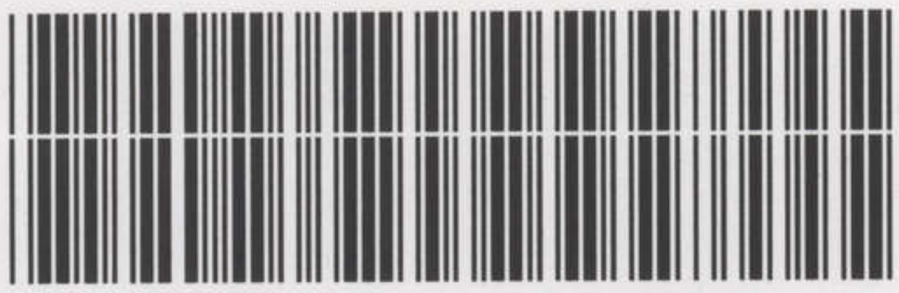
AWM78

Reports of Proceedings, HMA Ships and Establishments

HMAS BUNGAREE

Item number: 77/1

Title: July 1941 - June 1946



AWM78-77/1

"BUNGAREE"

f. of p.

Australian War Memorial. AWM 78: Reports of Proceedings HMA Ships.
HMAS BUNGAREE.

SECRET

CONFIDENTIAL

BUNGAREE

DEPARTMENT OF THE NAVY

Subject:

17/12

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."BUNGAREE".

Date 17th November 1941. *Reference No.* 18/23/41.

To The Commodore in Charge, Sydney - copies to: Secretary, Naval Board and R.A.C.A.S.

Subject Letter of Proceedings - H.M.A.S."BUNGAREE".

SECRET.

Submitted the following letter of proceedings of H.M.A.S."BUNGAREE".

2. On 29th September 1941, on completion of the alterations and modifications to the minelaying equipment by Garden Island, "BUNGAREE" proceeded to Jervis Bay, where on 30th September, an exercise lay of 60 sand-filled mine units was carried out. The Commodore in Charge, Sydney and the Engineer Manager witnessed the lay. On completion, the ship proceeded outside Jervis Bay for an inspection of the coastline by the Commodore in Charge.

3. "BUNGAREE" remained at Jervis Bay until 4th October, whilst H.M.A.S."TOORIE", mine recovery vessel, weighed and transferred the mine units to "BUNGAREE". "TOORIE" was then directed to proceed to Sydney for repairs to steering gear and "BUNGAREE" proceeded to Port Melbourne, arriving on 7th October.

4. "BUNGAREE" proceeded on 9th October and carried out 4" Full Calibre day and night firing, and went alongside at Geelong on 10th October.

5. An outfit of 412 mine units was embarked during 10th and 11th October, utilizing Nos. 1, 2, and 3 holds which had been fitted to carry mine units in addition to the mining deck.

6. "BUNGAREE" left Geelong on 11th October for mine laying operations and proceeded unescorted to Sydney, arriving 15th October. D.G. trials were carried out over the range AM 16th October, after which "BUNGAREE" proceeded unescorted to Townsville to await further orders. Aerial cover was provided each morning between Sydney and Lady Elliot Island.

7. "BUNGAREE" anchored in Cleveland Bay PM 21st October, proceeding alongside No.1 Pier, Townsville AM 22nd October.

8. On receipt of orders to carry out mining operations in Torres Straits, "BUNGAREE" proceeded AM 24th October and anchored in Normanby Sound AM 27th October.

9. Arrangements had been made with A.C.H.Q., Townsville for an aerial reconnaissance of the areas of the intended minefields and on 28th October AM, the Commanding Officer and Navigating Officer flew in a Catalina flying boat over the area west of Prince of Wales Island. Visibility was so poor as to render the flight valueless.

10. "BUNGAREE" proceeded PM 28th October to anchor in the western approaches to Yule Channel, and mine units on the mining deck were primed and fitted.

II. On 29th October the visibility had improved sufficiently to carry out operation NAT in the western approach to Yule Channel. A total of 206 mines were laid. On completion ~~the~~ "BUNGAREE" anchored to the W.N.W. of Bampfield Head in preparation for further laying, and mine units were transferred from the holds to the mining deck and were then fitted and primed.

I2. On 30th October AM, the Navigating Officer, in surveying motorboat, surveyed and laid dan buoys to mark the channel between Rothsay Banks and Bampfield Head, and 55 mines were laid in this channel, (Operation HOP). The dan buoys were then recovered and ship proceeded to anchor off Red Wallis Island.

I3. On 3Ist October a dan was laid south of Red Wallis, 28 mines were laid, (Operation BUCK), and buoy recovered. Ship proceeded and laid dan buoy to the N.W. of Red Wallis, laid I23 mines south of Rothsay Banks, (Operation NICK), recovered buoy and proceeded to anchorage in Normanby Sound, having completed all mining operations in Torres Straits.

I4. "BUNGAREE" proceeded AM Ist November, arrived Newcastle AM 8th November, where 750 tons of coal were received.

I5. "BUNGAREE" proceeded AM 9th November for Geelong, entering and leaving Sydney that evening, after exchange of surveying motorboats with Garden Island.

I6. During the afternoon of I0th November, in the vicinity of Gabo Island, westerly weather was encountered, which persisted until entering Port Phillip, with the result that the speed made good of "BUNGAREE" was reduced to 5 knots, thus prohibiting the running of paravanes on reaching the I00 fathom line.

I7. "BUNGAREE" arrived and berthed at Geelong PM I2th November for embarkation of sand-filled mine units for test and exercise lays.

(Sgd.) N. K. CALDER

Commander, R.A.N.

The Secretary,
Naval Board,
Navy Office,
MELBOURNE.

Submitted.

N. K. Calder
Commander, R.A.N.

Duplicate

(Letter from The Commanding Officer, H.M.A.S. "BUNGAREE" Reference No. 47/1/21 dated 1st July, 1946)

File H.W. 21/6/46

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE" - JUNE

0169

II

In circulation 14/8/46

H.C.

attached on Registration

B.S.1813/250/40
THE SECRETARY,
NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with Confidential Commonwealth Navy Order 97/45.

CAPTAIN, R.A.N.
FOR A/Rear-Admiral.

Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
Potts Point, Sydney.

N.1 (N.H.R.O) +

(Letter from the Commanding Officer, H.M.A.S. "BUNGAREE" Reference No. 47/1/21 dated 1st July, 1945)

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE" - JUNE

II

B.S.1875/250/40
THE SECRETARY,
NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with Confidential Commonwealth Navy Order 97/45.

CAPTAIN, R.A.N.
FOR
A/Rear-Admiral.

Copy to:-
Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
Potts Point, Sydney.

589/207/426

St 6339

OFFICE OF THE
B 250/40
FLAG OFFICER-IN-CHARGE
SYDNEY.

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S. "Bungaree".

Date 1 July 1946. *Reference No.* 47/1/21

To The Flag Officer-in-Charge, N.S.W., Sydney.

Subject LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE" - JUNE

Submitted for information the following letter of proceedings of H.M.A. Ship under my command for the month of June, 1946.

1. 1st June found "Bungaree" at Wharf No. 7A, Circular Quay.

2. Loading of ammunition for dumping was commenced on 3rd June, 1946, and continued until 7th June 1946.

3. The ship sailed for the dumping area at 0704 K on 11th June 1946, arriving in the area and commencing dumping at 0900 K that day.

4. After anchoring for the night on the 11th, dumping was recommenced at 0700 on 12th June. The Ship's Company worked most creditably at this job, enabling "Bungaree" to return to harbour and secure to No. 2 buoy by 1700 the same day, all discharging being completed. This performance is considered especially noteworthy by comparison with the time taken by civilian labour only to load the consignment. Dumping necessitated unpacking the cases, discharging the contents, and restoring the empty cases. This Cargo contained a matter of some 300 Torpedo Warheads.

5. The ship remained at No. 2 buoy until 14th June, during which time discharge of emptied ammunition cases was completed.

6. At 1300 on 14th June Bungaree slipped from the Buoy and secured alongside H.M.A.S. Australia at 1330, at Garden Island.

7. During the remainder of the month, destoring has been proceeded with satisfactorily, in preparation for paying off.

8. On 27th June the ship was moved with the assistance of tugs to the Cruiser wharf, Garden Island.

James Boyce
Lieutenant Commander, R.A.N.R.(S)
COMMANDING OFFICER.

FLAG OFFICER-IN-CHARGE
29 JUL 1946

14/P
D.

589/~~[illegible]~~/426

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No._____

(2)

DISTANCE STEAMED		HOURS UNDER WEIGH
June	84	
Total	156581	

Total coal consumed : 208 tons

Total coal consumed at sea : 20 tons

Miles per ton of coal consumed at sea : 4.25

Miles per ton of coal consumed : 2.41

Average speed 7.5 knots

Commissioned 9 June, 1941.

PART FILE

589/202/ 426

File Her 21/1/46

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. "Bungaree" REPORT OF PROCEEDINGS. June 1946.

S.N.B. 17/7

2nd N.M. 17/7.

3rd N.M. 22/7

D. of P. 23/7

D.R.E. 24/7

Ops. (N) 25/7

N.5.

NAC KAG 31/7/46

D.E. (N)

D.O.T.M. 2/8.

D.N.M.S. 6/8

H.P.B. 8/8

A.A. 2nd N.M. 8/8

9/8/46

N.5. 12/8

D.N.I.

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

Duplicate

43 P. 1/8c.

13/8

PART FILE

589/202/H26

DEPARTMENT OF THE NAVY

MINUTE PAPER

[illegible]41/45.

SUBJECT: HMAS "Bungaree" Report of Proceedings June, 1946

D.P.S. 10/7

11/7/46

DTCR 13/7

DOD

15/7

DCNS

1ST NM 16/7

12/7

AS 17/7

Original

St 6339

RECEIVED
-5. JUL. PM46
NAVY REGISTRY

DEPT. OF THE NAVY
589/202/426

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S. "Bungaree".

Date 1 July 1946. *Reference No.* 47/1/21

To The Flag Officer-in-Charge, N.S.W., Sydney.

Subject LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE" - JUNE

attached Registrar

Submitted for information the following letter of proceedings of H.M.A. Ship under my command for the month of June, 1946.

1. 1st June found "Bungaree" at Wharf No. 7A, Circular Quay.

