles steamed, oil fuel consumed etc, is appended.

Copies have also been forwarded to Navy Board and Com (D).

.....Acting Lieut Comdr RANR
Commanding officer.

m. Kelly 17/5/65

RESTRICTED

ROYAL AUSTRALIAN NAVY

1st May At Mios Woendi, anchored in position C. Boiler cleaning and minor engine repairs. Inspection of A/S and Radar equipment by Base Staff from Platypus.

2nd May At Mios Woendi. Boiler cleaning and minor engine repairs. General A/S repairs and maintenance. V/S exercises carried out with other ships in port. 12 Pdr gun drill. Also all opportunities were taken for boatwork and landing of recreational parties during non working hours. Inspection of armament by Platypus Staff. 1100 cleared lower deck and read Artciles of War.

3rd May At Mios Woendi boiler cleaning. Platypus diving party cleaned screws. A/S inspection carried out by Platypus Staff. Exercised D/C Thrower crews at reloading drill.

4th May Enigeroom and machinery inspection by Platypus Staff and instruction of D/C crews and reloading drill for D/C thrower crews. 12 Pdr gun drill. V/S exercises with other ships. Exercised damage and Fire control parties. Echo sounding gear overhauled by maintenance Staff. 1405 clear Lower Deck to read three warrants. 1500 weighed and proceeded Biak. 1822 anchored off signal station Sorido. During dog watches instruction of ships company in use of pistols and Thompson sub machine guns.

5th May 1240 weighed and proceeded Mios Woendi. 1500 Anchored in position C Mios Woendi.

6th May 0650 weighed and proceeded alongside Tanker Villa Lobos for oil fuel. 0940 completed fuelling and slipped from Tanker and proceeded with Bowen in company en route Biak Island. 1005 Ordered to anchor close to Platypus, Bowen proceeded independently. 1050 weighed and proceeded to Biak Island. 1350 anchored in Position 2A at Biak. 1400 Attended convoy conference in P.D Biak's office. 1645 weighed and proceeded in company with Mildura (S/C) and Bowen to escort convoy BG 536 to Morotai. Dawn and dusk action stations exercised daily whilst on passage.

7th May During middle watch an extremely heavy tropical rain storm was encountered with visibility nil, but all convoy and escort maintained station. During dark hours LST 565 was detached by Commodore of convoy for return to Biak. At dawn action stations carried out practice control run with guns crew to exercise T.S and communication numbers. Exercised D/C thrower crews at reloading drill.

8th May 0719 Bathurst was detached for return to Mios Woendi. At 0830 news of Germany's surrender was received. 1100 cleared Lower Deck for short address on German Surrender and Thanksgiving prayers. Carried out reloading drill with D/C throwers crews, and at 1700 fired one five charge pattern in dummy A/S attack in accordance with CCNO 122/44.

9th May 0917 exchanged identity with H.M.A.S. Cootamundra. 1130 hands pi piped down to celebrate VE day plus one. 1203 secured alongside Tanker Villa Lobos at Mios Woendi for oil fuel. 1347 slipped and proceeded 1417 anchored in position C at Mios Woendi.

10th May Exercised Fire and damage Control parties. 1200 weighed and proceeded alongside Mombah for water and stores at 1210. 1353 slipped and proceeded Biak. 1554 Passed Cootamundra on opposite course. 1639 anchored off Signal Station Sorido Collected sailing and convoy orders from P.D's office and embarked four A.I.F. officers for passage to Van Heuse. 1721 weighed and proceeded. 1735 transferred officers to Van Heuse and proceeded to take station ahead of convoy. 1800 Convoy

May 10th (Con.) BG 537 proceeded en route for Morotai. Dawn and dusk action stations exercised whilst on passage.

May 11th 0310 H.M.A.S. Cootamundra joined convoy. 0445 obtained Radar contact and investigated same, ships were US Army craft P270 and one other in company. 0550 rejoined convoy. 1630 carried out D/C thrower reloading drill, exercised D/C party setting patterns. 12 Pdr guns crew to gundrill. Exercised sight setter, T/S and communication numbers.

12th May 1007 Detached from convoy to proceed and investigate 7 surface craft appearing on port quarter. Ships were one U.S Destroyer Escort and 6 L.S.T's Senior Officer escort informed and rejoined convoy. 1630 Exercised Damage and Fire Control parties.

13th May 0612 screened astern of convoy whilst ships entered Morotai. harbour. 0740 anchored off Navy Dock. 0903 weighed and proceeded to take up stationary patrol at position B. 1002 Anchored in position B at immediate notice. 1630 carried out D/C thrower reloading drill.

14th May Carrying out stationary patrol in position B at Morotai. 12 Pdr gun drill. Nothing further to report.

15th May Carrying out duties of ready ship in stationary patrol at position B. Exercised control and communications numbers and sightsetters for 12 Pdr gun. Exercised D/C throwers crews.

16th May Relieved on patrol at position B by H.M.A.S. COWRA at 0800. 0913 weighed and proceeded, anchoring close to Platypus at 0935. 1520 weighed and proceeded to anchorage off Navy Dock and collected convoy orders at 1615. 1705 weighed and proceeded in company with Stawell and Cootamundra as escort to convoy GB 760. 1800 exercised action Stations, thence also at dawn and dusk throughout passage. 2145 Obtained echo which was classified as doubtful, but possible submarine. S/O Escort was informed, and attack carried out. Five charge pattern set to Depth setting D was dropped at 2159. Contact was regained and at 2221 a second 5 charge pattern was fired. Contact was lost at 2225 and after cruising in the area for approximately half an hour ship was ordered to rejoin convoy at 2250. My report of 17th May to Com(D) Platypus also refers. Standard report also forwarded to Rushcutter.

17th May 0250 Rejoined convoy and took up position.S until daylight and then proceeded to position O at 0550. Exercise carried out during the day:- Ammunition supply parties exercised, D/C throwers exercised in reloading drill, all communication numbers exercised, supply parties carried out drill of hoisting ammunition from magazine and shellroom to upper deck, D/C's brought from lower stowage, 12 Pdr gun crew to gun drill. 2359 H.M.A.S. Cootamundra detached for passage independently to Biak.

18th May 1300 convoy dispersed and Bathurst then proceeded in company with Stawell en route Mios Woendi. During day D/C throwers crews exercised, and at 1700 Oerlikon and Bofors crews fired at star shell fired by Stawell.

19th May 0630 entered Mios Woendi Lagoon and secured alongside Villa Lobos for oil at 0650. 0845 completed oiling having embarked 108 tons 0906 slipped from tanker and anchored off signal station at 0949 Carried out minor main engine repairs and embarked stores from shore and ammunition from PoYang.

20th May At anchor Mios Woendi. 0901 weighed and proceeded. Owing to sudden heavy rain squall anchored again close to Poyang. 0954 weighed and proceeded en route Sorido. Anchored off Signal Station

May 20th (Con.) Biak as Guard ship. Carried out 12 Pdr gun drill.

May 21st 0800 Stawell assumed duty ship Bathurst reverted four hours notice. Exercised Dmage and Fire control parties and D/C throwers crews.

May 22nd Exercised D/C throwers crews. exercised action stations.

May 23rd. Embarked One Australian Naval Officer One A.I.F. officer and 6 other ranks for passage to Morotai. 1736 weighed and proceeded in company with Stawell as escort to convoy BG 541. Dusk and dawn action stations exercised whilst on passage to Morotai.

24th May 0220 Cootamundra joined convoy as additional escort. 0925 gained an A/S contact in Lat 00 06'30" S 134 04'30" E. The contact was classified by the A/S officer, H.S.D and an A/S officer borne for passage as a submarine. Senior Officer escort was informed and attack carried out. A five charge pattern depth setting D was dropped at 0930, a second pattern on regaining contact at 0941, and a third at 0952. By this time Stawell had joined in hunt, but failed to obtain contact. Bathurst lost contact at dropping of last Pattern and failed to regain it. Bathurst and Stawell then carried out operation Observant without result. At 1040 Stawell left to rejoin Convoy and Bathurst was ordered to continue search for 24 hours. Contact was not regained and all wreckage and floating matter was investigated without result. A square search was then commenced. At 2320 challenged and exchanged identities with H.M.A.S. Bunbury towing one A.S.R. boat. All armament was kept manned throughout the dark hours.

25th May Signal received informing that Cowra, Townsville, and Stuart were proceeding to assist in search. Townsville unable to join owing to lack of fuel. Stuart failed to join. Cowra joined at 1230. At 1800 received instructions from Com(D) to abandon search if no further contacts made and returned Woendi for fuel. At 1830 proceeded along convoy route to Sorido. Exercised 12 Pdr gun drill, ammunition supply numbers, and control and communication numbers during forenoon. Details of A/S attack were reported separately to Com (D) and Rushcutter.

26th May Proceeding to Woendi Cowra in company. Closed Biak and contacted Rockhampton, enquiring when Bathurst and Cowra would be required for convoy duty, no reply was forthcoming. 1730 Bathurst and Cowra secured alongside Villa Lobos and commenced oiling.

27th May 0632 slipped from Villa Lobos and proceeded to Woendi for fresh water securing alongside YW 84 at 0710. Whilst alongside PD Woendi requested passage to Morotai for two U.S N. officers who were embarked at 0930. On completion of watering slipped and proceeded to Diesel Fuel dolphins at Noesi ~~[illegible]~~ island. Slipped and proceeded from Dolphins and proceeded to Sorido and anchored there at 1628.

28th May 0840 Lieut Frame RANVR discharged for air passage to Morotai. 0845 Junee arrived, and sailed forWoendi to fuel with orders to return on completion of fuelling. Exercised Fire Damage Control parties. Exercised Action stations.

29th May Exercised Action stations and D/C thrower crews. 1400 Junee returned from Mios Woendi and assumed duty ship at 1600. 1500 Cowra departed with one troopship enroute Morotai.

30th May 1600 Assumed duty ship. Exercised AA guns crews and D/C thrower crews.

31st May 0005 P.D. Biak requested Duty ship to proceed to investigate Radar contact in position. 251 degs 18 miles from Sorido Signal Station. Bathurst weighed at 0025 and proceeded on a search after ordering Junee to take over as duty ship. 0100 exchanged identity with PoYang and at 0115 with US Merchant ship John Sedgewick. Neither ship had any interference or sightings in the area to be searched. Continued search till daylight without result and returned Biak, anchoring at 0739. Reported details of search to PD Biak. Action Stations closed up during search and D/C thrower crews exercised. Reassumed duty ship on arrival back at Biak until 1630.

GENERAL REMARKS

The health of the ships company has been excellent during May except for a few cases of small cuts and abrasions which became slightly infected. There has been no signs of any tropical diseases.
General morale of the ship's company has very considerably improved since being in an operational area

COMMANDING OFFICER
H. M. S. "BATHURST"

	MAY	SINCE COMMISSIONING
Mileage	2900.2	144,262.95
Oil fuel consumed	269.75 tons	10,071.95 tons
Diesel fuel "	2.88 tons	111 tons
Days in commission	31	1607
Days at Sea	21	861
Average speed	10.11	9.32
Hours under way	286.75	15,475.15

COMMANDING OFFICER
H. M. S. "BATHURST"

TELEPHONE:
MXY 550
TELEGRAPHIC ADDRESS:
"NAVY, MELBOURNE"

Commander "D"
File No.
1575
IN REPLY QUOTE D27 / 31 / ~~851~~
NO. 2026/14/619

COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF THE NAVY
NAVY OFFICE, MELBOURNE, S.C.1

CONFIDENTIAL

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

H.M.A.S. "BATHURST" - REPORTS OF A/S ACTION - 16TH AND 24TH MAY, 1945

With reference to your submission 67/45 of 26th May, 1945 to Commander (D), I am directed by the Naval Board to state that it is considered that the contacts attacked on 16th May were non-sub, the first probably fish, the second depth charge disturbances from the earlier attack. The initial contact obtained at 2145 does not appear to have been the one attacked at 2159.

2. Without visible recorder traces, detailed record and original track chart, there is little evidence to confirm the presence of a submarine during the action on 24th May. The attacks, though well conducted, are inconclusive. In the initial attack the A/S Control Officer's evaluation of "doppler" and "relative speed" are difficult to reconcile. The final attack appears effectively to have split the target, which suggests that it may have been fish.

3. I am to add, however, that the actions appear to have been carried out with enterprise and efficiency.

Copy to - Secretary, Naval Board.
N.O.I.C. Moluccas.
H.M.A.S. "RUSHCUTTER".

- -

II.

038310

19 JUL 1945

The Naval Officer-in-Charge,
MOLUCCAS.

Forwarded by direction of the Naval Board, for information, with reference to your D.27/31/850 dated 8th June, 1945.

J. C. Cummins
Secretary, Naval Board.

COMMANDER (D) 23 JUL 1945

N.O.I.C.
C.S.O.
S.O.(A/S).

Mr. Kelly
19.5.65

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ROYAL AUSTRALIAN NAVY.

~~S.NAVAL 1.~~

From : Commander (D), H.M.A.S. "PLATYPUS".

Date : 8 June, 1945. Reference No : D.27/31

To : The Commanding Officer, H.M.A.S. "STANELL".
The Commanding Officer, H.M.A.S. "BATHURST".
Copies to - The Secretary, Naval Board.
The Naval Officer-in-Charge, New Guinea.
The Commanding Officer, HMAS "MUSHCUTTER".

References : Commanding Officer, H.M.A.S. "BATHURST" letter 67/45 of 26 May, 1945.
Commanding Officer, H.M.A.S. "STANELL" letter S.C.531 of 26 May, 1945.

Subject : H.M.A.S. "BATHURST" - ATTACK ON ASDIC CONTACT.

The following points are brought to your notice in regard to the attack by H.M.A.S. "BATHURST" on suspected submarine contacts on 16 and 24 May, 1945.

2. Mutual interference between "STANELL" and "BATHURST". As "STANELL" and "BATHURST" both carry oscillators of frequency GEORGE, it is undesirable that they hunt together. It is considered that "COOTAMUNDRA" (frequency DOG) should have been stationed in position ABLE with "STANELL" and "BATHURST" in positions OBOE and EASY. This would allow two ships to hunt without interference whichever side of the convoy the contact was detected.

3. It is considered that operation OBSERVANT should have been carried out at a higher speed. It must be borne in mind that probability of contact increases as speed increases. This must be taken into account when considering best asdic operating speed - C.B.4097(4), article 569, and attention is drawn to article 531 of the same publication. Stationing of "BATHURST" 3000 yards on "STANELL'S" beam when approaching the datum point appears sound, and it is presumed that ships took up positions on opposite sides of the square, when the square part of the search began.

4. During "BATHURST'S" attacks a big discrepancy between doppler and recorder relative speed indications, has been noticed. As the recorder trace and plot of ship's track has not been seen, a check on relative speeds has not been possible. It appears that either the recorder was not running at the correct speed, or ship's speed was not known. If either of these are in doubt it is unlikely that the patterns were fired at the correct time, and the trace cannot be used for estimation of the submarine's course, and other useful information.
It is therefore important that Commanding Officers should know the attacking speeds of their ships as accurately as possible, and A/S C.O.'s should see that recorder speeds are checked as laid down in the handbook of the set.

COMMANDER, R.A.N.

x References (a) CO Bathurst letter 67/45 of 26 May 45
(b) CO Stawell letter SC 531 of 26 May.

RESTRICTED

Secret

From. Commander D.

Note all ref to Rose NG NB Rockcliffe was necessary to ship

Date. 6th June 1945.

To. The Commanding Officer HMAS Stawell.
The Commanding Officer HMAS Bathurst.
copies to Secretary, Naval Board, NOIC NG.
~~Copy to~~ The Commanding Officer, HMAS Rockcliffe.

X → Senior Officer Naval Officer in Charge Rose "Bathurst"

Subject. 1. Attack on Asdic Contact. ~~24.5.45.~~

~~1/ In reference to Stawells report SC. 531 of 26th May, and Bathursts report of 25th May, on the attack on a suspected S/M contact detected by Bathurst,~~ The following points are brought to your notice for regard to the attacks by Hmas Bathurst on suspected Submarine contact ~~on Lat. 00 06.5 S Long. 114 04.5 E on~~ Con 16 & 24 May 45.

2/ Mutual Interference between Stawell and Bathurst.

As Stawell and Bathurst both carry oscillators of frequency George, it is undesirable that they hunt together. It is considered that Cootamundra (Frequency Dog) should have been stationed in position Able with Stawell and Bathurst in positions Oboe and Easy. This would allow two ships to hunt without interference whichever side of the convoy the contact was detected.

3/ It is considered that operation Observant should have been carried out at a higher speed. It must be borne in mind that probability of contact increases as speed increases. This must be taken into account when considering best asdic operating speed - CB 4097 (4) Art. 569, and attention is drawn to Art 531 of the same publication.

Stabilising of Bathurst 3000* on Stanwell beam when approaching the datum point appears sound, and it is presumed that ships took up positions on opposite sides of the square, when the square part of the search began.

4/ During Bathurst's attacks a big discrepancy between Doppler and recorder relative speeds indications, has been noticed. As the recorder trace and plot of ships track has not been seen, a check on relative speeds has not been possible.

It appears that either the recorder was not running at the correct speed, or ships speed was not known. If either of these are in doubt it is unlikely that the patterns were fired at the correct time, and the trace cannot be used for estimation of the submarines course, and other useful information.

It is therefore important that Commanding Officers should know the attacking speeds of their ships as accurately as possible, and A/S C.O.'s should see that recorder speeds are checked as laid down in the handbook of the set.

Cdr R.A.N.

Enclosure (a) to Commander D letter D 27/31/ 01

St 0039

Commonwealth of Australia.

Department of The Navy.

Commander "D" File No. D 27 / 31 / 633

Royal Australian Navy.

COMMANDER (D) 28 MAY 1945

From The Commanding Officer H.M.A.S."STAWELL"

Date 26th.May 1945 *Reference No.* S.C. 531

To Commander (D) H.M.A.S."PLATYPUS"

Subject REPORT ON THE INVESTIGATION OF A ASDIC CONTACT REPORTED BY H.M.A.S."BATHURST" AT 0924 ITEM.ON 24.5.45.

Submitted.

The following report of procedure adopted during the investigation of the above mentioned contact, is forwarded for your information.

(2) On Thursday the 24th.May 1945 a Convoy,B.G.541, was proceeding towrds Morotai escorted by H.M.A.S."STAWELL" (S.O.E.Φ in position Able, H.M.A.S."COOTAMUNDRA" in position EASY and H.M.A.S." "BATHURST" in position OBOE, the Convoy consisted of eight(8) ships seven of which carried troops and one ammunition, the Commodore being in U.S.A.T."SEA BARB", the speed of the Convoy was nine knots the weather was fine and clear, the sea was smooth.

(3) At 0924 Item. when in position Lat.00 07'S.,Long.134 04E. "BATHURST" reported an Asdic contact and proceeded to investigate, at 0927 Item "BATHURST" classified the contact as 'doubtful' but at 0935 Item "BATHURST" was observed attacking with Depth Charges, upon observing the attack "STAWELL" instructed "COOTAMUNDRA" to shift to position ABLE and then proceeded to join "BATHURST", the Commodore was informed of the contact and intentions.

See Bathurst report under

Clo

So A/S

(4) "BATHURST" carried out two more attacks before "STAWELL" arrived within A/S range, one at 0943 Item. and one at 0953 Item, at 0953 Item "STAWELL" received the last contact position and the estimated course, this was 3500 yards distant at 0955 Item, the speed of "STAWELL" was reduced to eight(8) knots and course set for the last contact position which was passed through at 1005 I.

(5) After carrying out the attack at 0953 Item "BATHURST" was instructed to take up position 3000 yards on the Starboard beam of"STAWELL", this stationing was maintained until 'Datum Point' was passed through then, operation 'OBSERVANT' was commenced, "STAWELL" proceeding at eight(8) knots and "BATHURST" at ten (10).

(6) Throughout this search no contact was made by either the "STAWELL" or "BATHURST", "STAWELL" had not made contact at anytime, operation 'OBSERVANT' was completed at 1113 Item, at which time "STAWELL" proceeded to rejoin the Convoy instructing "BATHURST" to continue the search for at least twenty-four (24) hours.

(6) ----------

(6) The 'ENEMY REPORT' was originated after "BATHURST" had stated, that, in the opinion of his A/S.C.O., an A/S Officer borne for passage and the H.S.D. the contact was definitely 'Submarine'.

(7) It is of interest to add that considerable mutual interference was experienced between "STAWELL" and "BATHURST" as they both have Oscillators of the same frequency viz."G". Whales and schools of fish are frequently observed, echoes from these and layer effect have been experienced in these waters.

Bacon

.....
Commanding Officer.
A/Lieut.Comndr.R.A.N.R(S

Enclosure (b) to Commander D letter D 27/31/ — 7 —

St 6339

Commonwealth of Australia.

Department of The Navy.

D 27/31/631

Commander "D"
File No.

Royal Australian Navy.

From COMMANDING OFFICER H.M.A.S. "BATHURST"

Date 26th May 1945. *Reference No.* 67/45.

To COMMANDER (D).

Subject REPORTS ON A/S ATTACKS.

SUBMITTED:

Attached are reports of my A/S attacks on the 16th May, and 24th May 1945, respectively, for your consideration. Routine reports A.S. 1203 have been forwarded to O.C.A.S.

COMMANDER (D)
28 MAY 1945

K.O.STEWART, A/Lieut.Cdr. R.A.N.R.
COMMANDING OFFICER.

Cso
So A/S.

Cam D.

St 6339

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

From A/S C.O. H.M.A.S. "BATHURST"

Date 25th May I945. *Reference No.*

To COMMANDING OFFICER H.M.A.S."BATHURST"

Subject A/S Attack on suspected submarine on I6th May I945.
A/S Attack on submarine on 24th May I945.

Submitted:

The following are my reports on:
(i)A/S attack carried out on a suspected submarine at 2I45 on the night of I6th May I945 in Lat. 0I deg. 42 min. North, Lomg. I28 deg. 57 min. East.
(ii)A/S attack carried out on a submarine at 0925 on the morning of 24th May I945 in Lat.00 deg. 06.5 min. South, Long . I34 deg. 04.5 min. East.

A W Bradfield
MIDSHIPMAN, R.A.N.V.R.

RESTRICTED

The original contact was gained at 2145, bearing 140 degrees range 1200 yards and was classified by the H.S.D., then operating, as "doubtful". The M.L.A. being 102 degrees, the contact lay between own ship and the convoy. Action Stations were immediately closed up and a counter attack begun. In the initial stages of the counter attack, the contact exhibited slow right movement alternating with bursts of speed approximating to crossing rates of half to one degree and four degrees respectively. The doppler altered from"slight high" on ahead bearings to "same" when on the starboard beam, to"slight low" as contact drew further aft. The echo was lost at 215 degrees range 700 yards, steering an estimated course of 270 degrees.

At 2152 contact was regained, bearing 290 degrees range 2500 yards being classfiied by the H.S.D. and myself as "doubtful". Similarly, the doppler was "same" to "slight high" with slow right movement of crossing rate approximately one degree, and a relative speed of approach of 11 to 12 knots, estimated course of contact 035 degrees. Pattern D was set with an appropriate recorder depth setting of 100 feet and an attacking speed of 12 knots. In the latter stages of the attack the bearing remained steady, contact being lost at 100 yards range,and five charge pattern D was fired at 2159.

The third contact was gained at 2215 bearing 140° range 2200 yards. Throughout this attack the bearing drew alternately slightly right and slightly left, due to own ships movement, but from 800 yards to zero range remained steady on 140 degrees with no doppler and a relative speed of approach of 11 to 12 knots. As was previously the case contact was lost at 100 yards, thereby justifying the continued depth setting of 100 feet. At 2221 a second 5 charge pattern D was fired.

Contact was held to an opening range of 400 yards,when at 2225 it was lost in own ships wake and depth charge disturbances. At 2228 course was altered to 320 degrees (the last known centre bearing.) Though echoes were received both from ships wake and depth charge disturbances, and though we passed through the area of disturbed water, no further contact was gained. After opening the range at 2237 we turned through 180 degrees to pass over the last pattern and again a series of echoes was obtained,

whichI consider to be caused by the persistency of the depth charge disturbances or possible disintegrated matter. At 2250 we were ordered to regain station on the convoy.

GENERAL

Throughout the entire hunt continuous R/T contact was maintained with the Senior Officer who was constantly informed of the situation.

CHARACTERISTICS OF THE ECHO

When originally received the echo was clear and sharp in quality, later blurred, and in the last attack again quite sharply defined.

