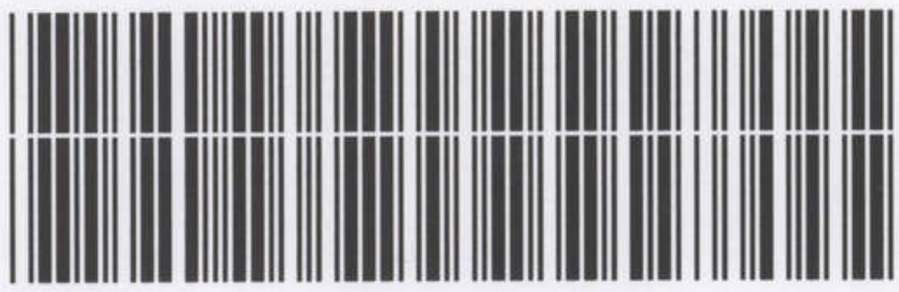
AWM78

Reports of Proceedings, HMA Ships and Establishments

HMAS BUNA

Item number: 74/2

Title: January 1974 - December 1975



AWM78-74/2

[74/2]

HMAS BUNA.

Commissioned 7.12.73.

AUSTRALIAN WAR MEMORIAL
ACCESS STATUS
OPEN

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

Signature: R Smith Date: 1 Nov 90

1974

RESTRICTED

FILE 18/6/4791

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS BUNA Report of Proceedings JANUARY 1974

Leave and SMP.
Steel plate cargo task.

LAS(NS) 28/3

D of O 28/3

for DGOP. 29/3
DCNS

CNS 29/3

CNP 1/4

for CNTS

CNSW 2/4

SD(NO) 3/4

for C of S 4/4

DPR 8.4

~~DPRC~~

AS(NS) (NS55) 9/4/74

NOTES: A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

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

C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.

D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

26/3/74

RESTRICTED

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA

18	6	4791

22 MAR P.M.
NAVY REGISTRY

RESTRICTED

Telephone
359-911: LMD

H.M.A. FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

A.F. 1/16/91

21 MAR 1974

The Secretary
Department of Defence (Navy Office)

HMAS BUNA - REPORT OF PROCEEDINGS - JANUARY, 1974

1. Forwarded.

2. The non availability of azimuth circles is being followed up by NOCOLD.

(D.C. WELLS)
Rear Admiral
Commander Australian Fleet

Enclosure:
HMAS BUNA Report LB1/16/1 dated 1st February, 1974

RESTRICTED

RESTRICTED

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE LB 1/16/1
All times Kilo (-10)

HMAS BUNA ,
at Moreton Bay .

1st February , 1974 .

The Flag Officer Commanding ,
HM Australian Fleet .

For information :

The Commander ,
First Australian Landing Craft Squadron .

HMAS BUNA
REPORT OF PROCEEDINGS
FOR THE MONTH OF JANUARY , 1974

Sir ,

I have the honour to report the proceedings of HMA Ship under my command during the month of January , 1974 .

2. HMAS BUNA commenced the year alongside HMAS MORETON wharf , where she remained until the 14th January , 1974 , conducting self-maintenance and long leave periods . General ship's husbandry during this time was progressed to a very satisfactory state .

3. At 1012 , Monday , 14th January the ship cast off and proceeded en route to Sydney in accordance with The Commander , First Australian Landing Craft Squadron 's message KUL/KUK 270401 Z December , 1973 .

4. Non-provision of a terrestrial azimuth circle on delivery of HMAS BUNA from Walkers Shipyards , Maryborough , and unserviceability of other circles throughout the LCH squadron , meant that only one was embarked for the passage to Sydney . This was the only azimuth circle available between four Landing Craft . During the passage , however , the Decca 101 Navigation Radar performed outstandingly , even in heavy weather , thus belying fears of complete lack of Navaids in the event of damage to the azimuth circle .

5. A heavy chop on a short swell was encountered for the first twelve hours of the passage to Sydney , causing extreme discomfort to the Ship's Company . The remainder of the passage was fairly smooth and the Ship berthed at 32 Water Transport Squadron's dock , Woolwich at 0954 on Wednesday , 16th January , 1974 .

...../ 6.

RESTRICTED

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

6. At 0800 , Thursday , 17th January Army Tug JOE MANN towed one of three lighters , loaded with steel plate for Walkers , Maryborough , from Cockatoo Island to Woolwich . The lighter was placed against the outer edge , Southern dock wall , forward of HMAS BUNA . Department of Supply personnel , a mobile crane , driver and dogman from "NARRS" commenced transferring steel from the lighter to the ship at 1000 .

7. By 1500 a supposed 27 ton of large plate had been embarked and 13 ton of small and bent plate was placed on the dockside for loading last .

8. Precipitation , which commenced during the night of the 17th , 18th caused the crane driver to refuse to offload steel from the second lighter when it was berthed forward of the Ship at 0700 on the 18th . The large cost of holding the crane until fine weather was detailed out and crane , driver and dogman were laid off until Tuesday , 22nd January .

9. The Ship remained alongside in Woolwich dock over the weekend 19th , 20th and no transfer of steel was undertaken on Monday , 21st due to the third lighter being held at Cockatoo Island not completely loaded .

10. Embarkation of steel was commenced again at 0700 , 22nd January . A slight delay occured at 0800 , shortly after the steel had been berthed on HMAS BUNA's port side to facilitate direct transfer into the Tank Deck . The delay was caused by LCM8 1056 attempting to reverse between the lighter and the Northern dock wall . 1056 was extricated at 0850 by the combined efforts of tug JOE MANN and a second LCM8 .

11. The second lighter was offloaded and returned to Cockatoo Island by 1115 . Army Tug JOE MANN then towed the third lighter to Woolwich , securing it to HMAS BUNA's port side at 1300 . Transfer of steel to the Ship then continued until 1500 .

12. On Wednesday , 23rd January loading was recommenced at 0700 using a Department of Supply crane and driver .

13. The lighter was cleared by 1000 and 5 ton of steel plate remained on the dockside when a periodic check of the Ship's draughts showed that she was over-loaded . Embarkation of steel was immediately stopped and Fleet Operations Office was informed .

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

14. No further loading was carried out on the 23rd and loading figures , draughts and weights were re-checked against the LCH General Particulars and Trim and Stability Booklet , dated May , 1973 . Complete particulars of findings will be detailed in a letter LB 18/1/2 to The Commander , First Australian Landing Craft Squadron .

15. At 0800 , Thursday , 24th January 5 ton of steel was offloaded leaving an approximate 154 ton in HMAS BUNA , 10 ton on dockside and thirteen plates (weight unknown) still at Cockatoo Island .

16. At 1351 , on completion of securing the steel in the Tank Deck , the Ship cast off and proceeded to HMAS WATERHEN where she berthed starboard side to OFL 4 on the Minesweeper Wharf at 1401 .

17. Between 1500 and 1600 ten ton of diesel fuel was disembarked to OFL 4 , reducing fuel carried to 95 percent standard range tank and also reducing the Ship's deadweight to an acceptable level of 506 + tons

18. On completion of de-fuelling my intention was to cast off and proceed to Brisbane . Acting on information received , however , about a cyclone code-named "Wanda" affecting the South Queensland coast HMAS BUNA cast off from OFL 4 at 1612 and berthed starboard side to GULL at 1620 , still at HMAS WATERHEN Minesweeper Wharf .

19. HMAS BUNA remained alongside GULL until AM Saturday 24th January , 1974 , When , acting on advice from You , Sir , the Ship cast off and proceeded at 0755 , clearing Sydney Heads , en route to Brisbane , at 0850 in good weather .

20. During the course of the day sea conditions deteriorated to the North and the Ship entered Port Stephens at 1908 to seek shelter overnight . Opportunity was taken during the entry to excercise the Blind Pilotage Team and the Ship was safely anchored in Duck Hole at 2018 .

21. At 0521 on 27th January HMAS BUNA weighed and proceeded to sea to determine the weather and continue to Brisbane . No weather reports were received during the night due to the proximity to high land .

22. At 0800 the Ship reversed course to the South on receipt of a signal from You , Sir and from The Commander , First Australian Landing Craft Squadron , ordering me to return to Port Stephens to avoid inclement weather To the North .

RESTRICTED

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

23. HMAS BUNA came to both bower anchors in Nelson Bay , Port Stephens at 1105 on Sunday , 27th January , 1974 and remained there until Wednesday , 30th January .

24. On receipt of your signal , Sir : KLG 280355 Z January , 1974 , the Ship weighed anchor at 0805 on the 30th and proceeded to sea to complete the passage to Brisbane .

25. At the end of the month the Ship was seven miles South East of Point Lookout Light , on a Northerly course at ten knots with an E.T.A. Pile light , Brisbane River entrance 1000 Friday , 1st February , 1974 .

26. TECHNICAL

Only one minor defect arose during the month in the port engine room supply fan starter motor . Intentions are to have this rectified by HMAS MORETON base staff next month .

27. The major defect in the starboard hydraulic pump starter which occured in December , 1973 has still not been rectified and , due to post-flood situation in Brisbane , may not be rectified until March , 1974 .

28. GENERAL

I consider the state of training and health of the Ship's Company to be excellent . In view of present conditions in Brisbane and the fact that one of the Ship's Company was flown to Brisbane to look after his homeless family ; I consider welfare to be very good and morale to be very excellent .

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

(M.C. SMITH)
Lieutenant RAN
Commanding Officer

Annexes : A. Steaming Return
B. Exercise Return

Nil Return C. Beaching Return (not included)

RESTRICTED

RESTRICTED

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

Annex A
to HMAS BUNA letter
LB1/16/1 dated 1st Feb. 1974

STEAMING RETURN

A.	Distance steamed during month	-	995.6 Miles
B.	Hours underway during month	-	116 52/60 Hours
C.	Total distance steamed since Commissioning	-	1,118.6 Miles
D.	Total hours underway since Commissioning	-	136 33/60 Hours

RESTRICTED

RESTRICTED

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

Annex B
to HMAS BUNA letter
LB1/16/1 dated 1st February 1974

EXERCISE RETURN

Date		Exercise
14th	-	Action stations , Emergency stations , Leaving ship stations , Single engine steaming and manoeuvres , Ballasting for heel and trim .
15th	-	Tested all alarms , Manoeuvres using engine room telegraphs .
22nd	-	Trim and stability exercises (CO,XO,COXN,POMTP)
24th	-	Berth and unberth (XO)
26th	-	Transit Sydney harbour (XO) , Blind pilotage Port Stephens .
27th	-	Action stations , Emergency stations , Leaving ship stations , Steering gear breakdown .

RESTRICTED

RESTRICTED

FILE 18/6/4822

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS BUNA Report of Proceedings FEBRUARY 1974

Transport of steel plate.
Exercise Longbeach.
Para 22. Trim + stability.

AS(NS) 10/4

D of O 11/4

for DGOP

DCNS 11/4

CNS 11/4

CNP 16/4

CNTS 17/4

CNSW 18/4

SD(NO) 18/4

C of S 19/4

DPR D 22/4

~~D of O~~

~~AS(NS)~~ (NS55) 8/5

NOTES: A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

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

C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.

D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

8/4/74

RESTRICTED

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA

18	6	4822

-5 APR A.M.

NAVY DEPARTMENT

RESTRICTED

Telephone:
359-9111 CMR

H.M.A. FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

AF 1/16/91

-3 APR 1974

The Secretary
Department of Defence (Navy Office)

HMAS BUNA - REPORT OF PROCEEDINGS - FEBRUARY 1974

Forwarded.

(D.C. WELLS) AOD.
Rear Admiral
Commander Australian Fleet

Enclosure:

HMAS BUNA Report LB 1/16/1 dated 3rd March 1974

RESTRICTED

RESTRICTED

RESTRICTED

RESTRICTED

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE LB 1/16/1

HMAS BUNA ,
at Lord Howe Island .

3rd March , 1974 .

All times Lima (-11) .

The Flag Officer Commanding ,
HM Australian Fleet .

For Information :

The Commander ,
First Australian Landing Craft Squadron .

HMAS BUNA
REPORT OF PROCEEDINGS
FOR THE MONTH OF FEBRUARY , 1974 .

Sir ,

I have the honour to report the proceedings of HMA Ship under my command during the month of February , 1974 .

2. At 0001 on Friday , 1st February HMAS BUNA was seven miles South East of Point Lookout on passage North to Moreton Bay . Approximately 153 tonnes of steel was embarked , bound for Walkers Shipyards , Maryborough .

3. At 0606 the ship entered Moreton Bay via the North East Channel. Navigational markings in the Bay had not been damaged or moved by the recent floods.

4. Brisbane River was entered at 0927 and, although a lot of debris was evident, no large obstacles were seen, All Navigation Markings ashore were correctly placed and HMAS BUNA proceeded upstream, berthing alongside HMAS MORETON wharf, downstream end, at 1133. HMA Ships BRUNEI and SALAMAUA berthed outboard at 1148 and 1155 respectively.

5. The ship remained alongside the wharf until the 5th of FEBRUARY, 1974 during which period HMAS SALAMAUA cast off and proceeded to sea (1000 on the 4th February).

RESTRICTED

...../6

RESTRICTED

ROYAL AUSTRALIAN NAVY

TELEPHONE

IN REPLY QUOTE

6. At 1015 on Tuesday the 5th HMAS BRUNEI cast off and proceeded to Bulimba to offload equipment. Then, at 1053, HMAS ADROIT cast off from alongside HMAS TARAKAN and LCH BETANO (upstream end of HMAS MORETON wharf).

7. HMA Ships BUNA and TARAKAN cast off at 1055 and proceeded to midsteam. LCH BETANO was then berthed on the downstream end of the wharf at 1112, HMAS BRUNEI berthed on the upstream end, HMAS TARAKAN berthed stbd side to HMAS BRUNEI and HMAS ADROIT berthed outboard of her at 1137.

8. At 1142 HMAS BUNA berthed stbd side to LCH BETANO where she remained until Saturday, 9th February.

9. HMAS BETANO was commissioned into the Royal Australian Navy at1100, on the 8th February in a ceremony held on HMAS MORETON wharf.

10. At 1123 on the 9 th HMAS BUNA cast off and proceeded out of Moreton Bay on passage to Williamstown, Melbourne. Due to the closure of Walkers, Maryborough Ship Building section during the previous week the 153 tonnes of steel plate embarked at Woolwich, Sydney, had been re-routed to Williamstown Dockyard.

11. The ship cleared Moreton Bay North East Channel at 1450 and turned to the South into a large swell and wind-excited chop. At 1526 the Magnetic Compass Binnacle above the bridge snapped in half and at 1730 I reversed course and anchored North of Moreton Island for overnight shelter at 1838.

12. HMAS BUNA weighed and proceeded at 1038 on the 10th in slightly better conditions than the previous day. During the afternoon watch, however, the wind rose from Force 6 to Force 9 and the swell from maximum of 6 metres to 10 metres. I anchored the ship in the lee of Danger Point, off Kirra Beach at 2013.

13. Five minuted prior to anchoring the Decca 101 Radar ceased working in all probability due to heavy pounding in confused seas.

14. At 1000 on the 11th HMAS BUNA weighed anchor and proceeded to Byron Bay where I anchored her at 1429. Although Danger Point was a good anchorage in the Southerly wind and sea, a large swell curving around the point throughout the night meant that the radar could not be safely checked and the defect rectified.

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

15. Weather conditions on the 11th were similar to the previous afternoon and a number of small defects occurred during passage to Byron Bay. No defects were rectified on the night of the 11th due to a freshening Easterly swell which caused the ship to quickly at anchor.

16. At 1647 HMAS BUNA weighed and proceeded to sea to test the sea state and to check the gyro which precessed when a switchboard failure was experienced. The ship returned to anchor in Byron Bay at 1725.

17. HMAS BUNA weighed anchor at 1332 on Tuesday 12 th February 1974. and proceeded South in calm weather. Clocks were advanced on hour to time zone Lima (-11) at 0430 on the 13th of February.

18. At 0655 on the 13th HMAS BUNA anchored in calm waters in Trail bay to repair the AN/GRC 106 HF transmitter which had broken down during the previous afternoon. Repairs were affected and the ship weighed and proceeded at 0817.

19. HMAS BUNA entered Sydney Heads at 0720 on the 14th, bad visibility and no radar caused a delay of eighty minutes. The ship berthed port side to OFL4 at HMAS WATERHEN at 0828, and, on completion of fuelling, shifted to the Southern Side, Minesweeper Wharf, bows East at 0920.

20. I then called on you, Sir, at 1000 on the 14th February and on the CHIEF OF STAFF who called informally on HMAS BUNA at 1330.

21. Between 1000 the 14th and 0700 the 15th HMAS WATERHEN AND HMAS BUNA personnel disembarked all 153 tonnes of steel plate. THIS was to ensure that the ship was ready for the commencement of Army Exercise LONGBEACH on the 18th of February, thus negating the remainder of the planned passage to Williamstown.

22. During the day of the 15th I then carried out ballasting/draught/deadweight trials and discovered a discrepancy between actual draughts and deadweight and those laid down in the LCH Trim and Stability booklet. My letter to the Commander, First Australian Landing Craft Squadron; LB 18/1/2 dated 16th February, 1974 refers.

23. HMA Ships BRUNEI and BETANO berthed outboard of HMAS BUNA AM Friday the 15th and remained alongside until Monday 18th February.