2. Loading of ammunition for dumping was commenced on 3rd June, 1946, and continued until 7th June 1946.

3. The ship sailed for the dumping area at 0704 K on 11th June 1946, arriving in the area and commencing dumping at 0900 K that day.

4. After anchoring for the night on the 11th, dumping was recommenced at 0700 on 12th June. The Ship's Company worked most creditably at this job, enabling "Bungaree" to return to harbour and secure to No. 2 buoy by 1700 the same day, all discharging being completed. This performance is considered especially noteworthy by comparison with the time taken by civilian labour only to load the consignment. Dumping necessitated unpacking the cases, discharging the contents, and restoring the empty cases. This Cargo contained a matter of some 300 Torpedo Warheads.

5. The ship remained at No. 2 buoy until 14th June, during which time discharge of emptied ammunition cases was completed.

6. At 1300 on 14th June Bungaree slipped from the Buoy and secured alongside H.M.A.S. Australia at 1330, at Garden Island.

7. During the remainder of the month, destoring has been proceeded with satisfactorily, in preparation for paying off.

8. On 27th June the ship was moved with the assistance of tugs to the Cruiser wharf, Garden Island.

Lieutenant Commander, R.A.N.R.(S)
COMMANDING OFFICER.

11

The Secretary,
Naval Board,
Navy Office, Melbourne.

Submitted for the information of the Naval Board.

H.M.A.S."Bungaree".
1 July,1946.

Lieutenant Commander, R.A.N.R.(S)
COMMANDING OFFICER.

589/202/426

St 4039

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No._____

(2)

DISTANCE STEAMED		HOURS UNDER WEIGH
June	84	
Total	156581	

Total coal consumed : 208 tons

Total coal consumed at sea : 20 tons

Miles per ton of coal consumed at sea : 4.25

Miles per ton of coal consumed : 2.41

Average speed 7.5 knots

Commissioned 9 June, 1941.

Duplicate

File Hn 21/6/46

(Letter from Commanding Officer, H.M.A.S. "BUNGAREE", Ref. 47/1/20 dated 1st June, 1946).

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE"

Interchanged 26/6/46

II.

B.S.1477/250/40
The Secretary,
NAVAL BOARD.

Attached on Registration.

Forwarded for the information of the Naval Board in accordance with Confidential Commonwealth Navy Order 97/45.

A/Rear-Admiral.

Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
Potts Point, Sydney.

22 JUN 1946

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

26/6 e.

Transcribed

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE"

II.

B.S.3/71/250/40
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with Confidential Commonwealth Navy Order 97/45.

Commodore
A/Rear-Admiral.

Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
Potts Point, Sydney.

22 JUN 1946

Ref. 47/1/20 dated 1st June, 1946).

Report from Commanding Officer, H.M.A.S. "BUNGAREE"

Enclosure (1)

Copy to

589/207/436

St 6339

OFFICE OF THE
B S 256/40
FLAG OFFICER-IN-CHARGE
SYDNEY.

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S. "Bungaree."

Date 1 June 1946 *Reference No.* 47/1/20

To The Flag Officer-in-Charge, N.S.W., Sydney.

Subject LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE".

Submitted for information the following Letter of Proceedings of H.M.A.S. "Bungaree" for the month of May, 1946.

1st May found H.M.A.S. "Bungaree" alongside No. 9 wharf, Walsh Bay, and unloading of Cargo continuing.

Discharge was completed on 4th May, and at 1035 on 7th May "Bungaree" slipped from 9 Walsh Bay, securing at No. 2 Buoy at 1115.

At 1030 on 9th May, the ship cast off from No. 2 buoy and proceeded with the assistance of three tugs to No. 4 Walsh Bay, securing alongside that wharf at 1135.

"Bungaree" remained at 4 Walsh Bay until 0810 on 16th May, when she proceeded and secured in Mort's Dry Dock, Balmain, at 0950. Bottom of the ship was scraped, coating of protective paint were examined and renewed, all underwater fittings were inspected.

The ship left dock at 1620 on 17th May, and secured at No. 4 Walsh Bay at 1720.

At 1445 on 25th May, "Bungaree" slipped from No. 4 Walsh Bay and at 1525 berthed at No. 1 wharf Pyrmont.

On 30th May, "Bungaree" slipped berth from Pyrmont to 7A, Circular Quay, slipping at 0715 and securing at 0810.

GENERAL:

1. While alongside, boiler cleaning has been carried out by ship's staff, and all necessary repairs made by Shore Contractors (Storey and Keer).

2. Orders have now been received that "Bungaree" is to destore and pay off, commencing approximately 14th June.

HEALTH AND CONDUCT.

Health of the Ship's Company has continued to be very good, also Conduct.

J. McB. Bryde
Lieutenant Commander, R.A.N.R.(S)
COMMANDING OFFICER.

12 JUN 1946
SYDNEY

589/202/ 426

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

13 JUN 1946
D.O.T.M.

SUBJECT: H.M.A.S. "Bungaree" REPORT OF PROCEEDINGS. April 1946

S.N.B. 17/5

2nd N.M.

3rd N.M. 22/5

D. of P. 24/5

D.R.E. 27/5

Ops. (N) 27/5

N.S. 30/5

D.E. (N) 12/6

D.O.T.M. 13/6

D.N.M.S. 14/6

H. 20/6

A.A. 2nd N.M. 20/6

N.P. 21/6

D.N.I. 24/6

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

Duplicate

DEPARTMENT OF THE NAVY

MINUTE PAPER

589/202/H26

41/5.

SUBJECT: HMAS "Bungaree" Report of Proceedings April, 1946

DPS 10/5

13/5

DTSR 14/5

DOD 15/5

for DCNS 15/5

1ST ACM 14/5

14/5 D.N5 17/5

CONFIDENTIAL

RECEIVED
30 APR PM46
NAVY REGISTRY

(Letter from Commanding Officer, H.M.A.S."BUNGAREE"
Ref. 47/1/16, dated 1st April, 1946).

DEPT. OF NAVY
2026. 7. 14421
SECRET

LETTER OF PROCEEDINGS: H.M.A.S. "BUNGAREE"

MARCH 46

II.

In circulation
1/5/46

B.S.1033/250/40
The Secretary,
NAVAL BOARD.

DNI (NHRO)

Forwarded for the information of the Naval Board in accordance with Confidential Commonwealth Navy Order 97/45.

A/Rear-Admiral.

Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
Potts Point, Sydney.

26 APR 1946

St 6339

Commonwealth of Australia

Department of The Navy.

DEFENCE NAVY

589	202	426

CONFIDENTIAL

ACK. BY. A.S. 1330Y
7 - MAY 1946
INIT.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."BUNGAREE".

Date 1 May, 1946. *Reference No.* 47/1/17.

To The Flag Officer-in-Charge, N.S.W., Sydney.

Subject LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

Checked for Indexing

H.M.

Submitted for information the following Letter of Proceedings of H.M.A.S."Bungaree" for the month of April, 1946.

attached on Registration

2. 1 April found "Bungaree" off Kangean Island on passage from Batavia to Port Darwin. The voyage was uneventful and the weather experienced good. The ship passed through Sapeh Straits and Roti Straits and in the former the navigation was done during the night when it was found that the leading lights in the narrows were extinguished.

3. At 1240 on 5 April, "Bungaree" secured to the timber wharf, Port Darwin and commenced loading service cargo for Sydney on 8 April. The following personnel were embarked for passage:- R.A.N. - 1 Officer and 12 ratings, Army - 1 sergeant major and 29 others.

4. At 0018 on 9 April, the ship departed and proceeded to sea. The voyage was uneventful with the exception of passing a large dead whale north of Cape Wessel and the stopping of the ship in the Prince of Wales Channel to embark the following personnel from H.M.A.S."Keith Cam":-R.A.N 1 officer and 11 ratings, Army- 2 officers and 4 others for passage from Thursday Island to Townsville and Brisbane.

5. At 0725 on 15 April, "Bungaree" secured alongside No. 2 Berth on Townsville Breakwater and commenced loading at 1300, departing at 1654 the same day for Brisbane.

6. The voyage was uneventful and the ship arrived and berthed at No. 2 Wharf, Hamilton, at 1542 on 18 April. Loading was commenced on 23 April, ceased during Anzac Day the 25th April, and was recommenced on 26th April and completed at 1700 on the same day when the ship departed at 1750 for Sydney.

7. During the voyage to Sydney, approximately 100 tons of ammunition was dumped by the ship's company outside the 100 fathom line. At 2200 on 28 April, the ship, arrived at Sydney and secured to No. 2 Buoy, where four ratings under close arrest were handed over to an escort from "Penguin". 0800 on 30 April found "Bungaree" at No. 2Buoy, Port Jackson.

8. General

Owing to poor quality of coal and also to the inexperienced and poor physique of stokers and also to the foul condition of ship's bottom, the speed maintained was much below average. The condition of the ship is exceptionally good. Iron decks have been scaled and paint has been removed from wooden decks. Funnels, upper structure and sheer shake have been painted a light grey and the hull in a darker tone of the same colour. In consequence, the ship can take her place with pride amongst all others.

What does he call the painting of the N.E.I. Treasury?

9. Health and Conduct.

The health and conduct of the ship's company has been good, although in the latter, owing to the ship calling at Darwin, Townsville and Brisbane after returning from overseas, there has been a rise in absent over leave cases. In the former, cases of V.D. have been separated.

A/S C

Welfare.

While in port normal leave was given to the ship's company.

	DISTANCE STEAMED.	HOURS UNDER WEIGH.
April	3691	462
Total	156497	17215.37

Total coal consumed 692 tons

Total coal consumed at sea 468 tons

Miles per ton of coal consumed at sea 7.53

Miles per ton of coal consumed 5.3

Average speed 8 knots

Commissioned 9 June, 1941.

Lieutenant Commander R.A.N.R.(S)
COMMANDING OFFICER.

11

The Secretary,
Naval Board,
Navy Office,
MELBOURNE.

Submitted for the information of the Naval Board.

J. McBryde
Lieutenant Commander R.A.N.R.(S).
COMMANDING OFFICER.

H.M.A.S."Bungaree".
1 May, 1946.

St 6339

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."BUNGAREE".

Date 1 April, 1946. *Reference No.* 47/1/16.

To The Flag Officer-in-Charge, N.S.W., Sydney.