Throughout the hunt no hydrophone effect whatever was observed though,reception may have been affected by interference occasioned by water noises, and the background of reverberations.

Change of pitch was quite compatible with movement exhibited. In the first attack extent of target at 1500 yards was approximately ten degrees with a rapid increase to twenty degrees at a thousand yards; during the second attack the extent increased from five degrees at two thousand yards to fifteen degrees at 500 yards at a rate in keeping with the relative speed.

It was considered significant that no further echoes were obtained from the contact when passing through the depth charged disturbances-on both occasions a sweep of forty degrees either side of the last known centre bearing was employed.

Though it is appreciated that the absence of whistle,rattle and hydrophone effects together with an obscure recorder trace and what was on occasion a blurred echo does not necessarily distinguish contact as non submarine,these latter factors when viewed in the light of the excellent A/S conditions experienced (it was not uncommon to receive ship echoes at even greater rangers than 3500 and 4000 yards) led me to make my classification of "Doubtful"

At 0925 a contact was gained bearing 040deg. range 800yds., being immediately classified by the H.S.D. as "submarine". The A/S Officer then on watch confirmed this classification , action stations were closed up and a counter attack begun.The echo exhibited slight to moderate low doppler, a relative speed of approach of from II to I2 knots (ship's speed then being I0knots) and slow right movement of crossing rate I to 2 deg.,estimated course of 090 deg.

Speed was increased to II knots at 0928, at the same time the doppler was observed as moderate to marked low, still moving slowly right with a relative speed of approach of I3knots. Allowing approximately I0deg. throw off, five charge pattern D was fired at 0930 after losing contact at 75 yds. range.

After opening the range, contact was regained bearing 240deg., range 300 yds., drawing slowly left , crossing rate I to 2 deg. relative speed of approach I0 knots and slight high doppler on an estimated course of II0 deg. Again I0 deg. throw off was allowed and at 094I a second five charge pattern D was fired. On this occasion contact was lost at a range of between 50 and 75 yds.The bearing remained steady after applying aim off at 750 yds. range, and began to draw aft when the range had decreased to about I00 yds.

As the range was opened after the second attack an echo was gained at I400 yds. range and held to an opening range of I800 yds. without displaying any movement, when at 0945 it was classified as "non submarine". Almost immediately a further echo was gained bearing 0I0 deg. range I000 yds. and classified as "submarine" Range was opened to I500 yds: the contact exhibited slow right movement of crossing rate of 2 deg., moderate high doppler, and a relative speed of I0 knots, estimated course of contact 070 deg. At 500 yds. range I5 deg. throwoff was applied when the bearing steadied, to draw aft in the final stages of the attack. After the third five charge pattern D had been fired, the "submarine" echo was lost subsequent multiple echoes being gained on the last known bearing of the contact. These were additional to the depth charge disturbances echoesand are considered to have been caused by possible disintegrated matter. This is significant in view of the fact that both the Chief Boatswains Mate and the Q.O. who were at that time in the Small Arms Magazine heard a series of loud explosions immediately consequent upon those from the last pattern. No surface wreckage was sighted.

GENERAL.

During the hunt the S.O.E. in "STAWELL" was informed of the situation, and closing the contacts position after the firing of the third pattern was unable to confirm our contact.

CHARACTERISTICS OF THE ECHO.

Throught the hunt the echo was at all times sharply defined, standing out very clearly even when blanketed by the depth charge disturbances. Likewise was the recorder trace distinct to a degree with no difficulty in isolating the echo from the depth charge traces.

Extent of target during all stages of the attack was compatible with the "submarine" classification.

The losing contact at ranges between I00 and 50 yds. was the reason for the continued depth settingmof I00 feet(Vide C.B. 4097 (2) (42) para.78.)

Lieut. W. Frame,R.A.N.V.R. A/S officer borne for passage concurs with my classification of "submarine".

After the last attack operation "Observant" was carried out with "Stawell", when we were ordered to search the area for 24 hours No results were achieved and "Cowra" joined at I230 on 25th May.

In company we swept along the convoy route to Sorido, again without achieving any result.

403 B.

2026/7/ 1188

DEPARTMENT OF THE NAVY.

MINUTE PAPER

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SECRET

RECEIVED
7 JUL 1945
D.O.T.M.

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

S.N.B. 28/5

2 N.M. 31/5

3 N.M. 6/6

D. of P. 9/6

D.R.M.

D.N.I. N1S

Ops. (N) 29/6

N.S. 30/6

D.E. (N) 3/7

D.O.T.M. 7/7

D.N.M.S. 12/7

H.P.B.

N.A.2.N.M. 13/7

N.S. 14/7

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

H.S. 23/7

13/7

22/8

D.N.M.S. BRANCH
11 JUL 1945
NAVY OFFICE

19/5

244[12]

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DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1188

3642.

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

D.P.S 19/5

D.T.S.R 23/5

D.O.D 24/5

D.C.N.S

1ST N.M. 25/5

N 5

1188

Original

St 6339

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ACK. BY. A.S. 1330Y
15 MAY 1945
INIT.

DEPT. OF NAVY
2026.7.1188
SECRET

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

From COMMANDING OFFICER H.M.A.S. BATHURST

Date 1st May 1945 *Reference No.* 61/45

To SECRETARY NAVAL BOARD

Subject REPORT OF PROCEEDINGS

SUBMITTED;

Herewith H.M.A.S. Bathurst's Report of Proceedings for period 1st April to 30th April 1945 inclusive.

A summary of miles steamed, oil fuel consumed etc, is appended.

HN

.....ACTING LIEUT COMDR RANR
Commanding Officer

ROYAL AUSTRALIAN NAVY

RESTRICTED SECRET

April 1st — Slipped from No. 7 buoy Garden Island at 0717 with Battle Practice Target in tow. 1110 "N" class destroyers commenced firing. Owing to stress of weather practice was cancelled after two destroyers had fired and target ordered back to Harbour. Secured to No. 7 buoy at 1720after Battle Practice Target had been taken over by tug inside harbour.

April 2nd — At No. 7 buoy. Nothing of interest to report.

April 3rd — Embarked class from Rushcutter at 0650. 0735 slipped and proceeded with H.M. Submarine Voracious for submarine exercise area. After carrying out days A/S exercises returned to harbour and secured to No. 7 buoy at 1618

April 4th — As for Tuesday 3rd except returned to harbour 1711

April 5th — As for previous two days except on return to harbour secured at Kurraba Oil wharf for fuel at 1419.

April 6th — Slipped from Kurraba 1010. 1035 secured to No. 7 buoy. 1212 slipped from No. 7 buoy with Battle Practice Target for destroyer Quilliam. 1638 Quilliam commenced day shoot. Rendezvous regained at 2000 and Quilliam carried out night shoot commencing 2035.

April 7th — 0555 returned to harbour with Battle Practice Target and turned same over to tug. Secured alongside Shropshire at 0635 for dockyard work and depth charge stowage.

April 8th — Alongside Shropshire. Dockyard work in hand. Embarked towing gear for Oil fuel Lighter 1203.

April 9th — Dockyard work completed. 1520 slipped from Shropshire and proceeded to "A" buoy. Oil Fuel Lighter 1203 placed astern by tugs at 1610 and secured tow. 1640 slipped from "A" buoy and cleared Sydney Harbour at 1709 with lighter streamed astern. Weather conditions were bad owing to heavy S.E swell from previous two days blow being crossed by a short sea brought up by a strong westerly which had now been blowing since 1030. The tow behaved quite well, but took quite a lot of water on board, and this damaged food and other stores which had ? been hastily stowed, owing to the fact that stores and steaming party had not been placed aboard by Penguin until just prior to sailing; these stores included an Aldis lamp with batteries which had not been charged.

April 10th — Weather improved slightly during forenoon and speed increased to 150 revolutions. No other items of interest

April 11th — Weather still fine. At 1345 slowed down and sent boat to lighter with fresh food, an E.R.A. to attend Diesel, and S.B.A. to give minor attention to two of steaming party. Boat returned to ship and speed increased again to 150 revolutions.

April 12th — Weather fine. Increased speed to 160 revolutions. Towards dark, weather became squally, and sea increased. Speed reduced to 150 revolutions.

April 13th — Weather getting worse, speed 130 revolutions. By dark wind and sea had increased and rain squalls became more frequent.

April 14th — Weather eased so increased to 140 revolutions at 0631 and later to 150. After passing Lady Elliot Island sea decreased rapidly although wind eased only slightly.

April 15th — Weather still favourable. Held Sunday Divisions with period of silence in memory of deceased President of U.S.

16th April — Weather still favourable. Nothing of interest to report.

17th April — Arrived off Townsville at 0400. Tow was shortened and lighter was anchored off Leading Beacon in accordance with NOIC TOWNSVILL'S 160115S. Bathurst then proceeded and secured alongside East Side New Pier at 0948. At this stage would like to make note of the unfailing co-operation of the lighter under all and sometimes very difficult circumstances. I consider that Petty Officer G Farrar O/N 21741 handled his crew, his lighter, and his responsibilities in a most trustworthy and efficient manner.

18th April — Embarked Victualling stores for Milne Bay, and 6 ratings for passage to Madang. 1601 slipped from New Pier and proceeded with Junee in company en route Madang.

19th April — 0852 Passed through Grafton Passage. Both ships exercised Action Stations. 0900 both ships carried out Officer of the watch manoevres, then exercised laying smoke screens. Dawn and dusk action stations were then exercised whilst on passage daily.

20th April — 0900 Officer of the Watch manoeuvres. 1650 ships exercised, their armament at smoke bursts fired by each other.

21st April — 0800 Arrived off Milne Bay and transferred Victualling stores to lighter. Then proceeded on passage. Whilst proceeding along North Coast of New Guinea numerous Australian and United States Army small craft were encountered.

22nd April — 0900 Carried out V/S exercise No. 5. 1637 Arrived Langemak and secured alongside Tanker for fuel. 1815 shifted berth to allow Junee to fuel. Embarked 5 ratings for passage to Madang. 2100 sailed for Madang with Junee in company.

23rd April — On passage to Madang. Sighted and passed two United States "Liberty" ships, M/V Duntroon and U.S. Tanker Dilworth. 0900 Carried out V/S exercise No. 6 with Junee. 1445 arrived Madang anchored West side Binnen Harbour. Disembarked stores and personnel and embarked other stores and personnel for onward passage.

24th April — At Madang. Embarking stores and personnel for onward passage, and having towing gear fitted.

25th April — 0700K Weighed and proceeded in company with A.S.R. 921 and 922. Tow was connected up at 0800 and then proceeded en route Hollandia. 1000 Passed Six Australian Army invasion barges proceeding to Madang. Bathurst and both A.S.R's carried out A.A. shoot at A.A parachute targets fired by Bathurst. 1445 challenged one aricraft and received correct reply. Aircraft was U.S Catalina on patrol.

26th April — On passage to Hollandia. Dawn and dusk Action Stations exercised whilst on passage. 2030 Passed U.S. ship CARIB QUEEN on opposite and parallel course. 2215 exchanged

challenge and reply with H.M.A.S. COLAC proceeding on opposite and parallel course. Contacted Signal Station Hollandia at 2300. Received permission to enter and slipped the tow at 2330.

27th April — Anchored in area N31 Humbolt Bay and secured A.S.R. boats one on each side of ship at 0025.1330 weighed and proceeded alongside U.S. tanker Arayat and fueled. 1510 slipped from Arayat and anchored of Naval Staff Office

28th April — 0530 Weighed and proceeded with A.S.R. 922 and 921 in tow and Latrobe with A.S.R. 913 in company. Owing to Latrobe's greater speed and urgency of arrival of A.S.R. boats at their destination I detached Latrobe and orderedhim to proceed at his best ~~speed~~ towing speed, this giving him an E.T.A. six hours ahead of me, and so expediting the onward passage of A.S.R. 913. At 2210 A.S.R. 921 struck a submerged log in spite of the special precautions which had been instituted on board Bathurst to prevent this very contingency. Water entered her forepeak but was kept under by bilge pump, and tow proceeded. I reduced speed slightly as I considered that seaworthiness of A.S.R 921 was of paramount importance even in the face of a belated E.T.A. No further incident.

29th April — Slipped A.S.R. 922 and 921 and proceeded into Mios Woendi anchorage. 1730 Turned boats, stores and personnel over to Platypus and anchored in position C to commence boiler clean. Boiler hours on arrival were 611.

30th April — At anchor in Berth C at Mios Woendi. Boiler cleaning and minor engine repairs.

GENERAL REMARKS.

The general health and morale of the ship's company is considered satisfactory.

COMMANDING OFFICER
H.M.S. "BATHURST"

MONTHLY APPENDIX H.M.A.S. BATHURST

	For month of April	Since commissioning
Mileage	3348.1	141,362.75
Boiler fuel oil used	304.86	9,802.20
Diesel oil used	2.74	108.12
Days in commission	30	1576
Days at sea	22	860
Average speed	8.06	9.30
Hours under way	415.33	15,188.40

COMMANDING OFFICER
H. M. S. "BATHURST"

1/1.

398B.

2026/7/ 1188

DEPARTMENT OF THE NAVY.

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SUBJECT: H.M.A.S. "Bathurst" REPORT OF PROCEEDINGS. March 1945.

S.N.B. 28/5

2 N.M. 31/5

3 N.M.

D. of P. 9/6

D.R.M. 12/6

D.N.I. N.I.S. / Dir.

Ops. (N) 29/6

N.S. 30/6

D.E. (N) 4/7

D.O.T.M. 7/7

D.N.M.S. 9/7

H.S.B. 11/7

N.A.2.N.M. 11/7

N.S. 13/7

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

Lt Mc Baster

Mrs Alison

H.S. 23/7

398A

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9 JUL 1945
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SUBJECT: HMAS "Bathurst" Report of Proceedings March 1945

D.P.S. 16/5

DTSR 21/5

D.O.D. 24/5

D.C.N.S.

1ST N.M. 25/5

N5

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Department of The Navy.

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DEPT. OF NAVY
2026.7.1188
SECRET

Royal Australian Navy.

From COMMANDING OFFICER H.M.A.S. BATHURST

Date April 26th 1945 *Reference No.* 60/45

ACK. BY. A.S. 1330Y
11 MAY 1945
INIT.

To SECRETARY NAVAL BOARD

Subject REPORT OF PROCEEDINGS

SUBMITTED;

Herewith H.M.A.S Bathurst's Report of Proceedings for Period 1st March to 31st March 1945 inclusive.

A summary of miles steamed, oil fuel consumed etc. is appended.

~~sgd.~~ Stewart A/Lieut CdrRANR
Commanding Officer.

ROYAL AUSTRALIAN NAVY **SECRET**

1st March	Assumed duty ship at 0900, came to half hours notice. 1420 Slipped and proceeded to No. 4 buoy and secured at 1442.
2nd March	0900 Reverted to four hours notice. Guns crews exercised at gun Drill. 1330 Class of cadet Ratings of Officer Training Class ex H.M.A.S. DOOMBA were taken on instruction tour through ship.
3rd March	At No. 4 buoy. Nothing of interest to report.
4th March.	Reverted to half hours notice as Duty ship. At 1750 embarked 90 rounds 12 pounder practice ammunition for Destroyer Gunnery Officer's practice shoot on Monday 5th March.
5th March	Reverted to four hours notice at 0900. Gunnery School Class(5 officers and 1 Commissioned Gunner) embarked at 1505. Slipped from No. 4 buoy at 1517and proceeded to Rendezvous arriving at 1630 and opening fire at Pattern VI Target, towed by Mercedes at 1642. Ceased fire at 1725, firings being carried out by ships company 12 pounder crew. Regained rendezvous at 1930and opened fire at 1945. Ceased Fire at 2050 and returned to harbour securing to "A" buoy at 2215, and disembarked Gunnery Class.
6th March	Carried out Calibration of D/F equipment with aid of shore Staff. 1130 slipped from "A" buoy and secured to No. 7 buoy at 1155.
7th March	0900. Reverted to half hours notice as duty ship. Nothing of interest to report.
8th March	0900.Reverted to four hours notice. Fire Fighting and damage Control parties exercised.
9th March	At No. 7 buoy. Hands to instruction in boatwork under sail.
10th March	0900. Reverted to half hours notice as Duty Ship.
11th March	0932. Slipped from No.7 buoy and proceeded to Hunter's Bay to pick up Pattern VI target. 1058 Proceeded to rendezvous with target in tow. H.M.S. STRIKER opened fire at 1230, and ceased fire at 1339. Returned to harbour, secured target to buoy in Hunter's Bay at 1605 and secured to No. 7 buoy at 1658
12th March	At No. 7 buoy. Nothing of interest to report.
13th March	As for 12th March.
14th March	1050 slipped from No. 7 buoy and proceeded to Hunter's Bay for Pattern VI Target. 1141proceeded to rendezvous with target. H.M.A.S. LACHLAN opened fire at 1337, ceased fire at 1640. Returned to Harbour and returned target to Nol. buoy Hunter's Bay. Then proceeded to attempt to tow Army Lighter No.AB 2046off Rocks at Grotto Point. The attempt was abandoned at 1820 owing to rising wind and sea, and approaching darkness. Secured to No. 7 buoy at 1903
15th March	0714 slipped from No. 7 buoy and proceeded to submarine exercise area where anti-submarine exercises were carried out with H.M.A.S. KYBRA and H.M. Submarine VORACIOUS. Returned to harbour on completion, and secured Kurraba oil wharf at 1526 for fuel. Shifted to No. 7 buoy at 1808
16th March	At No. 7 buoy. V/S and W/T ratings landed for instruction in U.S. procedure.

17th March	At No. 7 buoy. Nothing of interest to report.
18th March	As for 17th March. Ship's company crew away in whaler under sail.
19th March	1050. Battle Practice Target secured astern. 1210 slipped and proceeded from No. 7 buoy to rendezvous with Battle Practice Target. H.M.A.S. NIZAM opened fire at 1632, ceased fire 1730. H.M.A.S. NIZAM then carried out dummy torpedo attacks. Opened fire at 2004,ceased fire 2018. H.M.A.S. NIZAM carried out further dummy torpedo attacks.
20th March	Returned to harbour and turned Battle Practice Target over to Yardcraft at 0607. Returned to sea to carry out A/S exercises with Kybra and Voracious. On conclusion of exercises proceeded to rendezvous with H.M. Submarine VOX and escorted her back to harbour. Secured to No. 7 buoy, at 1658.
21st March	At No. 7 buoy. Nothing of interest to report.
22nd March	0855 Slipped from No. 7 buoy and proceeded to sea with H.M.A.S. MORESBY to assist her with Radar trials. 1155 trials completed and returned to harbour. Secured to No. 7 buoy at 1400.
23rd March	At No. 7 buoy. Exercised Action Stations and fire and Damage control stations.
24th March	At No. 7 buoy. Captain's Rounds.
25th March	At No. 7 Buoy. Nothing of interest to report.
26th March	At No. 7 Buoy. Nothing of interest to report.
27th March	0931 slipped from No. 7 buoy and proceeded to sea for Radar trials with H.M.S. QUILLIAM. Trials completed 1230and returned to harbour 1342. Secured to No. 7 buoy.
28th March	At No. 7 buoy. Nothing of interest to report.
29th March	Party landed to Penguin for fire fighting and damage Control instruction. 0902 slipped from No. 7 buoy and proceeded Kurraba for fuel. 1115 returned No. 7 buoy.
30th March	At No. 7 buoy. Boatwork under sail for ships company.
31st March	As for 30th March.

GENERAL REMARKS

The health and morale of ship's company is considered to be good. General condition of ship is satisfactory but a docking for scraping and painting appears highly desirable.

COMMANDING OFFICER
H. M. S. "BATHURST"

M O N T H L Y A P P E N D I X H.M.A.S BATHURST

	For Month of March	Since Commissioning
Mileage	545 miles	138,014.65 miles
Boiler Fuel Oil used.	7414 tons	9,497.34 tons
Diesel Oil used	3·51 tons	105.082
Days in commission.	31 days	1546 days
Days at sea.	8 days	838 days
Average speed.	7.88 knots	9.34 knots
Hours under way	69.10 hours	14,773.07 hours

COMMANDING OFFICER
H. M. S. "BATHURST"

4038.

2026/7/ 1188

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DEPARTMENT OF THE NAVY.

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RECEIVED 7 JUL 1945

SUBJECT: H.M.A.S. "Bathurst" REPORT OF PROCEEDINGS. February 1945

S.N.B.

2 N.M.

3 N.M.

D. of P.

D.R.M.

D.N.I.

Ops. (N)

N.S.

D.E. (N)

D.O.T.M.

D.N.M.S.

H.E.B.

N.A.2.N.M.

N.O.

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

Dt McBeath

Mrs Allison

H.S.

23/7.

D.N.M.S. BRANCH
11 JUL 1945
NAVY OFFICE

16/5

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DEPARTMENT OF THE NAVY.
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2026/7/1188

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3844.

14/5/45 SUBJECT: HMAS "Bathurst" Report of Proceedings February 1945

D.P.S 16/5

D.T.S.R 21/5

D.O.D 24/5

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1STNM 25/5

17/5 D N 5

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Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

RECEIVED
14 MAY 1945
NAVY CONFIDENTIAL RECORDS

From COMMANDING OFFICER H.M.A.S. BATHURST

Date April 26th 1945 Reference No. 59A/45.

To SECRETARY NAVAL BOARD

Subject REPORT OF PROCEEDINGS

SUBMITTED;

Herewith H.M.A.S. BATHURST'S Report of Proceedings for Period 1st February to 28th February inclusive.

A summary of miles steamed, oil fuel consumed etc. is appended.

HN

P. Stewart A/Lieut Comdr RANR
Commanding Officer.

14/5E

ROYAL AUSTRALIAN NAVY

RESTRICTED SECRETE

1st February	1300 Secured Battle Practice target and slipped from No. 7 buoy at 1315. Arrived on rendezvous at 1700 and Queenborough commenced firing at 1710. Quickmatch followed on completion. Regained rendezvous at 1930 and Queenborough and Quickmatch carried out night shoot and finished at 2119. Proceeded in direction of harbour.
2nd February	0500 entered harbour and at 0555 turned Battle Practice Target to Tug Wattle. Secured to No. 7 buoy at 0612 at 4 hours notice.
3rd February	At No. 7 buoy
4th February	Came to half hours notice as duty ship.
5th February	0900 Reverted to four hours notice. Nothing further of interest.
6th February	At No. 7 buoy
7th February	0804 slipped from No. 7 buoy and proceeded to Hunter's Bay for Pattern VI target. Cleared Harbour with Pattern VI target at 0847 and gained rendezvous at 1016. Exercise commenced at 1026 and finished 1044. 1311 returned target to Hunter's Bay and secured No. 7 buoy at 1355.
8th February	Nothing of interest to report. Secured No. 7 buoy.
9th February	At No. 7 buoy.
10th February	0138 slipped from No. 7 buoy and proceeded to sea with 21st Minesweeping Flotilla. 0300 commenced A/S sweep 0705 Three aircraft Carriers,2 cruisers and 5 destroyers were observed to enter Port Jackson. 0809 returned to harbour and anchored off Middle Head at 0850. Weighed and proceeded to carry out A/S patrol off harbour entrance at 2400.
11th February	Patrolling off harbour entrance.
12th February	Entered harbour and secured to No. 7 buoy at 0600
13th February	At No. 7 buoy. Nothing of interest to report
14th February	0800 slipped from No 7 buoy and anchored off Middle Head at immediate notice; 1903 weighed and proceeded to sea for A/S patrol.
15th February	0545 anchored off Middle Head at immediate notice. 0815 relieved by Kalgoorlie and proceeded to Kurraba for fuel, securing alongside at 0904.
16th February	1038 slipped from Kurraba and secured to No. 7 buoy at 1051
17th February	At No. 7 buoy. Nothing to report.
18th February	0720 slipped and proceeded with Battle Practice Target to turn over to H.M.S. GUARDIAN. Target handed over to GUARDIAN at 1220. 1330 fired one depth Charge and exercised seaboat's crew. Returned to harbour and secured to No. 7 buoy at 1545.
19th February	0908 slipped and proceeded from No. 7 buoy to Kuttabul Dolphin. 1301 slipped from Kuttabul Dolphin and proceeded to oil wharf Garden Island. 1323 secured alongside and closed down for boiler clean.
20th February	Boiler cleaning.
21st February	As for 20th February
22nd February	As for 20th February

23rd February	As for February 20th
24th February	As for February 20th
25th February	As for February 20th
26th February	Boiler Clean completed. Acting Lieut Commander Stewart assumed command in lieu Lieut T H Smith.
27th February	Alongside Garden Island completing Auxilliary machinery repairs
28th February	As for previous day.