...../24

RESTRICTED

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

24. At 0645 on the 18th HMAS BETANO cast off and proceeded to Woolwich. HMAS BRUNEI cast off and proceeded to Woolwich at 0745 and HMAS BUNA cast off at 0753, berthing port side to HMAS BETANO, outboard of AV BALIKPAPAN at 35 WATER TRANSPORT wharf, Woolwich at 0832.

25. A series of beachings at Woolwich Hard with LCH'S and LCM'S then took place until 1140 when HMAS BUNA beached having cast off at 1045 and proceeded clockwise around Cockatoo Island.

26. AV BALIKPAPAN and HMA Ships BRUNEI and BETANO, having been loaded for Army Exercise "LONGBEACH" were berthed at Woolwich wharf while HMAS BUNA remained on the hard loading containers in preparation for theexercise.

27. HMAS BUNA retracted at 1957 on the 18th as HMA Ships BRUNEI and BETANO cast off and the three Landing Craft proceeded to sea in Line Astern, 500 yards apart, in order BRUNEI, BETANO, BUNA. During overnight passage to Port Stephens distance apart was increased to 1 mile and the three ships anchored in Shoal Bay at 0645, 0650 and 0700 respectively on Tuesday, 19th February.

28. HMA Ships BRUNEI and BETANO weighed anchor and proceeded to beach at 0828, offloading their respective cargoes at Shoal Bay between 0836 and 0904. HMAS BUNA weighed at 0900, beached, offloaded cargo and retracted at 1039, when all three LCH'S departed Port Stephens in line astern BRUNEI, BETANO and BUNA, one mile apart and proceeded to Sydney. On passage the second sea convoy of the exercise, consisting of AV BALIKPAPAN, Tug JOE MANN, LCM'S 8 and LCM'S 6 was sighted en-route to Port Stephens.

29. The three landing craft entered Sydney Heads at 1855 and berthed port side to Woolwich wharf in the order of BETANO, BRUNEI and BUNA at 1952, 2000 and 2005 19th February respectively.

30. Loading for the third sea convoy was undertaken between 0750 and 1140 on the Wednesday the 20th and HMAS BUNA berthed stbd side to Woolwich wharf at 0845 where she remained until, the 22nd rectifying defects and preparing to tow an Army NLE to Port Stephens. HMA Ships BRUNEI and BETANO berthed outboard o/c loading.

31. HMAS BRUNEI cast off and proceeded to sea at 0615 21st February and HMAS BETANO berthed stbd side to HMAS BUNA at 0623.

...../32

ROYAL AUSTRALIAN NAVY

TELEPHONE

IN REPLY QUOTE

32. HMAS BETANO cast off and stood off at 1237 on the 22nd to enable HMAS BUNA to cast off at 1240. HMAS BETANO then berthed alongside Woolwich wharf and BUNA came to starboard anchor West of Compass swinging buoy off Valencia St. Ferry Wharf. At 1303 I berthed stern to the Northern side of Woolwich Dock and attached the Army NLE bridle to a 1914 pattern blake slip secured aft of the stern winch rollers.

33. The ship cast off at 1322, weighed at 1333 and proceeded down Sydney Harbour with a total length of tow 150 feet. Workboat 1658 escorted the tow to Garden Island where Tug BRONZEWING took over as escort at 1412.

34. At 1455 the Blake slip pin sheared and the short tow was lost. The outboard end of the long tow was, however, attached to the NLE bridle. At that stage it was planned to secure the inboard end of the long towing wire to the Blake slip. Instead it had to be taken to bollards with an 80 degree curve in the lead through the stern rollers. strain was regained on the tow in barely sufficient time to pull away from a large freighter entering the harbour.

35. HMAS BUNA then departed Sydney Heads at 1512, having detached Tug BRONZEWING, and proceeded North at Full Ahead on one engine with a total length of tow of 660 ft. The tow was eased just before sunset to offset chafing at the stern rollers.

36. At 2235 on the 22nd AV BALIKPAPAN rendezvoused with the ship having been sailed from Port Stephens during the Dog Watches to act as an escort. I stationed her ½ a mile on HMAS BUNA'S starboard quarter where she remained overnight.

37. At 0325 the following morning, twenty miles South of Port Stephens, the tow wire parted at the stern rollers. Tow was regained with Nylon hawser at 0645 (first light). The nylon tow parted at 0700 and, to avoid damage to the stern anchor lugged joining shackle and further wasted time, the tow was passed to AV BALIKAPAPAN at 0826.

38. I then stationed HMAS BUNA ½ a mile on AV BALIKPAPAN'S stbd quarter until 1120 when she was told to act independantly to enter Port Stephens. At that stage one section of the NLE bridle parted and Tug JOE MANN was despatched to assist.

...../39

ROYAL AUSTRALIAN NAVY

TELEPHONE

IN REPLY QUOTE

39. At 1205 23 rd February HMAS BUNA entered Port Stephens, beached on a temporary "hard" in Shoal Bay, offloaded cargo of four LARC'S and proceeded to anchor in Nelson's Bay at 1307. The ship remained at anchor until Tuesday 26th February,1974.

40. AV BALIKPAPAN anchored near HMAS BRUNEI in Salamander Bay on completion of passing the tow to JOE MANN on the 23rd. HMAS BETANO entered hargour PM the 24th and proceeded to anchorage in Salamander Bay.

41. At 1825 HMAS BRUNEI berthed stbd side to HMAS BUNA and a quantity of vehicle securing gear was passed to her by hand. She cast off at 1833 and proceeded to sea.

42. The ship weighed anchor at 0825 on the 26th and proceeded to Shoal Bay where she took part in rehearsals for 1 TERMINAL GROUP College and Cadet Demonstration scheduled for the 1st March, 1974. Opportunity was taken between beaching at Shoal Bay to undertake internal exercises.

43. At 1512 on the same day, final retraction was made from Shoal Bay beach with Staff Officer, LCH and the Master, AV BALIKPAPAN; embarked. The ship proceeded up river to Baromee Point, Bracken Bay to obtain personal recconnaisonce in preparation for Army Exercise WAGON TRAIN in March, 1974. On completion LCDR LEES was disembarked by boat off Kangaroo Point and the ship proceeded to Salamander Bay, berthing stbd side to AV BALIKPAPAN at anchor and remaining there overnight.

44. The following day, at 0758 HMAS BUNA cast off and proceeded to Shoal Bay for a further rehearsal of the 1st of March Demonstration. At 1110, on completion of rehearsal, the ship retracted and proceeded to sea on passage to Newcastle to fuel prior Army Exercise KENTIA PALM.

45. At 1430 27th February HMAS BUNA berthed stbd side to Merewether Street Wharf, Newcastle, astern of HMAS BETANO who had berthed on the previous day.

46. Fuelling was completed late PM on the 27th and HMAS BETANO cast off and proceeded to sea at 2300. HMAS BUNA remained alongside overnight, casting off at 0700 Thursday, 28th February, 1974.

47. The ship beached on the "hard" at Shoal Bay, Port Stephens at 0958 and continued to beach and retract as necessary to facilitate part loading of cargo destined for Lord Howe Island (KENTIA PALM). HMAS BUNA made her final beaching for the month at 1608 on the 28th, using the stern anchor, and rigging lines ashore to enable her to remain on the beach overnight. At 2359 the ship was beached in position 32 degs 43.1 mins SOUTH, 152 degs 10.1 mins EAST in Shoal Bay.

RESTRICTED

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

48. TECHNICAL.

Many defects arose during the month, starting with loss of refridgeration before the ship left HMAS MORETON. Many hours were spent by the Senior Technical Sailors in keeping the freezers running until the defect was rectified, under Warranty, on the 15th.

49. Two other defects arose before the 9th of February one, being the starboard alternator Jabsco Pump, This was rectified on the 14th, as was the minor defect in the port engine room supply fan which occured last month. The other minor defect was the continual loss of pressure in the accumulators for the Main Engine Hydro Start Systems. This has not been rectified.

50. The majority of defects, including one major one, that occurred during the remainder of the month were, directly or indirectly caused by heavy seas and ship whip. They are as follows:

(a) Magnetic Compass Binnacle snapped in half (repaired by HMAS WATERHEN)
(b) Main Switchboard tripping continually (rectified under Warranty on the 27th)
(c) Decca 101 Radar (rectified under warranty on the 27th)
(d) Temporary HF Transmitter failure (rectified by ships staff)
(e) Hydraulic oil contamination in Port Power Pack (cause unknown, not yet rectified)

51. The major defect in the starboard hydraulic pump starter which occured in December, 1973 has been rectified by ships staff.

52. GENERAL

I consider the state of training, health, welfare and morale of the Ship's company to be excellent

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

(M.C. SMITH)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Return
B. Exercise Return
C. Beaching Return

RESTRICTED

RESTRICTED

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

Annex A
to HMAS BUNA letter LB1/16/1
dated 3rd March, 1974

STEAMING RETURN

A.	Distance steamed during month	-	1,047.5 MILES
B.	Hours underway during month	-	138 38/60 HOURS
C.	Total Distance steamed since commissioning	-	2,166.1 MILES
D.	Total Hours underway since commissioning	-	275 11/60 HOURS

RESTRICTED

RESTRICTED

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

Annex B
to HMAS BUNA letter LB1/16/1
dated 3rd March, 1974.

EXERCISE RETURN

Date		Exercise
12th	-	Darkening Ship
14th	-	Berth and unberth (XO)
th	-	Beached and berthed (XO)
22nd	-	Stern to berthing using one bower anchor, Towing.
26th	-	Action stations, Emergency stations, Fire party at sea, Emergency fire pump and foam making apparatus, Berthing on a ship at anchor
27th	-	Beach (XO)
28th	-	Beach (XO-2) (COXN)(CHARGE PONTP). Tied down to beach

RESTRICTED

RESTRICTED

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

Annex C
to HMAS BUNA letter LB1/16/1
dated 3rd March 1974

BEACHING RETURN

Date	Position	Conditions	Remarks
18th	WOOLWICH ARMY HARD	Calm	Stern anchor not used
19th	SHOAL BAY, PORT STEPHENS	Calm	Stern anchor not used
20th	WOOLWICH ARMY HARD	30knot Westerly Wind	Stern not used
23	SHOAL BAY	Calm	Stern used
26th	1. SHOAL BAY	Calm	Stern anchor not used
	2. SHOAL BAY	Calm	Stern anchor not used
27th	SHOAL BAY	Calm	Stern anchor not used
28th	1. SHOAL BAY	Calm	Stern anchor not used
	2. SHOAL BAY	Calm	Stern anchor not used
	3. SHOAL BAY	Calm	Stern anchor not used
	4. SHOAL BAY	Calm	Stern anchor not used
	5. SHOAL BAY	Calm	Stern anchor not used
	6. SHOAL BAY	Calm	Stern anchor and shore lines

RESTRICTED

RESTRICTED

FILE 428/3/184

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS BUNA Report of Proceedings MAR. '74

Late report.

Kentia Palm and Army Support.

AS(NS) 17/7.

~~D of O~~ 18/7.

DGOP 18/7

DCNS 18/7

CNS 19/7

CNP

CNTS 22/7

CNSW 24/7.

SD(NO) 24/7

C of S 24/7

DPR D 29/7

~~D of O~~

AS(NS) (NS55) 30/7

NOTES: A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

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

C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.

D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

17/7/74

RESTRICTED

RESTRICTED

DEPARTMENT OF ~~THE NAVY~~ DEFENCE

TELEPHONE: 311611

IN REPLY QUOTE B.1-16-32

Naval Staff Office
Edward Street
Box 1416 G.P.O.
BRISBANE. 4000.

9 JUL 1974

The Secretary
Department of Defence
(Navy Office)
CANBERRA. A.C.T. 2600.

REPORT OF PROCEEDINGS
HMAS BUNA - MARCH 1974

Reference: Dept. of Defence (Navy Office) letter 18/6/2582N not dated.

1. The enclosure is forwarded as requested by the reference.

(David Nicholls)
Captain, O.B.E. R.A.N.
NAVAL OFFICER COMMANDING
QUEENSLAND

Enclosure: Report of Proceedings.

AS NS

RECEIVED

RESTRICTED

RESTRICTED

DEPARTMENT OF ~~THE NAVY~~ DEFENCE

TELEPHONE: 311611

IN REPLY QUOTE: B.1-16-32

Naval Staff Office
Edward Street
Box 1416 G.P.O.
BRISBANE. 4000.

The Secretary
Department of Defence
(Navy Office)
CANBERRA. A.C.T. 2600.

REPORT OF PROCEEDINGS
HMAS BUNA - MARCH 1974

Reference: Dept. of Defence (Navy Office) letter 18/6/2582W not dated.

1. The enclosure is forwarded as requested by the reference.

(David Nicholls)
Captain, O.B.E. R.A.N.
NAVAL OFFICER COMMANDING
QUEENSLAND

Enclosure: Report of Proceedings.

RECEIVED
11 Jul 74 11 00
DEPT OF DEFENCE
CENTRAL REGISTRY

RESTRICTED

RESTRICTED

RESTRICTED

HMAS BUNA
at HMAS MORETON.

4th April, 1974.

LB1/16/1

All Times K (-10)

Naval Officer Commanding
QUEENSLAND.

For information:

Flag Officer Commanding
H.M. AUSTRALIAN FLEET

The Commander
FIRST AUSTRALIAN LANDING CRAFT SQUADRON

HMAS BUNA - REPORT OF PROCEEDINGS
FOR THE MONTH OF MARCH, 1974

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command during the month of March, 1974.

2. HMAS BUNA commenced the month comfortably settled on Shoal Bay Beach Port Stephens in position 32° 43'.1 South, 152° 10'.1 East. Four lines attached to trees above the beach line were not strained throughout the night, even at change of tide, when a 3-foot swell and surge built up.

3. Shore lines were removed at 0845 and the ship remained on the beach as a static display - part of a demonstration for Cadets from Royal Military College, Duntroon, Officer Cadet School - Portsea and Australian Staff College students. The demonstration commenced at 0940 and completed at 1102, during which time HMAS BUNA was loaded with containers and vehicles for transit to Lord Howe Island (Exercise Kentia Palm).

4. At 1210 the ship retracted and proceeded to sea, forming into line astern of HMAS BETANO at One Mile. Rendezvous with HMAS BRUNEI (proceeding from Sydney) was effected at 1400 and course was set for Lord Howe Island in Formation One in order HMA Ships BRUNEI (Guide), BETANO and BUNA.

5. The three landing craft arrived off Erscotts Passage, Lord Howe Island at 0700 on Sunday, 3rd March, 1974, and clocks were retarded to local (Kilo) time at 0805.

6. Pilots were embarked aboard HMA Ships BRUNEI and BUNA for the transit of Erscotts Passage and BUNA anchored last inside the reef at 0825.

7. The ships boat carried out a hand lead line survey between HMAS BUNA and William Henry Beach (7 cables away) from 1130 to 1300 and, at 1428, the three LCH's weighed anchor and proceeded into the beach.

8. HMA Ships BETANO and BUNA completed offloading and retracted at 1548 and 1551 respectively. As HMAS BUNA was carrying containers and polletised equipment, disembarkation was not completed until 1638 and the ship retracted at 1640.

9. At retraction the tide had been ebbing for 50 minutes and the ship spent twenty minutes proceeding from William Henry Beach to Erscotts Passage, touching bottom all the way. The three LCH's then departed Lord Howe Island in Formation ONE, HMAS BUNA Guide.

/2..

RESTRICTED RESTRICTED

10. At 0325 on 5th March, Port Stephens Light was raised and HMAS BRUNEI detached to Sydney whilst HMA Ships BUNA and BETANO proceeded to Newcastle. Both ships anchored off Nobbys Hd. at 0717, weighed at 0922 and proceeded into Newcastle Harbour, berthing on Merewether Street Wharf at 1020.

11. Both Landing Craft departed Newcastle at 0850 on Thursday, 7th March 1974, and HMAS BUNA detached to proceed into Port Stephens ahead of HMAS BETANO, anchoring in Salamander Bay at 1240. At 1535 the ship weighed anchor and proceeded to Nelsons Bay, berthing on HMAS BETANO (at anchor) at 1605.

12. HMAS BUNA cast off at 1015 on 8th March and proceeded to Shoal Bay, beaching at 1030 to load dummy cargo for exercise WAGON TRAIN due to commence on Monday the 11th.

13. Loading was completed at 1600 and the ship retracted at 1637, berthed alongside HMAS BETANO (at anchor) at 1700, cast off at 1805 and proceeded upstream to Bracken Bay (Baromee Point). HMAS BUNA then beached on an Army NLE pontoon installed at Baromee Point at 1905, retracting at 1922 and returning to berth alongside HMAS BETANO at 2030.

14. At 0712 on Saturday, 9th March, the ship cast off and proceeded to Newcastle beaching at Kooragang Island, Newcastle Harbour at 1115 - using both bower and stern anchors in a heavy tideway. The dummy cargo was disembarked and HMAS BUNA retracted at 1618, berthing at Merewether Street Wharf at 1700.

15. The ship remained alongside on Sunday, returning to beach at Kooragang Island at 0940 on Monday 11th March to commence loading dummy cargo for exercise WAGON TRAIN. Rough weather, however, caused by Cyclone ZOE, determined that LCH participation in the exercise be delayed twenty four hours and eventually HMAS BUNA did not participate at all.

16. The ship returned to Merewether Street Wharf at 1400 on the 11th where she remained until Friday the 15th March.

17. At 0700 on the 15th HMAS BUNA cast off and proceeded to Port Stephens, beaching at Shoal Bay at 1000 to commence loading for return of stores to Woolwich, Sydney.

