

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

HMAS BUNDABERG (I)

Item number: 76/3

Title: January 1945 - January 1946. Duplicate



AWM78-76/3

AUSTRALIAN ARCHIVES
ACCESS STATUS

[76/3]

DUPLICATE

OPEN

REPORT OF PROCEEDINGS

H.M.A.S. "BUNDHBERG"

Classification Authority—Defence Records
This record has been reviewed and has been
declassified by the Department of Defence
(Navy) with effect from: 1 NOV 1990
* the "Big 10" Admin 18-13.
Reviewer: LCDR R. L. Smith (RANEM)
Signature: *R. L. Smith* Date: 1 NOV 90

27/3

26/4

18 APR 1946

D.O.T.M.

2026/7/ 1433

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~~CONFIDENTIAL~~

(See file 72/51/50)
Barley.

DEPARTMENT OF THE NAVY

MINUTE PAPER.

RESTRICTED

Amas "Bundaberg"

SUBJECT

M.A.S.

REPORT OF PROCEEDINGS.

February 1946

S.N. 243

S.N.M.

ga. 27/3

S.N.M.

D.C.P.

D.F.E.

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Ops. (N)

N.S.

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DEPARTMENT OF THE NAVY
MINUTE PAPER

2026-7-1433

170th

C.441/45.

15/3. SUBJECT: HMAS "Bundaberg" Report of Proceedings February 1946

D.P.S. ~~W~~ 16/3

C.N.D. ~~W~~ 18/3

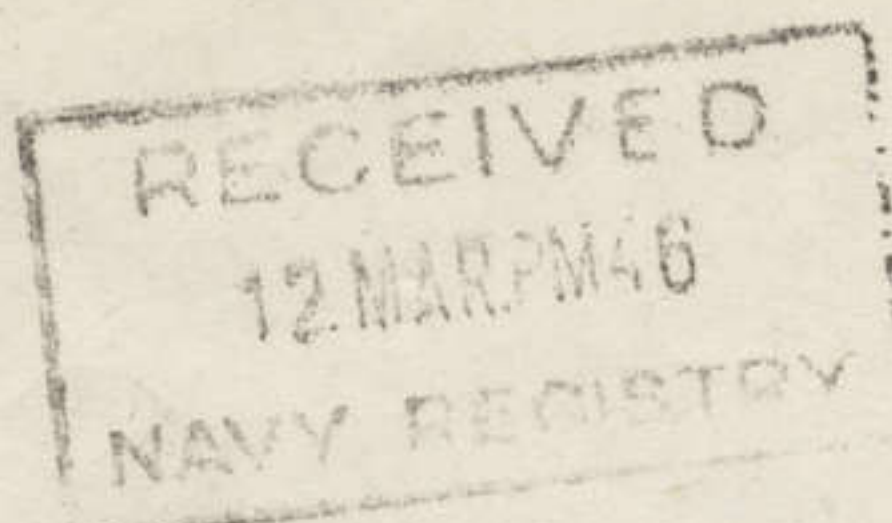
D.T.S.R. ~~W~~ 18/3

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RESTRICTED



From: COMMANDING OFFICER, H.M.A.S. BUNDABERG.

Date: 1st. MARCH, 1946.

To: SECRETARY, NAVAL BOARD. Copy to N.O.I.C. BRISBANE.

Subject: REPORT OF PROCEEDINGS FOR PERIOD 1st.-28th. FEBRUARY, 1946

Submitted for the information of the Naval Board is the following Report of Proceedings of H.M.A. Ship under my command for the period 1st-28th. February, 1946.

All times -10

1st. to 28th. Alongside S.B.S.R. Wharf, Brisbane, paying off.

Remarks: The month of February was spent as was the previous month---preparing the ship for paying off. Very little can be said about the work done on deck as the handful of seamen still remaining aboard have become, after four months in the course of paying off, nothing more than a Care and Maintenance party. All major work has long since been completed, thus it now becomes a matter merely of maintaining the ship in a state of preservation. This state of affairs could continue indefinitely, as far as the condition of the ship, stores, etc. are concerned at least, but still we remain in commission. The ship's company, some of whom have received drafts for demobilisation but who cannot be released while the present state of affairs exists, are not at all happy to find themselves still working on a ship that is presumably paying off. However, the end is now in sight, and it is hoped that final inspection will take place in the vicinity of 19th. March.

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

D. Manton
LIEUTENANT RAHR(S)

4/1
~~CONFIDENTIAL~~

RESTRICTED

(Log file 72/51/56)
Barling

7/12

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2026/7/1433

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Bundaberg" REPORT OF PROCEEDINGS.
September 1945.

S.N.B. 29/11

2 N.M. 30/11

3 N.M. 31/11

D. of P. 1/12

D.R. 1/12

D.N.I. (Later)

Ops. (N) 12/12

N. 17/12

D.E. (N) 18/12

D.O.T.M. 19/12

D.N.M.S. 20/12

H.P.B. 21/12

N.A. 22/12

N. 23/12

N. 24/12

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

✓ Duplicate

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1/12

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~~CONFIDENTIAL~~DEPARTMENT OF THE NAVY
MINUTE PAPER

2026/7/1433

SUBJECT:

HMAS 'Bundaberg' Report of Proceedings September 1945

RESTRICTED

D.P.S.

Copy received previously

11/11

D.T.S.R.

11/11

D.O.D.

D.O.D.

What is the future employment of this ship?

At present at Brisbane paying off into F class reserve

17/11

D.C.S.

16/11

Conduct of ship's company noticeably fallen off. Since surrender of Japan, attitude of "the war is now finished" - that all that remains is to be demobilised & go home seems general. The men do only what they have to do, without any enthusiasm. Despite all that is done for their welfare they are most unappreciative.

D.C.S.

I.S.T.M.

19/11

2. N.H.

Noted. Ship is paying off. 28/11

J.R.S.

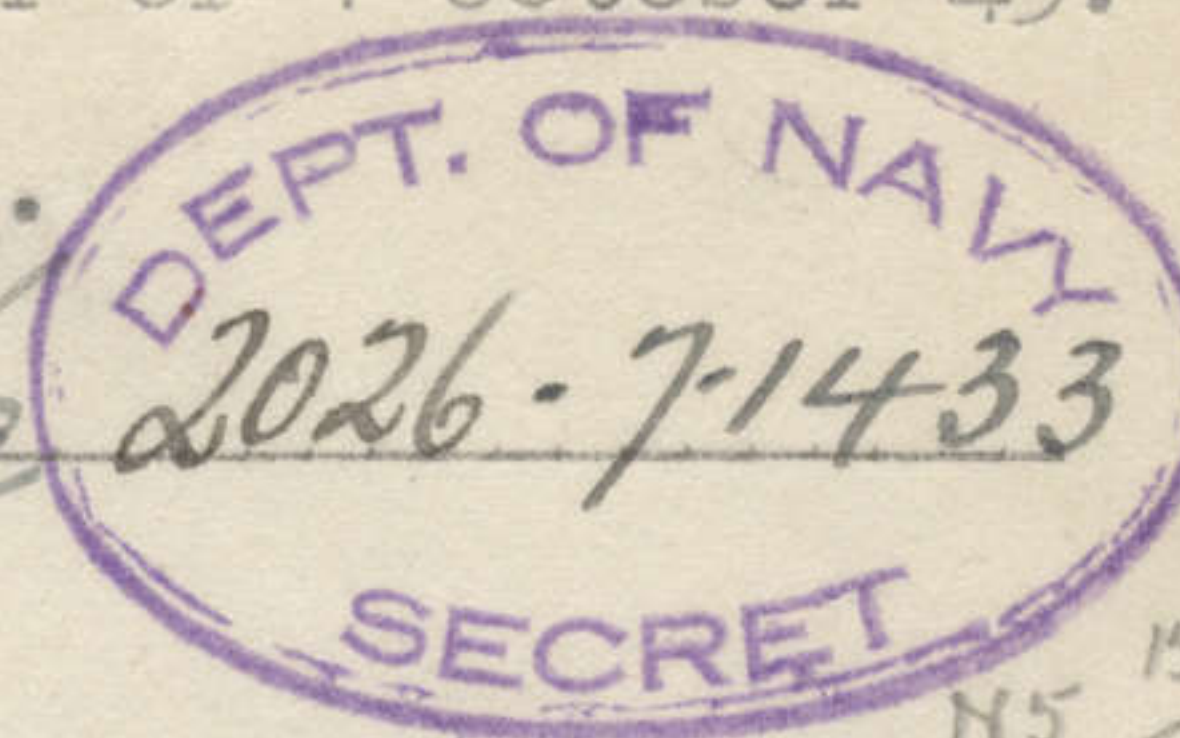
12/11 P.

RECEIVED

5 NOV 1945
Commanding Officer, HMAS "BUNDABERG" Letter of 1 October '45.

NAVY CONFIDENTIAL REPORT OF PROCEEDINGS - SEPTEMBER, 1945.

3rd Copy
Dep.



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Secretary,
Naval Board,
MELBOURNE. S.C.1.

Submitted for the information of the Naval Board.

2. A detailed report of operations and activities in the West Borneo area is being prepared by Commanding Officer, H.M.A.S. "Bundaberg". I will transmit this report to the Naval Board.

A.M.

A/CAPTAIN. R.A.N.

Office of Naval Officer in Charge,
MOLUCCAS.

312

30 October, 1945.

~~SECRET~~

g/29/11/60
~~RESTRICTED~~

From: Commanding Officer, H.M.A.S. "Bundaberg"
Date: 1st October, 1945.
To: Secretary, Australian Commonwealth Naval Board. Copies to N.O.I.C. Moluccas.
Subject: WAR DIARY FOR PERIOD 1st - 30 th SEPTEMBER, 1945.