Subject LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

Submitted for information the following Letter of Proceedings of H.M.A.S."Bungaree" for the month of March, 1946.

2. 1 March found "Bungaree" off Sermata Island, on passage to Batavia.

3. After passing through the Wettar Straits, adverse sets and very heavy and frequent rain squalls were experienced, particularly between Wettar and Raas Straits. No lights, light beacons or lightbuoys were found to be burning with the exception of Edam Island near Batavia. This may be explained by the close inspection of one lighthouse:- when the ship passed very close to Boompjes Island, it was seen that the light tower was still standing, but wrecked and covered with rust; in place of a lantern there ~~was~~ were only a few pieces of twisted metal, and the living quarters were also wrecked and ruined.

4. At 0646 on 8 March, "Bungaree" anchored in Batavia Roads, and was boarded by the Officer of the Guard from H.M.S."Norfolk". At 1645 the same day, anchor was weighed and the ship proceeded into harbour, berthing at No. 9 Wharf in No. 2 Dock, Tandjong Priok at 1729.

5. During the forenoon of 9 March, calls were paid on board by Mr. J.C.R. Proud, the Commonwealth Government Representative, officers of the Netherlands Indies Department of Finance and by Captain Reardon, U.S.N.R.

6. Arrangements were made for the discharge of cargo. Owing to the difficulty of housing the Dutch wharf guards, it was agreed to victual them on board.

7. As difficulty was experienced in obtaining transport and guards for the currency train and other transport, unloading was not commenced until Monday morning 11 March. The work was carried out by Japanese labour, which was changed daily, thus causing considerable delay and inconvenience. This was particularly so in the case of winchmen, some of whom were good and others most incompetent.

8. On arrival alongside, the wharf was found to be in a filthy condition, at least two inches deep in mud and rotten rice. I therefore obtained a Japanese working party and hosed the wharf down. Mosquitoes and blowflies were in thousands and the stench in the vicinity of the ship almost unbearable. Accompanied by the First Lieutenant and Medical Officer, I made an inspection which revealed large pools of water in the godowns teaming with mosquito larvae. In the ruins of one of the sheds immediately opposite and in the close vicinity of the ship, was a thick black carpet of blowflies covering an area of approximately 4,000 square feet, and underneath a heap of decaying offal and foodstuffs. The areas were sprayed with oil and D.D.T. Representations were made to the Port Commandant and the consequent removal of the offal resulted in an almost complete absence of mosquitoes and flies.

9. At 1245 on 13 March, a large quantity of coin was discovered by the First Lieutenant and Petty Officer Hopkins, hidden in a strongly padlocked locker in the mining deck. A search of libertymen at the gangway revealed that five ratings were carrying stolen Netherlands Indies Currency. A complete search of the ship revealed more currency in the lockers of some of the arrested men. The five ratings were charged

and placed under close arrest.

10. At 0900 on 16 March, a board of Enquiry on the theft of Currency, convened by the Vice Admiral Commanding 5th Cruiser Squadron, was held on board "Bungaree"; the members being officers of H.M.S."Norfolk. Report of the Board of Enquiry has been forwarded to the Naval Board by the convening authority.

11. Further investigation into the theft led to the placing under close arrest of two additional ratings, making a total of seven. The alleged offenders were held in close custody in the R.N. Picquet House in Batavia, under a guard of two leading seamen and 8 seamen. All the accused were returned on board on sailing, and remain under close arrest. Application for trial of the case by Court Martial will be made to the Flag Officer-in-Charge, Sydney, on arrival.

12. The only incident which occurred during the discharge of cargo, was the removal of the loaded currency train one evening by two natives in a locomotive. It was pursued down the wharf by the Dutch guards, and on running into a block on the line was captured and brought back alongside the ship. I have heard no explanation of this episode, which may have been merely the result of an innocent misunderstanding.

13. After completion of discharge, officers of the Netherlands Indies Department of Finance expressed themselves as being extremely satisfied with the excellent condition in which the cargo was landed, and the exceptionally small percentage of breakages. Copy of letter of appreciation from the Dutch Authorities was forwarded to the Naval Board under cover of my letter No. 41/1/79 dated 28 March, 1946.

14. Unloading being completed, the ship shifted to the coal wharf and took on 700 tons of Sumatran coal. Owing to the inflammability of this coal, alterations and bricking of furnaces were necessary and were carried out by the ship's Engineering Staff.

15. On 28 March, the Commanding Officer and officers of "Bungaree" attended a luncheon at La Conga Restaurant given by the Netherlands East Indies Department of Finance. This was stated to be given on the successful discharge of the largest quantity of money ever landed in the East Indies. The following guests were also present:- Netherlands Navy and Army Officers, several British Officers and Mr. Officer the Australian Minister to the Indies. This luncheon was a great success and it was the general opinion of those present that a foregathering of this kind went a long way towards paving the way to a good understanding between the two peoples.

16. During "Bungaree's" stay in Batavia, the Captain and officers of H.M.S."Norfolk", the Royal Marine Provost Marshal on the staff of Naval Officer-in-Charge, and the British officers of allied headquarters were kind and most helpful. This particularly applies to Major Huxtable of Allied Headquarters who supplied daily transport for officers and libertymen when this was unobtainable from the local Naval Authorities.

17. The district is still in an unsettled state, and after curfew attacks and murder are rife. It is a rare day that quite a few bodies are not seen floating in the canal. There are hideouts of terrorists and extremists in the villages within five miles of Tandjong Priok; hardly a night passes without a looting raid on military stores or the Royal Naval Barracks in the dockyard area. Just prior to "Bungaree's" shifting to the coal wharf, an unsuccessful attempt was made to set fire to the Dutch steamer "Ruys". Whilst at the coal wharf, during curfew hours, the quartermaster "Bungaree" fired at figures dodging amongst the coal heaps; on the following night shots were fired at the ship and further figures seen amongst the coal. The ten inch projector was turned on but no one was seen; there was no further incident.

18. .....Page 3.

18. It is to be noted that there appears to be a high degree of inflation in Batavia, no doubt caused by the large influx of Japanese paper money during the occupation. "Bungaree" personnel found that exorbitantly high prices were required for any purchase, either food, clothing or souvenirs.

19. At 1000 on 29 March, "Bungaree" departed for Port Darwin. Midnight on 31 March found the ship off Kangean Island. The weather experienced to date has been good with an occasional heavy rain squall. Owing to the poor quality of the Sumatran coal and slight unexpected adverse currents, the speed attained has not been as good as anticipated.

20. Health and Conduct.

The health of the ships company has been exceptionally good and although venereal disease is rife in Batavia, one case only has been reported up to the present.

The conduct of the Ships company, with the exception of the seven ra ratings accused in the theft case, has been good. It has, however, been necessary to award punishment by warrant to one rating found asleep on watch.

21. Welfare.

Normal leave has been given in port, except in the early stages of discovery and investigation of theft from the cargo.

Organised sports have been arranged, including daily swimming parties to Tandjong Priok Baths, tennis, football and cricket matches. In all cricket contests, "Bungaree" proved too good for all opponents including "Norfolk".

During the ship's stay there were several excellent E.N.S.A. Shows shown both at Batavia and Tandjong Priok. Pictures were shown at the Royal Naval Theatre in the dock area almost every night.

	DISTANCE STEAMED.	HOURS UNDER WEIGH.
March	1933	245.5
Total	152806	16753.37

Total coal consumed 474 tons.

Total coal consumed at sea. 245 tons.

Miles per ton of coal consumed. ~~7.89~~ 4.078

Miles per ton of coal consumed at sea. 7.89

Average speed. 7.87 knots

Commissioned 9 June, 1941.

J M McBryde
Lieutenant Commander R.A.N.R.(S).
COMMANDING OFFICER.

CONFIDENTIAL

Dup.

(Letter from Commanding Officer, H.M.A.S. "BUNGAREE", Ref. 47/1/15, dated 4th March, 1946).

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE" FEB. '46

II.

Information 2/4/46

B.S.782/250/40
The Secretary,
NAVAL BOARD.

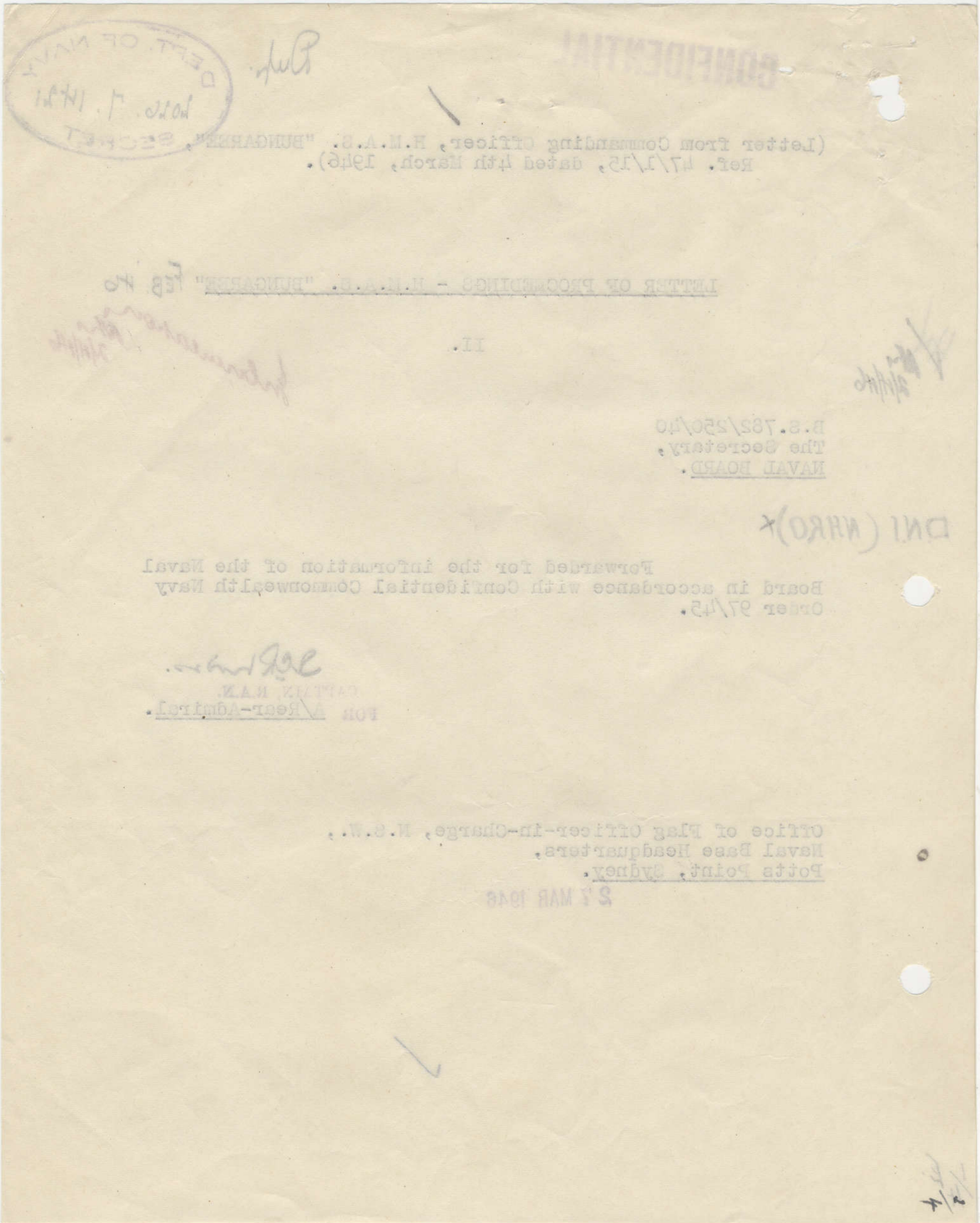
D.N.I (NHRO)