18. Between 1000 and 1535 the ship was forced to beach a number of times and even retract to anchor for two hours due to a heavy surge on the beach and the fact that loading was not ready to be commenced until 1500.

19. Loading was eventually completed at 1743 and HMAS BUNA retracted at 1815 to proceed to Salamander Bay.

20. At 1820 the Ship went to the assistance of LCM8 AB1057 which had a fire in the port side exhaust line. The fire was extinguished by HMAS BUNA personnel and AB1057 was taken in tow by another LCM8, allowing HMAS BUNA to recover personnel and proceed to Salamander Bay. The ship berthed alongside HMAS BETANO (at anchor) at 1927.

21. The first return convoy to Sydney should have departed Port Stephens early a.m. Saturday the 16th but bad weather delayed this until the Sunday. HMAS BUNA cast off at 0151 on Sunday, the 17th March, and proceeded to Shoal Bay where a convoy was formed. The convoy consisting of HMA Ships BUNA (leading) and BETANO (safety ship, trailing), A.T. JOEMANN, two LCM.6's and five LCM.8's, departed Port Stephens at 0328.

22. The eleven hour passage to Sydney was undertaken in moderate weather and HMAS BUNA carried out two heaving line transfers with LCM.8 AB.1057.

23. Entry to Sydney Harbour proved rather hectic due to the number of yachts continually embarrassing the convoy and transit from the Heads to Woolwich took one hundred minutes.

24. HMAS BUNA beached at Woolwich Army Hard at 1612, after the small boats had proceeded alongside and after HMAS BETANO had beached offloaded and retracted. Cargo was dise barked smartly and the ship retracted, berthing on HMAS BETANO at Woolwich Army Wharf at 1732.

25. Both Landing Craft cast off at 1905 and proceeded to depart Sydney Harbour on passage to Port Stephens for the second return convoy. Both ships then anchored in Shoal Bay, Port Stephens at 0426 on the 18th March.

26. HMAS BUNA weighed anchor at 0537 and beached at 0542 to commence loading. A heavy surge and four foot swell determined that only one small section of Shoal Bay beach was suitable for loading. HMAS BETANO beached in that position, loaded and retracted whilst HMAS BUNA rigged preventer chains for loading amphibious vehicles at anchor, retracted and anchored just off the beach at 0700. Four LARC V vehicles were then embarked, stern first whilst HMAS BETANO took an Army NLE pontoon in tow and proceeded to Sydney.

27. At 0832 the Ship weighed anchor, beached to allow the LARC crews ashore and then proceeded out of harbour to act as escort for HMAS BETANO. Both LCH's entered Sydney Harbour at 2150 and while the tow was passed to A.T. JOE MANN in Watsons Bay, HMAS BUNA proceeded to Woolwich, beached, unloaded and retracted at 2335.

28. HMAS BETANO beached at Woolwich Hard at 2340, retracted at 2359 and both ships departed Sydney Harbour in Formation One, HMAS BUNA Guide, on passage to Port Stephens.

29. HMAS BUNA beached at Shoal Bay at 0930 on the 19th and HMAS BETANO detached to take a second Army NLE in tow from Nelson Bay to Shoal Bay where she anchored with tow attached.

30. Loading HMAS BUNA was completed at 1527 and the Ship retracted at 1545, berthing stbd. side to HMAS BETANO (at anchor) at 1600. The tow was then passed to HMAS BUNA and the ship cast off at 1618 to transit to Sydney while HMAS BETANO weighed anchor, beached, loaded, retracted and proceeded out of Port Stephens to act as escort.

31. After an uneventful tow, the Ship passed the NLE to A.T. JOE MANN in Chowder Bay, Sydney at 0400 on the 20th. As soon as the tow was passed the ship proceeded to Woolwich, beaching on the Army Hard at 0435, immediately after HMAS BETANO had offloaded equipment and retracted.

32. The third and final sea movement of stores and equipment from Port Stephens to Sydney was completed at 0835 when polletised cargo was disembarked from HMAS BUNA. The ship then retracted at 1020 and proceeded to HMAS WATERHEN, berthing starboard side to HMAS BETANO, northern side Minesweeper Wharf at 1030.

33. HMAS BUNA remained alongside from the 20th to the 25th March, during which time HMAS BRUNEI returned from Lord Howe Island and berthed alongside at 0930 on the 21st, cast off at 1320 to proceed to Woolwich to load for another passage and berthed alongside again at 1400 on the 22nd.

34. At 0904 on the 25th HMAS BRUNEI hauled off and HMAS BUNA cast off and proceeded to sea to transit to Jervis Bay.

35. The ship berthed port side to the SAR Wharf (West) at HMAS CRESWELL at 1717 on the same day and embarked a radio-controlled target boat with associated equipment. Surge at the Wharf was too great to allow the ship to remain overnight and I cast off at 1803, anchoring in F1 anchorage at 1815, adjacent to HMA Ships CURLEW and BOMBARD.

36. At 0600 on Tuesday the 26th HMAS BUNA weighed anchor and proceeded to depart Jervis Bay for passage to Brisbane. A rendezvous with HMAS BETANO was effected at 1700 on the same day and both craft proceeded North.

37. Both ships entered Moreton Bay at 1515 on the 28th and berthed starboard side to HMAS MORETON Wharf, upstream end at 1922 and 1929 (HMAS BUNA outboard). HMAS BUNA remained alongside and at the end of the month was conducting post-exercise self-maintenance.

38. TECHNICAL:

One defect arose during March being the autopilot; unserviceable from the 12th to the 23rd.

39. Of the two minor defects which were carried forward from February, one - the contamination in the port hydraulic pack oil was rectified on the 22nd March. The other defect - loss of pressure in the Main Engine Hydro Start system accumulator - is expected to be rectified during an intermediate docking period in April.

40 GENERAL:

I consider the state of training, health, welfare and morale of the Ships Company to be excellent.

I have the honour to be,
Sir
Your obedient servant

(M. C. SMITH)
Lieutenant R.A.N.
COMMANDING OFFICER

Annexes: A. Steaming Return.

B. Exercise Return.

C. Beaching Return.

RESTRICTED RESTRICTED

ANNEX A to HMAS BUNA
letter LB1/16/1 dated
4th April, 1974.

STEAMING RETURN

A.	Distance steamed during month	..	2,022.4 miles
B.	Hours underway during month	..	$232^{40}/60$ hours
C.	Total distance steamed since commissioning	..	4,188.5 miles
D.	Total hours underway since commissioning	..	$507^{51}/60$ hours

RESTRICTED
RESTRICTED

RESTRICTED

ANNEX B to HMAS BUNA
letter LB1/16/1 dated
4th April, 1974

EXERCISE RETURN

Date	Exercise
3rd	Boat Survey with hand lead, ballasting speed trials.
7th	Berthing on a ship at anchor (CO)
8th	Steering Gear breakdown.
9th	Beaching on a pontoon, berthing on a ship at anchor (XO)
15th	Beaching (3 - XO), Anchoring (XO)
17th	Heaving line transfers (2) with LCM.8 AB1057, BUNA Guide.
18th	Beaching (XO), (COX.N), Anchoring (XO), rigged preventer chains and embarked four LARC V's stern-first (at anchor).
19th	Towing pontoon.
27th	Heaving line transfer with HMAS BETANO (Guide), Emergency stations, Leaving Ship stations.
28th	Man overboard (2nd POMTP3(2), LSRO, ABQMG.

RESTRICTED

RESTRICTED

RESTRICTED

ANNEX C to HMAS BUNA
letter LB1/16/1 dated
4th April 1974.

BEACHING RETURN

Date	Position	Conditions	Remarks
1st	Shoal Bay Port Stephens	Calm	Stern anchor and shore lines/overnight
3rd	William Henry Beach Lord Howe Island	Calm	Stern anchor not used. Continually touching bottom in the whole bay.
8th	1. Shoal Bay	2 ft. swell astern	Stern anchor not used.
	2. do.	do.	do.
	3. Army NLE Bracken Bay Port Stephens	Calm Moonlight night.	Stern and port bower anchor used with lines to NLE.
9th	Kooragang Island Army Hard	Calm 3 knot falling tide	Stern and 4 shackles stbd. bower anchor used upstream.
11th	Kooragang Island	Calm Rising tide then falling.	Stern anchor and both bower anchors used.
15th	1. Shoal Bay	4 ft. swell	
	2. do.	do.	
	3 do.	do.	
	4. do.	do.	
17th	Woolwich Army Hard	10 knot crosswind	Stern anchor not used. Lines to pylons on stbd. side.
18th	1. Shoal Bay	3 ft. swell	Stern anchor not used.
	2. do.	do.	do.
	3. do.	do.	do.
	4. do.	2 ft. swell	do.
	5. Woolwich Army Hard	Calm Dark night.	No lights.
19th	1. Shoal Bay	3 ft. swell	Stern anchor not used.
	2. do.	do.	do.
20th	Woolwich Army Hard	Calm	do.

RESTRICTED

RESTRICTED

DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO 1

INTERIM FORM ONLY - JUNE 1974

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER

ORIGINAL/COPY

DUPLICATE COPY MADE

DATE OPENED 11/7/74 19 Seho(N)

REGISTRATION

SECURITY CLASSIFICATION

Rest'd

TITLE Report of Proceedings - HMAS Bona - March 1974

REGISTRATION NUMBER N428/3/184

MARK TO ASNS

CANCEL FILE NUMBER VIDE THIS FILE AND INFORM FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER

CROSS REFERENCE THIS FILE WITH FILE/S

SUBJECT INDEX

POSTING PRECIS

NAME INDEX

HEADING PRECIS

HMAS Bona - ROP March 1974

ALTER FILE NUMBER ON LOGGING CARD FOR NOC(Qld)

LETTER DATED 9/7/74 19 REFERENCE NUMBER B.1-16-32

RESTRICTED

FILE 428/3/87

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS BUNA Report of Proceedings APR '74

LAS(NS) 28/5.

~~D of O~~ 29/5.

Slipping & leave. Transport assistance & DPI. Army support.

~~DGOP~~ 29/5

~~DCNS~~ 29/5

~~CNS~~

~~CNP~~ 31/5

~~CNTS~~ 3/6

~~CNSW~~ 4/6.

~~SD(NO)~~ 5/6.

~~C of S~~ 6/6

DPR 7/6

~~D of O~~

~~AS(NS)~~ (NS55) 11/6

NOTES:

A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

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

C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.

D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

28/5/74

RESTRICTED

2

RESTRICTED

DEPARTMENT OF ~~THE NAVY~~ DEFENCE

TELEPHONE: 311611
Code 28
IN REPLY QUOTE
B.1-16-32

Naval Staff Office
Edward Street
Box 1416 G.P.O.
BRISBANE. Q. 4001.

17 MAY 1974

The Secretary
Department of Defence
(Navy Office)
CANBERRA. A.C.T. 2600.

HMAS BUNA - REPORT OF PROCEEDINGS - APRIL 1974

Reference: R.I. Appendix 29A.

1. The enclosures are forwarded in accordance with the reference.

(David Nicholls)
Captain, O.B.E. R.A.N.
NAVAL OFFICER COMMANDING
QUEENSLAND

Enclosure: Report of Proceedings (2 copies)

RESTRICTED

LB 1/16/1.

RESTRICTED

HMAS BUNA
at Brisbane.

1st May, 1974.

All Times Kilo (-10-)

The Naval Officer Commanding,
QUEENSLAND.

For information:

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

The Commander,
FIRST AUSTRALIAN LANDING CRAFT SQUADRON.

HMAS BUNA

REPORT OF PROCEEDINGS

FOR THE MONTH OF APRIL, 1974.

Sir,

I have the honour to report the proceedings of HMA Ship under my command during the month of April, 1974.

2. HMAS BUNA commenced the month alongside HMAS BETANO, upstream end of HMAS MORETON wharf, in the throes of preparation for an intermediate slipping and long leave period.

3. At 1459 on Tuesday the 2nd, the ship cast off and proceeded down river to Colmslie Slip, part of the Cairncross Docks complex, where she secured at 1525. At 1545 the ship was given into the hands of Dockyard Personnel and slipped clear of the water by 1635.

4. The ship remained on Colmslie Slip for one week, during which time the hull was washed and repainted to boat topping, inlets and outlets were checked and both screws were built up, straightened and balanced. The echo sounder fairing, which had been torn off most probably during beaching at Lord Howe Island, was also replaced.

5. On Tuesday the 9th the ship was unslipped at 1030 and proceeded to HMAS MORETON berthing stbd side to the upstream end of the wharf, forward of HMAS BETANO, at 1045.

6. From the 9th to the 19th of April HMAS BUNA remained alongside conducting self maintenance and a long leave period.

7. At 0610 on Friday the 19th the ship cast off and proceeded out of Brisbane River en route to Moreton Island where she beached near Tangalooma wrecks at 0905. Two landrovers with trailers, one boat, five Department of Primary Industry (DPI) personnel were embarked at 0945 and HMAS BUNA retracted at 0954.

RESTRICTED

8. The ship then proceeded up the Brisbane River, beaching at Bulimba Army "hard" at 1257 where the DPI personnel and equipment were offloaded. On completion of dis-embarkation the ship retracted and proceeded to HMAS MORETON, berthing on the downstream end of the wharf at 1341.

9. The following day HMAS BUNA embarked sixty personnel from the First Casualty Clearing Section (1CCS) and cast off at 0700 to proceed to Bulimba where she berthed at 0718. Three landrovers and two trailers were embarked, the ship retracted at 0728 and proceeded to Moreton Island.

10. At 1000 on the 20th the ship beached near Tangalooma wrecks, disembarked all 1CCS personnel and equipment and retracted to anchor in Tangalooma Channel at 1028, where she remained over night.

11. HMAS BUNA weighed anchor at 0855 on Sunday the 21st and beached in the same position to embark 1CCS personnel and equipment. On completion of embarkation the ship retracted and proceeded up the Brisbane River to Bulimba where she beached at 1200.

12. 1CCS was disembarked at 1205 and HMAS BUNA retracted at 1215 and proceeded to HMAS MORETON where the ship berthed stbd side to, downstream end of the wharf at 1237.

13. HMAS BUNA remained alongside from the 21st to the 30th April during which time HMAS BETANO returned from Cooella Slip at 1030 on the 26th April and HMAS TARAKAN returned from her warranty slipping in Bundaberg, berthing alongside BUNA at 1515 on the 28th April.

14. <u>TECHNICAL</u>

Five defects were reported during April, the Decca 101 RADAR, Bridge console engine and pressure gauges, number one refrigerator compressor unit, port hydraulic power pack low pressure pump and welding racking around an inset in the hull.

15. The first four of these defects was reported on 4th April and to date only the refrigeration compressor unit has been repaired. The fifth defect was reported on 18th April and has yet to be rectified.

16. Of the defects carried forward from March only the defect on the Main Hydro Start system remains outstanding.

17. GENERAL

I consider the state of training, health, welfare and morale of the ship's company to be excellent.

I have the honour to be,

Sir

Your obedient servant

(M.C. SMITH)
Lieutenant R.A.N.
COMMANDING OFFICER

Annexes: A. Steaming Return
B. Exercise Return
C. Beaching Return.

RESTRICTED

Annex A to
HMAS BUNA letter
LB1/16/1 dated
1st MAY, 1974.

STEAMING RETURN

A.	Distance steamed during month	119.2 miles
B.	Hours underway during month	15.22/60 hours
C.	Total distance steamed since Commissioning	4,307.7 miles
D.	Total hours underway since Commissioning	523.13/60 hours

RESTRICTED

RESTRICTED

Annex B to
HMAS BUNA letter
LB1/16/1 dated
1st May, 1974.

EXERCISE RETURN

1. NAVIGATION

Transit Brisbane River, Moreton Bay and Tangalooma Channel (twice) - X.O. Transit Tangalooma Channel - COXN. Unslip - X.O. Berth (twice) - X.O. Beach (thrice) - X.O. Beach - COXN. Anchor Ship - CHARGE POMTP3.

2. WATCHES AND STATIONS

Action Stations, Emergency Stations and leaving Ship Stations (20th April)

RESTRICTED

RESTRICTED

Annex C to
HMAS BUNA letter LB1/16/1
dated 1st May, 1974.

BEACHING RETURN

Date		Position	Conditions	Remarks
19th	1.	Tangalooma, Moreton Island	Calm	Stern anchor used.
	2.	"	"	"
	3.	"	"	"
	4.	"	"	"
	5.	"	"	"
	6.	Bulimba Army Hard	"	"
20th	1.	Bulimba	"	Stern anchor not used.
	2.	Tangalooma	"	Stern anchor used.
21st	1.	Tangalooma	"	"
	2.	Bulimba	"	"

RESTRICTED

DF 112A
Int Jul'73

FOLIO 1

DEPARTMENT OF DEFENCE

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER Scho(N)

Original/Copy

Duplicate copy made

Date opened 23/ 5 /19 74

REGISTRATION

SECURITY CLASSIFICATION
Restd'

Title- Report of Proceedings - HMAS Buna - April 1974

Registration Number - N428/3/87

Mark to - AS(NS)

Cancel File No.- vide this File and inform File Location section of cancellation and new File Number .

Close File No. -

Cross Reference this File with File(s) -

FURTHER INDEX

Posting Precis

NAME INDEX

Heading Precis
HMAS Buna | Reports of Proceedings - April 1974

Alter File No. on Logging Card for - NOC(Q)

Letter dated 17 / 5 /19 74 Reference No. B. 1-16-32

RESTRICTED

FILE 428/3/155

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS BUNA Report of Proceedings MAY. '44

AS(NS) 8/6.

D of O 4/7.