Submitted for the information of the Naval Board is the following Report of Proceedings of H.M.A. Ship under my command for the period 1st-30th September, 1945. Inclusive all times - Item.

1. BOILER CLEANING AT MOROTAI. - 1st.2nd.Boiler cleaning at Morotai. 3rd 1700 Weighed and proceeded en route to Brunei, to comply with N.O.I.C. Moluccas orders. 4th. At sea.
2. MOROTAI TO ZAMBOANGA. - 5th.1130. Secured alongside "Villa Lobos" commenced refuelling and storing ship. 1740. Proceeded on passage to Brunei.
3. ZAMBOANGA TO LABUAN. - 6th.At sea.7th.8th.1210. Anchored in Victoria Harbour, Labuan.9th 0900.Refuelled from USS"Barnes". 1240. Completed fuelling slipped and proceeded alongside Dock Wharf. Embarked 86 A.I.F. personnel and Mercy stores consisting of food.
4. LABUAN TO KUCHING. - 9th 1635. Slipped and proceeded on passage to Kuching escorting USS L.C.T.'s 1317,1310,1312,1331. 10th.11th.At sea. 12th 0930. Entered and proceeded up Sarawak River. 1720. Secured on "Kapunda" at Kuching town wharf.
5. AT KUCHING. - 13th. At Kuching organising evacuation of recovered P.O.W.'s and civilian internees, discharging cargo craft and getting harbour work and installations working. 14th. 0900.Embarked 75 recovered P.O.W.'s. 0930. Slipped and proceeded outwards on passage to Labuan.
6. KUCHING TO LABUAN. - 15th. 1700. Secured alongside Labuan wharf and disembarked recovered P.O.W.'s, and returned stores, commenced restoring for return trip. 16th.1045.Refuelled on USS "Hammond" Embarked 100 A.I.F. personnel and full load of Mercy stores.
7. LABUAN to KUCHING. - 16th.Slipped and proceeded on voyage. 17th.At sea. 18th.0925.Entered Sarawak River, 1245. Secured alongside Kuching wharf. Discharged troops.
8. KUCHING. - 19th.At Kuching discharging stores. 20th.0800. Embarked 48 Civilian Internees. 0830. Slipped and proceeded on passage to Labuan.
9. LABUAN. - 21st.1540.Anchored in Victoria Harbour. Discharged Internees.22nd.23rd.24th.25th.26th.27th.28th.29th.30th. At Labuan administrating and operating to Army requirements Snake type, H.M.A. craft and work boatand effecting machinery repairs to these vessels.
10. HEALTH AND CONDUCT OF SHIP'S COMPANY. - The health of Ship's company has fallen off and not up to previous standards. Veneral Disease has reared has reared it's ugly head in recent days, apparently the results of Liberty in Kuching, even though the entire Ship's Company was warned and lectured by the Commanding Officer. Conduct of the ship's company. This has also noticeably fallen off. Ever since the surrender of Japan, the attitude appears to be "The war is now finished", and all that remains for them to do is to be demobilised and go home, in the mean time doing only what they have to do and without enthusiasm whatsoever.

11. WELFARE OF SHIP'S COMPANY. - As in the past everything has been done for the welfare of the company. It may be stated here that whatever is done for them is accepted by them as their natural rights, at the same time they being most unappreciative. My personal opinion is after seeing the A.I.F. and S.R.D. and small craft and the conditions under which they live the men in the A.M.S.'s have been nursed too much in recent days.

12. CONDITION OF THE SHIP. - Very little has been done this month in way of maintenance due mainly to carrying stores and passengers between Labuan and Kuching and refitting small H.M.A. craft under "Bundaberg's" control, however there is nothing that a coat of paint will not remedy.

13. NAVIGATION DANGERS BETWEEN LABUAN AND KUCHING. - This area is particularly dangerous to navigation more especially at night when one cannot see large submerged logs, trees and floating islands which abound on this route. Several times "Bundaberg" has crashed into these obstructions at night.

14. NAVIGATION OF SARAWAK RIVER. - From Tangong Po to Pending the river presents no great difficulty to the average Mariner. Above Pending Navigation is highly dangerous and requires a high degree of local knowledge and much skill in ship handling, for, should a vessel meet with disaster in the narrow reaches the port would be completely blocked for sea borne traffic. The tide and height of same are most erratic and with strengths of up to 4 knots in places. Rocks abound in the river. "Bundaberg" and "Kapunda" have been the largest vessels so far to navigate the Upper Reaches and it is my opinion they are the maximum size vessel which can steam up to Kuching by working tides. No ship drawing more than 12 feet or more than 200 feet long should ascend the river above Pending.

15. SURRENDER AND RELIEF OF KUCHING. - The whole operation, timing etc. was a complete success. Surrender was signed aboard H.M.A.S. "Kapunda". Full reports have been previously rendered, to N.O.I.C. Moluccas. The Americans were good enough to put at our disposal what ships they had at Labuan and did very good work at the evacuation. It has been my good fortune to have had under my control S.R.D. Craft and H.M.A. Units for whom I entertain the highest regard and respect for the work done by them in the operation under difficult conditions. Kuching has exceptionally fine port facilities which of course had no maintenance during the whole of the Japanese occupation. Everything was in a bad state of disrepair but on occupation the R.A.N. repaired much of this in very short time.

16. NOTE OF INTEREST. - On Saturday 19th. September at Labuan we were pleased to have aboard here as our guest Lieutenant White, RAN, late H.M.A.S. "PERTH", recovered P.O.W. from Singapore. We can only admire such men as he, for despite the fact they had been through very hard times they never doubted that relief would come to them with Allied victory.

17. SHIP'S PERFORMANCE. -

	<u>For the month.</u>	<u>Since Commissioning.</u>
Distance steamed.	2752. Miles.	109,262.5 Miles.
Hours under way.	250.1	11,419.31
Average speed.	10.	9.8
Average distance per ton of fuel.	11 Miles.	

I have the honour to be,

Sir,

Your obedient servant,

(Signed) Chas. MacDonald.

a/LIEUTENANT COMMANDER. R.A.N.R.(S).

18/10

(See file 72/51/50) Bailey

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2026/7/1433

CONFIDENTIAL

DEPARTMENT OF THE NAVY.

MINUTE PAPER

12 OCT 1945

D.O.T.M.

SUBJECT:

H.M.A.S. "Bundaberg"

REPORT OF PROCEEDINGS.

August 1945

S.N.E. 14/9

2 N.M. 18/9

3 N.M. 18/9

D. of P. 28/9

D.R.M. 10

D.N.I.

Ops. (N) 3/10

N.S. 10

D.E. (N) 10/10

D.O.T.M. 10/10

D.N.M.S. 16/10

H. 17/10

H.A.2.N.M.

18/10

15/10

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

Duplicate

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20/9

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20/11/60

2026-7-1433

RESTRICTED

DEPARTMENT OF THE NAVY.
MINUTE PAPER.

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

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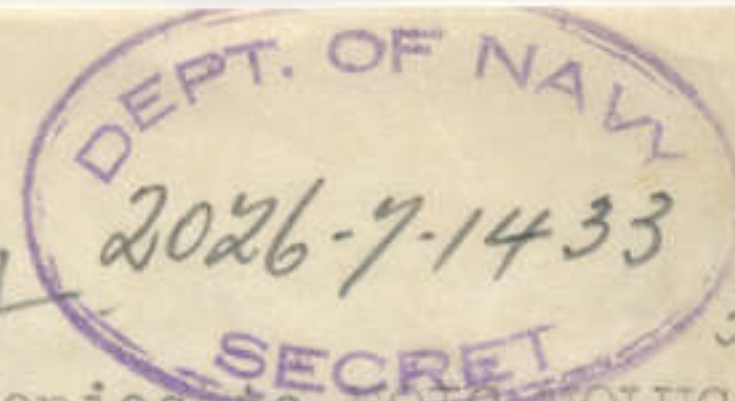
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From: COMMANDING OFFICER, H.M.A.S. "BUNDABERG"

Date: 1st. SEPTEMBER, 1945.

To: SECRETARY, AUSTRALIAN COMMONWEALTH NAVAL BOARD. Copies to NOIC MOLOCCAS
H.M.A.S. PLATYPUS.

Subject: WAR DIARY FOR PERIOD 1st-31st. AUGUST 1945.

Submitted for the information of the Naval Board is the following Report of Proceedings of H.M.A. Ship under my command for the period 1st.-31st. August, 1945. Inclusive all times -9.

1. BIAK.

1st. At anchor in Sorido Lagoon. Duty Ship. 0945. Weighed and proceeded. 1005. Secured alongside USS 'Jumper Hitch' and commenced to take in water from ashore. 1330. Slipped and proceeded to previous anchorage. 1400. Anchored in Sorido Lagoon. 2nd. 3rd. 4th. 5th. 6th. 7th. At anchor in Lagoon. Ready Duty Ship. 8th. 1435. Weighed and proceeded to Signal Wharf. 1500. Secured alongside wharf and commenced to take water.

2. BIAK TO MIOS WOENDI.

9th. 0920. Completed watering, slipped and proceeded outwards. 0935. Cleared outer channel buoy of Sorido Lagoon. 1130. Entered Mios Woendi. 1200. Secured alongside USS 'Villa Lobos' and commenced to fuel. 1415. Completed fuelling, slipped and proceeded. 1700. Anchored in Sorido Lagoon. 1730. Weighed and proceeded outwards. 1800. Cleared outer channel buoys of Sorido Lagoon on passage to render assistance to USS Tug. 27.

3. BIAK TO RENDEZVOUS TUG. 27.

10th. At sea. 1350. Sighted black smoke of disabled tug. 1500. Ranged alongside American tug, passed ten inch manilla. 1525. Tow secured and commenced return to Biak. 1920. Slipped tow outside reef, Biak. This tug had broken propeller shaft.