Forwarded for the information of the Naval Board in accordance with Confidential Commonwealth Navy Order 97/45.

CAPTAIN, R.A.N.
FOR A/Rear-Admiral.

Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
Potts Point, Sydney.

27 MAR 1946



CONFIDENTIAL

(Letter from Commanding Officer, H.M.A.S. "BUNGAREE",
Ref. 47/1/15, dated 4th March, 1946).

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE" Feb. 46

II.

B.S. 782/250/40
The Secretary,
NAVAL BOARD.

DNI (NHRO)

Forwarded for the information of the Naval
Board in accordance with Confidential Commonwealth Navy
Order 97/45.

CAPTAIN, RAN.
FOR A/Rear-Admiral.

Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
Potts Point, Sydney.

27 MAR 1946

DEPT. OF NAVY
NOV 7 1946
SECRETARY

St 6339

Commonwealth of Australia

Department of The Navy.

CONFIDENTIAL

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."BUNGAREE".

Date 4 March, 1946. *Reference No.* 47/1/15.

To The Flag Officer-in-Charge, N.S.W., Sydney.
(Copy: Secretary, Naval Board, Melbourne).

Subject LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

Submitted for information the following Letter of Proceedings of H.M.A.S."Bungaree" for the month of February, 1946.

2. 1 February found "Bungaree" at No. 3 Wharf, Wooloomooloo, loading Netherlands East Indies Coin for Batavia. The work was carried out by a working party from "Penguin" and the whole cargo double-checked by officers. Tallies were made both on the wharf and in the holds, and as a security measure, sentries were posted on the wharf, in the mining-deck and in the holds.

3. The loading of 31879 No. cases of currency was completed without incident by 1130 on 13 February. The working party supplied by "Penguin" was of young ratings without previous experience in handling and stowing cargo. Nevertheless, they did a really excellent job, and the stowage in the holds was in every way up to the standard of experienced stevedores.

4. At 1415 on 13 February, "Bungaree" cast off and proceeded to sea. On the voyage to Brisbane it was found that the stokers were not up to the normal standard, and could not steam the ship at the revolutions required; these at times dropped as low as 40 per minute. While in Sydney, the complement of stokers was almost entirely replaced by young inexperienced ratings, the majority of whom had never been to sea before. Furthermore, these men were immature and underweight, many of them being of only 18 years of age, unused to the hard work entailed in a coal burning ship.

5. To cope with this lack of power I took all possible steps to avoid the strong southerly set, keeping as close inshore as possible in order to take advantage of any counter-current. The voyage was uneventful and ship secured to Cruiser C Wharf, Brisbane, at 1015 on 16 February.

6. Here, 2832 cases of currency were loaded by a working party from "Moreton". These ratings also did an excellent job of work. Before sailing, two Netherlands Army Officers(Department of Justice) joined for passage to Batavia.

7. At 0821 on 18 February, "Bungaree" departed from Brisbane and proceeded to sea.

8. The voyage inside the Barrier Reef was uneventful until 22 February on which day, owing to mine reports, it was decided to keep an especially sharp look out. Altogether six mines were sighted and five sunk. The first and fourth mines were sighted by Lieutenant Catchpole, the second third and fifth by myself, and the sixth by Sub Lieutenant McDougall. All mines with the exception of No. 2, which was clean, were encrusted with barnacles and marine growth.

9. The following are the times, sequences and positions of mines:-

	Time.	Position.	Remarks.
A.	1320	16° 14.30' S 145° 35' E	Sunk by rifle fire.
B.	1430	16° 10.15' S 145° 34' E	" " Bofors "
C.	1515	16° 06.30' S 145° 33' E	" " Rifle "
D.	1645	15° 55' S 145° 3.15' E	" " " "
E.	1900	Western Island of the Hope Group.	Riddled by rifle fire in very shallow water.
F.	1900	" " " "	Party unable to reach it owing to darkness.

10. During the sinking of these mines, Petty Officer Hopkins proved an expert rifle shot, seldom missing. Other members of the Ship's Company also did very well, and all the mines were disposed of in under ten minutes each, with the exception of number 3 which was very stubborn as it was floating lower than the others and took twenty minutes to sink.

11. The fifth mine was sighted off the south east point of the most westerly of the Hope Islands. Several rounds of Bofors and 12 pdr. shell were fired without success, and it was accordingly decided to land a party on the island. The mine was riddled by rifle fire and settled down, still exposed by a few feet of water. It was almost dark when another mine was sighted by the party in shallow water on the edge of the mangroves. Falling darkness prevented them from reaching it or taking further action.

12. The weather experienced up to the Torres Straits was almost continual calms and light airs; thence to Masela, fresh west south-westerlies.

13. As an eight hours' stop was required to effect small engine-room repairs and to lance boiler tubes, it was decided to anchor the ship at Masela Island. At 0843 on 28 February, a very good anchorage was found on the eastern side of the island, about seven cables from the edge of the reef, in 29 fathoms of water on the north east tangent of Masela Island, 050° 1.9 '.

14. Large numbers of boats met the ship, most of them being well made dug out catamarans, with a carved Gondola type of stem and stern posts. There was a number of exceptional fine large sea-going canoes built after the style of surf boats and with the same gondola type of stem and stern posts.

15. I called one of the village chiefs on board, who was identified by the silver handled ebony stick he carried. I questioned him in Malay, and ascertained that all were very loyal to the Netherlands and would be pleased to welcome the ship's company on shore. I landed myself with a number of officers on a very fine coral sand beach in order to find out conditions before allowing any libertymen to land. To our surprise we found the party involved in quite an amount of ceremony; We were met on the beach by large numbers of natives headed by a women's reed flute and drum band, and were escorted to one of the villages where another similar band met us and played the Dutch National Anthem. At the conclusion there followed ceremonial hand shaking with the village officials. All this took place during an intensely heavy tropical downpour; nevertheless, it detracted nothing from the simple dignity of the ceremony.

16. We were then conducted to one of the largest of the houses, which was spotlessly clean and floored with white coral sand; this was not an individual case, the whole village was equally clean.

17. In the open square opposite the house, we were entertained by the women dressed in there best bajus and ceremonial sarongs. This entertainment consisted of collective folk songs sung well and harmoniously, elaborate and intricate dances, and music from the reed flute (soeling) bands; a male flute band was also included. The interest of the officers in the native soelings pleased the people and resulted in the presentation of one to all present. During the entertainment, cigarettes were handed around which seemed a much appreciated luxury,

tobacco apparently being non-existent.

18. These people were simple, unspoiled and hospitable, and were excited and glad to see us. They stated that no white man had ever resided on the island, and as ships never called we were the first people to land for very many years

19. They were a self-supporting community, and did not use money, growing all their needs and having an abundant supply of fish and shell fish. As far as I could understand, the only arts and crafts practised, were the spinning of thread, the weaving of their own sarongs, and the building of boats. On the grass just above the beaches and at more or less regular intervals, giant clam shells were arranged in geometrical patterns. Some of these shells measured at least five feet across, and although I asked, I could ascertain no reason for the placing of the shells.

20. Posted up in the houses, and in many cases framed, were coloured allied propaganda pamphlets including a proclaimation in Malay by General Blamey. These they stated had been dropped from planes.

21. I found that on one occasion only about twenty Japanese had landed on the western coast of the island, but had done little damage beyond interfering with women and tearing down from the walls of houses all pictures of the Queen of Holland. I was informed that in the neighbouring islands of Babar, a number of natives had been killed and at least five hundred injured or wounded. They estimated that the population of Masela was at least one thousand, all of whom were Christians.

22. On the whole these natives looked very healthy, but on finding that we had a doctor with us, they produced quite a number of sick. These were examined by the doctor but owing to the lack of time, little could be done beyond leaving instructions and a certain amount of medecine.

23. In the afternoon I gave leave to those of the ship's company who could be spared; these ratings were warned to behave with dignity and to leave a very good impression behind them.

24. As very few of the natives had ever seen a ship, I gave permission for them to visit "Bungaree" during the afternoon. About 150 of them came on board and during the visit the women at the instigation of the headmen, sang, danced and played native music for the entertainment of the ship's company. A certain amount of trading of cigarettes in exchange for shells was done.

25. At 1754, anchor was weighed, and the ship proceeded on her voyage. Midnight on 28 February found "Bungaree" off Terinata Island en route for Batavia.

General.

26. The stokers have improved considerably, but are still unable to fire and steam the ship in an efficient manner; they have had to be reinforced by four of the sturdiest of the seamen.

27. For the past three months, all hands have been working hard to make good the ravages of over a year's neglect of the ship. The flooring in the mining deck has been removed and the accumulated filth under it washed over the side. Unbelievable quantities of rust have been chipped from the deck and ironwork, and although there is still a quantity remaining, the ship has improved at least one hundred percent.