DGOP 4/7

DCNS 4/7

CNS

CNP 3/7

CNTS 4/7

CNSW 5/7

SD(NO) 4/7

C of S 8/7

DDR 9/7

DAD

AS(NS) (NS55) 11/7

Maintenance a lodgement for Kangaroo 1

NOTES: A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

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

C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.

D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

27/6/74

RESTRICTED

RESTRICTED

DEPARTMENT OF ~~THE NAVY~~ DEFENCE

TELEPHONE: 311611

IN REPLY QUOTE
B.1-16-32

Naval Staff Office
Edward Street
Box 1416 G.P.O.
BRISBANE Q. 4001

21 JUN 1974

The Secretary
Department of Defence
(Navy Office)
CANBERRA ACT 2600

HMAS BUNA - REPORT OF PROCEEDINGS - MAY 1974

Reference: R.I. Appendix 29A.

1. The enclosures are forwarded in accordance with the reference.

2. The Commanding Officer's attention has been drawn to occasions requiring the side to be piped.

(David Nicholls)
Captain, O.B.E. R.A.N.
NAVAL OFFICER COMMANDING
QUEENSLAND

Enclosure: Report of Proceedings (2 copies)

RESTRICTED

LB 1/16/1

RESTRICTED

HMAS BUNA
Whitsunday Islands .
1st June , 1974 .

All Times Kilo (-10)

The Naval Officer Commanding
Queensland .

For information :

The Flag Officer Commanding
H.M. Australian Fleet .

The Commander
First Australian Landing Craft Squadron .

HMAS BUNA
REPORT OF PROCEEDINGS
FOR THE MONTH OF MAY , 1974 .

Sir ,

I have the honour to report the proceedings of HMA Ship under my command during the month of May , 1974 .

2. The month began with HMAS BUNA berthed alongside HMAS MORETON , downstream end . She remained there , completing a long leave and maintenance period until the 13th May .

3. At 0900 on the 7th May HMAS TARAKAN cast off and proceeded to sea , and at 0900 on Friday , 10th May HMAS BRUNEI entered harbour and berthed my port side .

4. HMAS BUNA's annual harbour inspection commenced at 0900 on the 10th of May and the forenoon was devoted to inspection of books and documents by HMAS MORETON Base Staff Officers . At 1400 The Commander , First Australian Landing Craft Squadron , LCDR W.D. LEES R.A.N. was piped on board and HMAS BUNA and her Ship's Company presented for his inspection . Rounds were completed at 1500 and the ship remained alongside over the weekend 11th and 12th May .

5. At 0745 on Monday 13th You , Sir , and The Commander , First Australian Landing Craft Squadron , embarked for annual sea inspection and stern anchor trials . HMAS BRUNEI cast off to midstream at 0800 and HMAS BUNA cast off and proceeded down the Brisbane River at 0802 .

6. The ship beached at Bulimba Army Hard at 0822 , retracted at 0825 and continued down river . Between 0825 and 1012 various stations and emergency procedures were exercised and at 1035 stern anchor trials were commenced in Moreton Bay , North of Mud Island .

RESTRICTED

...../7.

7. Trials were completed at 1145 and HMAS BUNA weighed stern anchor and proceeded to enter Brisbane River , berthing starboard side to HMAS BRUNEI , downstream end of HMAS MORETON wharf at 1325 . You , Sir , and The Commander , First Australian Landing Craft Squadron then disembarked and the ship's annual inspection was completed .

8. The ship remained alongside on the 14th May . Then, on Wednesday the 15th , HMAS BUNA cast off at 1000 and proceeded to depart Moreton Bay , bound for Townsville , for "Kangaroo One" pre-exercise lodgements .

9. On Friday the 17th , whilst en route , I stopped the ship at 1050 and recovered an inflatable liferaft (un-inflated) which was sighted three miles South of Keswick Island (Great Barrier Reef , Inner , Latitude 20 degrees 55 minutes South). It was later learned that this liferaft belonged to Merchant Vessel "Coralita" , and it was passed to Navy Careers Office , Townsville.

10. At 1640 on the same day identities were exchanged with HMAS ANZAC , exercising in the Whitsunday Passage , also en route to Townsville . Shortly after , at 1805 HMAS BUNA anchored half a mile North of Double Cone Island , weighed at 1930 , and proceeded then North-West towards Townsville .

11. At 0823 on the 18th the ship stopped off Magnetic Island to await HMAS ANZAC . HMAS BUNA then proceeded into harbour astern of her and berthed at Number Two wharf , Townsville at 0904 . HMAS ANZAC berthed at Number Six wharf concurrently .

12. That afternoon at 1300 eight M113 Armoured Personnel Carriers (A.P.C.) were embarked by crane and the ship remained alongside overnight .

13. On Sunday 19th May HMAS BUNA cast off to midstream at 0732 , HMAS SALAMAUA then entered harbour and berthed at Number Two wharf at 0750 . HMAS BUNA berthed her port side at 0754 and commenced transferring tie-down gear for A.P.C.'s . On completion , at 0920 , the ship cast off and proceeded out of harbour , South to Yeppoon .

14. HMAS BUNA anchored one mile North of Middle Island , Keppel Group at 2352 the following day to await daylight before proceeding West to Rosslyn Bay , just South of Yeppoon .

15. At 0810 on the 21st the ship weighed anchor and proceeded to Rosslyn Bay , beaching on a concrete boat ramp , South-West of Double Point at 0905 . The eight A.P.C.'s were disembarked , HMAS BUNA retracted at 0916 and proceeded East to the Keppel Group , anchoring finally at 1010 , two cables North of Middle Island .

16. During the night of the 21st / 22nd HMAS SALAMAUA arrived from Townsville and anchored in Rosslyn Bay . HMAS BUNA weighed anchor at 0631 on the 22nd and proceeded into Rosslyn Bay , berthing starboard side to HMAS SALAMAUA at anchor at 0720 . Securing gear which had been transferred in Townsville was then re-embarked in HMAS BUNA and the ship cast off at 0751 , North to Townsville .

17. A rendezvous was affected that day with HMAS LABUAN , East of the Percy Islands , at 1725 . Safe hand mail was passed to her by boat transfer , using her boat . The transfer was completed at 1745 and HMAS BUNA proceeded North again .

18. The ship berthed starboard side to Number Two wharf , Townsville at 1702 on Thursday , 23rd May and remained in the harbour until the 28th May .

19. Eight A.P.C.'s were embarked by crane AM 24th May and HMAS BUNA shifted berth to Number Seven wharf (North) at 1303 on the same day . The following day , at 1315 , berth was shifted to Number Six wharf (South) . No movements occurred on Sunday .

20. At 1130 on Monday , 27th May HMAS BETANO entered harbour and berthed forward of HMAS BUNA at Number Six wharf (North) . Both ships remained at that wharf overnight .

21. At 1500 on the 28th both ships cast off and proceeded out of Townsville harbour , HMAS BUNA taking station one mile astern of HMAS BETANO (Guide) for passage to Yeppoon . That formation was held until Thursday , 30th May when both ships entered Rosslyn Bay .

22. HMAS BETANO beached on a gravel hard in Rosslyn Bay at 0640 , offloaded her A.P.C.'s and retracted . HMAS BUNA then beached at 0651 and eight A.P.C.'s were disembarked . D uring the offloading the boat ramp close by , on which I beached on the 21st , was inspected . This followed a report that the ramp had been damaged by me . Army authority ashore then informed me that no damage had occurred to the structure or face of the ramp . Uprights at the ramp sides had been squashed about three inches to level with the ramp by the combined weight of ship and A.P.C.'s for a distance of 24 feet . This could have been rectified with plaster in the space of one hour . The ramp is considered still usable , providing the uprights are re-formed after the final beaching .

23. The ship retracted at 0700 and proceeded to the Keppel group of islands with HMAS BETANO stationed 500 yards astern . HMAS BUNA anchored three cables North of Middle Island at 0800 and HMAS BETANO berthed port side to , starboard side at 0812 .

24. At 1357 on the same day HMAS BETANO cast off . HMAS BUNA weighed anchor at 1400 and both ships proceeded North toward the Whitsunday Islands with HMAS BETANO stationed one mile astern overnight .

2. On Friday , 31st May HMAS BETANO became guide at 0830 and stationed HMAS BUNA astern . Both ships then proceeded into Brampton Island harbour and HMAS BETANO berthed starboard side to the Cruiser Wharf at 0953 , HMAS BUNA berthed her port side at 1009 and both ships remained at the wharf overnight .

26. <u>TECHNICAL .</u>

No defects of any sort occurred during this month . One defect ; the Main Engine Hydro Start system , is outstanding from February . Two from April , being the Bridge console gauges and the port hydraulic power pack low pressure pump , are also outstanding .

RESTRICTED

27. GENERAL .

One sailor was turned in to One Military District Hospital at Ennogera during the month . He was placed on the Dangerously Ill list shortly after admission and , to my knowledge , had only recovered slightly at the end of the month .

28. I consider the state of training , health , welfare and morale of the remainder of the ship's company to be excellent .

I have the honour to be ,

Sir ,

Your obedient servant

(M.C. SMITH)
Lieutenant R.A.N.
Commanding Officer .

Annexes : A. Steaming Return .
B. Exercise Return .

RESTRICTED

RESTRICTED

Annex A
to HMAS BUNA letter
LB1/16/1 dated
1st June, 1974.

STEAMING RETURN

A.	Distance Steamed during month	2,094.0 miles
B.	Hours Underway during month	209.15/60
C.	Total Distance Steamed since Commissioning	6,401.7 miles
D.	Total Hours Underway since Commissioning	732.28/60

RESTRICTED

RESTRICTED

Annex B
to HMAS BUNA letter
LB1/16/1 dated
1st June , 1974 .

EXERCISE RETURN

1. NAVIGATION

Transit Rosslyn Bay and Keppel Islands ; Anchor Keppel Islands - XO . Steering Gear Breakdown (twice) .

2. WATCHES AND STATIONS

Action Stations and Leaving Ship Stations .

3. DAMAGE CONTROL

Rocket hit starboard side Engine Room - plug and shore . Single engine steaming , Emergency Fire Pump , CO2 Engine Room flush , foam making apparatus , boundary cooling , normal air tanks and fearnought suit .

4. GUNNERY

Released one N1 Marker Smoke and Flame and M127A1 (White) and M125A1 (Green) hand-held parachute flares .

5. BEACHING

Date	Position	Conditions	Remarks
13th	Bulimba Army Hard	Calm	Stern anchor used
21st	Rosslyn Harbour Boat Ramp , Yeppoon	"	" "
30th	Rosslyn Harbour Gravel Hard	"	Stern anchor not used

RESTRICTED

Annex B
to HMAS BUNA letter
LB1/16/1 dated
1st June , 1974 .

EXERCISE RETURN

1. NAVIGATION

Transit Rosslyn Bay and Keppel Islands , Anchor Keppel Islands - XO . Steering Gear Breakdown (twice) .

2. WATCHES AND STATIONS

Action Stations and Leaving Ship Stations .

3. DAMAGE CONTROL

Rocket hit starboard side Engine Room - plug and shore . Single engine steaming , Emergency Fire Pump , CO2 Engine Room flush , foam making apparatus , boundary cooling , normal air tanks and fearnought suit .

4. GUNNERY

Released one M1 Marker Smoke and Flame and M127A1 (White) and M125A1 (Green) hand-held parachute flares .

5. SEAMANSHIP

Date	Position	Conditions	Remarks
13th	Bulimba Army Hard	Calm	Stern anchor used
21st	Rosslyn Harbour Boat Ramp , Yeppoon	"	" "
30th	Rosslyn Harbour Gravel Hard	"	Stern anchor not used

DP 112A
Int Jul

FOLIO 1

DEPARTMENT OF DEFENCE

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER Auto (M)

Original/Copy

Duplicate copy made

Date opened 25 / 6 /1974

REGISTRATION

SECURITY CLASSIFICATION Restricted

Title- Report of Proceedings - HMAS Buna - May 1974

Registration Number - N428/3/155

Mark to - ASNS

Cancel File No.- vide this File and inform File Location section of cancellation and new File Number.

Close File No.

Cross Reference this File with File(s)

FURTHER INDEX

Posting	Precis

NAME INDEX

Heading	Precis
HMAS Buna	R.O.R.P. - May 1974

Enter File No. on Logging Card for NOIC (Qld)

Letter Date 21 / 6 /1974 Reference No. B.1-16-32

RESTRICTED

FILE 428/3/209

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS BUNA Report of Proceedings JUNE '74

Kangaroo I.

AS(NS) 30/7

D of O 30/7.

DGOP 4 30/7

DCNS 4 30/7

CNS 30/7

CNP 31/7

CNTS 1/8

CNSW

SD(NO) 8/8

C of S 9/8

DPR 20/8

D of O

AS(NS) (NS55) 22/8

NOTES: A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

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

C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.

D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

RESTRICTED

26/7.

RESTRICTED

DEPARTMENT OF ~~THE NAVY~~ DEFENCE

TELEPHONE: 311611

IN REPLY QUOTE
B.1-16-32

Naval Staff Office
Edward Street
Box 1416 G.P.O.
BRISBANE. 4001.

The Secretary
Department of Defence
(Navy Office)
CANBERRA. A.C.T. 2600.

18 JUL 1974

HMAS BUNA - REPORT OF PROCEEDINGS - JUNE 1974

Reference : R.I. Appendix 29A.

The enclosures are forwarded in accordance with the reference.

(David Nicholls)
Captain, O.B.E. R.A.N.
NAVAL OFFICER COMMANDING
QUEENSLAND

Enclosures: Report of Proceedings (2 copies).

RESTRICTED

LB1/16/1

All Times Kilo (-10)

RESTRICTED

HMAS BUNA
at Sea,
1st July, 1974

The Naval Officer Commanding
Queensland.

For information;

The Flag Officer Commanding
H.M. Australian Fleet.

The Commander,
First Australian Landing Craft Squadron.

HMAS BUNA

REPORT OF PROCEEDINGS

FOR THE MONTH OF JUNE, 1974

Sir,

I have the honour to report the proceedings of HMA Ship under my command during the month of June, 1974.

2. HMAS BUNA commenced the month berthed outboard of HMAS BETANO at Brampton Island Cruiser Wharf, enjoying a rest before the advent of Exercise Kangaroo One.

3. At 0825 on Saturday the 1st HMAS BUNA cast off and proceeded South West to Mackay, berthing starboard side to, Number Two wharf at 1127. The ship then remained alongside until Tuesday morning.

4. At 0555 on the 4th the ship cast off and proceeded out of Mackay Harbour en route to Shoalwater Bay. The ship entered Shoalwater Bay via the Western exercise "swept channel" at 1500. At 1653 she berthed port side to HMAS BETANO, at anchor 15 cables North of Sabina Point and remained overnight.

5. HMAS BUNA cast off and HMAS BETANO weighed anchor at 0905 the following day. Both ships then proceeded to Sabina Point and undertook a number of beachings to the South and North West of the point in order to ascertain the best landing points for Exercise Kangaroo One. At 1035 HMAS BUNA came alongside HMAS BETANO, stopped in the water, one mile off Sabina Point, for a transfer of personnel for the final beaching.

6. At 1117 the ship executed a final retraction and both ships proceeded out of Shoalwater Bay via the North East Swept Channel. HMAS BUNA was guide, with HMAS BETANO stationed half a mile astern. HMAS BUNA passed through Point X-ray at 1323 and proceeded to Hexham Island, anchoring a quarter of a mile North off the Island at 1409. HMAS BETANO berthed on HMAS BUNA's port side at 1415.

7. HMAS BETANO cast off that night at 1847 and proceeded to anchor North of Shields Island. HMAS BUNA weighed anchor and proceeded South at 1855, to affect and early morning rendezvous with HMAS LABUAN on the 6th.

8. At 2013 on the 5th June, the ship came to port anchor two miles North of Annie Itlet, Cannibal Group, Shoalwater Bay, in the rendezvous position. HMA Ships LABUAN and SALAMAUA entered the area North of Shoalwater Bay at 0612 on the 6th and both ships anchored half a mile East of HMAS BUNA shortly after 0700. HMAS LABUAN weighed and proceeded to a rendezvous with HMAS STALWART at 1510.

9. During the evening and night of the 6th/7th HMAS BARRICADE and MCM vessels entered Shoalwater Bay in preparation for commencement of the Exercise on the 7th at 1000.

10. At 0745 on Friday the 7th HMA Ships SALAMAUA and BUNA weighed anchor and proceeded in Formation One, SALAMAUA Guide, to depart Cannibal Islands and rendezvous with HMAS STALWART. HMAS BETANO joined from MCM tasks at 0825 and conducted heaving line transfers, her starboard side HMAS BUNA (Guide) and HMAS SALAMAUA (Guide), at 0828 and 0846 respectively. She then detached and proceeded to Shoalwater Bay.

11. HMA Ships SALAMAUA and BUNA anchored South of HMAS STALWART, at anchor North of Otterbourne Island at 0927 and Operational Control was chopped from The Commander First Australian Landing Craft Squadron to the Commander, Task Group (Commanding Officer, HMAS STALWART) at 1000.

12. HMAS BUNA was then directed to set up a Coast Watching Station in the Marble Island Group, approximately ten miles East of HMAS STALWART. The ship weighed anchor at 1440 and proceeded, anchoring between Marble and Hunter Islands, using stern and bower anchors, at 1550. A coast watching station was then set up on an adjacent hill on Hunter Island at 1700 and the ship remained at anchor, acting as a radio link, until the 10th of June.