4. BIAK TO MOROTAI.

11th. 1105. Weighed and proceeded to render assistance to USS 'David B Henderson', who had lost propeller in position 00°06'S 135°14'E. 101452. August, established W/T contact with this vessel and found she was being towed by L.S.T. Proceeded on voyage to Morotai. 12th. At sea. 13th. 0700. Abeam outer channel buoys of Morotai. 0715. Secured alongside RFA 'Bishopdale' and commenced to fuel. 0805. Completed fuelling slipped and proceeded. 0905. Anchored in 'Platypus' anchorage. 2300. Embarked, Commander J. Donovan. RAN. Lt. Col. Williams. AIF. Lt. Grahame. NZ. Sub. Lt. Hobson. RN. 2343. Weighed and proceeded outwards in accordance with NOIC Moluccas's instructions.

5. MOROTAI TO AMBON.

14th. 0010. Cleared outer channel buoys of Morotai, proceeded outwards. 15th. At sea on Japanese Barge interception patrol, off Halmahera. 16th. Received NOIC S150450Z and proceeded on operation 'Recovery'. 1130. Steered entering course and proceeded to enter Ambon. Commenced flashing 20 inch projector. 1200. Reduced to 8kts. and proceeded up Ambon Bay. 1235. Position 03°42'S 128°07.5'E. Ordered to stop instantly by Signal Station. Established V/S communication with Japanese vessel kept under-way and turning through 360°. Port engine 3.5kts. 1415. Signalling completed. A/C 230°. Sp. 8kt proceeded out of Ambon. 1512. Reduced to 6kts. 1600. Cleared Ambon Bay, proceeded to effect rendezvous with 'Burdekin' and 'Barcoo'. 1715. Rendezvous effected Pos. 03°58'S 127°50'E. Ships formed in single line ahead, commenced 8 mile square patrol. Rendezvous datum point. Course 090° so as to arrive at rendezvous 0600/17th. 17th. 0600. At rendezvous, A/C 050°. 0620 landfall made position confirmed, A/C 188°. 0642 effected rendezvous with 'Cootamundra', 'Latrobe', 'Inverell'. Ships in line ahead. 0800. Detached with 'Burdekin' and proceeded to position 03°10'S 127°58'E, 'Cootamundra' ordered to join later, in position above mentioned 1320. Position effected secured alongside 'Burdekin' and commenced to fuel. 1615. Completed fuelling, slipped and 'Cootamundra' ordered alongside 'Burdekin'. 1840. 'Cootamundra' slipped. 1850. A/C 042° Cootamundra

Cootamundra in company.

6. KELANG TO MOROTAI.

18th. At sea. 19th. 0600. Entered Mototai harbour. 0640. Secured alongside RFA 'Bishopdale' and commenced to fuel. 0805. Completed fuelling, slipped and proceeded. 0825. Anchored in 'Platypus' anchorage. 0905. Weighed and proceeded. 0930. Secured alongside 'Platypus' and commenced to discharge fuel. 20th. 0700. Completed discharging fuel, slipped and proceeded to 'Bishopdale' 0720. Secured alongside 'Bishopdale', commenced to fuel, 0920. Completed fuelling, slipped and proceeded. 0945. Anchored in 'Platypus' anchorage. 21st. At anchor in Morotai.

7. MOROTAI PATROL AREA.

22nd. 0225. Weighed and proceeded on active patrol off entrances to Morotai harbour. 0330. Commenced course and speed as necessary for patrol. 0835. A/C to enter Morotai. 0945. Anchored in 'Platypus' anchorage. 1755. Weighed and proceeded to patrol area. 1830. Commenced patrol. 23rd. 0710. Anchored in 'Platypus' anchorage. 0850. Weighed and proceeded. 0910. Secured alongside 'Bishopdale' and commenced fuelling. 1020. Completed fuelling, slipped and proceeded. 1040. Anchored in 'Platypus' anchorage. 1810. Weighed and proceeded. 1900. Commenced patrol outside Morotai. 24th. 0630. Completed patrol. 0700. Proceeded to Morotai. 0720. Anchored in 'Platypus' anchorage. 1800. Weighed and proceeded to Patrol area. 1900. Commenced patrol outside Morotai. 25th. 0600. Completed patrol and entered Morotai. 0700. Secured alongside 'Bishopdale', commenced fuelling. 0825. Completed fuelling, slipped and proceeded. 0840. Anchored in 'Platypus' anchorage.

8. CONVOY USS JOSHUA SENEY.

25th. 1715. Weighed and proceeded. 1740. Set initial course 160° speed 12 knots. Stationed 4,000 yards ahead of convoy. 26th. 27th. At sea. 27th. 0400. Dispersed convoy. 28th. 1200. Steered entering course for Morotai. 1230. Secured alongside 'Bishopdale' and commenced fuelling. 1355. Completed fuelling, slipped and proceeded. 1425. Anchored in 'Platypus' anchorage.

9. BOILER CLEANING AT MOROTAI.

29th. 30th. 31st. Boiler cleaning in 'Platypus' anchorage Morotai.

10. HEALTH AND CONDUCT OF SHIP'S COMPANY.

For the period under review both have been very good. The hopes of getting South have been greatly raised through the recent arrival of Navy Board Signals.

11. CONDITION OF THE SHIP.

Ship is in good condition having been recently painted both internally and externally.

12. OPERATION RECOVERY.

Great credit is due to Commander J Donovan RAN, who commanded this operation and who, by his skillful and masterly handling of a very tense situation won the admiration of Officers and Ship's Company alike.

13. WELFARE OF SHIP'S COMPANY.

This, as in the last month's opportunity for recreation has been a month in which the Ship's Company have taken every advantage of the facilities open to them. Great enthusiasm has been shown in inter-ship matches of, water-polo, football and cricket. The various departments have also had keenly contested matches. It has shown a visible effect on the Ship's Company both on the side of physical and mental fitness.

14. NOTE OF INTEREST.

It may be of interest to gauge the reaction of the Ship's Company during our recent visit to Japanese occupied Amboina Harbour. The story is best told in their own words, so, the following excerpt is taken from the Ship's Newspaper 'VOICEPIPE' which published a special edition a few hours after the event. Quote. "London. Japanese DOMEI newsagency revealed today that a daring attempt was made by one of His Majesty's Australian

Minesweeping Vessels to capture the Island of AMBON in the Pacific Area. Observation through Field Glasses revealed to High Japanese Officials that the gallant little ship mounted, 1 four inch, 1 bofors, 2 oerlikons, two machine guns, double twin Lewis, with rifles, tommy guns, and revolvers furtively concealed under tarpaulins. The Ship entered Amboina Bay at a speed of eight knots, flying a simply colossal white flag at the formast topsail yards. Japanese signalman (at the order of the Rear Admiral in Charge) flashed 'You should stop your vessel instantly'. Telegraphs men on the Bundaberg almost wrenched the telegraphs out of the deck in compliance with the above order. Rear Admiral Nokajima (Hari-kari knife in hand) thought he heard heavy gun fire, but it proved to be the pounding of hearts and knees of the littleships Company. Japanese signalled 'Please take honorable ship out of harbour instantly'. Engine Room Ratings immediately opened throttles to 335 revolutions, but were sternly reprimanded from the bridge. An extra issue of pussar's 4 by 4 had been dished out prior to entering harbour. The S.B.A. reports several cases of Smoker's throat, thousands of cigarettes being consumed the ships Company. Petty Officer Johnstone startled himself, the ships company, and also the Japanese ashore by bursting his "Blimp" with one blast of air from those mighty lungs. Signalman Billy Matsuoka exchanged private signals with Alan Ireland and reported that conditions were good ashore, plenty of rice and an issue of two bottles of Saki Beer a week. The Japanese Rear Admiral refused to receive our delegation so the gallant little ship steamed slowly out of harbour, flaunting the WHITE ENSIGN in the faces of our recent enemies. On clearing harbour a blackened figure emerged from under the condensor. Close inspevtion proved it to be the Engineer Officer, still clutching a Pussar's 45 in his right hand.

15. SHIP'S PERFORMANCE.

	<u>For the Month.</u>	<u>Since Commissioning.</u>
Distance steamed.	3,228.Miles.	106,510.5.Miles.
Hours under way.	323.	10,769.21.
Average speed.	9.9	9.7.
Average distance per ton of fuel.	11.Miles.	

I have the honour to be

Sir,
Your Obedient Servant,

John A. Ireland
LIEUTENANT COMMANDER RANR(S)

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14512

2026/7/ 1275

DEPARTMENT OF THE NAVY.

MINUTE PAPER

~~SECRET~~

RESTRICTED

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

SUBJECT:

H.M.A.S.

"Bundaberg"

REPORT OF PROCEEDINGS.

June 1945.

S.N.B. 217

2 N.M. 27/7

3 N.M.

D. of P. 7/8

D.E.M.

D.N.I.

ops. (N)

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H.P.B. 1

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N.S.

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

Sub

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2 B.

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18/7

413A.

~~SECRET~~

DEPARTMENT OF THE NAVY.
MINUTE PAPER.

2026/7/1275.

3644.

SUBJECT: Amas "Bundaberg" Report of Proceedings June 1945.

D.P.S. 18/7.