28. The hull and upper works have been painted in two tones of light grey, and are now clean and wholesome. The ship's company is now taking a pride in its ship, and has become definitely "ship conscious".

29. ...

29. In the past, the Canteen appears to have not been all that it should. I have taken strict steps regarding its cleanliness and the way it is run, including a strict control on prices.

Health and Conduct.

30. The health and conduct of the ship's company have been very good during the voyage. Al injections and vaccinations of all personnel have been brought up to date.

31. Normal leave has been given in port.

	DISTANCE STEAMED.	HOURS UNDER WEIGH.
February	2582	315.6
Total	150873	16507.87

Total coal consumed 468 tons.

Total coal consumed at sea 320 tons.

Miles per ton of coal consumed 5.52 miles.

Miles per ton of coal consumed at sea 8.07 miles.

Average speed 8.18 knots.

J. McL. Bryce

Lieutenant Commander R.A.N.R.(S).
COMMANDING OFFICER.

Desp.

(Letter from Commanding Officer, H.M.A.S. "BUNGAREE"
No. 47/1/9, dated 5th February, 1946.)

Information
28/2/46

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE"
JANUARY, 1946.

II.

B.S.493/250/40.
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with Confidential Commonwealth Navy Order 97/45.

D.N.I.
(NHRO)

A/Rear-Admiral.

Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
POTTS POINT. SYDNEY.

28/2/7.

(Letter from Commanding Officer, H.M.A.S. "BUNGAREE"
No. 47\L\9, dated 5th February, 1946.)

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE"
JANUARY, 1946.

B.S.493\250\40.
The Secretary,
NAVAL BOARD.

Forwarded for the information of the
Naval Board in accordance with Confidential Commonwealth
Navy Order 97\45.

A\Rear-Admiral.

Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
POTTS POINT. SYDNEY.

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."BUNGAREE".

Date 5 February, 1946. *Reference No.* 47/1/9.

To The Flag Officer-in-Charge, N.S.W., Sydney.
Copy: The Secretary, Naval Board, Melbourne.

Subject LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

Submitted for consideration the following Report of Proceedings of H.M.A. Ship under my command for the month of January, 1946.

2. 1st January found "Bungaree" at anchor in the townside anchorage, Lord Howe Island, where food relief cargo was being discharged from the ship. There seemed to be no immediate shortage of food with the exception of Flour and sugar, and even then there was at least a fortnight's rationed supply. The greatest concern of the islanders was refrigerator space to get the fish supply back to the Sydney market. On completion of discharge anchor was weighed, and at 1910 on the same day, the ship sailed for Norfolk Island.

3. The voyage from Lord Howe Island to Norfolk Island was without incident and at 2306 on 3rd January, "Bungaree" anchored in 11 fathoms with the Kingston leading lights in line.

4. Discharge of cargo was commenced on the morning of the 4th January, and in this work the Royal New Zealand Airforce co-operated with us in every way, supplying personnel, launches and lighters. This help, together with the ship's landing craft, made possible the discharge of cargo much ahead of expectations. The local Islanders were a rather lazy and helpless lot, and were of little assistance to us.

5. On 4th January, I paid a formal call on Mr Wilson, the administrator of the island.

6. As in Lord Howe Island, there was no immediate shortage of food with the exception of flour and this was being made good from R.N.Z.A.F. supplies.

7. When all cargo was discharged, a quantity of potatoes was loaded for Vila. On completion anchor was weighed, and at 1652 on 5th January the ship sailed for Vila.

8. The voyage from Norfolk Island to Vila was uneventful.

9. At 2214 on 8th January, "Bungaree" anchored in Vila Harbour. While entering port a heavy rain squall was encountered and it was found that the leading lights were most difficult to see and to concentrate on, especially the rear lead, an occulting light. The period of watching until the two lights burned simultaneously was most trying. I consider a fixed red light in place of the occulting light would be more effective.

10. Discharge of cargo was commenced on the morning of 9th January. In this operation and during the ship's stay in port, Mr Jones, Messrs Burns Philp's manager was most co-operative, and did all in his power to help the ship in every way.

11. On 9th January I paid a formal call on the British Resident Mr Blandy. The call was returned on the following day and the

Resident was entertained to lunch on the ship.

12. After all cargo was discharged, 60 tons of cocoa beans were loaded. On completion the two Burns Philp pursers who accompanied the ship from Sydney were landed. These two officers proved of great assistance when cargo was being discharged.

13. At 2025 on 10th January, anchor was weighed and the ship proceeded to sea encountering another heavy rain squall while passing through the harbour entrance.

14. During the voyage to Sydney almost continuous rain squalls were experienced for the first 48 hours, with however, sufficient breaks to get a good star sight before rounding D'entrecasteaux reef to north of New Caledonia. The 271 radar set was used as a check, but owing to the number of squall echoes picked up, it proved in this case to be of little use.

15. A good line of soundings was obtained while passing over one of the little known shoals to the north west of Fairway Reef off the New Caledonia coast. Later another line of soundings was obtained off Port Stevens showing a pinnacle rising 15 fathoms above normal soundings. This information was forwarded to the Hydrographic Branch on the appropriate forms.

16. On 16th January "Bungaree" entered Sydney Harbour and at 2043 berthed at 23B Darling Harbour, where all cargo was discharged.

17. At 0600 on 18th January, the ship cast off and at 0700 on the same day secured alongside the Dolphins at Clarke Island where she remained until 26th January.

18. At 0700 on 26th January, "Bungaree" cast off and proceeded to No. 3 Woolloomooloo where she secured alongside at 0746 on the same day.

19. On 29th January, the loading of Netherlands East Indies coin commenced, with naval labour. A double check by officers on each hatch is being carried out and to assist in this, 3 officers have been loaned from "Penguin". At all times hatch and wharf sentries have been posted. 31st January found ship at No. 3 Woolloomooloo continuing with the loading of coin cargo for Batavia, as above.

20. General. The general condition of all machinery is now good. Defects and adjustments that developed after departure from Sydney following the engine breakdown in December, were made good by the ship's staff during the voyage. The use of landing craft to land cargo during the voyage was found to be invaluable, especially at Lord Howe and Norfolk Islands.

21. Health and Conduct. The health and conduct of the ship's company has been very good.

22. Welfare. Normal leave has been granted to the ship's company while in port, and recreation, including swimming and cricket parties, arranged at Lord Howe Is., Norfolk Island and Vila.

	DISTANCE STEAMED	HOURS UNDER WEIGH
January	2667	271.8
Total	148291	16192.27

Total coal consumed 558 tons

Total coal consumed at sea 364 tons

Miles per ton of coal consumed 4.8.miles

Miles per ton of coal consumed at sea 7.3 miles

Average speed 9.3 knots

Commissioned 9 June, 1941.

J. Ner Bryde

Lieutenant Commander R.A.E.R.(S)
COMMANDING OFFICER

CONFIDENTIAL

2026/7/ 11471.

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Bungaree" REPORT OF PROCEEDINGS. December 1945.

S.N.B.

2 N.M.

3 N.M.

D. of P.

D.R.

D.N.I. (Later)

Ops. (N)

N.5.

D.E. (N)

D.O.T.M.

D.N.M.S.

H.B.

N.A.2.N.M.

N.5.

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

19/2G.

3/2

Orig

NS.17/9/45

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."BUNGAREE".

Date 1 January, 1946. *Reference No.* 47/1/8.

To The Flag Officer-in-Charge, N.S.W., Sydney.
Copy: The Secretary, Naval Board, Melbourne.

Subject LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

Submitted for consideration the following report of proceedings of H.M.A. Ship under my command for the month of December, 1945.

2. The 1st December found "Bungaree" secured alongside No. 9 Walsh Bay, Sydney, undergoing a periodical boiler clean.

3. On 8/9 December, ship was fumigated with cyanide and all personnel were accommodated on shore during the operation.

4. On 17th December, "Bungaree" shifted to No. 6 Walsh Bay where loading of cargo for Lord Howe Is., Norfolk Is. and Vila was carried out under the supervision of Burns Philp & Co..

AH.

5. The boiler clean was carried out during the miner's strike and owing to power restrictions, vital repair and machining work could not be carried out. Makeshift work was carried out on the ship's lathe and to enable the ship to be ready for 24th December the work was rushed through under protest; in many cases with inexperienced E.R.A.s and workmen.

6. At 1445, 24th December, "Bungaree" departed from Walsh Bay. At 1530, off Bradley Head, the main engines failed owing to the breaking of a valve rocker arm. The ship was brought up with the anchors and came to a safe anchorage off Clifton Gardens. The damaged part was taken to Garden Island where it was welded and returned to the ship which sailed at 0125 on 25th December.

7. At 0530 in position 33° 40' South 151° 53' East the main engines ~~against~~ failed through valve trouble. The ship was stopped and repairs taken in hand. On the completion of these, it was found that further damage to valve gear had been sustained, that was beyond the ship's facilities to repair.

8. At 0030 on 26th December, M.L. 805 rendezvoused with "Bungaree" and Commander Webster and Mr. Kilgannon boarded the ship. Attempts were carried out to get the ship under way on all cylinders. The Engineer Officer was of the opinion that the H.P. cam crank shaft was too badly bent and twisted for this.

9. At 0630 on 26th December, "Gladestone" rendezvoused with the ship and at 0710 a tow line was passes and the ship taken in tow. This parted at 1019 and was again passed at 1143 and the ship again taken in tow at 1545, the weather having taken a decided turn for the worse. The tow again parted and as the repairs were nearing completion, the line was not again passed.

10. At 1550 on 26th December, "Ipswich" joined and remained in company.

11. At 1915 the repairs were effected and after warming through, the ship proceeded under her own steam at 2020. The trials were not successful and it was evident that the cam crank shaft was badly twisted and bent. At 2049 the ship was stopped and the engines compounded, running on I.P. and L.P. cylinders only.

BC

This was effected at 0035 on 27th December, and the ship proceeded successfully at 8 knots under her own steam and at 1030 on 27th December secured to No. 2 Buoy. (Special report No. 47/1/7 of 28th December made to the F.O.I.C., N.S.W.).