13. The coast watching task turned out to be a worthy one when information from my lookouts "saved" HMAS STALWART from a Patrol Boat "missile attack".

14. At 0644 on Monday the 10th HMAS BUNA weighed anchor and proceeded East to a rendezvous with HMAS STALWART off Steep Island. The rendezvous was made, in fact, West of Otterbourne Island with HMA Ships STALWART, BARRICADE and SALAMAUA. Unfortunately HMAS STALWART weighed anchor and proceeded at 18 knots and HMAS BARRICADE then detached to the West. Iformed up astern of HMAS SALAMAUA and both ships proceeded into Shoalwater Bay, via a minefield swept channel at 1043.

15. HMAS SALAMAUA berthed HMAS STALWART's starboard side at anchor and HMAS BUNA berthed port side to HMAS SALAMAUA at 1438 in Shoalwater Bay Exercise Anchorage Area.

16. At 1534 the ship cast off and proceeded to anchor, 045 degrees, two cables from HMAS STALWART at 1541. HMAS SALAMAUA then cast off and anchored 090 degrees, three cables from HMAS STALWART and HMAS BUNA weighed anchor at 1553, anchoring again at 1558, 135 degrees, three cables from STALWART. Both ships remained at anchor overnight.

17. At 0616 on Tuesday the 11th HMAS BUNA weighed anchor and proceeded to berth, port side to HMAS STALWART's starboard side at 0628 to effect repairs on air conditioning. AT 0932 the ship cast off, with The Commander, First Australian Landing Craft Squadron embarked, and proceeded North toward Sabina Point, berthing on HMAS LABUAN's starboard side (at anchor half a mile from the point) at 0955.

18. HMAS BUNA was to have become Press and VIP craft for a short period, however, no VIP's appeared and COMAUSLANCRON ONE transferred to HMAS LABUAN. The ship then cast off at 1050 and returned to the support anchorage to berth port side to HMAS SALAMAUA at anchor at 1114.

19. The amphibious phase of Exercise Kangaroo One commenced during my transit to HMAS SALAMAUA with the arrival of an Amphibious Task Force in Shoalwater Bay.

20. Securing gear was transferred to HMAS SALAMAUA whilst alongside and at 1555 the ship cast off and proceeded. Having spent breakfast alongside STALWART, morning tea at LABUAN and lunch at SALAMAUA the ship then berthed port side to HMAS STUART (berthed on HMAS STALWART's starboard side from 1542) for dinner at 1605. HMAS BUNA remained alongside overnight attempting to rectify the air conditioning defect.

21. On the 12th of June at 0959 the ship cast off and proceeded to the USS BRISTOL COUNTY, beaching on her stern ramp at 1017, Three "GOAT" Gamma Tractors were then embarked, and HMAS BUNA retracted at 1027 and proceeded inshore. As the ship beached, two cables out from an NLE Causeway at Sabina Point I was told to beach at 1530.

22. The ship retracted at 1050 and returned to the previous support anchorage, coming to anchor at 1120. At 1445 HMAS BUNA weighed anchor and proceeded to Sabina Point, beaching on the Causeway at 1514. The three tractors disembarked the ship retracted at 1522 and once again proceeded to the support anchorage, anchoring at 1550 for the night.

23. On the 13th June the ship weighed anchor at 1004 and proceeded to the USS JUNEAU where a wet well beaching in her stern was carried out at 1026. A second beaching was made in her at 1040, after a stand-off for helicopter operations, and three pallets and three vehicles were loaded. HMAS BUNA retracted at 1129 and proceeded to circle USS BRISTOL COUNTY, beaching again in USS JUNEAU at 1220.

24. On completion of dis-embarkation of vehicles the ship retracted and proceeded to the support anchorage, berthing port side to HMAS SALAMAUA at anchor at 1258. At 1335 HMAS BUNA cast off and proceeded to anchor 135 degrees, three cables from HMAS STALWART where she remained overnight.

25. The following day, at 0930 the ship weighed anchor and proceeded to the USS JUNEAU. She beached in the wet well at 1010, embarked one vehicle and retracted at 1018. The ship then proceeded to USS BRISTOL COUNTY, beaching (stern gate marriage) at 1032 and retracting at 1043. At 1051 HMAS BUNA beached again in the wet well, USS JUNEAU, disembarked the vehicle, retracted at 1059 and proceeded to the same anchorage as the previous night, anchoring at 1116.

26. At 0606 on Saturday 15th June HMAS BUNA weighed anchor and proceeded to Sabina Point to beach, fifty yards South of an NLE causeway at 0628. The ship retracted at 0702 and returned to anchorage at 0750 as no vehicles were required to be moved.

27. On Sunday, 16th June the ship weighed anchor at 1455 and berthed starboard side to HMAS LABUAN alongside HMAS STALWART at 1515. Berthing was heavy and a gash in the starboard bow as a result was repaired at HMAS MORETON. At 1522 HMAS BUNA cast off and stopped to await HMAS LABUAN. She cast off at 1550 and both ships proceeded out of Shoalwater Bay, HMAS BUNA stationed 600 yards astern of HMAS LABUAN (Guide). Exercise Kangaroo One participation was completed at that time and both LCH's proceeded South to Brisbane.

28. At 1631 on Tuesday the 18th HMAS BUNA berthed port side to HMAS MORETON wharf, upstream end and HMAS LABUAN berthed on the ships starboard side at 1640. Both ships remained alongside until Friday the 21st.

29. At 0900 on the 21st HMAS LABUAN cast off and proceeded downstream to Bulimba. At 0947 HMAS BRUNEI cast off from the downstream end of HMAS MORETON wharf and proceeded to Bulimba. At 1020 HMAS BUNA cast off to midstream and HMAS LABUAN returned from Bulimba berthing port side to upstream end of HMAS MORETON wharf at 1040. At 1053 HMAS BUNA berthed port side to HMAS LABUAN and remained in that position over the weekend.

30. On Monday 24th at 0923 the ship cast off and proceeded to depart Moreton Bay en route to Sydney. At 0800 on the 26th HMAS BUNA berthed on OFL4 at HMAS WATERHEN wharf and shifted berth at 1112 to alongisde MCMV HAWK at HMAS WATERHEN North Wharf.

31. At 0930 the following day the ship cast off and proceeded to Woolwich, beached at the Army Hard at 0945 and commenced loading for "Kentia Palm" re-supply voyage number six. HMAS BUNA retracted, part loaded, at 1417 and proceeded to HMAS WATERHEN where she berthed, port side to MCMV HAWK at North Wharf, at 1430.

32. On the 28th June, at 0837 the ship cast off and proceeded to Woolwich, beaching on the hard at 0850. Final loading for voyage six was completed by 1200 and the ship retracted at 1206, proceeded to HMAS WATERHEN and berthed as for the previous night at 1220. HMAS BUNA remained alongside for the remainder of the month.

33. TECHNICAL

Three defects, all minor, arose during the month. These were the Air conditioning (rectified), Number One Fridge Unit and gash in starboard bow (rectified). Outstanding defects remain the same as for May.

34. GENERAL

I consider the state of training, health, welfare and morale of the ship's company to be excellent.

I have the honour,
Sir,
to remain your obediant servant.

(M.C. SMITH)
Lieutenant RAN
Commanding Officer

Annexes
A. Steaming return
B. Exercise return

RESTRICTED
RESTRICTED

Annex A
to HMAS BUNA letter
LB1/16/1 dated
1st July, 1974.

STEAMING RETURN

A.	Distance Steamed during month	- 1,281.3 miles
B.	Hours Underway during month	- 139.15/60 hours
C.	Total Distance Steamed since Commissioning	- 7,683.0 miles
D.	Total Hours Underway since Commissioning	- 871.43/60 hours

RESTRICTED
RESTRICTED

RESTRICTED

Annex B
to HMAS BUNA letter
LB1/16/1 dated
1st July, 1974.

EXERCISE RETURN

1. NAVIGATION

Entry and departure of Shoalwater Bay via Minefield "Swept Channel" - XO and SBLT RL, Formation anchorage, Anchoring (bower) - SBLT RL (2), Blind pilotage to anchorage Cannibal Islands, Heaving Line Transfer with HMAS BETANO (BUNA Guide), Berth and unberth - XO, Stationkeeping and manoeuvring - CO, XO, SBLT RL, COXN, POMTP.

2. WATCHES, STATIONS AND QUARTERS

Action Stations (Kilo) 071050, 100907, 101235, 131421, Leaving Ship Stations.

3. DAMAGE CONTROL

Emergency Fire Pump Weekly Exercise.

...../4

RESTRICTED

RESTRICTED

4. BEACHING

Date		Position	Conditions	Remarks
5th	1.	Sabina Point (Southside) Shoalwater Bay	Calm tidal stream nil	Stern anchor used
	2.	Sabina Point (South side) Shoalwater Bay	Calm tidal stream nil	Stern anchor not used
	3.	Sabina Point (South side) Shoalwater Bay	Calm tidal stream nil	Stern anchor not used
	4.	Sabina Point (N.W. side)	Shallow, sand bars	Stern anchor used.
12th	1.	USS BRISTOL COUNTY stern gate	Calm	Stern anchor not used
	2.	Sabina Point (South side) NLE Causeway	Tide too low to reach causeway	Stern anchor not used
	3.	Sabina Point (South side) NLE Causeway	Calm, good	Stern anchor used.
13th	1.	USS JUNEAU inside wetwell	Calm	Stern anchor not used
	2.	USS JUNEAU inside wetwell	Calm	Stern anchor not used
	3.	USS JUNEAU inside wetwell	Calm	Stern anchor not used
14th	1.	USS JUNEAU inside wetwell	Calm	Stern anchor not used
	2.	USS BRISTOL COUNTY stern gate	Calm	Stern anchor not used
	3.	USS JUNEAU inside wetwell	Calm	Stern anchor not used.
15th		Sabina Point (South side)	Calm	Stern anchor not used.
27th		Woolwich Army Hard, Sydney	Calm	Stern anchor not used.
28th		Woolwich Army Hard, Sydney	Calm	Stern anchor not used.

RESTRICTED

4. BRACKING

Date		Position	Conditions	Remarks
5th	1.	Sabina Point (Southside) Shoalwater Bay	Calm tidal stream mil	Stern anchor used
	2.	Sabina Point (South side) Shoalwater Bay	Calm tidal stream mil	Stern anchor not used
	3.	Sabina Point (South side) Shoalwater Bay	Calm tidal stream mil	Stern anchor not used
	4.	Sabina Point (W.W. side)	Shallow, sand bars	Stern anchor used.
12th	1.	USS BRISTOL COUNTY stern gate	Calm	Stern anchor not used
	2.	Sabina Point (South side) MLE Causeway	Tide too low to reach causeway	Stern anchor not used
	3.	Sabina Point (South side) MLE Causeway	Calm, good	Stern anchor used.
[illegible]th	1.	USS JUNEAU inside wetwell	Calm	Stern anchor not used
	2.	USS JUNEAU inside wetwell	Calm	Stern anchor not used
	3.	USS JUNEAU inside wetwell	Calm	Stern anchor not used
14th	1.	USS JUNEAU inside wetwell	Calm	Stern anchor not used
	2.	USS BRISTOL COUNTY stern gate	Calm	Stern anchor not used
	3.	USS JUNEAU inside wetwell	Calm	Stern anchor not used.
15th		Sabina Point (South side)	Calm	Stern anchor not used.
27th		Woolwich Army Hard, Sydney	Calm	Stern anchor not used.
28th		Woolwich Army Hard, Sydney	Calm	Stern anchor not used.

DEPARTMENT OF DEFENCE

INTERIM FORM ONLY - JUNE 1974

FILE NUMBER				FOLIO
N 428	3	209		1

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER DOUGLAS

ORIGINAL/COPY

DUPLICATE COPY MADE

DATE OPENED 22 JULY 19 74

REGISTRATION

SECURITY CLASSIFICATION

RESTRICTED

TITLE HMAS BUNA - REPORT OF PROCEEDINGS - JUNE 1974.

REGISTRATION NUMBER N428/3/209

MARK TO ASNS.

CANCEL FILE NUMBER VIDE THIS FILE AND INFORM **FILE LOCATION SECTION** OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER

CROSS REFERENCE THIS FILE WITH FILE/S

SUBJECT INDEX

POSTING	PRECIS
R24.2	as above.

NAME INDEX

HEADING	PRECIS
HMAS BUNA	as above

ALTER FILE NUMBER ON LOGGING CARD FOR NOC QLD

LETTER DATED 18 JULY 1974 REFERENCE NUMBER B1.16.32

RESTRICTED

FILE 428/3/308

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS BUNA. Report of Proceedings JULY '74.

AS(NS) 16/9. 3 KENTIA PALM voyages including the one during which the bow door was lost.

~~D of O~~ 16/9

Apart from the defective bow door securing arrangements paras 15, 20 + 21 give me the feeling that the LCH's are either not receiving adequate met. forecasts or are being over optimistic in their interpretation of them. Intend to pursue the matter. 17/9

~~DGOP~~

~~DCNS~~ Comm as STOP 17/9

~~CNS~~ 18/9

~~CNP~~ 19/9

~~CNTS~~

~~CNSW~~ 30/9 30/9

~~SD(NO)~~ 8/9

~~C of S~~ 3/10/74

DPR 3/10

~~D of O~~

~~AS(NS)~~ ~~(NSDS)~~ 8/10/74.

NOTES: A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

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

C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.

D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

13/9/74

RESTRICTED

RESTRICTED

AUSTRALIA

DEPARTMENT OF ~~THE NAVY~~ DEFENCE

TELEPHONE: 311611

IN REPLY QUOTE B.1-16-32

Naval Staff Office,
Edward Street,
Box 1416 G.P.O.
BRISBANE. 4001

29 AUG 1974

The Secretary,
Department of Defence
(Navy Office)
CANBERRA A.C.T. 2600.

HMAS BUNA - REPORT OF PROCEEDINGS -JULY 1974

Reference: R.I. Appendix 29A.

The enclosure is forwarded in accordance with the reference.

(David Nicholls)
Captain, O.B.E. R.A.N.
NAVAL OFFICER COMMANDING
QUEENSLAND

Enclosure: Report of Proceedings (2 copies)

ABNS.

RESTRICTED

RESTRICTED

RECEIVED

4 SEP 74 09 26

DEPT. OF DEFENCE
CENTRAL REGISTRY

RESTRICTED

RESTRICTED

HMAS BUNA
at WATERMAN

LB1/16/1

1st August, 1974

The Naval Officer Commanding,
QUEENSLAND.

For information:

The Flag Officer Commanding, HM AUSTRALIAN FLEET
The Commander, First Australian Landing Craft Squadron

HMAS BUNA
REPORT OF PROCEEDINGS
FOR THE MONTH OF JULY, 1974

Sir,

I have the honour to report the proceedings of HMA Ship under my command during the month of July, 1974. All times Kilo (-10).

2. The month began for HMAS BUNA at HMAS WATERMAN, berthed portside to MCMV HAWK at North Wharf. The ship had been loaded in the previous month in preparation for re-supply runs to the One Field Engineer Regiment detachment at Lord Howe Island.

3. At 0759 on Monday 1st July the ship cast off and proceeded out of Sydney Harbour, setting course East North East from Sydney Heads for KENTIA PALM re-supply Voyage six.

4. The ship entered Erscott's Passage, Lord Howe Island at 0620 on the 3rd of July and beached at 0646. Off-loading was commenced shortly after beaching and completed in the forenoon. During the afternoon HMAS BUNA was loaded for the return voyage to Sydney.

5. The ship retracted to deeper water on the high tide at 1915 and anchored in Prince William Henry Bay, 200 metres from the beaching site, where she remained overnight.

6. On Thursday the 4th July, at 0620 BUNA weighed and proceeded out of Erscott's Passage en route to Sydney. The Lord Howe Island Pilot, Mr. C. Wilson, guided both entry to and departure from the bay/lagoon.

.....2/..

RESTRICTED

7. At 0702, shortly after departure, BUNA rolled in excess of 47 degrees. Two 35 tonne D8 bulldozers broke their securing chains and commenced to slide about. The tank deck was filled with vehicles so sliding room was limited and ship stability not affected. No wishing to return to Sydney however, with two bulldozers embedded in the tank deck lockers, I reversed course. The ship anchored three cables north of Stevens Point (North East Lord Howe Island) at 0805 and the bulldozers were re-secured with extra chains.

8. At 0936 the ship weighed and proceeded on passage to Sydney. The swell was large and long from the West, but the voyage was not unpleasant and the ship did not again roll to more than 35 degrees.

9. On Saturday 6th July BUNA berthed starboard side to OFL4 at HMAS WATERHEN Minesweeper Wharf, refuelled and shifted berth to the South side of the Patrol Boat Wharf at 0915. HMAS BETANO berthed on HMAS BUNA's starboard side at 1345 (from loading at Woolwich) and both ships remained alongside overnight.

10. The following day at 0910 HMAS BETANO cast off and proceeded to sea for KENTIA PALM re-supply Voyage 6A. At 0915 HMAS BUNA cast off and proceeded to Woolwich, beached on the Army Hard at 0927 and commenced off-loading vehicles. This included the dragging of a 'dead' bulldozer from the ship and was not completed until 1200. Loading for Voyage 6A was then commenced.

11. At 1642, on completion of loading, the ship retracted and proceeded to HMAS WATERHEN where she berthed, south side of the Patrol Boat Wharf, at 1652.