↓ D.T.S.R. 18/7

D.O.S. 18/7

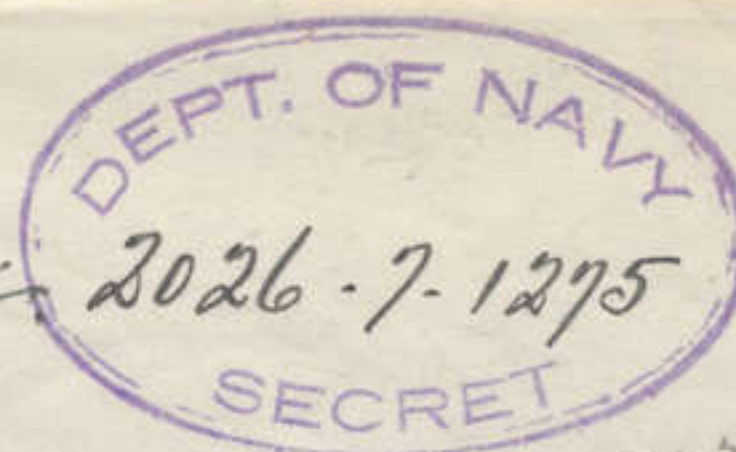
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19/7 N. N5



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From: COMMANDING OFFICER, H.M.A.S. "BUNDABERG".
Date: 1st. July, 1945.
To: SECRETARY, AUSTRALIAN COMMONWEALTH NAVAL BOARD.
(Copies to N.O.I.C. New Guinea & Commander 'D'.)
Subject: WAR DIARY FOR PERIOD 1st-30th. June 1945.

Submitted for the information of the Naval Board is the following Report of Proceedings of H.M.A. Ship under my command for the period 1st-30th June 1945. 1st-24th. Inclusive all times-10-25th-30th. " " " -9.

1. BRISBANE.

HN.
1st. 0800. Alongside Milling Wharf South Brisbane, de-ammunitioning.
2nd. 0630/0730. Shifted ship in berth and commenced ammunitioning ship.
4th & 5th. Storing ship and completing for sea.
6th. 0630. Slipped and proceeded down river to Cruiser C Wharf for Oil Fuel. 0805 Secured in berth and commenced fuelling 1100 fuelling completed. Developed defect in Starbd. engine.
1130 Slipped and proceeded up river on Port engine with H.M. Motor Tug ahead. 1243 Secured outside R.F.A. "Serbol" at Stanley St., Wharf South Brisbane. Engine defect taken in hand.
7th & 8th. Alongside R.F.A. "Serbol".
9th. 0600 Slipped and proceeded downstream 0730 Secured on Kalgoolie at R.A.N. Victualling Wharf.
10th. 0600 Slipped and proceeded outwards. 0700 Embarked Compass adjuster off Fairmile Base. 0830 Swinging ship off Pile Light. 0950 disembarked Compass Adjuster and proceeded outwards through North West Channel. 1120 Violent rain squalls visibility nil anchored. 1245 Visibility clearing hove up and proceeded. 1500 Cyclone warning received, returned to harbour on account of extremely bad weather-worsening. 1800 Anchored off Pile Light House sheltering.
11th. 1300. Weighed and proceeded up river to A.C.F. Wharf for the night awaiting favourable weather report.
12th. 0900. Weather reports favourable, slipped and proceeded to sea.

2. ON PASSAGE TO TOWNSVILLE.

13th & 14th. At sea.

3. TOWNSVILLE.

15th. 0800. Secured alongside "Dual Purpose" Wharf. 0830 Commence refuelling 1030 Fuelling completed.

4. ON PASSAGE TO LANGEMAK.

16th. 0605. Slipped and proceeded on passage via Grafton Passage

5. LANGEMAK.

and forward straits. 16th to 19th at sea. 20th 0715 entered harbour and refuelled from tanker "Braja". 0935 fuelling completed and slipped. 1000 Anchor Langemak Bay. 1300 Weighed and proceeded to Madang.

6. MADANG.

21st 0630 Entered Madang Harbour 0730 At anchor.

7. ON PASSAGE TO HOLLANDIA.

22nd 0600 Weighed and proceeded on passage.
23rd Complied with N.O.I./C New Guinea Signal T.O.O. 210550/
0600 Commenced investigating reported reef - negative results.
1200 Set course for Hollandia.

8. HOLLANDIA.

24th 0730 Humboldt Bay secured alongside tanker U.S.S. "Leopard" and commenced refuelling. 0935 Slipped and anchored in inner harbour.

9. ON PASSAGE TO MOROTIA.

25th. and 26th. at sea.

10. MOROTAI.

27th. 0800. Entered Morotai Lagoon. 0905. SECURED on R.F.A. Bishopdale and refuelled. 1100. Slipped and anchored in 'Platypus' anchorage.

28th. 0740. Weighed and proceeded to exercise area in company with H.M.A.S. 'Glenelg' (Commander 'D') 'Strahan' 'Bathurst', 'Cowra', 'Bowen'. A/A shoot at sleeve target and Fleet Manoeuvres. 1200. Exercise completed, return to harbour. 1225. Anchored in 'Platypus' Anchorage.

11. ON PASSAGE TO MIOS WOENDI.

29th. 0900. Weighed and proceeded outwards in company with 'Glenelg' on passage to Mios Woendi.

30th. At sea. 2000. Commenced night encounter exercise conducted by Senior Officer in H.M.A.S. 'Glenelg'.

12. HEALTH AND CONDUCT OF SHIP'S COMPANY.

Health and conduct of ship's company for the period under review has been very good indeed.

13. CONDITION OF SHIP.

The ship remains in very good condition and is free from rust. The paintwork outside looks rather worn and weatherbeaten, due of course, to the recent bad weather passage across the Coral Sea, however, it is hoped to apply a fresh coat of paint within the next few days and so restore the smart appearance which was previously ours.

14. WELFARE OF SHIP'S COMPANY.

The ship's company returned from leave on the 4th. June looking remarkably fit and pleased with themselves. Before departure from Brisbane free tickets were issued to members of the Ship's Company for the 'Gracie Fields' Concert in the Town Hall, for the forces. Those who availed themselves of the tickets had an excellent evenings entertainment and on their return to the ship were loud in their praises and appreciation of the celebrated artist's performance and her generosity in making admission free.

The ship has settled down to routine again, all are in good spirits and contented. Beer issues continue with much appreciation.

15. SHIP'S NEWSPAPER

As in every ship 'Bundaberg' has her 'live wires' in the lower deck, men who are always taking interest in something new in order to entertain their mesmates. Their latest effort rolled from the printing press in the form of a ships newspaper - 'VOICEPIPE' - which made it's initial appearance this week and judging by the enthusiastic reception reception it has come to stay as a weekly feature. 'Voicepipe' is a clean, carefully and well edited paper which had it's birth in the Stokers mess-deck. It deals with the weekly internal happenings aboard this ship, with no space given to War news. The 'Dorothy Dix' column for love sick sailors is really funny, the rating writing under this non-de-plume could well make a niche for himself as a humourist. Much apprehension is felt at the moment as stock of newsprint is deplorably low, however, the Editor being a resourceful man is certain to find a way out of his troubles and so keep his paper in circulation.

16. NOTE OF INTEREST.

It is of interest to note that this month 'Dundaberg' has joined the ranks of the 'Hundred Thousand Miles'

17. SHIP'S PERFORMANCE.

	<u>FOR THE MONTH</u>	<u>SINCE COMMISSIONING</u>
Distance steamed.	2,661 Miles.	101,021.5
Hours under way.	369.16	10,238.21
Average speed.	7.2 Knots.	8.8 Kts
Average distance per ton of fuel.	10.8 Miles.	

I have the honour to be

Sir,
Your Obedient Servant,

Chas MacDonald

CHAS. MACDONALD R.A.N.R. (S)

17/1/8

(See file 72/51/50)

RESTRICTED

Barly 29/11/60.

~~SECRET~~

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2026/7/ 1275.

RECEIVED
25 AUG 1945
D.O.T.M.

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Bandenberg" REPORT OF PROCEEDINGS.
May 1945.

S.N.E. 1/1/47

2 N.M. 1/1/47

S.N.M. 3/1/47

P. of P. 2/1/47

D.E.M. 2/1/47

D.N.I. 2/1/47

Ops. (N) 2/1/47

N.S. 2/1/47

D.E. (N) 2/1/47

D.O.T.M. 02/1/47

D.N.M.S. 2/1/47

D.P.B. 3/1/47

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DEPARTMENT OF THE NAVY.
MINUTE PAPER.

2026/7/1275.

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~~4/3/7~~ SUBJECT: Amas "Bundaberg" Report of Proceedings May 1945.

~~D.P.S.~~ *Wue 3/7*

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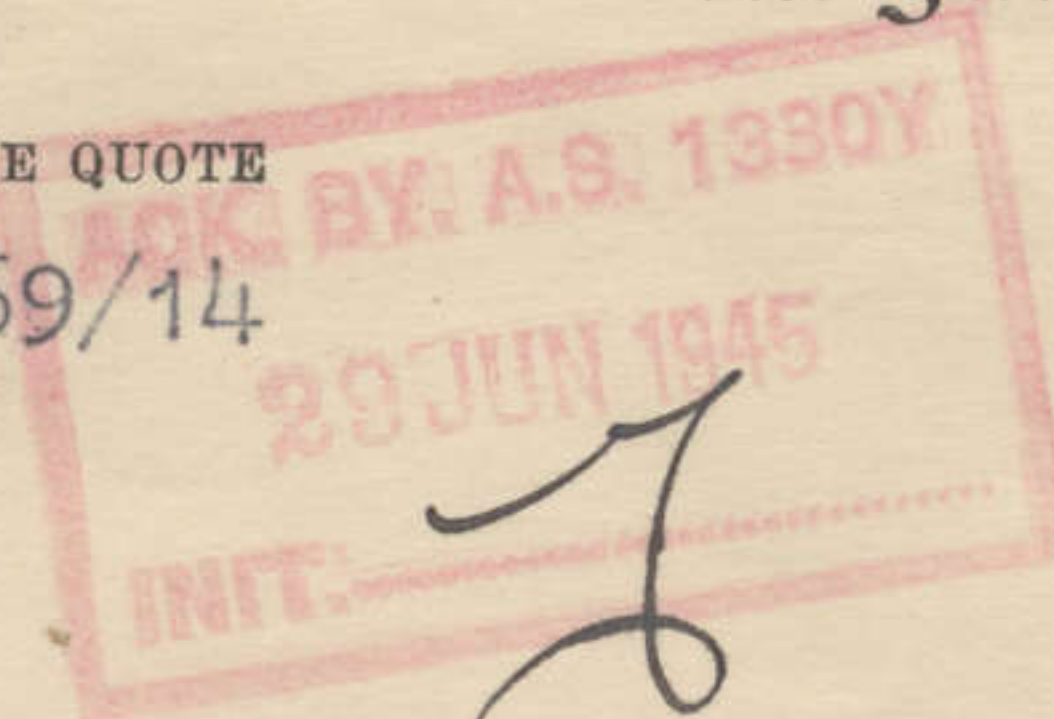
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Royal Australian Navy.