GENERAL REMARKS:

The health and morale of the ship's company satisfactory. With completion of Diesel repairs whilst alongside Garden Island the general condition of the ship is satisfactory except considerable marine growth on water line.

COMMANDING OFFICER
H. M. S. "BATHURST"
Lieut. Cdr.

MONTHLY APPENDIX H.M.A.S. BATHURST

	For month of February	Since commissioning
Mileage	462.4 miles	137,469.65
Boiler Fuel oil used.	76.76 tons	9,423.20 tons
Diesel Oil used.	.95 tons	101.572 tons
Days in commission.	28 days	1515 days
Days at sea.	7 days	830 days
Average speed.	7.54 knots	9.34 knots
Hours under way.	61.3 hours	14,703.97 hours

COMMANDING OFFICER
H. M. S. "BATHURST"
Lieut. Col.

SECRET

RECEIVED 12 MAR 1945

2026/7/ 1188

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Bathurst" -REPORT OF PROCEEDINGS. 24th December 1944 to 31st January 1945.

S.N.B.

2.N.M.

3 N.M.

D. of P.

D.R.M.

D.N.I.

Ops (N)

N.S.

D.E.(N)

D.O.T.M.

D.N.M.S.

H.P.B.

N.A.2.N.M.

N.S.

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

D/NHRO

Lt Parkin

Ops Liaison

21/3

D.N.M.S. BRANCH
16 MAR
NAVY

14/2.

RESTRICTED SECRET

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1188

126B.

3644.

SUBJECT: HMAS "Bathurst" Reports of Proceedings 24th December 1944 to 31st January 1945

DPS 24/2/45.

D.T.S.R 16/2

D.O.D 18/2

DCNS 18/2

1STNM 19/2

15/2 B

N5

TELEPHONE No.

Commonwealth of Australia

Department of The Navy.

St 6301

DEPT. OF NAVY
2016-7-1188
SECRET

HP 12/9/44

IN REPLY PLEASE QUOTE

No. 18/45

ACK. BY. A.S. 1330Y
10 FEB 1945
INIT.

~~XXXXXXXXXXXXXX~~

H.M.A.S. BATHURST
5th February
1945.

The Secretary
Naval Board
Melbourne SC 1

Herewith H.M.A.S. BATHURST'S report of Proceedings for the period 24th December 1944 to 31st January 1945 inclusive.

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

HN

12/26

RESTRICTED

SECRET 1009

ROYAL AUSTRALIAN NAVY

December 24th. Slipped from Birkenhead wharf at 0916 proceeding down river to swing compasses for adjustment, adjuster Captain Bower. Commenced swinging 1015 and completed 1430 proceeded on passage to Melbourne. Exercise Action and Abandon ship stations.

December 25th. At Sea.

December 26th. Arrived Williamstown, Nelson Pier 1425 without incident, completed with fuel.

December 27th. 0800 shifted ship to graving dock with assistance of tug to carry out Inclination experiment completing same at 1300. 1345 shifted back to Nelson Pier 1410 All Fast.

Thursday 28th. 0830 took departure for Sydney. 1115 Cleared Port Phillip Heads

Friday 29th. Exercised ship's company double O sweeping- streamed sweeps 0940. 1100 Intercepted QPE signals regarding possible submarine attack - 1155 In sweeps proceeded with all despatch to position indicated arrived there 2045 Commenced independent A/S search

Saturday 30th. 0710 Rendezvous with 21st M.S.F. and Quiberon and continued A/S search under orders of Senior Officer 1505 exchanged identities with H.M.A.S. HOBART.

Sunday 31st. Entered harbour in Order 1 and secured Number 7 buoy on Maryborough at 0645.

JANUARY.

Monday 1st. In harbour.

Tuesday 2nd. In harbour.

Wednesday 3rd. Slipped at 0845 and proceeded to take pattern VI targe in tow for 21st MSF Low Angle firings. 1115 Commenced exercise and completed same at 1200. Returned target to moorings and then proceeded to seven buoy 1600 All Fast.

Thursday 4th. Slipped and proceeded at 0845 to carry out A/S patrol in accordance with previous irders. 1630 exercise ship's company at Depth Charge practice-two charges fired from throwers.

Friday 5th. Completed 24 hour patrol with out incident and returned to harbour 0915, secured seven buoy 0950

Saturday 6th. 1400 slipped and proceeded to take Pattern VI target in tow for Low angle firings by H.M.A. S Kalgoorlie shoot later cancelled, returned target to moorings and proceeded to seven buoy. All Fast at 1805.

Sunday 7th. In harbour seven buoy.

Monday 8th. 0715 slipped and proceeded to D G range for correction of settings 0905 adjustments completed returned to number seven buoy 0925 all fast.

Tuesday 9th. 0900 slipped and proceeded to swee p off Sydney Heads streamed double "O"at 0925. 1625 completed sweep negative result resumed A/S patrol in accordance with previous orders.

Wednesday 10th. 0905 out sweeps commenced sweeping approaches to Sydney completed at 1500 in sweeps. Entered harbour 1530 secured seven buoy 1555

Thursday 11th. In harbour seven buoy.

Friday. 12th . 0713 slipped and proceeded to take Pattern VI target in tow for low angle firings by 21st MSF. Exercise commenced 0900 completed at 1015 returning to harbour. 1128 secured target to mooring returned to seven buoy 1215 All fast.

Saturday 13th. In harbour seven buoy.

Sunday 14th. 1120 slipped and proceeded with B.P. target in tow for low angle firings by H.M.A.S Hoba rt. 1430 Rendezvoused and exercise commenced . 1450 completed. 500 fathoms 3½ wire was veered which was under difficulty shortned in owing to adverse weather conditions. 1642 entered harbour handed over target to tug Wattle secured seven buoy at 1750

Monday 15th. to Tuesday 16th. Wednesday 17th. — In harbour seven buoy. All guns crew did a 3 day course at G.I.C. Sydney after which a marked improvement was noted. Also a favourable from O.I.C. of the School.

Thursday 18th. — 1757 slipped seven buoy proceeded with Bowen in company for A/S operations in Bass strait.

Friday 19th. — At Sea. 1000 exercised all guns crews in A.A. firings at smoke burst both ships companies taking part long and short range weapons being used. Result was quite good considering both ships had comparatively new ships companies. 1000Exercise completed.

Saturday.20th — 1218anchored with Bowen in Sealers Cove(East Wilson's Promontory) Korowa(sweeper) arrived from sweeping operations 1530 handed both ships operation orders 2015 sailed in accordance with same to carry out A/S sweep.

Sunday 21st. — 0400 Returned to Oberon Bay 0415 anchored. 1000 landed recreation parties until 1600 to the great delight of all. 2030 sailed to carry out A/S sweep 2100. detailed by NOIC PM to send one ship to Fosters Inlet N E Tasmania to assis Abraham Criansen beached there, owing to grounding and puncturing shell plating. Bathurst proceeded.

Monday 22nd. — Entered Fosters Inlet and anchored at 0830. Contacted Commanding Officer of Abraham C and received details of trouble - ship holled in boiler room starboard side near bilge keel - It was decided to commence salvage operations on the high tide at 1000. Bathurst shifted ship and took up anchorage to windward of Abraham C. who had anchor laid out astern. sweep wire was passed and Bathurst held her to windward(westerly force 5-6) as she hove off the beach. 1830 ship refloated all well. Cancelled salvage tug James Patterson which was being sent from Melbourne. Operation was quite successful under more or less adverse conditions in an exposed anchorage. Standing by Abraham C awaiting orders.

Tuesday 23rd. — Cement patch on A braham C holding well. She cleared up all salvage gear from beach. 1200 took departure for Hobart escorting Abraham C.

Wednesday 24th. — Arrived Hobart and secured S outh side Ocean Pier at 1508. was sent for on arrival by NOIC HOBART to discuss trip down from Foster Inlet. Leave granted to ships Company.

Thursday 25th. — Came to 2 hours notice for steam at 0800 and remained at same all day. Received orders to proceed to Sydney. Slipped 1745and took departure.

Friday 26th. — At sea bound for Sydney. Passed and spoke HMAS Coombar with barge in tow at 1335

Saturday 27th. — At sea-passed without incident of sufficient interest to report.

Sunday 28th. — Entered Harbour 0615 proceeded up harbour and secured to NE Kuraba wharf for fuel. 0959 fuelling completed slipped and proceeded to seven buoy secured at 1018.

Monday 29th. — In harbour seven buoy

Tuesday 30th. — ditto

Wednesday 31st. — ditto

COMMANDING OFFICER H.M.A.S. "BATHURST" 5 FEB 1945

RANKISS

RESTRICTED

Secret

DEPARTMENT OF THE NAVY.

2026/7/1188

MINUTE PAPER.

SUBJECT: H.M.A.S. "BATHURST" - REPORT OF PROCEEDINGS.

September 1944

S.N.B. 10/10

2.N.M. 11/10

3.N.M.

D.O.D. 18/10.

D. of P. 18/10.

D.R.N.I. 19/10

Ops(N).

D.E.(N). 24/10.

D.O.T.M.

H.P.B.

N.A.2.N.M. 27/10

N.5.

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

27/10 F.

30/10

5/10.

2026/7/1188 272A.

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER.

D.4520/12.43.—C.14053.

SUBJECT: Amas "BATHURST" - Report of Proceedings - September 1944

D. P. S. 5/10

D. T. S. R. 6/10

D. O. D. 7/10

D. C. N. S. 7/10

1st N. M. 9/10

N5 5/10B

REF.NO.:L.P. 9/44.

ACK. BY. A.C. 13307
- 3 OCT 1944
INIT. MBJ

TOP SECRET.

DEPT. OF NAVY
2026-7-1188.
SECRET

File HP 22/9/44.

From : Commanding Officer, H.M.A.S."Bathurst"
Date : 1st. October, 1944.
To : Secretary, A.C.N.B.Melbourne.
(copy to Captain A.B.C.E.F., COLOMBO)
SUBJECT: REPORT OF PROCEEDINGS - PERIOD 1st. to 31st. Sept. 1944.

HN SUBMITTED.

1st.		At sea escorting Convoy C.X. 30.
2nd.	0150Z.	Proceeded into Addu Atoll. 0300z Secured on Tanker "Europe" and refuelled.
3rd.	0455z.	Slipped from Tanker and anchored as convenient.
	1205z.	Weighed and proceeded out of harbour in company with H.M.A.S."Launceston" escorting M/V "Europe" to Fremantle.
4th. to 20th.		On passage.
16th.	0430z.	Refuelled from Tanker.
20th.	0050z.	Entered Fremantle harbour and secured between G and H Sheds. Commenced de-ammunitioning and re-ammunitioning Ship. Commenced coaling down boilers in order to effect brickwork repairs.
21st.		In Fremantle repairing furnace brickwork. 2320z. Slipped and proceeded out.
22nd. to 27th.		On passage to Adelaide.
27th.	2215z.	Entered River and proceeded to wharf. 2315z. Secured "D" wharf.
28th. to 30th.		At Adelaide de-storing and de-ammunitioning Ship.

CONDITION OF SHIP.

The Ship is in very good condition, free from rust and well painted, although very little maintenance could be done on passage due to bad weather.

CONDUCT OF SHIP'S COMPANY.

Conduct has been very good and the Ship's Company have been in high spirits on the homeward voyage.

REFERENCE HEALTH OF SHIP'S COMPANY.

Health of Ship's Company for the period under review has been very good.

Appendix showing consumption and mileage done is attached.

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

Chas. McDonald
A/Lieut.Commander.R.A.N.R.(s)
COMMANDING OFFICER.

31/10 G.

MONTHLY APPENDIX. H.M.A.S."Bathurst"

	FOR MONTH OF SEPTEMBER.	SINCE COMMISSIONING.
Mileage.	4854 miles.	133,744.5 miles.
Boiler Fuel Oil used.	274.49. tons.	9,070.42. tons.
Diesel Oil used.	1.037. "	98.022. "
Days in commission.	30.	1,364.
Days at sea.	27.	796.
Average Speed.	8.46 Kts.	9.359 Kts.
Hours under weigh.	573 46/60.	14,291 10/60.

7/11

330B.

RESTRICTED

Secret

RECEIVED 3 NOV 1944 D.O.T.M.

DEPARTMENT OF THE NAVY. 2026/7/1188

MINUTE PAPER.

SUBJECT: H.M.A.S. "Bathurst" - REPORT OF PROCEEDINGS.

August 1944

S.N.B. 12/10

2.N.M. 14/10

3.N.M. 19/10

D.O.D. 20/10.

D. of P. 27/10.

D.R.N. 30/10

D.N.I. 30/10

Ops(N). 31/10

D.E.(N). 2/11

D.O.T.M. 3/10

1 D.N.M.S. 10/11

2 N.5

3 D.N.I.(N.H.R.O) 16/11

A/N.H.R.O.

H.M.B. 7/11

N.A.2.N.M. 7/11

N.5.

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

30/10

7/11 · 11/10 · 13/11

3/10.

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DEPARTMENT OF THE NAVY

MINUTE PAPER.

2026/7/1188 267A

D.4520/12.43.—C.14053.

SUBJECT: Hmas "BATHURST" – Report of Proceedings – August, 1944

D. P. S. 4/10
as marked.

D. T. S. R. 4/10

D. O. O. 7/10.

D. C. N. S.
7/10.

1st N. M. 8/10

N5 4/10H.

St 6334

Royal Australian Navy.

Top Secret

IN REPLY PLEASE QUOTE
No. LP 8/44

File HP 22/9/44

From The Commanding Officer HMAS "Bathurst"

Date 1st September 1944

To The Secretary, Australian Commonwealth Naval Board, Melbourne.
(Copy to:- Captain, Arabian-Bengal-Ceylon Escort Force.)

HN.

Subject Report of Proceedings for period 1st August to 31st August 1944

Submitted:-

1st and 2nd		In Vizagapatan harbour
3rd	0915 FG	Slipped and proceeded out of Vizagapatan harbour HMAS "Maryborough" in company.
4th 5th & 6th		At sea proceeding towards Colombo.
7th	0100 FG	Detached "Maryborough" to make Colombo at best speed for urgent Medical assistance.
	1000 FG	Entered Colombo harbour 1030 secured NC 3 berth
8th to 11th		In Colombo harbour
See last para. 12th	1145 FG	Visit from Commander-in-Chief, Eastern Fleet. 1330 Slipped and proceeded out of harbour towing pattern 6 target for low angle shoot by HMIS "Kistna"
	1600 FG	Shoot completed returned to harbour 1730 secured to "Maryborough" and "Bathurst" and "Maryborough" both placed in Quarantine until 0800 FG 20th August.
13th, 14th, 15th 16th, 17th, 18th		In Colombo harbour.
19th	0700 FG	Proceeded out of Colombo harbour in company with HMS "Jed" for M/F H/F calibrations 1930 returned to harbour and secured on "Maryborough"
20th	0745 FG	Proceeded out of harbour to complete calibration with HMS "Jed" 1200 Calibrations completed, returned to harbour and secured at 1245.
21st	0830 FG	Slipped and proceeded out of harbour to check M/F D/F calibrations with HMS "Flamingo" 1130 check completed and returned to harbour 1215 secured in NC 3 berth.
22nd		In Colombo harbour provisioning and drafting Ship's Company.

2/10

St 6334

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

Report of Proceedings for period 1st August to 31st August - Continued

23rd 1115 FG Slipped from No. 3 berth and berthed on HMS "Lucia" for boiler cleaning.

24th to 28th In Colombo Boiler Cleaning.

29th 0830 FG Proceeded out of Colombo harbour in company with HMAS "Launceston" escorting Convoy No CX 30 consisting of 3 ships to Addu Atoll.

29th to 31st At sea with CX 30.

Condition of Ship.

The ship is in very good condition, free from rust and well painted both inside and out. Much work was done to the hull by the Ship's Company during their enforced period in Quarantine in Colombo Harbour.

Reference Health of Ship's Company

The general health of the ship's company for the period under review has been very good although one seaman rating died in Colombo Hospital with Acute Anterior Polic Encephalitis on the 12th August (S.R.A Ceylon's Signal attached). HMAS "Maryborough" had two similar cases and "Bathurst" and "Maryborough" who were secured together were placed in Quarantine from 12th to 20th. The two ship's Companies were thoroughly alarmed when one of Maryborough's ratings died from the same complaint. Much credit is due to Surgeon Lieutenant-Commander P. M. Coates RNVR of the Escort Force for the part he played in allaying the fears of the combined Ship's Companies. He had the complete confidence of the men and Officers alike. On 16th and 17th a party of fifty men and Officers from each ship were sent off to Mount Lavinia for a recreational picnic. This was arranged by the Escort Force. The party left at 0800 and returned at 2000. The outing was thoroughly enjoyed by all and helped them over the worst period of the Quarantine. It is pleasing to note everyone concerned did their best for the ships during this time.

Conduct of Ship's Company.

Conduct has been very good both ashore and afloat although extensive drafting has taken place during the month. All are looking forward to their return to Australia.

Notes of Interest. Visits.

At 1100 FG on the 12th we were honoured to have Admiral Sir James Somerville!

St 6334

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

Report of Proceedings for period 1st August to 31st August - Continued

Notes of Interest, Visits.

At 1100 FG on the 12th we were honoured to have Admiral Sir James Somerville Commander-in-Chief Eastern Fleet accompanied by Captain, Arabian-Bengal Ceylon Escort Force visit the ship. He inspected Officers, Ship's Company and messdecks. The Commander-in-Chief spoke with many of the ratings and from his observations appeared to have a first hand knowledge of the ship's history. He was apparently well satisfied with his inspection. "Bathurst" lay secured to starboard side HMIS "Kistna" who had the frigate HMS "Jed" secured to her port side. The Commander-in-Chief addressed the assembled Ships Companies from a platform on "Kistna". After a collective address each ship was given an individual one. His address to "Bathurst" included "Good work done" "Her record in steaming for this class of ship". Wished the Ship's Company a pleasant Voyage home and a well earned leave. Three rousing cheers and one for luck were given with a will, there is no possible doubt of the popularity of the Commander-in-Chief with all ranks and ratings. Copy of Commander-in-Chief, Eastern Fleet's signal sent on landing is attached.

On 28th August, the eve of departure for Australia Commander H. Yain, Commander Escort Force, paid the ship a farewell visit. It was with regret we learned that Captain Baker-Cresswell, RN. - Captain, Arabian-Bengal-Ceylon Escort Force was indisposed and confined to bed. Copy of Captain, Arabian-Bengal-Ceylon Escort Force signal attached.

A.M. 29th August, ship slipped and proceeded on the first leg of her homeward journey amidst farewell and good luck signals from all Australian and RN ships in the Harbour. The ship's Company are enthusiastic and looking forward to the Voyage, bad weather for the whole journey could not damp their spirits in their present frame of mind.

Appendix showing consumption and mileage done is attached.

I have the Honour to be

Sir,

Your Obedient Servant.

Chas. McDonald

S. 1320f.

NAVAL MESSAGE.

For use in Cypher or Coding Office only	Copy

Originators Instructions: (Indication of Priority, Personal, NOTWT For Exercise). Restricted	INTERCEPT GROUP.
TO: Admiralty (R) C IN CEF F.O.C RAN ACC OFF CBO A.CNB CO HMS BATHURST	From: SRA CEYLON

Regret to report the death at RNA Hospital Colombo 0345 12/8/44 of S.8872 RAN Allen Morton O/Sea HMS Bathurst. Religion R.C. Diagnosis Acute Anterior polio Encephilitis attributable to Naval Service. Next of Kin Father Mr Thomas Morton 668 Olive St. Albury. New South Wales, Australia not (R) not informed.

TOO 120908z Aug '44

Book or Table to be used for		Initials of Cypherer or Coder.	Time of Receipt in Cypher or Coding Office.	Date.
Cyphering or Coding.	Recyphering or Recoding.			

St 2902 A. H. PETTIFER, ACTING GOVT. PRINTER.

S. 1220f.

NAVAL MESSAGE.

For use in Cypher or Coding Office only	
Originators Instructions: (Indication of Priority, Personal, NOTWT For Exercise).	INTERCEPT GROUP.
TO: KISTNA BATHURST JED(R) CAPT ABCEF	From: CINC EF

I noticed with pleasure the smart appearance of your ships and particularly of the mess decks.

121334 1 Aug '44

Book or Table to be used for		Initials of Cypherer or Coder.	Time of Receipt in Cypher or Coding Office.	Date.
Cyphering or Coding.	Recyphering or Recoding.			

St 2902 A. H. PETTIFER, ACTING GOVT. PRINTER.

S. 1320f.

NAVAL MESSAGE.

For use in Cypher or Coding Office only	

Originators Instructions: (Indication of Priority, Personal, NOTWT For Exercise).	INTERCEPT GROUP.
TO: Launceston Bathurst	From: Capt ABCEE

Very sorry to see you go. We shall all look forward to your return. I have been much impressed with the efficiency and good appearance of your ships. I wish you all the best of luck and a good leave

281445 Aug '44

Book or Table to be used for		Initials of Cypherer or Coder.	Time of Receipt in Cypher or Coding Office.	Date.
Cyphering or Coding.	Recyphering or Recoding.			

St 2902 A. H. PETTIFER, ACTING GOVT. PRINTER.

Appendix - August 1944.

	For Month of August	Since Commissioning
Mileage	1, 824	128, 890. 5
Boiler fuel oil Used	168.26	8, 795. 93
Diesel Oil Used	356 Gal = 1.343 Tons	96. 985
Days in Commission	31	1, 334
Days at Sea	11	769
Average Speed	10	9. 396
Hours under way	181 54	13, 717 24

309A

RECEIVED 28 OCT 1944 D.O.T.M.

DEPARTMENT OF THE NAVY. 2026/7/11

MINUTE PAPER.

SUBJECT: H.M.A.S. "BATHURST" - REPORT OF PROCEEDINGS.

July 1944

S.N.B.

2.N.M.

3.N.M.

D.O.D.

D. of P.

D.N.I.

Ops(N).

D.E.(N).

D.O.T.M.

DNMS

H.R.N.

N.A.2.N.M.

N.5.

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

20/9.

2026/4/1188
1188.
2438.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644. 2019

SUBJECT: H.M.A.S. "Bathurst" - Report of Proceedings

A.P.S. 20/9

D.C.N.S. 22/9

D.T.S.R. 25/9

D.R.(N) 28/9

1st. 22/9.

N5

21/9B

N5

TOP SECRET

Ref: No.L.P.7/44.

From: ... Commanding Officer H.M.A.S. "BATHURST".
Date: ... 1st August 1944.
To: ... Secretary, A.C.N.B.

(Copy to:- Captain A.B.C.Escort Force, Colombo).

Subject: ... REPORT OF PROCEEDINGS FOR PERIOD 1ST TO 31ST JULY 1944.

18/9. HH

Submitted:

1st to 3rd.		At sea escorting convoy J.C.54.
4th.	1035 F.G.	Entered Vizagapatam Harbour and refuelled at Oil jetty.
5th to 7th.		In Vizagapatam Harbour.
8th.	1400 F.G.	Slipped and proceeded out of harbour H.M.A.S. "MARYBOROUGH" in company. 1559 F.G. at R/V relieved, H.M.I.S. "KUMAON" and "NETRAVATI" proceeded to Colombo escorting convoy C.J.34. consisting of 21 ships.
9th to 13th.		At sea.
14th.	0950 F.G.	Proceeded up Colombo S/C. 1600 F.G. Secured alongside H.M.S. "LUCIA" for Boiler cleaning.
15th to 20th.		Boiler cleaning in Colombo.
18th.	1200 F.G.	Ship dry-docked for bottom cleaning and painting.
20th.	0935 F.G.	Ship undocked and proceeded to N.C.2 berth to complete Boiler Clean.
21st.	0852 F.G.	Slipped, "MARYBOROUGH" in company, during A.M. period, Carried out H.A. Shoot with aircraft and drogue target and L.A. full calibre shoot at close range with high speed splash target. 1315 F.G. Both ships exercising with Italian submarine "GAIDA". 1630 F.G. exercises completed, returned to harbour. 1825 F.G. secured on H.M.S. "BETHANY".
22nd to 24th.		In Colombo Harbour.
25th.	0710 F.G.	Slipped, proceeded out of harbour H.M.A.S. "MARYBOROUGH" in company escorting convoy J.C.58 consisting of 15 ships.
26th to 29th.		At sea.
30th.	0951 F.G.	Relieved at R/V by H.M.I.S. "CUTTACK" and "MADURA" proceeded to Vizagapatam "MARYBOROUGH" in company 1348 F.G. secured and refuelled alongside oil jetty.
31st:		In Vizagapatam Harbour.