12. On the 8th July at 1228 BUNA cast off and proceeded out of harbour for the two day passage to Lord Howe Island.

13. The ship entered Erscott's Passage at 0930 on Wednesday 10th July and beached at 0950. HMAS BETANO, having anchored in the lagoon overnight, weighed and proceeded to Sydney whilst HMAS BUNA was beaching.

14. Off-loading was efficiently and smartly carried out and I was able to retract at 1248 and proceed out of Prince William Henry Bay at 1300 for passage to Sydney.

15. The swell en route was not as large, nor the wind as strong as during the previous voyage, but a considerable chop from the West caused some discomfort and damage to fittings. The inclinometer (modified to register more than the previous maximum of 47 degrees), soon showed a 57 to 60 roll. The ship was very quick to return from the large rolls. The ship's company were not so quick. Largest angle measured during passage was 65 degrees plus, but this occurred during a roll and accompanying bounce and cannot be considered a true record.

16. HMAS BUNA entered Sydney Harbour and berthed on the north side of OFL4, HMAS WATERMEN, at 1515, on Friday 12th. The ship refuelled and shifted berth to the south side Patrol Boat Wharf at 1605. HMAS BETANO arrived from loading at Woolwich and berthed my starboard side at 1750 fro the duration of the weekend 13th and 14th July.

17. On Monday 15th July, HMAS BETANO held off, allowing HMAS BUNA to cast off at 0902 and proceed to Woolwich. The ship beached on the Army Hard at 0913 and commenced loading for KENTIA PALM re-supply Voyage 7. On completion, at 1527, the ship retracted and proceeded to HMAS WATERMEN, berthing portside to HMAS BETANO at 1540 for the night.

18. The following day HEL Ships BUNA and BETANO cast off at 0830 and 0835 respectively and proceeded out of Sydney Harbour in line astern, BUNA Guide. On departing Sydney HMAS BETANO stationed one mile astern and the ships proceeded to Lord Howe Island. Clocks were advanced half an hour to Zone Kilo Lima (-10½) en route at 1730 on the 17th.

19. On Thursday 18th July, both ships passed close north of Lord Howe Island at 0430. At 0454 HMAS BUNA detached to proceed to Erscott's Pasage and HMAS BETANO proceeded to an anchorage East of Lord Howe Island.

20. HMAS BUNA entered Prince William Henry Bay at 0603, beached at 0617 and commenced off-loading at 0630. Off-loading was completed at 0750 and the ship retracted and proceeded out of the lagoon. HMAS BETANO entered Erscott's Passage at 0803 and HMAS BUNA departed at 0808 for passage to Sydney. Clocks were retarded to Zone Kilo at 1815 that day.

21. On Friday 19th July, at 1130 both bow door hooks sprung back. This was the result of a continual slow straightening of the hooks since commissioning in December, 1973. Both hooks were replaced but it was obvious then that they had been straightened to the point of virtual uselessness. A three ton securing chain and bottlescrew was then fitted to the portside of the deck. The bow door had not come open at any stage before or during this evolution and the ship continued towards Sydney with the weather on the port bow.

22. At 1340 on the same day the bow door detached itself from the ship and apart from a glimpse of the top, immediately after detachment, it was never seen again.

23. The ship was turned stern to sea, hands were called to Emergency Stations and assistance was requested (my message RTT 190350Z JUL 74 refers). On ascertaining that personnel and the ship were in no immediate danger the bow was inspected. It was then realised that the door had broken at the hinges and swung out from the bottom before dropping vertically into the sea. No further structural damage was discovered and the ship was riding well with bows east. Emergency Stations were relaxed at 1430, but life-jackets were worn and the ship remained in Damage Control Condition Zulu until return to Sydney.

24. At 1810 visual and voice contact was gained with S2E number 847. Voice contact was also established with HMAS PARRAMATTA sailing to my assistance. HMAS BUNA was under air surveillance from that time until 0055 on the 20th when HMAS PARRAMATTA was sighted.

25. After a close visual inspection HMAS PARRAMATTA executed five passes down HMAS BUNA's starboard side in an attempt to pass a tow from her starboard. The first four were not successful as weight on gunlines passed caused them to be torn from our hands. At 0540, on the fifth attempt, HMAS BUNA passed a gunline and messenger. This proved the best mthod as the messenger could then be taken to the stern winch warping drums. Unfortunately, shortly after HMAS PARRAMATTA attached her messenger to BUNA's, it apparently became entangled in her 'A' bracket and the tow could not be passed.

26. After clearing the line HMAS PARRAMATTA approached again and passed a gunline at 0755. In daylight the evolution progressed more smoothly despite the choppy sea conditions. A four-inch berthing line, attached to a seven-inch towing hawser, was secured to the stern winch wire drum at 0830.

27. HMAS BUNA was then taken under sternboard tow and the slow passage to Sydney was begun. As the day were on, however, the berthing hawser began to fray and the tow was stopped at 1730. The berthing line was then heaved in and HMAS BUNA's two bow securing chains secured from the stern winch direct to the seven-inch hawser. This was completed at 1821, but the tow was not continued that night. The hawser had fouled HMAS PARRAMATTA's port screw during the evolution. HMAS BUNA spent the night dangling from HMAS PARRAMATTA's port after bollards.

28. At first light on Sunday 21st July, HMAS PARRAMATTA commenced to clear the hawser and the tow was re-commenced at 0925. From then the tow progressed satisfactorily, although bumpily, to Sydney. The monotony of the passage was occasionally relieved by evolutions such as adjusting the length of the bow securing chains and attempting to collect boxes of 'goodies' floated down by HMAS PARRAMATTA.

29. At 0100 on the 23rd July, HMAS ANZAC joined and executed a jackstay transfer with HMAS PARRAMATTA at 0610. a spare towing hawser was also passed to HMAS PARRAMATTA at 0710 and HMAS ANZAC detached at 0745.

30. Land was sighted at 1600 on the 24th July, and at 0830 the following day the tow was slipped outside Sydney Heads. HMAS BUNA then proceeded into harbour under her own power, in company with HMAS PARRAMATTA and TUG 01. The Flag Officer Commanding, HM AUSTRALIAN FLEET, Rear Admiral [illegible] D.C. WELLS, C.B.E., RAN, came out by boat to greet both ships as they passed Middle Head.

31. HMAS BUNA berthed portside to HMAS WATERHEN Patrol Boat Wharf, bows East, at 0945 on Thursday the 25th July. HMAS BETANO berthed outboard at 1245 after magnetic compass trials and both ships remained alongside for the remainder of the month.

32. I called on the Flag Officer Commanding, HM AUSTRALIAN FLEET, at Fleet Headquarters at 1500 on the 25th July and that night most of the ship's company re-discovered the advantages of sleep.

TECHNICAL

33. Three defects, other than the loss of the bow door occurred during the month. None of these arose during the period from 1130 on the 19th until the 31st. All were minor defects as separate items, but together are a major defect.

34. The defects were the Magnetic Compass Binnacle broken, Decca 101 Radar unserviceable (fault unknown) and salt in the Gyro repeater azimuth circle prism (obscuring vision). Outstanding defects remain the same as in the month of June.

GENERAL

35. I consider the state of training, health, welfare and morale of the ship's company to be more than excellent.

I have the honour to be,

Sir,

Your Obedient Servant,

(M. C. SMITH)
Lieutenant RAN
Commanding Officer

ANNEXES

A. Steaming Return
B. Exercise Return

RESTRICTED

RESTRICTED

ANNEX A
to HMAS BUNA letter LB1/16/1
Dated 1st August, 1974

STEAMING RETURN

A.	Distance Steamed during month	2,940.0 miles
B.	Hours underway during month	408.27/60 hours
C.	Total Distance steamed since commissioning	10,623.0 miles
D.	Total hours underway since commissioning	1,280.10/60 hours

RESTRICTED

RESTRICTED

ANNEX B to
HMAS BUNA letter LB 1/16/1
Dated 1st August, 1974

EXERCISE RETURN

1. NAVIGATION

Entry and departure Sydney Harbour (X.O.), Berth and unberth (X.O. - 2), Beach and retract (X.O.).

2. WATCHES, STATIONS AND QUARTERS

Leaving Ship Stations.

3. DAMAGE CONTROL

Superstructure leak plugging.

4. BEACHING

Date	Positions	Conditions	Remarks
3rd	1. Prince William Henry Beach, Lord Howe Is.	1 metre surge	Stern anchor used.
	2. Prince William Henry Beach, Lord Howe Is.	1 metre surge	Stern anchor used.
	3. Prince William Henry Beach, Lord Howe Is.	1 metre surge	Stern anchor used.
7th	Woolwich Army Hard, Sydney	Calm	Stern anchor not used
10th	Lord Howe Island	Calm	Stern anchor used.
15th	Woolwich Army Hard	Calm	Stern anchor used.

DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO 1

INTERIM FORM ONLY - JUNE 1974

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER Douglas.

ORIGINAL/COPY

DUPLICATE COPY MADE

DATE OPENED 4 Sept 1914

1750 / 1750 / 35.0 / 31.00 / 68.00

REGISTRATION

SECURITY CLASSIFICATION

Restricted.

TITLE HMAS BUNA - REPORT OF PROCEEDINGS - JULY 1974.

REGISTRATION NUMBER N42813 | 308

MARK TO ASNS.

CANCEL FILE NUMBER VIDE THIS FILE AND INFORM FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER

CROSS REFERENCE THIS FILE WITH FILE/S

SUBJECT INDEX

POSTING	PRECIS
R24.2	as above.

NAME INDEX

HEADING	PRECIS
HMAS Buna	as above.

ALTER FILE NUMBER ON LOGGING CARD FOR NOC QLD.

LETTER DATED 29 Aug 1944 REFERENCE NUMBER B1.16.32.

LB1/16/1

RESTRICTED

HMAS BUNA
at Garden Island
2nd September, 1974.

All Times Kilo (-10)

The Naval Officer Commanding
Queensland.

For Information:

The Flag Officer Commanding
H.M. Australian Fleet.

The Commander,
First Australian Landing Craft Squadron.

HMAS BUNA

REPORT OF PROCEEDINGS

FOR THE MONTH OF AUGUST, 1974.

Sir,

I have the honour to report the proceedings of HMA Ship under my command during the month of August, 1974.

2. HMAS BUNA began a quiet month berthed at HMAS WATERHEN Patrol Boat Wharf, South Side, with HMAS BETANO berthed outboard on my starboard side.

3. The ship remained at the berth until the 21st August during which period; HMAS ADROIT entered Balls Head Bay from Brisbane at 1300 on the 4th and secured outboard of HMAS BUNA at 1450 on the 6th, after HMAS BETANO had cast off at 0835 and moved cold with tugs TB501 and BRONZEWING to Garden Island.

4. HMAS BETANO returned from Garden Island on Friday 16th August and berthed port side to HMAS BUNA after HMAS ADROIT shifted berth to the North Side Patrol Boat Wharf.

5. On the same day SBLT D. J . MURRAY RAN (Executive Officer) was promoted Leut and posted out to HMAS CERBERUS.

...../6

RESTRICTED

RESTRICTED

6. At 0745 on Tuesday 20th HMAS BETANO cast off and proceeded to Woolwich to load for Exercise Kentia Palm. At 1410 on the same day she returned and berthed outboard again.

7. On the 21st of August HMAS BRUNEI entered Harbour and berthed on OFL4 at HMAS WATERHEN at 0833. At 0903 HMA Ships ARROW, BUCCANEER and BOMBARD cast off and proceeded to sea. On the same day at 1308 HMAS BUNA cast off between HMAS BETANO and the Patrol Boat Wharf and proceeded to Garden Island. The ship entered the Floating Dock at 1337 and secured.

8. An attempt was made that day to pump up the dock but a technical difficulty arose and HMAS BUNA remained afloat in the dock, alongside East Wall, Garden Island, overnight. LEUT SLEX A.G. BORWICK assumed the duties of Executive Officer at 0800 22nd August.

9. The dock was dried AM 22nd August and the ship remained dry until 1430 on the 23rd to have any work to the hull checked and noted before warranty ran out.

10. AM on the 23rd August RADM G.V. GLADSTONE DSC RAN visited the ship for a short informal inspection. That day, at 1448 the ship cast off from the floating dock and proceeded to the Cruiser Wharf. HMAS BUNA berthed, port side to, Cruiser Wharf at 1502 and remained alongside for the rest of August.

11. On Monday 26th HMAS LABUAN entered harbour and berthed outboard of HMAS BUNA, bows South at 1145.

12. TECHNICAL

The gyro repeater azimuth prism has been reconditioned by Weapons Electrical workshop Garden Island and the Magnetic Compass Binnacle has been repaired by base staff HMAS WATERHEN. Outstanding defects remain the same as in the month of June.

13. GENERAL

I consider the state of training, health, welfare and morale of the ship's company to be excellent.

I have the honour,
Sir,
to remain your obediant servant

A Berger LEUT RAN
for

(M.C. SMITH)
Lieutenant RAN
Commanding Officer.

Annexes.

A. Steaming Return

RESTRICTED

RESTRICTED

Annex A
to HMAS BUNA letter
LB1/16/1 dated
2nd September, 1974.

STEAMING RETURN

A.	Distance Steamed during month	- 2.5 miles
B.	Hours underway during month	- 55/60 Hours
C.	Total distance steamed since Commissioning	- 10625.5 miles
D.	Total hours underway since Commissioning	- 1281 5/60 Hours

RESTRICTED

RESTRICTED

FILE 428/3/406

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS BUNA. Report of Proceedings SEPT 1974

I D, Bow door replacement and conversion for PNGDF transfer at G.I.

AS(NS) 29/10.

~~D of O~~ 29/10

~~DCOP~~ 31/10

~~DCNS~~

~~CNS~~ 1/11.

~~CNP~~ 4/11

~~CNTS~~

~~CNSW~~

~~SD(NO)~~

~~C of S~~ 10/1/75

DPR

~~C of O~~

AS(NS) (NS55) 23/11

NOTES: A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

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

C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.

D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

29/10/74

RESTRICTED

RESTRICTED

(2)

DEPARTMENT OF ~~THE NAVY~~ DEFENCE

TELEPHONE: 311611

IN REPLY QUOTE B.1-16-32

Naval Staff Office
Edward Street
Box 1416 G.P.O.
BRISBANE. 4001.

21 OCT 1974

The Secretary
Department of Defence
(Navy Office)
CANBERRA. A.C.T. 2600.

HMAS BUNA - REPORT OF PROCEEDINGS - SEPTEMBER 1974

Reference: R.I. Appendix 29A.

The enclosures are forwarded in accordance with the reference.

(David Nicholls)
Captain, O.B.E. R.A.N.
NAVAL OFFICER COMMANDING
QUEENSLAND

Enclosure: Report of Proceedings (2 copies).

RESTRICTED

HMAS BUNA
at Garden Island .

3rd October , 1974 .

LB 16/1

All times Kilo (-10)

The Naval Officer Commanding
Queensland .

For information :

The Flag Officer Commanding
HM Australian Fleet .

The Commander ,
First Australian Landing Craft Squadron .

HMAS BUNA

REPORT OF PROCEEDINGS

FOR THE MONTH OF SEPTEMBER , 1974 .

Sir ,

I have the honour to report the proceedings of HMA Ship under my command during the month of September , 1974 .

2. HMAS BUNA commenced the month berthed port side to the Cruiser Wharf at Garden Island with HMAS LABUAN outboard .

3. At 1010 on Monday 2nd HMAS LABUAN cast off and proceeded to HMAS WATERHEN . On the 4th at 0945 HMAS BUNA cast off with tugs 502 and W.B. 419 for a cold move to HMAS BRISBANE , South end of the Cruiser Wharf , and berthed alongside at 0956 .

4. On FRiday the 6th the ship cast off at 0925 with tugs 501 and 502 for a cold move to the floating dock at East Wall , Garden Island . The ship secured in the dock at 0940 , was docked and dried by 1500 and remained in that state until the 25th of September .

5. LEUT F.M. MOLEAN PNGDF (R.A.N.)joined HMAS BUNA additional on the19th September and assumed the duties of Executive Officer on the 25th with LEUT A.G. BORWICK R.A.N. remaining on board additional .

6. On Wednesday 25th the floating dock was flooded and HMAS BUNA cast off with tugs 501 and 504 for another cold move at 1030 . The ship secured port side to outer East wall in the dock at 1055 .

7. At 0900 on Saturday the 28th pumping was commenced in the dock and HMAS BUNA was dried for her final intermediate docking / bow door replacement / PNGDF modifications at 1220 . The ship remained docked until the end of September .

...../8

8. TECHNICAL

The Decca 101 Radar , stern anchor wire , bow ramp preventer chains , hydraulic oil , clocks and barometers have all been removed fron the ship for survey , calibration and repair . The Radar defect stems from July and the remainder from August and September .

9. Minor defects still outstanding are the main engine hydrostart (February), bridge gauges and the port hydraulic power pack (April) and number One fridge unit (June) . The only major defect is the bow door ; lack of . The new door is due to be fitted in the first week of October and it is expected that all defects will be rectified in that month .

10. GENERAL

September has been utilised as a month for long leave and leave prior to posting for most of the ship's company . Exercises have been only normal fire and flood exercises and training is due to start for the PNGDF hand-over on the 8th of October .

11. I consider the state of health , welfare and morale of the ship's company to be excellent .

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

(M.C. SMITH)
Lieutenant R.A.N.
Commanding Officer

Annex :

A. Steaming Return .

RESTRICTED

RESTRICTED

Annex A
to HMAS BUNA letter
LB 1/16/1 dated
2nd October , 1974 .