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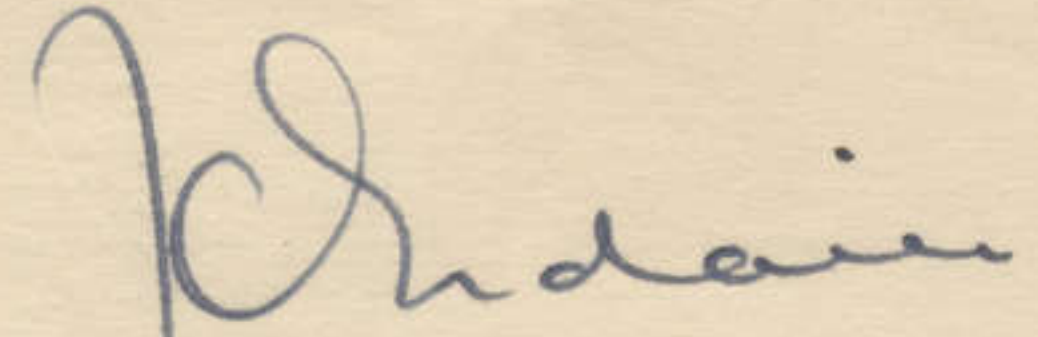


Office of N.O.I.C.
New Guinea. Madang.
23rd June, 1945.

The Secretary,
Naval Board,
MELBOURNE.

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

Submitted for the information of the Naval Board.


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

HN

~~SECRET~~
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29/11/60.
RESTRICTED 29/11

From: COMMANDING OFFICER, H.M.A.S. BUNDABERG.

Date: 1st. JUNE, 1945.

To: SECRETARY, AUSTRALIAN COMMONWEALTH NAVAL BOARD.
Copies to N.O.I.C. New Guinea & Commander 'D'

NAVAL OFFICER-IN-CHARGE,
22 JUN 1945
NEW GUINEA

Subject: WAR DIARY FOR PERIOD 1st-31st. MAY, 1945.

Submitted for the information of the Naval Board is the following Report of Proceedings of H.M.A. Ship under my command for the period 1st-31st. May, 1945.

1st.-18th. inclusive--all times -9
19th-31st. " " -10

1. MOROTAI/WOENDI

1st. At sea towing two A.S.R. craft to Morotai.
0915 Slipped tow. 1240 A.S.R. craft proceeded independently. 1740 Altered course to return to Woendi.

2. WOENDI

3rd. 0715 Passed into Woendi Lagoon.
0750 Secured to USS 'VILLA LOBOS' and refuelled.
1145 Anchored in lagoon.

3. BIAK

4th. 0800 Commenced A/S trials in Woendi Lagoon.
0900 Departed for Sorido. 1130 Anchored Sorido.

4. BIAK/MOROTAI

4th. 1305 Proceeded, escorting SS 'Tancred' towing two barges, and RAAF 06-13
8th. 0830 Entered Morotai Lagoon.
0855 Anchored position Baker, relieved HMAS 'JUNEE' on A/S listening patrol.

5. MOROTAI

8th, 9th, 10th, on A/S listening patrol.
11th. 0800 Relieved by HMAS 'ARARAT'--proceeded independently to Mios Woendi.

6. MIOS WOENDI

11th, 12th. On passage.
13th. 0615 Entered Woendi Lagoon.
0725 Secured to USS 'VILLA LOBOS' and refuelled.
0930 Slipped and proceeded to Biak.

7. BIAK

13th. 1200 Anchored Sorido.
14th. At anchor Sorido--ready ship.

8. RENDEZVOUS

15th. 0800 Weighed and proceeded from Sorido, escorting SS 'John Holmes' to rendezvous with Hollandia--Leyte convoy.
16th. 0720 Relieved by D.E. 587 in position Latitude 02° 34' North, Longitude 137° 26' East. Set course for Madang.

9. MADANG.

18th. 1750 Anchored in Madang Harbour.
19th. 1600 Weighed and proceeded to Langemak.

10. LANGEMAK

20th. 0700 Arrived at Langemak and secured to tanker, refuelled. 0920 Slipped from tanker and proceeded on voyage to Brisbane for half-yearly docking.

11. ON PASSAGE TO BRISBANE

21st-24th. At sea.

25th. 0930 Secured to HMAS 'DELORAINE' at Milling Wharf, Brisbane.

12. DRY DOCKING.

27th. 0900 Proceeded to South Brisbane dry dock.
1000 Entered dry dock. 1530 Dock pumped dry.

28th. In dry dock.

29th. 0900 Dock flooded. 0940 Undocked and secured to HMAS 'LISMORE' at Milling Wharf, South Brisbane.

30th, 31st. Alongside wharf in Brisbane.

13. HEALTH AND CONDUCT OF SHIP'S COMPANY

The health and conduct of the Ship's Company for the period under review has been very good. W

14. CONDITION OF SHIP.

The ship is in good condition within and without; the machinery continues to run trouble free. Dry docking took place in the South Brisbane Dry Dock on the 27th, and undocking on the 29th. The bottom was in a fairly foul condition, but under a heavy coat of marine growth and slime, bottom plating was found to be in very good condition. Satisfactory repairs to A/S under-water fitting and openings were effected during this period.

15. WELFARE OF SHIP'S COMPANY

In Brisbane, leave was granted to all ratings other than Brisbane, Tasmanian, South Australian and West Australian natives, from 28th. May to 4th. June. Everything possible was done, and is still being done, in the way of short leave, recreation, and entertainment for the last mentioned ratings--they appear to be quite happy and appreciative for what is being done for their welfare.

16. SHIP'S PERFORMANCE

	FOR THE MONTH	SINCE COMMISSIONING
Distance steamed.	4587.5 miles	98,360.5
Hours under way.	422.5	9,869.5
Average speed.	10.9 knots	10.5 knots.
Average distance per ton of fuel.	10.8 miles	

I have the honor to be

Sir,

Your Obedient Servant,

Chas. McDonald

LIEUTENANT COMMANDER RANR(S)
COMMANDING OFFICER

24 1/2

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

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RESTRICTED

2026/7/ 1275.

~~SECRET~~

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Bundaberg" REPORT OF PROCEEDINGS.

April 1945

S.N.B. 14 1/2

2 N.M. 19/6

3 N.M. 1/6

D. of P. 29/6

D.R.M. 7

D.N.I. 2/5/47

Ops. (N) 1/7

N.S. 1/7

D.E. (N) 2/7/7

D.O.T.M. 1/7

D.N.M.S. 2/7

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D. M. George

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DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1275.

3644.

29/11/60

SUBJECT: Hmas "Bundaberg" Report of Proceedings April, 1945.

D.P.S. *[Signature]* 25/5/45

D.T.S.R. *[Signature]* 29/5

D.O.D. *[Signature]* 30/5

D.C.N.S.

ISTAM *[Signature]* Pa/b

25/5/4 N.S.

ACK BY 130Y

18 MAY 1945

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RESTRICTED

SECRET

22/11/60

Original



From: COMMANDING OFFICER, H.M.A.S. BUNDABERG

Date: 1st. MAY, 1945

To: SECRETARY, NAVAL BOARD. Copies to: N.O.I.C. NEW GUINEA
COMMANDER 'D'

Subject: WAR DIARY FOR PERIOD 1st.-30th. APRIL, 1945

Submitted for the information of the Naval Board is the following Report of Proceedings of H.M.A. Ship under my command for the period 1st. to 30th. April, 1945 (All times -9)

1. MOROTAI
1st.-3rd. on A/S harbor patrol
2. MOROTAI/BIAK
4th. 1320 Relieved by HMAS GLADSTONE and proceeded to refuel from U.S. tanker 'BANSHEE' 1645 Fuelling completed, proceeded outwards, HMAS DELORAINIE in company escorting SS 'FELIX HATHAWAY' to Biak.
3. ON PASSAGE
5th. & 6th. at sea. 1215 on 6th. detached merchant ship off Biak and proceeded to Mios Woendi. 1515 Anchored in Woendi Lagoon
4. WOENDI/BIAK
7th. 0700 Proceeded to USS 'VICTORIA' and refuelled. 1400 Sailed for Biak. 1640 Anchored Sorido and assumed ready ship.
5. BIAK/WOENDI
1010 8th. Relieved by HMAS 'TOWNSVILLE' and returned to Woendi. 1215 Anchored Woendi.
6. BIAK
0830/9th. Refuelled from 'VICTORIA'. 0915 Topped up with Deiseline. 1530 Departed for Biak. 1800 Anchored Sorido awaiting convoy.
7. ON PASSAGE TO RENDEZVOUS
1715/10th. Weighed and proceeded outwards escorting Biak section of Convoy GI 20 comprising SS 'JAN P. COEN' (Cmdr) USS 'AREQUIPA' SS 'ELISHA MITCHELL' PS 253 & LCI 967.
8. RENDEZVOUS
11th. at sea. 0830/12th. Rendezvous effected in position 03° 00' North 137° 30' East. Handed convoy over to U.S. escorts and set course for Woendi. 1049 Exchanged identities with HMAS 'HAWKESBURY' with two DE's in company escorting four ships bound for Hollandia. in position 02° 15' North 137° 22' East. 1200 To comply with Commander 'D's signal T00 120110z April, set course for a second rendezvous to escort three detached ships to Biak. 0100/13th. In position 01° 52' North 137° 50' East. Convoy not met. Commenced searching until 0700--negative results. Set course for Biak. 1200 Picked up three ships --interrogation revealed they were detached from main convoy four hours early on rendezvous. Proceeded to escort them to Biak.
9. WOENDI
0730/14th. Detached from convoy at entrance to Sorido, set course for Mios Woendi. 0927 Arrived Woendi and refuelled from USS 'VICTORIA' 1200 Anchored in lagoon. 15th. At anchor Woendi. Church party ashore for memorial service for late President Roosevelt.