(See over)

19/9

DRY-DOCKING AT COLOMBO.

The ship was drydocked for bottom cleaning and painting on the 18th and undocked on the 20th. Under a heavy coating of marine growth and slime ship's bottom was found to be in good condition free from oxidation and pitting. Plating was thoroughly scraped and cleaned before applying compositions. Weather during this operation was fine and dry with a high temperature.

CONDITION OF SHIP.

Although much bad weather and heavy rain has been experienced this month due to strong S.W. monsoon conditions, the standard of upkeep has been maintained and the ship is free from corrosion both internally and externally.

REFERENCE HEALTH AND CONDUCT OF SHIP'S COMPANY.

The general health for the period under review has been very good. Conduct has been good both ashore and afloat.

It is regretted that recreational leave could not be given during boiler cleaning this month owing to heavy committments of R.N. Rest Camp. However, opportunities were made for organised sport to make up for this disappointment.

NOTES OF INTEREST.

EXERCISES. As in the previous month ship was able to exercise with the Italian submarines in Colombo. A/S conditions were good and exercises successful, much valuable experience was gained by Officers, A/S and plotting teams.

The L.A. full calibre shoot at splash target was of exceptional value as speed of approach was 22 knots range 350 yds. (2 runs) opening to 470 yds. (2 runs). A total of 3 rounds per run was fired from the 4 inch B.L. and in each case a direct hit was scored by the second salvo.

On May 22nd H.M.A.S. "MARYBOROUGH" joined as Flotilla mate to "BATHURST". It is of interest to note here that cordial relations exist between the two ships' companies who work in complete harmony. Much friendly rivalry both in sports and exercises has sprung up with a consequent increase in all round efficiency in the respective ships.

Appendix is attached showing mileage done and consumption.

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

Chas. McDonald
A/Lieut.Commander RANR(S).
Commanding Officer.

Appendix for Month of July 1944.

	July.	Since Commissioning.
Mileage.	3149.	127066·5.
Boiler Fuel Oil Used.	213·93 Tons.	8627·67 Tons
Diesel Oil Used.	1·150 Tons.	95·642 Tons.
Days in Commission.	31	1303.
Days at Sea.	19	758
Average Speed.	8·85 Knots.	9·387 Knots.
Hours Under Way.	355 26/60.	13535 30/60

22/9.

RESTRICTED

DEPARTMENT OF THE NAVY. 2026/7/1188

MINUTE PAPER.

SUBJECT: H.M.A.S. "BATHURST" - REPORT OF PROCEEDINGS.

JUNE, 1944

S.N.B. 28/8

2.N.M. 28/8

3.N.M. 30/8

D.O.D. 1/9 Report must incorrectly graded TOP SECRET.

D. of P. 8/9

D.R(N). 4/9

D.N.I. 5/9

Ops(N). 6/9

D.E.(N). 7/9

D.O.T.M. 4/9

H.C.N.B. 22/9

N.A.N.M.

N.5. 27/9

D.N.I. (N.H.R.O.). 26/9

N.1

A/W 4/10

Feb

8/9

22/9.

22/8

2026/7/1188, 192A

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644. 22/8

SUBJECT: H.M.A.S. "Bathurst" - Report of Proceedings

SECRET

RESTRICTED

D. N.S. 22/8

D.C.N.S. 23/8

1st Lt. 24/8

D.I.S.R. 25/8

N.S.

23/8

Refr. No. L.P. 6/44

- TOP SECRET -

From :- Commanding Officer. H.M.A.S. "Bathurst"
Date :- 1st July 1944
To :- Secretary, Australian Commonwealth Navy Board
(Copy to Captain A.B.C. Escort Force.)
21/8 HN.
Subject :- Report of proceedings Period 1st to 30th June 1944.
Submitted :- 1st June at sea escorting Convoy No. C.J.29.

2nd 0811/z proceeded up Colombo Swept Channel 0630/z Entered Harbour 0730/z Secured.

3rd to 20th In Colombo Harbour boiler cleaning and effecting repairs by welding to No 6 main bearing cast iron housing of bed plate Starboard engine. (Refr. my L.P. 4/44). P.M. 20th Engine Harbour trials successful.

21st 0300/z proceeded out of Colombo Harbour. H.M.A.S. "Maryborough" "Tamworth" and H.M.I.S. "Konkan" in Company escorting Convoy J.C. 53. Consisting of 18 Ships SO(E) in "Bathurst". 22nd at sea.

23rd 0030/z Detached 3 ships off Trincomalee, with "Maryborough in Company escorted them to Port entrance and departed for Colombo at 0300/z

24th at sea. 1515/z Entered Colombo Harbour 1730/z Secured to N.C.3 Buoys.

25th In Colombo Harbour.

26th 0130/z With "Maryborough" in Company left Colombo Harbour to carry out special exercises with Italian Submarine "Brin" 0700/z Exercises Completed, returned to harbour 0850/z Secured.

27th In Colombo Harbour.

28th 0600/z Left Colombo Harbour "Maryborough" in Company to carry out A/S exercises with Submarine "Brin" 1015/z Returned to harbour. 1145/z Secured

29th 0815/z proceeded out of Colombo Harbour. "Maryborough" in Company escorting Convoy J.C. 54 Consisting of 18 Ships.

30th at Sea.

- Condition of Ship -

The ship is in good Condition internally and externally, free from rust and well painted. She has a well cared for appearance.

- Conduct and Health of Ship's Company. -

Conduct has been very good both ashore and afloat.

The general health of the Ship's Company for the period

L.P. 6/44.

under review has been very good. During boiler-cleaning in Colombo thirty ratings and one officer were given five days leave in a Naval rest-Camp up Country. They returned looking well and fit.

Appendix is attached showing Consumption and mileage done.

I have the Honour to be,
Sir,
Your Obedient Servant.
Chas. McDonald.
A/Lieut-Cdr. R.A.N.R.(S)

H.M.A.S. "BATHURST"

Appendix to L.P. 6/44

1944	Month of June	Since Commissioning
mileage	1542	12391 4/5
Boiler Oil Fuel used	149·85	8413·74.
Deisel Oil used	1·453	94·492
Days in Commission	30	1302
Days at Sea	10	439
Average Speed	8·90	9·44/4
Hours Under Way	173 16/60	13080 4/60.

154 B.

RESTRICTED

DEPARTMENT OF THE NAVY. 2026/7/1089

MINUTE PAPER.

RECEIVED 28 JUL 1944 D.O.T.

SUBJECT: H.M.A.S. "BATHURST" - REPORT OF PROCEEDINGS.

MAY, 1944

S.N.B. 17/7

2.N.M. 17/7

19/7 3.N.M.

24/7 D.O.D. 24/7.

D. of P. 25/7

D. of S. D. 26/7

D.N.I. 26/7

Ops (N). 26/7

D.E. (N). 21/7.

D.O.T.M. 29/7

1/8 H.R.B. 1/8

N.A.2.N.M. 1/8

DR(N) 2/8

N.E. 3/8.

D.N.I. (N.H.R.O.). 4/8

A/N.H.R.O. 8/8

File

N.1

2/8 A

24/7

3/8

13/7.

13

2026/7/1089

123B.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

SUBJECT: H.M.A.S. "Bathurst" - Report of Proceedings

D.P.S. J. 13/7

D.C.N.S. for J. 14/7

C.N.M. 16/7.

N.S.

Ref. No:. 276/44

From : Commanding Officer, H.M.A.S. "Bathurst"
To : Secretary, Australian Commonwealth Naval Board.
(through Captain A.B.C. Escort Forces)
Date : 1st. June, 1944.
Subject: REPORT OF PROCEEDINGS - PERIOD 1st. to 31st. May, 1944.

HN.7

TOP SECRET.

SUBMITTED

1st. Alongside R.I.N. Breakwater, Naval Dockyard, Bombay.
0255Z 2nd. Slipped from Breakwater and proceeded down Channel for engine trials.
0430/Z Completed trials and proceeded to D.G. Range; 0445 commenced run on the Range; 0630Z Completed D.G. ranging and returned to Naval Anchorage. 0715Z. At single anchor.
3rd. At anchor Bombay, adjustments to engines and machinery.
0230Z/ 4th. Weighed anchor and proceeded to sea(working up Ship's Company). L.A. and H.A. shoot; 0915Z Days program completed, returned to harbour. 1015Z. At single anchor at Naval Anchorage.
5th. See below.
6th. 7th. 8th. At anchor, Bombay for further machinery adjustments.
0240Z 9th. Commander Escort Group and Staff aboard. Weighed and proceeded out of harbour for L.A. shoot, exercises and maneouvres with surface vessels and aircraft. H.M.A.S. "Tamworth" in company. 1130z. Exercise completed and returned to hatbour. 1330z Anchored in Naval anchorage.
0130Z 5th. Proceeded to sea, H.M.A.S. "Tamworth" in company, for S/M exercises with K.11. 0300z rendezvoued with Submarine K.11. and H.M.I.S. "Ramdas". 0630z Exercise completed and returned to harbour. 0925z Anchored in Naval Anchorage.
0045Z 10th. Weighed and proceeded alongside Tanker S.S. "Olcades" 0104z commenced refuelling. 0325z Completed refuellin and proceeded to Naval anchorage. 0345z At anchor.
1005Z 11th; Weighed and proceeded out of Bombay, H.M.A.S. "Tamworth" in company, escorting B.M.94(b) consisting of one ship.
12th. 13th. 14.th. At sea.
0215Z 15th. Entered Colombo harbour and secured on H.M.S. "Caradoc"
16th. Colombo harbour.
0145Z 17th. Proceeded out of Colombo harbour, H.M.A.S. "Tamworth" H.M.S. "Sembla" and H.M.S. " Overdale Wyke" in company for exercises with Italian submarine "Guida". 0830z exercise completed returned to harbour.
1010Z Secured on H.M.S. "Caradoc";
18th. Colombo harbour.
0315 Z 20 th. Proceeded out of Colombo harbour, H.M.A.S. "Tamworth" in company escorting Convoy J.C.49 consisting of 14 ships.
1330Z 22nd; Detached H.M.A.S. "Tamworth" for south bound Convoy. H.M.A.S. "Maryborough" joined.
0820Z 23rd. H.M.I.S. "Lahore" joined.
24th. 25th. At sea.
0315Z 25th. Handed Convoy over to relief escorts off Vizagapata 0620z Entered Vizagapatan harbour. 0700z Secured and refuelled.
26th. Vizag. Harbour.
0455Z 27th. Slipped and proceeded out of Vizag. harbour, H.M.A.S. "Maryborough" and H.M.I.S. "Berar" in company. Met Convoy C.J.29 consisting of 16 ships and relieved Calcutta escorts at 0545z.
28th. 29th. 30th. 31st. At sea.

CONDITION OF SHIP

The Ship is in good condition both internally

APPENDIX.

1944	Month of May	Since Commission.
Mileage	3481.2	122375.5
Boiler Oil Fuel used	257.91 Tons	8263.89 Tons
Diesel Oil used	2.087 "	93.039 "
Days in commission	31	1272
Days at Sea	21	729
Average Speed	9.62	9.481
Hours under way	361 49/60	12906 48/60

and externally. Free from corrosion and well painted. ~~TRAXXXXXX~~

CONDUCT AND HEALTH OF SHIP's COMPANY

Conduct has been very good both ashore and afloat. The general health of Ship's Company for the period under review has been very good.

Appendix is attached showing mileage done and consumption.

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

Chas. McDonald
A:Lieut. Commander. R.A.N.R.(s)
COMMANDING OFFICER;

II.

No. 972/15/4.
The Australian Commonwealth Naval Board.

Forwarded.

H. C. Turner
Lt. Comdr.
for CAPTAIN.

ARABIAN-BENGAL-CEYLON ESCORT FORCE.
5th. June, 1944.

10/7.

117B.

DEPARTMENT OF THE NAVY. 2026/7/1089

MINUTE PAPER.

RESTRICTED

SUBJECT: H.M.A.S. "BATHURST" - REPORT OF PROCEEDINGS.

APRIL, 1944.

S.N.B.

2.N.M.

3.N.M.

D.O.D.

D. of P.

D.N.I.

Ops(N).

D.E.(N).

D.O.T.M.

D.N.R.N.

H.R.O.

N.A.2.N.M.

N.5.

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

A/NHRO

File

Bombay
[illegible]

N/1

D.N.M.S. BRANCH
7 JUL 1944
NAVY OFFICE

15/6

15

2026/7/1089

74A

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

SUBJECT: H.M.A.S. "Bathurst" - Report of Proceedings

14/6

D.P.S. 15/6

D.C.N.S. 18/6

1st. 20/6/18

N.S. 1/6 9/6/18

Ref. No. LP 4/44

SECRET.

FROM : Commanding Officer, HMAS "Bathurst."
DATE : 1st. May, 1944.
TO : Secretary, Australian Commonwealth Navy Board.
(Copy to C.in C. E.F.(through Capt. A.B.C.E.F.)
SUBJECT :
REPORT OF PROCEEDINGS FROM 1st. TO 30th.APRIL 1944.

Submitted:-

1st. At séa escorting MB 71. 2nd. 0300Z 2 ships departed convoy and proceeded independently into Cochin. 3rd., 4th. and 5th. At sea. 0300Z/6th. Proceeded into Bombay harbour. 0500 Z Alongside Tanker "Olcades" and refuelled. 0735 Z Slipped from Tanker and proceeded alongside HMS "Pangkor". 0815Z Secured to "Pangkor". 0530 Z/7th. Slipped from Pangkor and proceeded alongside Naval Breakwater. 0550 Z Secured alongside, commenced boiler cleaning and engine repairs. 7th. to 30th. April boiler cleaning and repairs to starboard engine.

On passage with Convoy NB 71 much trouble was experienced with the starboard engine which was run at reduced revolutions throughout the voyage. At Bombay it was found the LP piston rod, starboard engine was out of alingment and the HP piston rod metallic packing had run. No. 6 main bearing cast iron housing of bed plate had developed a crack 18" long.

TRAINING

With regard to training of personnel full advantage was taken of the time in port to exercise all branches. The program consisted of A/S training attack teacher ; Gunnery Instruction, drill, and lectures ; practical firings with close range A.A. weapons and small arms at Petit Hall Range; Spotting Table for GCO and layers ; dome teacher and eye shooting radar instruction, lectures and films. Opportunity was also taken to work up seamen in boat-work, boat sailing and general seamanship.

CONDITION OF THE SHIP.

The ship is in good condition both internally and externally, free from corrosion and well painted.

CONDUCT AND HEALTH OF SHIP'S COMPANY.

Conduct has been very good. The general health of the ship's company for the period under review has been very good. The Dengue Fever mentioned in my LP 3/44 has claimed no victims this month.

NOTES OF INTEREST.

The explosion and fire of 14th./15th was fully dealt with in my 247/44 to A.C.N.B. Since this disaster "Bathurst" has on three occasions sent salvage parties consisting of one officer and twenty ratings intothe Docks to work with the men of the Royal Navy. It is of interest to note that although this work was fairly gruesome there was no lack of volunteers for the job and their work was well reported on.

ANZAC DAY

An Anzac Day Service was held in St. Thomas' Cathedral, Bombay on 25th. Eighty seats were reserved for HMAS "Gawler" and "Bathurst" who marched to the Cathedral. The service lasted one hour. In the evening a party of thrity-five men from "Bathurst" was entertained at the Willingdon Club by members of the Australian Association of India.

Appendix is attached showing mileage done and consumption.

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

Chas. McDonald
A/Lieut.Cdr.R.A.N.R.(S)
Commanding Officer.

APRIL 1944.

	MONTH OF APRIL	SINCE COMMISSIONING.
Mileage	1016. 5	118894. 3
Boiler Fuel Oil used	59. 8 Tons.	8005. 98 Tons
Diesel Oil used	. 984 Tons.	90. 952 Tons
Days in Commission	30	1241
Days at Sea	5	708
Average Speed	9. 36	9. 477
Hours under way	108 32/60	12544 59/60

9/6

65.B.

RECEIVED 1944

SECRET RESTRICTED

DEPARTMENT OF THE NAVY. 2026/7/1089

MINUTE PAPER.

SUBJECT: H.M.A.S. "BATHURST" - REPORT OF PROCEEDINGS.

March 1944.

S.N.B.

2.N.M.

3.N.M.

D.O.D.

D. of P.

D.N.I.

Ops(N).

D.E.(N).

D.O.T.M.

D.N.M.S.

H.P.

N.A.2.N.M.

N.H.

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

A/NH R.O.

File

N.1

P/C

19/5

2026/7/1089

33B

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3044.

SUBJECT: H. M. A.S. "Bathurst" - Report of Proceedings

D.P.S. 19/5

D.C.N.S. 22/5

for N.M. 23/5

N.S. 19/5

FROM:- Commanding Officer, HMAS"Bathurst".
DATE:- 1st. April, 1944.
TO:- Secretary, Australian Commonwealth Naval Board.
Copy to Commander in Chief, Eastern Fleet.
(Through Captain A B C ~~XXXXXX~~ Escort Forces)
SUBJECT:- REPORT OF PROCEEDINGS - 1st. March to 31st. March, 1944.

RESTRICTED

HN

SUBMITTED.

1-4th :- At sea escorting M.B. 67.
0310 Z/4 :- Proceeded up Bombay S/C.
0530 Z/4 :- Proceeded alongside SS "Olcades" and refuelled.
0805 Z/4 :- Slipped and proceeded to Naval Anchorage.
0830 Z/4 :- Secured in Naval Anchorage.
5th. 6th. 7th. 8th. 9th. 10th. at anchor Bombay.
1100 Z/11 :- Proceeded out of Bombay in company with HMAS "Launceston" Escorting B.M. 89 consisting of eight ships.
12th. 13th. 14th. 15th. 16th. at sea.
0355 Z/16 :- Entered Colombo harbour.
0415 Z/16. :- Secured alongside HMS "Bushwood" and refuelled.
17th. 18th. 19th. 20th. In Colombo effecting engine repairs.
0700 Z/20 :- Proceeded out of Colombo harbour, HMS "Rosalind" in company, escorting J.C. 41 A.
0256 Z/23 :- Departed from Convoy and proceeded independantly to Madras.
0415 Z/24 :- Entered Madras harbour, secured alongside SS"Helikon" and refuelled.
25th. In Madras harbour.
0300 Z/26 :- Proceeded out of Madras escorting four ships to rendezvous with Convoy C.J. 21.
0715 Z/26 :- Joined up with C.J. 21, releived HMIS "Kalavati" as additional escort.
27th. 28th. 29th. at sea.
1300 Z/29 :- Entered Colombo harbour, secured alongside HMS "Tarantula" and refuelled.
30th. :- In Colombo harbour.
0850 Z/31 :- Proceeded out of Colombo in company with HMAS "Launceston" escorting M.B. 71, consisting of nine ships.

CONDITION OF SHIP.

The Ship is in good condition both internally and externally and is free from corrosion. Owing to the close approach of the SW monsoon much attention is being given to the cleaning and coating of steel weather decks.

CONDUCT and HEALTH OF SHIP'S COMPANY.

Conduct has been very good both ashore and afloat -

The general health of the Ship's Company for the period under review has slightly fallen off, insofar as a mild epidemic of Dengue Fever has swept through the Ship claiming a total of four Officers and seven Ratings. Sufferers from this malady are generally incapacitated for a period of from ten to fourteen days. Every precaution was taken to combat this outbreak. Cases, as they ocurred, were immediately isolated and landed into hospital on arrival.

(over)

2026/7/1089

CONDUCT and HEALTH OF SHIP'S COMPANY (continued)

Messdecks were thoroughly sprayed with insecticide and disinfectants at regular intervals for possible lurking mosquitoes.

Results obtained by these methods were good, and, apparently this outbreak has now been checked. It is thought that infection was primarily carried on board from the shore.

NOTES OF INTEREST.

It is worth noting here a most interesting lecture that was given to the Officers and entire Ship's Company by Lt-Cdr. A. Broche (A) RNVR of the Intelligence Section, Eastern Fleet, who was on passage in "Bathurst". The lecture, a lengthy one, took three days to complete and was given in the "Dog watches". It covered every phase from behaviour towards Japanese when captured by them, to possible escape and evasion when questioned by Japanese Intelligence. The enthusiasm and attention paid by the Officers and Ratings was most marked. The lecturer appeared to know his subject well and had the happy touch of getting close to the Ratings and holding their attention voluntarily.

Appendix is attached showing mileage done and consumption.

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

Chas. MacDonald
Lieutenant.RANR (s)
Commanding Officer.

-Bathurst

2026/7/1089

APPENDIX for March, 1944.

	MARCH	SINCE COMMISSION
Mileage	3572.5 miles.	117,877.8 miles
Boiler Fuel Oil used	234.59 tons.	7,946.18 tons
Diesel Oil used	2.347 "	89.968 "
Days in Commission	31	1,211
Days at Sea	19	703
Average Speed	9.937 knots.	9.478 knots
Hours under way	359 31/60.	12,436 27/60.

16/5

25B

RECEIVED 13 MAY 1944 D.O.T.

DEPARTMENT OF THE NAVY. 2026/7/1059

RESTRICTED

MINUTE PAPER.

SUBJECT: H.M.A.S. "BATHURST" - REPORT OF PROCEEDINGS.

February, 1944.

S.N.O. 29

2.N.M. 29/4

3.N.M. 5/5

D.O.D. 8/5

D. of P.

D.N.I. 10/5

Ops(N). 11/5

D.E.(N).

D.O.T.M.

H.P.B.

N.A.2.N.M. 17/5

N.1

D.N.I. (N.H.R.O.). 18/5

A/NHRO 20/5

File

8/5B 17/5B

25/4.

2026/4/1089

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644. N 24/4

SUBJECT: H.M.A.S. "Bathurst" Report of Proceedings

D.N.S. 25/4

DCNS per CM. 27/4

[illegible]

NS 28/4

H.M.A.S. BATHURST - REPORT OF PROCEEDINGS - 1st FEBRUARY/29th FEBRUARY, '44.
(Commanding Officer, H.M.A.S. "Bathurst's" No. LP.2/44 of 1st March, 1944.)

II.

No. 18/15/4.

THE SECRETARY TO THE AUSTRALIAN COMMONWEALTH NAVAL BOARD,
MELBOURNE.

Forwarded.

Arabian-Bengal-Ceylon Escort Force,
Colombo.
15th March, 1944.

CAPTAIN, R.N.R.

Reference No. LP. 2/44.

FROM : Commanding Officer, HMAS "BATHURST".

DATE : 1st March 1944.

TO : Secretary, Australian Commonwealth Navy Board.
Copy to: Commander in Chief, Eastern Fleet.
(Through: Captain, A.B.C. Escort Force.)

SUBJECT : Report of Proceedings - 1st February till 29th Feb.

SUBMITTED.:-

1st: At sea in company with HMIS "JUMNA" and HMS "SHOREHAM" escorting convoy No. BM 84.
2nd: 0600Z, ordered by CinC EF , to return independently at best speed to Bombay.
3rd: 1330Z, proceeded up Bombay searched channel. 1450Z alongside and refuelled from SS "OLCADES".
4th: Slipped from tanker and anchored in Naval Anchorage at 0215
5th: At anchor, Bombay.
6th: 0415Z, proceeded out of Bombay, HMISs "CUTTACK", "NETRAVATI "DIPAVATI" in company, SO(E) in HMAS "BATHURST", escorting A. Floating Dock, No.26, towed by tugs "HESPERIA", "EMPIRE SANDY" and "EMPIRE HARRY". 0500Z, Dipavati returned to harbour with defective steering gear.
7th to 15th: At sea, on passage to Trincomalee.
8th: 0800Z, HMIS "DIPAVATI" rejoined in Lat 13.51N. Long 74.00E
11th: 0900Z, HMIS "BERAR" joined as additional escort in position 7.40N, 77.17E.
15th: 0530Z, carried out intensive A/S patrol off Trincomalee until floating dock had entered harbour. 1130Z, passed through boom gate. 1200Z, secured on,tanker "EASEDALE", and refuelled.
16th: 0430Z, slipped from tanker and proceeded alongside "NETRAVATI". 0500Z, secured in,berth.
17th: 0415Z, proceeded out of Trincomalee harbour to rendezvous with South bound convoy No. CJ 16, as additional escort. 0230Z, joined with CJ 16, escorted by HMAS "LAUNCESTON", SO(E), and HMAS "IPSWICH".
18th: At sea.
19th: 0545Z, proceeded in to Colombo harbour and secured to SS1.
20th to 26th: Boiler cleaning.
27th and 28th: In Colombo harbour. 0845Z/28, slipped and proceeded out of harbour in company with HMAS "LAUNCESTON" SO(E), escorting convoy MB67, consisting of 12 ships.
29th: At sea.