12. Repairs were undertaken by the dockyard officials, and at 0909 on 29th December with dockyard officers onboard, "Bungaree" slipped and proceeded on trials. At 0923 the engines failed off Garden Island, the valve rocker arm having broken again. The ship was brought up and anchored off Clifton Gardens, and a spare rocker arm brought onboard from Garden Island. During the ensuing repairs the original fault was located and repairs effected at 1500. After a successful trial the ship was again anchored at 1548 to carry out a minor adjustment and at 1658 anchor was weighed and the ship proceeded to sea.

13. After an uneventful voyage during which the engines were not entirely satisfactory, the ship arrived at and anchored off the townside of Lord Howe Island at 1719 on 31st December. There was a considerable swell and difficulty was experienced in lowering the landing barges, and owing to this it was decided only to use one. Discharging was commenced at once and continued till midnight. Had it not been for the landing barge, I consider it would have been impossible to land the cargo as no help whatever was given by the Islanders who only took two small loads in their surfboats and to do that, they had to be hounded on by the First Lieutenant. Midnight found the ship at Lord Howe Island with a quantity of cargo to be discharged and repairs to be carried out, after the engines had cooled down.

14. General Remarks. Owing to the power and light restrictions and the scarcity of skilled labour during the strike, great difficulty has been experienced, and carrying out a successful boiler clean and vital repairs have been hampered. One can truthfully lay the blame of "Bungaree's" engine troubles, to this unfortunate industrial crisis, and also in a way to accumulated defects which had been continually wiped out and passed over during a long period.

15. Health and conduct. Health and conduct of the ship's company has been good.

16. Welfare. During the boiler clean long leave was granted to both watches, but owing to the change in plans, necessitating a recall, a number of ratings suffered a cut in this leave. Normal leave has also been granted while the ship was in port.

17.

	DISTANCE STEAMED	HOURS UNDER WEIGH
December	524	60.18
Total	145624	15920.47

Total coal consumed 238 tons

Total coal consumed at sea 126 tons

Miles per ton of coal consumed 2.2 miles

Miles per ton of coal consumed at sea 4.1 miles

Average speed 9.114 knots

Commissioned 9 June, 1941.

J. McBryde

Lieutenant Commander R.A.N.R.(S)
COMMANDING OFFICER

16/1

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

20226/7/1421

.441/45.

SUBJECT: Xmas "Bungaree" Report of Proceedings December 1945

D.P.S. 16/1.

DTSR RP. 16/1

DOS 21/1

DCNS 22/1

1ST NM 23/1

17/1 O. 23/1

RECEIVED
24 DEC PM 46
NAVY REGISTRY

(Letter from Commanding Officer, H.M.A.S. "BUNGAREE"
Ref. NAV/2/6 dated 4th December, 1945).

DEPT. OF NAVY
2026-7-1421.
SECRET

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE"

II.

Temp.

NS 17/9/45

B.S.4089/250/40
The Secretary,
NAVAL BOARD.

In circulation
3/1/46

Forwarded for the information of the Naval Board in accordance with Navy Office letter 589/201/941 (053065) dated 23rd October, 1944.

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

A/Rear-Admiral.

Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
Potts Point, Sydney.

21 DEC 1945

3/1 H.

(Letter from Commanding Officer, H.M.A.S. "BUNGAREE"
Reg. No. 1/Reg. 4th December, 1945).

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE"

II.

B.S.1089/250/40
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with Navy Office letter 589/201/941 (053065) dated 23rd October, 1944.

A/Rear-Admiral.

Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
Potts Point, Sydney.

21 DEC 1945

St 6339

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."Bungaree".

Date 4 December, 1945. *Reference No.* 47/1/6.

To The Flag Officer-in-Charge, N.S.W., Sydney.

Subject LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

Submitted for information the following letter of proceedings for month of November, 1945. All times are "K" unless otherwise stated.

2. On 1 November "Bungaree" was at Ahioma, Milne Bay and at 0530 on that same day the ship sailed for Cairns having embarked the following personnel - 78 Navy, 32 Army and 12 Airforce.

3. At 0120 on 3 November, when in Grafton Passage, orders were received to proceed to the assistance of the R.N. Collier "Atlas" which was aground on Bougainville Reef. The reef was reached at 0945 on the same day and the vessel was found to be aground on the eastward and weather side of the reef with heavy seas breaking over her. Unsuccessful attempts were made to float a line to the "Atlas", but it was found to be too dangerous with the heavy sea running on a lee shore, and the operation was abandoned. In view of repeated appeals by signal from the crew to send an officer on board to investigate conditions, "Bungaree" proceeded to the lee side of the reef and Lieutenant Commander J.S. McBryde, R.A.N.R.(S) took the whaler over the reef into the lagoon; this was rather hazardous and in places the whaler had to be hauled over the coral. On nearing the ship, the whaler was hauled over one hundred yards of broken water into the lee side of the ship where there were only 18 inches of water. Lieutenant Commander McBryde inspected the ship and interviewed the master who was drunk and quite incapable. After a conference with master and officers, they aggreed to allow 80% of the crew to abandon ship, as the "Atlas" was badly holed, machinery and castings were fractured by heavy pounding and nearly all fresh water and fuel had been lost. When the tide rose sufficiently one life boat was lowered and manned by two white engineers and 28 Lascars. Five naval ratings were embarked in the whaler which guided the other boat over the reef to the "Bungaree" who hoisted both boats by 1730. "Bungaree" then stood by all night until relieved by H.M.A.S."Rockhampton" at 0605 on 4 November when she continued on her voyage (see special report No 47/1/5 dated 4 November, 1945)

4. At 1350 on 4 November, the ship secured alongside No. 6 Wharf at Cairns where all Army, Airforce and Merchant Service personnel were disembarked.

5. On 5 November Lieutenant Commander McBryde assumed command. During the stay in Cairns all boom defence gear in Cairns was loaded by the ship's company working from 0800 to 2359 each day. All this cargo consisted of heavy lifts from 3 to 8 tons each. The work was completed at 0500 on 9 November but as no berth was available at Townsville, the ship remained at Cairns and departed at 1500 on 10 November.

6. At 0745 on 11 November, the ship secured alongside at No. 5, Townsville, where all naval personnel on passage were disembarked and a quantity of cargo and fuel loaded.

7. At 1200 on 12 November, "Bungaree" departed from Townsville and after an uneventful passage arrived at Brisbane and secured alongside A.C.F. Wharf, Pinkenba at 1145 on 15 November.

8. Work on cargo was not commenced until the 16th and the standard of work performed by the Brisbane Stevedores was deplorable. During one forenoon a slight drizzle of rain was experienced and no work was done. This, however, did not stop a number of the lumpers from fishing on the wharf completely exposed to the rain.

9. At 1245 on 21 November, the ship departed from Brisbane with the "San Michele" in tow. On the morning of the 22nd bad weather was experienced and speed had to be reduced for 6 hours until the weather moderated. However, the tow was accomplished successfully and a speed of nearly 10 knots maintained between Brisbane and Sydney where "Bungaree" arrived and secured to No. 6 Buoy at 1840 on 23 November.

10. At 1400 on 26 November, the ship cast off from No. 6 Buoy and at 1430 on the same day secured alongside No. 9 Walsh Bay for discharge of cargo.

11. Changes of Officers.- On arrival in Sydney Engineer Lieutenant Commander J.I.E. Brown, R.A.N.R.(S) and Lieutenant S.G. Haines, R.A.N.R.(S) were discharged and Lieutenant (E) B Carter, R.A.N. and Lieutenant A.W. Salisbury, R.A.N.R.(S) joined.

12. Health and Conduct - The health and conduct of the ship's company have both been very good.

13. Welfare - When in ~~position~~ port, normal leave has been granted, but owing to heavy commitments and cargo work, there has been little time available for organised recreation.

14.

DISTANCE STEAMED		HOURS UNDER WEIGH.	
November			208
~~October~~	1567		
Total	145100	Total	15860.29

Total coal consumed 470 tons.

Average distance per ton of coal at sea 6.06 miles.

Miles per ton of coal consumed 3.3 miles.

Average speed. 7.5 knots

Commissioned 9 June, 1941

J. McB Bryce
Lieutenant Commander R.A.N.R.(S).
COMMANDING OFFICER.

(Letter from Commanding Officer, H.M.A.S. "BUNGAREE",
Ref. 4771/4 dated 1st November, 1945).

Dup.

N5 17/9/45

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE"

II.

In circular order 22/11/45

B.S.2998/250/40
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with Navy Office letter 589/201/941 (053065) dated 23rd October, 1944.

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

A/Rear-Admiral.

Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
Potts Point, Sydney.

17 NOV 1945

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."BUNGAREE".

Date 1 November, 1945. *Reference No.* 47/1/4.

To The Flag Officer-in-Charge, N.S.W., Sydney.

Subject LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

Submitted for information the following Letter of Proceedings of H.M.A.S."Bungaree" for the month of October, 1945.

2. Month commenced with "Bungaree" at anchor in Rabaul Harbour, discharging stores and generators for R.A.N. Base. This base being newly established, was in urgent need of building materials and vehicles which were supplied from cargo for other ports.

3. At 1600K 2 October, ship sailed for Jacquinot, arriving there at 0805K on the 3rd, embarked a D Boat and some personnel for New Guinea and proceeded for Madang at 1315K. Ship was berthed alongside at Madang at 0710K 5 October; discharging was commenced at once and continued day and night until completion.

4. At 0630K 8 October, ship sailed for Morotai with mails and 65 naval and 4 Air Force personnel embarked. On 10 October A.A. practice was carried out with 12 pdr. and bofors.

5. On arrival at anchor at Morotai at 1015I, discharging of small parcels of stores into lighters for ships was commenced. Ship berthed alongside "Whang Pu" on the 13th and main discharging commenced; ship berthed alongside Naval Wharf on the 15th and remainder of discharging was completed and back loading commenced.

6. On 17 October, "Bungaree" berthed alongside "Poyang" and embarked returned stores and boats.

7. During ship's stay in Morotai parties of Japanese Prisoners of War were used trimming bunkers. Much cargo could not be accepted in Morotai and was subsequently discharged in Dreger.

8. At 1630I on 17 October, "Bungaree" sailed for Madang arriving at that port at 0745K on 24 October. A pause of 1 hour was made off Biak to discharge fresh provisions for the Port Directorate.

9. Back loading in Madang was completed by 1630K on 25 October when ship sailed for Dreger.

10. On arrival alongside at Dreger at 1120 on 26 October, discharging of remainder of outward cargo consigned to Madang and Morotai, together with much surplus stores from Madang, was commenced at once. This work was completed by 0600K on 29 October when ship sailed for Milne Bay. At 1405K on 30 October "Bungaree" berthed alongside at Ahioma and commenced back loading.