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10. BIAK

0700/16th. Weighed and proceeded to Biak.
 0930 Anchored Sorido. 1730 Proceeded, HMAS 'ROCKHAMPTON' in company, escorting Convoy BG 530 comprising SSAs 'RAHNER' (Ondr) 'JAMES GRIMES' 'MORGAN ROBERTSON' 'JIMMERSON DAVIS' 'BOSTER ORZYSKI' 'JIM BRIDGER' USSs 'ELCUNT' 'DAVID SHANKS' 'VIRGO' LSTs 743, 1027, and 584, FS 354. 17th. & 18th. at sea.

11. MOROTAI

0856/19th. Entered Morotai and relieved HMAS GLADSTONE on A/S harbor patrol.
 0850/20th. Relieved by HMAS 'ARARAT'
 0945 Secured to USS 'RAHNER' and refuelled.
 1030 Received a request from U.S. Port Director to organize and execute a sweep for enemy mines in the Northern harbor approaches. Type of sweep was not specified, P.D. having no knowledge whatsoever of minesweeping.
 HMAS 'ARARAT' ordered to LL sweep the channel which she did on being relieved by 'BUNDABERG' at 1200. The LL sweep was completed by 1330 with nothing to report by 'ARARAT' who then relieved 'BUNDABERG' who proceeded into the inner harbor for the night.
 Meanwhile HMAS 'ROCKHAMPTON' was ordered to operate an Crepea sweep at 0800/21st. on being relieved by 'ARARAT' previously relieved by 'BUNDABERG' at 0730/21st.
 By 1400 'ROCKHAMPTON' had completed sweep with nothing to report and was ordered to inner harbor for remainder of day.

12. MOROTAI/WOENDI

0830/22nd. Relieved patrol Able by 'ROCKHAMPTON', proceeded to inner harbor for Convoy Conference.
 0900 At anchor. 1700 Weighed and proceeded out of harbor escorting Convoy GB 752 comprising SSAs 'C. ROBERTS' (Ondr) and 'C. STEINMETZ'. HMAS 'ARARAT' delayed with condenser trouble--joined at 2115.
 1100/23rd. Dispersed convoy in position 00° 06' South 135° 15' East and proceeded to Mios Woendi together with 'ARARAT' 1915 Anchored Woendi.

13. WOENDI

24th. to 28th. at Woendi Boiler Cleaning.
 0745/29th. Refuelled from USS 'WISSERMAN' 'VILLA LOBOS'
 1030 Slipped and anchored off HMAS 'PLATYPUS' embarked stores and personnel.

14. MOROTAI

1730/29th. Weighed and proceeded out of harbor with ASR 921 and 922 in tow.
 30th. On passage to Morotai with tow.

15. HEALTH AND CONDUCT OF SHIP'S COMPANY

Very good indeed for the period under review

16. CONDITION OF SHIP

The ship is in excellent condition within and without. With the rainy season over much more work can be done on the maintenance of exposed upper deck. The ship is well painted and free from corrosion and the main engines in good mechanical condition.

17. FLOATING MINES ??

It is of interest to note here the unusual number of 'floating mine' sightings by merchantmen in this area within recent days. I hold the opinion that many of the reports are false. On several occasions this month 'BUNDABERG' has investigated both by day and night no less than twelve spherical objects on the surface which proved to be nothing more harmful than Boom defence net buoys which may possibly have broken adrift or become washed overboard from a barge on passage. At a distance of 500 yards anyone with previous experience of mines could not possibly mistake them as such. Although they do not constitute any danger to navigation steps are always taken to destroy them when met with. It is not possible to predict whence they come or to where they go as the set and drift in this locality is governed mainly by the prevailing wind blowing at the time.

18. WELFARE OF SHIP'S COMPANY

This has been a busy month at sea and a poor one indeed for recreational leave. The men have had one whaler race, a couple of games of water polo, and a cinema show made available by HMAS 'WESTRALIA' at Morotai. Beer issues and supplies have run out, quite a sorry tale, which made it very difficult to understand why they were so contented and happy. Close investigation revealed that they had 100% 'Buzz' that ship was destined for a part in the Borneo invasion. The reaction will be interesting to note when they learn it is not so. Perhaps the arrival of 'WILCANNIA' with beer and supplies may offset their disappointment.

19. SHIP'S PERFORMANCE

	<u>FOR THE MONTH</u>	<u>SINCE COMMISSIONING</u>
Distance steamed	3,191 miles	93,773 miles
Hours under way	301	9,446
Average speed	10.6 knots	10.0 knots
Average distance per ton of fuel	9.33 miles	

I have the honor to be

Sir,

Your Obedient Servant,

Chas. MacDonald
 a/LIEUTENANT COMMANDER RAMR(S)
COMMANDING OFFICER

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RESTRICTED

DEPARTMENT OF THE NAVY.

2026/7/ 1275

~~SECRET~~

MINUTE PAPER

(see file 72/51/50)
Barley 29/11/6.

"Bandaberg" *War Diary*
REPORT OF PROCEEDINGS.
March 1945.

SUBJECT:

H.M.A.S.

S.N.B.

2 N.M.

3 N.M.

D. of P.

D.E.M.

D.N.I.

Ops. (N)

N.S.

D.E. (N)

D.O.T.M.

D.N.M.S.

H.P.

N.A.2.N.M.

N.S.

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

Mr Sherrin

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18/5/9



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Handwritten text: Mary Ann

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DEPARTMENT OF THE NAVY.
MINUTE PAPER.

2026-7-1275

24/11/60
26/4

Original
March 1945

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

D.P.S. 22/4

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D.T.S.R. 2/5

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D.C.N.S.

for 1st NM 2/4/5

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RESTRICTED

ACK. BY. A.S. 1330Y

23 APR 1945

INIT.



From: COMMANDING OFFICER, H.M.A.S. BUNDABERG

Date: 1st. APRIL, 1945

To: SECRETARY, NAVAL BOARD. Copies to H.O.I.C. NEW GUINEA
COMMANDER 'D' HMAS PLATYPUS

Subject: WAR DIARY FOR PERIOD 1st-31st. MARCH, 1945

Submitted for the information of the Naval Board is the following Report of Proceedings of H.M.A. ship under my command for the period 1st. to 31st. March, 1945 (All times -9)

1. AT SEA
1st. at sea escorting ten L.S.T.s from Sansapor to Sorido.
2. BIAN/WOENDI
2nd. 0610 Anchored outside Sorido Lagoon.
0830 Weighed and proceeded to Woendi.
1040 At Woendi, watered, refuelled from USS VICTORIA.
1424 Anchored.
3. WOENDI
3rd. At anchor Woendi storing ship
4. BIAN
0730 4th. Weighed and proceeded outwards. 1000 Anchored Sorido.
1710 Weighed and proceeded, escorting single tanker A03 7 (USS ELKHORN) at 14 knots to join with Manus-Leyte convoy in position 06° 17' North, 133° 13' East.
5. AT SEA
5th. & 6th. At sea. 6th. at 1500 at rendezvous landed A007 to DE 352 and returned independently to Woendi.
7th. & 8th. At sea.
6. WOENDI
8th. 1230 Secured on H.M.A.S. PLATYPUS and commenced Boiler cleaning. 9th. to 13th. Boiler cleaning.
7. ON PASSAGE TO HOROTAI
14th. at 0630. Slipped and proceeded to USS VICTORIA for fuel. 1000 Slipped and proceeded to Sorido. 1250 Anchored Sorido. 1800 Embarked RAAF personnel, weighed and proceeded independently to Horotai. 15th. & 16th. at sea.
8. HOROTAI
16th. at 1700 Anchored Horotai. 17th. at 0800 disembarked RAAF personnel. 0855 Weighed and proceeded to relieved H.M.A.S. COOTAMUNDRA on A/S patrol.
17th. to 21st. on A/S patrol Horotai.
9. AT SEA
21st. at 1050 relieved by H.M.A.S. ROBINSON.
1120 Anchored off Navy Wharf.
1240 Secured on SS 'Nicholas J. Sinner' and refuelled.
1615 Slipped and proceeded outwards DELORAIN in company escorting Convoy OB 742 comprising SS 'J.W. Griffiths' (Comm) and SS 'Ambirico' at 10 knots. 22nd. 2230 Exchanged identities with COOTAMUNDRA and GLADSTONE
23rd. at 2130 Dispersed convoy in position 00° 30' South, 136° 00' East and proceeded to Woendi with DELORAIN in company.
10. WOENDI
24th. at 0810 Entered Woendi and refuelled from USS VICTORIA
1020 Slipped and anchored at 1045.
11. BIAN
25th. at 0845 Weighed and proceeded to Sorido.
1050 Anchored Sorido, assumed duty of ready ship.
26th. to 28th. at Sorido.