Condition of Ship:-

The ship is well cared for and maintenance continues with the same degree of care. Both interior and exterior are free from corrosion and well painted.

REFERENCE Health and Conduct of Ship's Company:

The general health for the period under review has been good. Conduct has been very good both ashore and afloat.

Reference No. LP. 2/44.

RESTRICTED

Report of Proceedings - 1st February to 29th February 1944

LEAVE:

Five days recreational leave was granted to half the ship's company during boiler cleaning. Leave was spent in a rest camp up country. The men returned, looking well, fit and contented.

Appendix is attached showing mileage done and consumption.

I have the honour to be,

Sir,

Your obedient servant,

Chas. A. MacDonald

Lieutenant. RAN
RANR(S).

MONTH OF FEBRUARY 1944.

RESTRICTED

	February 1944.	Since Commissioning
Mileage.	3241.	114305.3.
Fuel oil used.	192.3.	7711.57.
Diesel oil used.	2.25.	87.621.
Days in commission.	29.	1180.
Days at sea.	18.	684.
Average speed.	8.54.	9.46.
Hours under weigh.	379 24/60.	12076 56/60.

2026/7/1089

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

SECRET RESTRICTED

SUBJECT: Hmas "Bathurst" - Letter of Proceedings - Jan. 1944

PS 30/3

DCNS 31/4

1st N M 3/4

111,000 miles

SNB 4/4

2nd N M 4/4

3rd N M 15/4

DOD 16/4

DDP 18/4

DOEM 7/5

DOTM 21/4

21 APR 1944

PB 22/4

DAD(NMRO)

NMRO

File

30/3 24 HE 31/3

24/4

RESTRICTED
SECRET

FROM : Commanding Officer, HMAS "BATHURST".

DATE : 1st February 1944.

TO : Secretary, Australian Commonwealth Navy Board.
(Through Captain A.B.C. Escort Force.)

SUBJECT : Report of Proceedings - January 1944.

Enclosed herewith report of proceedings covering period 1st January to 31st January 1944.

(Sgd.) CHAS. MAC DONALD.

Lieutenant.
RANR(S).

II.

No. 468/15/4.

The Secretary to the
Australian Commonwealth Navy Board,
Melbourne.

Forwarded.

Arabian-Bengal-Ceylon Escort Force,
Colombo.
15th February, 1944.

Sgd: R. G. THELWELL
CAPTAIN, R.N.R.

APPENDIX.

HMAS "BATHURST".
31st January 1944.

JANUARY 1944.

Mileage : 341.2 Fuel oil used: 213.217 tons.

Diesel oil : 1.59 tons.

Days in commission: 31. Days at sea : 17.

Average speed : 10.8 knots. Hours under weigh: 315.$\frac{48}{60}$

Since Commissioning.

Mileage : 111,064.3 Fuel oil used: 7517.27 tons.

Diesel oil : 85.371 tons.

Days in commission: 1151. Days at sea : 666.

Average speed : 9.49 knots. Hours under weigh: 11697.$\frac{32}{60}$

SECRET.

LP. 1/44.

FROM : Commanding Officer, HMAS "BATHURST".

DATE : 1st February 1944.

TO : Secretary, Australian Commonwealth Navy Board.
(Through CAPTAIN. A.B.C. Escort Force).

SUBJECT : Report of Proceedings - 1st January 1944 to 31st Jan. 1944.

SUBMITTED: 1st Jan. to 3rd. Jan. at sea, escorting Convoy JC31.
0300Z/3 handed over JC31 to relief escort and proceeded to Vizagapatam. 0530Z/3 entered Vizagapatam and refuelled.
0700Z/4, left Vizagapatam harbour. HMIS "Baroda" in company escorting three ships to rendezvous with CJ11. 0830Z, relieved HMIS "POONA" and proceeded escorting CJ11 consisting of 18 ships.
5th, at sea.
0300Z/6, detached two ships Madras rendezvous, 4 ships joined with HMIS "Bombay" additional escort.
7th 8th at sea.
0830Z/9, entered Colombo harbour and refuelled.
0815Z/10, proceeded out of Colombo Harbour, HMIS "KHYBER" and "BARODA" in company, SO(E), in HMAS "BATHURST", escorting BM61, consisting of 18 ships.
11 th at sea.
0230Z/12, detached HMIS "Khyber" with Aden portion of convoy.
13th, 14th, 15th, at sea.
0300Z/15, entered Bombay and proceeded alongside tanker "Alcides" and refuelled. 0745Z/15, fuelling completed, proceeded alongside Naval Breakwater RIN Dockyard and commenced to blow down boilers.
16th to 30th alongside boiler cleaning, renewing furnace brickwork, and re-aligning shaft to starboard engine.
0730Z/30, proceeded out of harbour for engine trials. Trials satisfactory, anchored in Naval anchorage.
0200Z/31, proceeded out of harbour with HMIS "JUMNA" and HMS "Shoreham" in company, SO(E) in "Jumna" escorting convoy BM84 consisting of 11 ships.

Condition of Ship: Maintenance continues with the same degree of care, both interior and exterior are free from corrosion and the ship is well painted.

Reference health and conduct of ship's company. The general health for the period under review has been good. Conduct has been very good both ashore and afloat.

I have the honour to be,

Sir,

Your obedient Servant,

(Sgd.) CHAS. MAC DONALD
Lieutenant
RANR(S).

FROM:- COMMANDING OFFICER, H.M.A.S. "BATHURST"

DATE:- 9th. JANUARY, 1944.

TO:- CAPTAIN, ARABIAN-BENGAL-CEYLON ESCORT FORCE,

SUBJECT:- REPORT OF PROCEEDINGS CONVOY NO. C.J.II.

Submitted:-

0700z/4 proceeded out of Vizagaptam Harbour HMIS. "Baroda" in company escorting 3 ships to Rendezvous with C.J.II.0830z relieved HMIS.Patna" and proceeded escorting CJ.II consisting of I8 ships.
5th. At Sea. at 0050z identified T.J.IBADAK proceeding independently to Colombo.
0300z/6 Detached 2 ships at Madras Rendezvous . 4 ships joined with HMIS.Bombay additional escort.
0II5z/7 detached one ship for Trincomalee, no joiners.0850z exchanged identities with JC.32 off Trincomalee R/V. 2056z/ exchanged identities with HMS. Suffolk.
05I0z/8 I ship departed at Little Basses for Australia.
Entered Colombo. 0820z/9.

The Convoy was well handled throughout by the Commodore and signalling was good. The voyage was without incident.

V/S and R/T Communication was exercised between Ocean Escort and escorting aircraft on the 4th. and 5th. Correct identification and proceedure being observed. Results were satisfactory.
Attached Convoy form A.I and list showing Joiners and Departures.

D.P.S. Convoy Report 15/1

D.C.N.S 12/2

I.N.M 17/2.

D.O.D 18/2

I have the Honour to be

Sir,

Your Obedient Servant

Lieutenant, RANR.(S)

II.

No. 113/15/4
Secretary to the Australian Commonwealth Naval Board,
Melbourne.

P.C.L.O.

Submitted for information.

Arabian-Bengal-Ceylon Escort Force,
Colombo.
12th January, 1944.

CAPTAIN, R.N.R.

CAPTAIN
ARABIAN
BENGAL
CEYLON
ESCORT FORCE

CONVOY CRUISING ORDER A.I.

CONFIDENTIAL

No. C.O. II

Commodore in S/S "Nevassa"
Vice-Commodore S/S "Howra"

ESCORTS. HMAS. "BATHURST" (Senior Officer)
HMIS. "BOMBAY"
HMIS. "BARODA"

Distance in Columns..... 3 Cables

Distance between Columns...3 "

COL	01	02	03	04	05	06
	11 WILLIAM MOODY	21 HOWRA	31 NEVASSA	41 JALAMOHAN	51 MATHURS	
	12 WILEY POST	22 ZACHARY TAYLOR	32 NIOBE	42 ALBERT RYDER	52 PAKHOI	
	13 NICARAGUA	23 SAMPFORD	33 SAMPAN	43 LOVSTAD	53 ITRIA	
	14 VARSOVA	24 ELLENGA	34 EKMA	44	54	

CONFIDENTIAL

DEPARTURES AND JOINERS

CONVOY NO. C.J. II

R/V	SHIP	PENNANT	DEPART JOINED	DESTINATION
VIZAG	" SAMBUT "	44	DEPART	VIZAG
"	"NICARAGUA"	13	JOINED	COLOMBO
"	"SAMPFORD"	23	"	"
"	"SAMPAN"	43	"	"
MADRAS	"MATHURA"	51	DEPART	MADRAS
"	"PAKHOI"	52	"	"
"MADRAS"	"QUERIMBA"	51	"	LITTLE BASSES FOR AUSTRALIA
"	"MAHOUT"	52	JOINED	COLOMBO
"	"SURANDA"	53	"	"
"	"SUDERHOLM"	35	"	"
"	"SAMPEP"	44	"	"
TRINCOMALEE	"ITRIA"	54	DEPART	TRINCOMALEE

15

RESTRICTED

~~SECRET~~

SECRET

2026 | 12 | 637

FROM: COMMANDING OFFICER, H.M.A.S. "BATHURST"

DATE: 3rd. JANUARY, 1944

TO: CAPTAIN, ARABIAN)BENGAL)CEYLON ESCORT FORCE.
Copy to:- N.O.I.C. VIZAGAPATAM.

SUBJECT: REPORT OF PROCEEDINGS J.C. 3I

Checked for Indexing

Submitted:-

0730z/27 December proceeded out of Colombo Harbour HMIS. "Baroda" in company, carried out A/S sweeps to seaward 0935z Convoy JC 3I consisting of II ships, proceeded on voyage.

27th/28th. during night "Baroda" lost contact with convoy in heavy rain storms.

29th. "Baroda" rejoined .

28thDecember 1943 to 3rd. January, 1944. At Sea.

0000z/30th. Exchanged identification with 3 cruisers off Trincomalee.

0045z/I ship joined and one ship departed Trincomalee Rendevzous.

0110z/Ist. January 1944. 4 Ships departed and three ships joined Madras rendevzous.

0300z/3rd. Convoy JC 3I handed over to HMIS."Irrawaddy" relief escort. "Bathurst" and "Baroda" proceeded to Vizag. S/S Agioi Victores" became a straggler. Entered Vizag. 0530z/3rd ?

The convoy was ably handed by Commodore, Master S/S "Burnside". Station-keeping and signalling was good with one exception, S/S "Agioi Victores" who kept station badly and straggled continuously from time of joining off Madras.

The voyage was without incident.

V/S and R/T Communication was exercised daily between Ocean Escort and escorting Aircraft. Correct identification and proceedure being observed on each occasion. Results were most satisfactory.

Attached, Convoy Form A I and list showing Joiners and Departures.

N.I.

I have the Honour to be

Sir,

Your Obedient Servant

Chas. MacDonald

Lieutenant, RANR.(S)

II.

No. 117/15/4.

Secretary to the Australian Commonwealth Naval Board,
Melbourne.

Submitted for information.

Arabian-Bengal-Ceylon Escort Force,
Colombo.
12th January, 1944.

CAPTAIN, R.N.R.

CONFIDENTIAL. CONVOY CRUISING ORDER. CONVOY NO. J.C. 31 CONVOY FORM AI.

SENIOR OFFICER, ESCORT - H.M.A.S. "BATHURST"
~~COMMANDING OFFICER,~~ H.M.I.S. "BARODA"

COMMODORE..... S/S "BURNSIDE" for CALCUTTA
VICE COMMODORE..... S/S "CYRUS T BRADY. " CALCUTTA

DISTANCE BETWEEN COLUMNS.....4 cables

DISTANCE BETWEEN SHIPS IN COLUMN.....3 cables.

NORMAL CRUISING SPEED.....9 knots.

Column No:-	01	02	03	04	05
PENDANT NO. NAME SIGNAL LETTERS HT of MAST FROM WATERLINE	11 CITY OF DELHI 82' 116'	21 SAMUEL H WALKER 78'	31 BURNSIDE (COMMODORE) 82' R/T	41 CYRUS T BRADY 76'	
PENDANT NO. NAME SIGNAL LETTERS HT of MAST FROM WATERLINE	12 IRIS 70'	22 BAHREIN 89'	32 EMPIRE SAPPHIRE 82' R/T	42 SUDERHOLM 89'	
PENDANT NO. NAME SIGNAL LETTERS HT.of MAST FROM WATERLINE	13 GAMARIA 50'	23 CALIFORNIA 99'	33 YENANGYAUNG 89'		

CONFIDENTIAL.

CONVOY J.C. 3I

DEPARTURES AND JOINERS.

R/V	Ship	PENNANTS	DEPARTED JOINED	DESTINATION.
TRINCO	CALIFORNIA	23	DEPARTED	TRINCO
"	WARINA	23	JOINED	CALCUTTA
MADRAS	BAHREIN	22	DEPARTED	MADRAS
"	EMPIRE SAPPHIRE	32	"	"
"	SUDERHOLM	42	"	"
"	YENANG YAUNG	33	"	"
"	SAMMONT	42	JOINED	CALCUTTA
"	HISTORIAN	I3	"	"
"	AGIOI VICTORES	23	"	VIZAG.

CONVOY FORM A I. FROM MADRAS RENDEZVOUS

0I	02	03	04
II CITY OF DELHI	2I SAMUEL H WALKER	3I BURNSIDE (COMMODORE)	4I CYRUS T BRADY.
I2 IRIS	22 GAMARIA	32 WARINA	42 SAMMONT
I3 HISTORIAN	23 AGIOI VICTORES.		

RESTRICTED

DEPT OF NAVY
SECRET

2026	12	636

FROM: Commanding Officer, H.M.A.S. "Bathurst"

DATE: 26th. December, 1943.

TO: Captain, Arabian-Bengal-Ceylon Escort Force.

SUBJECT: Report of Proceedings Convoy No. BM. 79.

Submitted:-

0230z/21 Convoy BM 79 consisting of 13 ships proceeded out of Bombay Harbour escorted by HMAS."Bathurst"(Senior Officer) HMIS."Khyber" and HMIS."Baroda"Commodore of Convoy Master S/S "Gamaria". Bathurst was delayed in sailing due to engine defect, proceeded at 0630/z and joined convoy at 1420/z.

22nd. 23rd. 24th. 25th. 26th. At Sea.

0530z/24 in position M on ocean route detached S/S"British Trader" and S/S "Grainton" for Cochin. 0615/z24 S/S"Iris" joined from Cochin.

Z/26. Convoy arrived Colombo.

Air Cover was provided from 21st. to 25th. inclusive. Convoy was ably handed by Commodore. Signalling was good and Station keeping was excellent. The voyage was without incident.

R/T, and V/S communication was carried out successfullly between escorting Aircraft and Ocean Escort, correct proceedure being observed on each occasion.

Attached hereto Convoy Form A.I.

I have the Honour to be

Sir,

Your obedient Servant

Chas. A. MacDonald
Lieutenant, RANR.(S)

Commanding Officer.

II.

No. 92/15/4.
Secretary to the Australian Commonwealth Naval Board,
Melbourne.

Submitted for information.

Arabian-Bengal-Ceylon Escort Force,
Colombo.
12th January, 1944.

CAPTAIN, R.N.R.

CONFIDENTIAL. CONVOY B.M. 79 DATE. 21st. DECEMBER, 1943.

Senior Officer, Ocean Escort H.M.A.S. "BATHURST"
H.M.I.S. "BARODA"
H.M.I.S. "KHYBER"
Commodore of Convoy in S/S "GAMARIA" for CALCUTTA.
Vice-Commodore in S/S "FORT BUCKINGHAM.
Columns 3 cables apart.
Ships in column 2 Cables apart.
Cruising Speed of Convoy 8 knots.

Column No:-	01	02	03	04
Pendant No:-	11	21	31	41
Name:	BRITISH DUCHESS	FORT BUCKINGHAM	GAMARIA	EMPIRE SAPPHIRE
Signal Letters	GKMD	BKQK	GCZF	BCNB
Ht of Mast from Waterline	106	74	50	99
Pendant No:-	12	22	32	42
Name	BRITISH TRADER	Yenangyuang	SUDERHOLM	BAHREIN
Signal letters	GFYQ	XYCJ	BMKM	BPLY.
Ht of mast from waterline	100	87	89	89
Pendant No:-	13	23	44	43
Name	GRAINTON	CALIFORNIA	PERSEUS	ERNEBANK
Signal letters	GSWB	KDRC	GDFY	GKKZ
Ht of mast from waterline	102	99	96	90
	14 BORYSLAW 104			

15

H.M.A.S. "BATHURST" - REPORT OF PROCEEDINGS, DECEMBER, 1943.
(Commanding Officer, H.M.A.S. "Bathurst's" Report dated 1st January, 1944.)

II.

No. 125/15/4

Secretary to the Australian Commonwealth Naval Board,
Melbourne.

Forwarded.

Arabian-Bengal-Ceylon Escort Force,
Colombo.
12th January, 1944.

R.C. Mitchell.
CAPTAIN, R.N.R.

N4

9/3

2026/7/1089

File HP 16.8.43

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

SUBJECT: H.M.A.S. "BATHURST" – REPORT OF PROCEEDINGS – DECEMBER, 1943.

RESTRICTED

SECRET

SNS 19/2

2NM 20/2

22/2 3 25/2

DOD 26/2

DOD 1/3

Ops(A) 2/3

For DE(N) 23/2

DO 9/3

DUNS

HPB 9/3

NAOMM 9/3

PCDO

6 MAR 1944

8/3/44

N.1

9 H 3

File

L.P.12A

SECRET.

FROM: COMMANDING OFFICER, H.M.A.S. "BATHURST"

DATE: 1st. JANUARY, 1944

TO: SCRETARY, AUSTRALIAN COMMONWEALTH NAVY BOARD.
THROUGH Captain Arabian-Bengal-Ceylon Escort Force.

SUBJECT: REPORT OF PROCEEDINGS, 1st.DEC. TO 31st.DECEMBER,1943.

Submitted:-

1st. At Sea escorting Convoy B.76.
0900z/2 Entered Colombo Harbour and refuelled.
3rd.4th.5th. Colombo Harbour.
0230z/6 proceeded from Colombo and carried out A/S exercises on M/L and Gourd Target. HMIS."Baroda" in company.1015z returned to harbour.
0650z/7 proceeded out of Colombo Harbour in company with HMAS. "Ipswich"and HMIS."Dipavati" carried out H/A and L/A shoot.Joined convoy No.MB.57 Senior Officer in "Ipswich"

8th.9th.10th.11th. At Sea escorting MB57.
0522/12 Entered Bombay and refuelled on tanker "Easedale"0950z proceeded to naval anchorage.
13th. In Naval Anchorage, Bombay.
0810z/14 Proceeded alongside Naval Breakwater for Boilercleaning.
15th.16th. 17th.18th.19th.20th. Boiler Cleaning Bombay.
0630z/21 Escorting Convoy BM 79 consisting of 13 Ships. HMIS "Khyber" and "Baroda" in company. S.O.(E) in"Bathurst"
22nd.23rd.24th.25th.26th. At Sea.
1015z/26 Entered Colombo harbour and made fast on HMS."Dabchick" Refuelled and Stored.
0730z/27 proceeded out of harbour escorting JC.31 consisting of 11 ship HMIS."Baroda" in company. S.O.(E) in "Bathurst"
28th.29th.30th.31st. At Sea.
0045z/30th.Detached one ship for Trincomalee 1 ship joined convo

CONDITION OF SHIP:- Maintenance continues with the same degree of care, both interior and exterior are free from corrosion, and the ship is well painted.

REFERENCE HEALTH AND CONDUCT OF SHIP'S COMPANY.

The general health of the ship's company for the period under review has been good. Conduct has been very good both ashore and afloat.

The new Ship's Company have settled in quickly.

I view with concern the growing number of cases of "VD." appearing amongst the ratings (8 cases for this month) Everything possible has been done to check it. The entire Ship's Company have been addressed in every port; Prophylactics issued gratis and the Ablution Chamber is available to them night and day on return from ashore, with Sick Bay Attendant in attendance. I believe they leave themselves open to infection through pure carelessness.

I have the Honour to be,

Sir,

Your obedient Servant,

Chas. A. MacDonald
Lieutenant, R.A.N.R.(S)

APPENDIX

	FOR MONTH OF DECEMBER	SINCE COMISSIONING
MILEAGE	4002. 8	107652. 3
BOILER FUEL OIL TESTED.	262. 5 tons	7304. 143 tons
DIESEL OIL USED	I. 64 "	83.781 "
DAYS IN COMMISSION	31	1120
DAYS AT SEA	20	649
AVERAGE SPEED	10. 076	9. 45
HOURS UNDER WEIGH	14/ 397. 60	44 1138 1 /60

28/N

RECEIVED 24 FEB 1944 D.O.T.M.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

SUBJECT: HMAS Bathurst - Report of Proceedings for November, 1943

SMB

2 NM

11/2/44 3 N

14/2 D.O.D. 16/2

D of P 16/2

D A I 19/2

Ops (N) 18/2

29/2 21/2/44 → for D.E. (N) 21/2

23/2 DOTM 24/2

25 FEB 1944

26/2 HB 28/2

NA 2NM 28/2

N

PELO

1/3

File 8/2

N.1

-/3

3

RECEIVED
31 JAN 1944
NAVY DESPATCH

DEPT. OF NAVY
2026/7/1089
SECRET

Reference No. 220D/43.

FROM : Commanding Officer, HMAS "BATHURST".

DATE : 1st December 1943.

TO : Secretary, Australian Commonwealth Navy Board.
(Through. Captain A.B.C. Escort Force).

SUBJECT : Report of Proceedings - 1st to 30th Nov. 1943.

Enclosed herewith report of proceedings covering period 1st to 30th November 1943.

(Sgd.) Chas. Mac Donald.
Lieutenant.
RANR(S).

II.

No. 796/15/4.
SECRETARY TO THE AUSTRALIAN COMMONWEALTH NAVY BOARD,
MELBOURNE.

Forwarded for information.

ARABIAN-BENGAL-CEYLON ESCORT FORCE,
Colombo.
3rd January, 1944.

Sgd: R. G. THELWELL
CAPTAIN, R.N.R.

Reference No. LP.12.

FROM : Commanding Officer, HMAS "BATHURST".

DATE : 1st December 1943.

TO : Secretary, Australian Commonwealth Navy Board.
(Through: Captain, Arabian Bengal Ceylon, Escort Force).

SUBJECT : Report of Proceedings - 1st November to 30th November 1943.

.....

SUBMITTED:-

1st Completing refit in Colombo.
2nd Run basin trials.
3rd Engine adjustments after basin trials
4th 0240Z, passed through boom gates and proceeded outwards for full power engine trials and test firings. 0445z, H.P. metallic packing run in starboard engine. Full power trials abandoned and returned to harbour. 0635Z, secured in berth alongside.
5th 6th 7th, alongside for starboard engine requirements.
8th: 0700z, proceeded outwards to run D.G. range. 1050z, ranging completed and proceeded on full power engine trials. 1120z, trials completed satisfactorily, 1215Z, passed inwards and secured.
9th: 0101Z, proceeded outwards and adjusted compasses. 0530Z, commenced full calibre LA shoot and H.A. shoot with aircraft and drogue target. 0825z, entered harbour and secured alongside.
10th: 0535Z, passed through boom gate in company with HMS Shoreham and HMIS Rajputana for A/S exercises with HM Submarine Trespasser, conducting Officer in Shoreham. 1045z, A/S exercises completed and returned to harbour independently. 1250Z, secured alongside.
11th: Slipped at 0103z and passed through Boom gate in company with HMS Shoreham and HMIS Rajputana escorting convoy MB 54 consisting of three ships, senior Officer in HMS Shoreham.
12th: 1028z, off Cochin, I ship departed and 2 ships joined convoy. 1145z, 1 ship joined escorted by HMAS Quickmatch. Quickmatch returned to harbour.
13th 14th, at sea.
15th: 0115z, entered Bombay searched channel. 0450z, alongside tanker Eastdale, and refuelled. Owing to excessive vibration in starboard engine on passage, vessel proceeded outwards for engine trials at 0825z with Base Engineer Officer Bombay aboard. 0920z, trials unsatisfactory and vessel anchored in Naval Anchorage. Rivetting in thrust block stool starboard engine found to be loose.
16th: In naval anchorage.
17th: 0530z, ship proceeded to Victoria Dock. 0630Z, secured in No 6 berth Victoria Dock for re-rivetting of thrust block stool.
19th, 20th, 21st, 22nd, 23rd, 24th, alongside in Victoria Dock.
25th: 0715z, pilot boarded and proceeded out of dock. 0200z, passed through Dock gates, commenced working up for speed trials. 0245Z anchored in Naval Anchorage, after satisfactory speed trials.
26th: At anchor, naval anchorage.
27th: 0810Z, weighed and proceeded down Searched Channel, Bombay, escorting convoy BM 76, consisting of 23 ships with HMIS Rajputana, Baroda and Agra, senior Officer in Rajputana.
28th: at sea, 1230z, 3 ships detached.
29th: 30th, at sea.