11. Health and conduct of ship's company has been excellent.

F.S.

DISTANCE STEAMED		HOURS UNDER WEIGH.	
October	3406		338.52
Total	143533	Total	15652.29

Total coal consumed 479 tons

Average distance per ton of coal at sea 10.07 miles.

Miles per ton of total coal consumed 7.1 miles.

Average speed. 10.05 knots.

Commissioned 9 June, 1941.

C H Brown.

Lieutenant Commander R.A.N.R.(S).
COMMANDING OFFICER.

Dup

(Letter from The Commanding Officer, H.M.A.S. "BUNGAREE"
Ref. No.47/1/3 dated 1 October, 1945)

NS 17/9/45

Inbrief to CNO 29-10-45

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE".

II.

B.S.2745/250/40
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with Navy Office letter 589/201/941 (05365) dated 23rd October, 1944.

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

A/CAPTAIN, R.A.N.
FOR A/Rear-Admiral.

Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
POTTS POINT. SYDNEY.

24 OCT 1945

26/10

(Letter from The Commanding Officer, H.M.A.S. "BUNGAREE"
Ref. No.47/1/3 dated 1 October, 1945)

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE".

II.

B.S.2745/250/40
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with Navy Office letter 589/201/941 (05365) dated 26rd October, 1944.

A/CAPTAIN, R.A.N.
FOR A/Rear-Admiral.

Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
POTTS POINT, SYDNEY.

24 OCT 1945

29/10

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."BUNGAREE".

Date 1 October, 1945. *Reference No.* 47/1/3.

To The Flag Officer-in-Charge, N.S.W., Sydney.
Copy to: The Secretary, Naval Board.

Subject LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

Submitted for information the following Letter of Proceedings of H.M.A.S."Bungaree" for the month of September, 1945.

2. On the first of the month "Bungaree" undocked from Sutherland dry dock, Cockatoo Island, and berthed at Garden Island.

3. Removal of 2 4" guns and mountings also 6 oerlikons and all surplus mining and survey stores was immediately commenced. Repairs to boiler tubes and fire heaters was also undertaken by private firm. This latter work was greatly hampered by strikes. Steam was however available on one boiler to work cargo as soon as loading berth could be found.

4. On 7 September, loading commenced at No. 8 Walsh Bay with Naval labour only, and proceeded day and night until 16 September when berth had to be vacated and ship moored to No. 2 buoy. Loading and coaling was completed from barges, and ship sailed for Townsville at 1600K 18 September, with 127 naval personnel embarked for passage.

5. At 1500K on 23 September, "Bungaree" berthed at Townsville and coaling and loading commenced immediately, the ship sailing for Jacquinot Bay at 1100K on 24 September.

6. Jomard Passage was passed at 1640K 27 September and ship berthed alongside wharf at Jacquinot Bay at 1425K 28 September.

7. Discharging of mails was completed at 1730K the same day and ship sailed for Rabaul, arriving at anchor in Simpson Harbour at 0840K, 29 September.

8. Discharging of generators, pre-fabricated huts and other stores commenced immediately. Much cargo had to be shifted to find generators etc., which had been consigned to Madang.

9. N.O.I.C. Rabaul being very short of timber, all available quantities were collected and discharged. Liberty men landed in parties of 30 with one officer and one petty officer armed. This work was still proceeding with assistance of Japanese labour at close of the month.

10. Health and conduct of ship's company has been excellent.

	DISTANCE STEAMED	HOURS UNDER WEIGH
September	2285	230.42
Total	140127	15312.97
Total Coal Consumed	479 tons	
Average Distance Per Ton of Coal		4.77 miles
Average Speed	9.9 knots	
Commissioned	9 June, 1941.	

C A Brown.

COMMANDING OFFICER

In Circulation.

(Letter from Commanding Officer H.M.A.S."BUNGAREE" reference 47/1/2, dated 1st September,1945.)

HP 17/9/45

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE".

11.

B.S.2274/250/40.
The Secretary,
Naval Board,

Forwarded for the information of the Naval Board in accordance with Navy Office letter 589/201/941 (053065) dated 23rd October,1944.

COMMODORE.

Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
Potts Point, Sydney.

14 SEP 1945

Div. 1 (W.N.R.O.)

18/9/11

Sl 6339

250/40

Commonwealth of Australia

Department of The Navy.

CONFIDENTIAL

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."BUNGAREE".

Date 1 September, 1945. *Reference No.* 47/1/2.

To The Flag Officer-in-Charge, N.S.W., Sydney.

Subject LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

Submitted for information the following Letter of Proceedings of H.M.A.S."Bungaree" for the month of August, 1945.

2. The month commenced with "Bungaree" alongside H.M.A.S."Whang Pu" at Morotai, discharging stores. At 1730I the same day ship berthed alongside Army Wharf, discharging stores and taking on water.

3. On 3 August, discharging was resumed alongside H.M.A.S."Whang Pu" where some returned stores were also loaded. On 4 August, ship shifted alongside H.M.A.S."Platypus" for same purpose.

4. "Bungaree" sailed for Madang at 0820I on 6 August. At harbour entrance two American Destroyers were met escorting a captured Japanese Hospital Ship.

5. At 0710K 12 August the ship anchored in Madang Harbour and commenced discharging remainder of stores; also a diesel generator was loaded for H.M.A.S."Mulcra" which had broken down at Lae. At 1645K the same day, ship sailed for Lae.

6. At 1530K 13 August, secured alongside H.M.A.S. "Mulcra" at Lae and transferred the generator and spare parts. Ship sailed for Milne Bay at 1700K.

7. At 0900K 15 August, whilst passing through the Raven Channel, "Cease Hostilities" was received. On arrival at Milne Bay at 1140K, "pipe down" and "splice the mainbrace" were ordered..

8. "Bungaree" berthed at Ahioma the next day for water and to discharge and backload.

9. At 0600K 17 August, ship sailed for Sydney direct with 41 Naval, 36 Army and 20 Air Force personnel embarked.

10. On 24 August at 0010K, secured to No. 6 Buoy, Sydney and proceeded to carry out engine repairs whilst waiting for dry dock. On 29 August, "Bungaree" docked in Sutherland Dock, Cockatoo.

11. Overhaul of blocks and running gear proceeding; also cleaning of bilges. Ship remained in dry dock on 30 and 31 August. Asdic dome was removed and aperture sealed.

12. The health and conduct of the Ship's Company has been excellent.

Mrs Slessor
Miss Fink ✓

	DISTANCE STEAMED	HOURS UNDER WEIGH.
August.	3588	369.02.
Total	137842	15082.55

TOTAL COAL CUNSUMED. 600 Tons.

AVERAGE DISTANCE PER TON OF COAL. 5.98 Miles.

AVERAGE SPEED. 9.72

COMMISSIONED. 9 June, 1941.

The above figures for distance per ton of fuel are given for the total coal consumed during the voyage, divided into the actual miles steamed; i.e. all time at sea and in harbour is included.

C H Brown.

Lieutenant Commander R.A.N.R.(S).
COMMANDING OFFICER.

In Circulation.

(Letter from Commanding Officer, H.M.A.S. "BUNGAREE"
Dated 3 August, 1945, reference No. 30/2/11.)

RECEIVED
28 AUG AM45
NAVY REGISTRY

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE".

11.

DEPT. OF NAVY
2026-7-1421
SECRET

B.S. 2058/250/40.
The Secretary,
NAVAL BOARD.

Zeus

Her.
attached to Regulation

3 N.M. 22/8/45

Forwarded for the information of the Naval Board in accordance with Navy Office letter 589/201/941 (053065) dated 23rd October, 1944.

J.H. Farncomb
COMMODORE.

Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
Potts Point, Sydney.

24 AUG 1945

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

Mrs Slessor
Miss Finch

39 D 1/9H

(Letter from Commanding Officer, H.M.A.S. "BUNDAREE"
Dated 3 August, 1945, reference No. 20/2/11.)

LETTER OF PROCEEDINGS - H.M.A.S. "BUNDAREE".

11.

B.S. 2058/250/40.
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with Navy Office letter 589/201/941 (OS3005) dated 25rd October, 1944.

DOMMODORE.

Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
Potts Point, Sydney.

24 AUG 1945

589/201/941

St 6339

250/40

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."BUNGAREE".

Date 3 August, 1945. *Reference No.* 30/2/11

To The Flag Officer-in-Charge, N.S.W., Sydney.

Subject LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

Submitted for information the following Letter of Proceedings of H.M.A.S."Bungaree" for the month of July, 1945.

2. From 1 - 5 July, "Bungaree" was loading stores and ammunition for Thursday Island, Madang and Morotai at No. 8 Walsh Bay, Sydney. Work proceeded from 0800 to 2100K daily.

3. On 6 July, ship sailed for Thursday Island, carrying 103 service personnel and about 1400 tons of cargo. During the voyage, A/A practice with short range weapons and Bofors at star shell bursts, was carried out.

4. Townsville was reached at 1945K 10 July, and ship commenced coaling at East Wharf. The miners being on strike, coal had to be loaded in baskets from hulk "Shandon". This, together with the arrant loafing of the workers, made the job very slow. An extra 48 tons of cargo was also shipped. All work on the wharves finished at noon on Saturday, 14 July, and ship was forced to sail 20 tons of coal short at 1400K.

5. During the run to Thursday Island through the Barrier Reef target practice was carried out with main armament on Seven foot rock.

6. Barges met the ship when she anchored in the Normandy Sound and discharging commenced forthwith at 1340K 17 July. Voyage through the great North East passage was resumed at 1700K the same day.

7. At 1010K 20 July, ship berthed at No. 1 Iohma in Milne Bay and commenced loading vehicles and other transhipment cargo for Madang and Morotai. On completion of this work voyage to Madang was resumed at 0600k, 21 July.

8. The ship arrived at Madang at 0710k, 23 July, and discharging onto wharf and with barges proceeded with all despatch, about 200 tons of transhipment cargo for Morotai being loaded simultaneously. Some stores consigned to Madang had also to be reshipped owing to changed orders.