12. PASSAGE TO MOROTAI

1640 Embarked RAAF personnel, weighed and proceeded, DELORAIN in company, escorting Convoy BG 524 comprising SS's Banchoo (Capt) West Toman, Admiral Halstead, Charles Gonnicht, Richard Randall, Hobbsen, J. Dockweiler, and LCI 967. Speed of advance 8 knots. 29th & 30th. at sea.

13. MOROTAI

31st. at 1505 Anchored Morotai, disembarked RAAF personnel. 1611 Weighed and received COMRA on A/S patrol.

14. HEALTH AND CONDUCT OF SHIP'S COMPANY

The health and conduct of ship's company for the period under review has been good.

15. CONDITION OF SHIP

The ship is in very good condition within and without and the machinery trouble free. With the cessation of the rains much work has been done on the steel deck plating which is now free from rust and well coated.

16. AID TO THE RAAF IN SEA TRANSPORT

It is pleasing to record that yet again we have been able to assist our very good friends the RAAF in the matter of transport of personnel between Bisk and Morotai. Twice this month a total of 22 officers and men were carried in BUNDABERG. That the RAAF are grateful for this small service there can be no doubt as they have expressed in many ways their appreciation.

17. RELEASING OF SHIP'S COMPANY

Although a fair amount of sea time has been put in this month the men have had ample recreation. Several water polo matches have been played with other ships, also inter-ship sailor races. The RAAF at Bisk arranged both sea and land transport for 33 of the ship's company to land and play cricket on their pitch. During the match they turned on refreshment in the form of soft drinks. An excellent day's sport was had by those who landed. Mail continues to arrive, several movie shows have been made available, beer is now being enjoyed while they lasted. The majority of the ship's company are in a contented frame of mind, although BUNDABERG is no exception to the rule and there are a few discontented in our midst.

18. SHIP'S PERFORMANCE

	FOR THE MONTH	SINCE COMMISSIONING
Distance steamed	3372 miles	90,502 miles
Hours under way	329	9145
Average speed	10.3	9.5
Average distance per ton of fuel.	9.80	

I have the honor to be
Sir,

Your Obedient Servant,

Chas. Alcock Donald

2/LIEUTENANT COMMANDER RAIR(S)
COMMANDING OFFICER

RESTRICTED



2026/7/ 1275.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

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

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DEPARTMENT OF THE NAVY.

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MINUTE PAPER.

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SUBJECT: Amad "Bundaberg" Report of Proceedings February 1945.

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From. COMMANDING OFFICER, H.M.A.S. BUNDABERG

Date. 1st. MARCH, 1945.

To. SECRETARY, NAVAL BOARD. Copies to H.O.I.C. NEW GUINEA
COMMANDER 'D' HMAS PLATYPUS

Subject. WAR DIARY FOR PERIOD 1st.-28th. FEBRUARY, 1945.

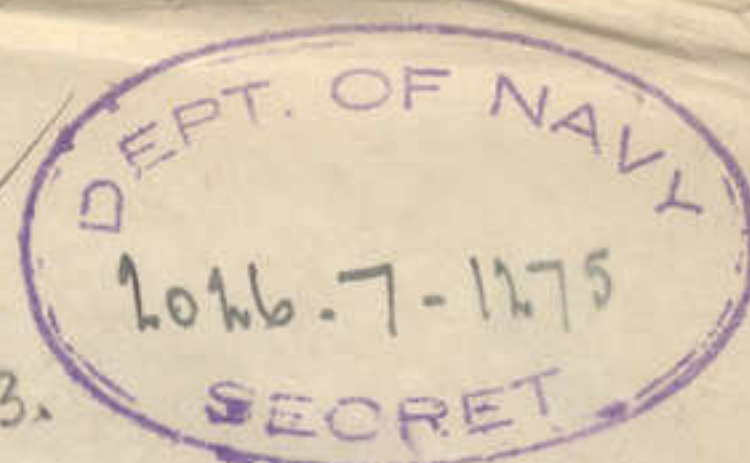
Submitted for the information of the Naval Board is the following Report of Proceedings of H.M.A. Ship under my command for the period 1st.-28th. February, 1945 (All times -9)

1. AT SEA
1st. at sea escorting Convoy GB 730. 1800 Exchanged identities with HMAS STRAHAN, GLADSTONE, & GYMPIE.
2. BIAK
2nd. 2105 Dispersed convoy to proceed independently to their ports of destination. 'BUNDABERG', 'COLAC', & 'DELORAINE' proceeded to anchorage Sorido. 2243 Anchored.
3. MIOS WOENDI
3rd. 0400 Weighed and proceeded to Mios Woendi, HMAS COLAC and DELORAINE in company. 0634 All ships anchored in Woendi Lagoon. 0948 Weighed and proceeded to Noesi Island for deiseline. 1035 Commenced pumping. 1205 Ceased pumping and proceeded alongside 'COLAC' for thirty tons oil fuel. 1225 Secured on 'COLAC' and commenced refuelling. 1800 Thirty tons received.
4. BIAK
4th. 0700 Slipped from 'COLAC' and anchored in lagoon. 0915 Weighed and proceeded to Biak, HMAS KAPUNDA in company. 1130 Arrived Biak and awaited instructions. 1300 Secured to Liberty ship 'Carlos Carrillo' 1406 Having received a total of 17 tons furnace fuel, slipped and proceeded to anchorage. 1430 At anchor. 5th. 0830 Weighed and proceeded inside lagoon, berthed on SS 'King Hathaway' and refuelled. 1242 Slipped and proceeded to anchorage. 6th. A/S patrol off Sorido, Biak.
5. ON PASSAGE TO MOROTAI
7th. 1537 Weighed and proceeded, HMAS DELORAINE in company, escorting Convoy BG 514, comprising SS Fort Clapsop, (Com) SS Colorado, LCI 968, and F 115. 2200 HMAS DELORAINE despatched to Sansapor in position 00° 35' South, 135° 18' East.
8th. At sea. 2350 Exchanged identities with HMAS STRAHAN in position 00° 54' North, 132° 24' East.
9th. 0530 DELORAINE rejoined, escorting SS Anhui to main convoy in position 01° 16' North, 131° 45' East.
6. MOROTAI
10th. 0720 Arrived Morotai Lagoon and relieved HMAS ARRARAT on A/S Listening patrol.
11th, 12th, 13th, at Morotai operating A/S listening patrol.
14th. 0907 Relieved by STAWELL and proceeded to Navy Dock. 0934 Secured to SS Kate B. Wiggin and refuelled. 1138 Slipped and anchored off Port Director's Wharf.
7. ON PASSAGE TO BIAK/WOENDI
1438 Weighed, HMAS DELORAINE in company escorting Convoy GB 734 comprising SS West Texas (Com) SS Carlos Carrillo, SS Noora and LCI 1007. 15th. 1600 Detached DELORAINE in position 01° 22' North, 130° 40' East to proceed to Napia Island to discharge US personnel, stores, and mail. 16th, 17th, at sea. 1700 17th. in position 00° 11' North, 134° 39' East, dispersed convoy and proceeded to Sorido escorting LCI 1007. 18th. 0430 Detached ship and proceeded to Woendi.
8. MIOS WOENDI
18th. 0830 Arrived Mios Woendi and secured on USS VICTORIA; refuelled. 1014 Slipped and proceeded to anchorage in lagoon. 1557 Weighed and proceeded to Sorido for A/S patrol. 1815 Arrived Sorido.

ACK. BY. 1330Y

26 MAR 1945

RESTRICTED



9. BLAK 19th, 20th, A/S patrol at Sorido

10. MIOS WOENDI
21st. 0945 Relieved by HMAS STAWELL, proceeded to Mios Woendi
1238 Arrived Woendi and refuelled from USS Victoria
1323 Slipped and proceeded to anchorage in lagoon.
22nd.-25th. at anchor.

11. BLAK
26th. 0930 Weighed and proceeded to Sorido. 1152 Anchored off Sorido. 1730 Weighed and proceeded escorting three ships to point Sugar to join up with main Convoy GI 13.
27th. 0045 At rendezvous, handed over to DE 'FREYBERGER' and returned to Sorido. 0420 Anchored off Sorido
0945 Weighed and proceeded to Sansapor for convoy.

12. SANSAPOR
28th. 0810 Anchored off Amsterdam Island, contacted Commander Task Unit 76.6.1. 1245 Weighed and proceeded to Blak escorting C.T.U. 76.6.1 comprising ten LST craft.

13. HEALTH AND CONDUCT OF SHIP'S COMPANY
The health and conduct of ship's company for the period under review has been very good.

14. CONDITION OF SHIP
The ship is in very good condition both internally and externally free from rust and well painted.

15. WELFARE OF SHIP'S COMPANY
This has been a fairly good month for recreational leave on near-by islands. Mail is arriving regularly, beer issues continue, numerous Movie shows have been made available and ship's dramatic society has performed yet again. Water polo and whaler racing has been encouraged. The ship's company are aware that every effort is being made for their welfare and appear quite contented.

16. SHIP'S PERFORMANCE

	<u>FOR THE</u> <u>MONTH</u>	<u>SINCE</u> <u>COMMISSIONING</u>
Distance steamed	2287 miles	87,210 miles
Hours under weigh	269	8816
Average speed	- 8.5 knots	8.8 knots
Average distance per ton of fuel	11.2 miles	

I have the Honor to be

Sir,

Your Obedient Servant,

Philip MacDonald
a/LIEUTENANT COMMANDER RANR(S)
COMMANDING OFFICER

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20 MAR 1945
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2026/7/ 1275.

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT:

H.M.A.S.

"Bandating"

-REPORT OF PROCEEDINGS.

January 1945.

S.N.B.

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3.N.M.