Refit: On 1st November at Colombo, the ship completed what I consider to be an excellent refit.

Condition of Ship: The same degree of care and maintenance continues to be carried out. The ship is well painted and free from rust, and has a well cared for appearance. Care and upkeep is much easier to perform now that the good weather has arrived again.

Continued .....

Reference Health and Conduct of Ship's Company:

The general health of the ship's company has been very good for the period under review. The conduct of the new ship's company has been very good both ashore and afloat. Full advantage has been taken of the ship's stay in port to concentrate on their training. What they lack in experience is made up for by their keeness and enthusiasm. They take pride in themselves and ship and at the present rate will become an excellent ship's company in a very short time.

Visits to Ship:

6th November at 0500z, Captain Arabian Bengal Ceylon Escort Force visited the ship. His inspection was thorough and he expressed himself well satisfied. Before landing the assembled ship's company was delivered an address in the form of a "pep" talk, which was received with enthusiasm.

7th November at 0300z, Captain Baker-Cresswell RN from Western Approaches visited the ship and inspected the ship's company. "Bathurst" was the first of her type he had seen and many points about the ship pleased him. His inspection was carried out with meticulous care with regard to upper deck, mess decks, armament and A/S equipment. His address to the ship's company took the form of a lecture on Anti-Submarine work and it was followed by all with marked attention. Before landing Captain Baker-Cresswell expressed great satisfaction with the ship, equipment, personnel and efficiency.

Commanding Officer's Remarks on Above Visits:-

I am satisfied the above two visits and addresses have had much to do with the resulting enthusiasm and keeness displayed by the ship's company in recent days.

I have the honour to be,

Sir,

Your obedient Servant,

(Sgd.) CHAS. MAC DONALD.
Lieutenant.
RANR(S).

APPENDIX. Month of November 1943.

	MONTH.	Since Commissioning.
Mileage	1960.5	103649.5 miles
Boiler Fuel Oil used	138.25	7041.643 tons
Diesel Oil used	2.9	82.141 tons
Days in commission	30.	1089 days
Days at sea	15.	629 days
Average speed	9.5	9.4 knots
Hours under weigh	204 30/60	10984 30/60.

Reference No. 220D/43.

2026/4/1089

FROM : Commanding Officer, HMAS "BATHURST".

DATE : 1st December 1943.

TO : Secretary, Australian Commonwealth Navy Baard.
(Through. Captain A.B.C. Escort Force).

SUBJECT : Report of Proceedings - 1st to 30th Nov. 1943.

Enclosed herewith report of proceedings covering period 1st to 30th November 1943.

Lieutenant.
RANR(S) .

II.

No. 796/15/4.
SECRETARY TO THE AUSTRALIAN COMMONWEALTH NAVY BOARD,
MELBOURNE.

Forwarded for information.

ARABIAN-BENGAL-CEYLON ESCORT FORCE,
Colombo.
3rd January, 1944.

CAPTAIN, R.N.R.

Reference No. LP.12.

RESTRICTED

FROM : Commanding Officer, HMAS "BATHURST".

DATE : 1st December 1943.

TO : Secretary, Australian Commonwealth Navy Board.
(Through: Captain, Arabian Bengal Ceylon, Escort Force).

SUBJECT : Report of Proceedings - 1st November to 30th November 1943.

....

SUBMITTED:-

1st Completing refit in Colombo.
2nd Run basin trials.
3rd: Engine adjustments after basin trials.
4th: 0240Z, passed through boom gates and proceeded outwards for full power engine trials and test firings. 0445Z, H.P. metallic packing run in starboard engine. Full power trials abamdoned and returned to harbour. 0635Z, secured in berth alongside.
5th 6th 7th, alongside for starboard engine requirements.
8th: 0700z, proceeded outwards to run D.G. range. 1050Z, ranging completed and proceeded on full power engine trials. 1120Z, trials completed satisfactorily. 1215Z, passed inwards and secured.
9th: 0101Z, proceeded outwards and adjusted compasses. 0530Z, commenced full calibre LA shoot and H.A. shoot with aircraft and drogue target. 0825Z, entered harbour and secured alongside.
10th: 0535Z, passed through boom gate in company with HMS Shoreham and HMIS Rajputana for A/S exercises with HM Submarine Trespasser, conduting officer in Shoreham. 1045Z, A/S exercises completed and returned to harbour independently. 1250Z, secured alongside.
11th: Slipped at 0103Z and passed through boom gate in company with HMS Shoreham and HMIS Rajputana escorting convoy MB 54 consisting of three ships, senior officer in HMS Shoreham.
12th,: 1028Z, off Cochin, 1 ship departed and two ships joined convoy. 1145Z, 1 ship joined escorted by HMAS Quickmatch. Quickmatch returned to harbour.
13th 14th, at sea.
15th: 0115Z, entered Bombay searched channel. 0450Z, alongside tanker Eastdale, and refuelled. Owing to excessive vibration in starboard engine on passage, vessel proceeded outwards for engine trials at 0825Z with Base Engineer Officer Bombay aboard. 0920Z, trials unsatisfactory and vessel anchored in Naval Anchorage. Rivetting in thrust block stool starboard engine found to be loose.
16th: In naval anchorage.
17th: 0530Z, ship proceeded to Victoria Dock. 0630Z, secured in No 6 berth Victoria Dock for re-rivetting of thrust block stool.
19th, 20th, 21st, 22nd, 23rd 24th, alongside in Victoria Dock.
25th: 0715Z, pilot boarded and oroceeded out of dock. 0200Z, passed through Dock gates, commenced working up for speed trials. 0245Z anchored in Naval Anchorage, after satisfactory speed trials.
26th: At anchor, naval anchorage.
27th: 0810Z, weighed and proceeded down Searched Channel, Bombay, escorting convoy BM 76, consisting of 23 ships with HMIS Rajputana, Baroda and Agra, senior officer in Rajputana.
28th: at sea. 1230Z, 3 ships detached .
29th, 30th , at sea.

Reference No LP12. (Cont.)

SECRET

Refit : On 1st November at Colombo, the ship completed what I consider to be an excellent refit.

Condition of Ship: The same degree of care and maintenance continues to be carried out. The ship is well painted and free fron rust, and has a well cared for appearance. Care and upkeep is much easier to perform now that the good weather has arrived again.

Reference Health and Conduct of Ship's Company:

The general health of the ship's company has been very good for the period under review. The conduct of the new ship's company has been very good both ashore and afloat. Full advantage has been taken of the ship's stay in port to concentrate on their training. What they lack in experience is made up for by their keeness and enthusiasm. They take pride in themselves and ship and at the present rate will beceme an excellent ship's company in a very short time.

Visits to Ship: 6th November at 0500Z, Captain Arabian Bengal Ceylon Escort Force visited the ship. His inspection was thorough and he expressed himself well satisfied. Before landing the assembled ship's company was delivered an address in the form of a "pep" talk, which was re eived with enthusiasm.

7th November at 0300Z, Captain Baker-Cresswell RN from Western Approaches, visited the ship and inspected the ship's company. "Bathurst" was the first of her type he had seen and many points about the ship pleased him. His inspection was carried out with meticulous care with regard to upper deck, mess decks, armament and A/S equipment. His address to the ship's company took the form of a lecture on Anti-Submarine work and it was followed by all with marked attention. Before landing Captain Baker-Cresswell expressed great satisfaction with the ship, equipment, personnel and efficiency.

Commanding Officer's Remarks on Above Visits. :-

I am satisfied the above two visits and addresses have had much to do with the resulting enthusiasm and keeness displayed by the ship's company in recent days.

I have the honour to be,

Sir,

Your obedient servant,

Chas. A. McDonald
Lieutenant.
RANR(S).

RESTRICTED

APPENDIX. Month of November 1943.

	MONTH.	Since Commissioning
Mileage.	1960.5	103649.5. miles.
Boiler Fuel Oil used	138.25.	7041.643. tons.
Diesel Oil used.	2.9.	82.141. tons.
Days in commission.	30.	1089 days.
Days at sea.	15.	629 days.
Average speed.	9.5	9.4 knots.
Hours under weigh.	204 30/60.	10984 30/60.

II.

No. 538/15/4.

THE SECRETARY,
AUSTRALIAN COMMONWEALTH NAVY BOARD.

Forwarded.

ARABIAN-BENGAL-CEYLON ESCORT FORCE,
Colombo.
11th November, 1943.

CAPTAIN, R.N.R.

Reference No. Lp 11.

FROM : Commanding Officer, HMAS "BATHURST".

DATE : 1st November 1943.

TO : Captain, ABC Escort Force.

SUBJECT : Report of Proceedings - October 1943.

Enclosed herewith for information and onward transmission to Australian Commonwealth Navy Board, report of proceedings covering period 1st to 31st October 1943.

ARABIAN-BENGAL-CEYLON ESCORT FORCE
No. 538/15/4
Date 8/11/43

C.H.S. McDonald. Lieutenant.
RANR(S).

Minute II. over .....

Reference No. LP11.

FROM : Commanding Officer, HMAS "BATHURST".

DATE : 1st November 1943.

TO : Secretary, Aust. Commonwealth Navy Board.
(Through Captain ABC Escort Force).

SUBJECT : Report of Proceedings - October 1943.

SUBMITTED: From the 1st to 31st, the ship was undergoing refit at Colombo. The refit has progressed satisfactorily to date.

Ship's Company : Reliefs have been provided for nearly all members of the ship's company who have been away from Australia for two years or more, excepting communication branch ratings. The new ship's company appear to have settled down very quickly, the majority of them being newcomers to the sea.

Visit from Captain, Arabian Bengal Ceylon Escort Force

On 20th October 1943, Captain Escort Force visited the ship, and inspected the books. He was apparently satisfied with his observations.

I have the honour to be,

Sir,

Your obedient servant,

E. Ed. MacDonald
Lieutenant.
RANR(S).

(Copy)

Reference No. LP11.

FROM : Commanding Officer, HMAS "BATHURST".

DATE : 1st November 1943.

TO : Secretary, Aust. Commonwealth Navy Board.
(Through Captain ABC Escort Force).

SUBJECT : Report of Proceedings - October 1943.

SUBMITTED:

From the 1st to 31st, the ship was undergoing refit at Colombo. The refit has progressed satisfactorily to date.

Ship's Company: Reliefs have been provided for nearly all members of the ship's company who have been away from Australia for two years or more, excepting communication branch ratings. The new ship's company appear to have settled down very quickly, the majority of them being new-comers to the sea.

Visit from Captain, Arabian Bengal Ceylon Escort Force.

On 20th October 1943, Captain Escort Force visited the ship, and inspected the books. He was apparently satisfied with his observations.

I have the honour to be,

Sir,

Your obedient Servant,

(Sgd.) CHAS. MAC DONALD.
Lieutenant. RANR (S).

Reference No. Lp 11.

FROM : Commanding Officer, HMAS "BATHURST".

DATE : 1st November 1943.

TO : Captain, ABC Escort Force.

SUBJECT : Report of Proceedings - October 1943.

Enclosed herewith for information and onward transmission to Australian Commonwealth Navy Board, report of proceedings covering period 1st to 31st October 1943.

(Sgd.) CHAS. MAC DONALD.
Lieutenant. RANR (S).

II.

No. 538/15/4.
THE SECRETARY,
AUSTRALIAN COMMONWEALTH NAVY BOARD.

Forwarded.

ARABIAN-BENGAL-CEYLON ESCORT FORCE,
Colombo.
11th November, 1943.

Sgd: R. G. THELWELL
CAPTAIN, R.N.R.

2026/7/1089

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Bathurst" – Report of Proceedings – Sept. 43

RESTRICTED

D.D.S. Left at Colombo. 3/11

S.O.B. 8/11

2 N.M. 8/11

12/11/43 2 N.M.

D.O.N. 16/11

D.N.S. 17/11

Ops(N) 16/11

D.S.(N) 17/11

18/11/43 D.O.T.M. 22/11

23/11/43 D.P.B.

2a 2 N.M. 3/M

P.C.L.O.

RECEIVED 28 NOV 1943 D.O.T.M.

DCNS per CM. 4/11

1st N.M. 4/11

24/11E

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Bulwark" - Report of Proceeedings - Sept. 43

RESTRICTED

M.T.D.

2026/7/1089

RECEIVED
29 OCT 1943
NAVY CONFIDENTIAL RECORDS

FROM : Comming Officer, HMAS "BATHURST".

DATE : 1st October 1943.

TO : Captain, A.B.C. Escort Force.

SUBJECT : Report of Proceedings. September 1943.

Enclosed herewith for information and onward despatch to Australian Commonwealth Navy Board, Report of Proceedings for month of September 1943.

RESTRICTED

Chas. ellacDonald
Lieutenant.
RANR(S).

II.

No. 319/15/4.
FLAG OFFICER, CEYLON.

Forwarded for onward transmission to the Australian Commonwealth Navy Board.

ARABIAN-BENGAL-CEYLON ESCORT FORCE,
Colombo.
18th October, 1943.

CAPTAIN, R.N.R.

FROM : Commdng Officer, HMAS "BATHURST".

DATE : 1st October 1943.

TO : Captain, A.B.C. Escort Force.

SUBJECT : Report of Proceedings. September 1943.

Enclosed herewith for information and onward despatch to Australian Commonwealth Navy Board, Report of Proceedings for month of September 1943.

Lieutenant.
RANR(S).

II.

No. 319/15/4.
FLAG OFFICER, CEYLON.

Forwarded for onward transmission to the Australian Commonwealth Navy Board.

ARABIAN-BENGAL-CEYLON ESCORT FORCE,
Colombo.
18th October, 1943.

CAPTAIN, R.N.R.

SECRET. Ref. No. LP 10.

FROM : Commanding Officer HMAS "BATHURST".

DATE : 1st October 1943.

TO : Secretary, Australian Commonwealth Navy Board.
(Through: Captain ABC. Escort Force.)

SUBJECT : Report of Proceedings. Period 1st to 30th Sept. 1943.

SUBMITTED: 1st, 2nd, 3rd at sea escorting S.S. British Fusilier from Bombay to Colombo.

4th. 0225Z, entered Colombo Harbour and secured.

5th.6th.7th.8th. in Colombo Harbour.

9th to 30th September: Undergoing refit.

Conduct and health of ship's company during this period:

Conduct of crew both ashore and afloat has been very good. The general health has been very good for the period under review.

LEAVE: Ten days recreational leave has been given to each member of the ship's company. This leave was spent in a rest camp up country. The men returned looking well and fit.

Diyatalawa

DOCKYARD REFIT: The ship was taken in hand on the 9th of September for annual refit., and up to date work is progressing most satisfactorily.

I have the honour to be,

Sir,

Your obedient servant.

Chas. McDonald

Lieutenant. RANR(S).

3/10-27/10

RECEIVED 23 OCT 1943 D.O.T.M.

SECRETARIES RESTRICTED

2026/7/1089

N H & C

DEPARTMENT OF THE NAVY

MINUTE PAPER

N29/9

SUBJECT: H.M.A.S. "Bathurst" – Report of Proceedings, August 1943. July 1943

Topped 100,000 miles since commissioning

D. P.S. 2 months escorting to S.C. Area. 5/10

D. C.N.S. per 5/10

1st N. for 9/10.

N4

S.N.S. 7/10

2 N.M. 8/10

3 N.M. 11/10/43

D.D.O. 20/10

D.D.P. 21/10

D.N.4. 21/10

D.P.W.(N) 22/10

D.D.S.(N) 19.10.43.

D.D.T.M. 22/10/43

H.P.B. 28/10/43

N.G.2.N.M. 28/10

D.N.A.

File

29/10C

REPORT OF PROCEEDINGS - 1ST TO 31ST AUGUST, 1943.
("Bathurst's" No.LP.08 of 1st September, 1943).

III.

No.C.361.
AUSTRALIAN COMMONWEALTH NAVAL BOARD.
(Copies to :-
Captain, A.B.C.Escort Force.
"Bathurst").

Forwarded.

H.M. Naval Office, Colombo.
10th September, 1943.

for REAR ADMIRAL
FLAG OFFICER, CEYLON.

Reference No. LP 08.

RESTRICTED

FROM : Commanding Officer, HMAS "BATHURST".

DATE : 1st September 1943.

TO : Secretary, Australian Commonwealth Navy Board.
(Through Captain, Arabian Bengal Ceylon, Escort Force.)

SUBJECT : Report of Proceedings. 1st to 31st August 1943

Enclosed herewith report of proceedings for period 1st August to 31stAugust 1943.

ARABIAN-BENGAL-CEYLON ESCORT FORCE
No. 975/15/4
Date 4/9/43

Chas. A. MacDonald .Lieutenant.
RANR(S).

II.

No. 975/15/4.
FLAG OFFICER, CEYLON.

Forwarded for onward transmission to Australian Commonwealth Navy Board.

FLAG OFFICER
9 SEP. 1943
CEYLON

ARABIAN-BENGAL-CEYLON ESCORT FORCE,
Colombo.
7th September, 1943.

CAPTAIN, R.N.R.

Reference No. LP. 08.

RESTRICTED

FROM : Commanding Officer, HMAS "BATHURST".

DATE : 1st September 1943.

TO : Secretary, Australian Commonwealth Navy Board.
(Through Captain, Arabian Bengal Ceylon, Escort Force).

SUBJECT : Report of Proceedings - Period 1st to 31st August 1943.

SUBMITTED:-

1st. At sea escorting convoy BP 89. 0545Z, two ships proceeded independently to port of destination. 1705Z, one ship joined convoy.
2nd. At sea. 0030Z, one ship joined convoy.
3rd. At sea.
4th. 0920Z, convoy dispersed off Quoins Light in Straits of Hormuz. 0130Z, entered Khor Kuwai harbour, and secured alongside tanker "Empire Taj". Refuelled. 1400Z slipped from "Empire Taj" and proceeded to Clarence Straits. 1800Z, at anchor, Clarence Straits.

5th. 0145Z, weighed anchor and proceeded to join NOIC Hormuz at Bandar Abbas. 0800z, sailed from Bandar Abbas in company with HMIS "Baluchistan" escorting convoy PA 48 consisting of 9 ships.
6th. At sea.
7th. At 0430Z, 4 ships proceeded independently.
8th. At 1455Z, 1 ship proceeded independently. 1700z, one ship became a straggler.
9th. At 1130Z, 1 ship proceeded independently.
10th, 11th, 12th, At sea.
13th. 0547Z, entered Aden Harbour and secured to No. 2 buoy Refuelled.
14th. In Aden Harbour.
15th. At 0318Z, sailed from Aden escorting AP 40, consisting of four ships.
16th, 17th, 18th, 19th at sea.
20th at sea.
21st, At 0135Z, one ship joined convoy.
22nd. At 0205Z, dispersed convoy off Quoins Light in Straits of Hormuz. 0346Z, entered Khor Kuwai and refuelled from tanker "Empire Taj". 0652Z, slipped and proceeded to join Noic Hormuz at Bandar Abbas. 0200Z, anchored at Bandar Abbas.
23rd. At anchor, Bandar Abbas.
24th. At 0800Z, sailed from Bandar Abbas in company with HMAS "TOOWOOMBA" and HMIS "BALUCHISTAN", escorting PB 53, consisting of 17 ships.
25th, 26th at sea.
27th. At 1410Z, 3 ships departed for Karachi with HMIS "Baluchistan" as escort.
28th, 29th, 30th at sea.
29th. 1155Z, "Baluchistan" rejoined convoy.
30th. 0917Z, entered Bombay harbour and secured alongside Prince's Peir. Refuelled.
31st. 0400Z, sailed from Bombay escorting one ship to Colombo.

Reference No. 1P..08.

Continued.

RESTRICTED

Comdition of Ship:-

Due mainly to long periods spent at sea with the weather decks continually washed over by seas, salt spray and heavy monsoon rains, little could be done this month in the way of upper deck maintainence. This, however, does not mean that either ship or efficiency has been allowed to detiorate in any way, as routine work and cleaning was carried out in the face of great personal discomfort to all. The previous attention paid to maintainence has stood the ship in good stead during the monsoon season which happily is drawing to a close.

Conduct and Health of Ship's Company for this Period.:-

Conduct of crew both ashore and afloat has been very good. The general health has been very good for the period under review. During the coming refit I hope to rest the entire ship's company if it is at all possible.

REFIT:-

At the moment the ship is on her way to Colombo to carry out refit.

APPENDIX. August 1943.

Total Mileage.	5016 miles.
Total Furnace Fuel consumed.	330.9 tons.
Total Diesel Fuel consumed.	312 gallons.
Total Hours under way.	614.25½/60. hours.
Average Speed.	8.16 knots.
Days in commission.	31 days.
Days at sea.	29 days.

Since Commissioning.

Total Mileage.	100935 miles.
Total Furnace Fuel consumed.	6846.893 tons.
Total Diesel Fuel consumed.	77.401 tons.
Total hoursmunder way.	10698. 49/60. hoits.
Average speed.	9.4 knots.
Days im commission.	998 days.
Days at sea.	610 days.

I have the honour to be,

Sir,
Your obedient servant,

Chas. McDonald Lieut. RANR

Reference No. L.P.7

FROM: Commanding Officer, H/M.A.S. "BATHURST".

DATE: Ist. August, I943.

TO: Secretary, Australian Commonwealth Navy Board.
Through Captain, Arabian Bengal Ceylon Escort Force.

SUBJECT: Report of Proceedings period Ist. July to 3Ist. July, I943

Enclosed herewith Report of proceedings for period Ist. July to 3Ist. July, I943.

Lieutenant, RANR. (S)

II.

No. 968/15/4.
FLAG OFFICER, CEYLON.

Forwarded for onward transmission to Australian Commonwealth Navy Board.

FLAG OFFICER
-7 SEP. 1943
CEYLON

A.B.C. ESCORT FORCE,
Colombo.
4th September, 1943.

R. G. THELWELL
Capt. R.N.R.

REPORT OF PROCEEDINGS PERIOD 1ST JULY TO 31ST JULY, 1943.
("Bathurst's" letter No.L.P.7 of 1st August, 1943).

III.

SECRET

No.C.861.

SECRETARY TO THE AUSTRALIAN COMMONWEALTH NAVAL BOARD.

Forwarded.

File
HP
16/8/43

H.M. Naval Office, Colombo.
10th September, 1943.

for REAR ADMIRAL
FLAG OFFICER, CEYLON.

HN
25/9/43

Ref. No. L.P.7

FROM: Commanding Officer, H.M.A.S. "BATHURST"

DATE: Ist. August, 1943.

TO: Secretary, Australian Commonwealth Navy Board.
Through Captain, Arabian Bengal Ceylon Escort Force.

Subject: Report of Proceedings period Ist. July to 31st July, 1943

Submitted:-

Ist. At Sea

2nd. Arrived off Muscat and carried out A/S sweep off harbour entrance during dark hours.

3rd. 0800z. Entered Muscat harbour embarked 30 survivors of torpedoed SS."Dah Pu"and proceeded to Khor Kuwai.

4th. 0430z. Entered Khor Kuwai and secured alongside Tanker "Empire Taj". 0850z Slipped from "Empire Taj" and proceed to join NOIC. Hormuz at Khassab Bay. 1041z. Secured alongside SS."Valentijn" and transferred survivors. 1520z. Proceeded on A/S patrol entrance Khassab Bay.

5th. 0145z. Returned to anchor Khassab Bay. 1530z. Weighed anchor and proceed A/S patrol entrance Khassab Bay.

6th; 0515z. Left A/S patrol and in company with HMS."Ceres", HMIS. "Carnatic", HMAS."Burnie" commenced escorting PB47, consisting of 27 ships.