STEAMING RETURN

A.	Distance Steamed during month	NIL
B.	Hours Underway during month	55/60
C.	Total Distance Steamed since Commissioning	10,625.5 miles
D.	Total Hours Underway since Commissioning	1,282 hours

RESTRICTED

Annex A
to HMAS BONA letter
LB 1/16/1 dated
2nd October , 1974 .

STEAMING RETURN

A. Distance Steamed during month NIL

B. Hours Underway during month 55/60

C. Total Distance Steamed since Commissioning 10,625.5 miles

D. Total Hours Underway since Commissioning 1,282 hours

2

DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO 1

INTERIM FORM ONLY - JUNE 1974

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER BADOWSKI

ORIGINAL/COPY

DUPLICATE COPY MADE

DATE OPENED 23-10-1974

REGISTRATION

SECURITY CLASSIFICATION

RESTRICTED

TITLE REPORT OF PROCEEDINGS - HMAS BUNA SEPT 1974

REGISTRATION NUMBER N428-3-406

MARK TO AS(NS)

CANCEL FILE NUMBER VIDE THIS FILE AND INFORM FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER

CROSS REFERENCE THIS FILE WITH FILE/S

SUBJECT INDEX

POSTING PRECIS

NAME INDEX

HEADING HMAS BUNA PRECIS - REPORT OF PROCEEDINGS SEPT 1974

ALTER FILE NUMBER ON LOGGING CARD FOR NOIC QHD

LETTER DATED 21-10-1974 REFERENCE NUMBER B1-16-32

RESTRICTED

FILE: 428/3/525

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS BUNA. Report of Proceedings OCT '74.

1. I D at garden Island, for transfer to PNG,
2. to Brisbane, work up.

AS(NS) 9/1

~~D of O~~ 14/1

~~DGOP~~ 14/1

~~DCNS~~

~~f CNS~~ 15/1

~~CNP~~ 16/1

~~CNTS~~ 20/1

~~CNSW~~ 21/1

~~SD(NO)~~ 22/1

~~C of S~~ 23/1/75

~~DPR~~ 24/1

~~D of O~~

~~AS(NS)(NS55)~~ 5/2

NOTES: A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

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

C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.

D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

9/1/75

RESTRICTED

RESTRICTED

(2)

AUSTRALIA

DEPARTMENT OF ~~THE NAVY~~ DEFENCE

TELEPHONE: 311611

IN REPLY QUOTE B.1-16-32

Naval Staff Office
Edward Street
Box 1416 G.P.O.
BRISBANE. 4001.

13 DEC 1974

The Secretary
Department of Defence
(Navy Office)
CANBERRA. A.C.T. 2600.

HMAS BUNA - REPORT OF PROCEEDINGS - OCTOBER 1974

Reference : R.I. Appendix 29A.

The enclosures are forwarded in accordance with the reference.

(David Nicholls)
Captain, O.B.E. R.A.N.
NAVAL OFFICER COMMANDING
QUEENSLAND

Enclosure: 1 Report of Proceedings (2 copies)

ASNS

RESTRICTED

RESTRICTED

LB1/16/1

HMAS BUNA
at HMAS MORETON,
4th November, 1974.

All Times Kilo (-10)

The Naval Officer Commanding
Queensland.

For information:

The Flag Officer Commanding
HM Australian Fleet.

The Commander,
First Australian Landing Craft Squadron.

HMAS BUNA

REPORT OF PROCEEDINGS

FOR THE MONTH OF ~~SEPTEMBER~~, 1974
OCTOBER

Sir,

I have the honour to report the proceedings of HMA Ship under my command during the month of October, 1974.

2. The month began with HMAS BUNA dry in Outer Captain Cook Dock, Garden Island completing her second intermediate docking.

3. At 1012 on Thursday the 10th the ship was floated and the dock flooded and opened to sea. OFL 1208 entered the Dock at 1400 and secured South of HMAS BUNA on the East Wall. At 1430 HMAS VAMPIRE was moved cold into dock and secured to West Wall.

4. On the 15th at 0910 HMAS BUNA cast off for a cold move with WB4011 secured aft and TUG 504 forward. At 0916 the workboat and tug were slipped and the ship proceeded under her own power to berth at the S.E. Fitting Out Wharf, Garden Island at 0920. At 1304 the ship cast off and proceeded to the North Cruiser Wharf, berthing alongside ANZAC at 1322.

5. At 0815 on Wednesday, 16th HMAS BUNA cast off and proceeded to HMAS WATERHEN berthing South side of OFL4 at 0838 to embark fuel. On completion of fuelling the ship cast off and proceeded to the North side Patrol Boat Wharf, berthing at 0935

6. On the same day at 1234 the ship cast off and proceeded to sea for passage to Brisbane and commencement of working up the Papua New Guinea crew newly arrived on the 10th October. At 2154 that night the ship berthed port side to Merryweather Street Wharf in Newcastle

RESTRICTED

...../7

7. At 0900 on the 17th HMAS BUNA cast off and proceeded North to Brisbane, entering Moreton Bay at 0437 on Saturday 19th and berthing starboard side to HMAS BALIKPAPAN, North end HMAS MORETON Wharf at 0758.

8. From the 19th to the 24th the ship fuelled and stored and underwent alongside training for the ensuing Moreton Bay work-up.

9. At 0819 on the 24th HMAS BUNA cast off and proceeded to sea in company with HMAS SALAMAUA. Annex B to this letter relates to all exercises done during the period 24th to the 31st October. HMAS BUNA detached at 0836 to exercise independantly, anchoring in Tangalooma Channel, Moreton Island at 1145. The ship weighed anchor at 1240 and proceeded to rejoin HMAS SALAMAUA for combined exercises at 1450. Both Ships anchored overnight South of Peel Island, Southern Moreton Bay at 1732.

10. Both ships weighed anchor at 1002 on Friday 25th and proceeded to continue work-up exercises until 1331 when HMAS BUNA detached and proceeded to HMAS MORETON, to berth starboard side to HMAS BALIKPAPAN (Berth Six) at 1650. At 1801 HMAS BETANO was cold moved to berth outboard of HMAS BUNA.

11. HMAS SALAMAUA entered harbour and berthed alongside TS GAYUNDA, South end HMAS MORETON Wharf at 0800 on the 28th and cast off again at 0900. HMAS BETANO was then moved to alongside TS GAYUNDAH and HMAS BUNA cast off at 0926. HMAS BALIKPAPAN cast off at 0937 and the three ships proceeded to Moreton Bay for exercises.

12. HMAS BALIKPAPAN detached at 1205 on the 28th and HMA Ships SALAMAUA and BUNA proceeded to Tangalooma Channel where both anchored at 1259, Both ships weighed anchor at 1604, beached at Tangalooma and returned to anchor at 1618. HMAS SALAMAUA weighed and proceeded to HMAS MORETON at 2100 that night.

13. The following day at 0830 HMAS BUNA weighed and continued to exercise until 1502 when the ship entered the Brisbane River and proceeded to HMAS MORETON, berthing port side to HMAS SALAMAUA (Berth Seven) at 1649.

14. At 0812 on Wednesday 30th HMAS BUNA cast off and proceeded to midstream. HMAS SALAMAUA cast off at 0817 and both ships proceeded to Moreton Bay. Both ships then beached at Tangalooma at 1110 and dried out for the day, retracting and anchoring at 1805 (HMAS SALAMAUA) and 1955 respectively.

15. Both ships weighed and proceeded at 0710 on the 31st and exercised towing from 0815 to 1042. HMAS BUNA connected her starboard bower cable to HMAS SALAMAUA's stern wire and the tow was successful. At 1105 HMAS BUNA detached and proceeded to HMAS MORETON where she berthed, starboard side to HMAS BETANO (Berth Six) at 1305. At 1452 HMAS SALAMAUA berthed outboard and both ships remained in that position overnight.

...../16

RESTRICTED

16. TECHNICAL.

The majority of defects to the ship were completed early in October with the only outstanding ones as follows

(a) Main Engine Hydrostart (February)
(b) Bridge Gauges (April)
(c) Port Hydraulic Power Pack (April)

Parts for (a) and (c) were ordered on the 31st October and all three defects should be completed by the 8th of November.

17. Three defects arose during October being the Outboard Transducer, Number Two Refridgerator Compressor and the Arma Brown Auto Pilot Hand Steering. These are also expected to be completed by the 8th of November.

18. GENERAL.

I consider the state of health, welfare and morale of the ship's company to be excellent. Training is progressing very satisfactorily and I consider the ship's company will be in a fully competent state prior to the ships departure for Papua New Guinea on the 11th November

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

(M.C. SMITH)
Lieutenant RAN
Commanding Officer

Annexes:

A. Steaming Return
B. Exercise Return

RESTRICTED

RESTRICTED

Annex A
to HMAS BUNA letter
LB1/16/1 dated
4th November, 1974.

STEAMING RETURN

A.	Distance Steamed during month	-	787.2 Miles
B.	Hours underway during month	-	93 45/60 Hours
C.	Total Distance steamed since Commissioning	-	11,412.7 Miles
D.	Total Hours underway since Commissioning	-	1,375 45/60 Hours

RESTRICTED

RESTRICTED

RESTRICTED

ANNEX B to
HMAS BUNA letter
LB 1/16/1 dated
4th November, 1974

EXERCISE RETURN

1. NAVIGATION

16th	Blind Pilotage entry Newcastle, Berthing and Unberthing training (2) Steering Gear Breakdown (6)
18th	Man Overboard (XO - 2, COXN - 1)
24th	Anchoring port bower and starboard bower. Steering Gear Breakdown (2) Man Overboard (CO - 2, XO - 2, COXN - 3, CERA - 2, POME - 2) OOW Manoeuvres (CO and XO) Heaving Line transfers (2) Away seaboat, Engine Room Telegraphs.
25th	Navigation Moreton Bay and Brisbane River (XO) OOW Manoeuvres (CO and XO) Away seaboat.
28th	OOW Manoeuvres (CO and XO) Anchoring stern and starboard bower Anchoring stern and both bower anchors Beach Survey.
29th	Blind pilotage Moreton Bay and Brisbane River (XO - 2) Steering gear breakdown, berthing (XO) Man Overboard (XO - 1, COXN - 1, CERA - 1) Beaching (XO - 2, COXN - 1, CERA - 1)
30th	Unberthing (XO), Steering Gear Breakdown Night retraction from beach and anchorage
31st	Away seaboat. COXN - Navigation Brisbane River XO berth

...../2

RESTRICTED

2. WATCHES, STATIONS AND QUARTERS

16th 17th 18th Steaming Watches proved.

16th Action Stations (2) Emergency Stations (2) Leaving Ship Stations (2)

17th Action Stations

18th Action Stations, Emergency Stations, Leaving Ship Stations.

23rd Lecture on Stations and Quarters

24th Action Stations, beaching stations Leaving Ship Stations, Emergency Stations RAS SSD.

25th Action Stations (2)

29th Action Stations, Emergency Stations, Leaving Ship Stations.

3. GUNNERY

Rig and unrig .50 cal. M.G. (3 times)

25th Boarding Party exercised

29th Small arms shoot using F1's and SLR's, cleaning O/C.

31st Boarding Party exercised Pyrotechnic firings.

4. DAMAGE CONTROL

17th Fire Main and Emergency fire pump, FB5X and extinguishers and stretcher party exercised. Instruction on all fire-fighting gear.

18th Plugging shell holes in Engine Room, Fearnought suits and Normal Air apparatus, Fire in Engine Room.

22nd Fire in Engine Room exercised twice with full apparatus presented.

23rd Lecture on First Aid

24th Lecture on AGR's.

29th Fire in Tank Deck vehicles exercised with full apparatus and subsequent lecture.

5. SEAMANSHIP

Pre	18th	Splicing and general instructions, Berthing and Anchoring under instruction, day and night.
	23rd/ 24th	Lecture on First Aid, lifejackets and liferafts.
	24th	Beachings and Heaving Line transfers.
	25th	Fitting bow ramp preventer chains and raising bow ramp by hand.
	30th	Tie down to a beach.
	31st	Tow from forward.

6. BEACHINGS

Date	Posit on	Conditions	Remarks
24th	1. Tangalooma Moreton Island	Calm	-
	2. "	"	Stern anchor used
25th	1. "	"	Stern anchor not used
	2. Bulimba Army Hard	"	Stern anchor used
28th	"	"	Stern anchor not used
29th	1. "	"	" " " "
	2. "	"	" " " "
	3. "	"	" " " "
	4. "	"	" " " "
	5. "	"	" " " "
	6. "	"	Stern anchor used
30th	"	"	Stern anchor and headlines used - dried out.

TOTAL BEACHINGS SINCE COMMISSIONING - Ninety Three

ANNEX B (Continued)

5. SEAMANSHIP

Pre 18th	Splicing and general instructions. Berthing and Anchoring under instruction, day and night.
23rd/24th	Lecture on First Aid, Lifejackets and Liferafts.
24th	Beachings and Heaving Line transfers.
25th	Fitting bow ramp preventer chains and raising bow ramp by hand.
30th	Tie down to a beach.
31st	Tow from forward.

6. BEACHINGS

Date	Position	Conditions	Remarks
24th	1. Tangalooma Moreton Island	Calm	-
	2. "	"	Stern anchor used
25th	1. "	"	Stern anchor not used
	2. Bulimba Army Hard	"	Stern anchor used
28th	"	"	Stern anchor not used
29th	1. "	"	" " " "
	2. "	"	" " " "
	3. "	"	" " " "
	4. "	"	" " " "
	5. "	"	" " " "
	6. "	"	Stern anchor used
30th	"	"	Stern anchor and headlines used - dried out.

TOTAL BEACHINGS SINCE COMMISSIONING - Ninety Three

DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO 1

INTERIM FORM ONLY - JUNE 1974

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER Douglas.

ORIGINAL/COPY

DUPLICATE COPY MADE

DATE OPENED 17 Dec 1974

REGISTRATION

SECURITY CLASSIFICATION

Restricted.

TITLE HMAS BUNA - REPORT OF PROCEEDINGS - OCTOBER 1974

REGISTRATION NUMBER N428/3/525

MARK TO ASNS.

CANCEL FILE NUMBER VIDE THIS FILE AND INFORM FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER

CROSS REFERENCE THIS FILE WITH FILE/S

SUBJECT INDEX

POSTING PRECIS

NAME INDEX

HEADING PRECIS

HMAS Buna a/a

ALTER FILE NUMBER ON LOGGING CARD FOR NOC QLD

LETTER DATED 13 Dec 1974 REFERENCE NUMBER B1-16-32.

RESTRICTED

FILE: 428/3/542.

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS BUNA. Report of Proceedings NOV '44.

1. ORE with SALAMAUA
2. Passage to PNG.
3. Re-commissioning at PNGS

AS(NS) 21/1

D of O 24/1

DGOP

DONS

CNS 8 15/1

CNP 16/1

CNTS 20/1

CNSW 20/1.

SD(NO) 21/1

C of S 21/1/75

DPR MRC 24/1

D of O

AS(NS)(NS55) 5/2

NOTES: A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

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

C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.

D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

9/1/75

RESTRICTED

RESTRICTED

DEPARTMENT OF ~~THE NAVY~~ DEFENCE

TELEPHONE: 31 1611

IN REPLY QUOTE B.1-16-32

Naval Staff Office,
Edward Street,
Box 1416 G.P.O.
BRISBANE, 4001

The Secretary,
Department of Defence,
(Navy Office)
CANBERRA, 2600.

HMAS BUNA - REPORT OF PROCEEDINGS - NOVEMBER, 1974.

Reference: R.I. Appendix 29A

The enclosures are forwarded in accordance with the reference.

(David Nicholls)
Captain O.B.E. R.A.N.
NAVAL OFFICER COMMANDING
QUEENSLAND

gd Enclosure: Report of Proceedings (2 copies)

ASNS

RESTRICTED

RESTRICTED

BUNA
at Port Moresby
26th November, 1974

LB1/16/1

All Times Kilo (-10)

The Naval Officer Commanding
QUEENSLAND

For Information:

The Commander,
HM AUSTRALIAN FLEET

The Commander,
FIRST AUSTRALIAN LANDING CRAFT SQUADRON

The Commander,
PAPUA NEW GUINEA DEFENCE FORCE

The Commander,
PAPUA NEW GUINEA LANDING CRAFT SQUADRON

HMAS BUNA

REPORT OF PROCEEDINGS

FOR THE PERIOD 1ST NOVEMBER TO 26TH NOVEMBER 1974

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command during the month of November 1974.

2. HMAS BUNA commenced the month berthed outboard of HMAS BETANO at HMAS MORETON. LCDR W.D.H. LEES RAN and technical personnel from HMAS MORETON were embarked at 0750 for the ship's pre-deployment Operational Readiness Evaluation (O.R.E.)

3. At 0811 the ship cast off and proceeded to depart Brisbane River in company with HMAS SALAMAUA and the O.R.E. for both ships commenced. At 1230 HMAS BUNA moored stern and stbd anchors South West of Mud Island, one cable South of HMAS SALAMAUA and both ships weighed and proceeded at 1417.

4. On completion of the O.R.E. at 1525 both ships proceeded independantly into the Brisbane River and HMAS BUNA berthed outboard of HMAS BETANO again at 1658. HMAS SALAMAUA berthed my portside at 1704 and both ships remained alongside until 6th November.

5. At 1358 on Wednesday the 6th, HMAS SALAMAUA cast off and proceeded downstream to HMAS STALWART, returning to berth outboard at 1445.