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DEPARTMENT OF THE NAVY.
MINUTE PAPER.

2026/7/1275.

SUBJECT: HMAS "Bundaberg" Report of Proceedings January 1945.

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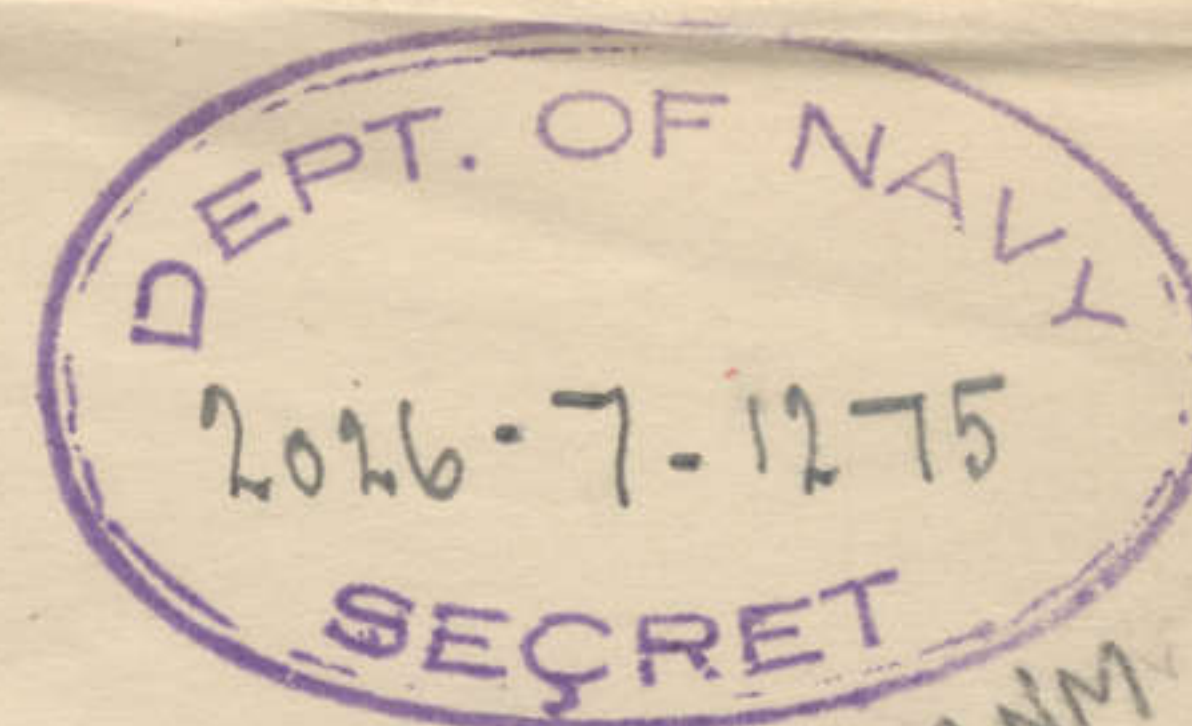
No. N.G. 269/14.

The Secretary,
Naval Board,
MELBOURNE.

H.M.A.S. "Bundaberg" - Report of Proceedings
January, 1945

Submitted for the information of the Naval Board.

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



OFFICE OF THE N.O.I.C.
NEW GUINEA, MADANG,
14 FEBRUARY, 1945.

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RESTRICTED

From: COMMANDING OFFICER, H.M.A.S. BUNDABERG

Date: 1st. FEBRUARY, 1945

To: THE SECRETARY, NAVAL BOARD. (Copies to N.O.I.C. New Guinea)
(Commander 'D' H.M.A.S. Swan)

Subject: WAR DIARY FOR PERIOD 1st.-31st. JANUARY, 1945

Submitted for the information of the Naval Board is the following Report of Proceedings of H.M.A. ship under my Command for period 1st.- 31st. January, 1945
(All times -9)

1. MOROTAI
1st. 2nd., A/S listening watch inside Morotai Lagoon
2nd. 1725 relieved by H.M.A.S. GLADSTONE & proceeded to fuel from U.S.S. VENUS. 2042 fuelling completed, anchored off signal tower, Navy Wharf. 3rd. 1610 weighed and proceeded outwards, H.M.A.S. KATOOMBA in company escorting Convoy GB 726 comprising SS 'Edward Nickels', AOG Seekonk and FS 177. 2245. KATOOMBA despatched to rendezvous with submarine vide Commander's 'D's signal T00 030515Z in position 01° 32' North 129° 08' East. 4th. 1300 in position 01° 08' North, 131° 22' East detached FS 177. 1700 Carried out AA shoot with AOG Seekonk. 5th. 1545 in position 00° 18' South 136° 00' East detached SS Edward Nickels.
2. BIAK
6th. 0830 dispersed convoy off Sorido and proceeded to Woendi
3. MIOS WOENDI
6th. Arrived Mios Woendi at 0945 refuelled from USS Victoria
1115 Fuelling completed, anchored in Woendi Lagoon.
4. BIAK
7th. 1255. Weighed and proceeded to Biak escorting SS Vaquero
1635. Anchored Sorido Lagoon. 8th & 9th. A/S patrol Sorido
10th. 1805 Weighed, H.M.A.S. COLAC in company escorting single ship, SS Stanford Newel to Morotai. 11th & 12th at sea.
13th. 0900 arrived Morotai.
5. MOROTAI
13th. 0925 Weighed and proceeded on A/S listening patrol.
14th.- 16th. on A/S patrol. Owing to threat of large Japanese landings, Ship's Company at 1st. degree of readiness from dusk to sunrise. 17th. Relieved by H.M.A.S. LITHGOW at 1300 and proceeded to anchorage off Navy Wharf.
6. BIAK
18th. 0828 weighed and proceeded escorting SS 'Thomas Corwin'
20th. 0700 dispersed convoy and proceeded to Mios Woendi.
7. MOIS WOENDI
20th. 0930 arrived Mios Woendi, stored from H.M.A.S. SWAN
1045. Anchored in Woendi Lagoon, commenced Boiler Cleaning.
8. BOILER CLEANING
21st - 26th. Boiler cleaning at Mios Woendi.
27th. 0700 weighed and proceeded to fuel from USS VICTORIA
0920 Anchored in Berth Able
9. BIAK
27th. 1230 proceeded to Biak, H.M.A.S. STRAHAN in company
1500. Arrived Biak anchored in Sorido Lagoon. 1720. Weighed and proceeded H.M.A.S. STRAHAN in company escorting Biak section of Convoy GI 6 to position 00° 50' South 136° 30' East. Convoy consisted of ATR 25 towing YF 611 and two Mackay barges and P 442, ST 18 towing barges and crash boat, P360, P355, P357, and P363, and FA1. Commodore in ATR 25, speed of advance 5 knots.

28th. 0400, Main convoy not met at rendezvous, proceeded onwards 1000 In V/S touch with PC 1134, advised convoy GI 6 fifty miles astern. Handed over convoy to PC 1134. Ordered 'STRAHAN' to return to Woendi and BUNDABERG to Biak. Arrived Biak 1345, anchored. 1800 Weighed and proceeded in company with HMAS LITHGOW (SDE) and HMAS ROCKHAMPTON, escorting Convoy BG 512 to Morotai, speed of advance 8 knots. Ships in convoy--SS Mexico (Commodore) SS Kate D. Wiggin, SS Ozark, FS 181, and SS Pulpit Rock, B-1 and FS 363. SS Alga overtaken and passed at 1300 on 29th. in position 00° 02' South, 134° 19' East. 29th & 30th at sea.

10. MOROTAI

31st. 0840 Entered Morotai Lagoon and anchored off Navy Wharf 1620. Weighed and proceeded H.M.A. ships DELORAINÉ & COLAC in company escorting Convoy GB 730 to Point UB. Speed of advance 10 knots. Ships--USS TRINITY (Commodore) and SS Fort Amsterdam.

11. HEALTH AND CONDUCT

The health and conduct of ship's company for the period under review has been very good. W

12. CONDITION OF SHIP

The ship is in excellent condition both internally and externally, free from rust and well painted. During the boiler cleaning period much work was done overside between wind and water.

13. WELFARE OF SHIP'S COMPANY

This has been a better month for recreational shore leave. At Morotai libertymen were entertained by the RAAF on the airstrip and voted they had a good time. During boiler cleaning at Woendi full advantage was taken to land libertymen on nearby islands daily. Due to friendly spirit existing between Wardroom Officers in this ship and USS Wardroom Officers and exchange of visits, various US ships invited an unlimited number of ratings to their cinema shows. Full advantage was taken of these kind offers. In all, six shows were placed at our disposal. From careful observation there is no doubt in my mind that Cinema shows are good for the morale and make for a more contented crew. The ship has now formed what it calls the 'Bundaberg Players' and great keenness is displayed by all in this venture. The first play was staged this month, it was written, produced and played by members of the Messdecks. Great ingenuity was shown in the matter of Wardrobe, Stage, Props, and Lighting. The seriousness and enthusiasm of the Players may be gauged by the fact that rehearsals are held in the Minesweeping Store in Turkish Bath heat, away from prying eyes. The men are very keen on this form of entertainment, their first play was a huge success although ladies could never have been invited. Mail continues to arrive regularly and beer issues have been fairly frequent. A contented spirit pervades the Messdecks.

14. SHIP'S PERFORMANCE

	<u>FOR THE MONTH</u>	<u>SINCE COMMISSIONING</u>
Distance steamed.	3411.5 miles	84,923.5 miles
Hours under weigh.	280	8547
Average speed.	8.6 knots	9.1 knots
Average distance per ton of fuel.	10.97 miles	---

Chas. MacDonald
A/LIEUTENANT COMMANDER RANR(S)
COMMANDING OFFICER