7th. "Barala" joined convoy at 0735z.

8th. At 0100z "Norfjell" proceeded independently. 1250z. 7 ships proceeded independently.

9th. At 1130z. Karachi portion of convoy 10 ships broken off with HMS."Ceres" and HMAS."Burnie" as escorts.

10th, 11th.? and 12th., At Sea. 0835z. Entered Bombay harbour and secured on Naval Anchorage.

13th. 0411z proceeded alongside breakwater for boiler cleaning.

14th. 15th. 16th. 17th. 18th. 19th. 20th.? Alongside breakwater boiler cleaning and repairing furnace brickwork.

20th. 0645z. Secured in Duncan Dry Dock for examination of A/S dome and bottom cleaning and painting.

21st. 22nd. 23rd. 24th. 25th. 26th. In Dry Dock Bombay.

27th. AT 0811z proceeded from Dry Dock and secured on Naval Anchorage.

28th. At Anchor.

29th. 0811z. Sailed from Bombay in company with HMIS."Baluchistan" (Senior Officer) and HMIS."Rohilkland" escorting BP89consisting of 5 ships

30th. 0445z. SS."Thorshaven" joined convoy.

31st. 1400z SS."Nederland" joined convoy.

[signature]
Lieutenant
RANR.(S)

Condition of ship:-

The standard of upkeep has been maintained. Although much bad weather and heavy rain has been experienced this month. The ship is free from rust and previous painting is standing in good stead.

Dry-decking took place in Bombay on the 20th. Underwater a Coat of Marine grass and Slime, bottom was found to be in good condition free from oxidation and pitting. Bottom plating was thoroughly scraped off and cleaned before applying Compositions; Weather during painting operations was fine and dry. Zinc Protectors three in number found perished and renewed .

Conduct and Health of Crew for this Period:-

Conduct of crew both ashore and afloat has been very good. The general health has been fairly good. At present about 75% of Ship's Company are suffering from Common Colds, this is expected to disappear within the next few days when we will be clear of the rainy area.

Note of Interest:-

During our recent visit to Bombay the "Australian Association of India" arranged many outings and entertainments for the Ship's Company and before departure gave a Social Dance in honour of the Ship.

From remarks passed to me personally regarding Conduct and appearance of Ship's Company it would appear that the entire ships Company is very popular with resident Australians.

oooooooOoooooo

I have the honour to be,

Sir,

Your obedient servant,

Chas. A. MacDonald

DEPARTMENT OF THE NAVY

MINUTE PAPER

DEPT. OF NAVY 2026/7/1089 SECRET

SUBJECT: H.M.A.S. "Bathurst" Report of Proceedings

D.P.S. t.h.e. Escort Force. 26/7.

DCNS 26/7

RECEIVED 13 AUG 1943 D.O.T.

1st. 22/7

S.A.B. 27/7

2nd Cowe 31/7

3rd 8/8

DOD 10/8

Ops(N) 11/8.

D.N.I. 11/8

DE(N) 10/8/43

DDIM 12/8

DNRM

HDB 16/8

Naval

P.C.S.O. N.H. 20/8

ENG. & CONST. 3 AUG 1943 BRANCH

D.N.R.M. 13 AUG 1943 DEPT. OF NAVY

Historical Records.

19/5.

REPORT OF PROCEEDINGS - PERIOD 1ST TO 31ST MAY, 1943.
("Bathurst's" letter dated 1st June, 1943).

III.

No.C.861/12.

THE SECRETARY TO THE AUSTRALIAN COMMONWEALTH NAVAL BOARD.

(Copies to :-
Captain Arabian Bengal Ceylon Escort Force.
"Bathurst").

Forwarded.

H.M. Naval Office, Colombo.
17th June, 1943.

for REAR ADMIRAL
FLAG OFFICER, CEYLON.

REPORT OF PROCEEDINGS - PERIOD 1ST TO 31ST MAY, 1943.
(Commanding Officer, H.M.A.S. "Bathurst's" communication dated 1st June, 1943).

II.

No. 135/15/4.
FLAG OFFICER, CEYLON.

Submitted for onward transmission to the Secretary Australian Commonwealth Naval Board.

ARABIAN-BENGAL-CEYLON ESCORT FORCE,
NAVAL OFFICE II.
12th June, 1943.

FLAG OFFICER 12 JUN 1943 CEYLON

CAPTAIN, R.N.R.

CAPTAIN ARABIAN BENGAL CEYLON ESCORT FORCE

RESTRICTED
SECRETED

FROM : Commanding Officer, HMAS "BATHURST".

DATE : 1st June 1943.

TO : Secretary, Australian Commonwealth Navy Board.

SUBJECT : Report of Proceedings - Period 1st to 31st May 1943.

Enclosed herewith for information report of proceedings covering period 1st May 1943 to 31st May 1943.

Chas McDonald Lieutenant. RANR(S).

Reference No. 4P/5...

RESTRICTED

FROM : Commanding Officer, HMAS "BATHURST".

DATE : 1st June 1943.

TO : Secretary, Australian Commonwealth Navy Board.
(Through Captain, Ceylon Escort Group. as A/A.)

SUBJECT : Report of Proceedings - Period 1st to 31st May 1943.

SUBMITTED:-

1st on A/S and intercepting patrol entrance to Straits of Hormuz.
2nd0200Z left patrol area and proceeded to Khor Kuwai. 0422/Z entered Khor Kuwai and secured alongside tanker "British Genius". 0747/Z refuelled, cast off and proceeded to join NOIC Hormuz at Bandar Abbas. 1304Z entered Bandar Abbas anchorage and secured to port anchor 4 shackles . 1440/Z sailed from Bandar Abbas to carry out A/S listening patrol in "Clarence Strait".
3rd at 0115/Z returned to Bandar Abbas and secured on port anchor 4 shackles.
4th at 0712/Z sailed from Bandar Abbas in company with HMIS "MADRA (Senior Officer) escorting combined convoys Nos. PA37 and PB39 consisting of 14 ships .
5th at sea.
6th at 0300/Z parted company with PB 39. PA37 consisting of 5 ship continued to Aden with Bathurst as ocean escort.
6th, 7th, 8th 9th, 10th, at sea.
11th at 0400Z dispersed convoy and entered Aden Harbour. Secured stern to No. 1. buoy. port anchor 5 shackles, starboard anchor 4 shackles .
12th in A den Harbour.
13th, sailed from Aden harbour at 0630/Z and carried out low angled and high angled shoot. 0950/Z returned to Fairway Buoy for AP 30 , consisting of 3 ships. 1300/Z proceeded on voyage, HMS "Simbra" in company, senior officer in Bathurst.
14th, 15th, 16th 17th, at sea.
18th at 0200/Z dispersed convoy off Quoins light in Straits of H Hormuz. 0600/Z entered Kassab Bay and secured alongside tanker "British Genius" and refuelled. 0933/Z slipped from British Genius and proceeded to Khor Kuwai, with HMS"Simbra" in company. 1123/Z entered Khor Kuwai harbour and secured to port anchor 5 shackles.
20th at anchor, Khor Kuwai.
21st, sailed from Khor Kuwai at 0202/Z to carry out A/S and intercepting patrol in the Gulf of Oman.
22nd carried out full power trials in the Gulf of Oman. Speed attained 14.5 knots.
23rd, 24th, 25thm 26th, 27th at sea, on patrol.
0001/Z on 27th left patrol area and proceeded to Kassab Bay. 0951Z secured alongside tanker "British Genius" and refuelled. 1204/Z slipped from tanker and proceeded to Khor Kuwai. 1345/Z entered Khor Kuwai and secured to port anchor, 5 shackles.
28th, at single anchor, Khor Kuwai.
29th at 0504/Z proceeded to Bandar Abbas to join NOIC Hormuz. 0940/Z secured in Bandar Abbas anchorage.port anchor at 5 shackles.
30th, at anchor, Bandar Abbas.
31st , 0650/Z sailed from Bandar Abbas in company with HMS "Durban", HMIS"Carnatic" escorting convoy No. PB43 consisting of 6 ships. 1400/Z additional escorts MLs 380 and 383 joined convoy.

RESTRICTED

Report of Proceedings - Period 1st May to 31st May 1943.

Condition of Ship.

The standard of efficiency and upkeep is being maintained. The ship is free from rust and well painted. Much time has been devoted this month to the preservation of interior steel work. It is anticipated the ship will undergo a refit in the very near future.

Reference Health and Conduct of Ship's Company for the Period.

The general health of ship's company has been very good. Conduct has been very good both ashore and afloat. The cool spell which we have enjoyed in the Persian Gulf has now ended and the hot season has commenced. The heat is particularly trying to the engine room and stoker branch, but everything possible is being done for them in the way of rigging windsails etc. for additional ventilation.

I have the honour to be,

Sir,

Your obedient servant,

.....Lieutenant.
RANR(S).

DEPARTMENT OF THE NAVY

MINUTE PAPER

DEPT. OF NAVY 2026/7/1022 SECRET

SUBJECT: H.M.A.S. "BATHURST" – PROCEEDINGS – APRIL, MAY, 1943

SECRET RESTRICTED

SUB 15/6

DNM 15/6

30/6/43

DDP 14/7

DASD 15/7

DNO 17/7

DNO(N) 19/7

DE(N) 7/7

DOT MWS 20 21/7

DNMS 22/7

NPB 24/7

NASNM 30/7

P.C.L.O.

ENG. & CONST. 17 JUN 1943 BRANCH

RECEIVED 31 JUL 1943 D.O.T.

27
7

Reference No. 167A/43.

FROM : Commanding Officer, HMAS "BATHURST".

DATE : 1st May 1943.

TO : Secretary, Australian Commonwealth Navy Board.

SUBJECT : Report of Proceedings - 1st to 30th April 1943.

Submitted for information of Naval Board enclosed herewith report of proceedings for period covering 1st April 1943 to 30th April 1943.

Chas. J. MacDonald
Lieutenant.
RANR(S).

N4

Reference No. LP. 04/43.

RESTRICTED

FROM : Commanding Officer, HMAS "BATHURST".

DATE : 1st May 1943.

TO : Secretary, Australian Commonwealth Navy Board.

SUBJECT : Report of Proceedings. Period 1st April to 30th April 1943.

SUBMITTED :-

1st, 2nd, 3rd, 4th, 5th, 6th, at sea escorting PA 31. 0300Z/6, entered searched channel, Aden, and screened convoy from astern. 0630Z, entered Aden Harbour and proceeded alongside boom jetty, and refuelled. 1335z, slipped from Boom Jetty and proceeded to No. 1 buoy. Stern secured to buoy and six and five shackles respectively on Port and Starboard anchors.
7th, 8th, 9th 10th, 11th, 12th, boiler cleaning in Aden Harbour. Completed boiler cleaning at 0900Z/12.
13th, 14th, 15th, 16th, in Aden Harbour, awaiting a convoy. 0328Z/17, sailed from Aden escorting AP29, consisting of 3 oil tank steamers. 0524Z, convoy formed into cruising order.
18th, 19th 20th, 21st, 22nd, 23rd, at sea ocean escort to AP 29. 0245Z/23, dispersed convoy at Quoins Light in Straits of Hormuz, after a voyage without incident. 0405Z, entered Khor Kuwai harbour proceeded alongside tanker "Empire Taj" and refuelled. 0725Z, secured to Port anchor, 4 shackles in 19 fathoms of water. 0600Z/24, at anchor Khor Kuwai.
Senior Naval Officer Persian Gulf walked round ship on 25th. 0631Z/26, sailed from Khor Kuwai to carry out A/S patrol entrance to Straits of Hormuz.
27th, 28th, 29th 30th, on A/S patrol, Hormuz.

Walk-Round ship by Senior Naval Officer, Persian Gulf.

At Khor Kuwai on Saturday 24th at 1000D, Commodore (Senior Naval Officer, Persian Gulf) walked round HMAS "BATHURST", and inspected ship's company. His inspection of both upper deck and engine room was fairly thorough. Before landing the commodore expressed himself well satisfied and remarked on the condition and well kept appearance of "Bathurst", also the fine appearance of ship's company.

Condition of Ship.

The standard of efficiency and upkeep of "Bathurst" is being maintained. The ship looks well, is free from rust and well painted. Due mainly to the close approach of the S.W. monsoon, much time in recent days has been devoted to the treatment of steel upper decks, which are now completely free from rust and well covered. This should ensure their preservation until the end of the monsoon season. The interior of the ship is in good condition. It is anticipated the ship will undergo a refit within the next month or so.

Reference No. Lp· 04/43. (2) RESTRICTED SECRET

Report of Proceedings April 1943. (Continued.)

Reference Health and Conduct of Ship's company for the period.

on the whole general health has been very good. Conduct has been good both ashore and afloat. The welcome cool spell which we have enjoyed for the past three months is now drawing to its close, and we are not looking forward to the fierce heat which will inevitably follow.

I have the honour to be,

Sir,

Your obedient servant,

Chas. A. MacDonald. Lieutenant.
RANR(S).

DEPT OF NAVY
SECRET

2026	7	997

L.P. 03/43. Checked for Indexing

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

Date..... 1st April,1943.

To..... Secretary, Australian Commonwealth Naval Board.

Subject..... Report of proceedings 1st March to 31st March,1943.

Ack'd By Form A.S. 1330
Init. .....
Date .....

Submitted for information to Navy Board.

Enclosed herewith copy of proceedings for period 1st March,1943 to 31st March,1943.

RECEIVED 14 JUN 1943 D.O.T.M.

Escorting Eastern Fleet. 25/5.

Chas. MacDonald
LIEUTENANT R.A.N.R.(S).

SNB 27/5
2NM 28/5
3NM 1/6
DOD 4/6
DOFP
DNI 5/6 8/6
Ops(N) 11/6
D.E.(N) 3/6
DOTM 15/6
H of H 16/6
NA2NM 14.

26/5.

26/5.

30/5

HN

P.C.L.O.

~~8 file~~

1/6.

Reference No. LP/43.

RESTRICTED

FROM : Commanding Officer, HMAS "BATHURST".

DATE : 1st April 1943.

TO : Secretary, Australian Commonwealth Navy Board.

SUBJECT : Report of Proceedings.
Period 1st March 1943 to 31st March 1943.

Ack'd By Form
A. S. 1330

Initl. .....

Date .....

SUBMITTED:

1st 2nd 3rd March, at sea escorting AP. 21.
0120Z/4, dispersed convoy in Straits of Hormuz.
0252Z/4, proceeded alongside tanker "Empire Taj" at Khor Kuwai, and refuelled. 0600Z, completed fuelling, slipped and proceeded to anchorage, port anchor and 4 shackles in 10 fathoms of water.
5th, at single anchor, Khor Kuwai.
0215Z/6, weighed anchor and proceeded to join N.O.I.C. Hormuz at Bandar Abbas. 0745Z, entered Bandar Abbas anchorage, and secured to starboard anchor, 3½ shackles in 11 fathoms water.
7th 8th, at single anchor, Bandar Abbas.
0433Z/9th, sailed from Bandar Abbas in company with HMS "Falmouth", HMIS "Jumna" and HMS "Seabelle", escorting combined convoys PA 28 and PB 30, consisting of 27 ships. Senior officer escort in HMS "Falmouth".
10th, At sea.
2015Z/11, Aden portion of convoy detached - 4 ships with HMS "Falmouth" as ocean escort. Senior officer of PB 30 in HMIS "Jumna". 0600Z, independently routed ships, ten in number, ordered to break off.
12th 13th 14th, at sea escorting PB 30.
0140Z/ 15, convoy dispersed at entrance to Searched Channel Bombay. 0447/z, entered Bombay harbour and secured alongside Breakwater jetty, R.I.N. Dockyard. Cooled down boilers and commenced boiler cleaning.
16th 17th 18th 19th, at Bombay, boiler cleaning.
0510Z/20, slipped from Breakwater jetty and warped to dry dock. 0536Z, secured in drydock and commenced scrubbing ship's bottom.
21st, completed boiler cleaning, and commenced painting ship's bottom.
0653Z/23, undocked and secured at naval anchorage. 0845Z, sailed from Bombay in company with HMIS Ratnigiri and HMIS Rajpatuna - senior officer in HMIS "Ratnigiri", escorting convoy convoy BP 72, consistingof 9 ships.
24th 25th 26th 27th, at sea.
1325Z/27, convoy dispersed Straits of Hormuz. 1522Z. entered Khor Kuwai harbour and proceeded alongside tanker "Empire Taj" to refuel and complete for sea.
0337Z/28, completed for sea, slipped and proceeded to join NOIC Hormuz at Bandar Abbas. 0756Z, entered Bandar Abbas anchorage and secured to port anchor, 4 shackles in 12 fathoms of water.
0800Z/29, sailed from Bandar Abbas in company with HMIS Punjab, HMIS Rajpatuna, and HMAS Launceston. Senior officer in HMIS Punjab - escorting 29 ships.
2230Z/30, collision occurred in convoy between SS Varand (British) and unknown ship on opposite course which fouled convoy in the dark. Senior officer detailed HMAS Launceston to investigate.
0436Z/31. PA portion of convoy ordered to break off and proceed to Aden with HMAS Launceston and HMAS Bathurst ocean escorts - senior officer in Launceston.

RESTRICTED SECRET

Condition of the ship.

The ship is in good condition both internally and externally, and is well painted and free from rust. Dry docking took place in Bombay 20th to 23rd. Underneath a thick coat of green grass and tubular weeds with a light deposit of shell, bottom was founed to be in good condition.
Zinc protectorsm two in number, found perished and renewed.
The weather during the whole of this time was fine and dry.
Pitted plates and rusted rivet heads in engine room were built up by welding. (Reference my letter, 119F/43.)

Reference health and conduct ship's company for this period.

General health remains good. Conduct has been very good both ashore and afloat. We are all enjoying the cool spell which continues to the present.

I have the honour to be,

Sir,

Your obedient servant,

Chas. MacDonald

Lieutenant.
RANR(S).

L.P. 02/43.

FROM : Commanding Officer, HMAS "BATHURST".

DATE : 1st March 1943.

TO : Secretary, Australian Commonwealth Navy Board.

SUBJECT : Report of Proceedings- 1st to 28th Feb. 1943.

Submitted for information of Navy Board;
Enclosed herewith report of proceedings, covering period 1st February 1943 to 28th February 1943.

Lt. Lieutenant.
RANR(S).

N.P. 02/43.

FROM : Commanding Officer, HMAS "BATHURST".

DATE : 1st March 1943.

TO : Secretary, Australian Commonwealth Navy Board.

SUBJECT : Report of Proceedings- 1st to 28th Feb. 1943.

Submitted for information of Navy Board;
Enclosed herewith report of proceedings, covering period 1st February 1943 to 28th February 1943.

.....Lieutenant.
RAAN(S).

L.P. 02/43.

RESTRICTED

FROM : Commanding Officer, HMAS "BATHURST".

DATE : 1st March 1943.

TO : Secretary, Australian Commonwealth Navy Board.

SUBJECT : Report of Proceedings - Period 1st to 28th Feb. 1943.

Submitted:-

1st,2nd 3rd 4th, at sea escorting convoy PA22 to Aden.
0240Z/5, dispersed convoy entrance to Aden searched channel.
0656Z/5, entered Aden harbour, secured to starboard anchor 4 shackles forward, and wires to No.2 buoy aft. Refuelled from lighter alongside.
0800Z/5, commenced to cool down boilers preparatory to cleaning and repairing furnace brickwork.
6th 7th 8th 9th 10th 11th 12th 13th, boiler cleaning Aden.
0500Z/8, transferred steering gear crown wheels to HMAS "Toowoomba".
1000Z/14, boiler cleaning and furnace brickwork completed.
15th 16th, water pressure test aplied to boilers.
17th 18th 19th 20th 21st 22nd 23rd 24th, at Aden awaiting the manufacture and fitting of steering gear crown wheels by local engineering firm. (For full report my letter 124f/43 refers.)
1400Z/24, reassembled steering gear and ran rigorous steering gear trials, which appeared to be satisfactory.
0400Z/25, proceeded on voyage escorting convoy AP 21, to Persian Gulf.
26th 27th 28th, at sea ocean escort to Comvoy AP21.

"Walk-Round" Ship, by Commodore Aden.

Commodore Aden walked round HMAS "Bathurst" at 0930C on Sunday 14th, and inspected ship's company. During his walk round the commodore admired many points in the Australian built ship and passed complimentary remarks with regard to the well kept appearance of "Bathurst".

Before his departure, the commodore addressed the ship's company, This address was greatly appreciated by all ranks.

Condition of the Ship.

The ship is in very good condition and well cared for. During lengthy stay in Aden much work was done overside to the hull, especially between wind and water, and places generally hard to get at during short stays in port. The hull is now perfectly free from rust and scale, and is well painted. Except for pitting of plates in engine room bilges, (for full report see my letter 119F/43), the interior of the ship is in good condition.

The ship will be drydocked for bottom cleaning during her next stay in Bombay in the near future, and a refit is anticipated within the next two months.

SECRET

Reference Health and Conduct of Ship's Company for this Period.

General health has been very good. Conduct has been good both ashore and afloat. The weather remains fairly cool to the present, and ship's personnel are enjoying to the full this cool change. It is most noticeable that no strain nor tension is apparent now.

I have the honour to be,

Sir,

Your obedient servant,

Chas. J. MacDonald
Lieutenant. RANR(S).

DEPARTMENT OF THE NAVY

MINUTE PAPER

DEPT. OF NAVY 2026/7/902. SECRET

SUBJECT: H.M.A.S. "BATHURST" – Proceedings, Jany 1943.

SECRET RESTRICTED

S.N.O. Naval 5/IV

Comm 6/4

8/4 3 N 14/4

DOD 16/4

DDP 18/4

Ops(N) 19/4.

DEP No information as to steaming performance or condition

DOM 28/4

27/4

29/4 APB Cal 29/4

NAN 30/4

PCLO NY

RECEIVED 28 APR 1943 D.O.

ENG. & CONST. 21 APR 1943 BRANCH

2/5

ENG. & CONST. 8 APR 1943 BRANCH

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "BATHURST" – Pneumatic, January 1943.

SECRET

St 6334

P1

ACK. BY A.S. 1330Y
29 MAR 194
UNIT

Royal Australian Navy.

SECRET

RESTRICTED
SECRET

2026	4	922.

REPLY PLEASE QUOTE
No. LP/01/43

FROM : Commanding Officer, HMAS "Bathurst".

DATE : 1st February 1943.

TO : Secretary, Australian Commonwealth Navy Board.

Subject : Report of proceedings for month January 1943.

Submitted for information of Navy Board: Enclosed herewith report of proceedings, covering period 1st January 1943 to 31st January 1943.

Chas. C. MacDonald
Lieutenant RANR(S).

D. C. S. Escorting. Remarks on health. 31/3.

Dcns 1/4.

1st N.M. 2/4

N.4.

St 6334

Royal Australian Navy.

REPLY PLEASE QUOTE
No. LP/01.

FROM : Commanding Officer, HMAS "BATHURST".

DATE : 1st February 1943.

TO : Secretary, Australian Commonwealth Navy Board.

SUBJECT : Report of proceedings covering period 1st Jan - 31st Jan. 1943.

SUBMITTED:

At 0730Z/1, sailed from Khor Kuwai and proceeded to Bandar Abbas to join NOIC Hormuz. 1103, entered Bandar Abbas and secured to port anchor, 4 shackles cable.

2nd 3rd at single anchor Bandar Abbas.

0612Z/4 sailed from Bandar Abbas in company with HMS "Falmouth" and HMIS "Ratnigiri" (Senior officer in HMS "Falmouth") escorting combined convoys PA 18 and PB 20, consisting of 20 ships.

5th, 6th, 7th, 8th, 9th, at sea.

0100Z/6th HMIS "Ratnigiri" detached with PA 18, consisting of 3 ships.

1150Z/6th, six southbound ships detached from PB22,

1300Z/7th Karachi portion of convoy proceeded independently to port of destination.

0218Z/10, convoy proceeded independently in Bombay S.C. 0550Z, secured alongside Petronella and commenced refuelling. 0829Z, completed with fuel, slipped from tanker and proceeded to naval anchorage. Secured on starboard anchor, 3 shackles in 6 fathoms of water.

11th. 12th. 13th at single anchor, Bombay naval anchorage.

14th, 0245Z, weighed and proceeded alongside Breakwater Peir, Naval Dockyard.

15th, 16th, 17th, alongside Breakwater Peir, Bombay (Repairs).

18th, at 0540 slipped from Breakwater Peir and proceeded to Naval anchorage. Secured on port anchor, 3 shackles in 6½ fathoms water.