RESTRICTED

RESTRICTED

6. At 0803 on the 7th, HMAS SALAMAUA cast off and proceeded to Bulimba and HMAS BUNA cast off at 1117 and proceeded to Dalgety Number One Wharf, berthing portside to at 1123. At 1300 loading of cargo for Thursday Island airstrip at Horn Island was commenced.

7. On completion of loading the ship cast off at 1549 and proceeded to HMAS MORETON to berth outboard of HMAS SALAMAUA, downstream end of the wharf at 1558.

8. On Monday the 11th of November HMAS BUNA cast off at 1000, HMAS SALAMAUA cast off at 1005 and both ships proceeded in company on passage to Port Moresby.

9. At 0436 on Friday 15th both ships anchored to the North of Cairns Entrance Heads. At 1010 on the same day both ships weighed anchor and proceeded into Cairns Harbour to berth, BUNA on SALAMAUA at Number 10 wharf for fuelling. On completion of fuelling HMAS BUNA cast off and proceeded to berth portside to Number 1 wharf at 1315. HMAS SALAMAUA berthed outboard at 1320 and remained alongside over the weekend 16th/ 17th November.

10. On Monday 18th at 1310 both ships cast off and proceeded in company to Thursday Island. Both ships anchored off Horn Island jetty at 1622 on the 20th after an uneventful passage.

11. The following day HMAS SALAMAUA weighed anchor at 0740 and beached on hard on the Northern edge of Horn Island jetty to discharge cargo. She retracted on completion and HMAS BUNA weighed anchor at 0907 and beached on the hard at 0913 for offloading. At 1058 the ship retracted and proceeded to Thursday Island jetty, berthing outboard of HMAS SALAMAUA at 1117. HMAS ADVANCE berthed alongside at 2055 for overnight.

12. At 1130 on Friday the 22nd HMAS ADVANCE cast off and proceeded to the Naval Repair jetty. HMA Ships BUNA and SALAMAUA cast off at 1200 and proceeded in company on passage to Port Moresby.

13. Both ships arrived in Port Moresby Harbour and anchored at 2204 on Saturday the 23rd. The following day both weighed anchor at 0924 and proceeded to the Landing Craft Squadron Wharf, berthing at 1003 (HMAS BUNA South side and HMAS SALAMAUA North side).

14. On Tuesday the 26th of November at 1130 HMA Ships BUNA and SALAMAUA were de-commissioned out of the Royal Australian Navy in the presence of His Excellency, the Australian High Commissioner, Mr. T,K. CRITCHLEY,CBE in preparation for handover and commissioning into the Papua New Guinea Defence Force.

15. TECHNICAL

All defects outstanding at the end of October were completed with the exception of the Port Hydraulic Power Pack. Two defects arose during the month being the 0.5 calibre machine guns and the Decca Super 101 Radar. Both of these were outstanding at the time of de-commissioning.

16. GENERAL

I consider the state of training, health, welfare and morale of the ship's company to be very good, on completion of an eventful and rewarding months in the Royal Australian Navy.

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

(M.C. SMITH)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Return
B. Exercise Return

RESTRICTED

ANNEX A to
BUNA letter LB1/16/1
dated 26th November 1974

STEAMING RETURN

A. Distance Steamed during the month 1760 miles.

B. Hours underway during the month 182 $\frac{54}{60}$ hours

C. Total distance steamed during commission 13,172.7 miles

D. Total hours underway during commission 1,558 $\frac{39}{60}$ hours.

RESTRICTED

RESTRICTED

RESTRICTED

ANNEX B
to BUNA letter LB1/16/1
dated 26th November 1974

EXERCISE RETURN

1. NAVIGATION/SEAMANSHIP

Rough weather boat recovery; Bow ramp preventer chains; Moor forward and aft; OOW Manoeuvres,; Blind pilotage Brisbane River (XO); Berthing and unberthing (XO); Formation anchoring (XO); Steering Gear Breakdown (2); Man overboard (2).

2. WATCHES, STATIONS AND QUARTERS

1st Action Stations; Emergency Stations; Leaving Ship Stations.

14th Action Stations; Emergency Stations; Leaving Ship Stations; Action Messing.

3. GUNNERY

Boarding party; pyrotechnic usage (hand held flares and smoke and flame markers)

4. DAMAGE CONTROL

1st Fire and Major Damage Control exercises including fire in Engine Room, Emergency Fire Pump locker, loss of power and injured personnel.

14th Major Fire and Flood exercises.

5. BEACHINGS

Date	Position	Conditions	Remarks
1st	Bulimba Army Hard	Calm	Stern anchor used
21st	Horn Island Hard, Torres Strait	Calm	Head and stern lines used

TOTAL BEACHINGS DURING COMMISSION - Ninety five

RESTRICTED

RESTRICTED

DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO 1

INTERIM FORM ONLY - JUNE 1974

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER Douglas.

ORIGINAL/COPY

DUPLICATE COPY MADE

DATE OPENED 31.12 1974

REGISTRATION

SECURITY CLASSIFICATION

Restricted.

TITLE HMAS BUNA - REPORT OF PROCEEDINGS - NOV. 1974

REGISTRATION NUMBER N428/3/542

MARK TO ASNS

CANCEL FILE NUMBER VIDE THIS FILE AND INFORM FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER

CROSS REFERENCE THIS FILE WITH FILE/S

SUBJECT INDEX

POSTING	PRECIS
R24.2	a/a.

NAME INDEX

HEADING	PRECIS
HMAS Buna	a/a.

ALTER FILE NUMBER ON LOGGING CARD FOR NOC Qld.

LETTER DATED 19 REFERENCE NUMBER B1.16.32.

RESTRICTED

FILE: 428/3/627

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

PNGS

~~HMAS~~ BUNA

Report of Proceedings 26th NOV - 31ST DEC 74.

1. Commissioned as PNGS.
2. Visits to Wewak, Aitape, Lae, Madang.
3. Unsuccessful search for vessel in difficulties.

AS(RP) ~~AS(NS)~~

D ~~of O~~

DGOP

DCNS

CNS

CNP

CNTS

CNSW

~~SD(NO)~~ CNW

C ~~of S~~

DPR

~~DNO~~ AS(RP)

~~AS(NS)(NS55)~~

NOTES: A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

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

C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.

D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

11/2/75

RESTRICTED

RESTRICTED

Telephone 56166
Quote in Reply
766-D1-31

Headquarters
Papua New Guinea Defence Force
Murray Barracks Free Bag
BORCKO PNG

→ Col Brumfield

Chairman,
Chiefs of Staff Committee,
Department of Defence,
CANBERRA ACT 2300.

The Secretary,
Department of Defence (Navy Office) (4)
CANBERRA ACT 2300.

For Information: The Flag Officer Commanding (2)
HM Australian Fleet

The Commander,
Australian Landing Craft Squadron

The Commander,
PNGDF Landing Craft Squadron

The Commanding Officer,
HMAS BASILISK

The Commanding Officer,
PNGS BUNA

PNGS BUNA REPORT OF PROCEEDINGS 26 NOV - 30 DEC 74

1. Forwarded.

2. The National Broadcasting Commission's statement referred to in para 5 has been the subject of a Board of Enquiry, the findings of which are forwarded separately.

J.W. Norrie
(J.W.NORRIE)
Brigadier
Commander

14 Jan 75

Enclosure: PNGS BUNA Report of Proceedings Nov-Dec 74

~~Chiefs of Staff Ctee~~

RESTRICTED

RESTRICTED

Headquarters
Papua New Guinea Defence Force
Murray Barracks Free Bag
BOROKO PNG

Telephone 56166
Quote in Reply
766-D1-31

Chairman,
Chiefs of Staff Committee,
Department of Defence,
CANBERRA ACT 2600.

The Secretary,
Department of Defence (Navy Office) (4)
CANBERRA ACT 2600.

For Information: The Flag Officer Commanding (2)
RM Australian Fleet

The Commander,
Australian Landing Craft Squadron

The Commander,
HMCDV Landing Craft Squadron

The Commanding Officer,
HMAS BASILISK

The Commanding Officer,
HMCS BUNA

HMCS BUNA REPORT OF PROCEEDINGS 26 NOV - 30 DEC 74

1. Forwarded.

2. The National Broadcasting Commission's statement referred to in para 5 has been the subject of a Board of Inquiry, the findings of which are forwarded separately.

(J.W.MCRAE)
Brigadier
Commander

7 Jan 75

Enclosure: HMCS BUNA Report of Proceedings Nov-Dec 74

RESTRICTED

RESTRICTED

PNGS BUNA
at Port Moresby

LB/1/16/4

All times Kilo (-10)

The Commander
Papua New Guinea Landing Craft Squadron

PNGS BUNA - REPORT OF PROCEEDINGS FOR THE PERIOD 26TH NOVEMBER TO 31ST DECEMBER 1974

Sir,

1. I have the honour to report the proceedings of PNG Ship under my command during the months of November and December, 1974.

2. At 1200 on Tuesday 26th November BUNA and SALAMAUA were commissioned into the Papua New Guinea Defence Force in the presence of the Minister for Defence, Foreign Relations and Trade, Mr. Albert Maori Kiki MHA.

3. BUNA remained at Port Moresby port side to PNGDF Landing Craft Squadron Marine Wharf, south side, from commissioning until 3rd December. SALAMAUA remained alongside the north side of the same wharf until proceeding to sea at 1045 on 2nd December.

4. At 1341 on Tuesday the 3rd, the ship cast off and proceeded to sea on passage to Wewak. The ship anchored once en route, off Buna, at 1251 on 5th December for a period of one hour and fourteen minutes. The overall passage was uneventful and completed in good weather when BUNA berthed starboard side to the Main Wewak Wharf at 0958 on Saturday 7th December.

5. Surge at Wewak prevented the ship from remaining alongside and she cast off at 1040 to anchor at 1047. At 1144 the ship weighed anchor and proceeded to the Small Ships Coastal Wharf, to berth, starboard side to the south side at 1200. BUNA was loaded with equipment and personnel of the 2 PIR on Saturday and Sunday in preparation for Wewak/Vanimo company change-over.

6. At 1048 on Sunday the 8th the ship cast off and proceeded to anchor in the bay at 1051. This was to allow the wharf to be used by waiting coastal traders. Further loading was completed by boat and the ship weighed anchor at 1710 and proceeded en route to Vanimo.

7. BUNA arrived at Vanimo at 0823 on the 9th December and beached initially south of the Main Wharf, west of Vanimo township at 0844. This position proved unsuitable for loading and the ship retracted at 0911 and proceeded around to beach, east of Vanimo, adjacent to 2 PIR Detachment Barracks at 0948.

RESTRICTED

RESTRICTED

8. Unloading and loading for return to Wewak was completed that day, and as the ship was in a lee protected from the north westerly wind, I decided to remain on the beach overnight.

9. At 2330 on the same day I received a report from the Assistant District Commissioner that a vessel was in trouble off Cape Concordia possibly within two miles of my position. The ship's boat was launched and proceeded on a search of the immediate area of the bay. Although the ship was closed up at Special Sea Duty Stations at 2331, the tide was, unfortunately, low and BUNA could not be worked off the beach until 0003 on the 10th.

10. Immediately after retraction BUNA commenced searching to the north east of Cape Concordia and, apart from fishing boats, the only light sighted was 9 miles north east of the Cape. The seaboat was recovered at 0050 using the rough weather method through the bow door. This was discovered to be slightly harder in a 6 ft chop with a heavy 17'6" Hercules boat than with an AA dinghy.

11. After further searching near Cape Concordia the ship beached as before to set up communications with the Barracks, and Cape Concordia. Information was then received that a total of four red flares had been sighted, the last at approximately 0001 on the 10th December. The ship retracted at 0236 and continued to search, directed by spotlight beams from ashore but nothing was found. I brought the ship to anchor south east of Cape Concordia at 0400 to await daylight.

12. At 0713 on the 10th BUNA weighed anchor, beached as before and embarked personnel to return to Wewak. On retraction a search of the coastline was begun until 0942 when a signal from the Commander, Papua New Guinea Defence Force was received ordering the ship to proceed to Aitape as programmed.

13. The ship entered Aitape Roads at 1715 on the same day, anchored at 1734, weighed at 1750 and berthed starboard side to Aitape Main Wharf at 1757. Shortly after the ship secured surge caused the starboard hull plating to bump against the wharf and BUNA cast off at 1801 and anchored at 1808. A Mediterranean Moor, stern to the seaward end of the wharf, was then attempted. When the ship was still 20 feet from the wharf it was obvious that surge would fail any attempts to move closer and BUNA cast off to anchor 2 cables north east of the Wharf. The ship's boat was then used to load furniture for transport to Wewak.

14. At 0730 on the 11th December BUNA weighed anchor and proceeded on passage to Wewak. The ship anchored 2 cables south east of the Main Wharf Wewak at 1520, weighed at 1708 and berthed as for last visit at the Coastal Wharf at 1714. All personnel and equipment were disembarked that evening. The following day stores and equipment for Manus Island and Port Moresby were loaded.

15. The following day, December 12th, also saw the National Broadcasting Commission stating that the crew of PNGS BUNA had called for a separate Navy in Papua New Guinea. LEUT F.M. Molean, PNGDF, that day commenced duties as the Navigator and I as Correspondence Officer.

16. On Friday the 13th at 1030 the ship cast off and proceeded en route to Lombrum. Just prior to first light on the following day heavy rain closed in and the ship was forced to leave Manus Island to starboard and proceed north, then east, then south until first sighting of the island, 9 miles away, at 1245. This was the only consistent bad visibility and weather throughout the entire deployment.

17. The ship entered Seeadler Harbour at 1442 and berthed portside to Lombrum Wharf, bows north at 1537 where she remained for the rest of Saturday, Sunday the 15th and Monday the 16th.

18. At 0900 17th December BUNA cast off and proceeded on passage to Port Moresby. The voyage was uneventful except that the radar became unserviceable at 1554 on the 17th. The fault was repaired at 1251 on the 18th by ship's staff.

19. The ship entered Port Moresby Harbour at 0520 on Saturday 21st December and berthed as before alongside the south side Landing Craft Squadron Marine Wharf. PNGS SALAMAUA was berthed on the north side of the Wharf and both ships remained alongside until the end of 1974.

TECHNICAL

20. The port hydraulic power pack, an outstanding defect since April 1974, was completed in December. The radar defect arisen in November was temporarily completed on the 3rd of December by use of a standard Decca 101 set. The only outstanding defect is now the 0.5 calibre machine guns.

21. The following defects arose during the period 26th November to 31st December: air conditioning unserviceable (completed with assistance from Patrol Boat Base, Lombrum); fuel transfer pump electric motor burnt out (under repair) and ship's starboard side hull plating dented frames 5 to 13. This will be rectified during refit.

GENERAL

22. I consider the state of training, health and welfare of the ship's company to be good. Morale was affected by the adverse news broadcast of the 12th of December but I now consider it to be very good.

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

(M.C. SMITH)
Lieutenant RAN
Commanding Officer

02 Jan 75

Annexes: A. Steaming Return
B. Exercise Return

Annex A to
LB1/16/4
dated Jan 75

STEAMING RETURN

A.	Distance Steamed during the month	2477.3	miles
B.	Hours underway during the month	251 $\frac{31}{60}$	hours
C.	Total distance steamed since commissioning	2477.3	miles
D.	Total hours underway since commissioning	251 $\frac{31}{60}$	hours

Annex B to
LB1/16/4
dated Jan 75

EXERCISE RETURN

1. NAVIGATION/SEAMANSHIP

Various berthings and unberthings (XO) and anchoring/mooring (XO and COXN); rigging/unrigging outboard transducer; away seaboat; rough weather boat recovery (2); Mediterranean moor; Man overboard exercises; junior personnel participating, including Steering gear breakdowns.

2. WATCHES, STATIONS AND QUARTERS

20th - Action Stations (2), Emergency Stations, Leaving Ship Stations (2)

3. DAMAGE CONTROL

I incorporated in Action Station Drills on the 20th December.

4. BEACHINGS

Date	Position	Conditions	Remarks
8th	Shore end of Wewak Main Wharf	Gentle Surge	Secured to small ships wharf
9th	1.Vanimo, 100 metres south of Main Wharf	Slight chop	Stern anchor used.
	2.Vanimo opposite 2 PIR Barracks 2°41'3 south 141°18'1 east	Calm	"
10th	1.200 yards East of above position	"	Stern anchor not used
	2.As for second beaching on 9th	"	"
11th	Shore end of Wewak Main Wharf	Gentle surge	Secured to small ship's wharf
12th	"	"	"

Beachings - Sea Trials - one

First Commission - ninety five

OVERALL TOTAL One hundred and three

DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO 1

INTERIM FORM ONLY - JUNE 1974

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER McCluskey

ORIGINAL/COPY

DUPLICATE COPY MADE

DATE OPENED 5. 2. 19 75

REGISTRATION

SECURITY CLASSIFICATION U/C

TITLE PNGS BUNA - REPORT OF PROCEEDINGS 26TH NOV. — 31ST DEC 1974

REGISTRATION NUMBER N. 428/3. /627

MARK TO AS(RP) N

CANCEL FILE NUMBER VIDE THIS FILE AND INFORM FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER

CROSS REFERENCE THIS FILE WITH FILE/S

SUBJECT INDEX

POSTING	PRECIS
R24. 2	As above

NAME INDEX

HEADING	PRECIS
PNGS BUNA	As above

ALTER FILE NUMBER ON LOGGING CARD FOR Relay PNGDF

LETTER DATED 14. 1. 1975 REFERENCE NUMBER ~~AS RP~~ AS(RP)N