19th, at single anchor Bombay.

20th, 0153Z, sailed from Bombay in company with HMIS "Orissa" (Senior officer in "Bathurst") escorting convoy BP 66½, consisting of 9 ships.

21st, 22nd, 23rd, 24th at sea.

25th, 0225Z, dispersed convoy off Quoins Light, and proceeded to Khor Kuwai. 0420Z, entered Khor Kuwai, and secured alongside tanker "Empire Taj". 0700, completed with fuel, slipped and secured on 4 shackles, starboard anchor in 15th fathoms of water.

St 6334

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. Lp/01.

RESTRICTED

26th, at single anchor, Khor Kuwai.

27th, 0450, with HMIS "Orissa" in company sailed from Khor Kuwai to join NOIC Hormuz. Exercised with "Orissa" on passage. Carried out one inch shoot. 1120Z, joined NOIC Hormuz at Bandar Abbas, secured to port anchor at 3 shackles of cable.

28th , at single anchor Bandar Abbas.

29th, sailed from Bandar Abbas in company with HMIS "Orissa" and HMIS "Sonavati", escorting combined convoys PA22 and PB24. (Senior officer in "Orissa"), consisting of 8 ships.

30th, 1930Z, "Bathurst" (Ocean Escort) detached with PA22, consisting of 3 ships.

31st, at sea.

Reference to health and conduct of ship's company for this period.

General health has been good. The annual health examination of personnel took place on the 13th of this month and the result was communicated to Navy Board under separate cover on the 16th instant. The doctor performing this examination passed complimentary remarks onthe fine physique of the ship's company as a whole.

Conduct has been very good, both ashore and afloat. Cool weather is now being experienced and everyone on board is enjoying this welcome respite from the fierce heat previously experienced.

The tension and strain referred to in previous letters of proceedings seems to have lessened. This, in my opion, may be attributed to the cool change.

I have the honour to be,

Sir,

Your obedient servant,

Chas. McDonald
Lieutenant. RANR(S).

DEPARTMENT OF THE NAVY

MINUTE PAPER

C.7338/42.

DEPT. OF NAVY D026/7/8273 SECRET

SUBJECT: H.M.A.S. "Bathurst" – Report of Proceedings

H. 23/2

D. 14/3 (see last para)

D.C.N. 24/2

1st N.M. 25/2

N.4. S.N.B. 3/3

2 N.M. 3/3

3 N.M. 24/3

D.O.D. 25/3

D.O.P. 26/3

D.E.(N) 25/3

D.E.(N) 11/3

D.O.T.M. 6/4

D.N.O. 14

H.P.B. 8/4

H.D.N.M. 14/4

P.C.do

N4

RECEIVED 8 APR 1943 D.O.T.

ENG. & CONST. 5 MAR 1943 BRANCH

9/x

St 6334

DEPT OF NAV
SECRET
RECEIVED 1873

Royal Australian Navy.

ACK. BY A.S. 33
22 FEB P.M.
INIT.

IN REPLY PLEASE QUOTE
No. L.P.12/42.

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

Date..... 1st January,1943.

To..... Secretary, Australian Commonwealth Naval Board.

Subject.. Report of proceedings 1st December 1942 to 31st December 1942.

Submitted:-

At 0544 1st December, sailed from Bandar Abbas Persian Gulf and proceeded to 'Straits of Hormuz' to carry out A/S. patrol at entrance to the straits. Reached area at 1340 and relieved H.M.S. "Seabelle". Commenced A/S. and interception patrol, speed 8½ knots. Adopted various zig-zag tactics as contained in B.R.248 (1940) in order to confuse any possible observing submarine.

2nd, 3rd, 4th, 5th, 6th, on A/S. patrol 'Straits of Hormuz'.

On 6th December at 1730 relieved from patrol by H.M.S."Sodka", proceeded to Khor Kuwai for fuel and stores. Entered Khor Kuwai harbour and secured alongside tanker "Empire Taj" at 2224.

0649 7th December, slipped from "Empire Taj" and anchored in Khor Kuwai harbour. 1045, storing ship completed, sailed for Bandar Abbas to join N.O.I.C. 'Hormuz'. At 1600 secured on port anchor, 4shackles of cable in 9½ fathoms at Bandar Abbas.

8th and 9th December at single anchor Bandar Abbas.

On 10th December at 0930 sailed from Bandar Abbas in company with H.M.A.S."Lismore" and H.M.I.S."Madras" (Senior Officer in H.M.A.S. "Lismore") escorting combined convoys Nos. P.A.14 and P.B.16 consisting of twenty five ships. 11th December at sea. On 12th at 0615 P.A.14 portion of convoy detached, H.M.A.S."Bathurst" Ocean Escort.

13th, 14th and 15th December, at sea.

16th at 1045 proceeding in Aden Searched Channel astern of convoy. 1242 entered Aden harbour, anchored as convenient. 1618 weighed anchor and proceeding to new berth. 1635 secured to starboard anchor, 4 shackles of cable forward, stern made fast to No.2 buoy. The voyage was without incident good weather being experienced throughout. Being only five hours short of five hundred boiler hours commenced to cool down boilers preparatory to cleaning.

17th, 18th, 19th, at Aden Boiler Cleaning. Boiler Cleaning completed 20th December.

At 1238 21st December sailed from Aden escorting convoy A.P.10 which consisted of five ships.

22nd, 23rd, 24th, 25th, 26th, 27th December at sea.

On 28th December at 1030 dispersed convoy in 'Straits of Hormuz'. Entered Khor Kuwai harbour at 1130 and commenced fuelling alongside tanker "Empire Taj". The voyage was without incident. Completed fuelling at 1427 slipped from tanker and anchored Khor Kuwai harbour.

29th, 30th and 31st December at single anchor (port anchor 4 shackles cable) Khor Kuwai harbour.

Advantage was taken of this spell, engine room staff taking in hand, Engine room minor defects.

RESTRICTED

L.P.12/42 cont.

Reference to Health and Conduct of Ship's company for this period:-

General health has been good. Conduct has been good both ashore and afloat, although a certain amount of mental strain has been noticed, especially in the case of men who have been in the ship since commissioning.

I have the honour to be, Sir,

Your obedient servant,

Chas. A. MacDonald

Lieutenant. RANR(S).

DEPT. OF NAVY 2026/7/844 SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H. M. A. S. "Bathurst" – Report of Proceedings

H.M.A. 1/2

D.O.S. Remarks on conduct of ship's Company, page 2. A 1/2

D.C.N.S. 2/2.

1st N.M. H/2

S.N.B. 5/2

2nd N.M. 5/2

3rd N.M.

D.O.N. 17/2

D.D.P. 17/2

D.P.(N) 18/2

D.D.(N) 16/2

D.O.T.M. 22/2

D.P.B. 24/2

P.C.L.O. 26/2

RECEIVED 20 FEB 1943 D.O.T.M.

St 6334

Royal Australian Navy.

ACNS (ANC) 30 JAN A.M.

DEPT OF NA SECRET

2026	1	844

IN REPLY PLEASE QUOTE

No. L.P./11/42.

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

Date..... 1st December, 1942.

To..... Secretary, Australian Commonwealth Naval Board, Melbourne.

Subject... Report of proceedings.

Checked for Indexing

Submitted for information of the Naval Board, enclosed herewith, Report of Proceedings covering period 1st October, 1942 to 30th November, 1942.

Chas. McDonald

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

St 6334

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. L.P./11/42.

00112.

RESTRICTED
SECRET

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

Date..... 1st December, 1942.

To..... Secretary, Australian Commonwealth Naval Board, Melbourne.

Subject... Report of Proceedings from 1st October,1942 to 30th November,1942

Submitted:-

On 1st October to 3rd October, at sea escorting Convoy P.A.4 in company with H.M.I.S."Ratnagiri"; Senior Officer in H.M.A.S."Bathurst".

At 0650 on 4th October, entered Khor Kuwai proceeded alongside tanker "Pellicula" and refuelled. On completion of fuelling at 1858, proceeded to anchorage.

On 5th October, at single anchor Khor Kuwai.

At 1030 on 6th October, with H.M.I.S."Ratnagiri" in company, weighed anchor and proceeded to Bandar Abbas. 1611 anchored off Bandar Abbas - engines on two hours notice.

Sailed from Bandar Abbas on 7th October, with H.M.I.S."Ratnagiri" in company and escorting convoys P.A.5 and P.B.5 consisting of twenty ships.

On 8th October, at sea.

At 1900 on 9th October, P.A.5 portion of convoy departed and proceeding to Aden.

At 1729 on 10th October, Karachi portion of convoy departed escorted by H.M.I.S."Clive".

11th, 12th, 13th and 14th October, at sea. At 1011 on the 14th convoy ordered to proceed into harbour independently. 1105, secured alongside tanker "Petronella" and refuelled. At 1526, slipped from "Petronella" and secured on Naval Anchorage, Bombay harbour.

15th, 16th, 17th at single anchor Bombay harbour. At 1050 on 17th October, weighed anchor and proceeded alongside "Breakwater Pier" Naval Dockyard. Lieutenant A.J.Abercrombie, R.A.N.R. superceded Lieutenant H.K.Dwyer, R.A.N.R.

On 18th October, Lieutenant C.MacDonald, R.A.N.R.(S) superceded Lieutenant Commander A.V.Bunyan, R.A.N.R.(S) as Commanding Officer of H.M.A.S."Bathurst". From 18th October, until 23rd October, ship was Boiler Cleaning.

Slipped from "Breakwater Pier" at 1200 on 23rd October, proceeded alongside tanker "Petronella" and topped up with furnace fuel. 1500, slipped from "Petronella" and secured on Naval Anchorage.

24th and 25th October, at single anchor Bombay harbour.

At 1500 on 26th October, sailed from Bombay in company with H.M.A.S."Geraldton" and escorting Convoy B.P.58 consisting of seven ships

27th, 28th and 29th October, at sea. At 0958 on 29th, one ship detached from convoy and proceeding independently. At 1100 two ships joined convoy from Karachi.

30th, 31st and 1st November, at sea. 0855 on 1st November, dispersed convoy in Straits of Hormuz. 1000, entered Khor Kuwai harbour and secured. Refuelled from tanker "Pellicula" and took on board fresh water from S.S."Santhia".

On 2nd November, weighed anchor and proceeded in company with H.M.A.S."Geraldton" to Bandar Abbas carrying out Fleet exercises with H.M.A.S."Geraldton", whilst on passage.

00112.

RESTRICTED

At 1350 secured on anchorage at Bandar Abbas.

3rd November, at single anchor Bandar Abbas.

On 4th November, sailed from Bamdar Abbas, in company with H.M.A.S."Geraldton" and escorting convoys P.A.9 and P.B.10 consisting of 25 ships.

5th November, at sea.

At 1430 on 6th November, P.A.9 portion of the convoy proceeded on voyage, consisting of nine ships; ocean escort being H.M.A.S."Bathurst."

7th and 8th November, at sea. At 1630 on 8th dispersed from convoy independently routed ships, being seven in number. P.A.9 now consisting of two ships being escorted to Aden. At 1746 whilst turning to take up night station at stern of convoy, an A/S contact was made in position Lat. 17 31N Long. 57 26E. Immediately carried out two Counter attacks as laid down in C.B.4097 paragraphs 120 Sub - divs. B and C. and continuing with investigation until contact was established as definitely non-submarine. 1910 rejoined convoy and took up night station.

9th, 10th and 11th November, at sea. At 2300 on 11th convoy dispersed H.M.A.S."Bathurst" giving A/S cover until these vessels entered harbour at 0800 on 12th.

At 0900 on 12th November, entered Aden harbour and secured; starboard anchor forward at three shackles and stern made fast to No.1 bouy.

It was anticipated that ship would have to wait several days, before providing Ocean Escort to Convoy A.P.7, and having nearly 80% of five hundred boiler hours, Naval Officer in Charge, Aden decided to take advantage of this spell in port to clean boilers.

13th November; at Aden.

Commenced Boiler cleaning on 14th November and completed same on 19th November.

At 1412 on 20th November, sailed from Aden escorting Convoy A.P.7 consisting of three ships; H.M.A.S."Bathurst", as ocean escort.

20th November to 27th November, at sea. At 1400 on 27th convoy dispersed by Ocean Escort in Straits of Hormuz. Entered Khor Kuwai harbour at 1620 secured alongside tanker "Empire Taj" and refuelled.

On 28th November, at 1720 slipped from "Empire Taj" and proceeded to anchor Khor Kuwai harbour.

At 0530 on 29th November, weighed anchor and proceeded to Bandar Abbas to join Naval Officer in Charge. 1113 secured at anchor off Bandar Abbas.

30th November, at single anchor Bandar Abbas.

Reference to Health and Conduct of Ship's Company for this period:-

The general health of Ship's Company, has been very good and the whole look well and fit.

Moralehas been very high.

Conduct has been good both ashore and afloat, although at times frayed temper has been noticeable, particularly among the older members of the Ship's Company.
This may be attributed to their lengthy stay in the tropics and the excessive heat of the climate, in which they serve.

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

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

22706

RESTRICTED

DEPT. OF NAVY
2026/7/376
SECRET

L.P.2/41

From.....Commanding Officer,H.M.A.S.'Bathurst'.

Date..... 31st.December 1941.

RECEIVED
23 FEB P.M.

To..... Secretary, Naval Board, Melbourne.
copy to Commander-in-Chief, East Indies Station.

Subject.... Letter of proceedings.

Further to my L.P.1/41 of 3rd.July 1941. Submitted for information of Naval Board.

On arrival at Port Tewfik(Suez) 3rd.July 1941 preparations were made to clean boilers. This work was commenced on the 8th.July and completed on the 12th.July.

Forty eight hours leave was granted to each watch during our stay in port. Cairo leave being permitted.

On being ready for sea H.M.A.Ships 'Bathurst' and 'Lismore' proceeded to Ashrafi anchorage to carry out survey sweep for rock pinnacles, this work was satisfactorily completed on the 16th.July, ship then returned to port Tewfik for fuel and land officer with injured foot, arriving there a.m.17th. July and sailing again p.m.18th.July for Abu Zenima anchorage to carry out sweep for rock pinnacles. Sweeping commenced at 0600 19th.July and was completed at 1700.Ship sailed for Port Tewfik at 2400 and arrived at Port Tewfik 0700 20th.July. On completion of fuelling ship was sailed for Shab Ali anchorage to carry out sweep for rock pinnacles and arrange anchor berths for convoy. This work was completed on 25th.July, 'Bathurst' sailed for Port Tewfik at 1600/25 and arrived there 0900/26. Ship remained at Port Tewfik from 26th.July to the 3rd.August.

At 0620 3rd.August 'Bathurst' sailed for Port Said and Alexandria. 'Lismore' remaining at Port Tewfik for further work with convoys. Ship arrived at Port Said 1500/3 and sailed at 1540/3, and arrived at Alexandria 1030/4.

During ship's stay at Alexandria the following work was carried out:- Taken over D/G range, Surveyed by K.H.Pot method and Wiped, Drydocked for underwater scrubbing and painting, 0.5 multiple machine gun fitted on 2 Pdr.deck, Magnetic compasses adjusted. This work was completed 17th.August.

As additional A/A armament was not available for 'Bathurst'at Alexandria it was recommended by Rear-Admiral (D) That 'Bathurst' should not operate in waters subject to daylight air attacks until improvements could be made.

'Bathurst' sailed for Aden at 1700 Sunday 17th.August. On arrival at Port Said 4 barrelled machine gun was unshipped as ship was leaving mediterranean and gun could not be spared.

P.A.
-4 JUN 1942

18/3
6/3

spared.

RESTRICTED

Ship arrived at Aden 1800 25th.August and commenced to clean boilers. On completion of boiler cleaning on saturday 30th. August 'Bathurst' sailed at 2355 to take up patrol in Gulf of Tajura.

H.M.A.Ships 'Bathurst' and 'Lismore' were employed on this patrol from 30th.August to the 16th.December 1941.

The following Dhows and Launches were taken in prize or towed into port by H.M.A.S.'Bathurst' :-

Friday 5th.Sept. Intercepted Dhow No.130 on passage from Tajura to Djibuti. Taken in tow to Perim, and handed over to Officer in charge of Police.

Sunday 7th. " Dhow No.21 taken over from H.M.I.S.'Hindustan' and towed to Zeila.

Friday 19th." Launch 'Rewak' " " " " ditto

Thursday 16th.Oct. Launch 'Heron' on passage from Tajura to Djibuti intercepted and seized, handed over to H.M.I.S.'Hindustan' to be towed to Zeila by H.M.A.S.'Lismore'

On October 9th.at 0557 G.M.T. Heron Plateau Battery (Djibuti) fired two projectiles (6 inch ?) at 'Bathurst' shots fell short by approximately 1500 yards but were on for line. 'Bathurst was at this time in position 314 degrees Maskali Island Light 4.6 miles.

Thursday 23rd.Oct. Towed H.H.M.S.'Shhendoni' from Perim to Aden. This ship ran short of coal whilst on passage from Port Sudan to Aden.

Sunday 16th.Nov. towed launch 'Heron from Zeila to Aden.

Dry docked Alexandria August

H.M.A.S.s 'Bathurst' and 'Lismore' left Tajura patrol on the 16th.December, after fuelling at Aden both ships sailed at 1700 17th.December for Colombo via Cochin and arrived there at 1400 26th.December. Time on passage being 8 days 16 hours and 44 minutes,distance steamed 1883 miles.Average speed 9.02 knots, fuel consumed 120.5 tons. Moderate to fine weather was experienced on this passage, the poor speed being due to the marine growth on ship's bottom plates.

On completion of fuelling at 1700 27th.December both ships sailed for Colombo arriving there at 0815 29th.Dec.

'Bathurst' and 'Lismore' commenced cleaning boilers at 0800 30th.

Ship's company was granted 48 hours leave to each watch during boiler cleaning period. It is intended that minor defects be made good and vessel docked during our stay in port.

Lieut-Commander R.A.N.R.(S)

STP/MMH

a

SECRET.

16 OCT 1941

052374

LETTER OF PROCEEDINGS - H.M.A.S."BATHURST" - SYDNEY
TO SUEZ - 21st FEBRUARY to 3rd JULY 1941.

I am directed by the Naval Board to forward, herewith, for information copy of Letter of Proceedings - H.M.A.S. "Bathurst" for the period 21st February 1941 to 3rd July 1941.

STP.

Secretary.

Encl:
To: R.A.C.A.S.
C.C.S.

052375

N4

L.P. 1/41.

SECRET.

FROM ..... The Comma nding Officer, H.M.A.S. "BATHURST".

DATE ..... 3rd July, 1941. NO .. 1/41.

TO ..... The Commander-in-Chief, Mediterranean.
Copies to :- The Secretary, Naval Board, Navy Office, Melbourne.
The Commander-in-Chief, East Indies.

SUBJECT .. LETTER OF PROCEEDINGS - H.M.A.S. "BATHURST" - SYDNEY TO SUEZ - 21st FEBRUARY - 3rd JULY

Submitted for the information of the Commander-in-Chief, Mediterranean, H.M.A.S. "BATHURST" left Sydney, New South Wales, with H.M.A.S. "LISMORE" in company on 21st February, 1941 and proceeded to Bett Island, Torres Strait to rendez-vous with H?M.A.S. "MORESBY" calling at Cairns, Queensland en route for fuel and at Moreton Bay to land a sick rating. Bett Island was reached on 2nd March, where preparations were made to carry out a survey sweep.

Sweeping operations began on 3rd March and were completed on 16th March, when H.M.A. Ships "BATHURST" and "LISMORE" proceeded to Darwin in continuation of voyage. Ships arrived at Darwin on 19th March, where fuel and stores were shipped, and sailed on 20th March for Singapore. Average speed from position off Thursday Island to Port Darwin - 9.95 knots, distance 1154 miles and 72 tons of fuel was consumed.

2. H.M.A. Ships "BATHURST" and "LISMORE" arrived at Singapore on 27th March and commenced to clean boilers and make good small defects. Total steaming time from Port Darwin to Singapore was 7 days 19 minutes, distance 1922 miles, average speed 11.42 knots and 108 tons of fuel was consumed. Fine weather was experienced from off Thursday Island until arrival at Singapore. Boiler cleaning and repair work were completed on 7th April, when ships took up duty as A/S patrols off Singapore, and were employed as such until 26th May. During A/S patrol work off Singapore exercise was carried out with submarine. Both ships sailed for Suez, via Colombo, Seychelle Islands and Aden on 26th May. Rough South West monsoon weather was experienced on passage between Singapore and Colombo. Ships arrived at Colombo, on 3rd June and sailed th June. Distance covered 1672 miles, steaming time 7 days 19 hours 23 minutes, average speed 8.92 knots and 120 tons of fuel was consumed.

3. After leaving Colombo a rendez-vous was made with H.M.S. "GLASGOW", who escorted us to Port Victoria, Seychelle Islands. During passage gunnery and signalling exercises were carried out with H.M.S. "GLASGOW". Moderate South East trade wind weather was encountered during passage from Colombo to Port Victoria. H.M.A. Ships "BATHURST" and "LISMORE" arrived at Port Victoria on 13th June, fuelled 14th June and sailed at noon 15th June. Time on passage Colombo to Port Victoria was 7 days 20 hours and 2 0 minutes, distance 1716 miles, average speed 9.11 knots and fuel consumed was 113.5 tons. Arrived Aden 22nd June. Time on passage Port Victoria to Aden was 6 days 21 hours and 38 minutes, average speed 9.9 knots and 92 tons of fuel was consumed. Moderate to rather rough South West monsoon was experienced on this passage. H.M.A. Ships "BATHURST" and "LISMORE" sailed from Aden on 24th June and proceeded

to Zeiti Channel ..../

(H.M.A.S. "BATHURST" letter L.P. 1/41 of 3rd July, 1941.)

to Zeiti Channel where we anchored on 30th June.

4. H.M.A. Ships "BATHURST" and "LISMORE" carried out operations from 30th June to 2nd July as shown in H.M.A. "BATHURST" letter O. 3/41 copy attached.

Both ships left for Port Tewfik in the evening of 2nd July and arrived A.M. 3rd July. Time on passage Aden to Port Tewfik 8 days 23 hours 33 minutes, steaming time 6 days 14 hours 41 minutes, distance 1335 miles, average speed 8.41 knots and 121 tons of fuel was consumed.

Encl. 1.

R. J. Duncan

Lieutenant-Commander, R.A.N.R.(S).
COMMANDING OFFICER.

M. Kelly 17.5.65

RESTRICTED

~~MEMORANDUM.~~

O. 3/41.

FROM ..... The Commanding Officer, H.M.A.S. "BATHURST".

DATE ..... 3rd July, 1941. NO .. O. 3/41.

TO ..... The Commander-in-Chief, East Indies.
Copy to :- The Naval Officer-in-Charge, Port Tewfik.

SUBJECT .. ZEITI CHANNEL ANCHORAGE.

With reference to your 2026z/26 June, 1941, On 30th June, 1941, H.M.A.S. "BATHURST" anchored with four shackles in position with Umm Kyman bearing 360° - Ashrafi Light 110° and 870 feet Hill 317° - soundings 14 fathoms. H.M.A.S. "LISMORE" anchored 110° 2 cables from H.M.A.S. "BATHURST" Coral and sand, the holding is good, but there is very little shelter, when the wind is blowing from N.N.W. to N.N.E.

During our stay the wind blew continuously from N.N.W. to N.W. force from 6 to 8, sea 21 to 31.

2. There is good anchorage for small craft in S.E. corner with Ashrafi Light bearing 066°, distance 2.8 miles. This anchorage was much more sheltered from northerly winds than the anchorage shown on the chart.

3. An attempt was made to carry out an 'A' sweep on 1st July, but the weather being unsuitable this had to be abandoned in favour of a single Oropesa sweep, which was carried out on 2nd July.

With 200 fathoms of sweep wire streamed, 8 fathoms float wire and 14 fathoms kite wire, a sweep was carried out over an area of approximately 14 square miles to a mean depth of 48 feet. No dangerous rock or coral pinnacles were encountered. Kite struck bottom once in a position, Latitude 27° 45.85' North, Longtitude 33° 37.6' East, soundings showing 10 fathoms and coral.

4. A drawing showing area covered has been forwarded under separate cover.

5. This area is considered a good anchorage for large vessels except during periods when northerly winds blow down the Gulf of Suez.

(Sgd.) A. BUNYAN

Lieutenant-Commander, R.A.N.R.(S)
COMMANDING OFFICER.