9. On 27 July at 1130K, ship sailed for Morotai with 89 service personnel embarked. A/A practice at parachute rockets was carried out en route. It will be noted that there has been a sharp increase in the amount of transhipment and re-directed cargo, mostly due to the closing of the older bases, with consequent transfer of equipment further forward. It is therefore important that this contingency be borne in mind when the voyage is planned, with regard to time and fuel. The ship has been on passage for the remainder of the month.

10. The health and conduct of the Ship's Company has been excellent.

589/201/941

2.

	DISTANCE STEAMED	HOURS UNDER WEIGH
July	4077	392.53
Total	134254	14713.53

TOTAL COAL CONSUMED 531 Tons

AVERAGE DISTANCE PER TON OF COAL 7.67 Miles

AVERAGE SPEED 10.38 Knots.

COMMISSIONED 9 June, 1941.

C H Brown.

Lieutenant Commander R.A.N.R.(S)
COMMANDING OFFICER

Copy to:

The Secretary,
Naval Board.

Duplicate

(Letter from The Commanding Officer, H.M.A.S. "BUNGAREE"- dated 1st July, 1945 - Ref. No. 30/2/11.)

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE".

11.

In circulation 13/7/45

N5 4/1/45

B.S.1671/250/40.
The Secretary,
NAVAL BOARD.

H. 13/7

Forwarded for the information of the Naval Board in accordance with Navy Office letter 589/201/941 (053065) dated 23rd October, 1944.

J.C. Rhodes
A/CAPTAIN, R.A.N.
FOR A/Rear-Admiral.

Office of Flag Officer-in-Charge, N.S.W.
Naval Base Headquarters,
Potts Point, Sydney.

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

13/7 F

H.S. 23/7.

(Letter from The Commanding Officer, H.M.A.S. "BUNGAREE" - dated 1st July, 1945 - Ref. No. 30/2/11.)

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE".

B.S.1671/250/40.
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with Navy Office letter 589/201/941 (055065) dated 23rd October, 1944.

A/Rear-Admiral.

Officer of Flag Officer-in-Charge, N.S.W.
Naval Base Headquarters,
Potts Point, Sydney.

CONFIDENTIAL

St 6339

OFFICE OF THE
R.A.N.
FLAG OFFICER
SYDNEY

250/40

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."Bungaree".

Date 1st July, 1945. *Reference No.* 30/2/11.

To The Flag Officer-in-Charge, N.S.W., Sydney.

Subject LETTER OF PORCEEDINGS - H.M.A.S."BUNGAREE".

Submitted for information the following Letter of Proceedings of H.M.A.S."Bungaree" for the month of June, 1945.

2. The month commenced with "Bungaree" discharging cargo from New Guinea ports at No. 6 Walsh Bay, Sydney. This operation was completed on 8 June when the ship commenced boiler-cleaning and engine room repairs. No dockyard assistance was obtainable from Garden Island and work was accordingly undertaken by ship's staff. A working party was obtained from "Penguin" and the Adelaide Steam Ship Company also assisted with some fitters.

3. Steam was available on one boiler on 26 June and the ship shifted (not under own power) to No. 8 Walsh Bay and commenced loading for Thursday Island, New Guinea ports and Morotai. This operation occupied the remainder of the month

4. The health and conduct of the Ship's Company has been excellent.

5. No distance steamed or hours under weigh.

	DISTANCE STEAMED	DAYS UNDER WEIGH	HOURS UNDER WEIGH
June	-	-	-
Total	130,177	823	14,321.

C H Brown.
Lieutenant Commander R.A.N.R.(S).
COMMANDING OFFICER.

Copy to:
The Secretary,
Naval Board.

R.A.N.
4 JUL 1945
SYDNEY

RESTRICTED

M. Kelly 17.5.65

Dup.

(Letter from Commanding Officer, H.M.A.S. "BUNGAREE",
Ref. 30/2/10, dated 1st June, 1945).

DEPT. OF NAVY
26. 7. 1947
SECRET

ACK. BY. A.S. 1330Y
25 JUN 1945
INIT.

LETTER OF PROCEEDINGS: H.M.A.S."BUNGAREE".

II.

Inbuncahon
26/6/45

B.S.1527/250/40.
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval Board, with reference to Navy Office Letter 589/201/941 (053065) of 23 October, 1944.

A/Rear-Admiral.

Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
Potts Point, Sydney.

22 JUN 1945

26/6.

NIS

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

~~Lt Cdr Banks~~
~~Lt Cdr Hesson~~

H.S. 25/7.

26/6

St 6339

OFFICE OF THE
B.S. 250/40
FLAG OFFICER-IN-CHARGE
SYDNEY.

RESTRICTED

SECRET

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."BUNGAREE".

Date 1st June, 1945. *Reference No.* 30/2/10.

To The Flag Officer-in-Charge, Sydney.

Subject LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

Submitted for information the following Letter of Proceedings of H.M.A.S."Bungaree" for the month of May, 1945.

2. The month commenced with the ship loading stores and ammunition for New Guinea Ports at No. 9 Walsh Bay. Owing to strikes, the Ship's Company, together with 50 ratings from Balmoral, loaded cargo. Although the stowage was not expert, the time taken was considerably less than the stevedores would have required.

3. At 0600K on the 4th May, "Bungaree" sailed for Lae carrying 105 service personnel on passage. Inside the Barrier Reef, target practice with 4" and 12 pdr. at Nares Rock was carried out together with A.A. Practice at parachute rockets.

4. The voyage proceeded without incident, and ship anchored off Carr Wharf, Lae, at 1510K on 11th May and at once commenced discharging army mail.

5. On completion, ship sailed for Madang at 0900K on 12th May. "Bungaree" berthed at Liberty Wharf, Madang, at 0630K on 13th May and immediately commenced dischargind stores and ammunition, working around the clock. Work proceeded at a record pace and discharging and back loading was completed at 2030K on 17th May, ship sailing for Milne Bay at 0730K 18th May.

6. About 120 miles south west of Madang a barge, in good condition marked S B 407, was closed and reported to Naval Officer-in-Charge, New Guinea.

7. At 1015K 20th May, ship berthed at No. 10 Ahioma, Milne Bay, and commenced loading condemned ammunition, returned stores and empties. This operation was completed at 0600K 23rd May when ship sailed for Townsville

8. Strong South East winds across the Coral Sea and inside the reef delayed the ship considerably. However, during a temporary lull in the weather "Bungaree" berthed at Central Wharf, Townsville, at 1905K on the 25th May.

9. Back loading was at once commenced and ship sailed for Sydney at 0600K 26th May.

10. Proceeding south through the reef, "Bungaree" anchored in Cid Harbour, Whitsunday Passage, at 2050K the same day to transfer fresh vegetables, eggs and fruit to H.M.S."Bonaventure" by boat. This operation was successfully completed and ship sailed for Sydney at 2215K the same day.

11. Voyage proceeded without incident, the ship battling against heavy south east winds all the way.

12. At 0650K on the 31st May, "Bungaree" berthed at No. 6 Walsh Bay and commenced discharging deck cargo of boats, cranes, etc., having completed the round voyage in exactly 4 weeks.

13. The health and conduct of the Ship's Company has been very good, the only outward incident being some futile efforts on the part of two seaman to smuggle liquor onto the ship for sale in New Guinea. Offenders have been sent to detention.

	DISTANCE STEAMED	DAYS UNDER WEIGH	HOURS UNDER WEIGH
May	4560	19	456
Total	130177	823	14321

C H Brown
Lieutenant Commander R.A.N.R.(S)
COMMANDING OFFICER

Copy to:
The Secretary,
Naval Board.

8/4

274

SECRET

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1227.

Serial. 7/5

SUBJECT: HMAS "Bungaree," Report of Proceedings April, 1945.

D.P.S. 8/5

D.T.S.R. 10/5

D.O.D. 14/5

~~DCNS~~

for 1ST N M 16/5

15/5 N5

RECEIVED 7 JUN 1945 N.O.T.M.

2026/7/ 1227

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SECRET

RESTRICTED

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

S.N.B.

2 N.M.

3 N.M.

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D.R.M.

D.N.I.

Ops. (N)

N.S.

D.E. (N)

O.T.M.

D.N.M.S.

H.R.B.

N.A.2.N.M.

N.S.

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

~~Lt Cdr Barker~~ Scarlett

Mr Alesson

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

BMA (Letter from Commanding Officer, H.M.A.S. "BUNGAREE",
Ref.No. F30/2/9 dated 1st May, 1945.)

REPORT OF PROCEEDINGS - H.M.A.S. "BUNGAREE".
APRIL, 1945.

II.

B.S.1180/250/40.
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval Board with reference to Navy Office Letter 589/201/941 (053065) dated 23rd October, 1944.

Rowlentley

A/CAPTAIN, R.A.N.
FOR A/Rear-Admiral.

Office of Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
Potts Point, SYDNEY.

15 MAY 1945

Original

St 6339

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

Commonwealth of Australia

Department of The Navy.

DEPT OF NAVY
2026·7·1227
SECRET

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."BUNGAREE".

Date 1 May, 1945. *Reference No.* 30/2/9.

To The Flag Officer-in-Charge, N.S.W.

Subject LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

RESTRICTED

SECRET.

Submitted for information the following Letter of Proceedings for the month of April.

2. At 0600K on 1 April, H.M.A.S."Bungaree" sailed from Milne Bay for Townsville, having completed back-loading, and with 104 personnel embarked for passage to Sydney. The ship arrived alongside at Townsville at 1820K on 3 April; discharging of boom buoys consigned to Darwin, and back-loading of cargo for Sydney, were commenced immediately.

3. The above operations having been completed, "Bungaree" sailed for Sydney at 0700K on 5 April, and arrived at No. 2 Buoy at 0715K on 9 April. The ship subsequently berthed at No. 4 Wharf, Circular Quay, on 11 April and discharging was commenced.

4. On 18 April, "Bungaree" was moved to No. 3 berth, Pyrmont, to take in 1000 tons of bunker coal, and was re-berthed at No. 4 Circular Quay on 19 April. Repairs to the holds and mining deck were carried out by Naval personnel.

5. Loading operations were commenced on 20 April. In consequence of strikes by Stevedores, carters and Shipwrights, Ship's Company labour and approximately 50 ratings from "Penguin" were used, working from 0800 to 2400 in two watches.

6. For the remainder of the month loading was continued; the ship being required to shift berth to No. 9 Walsh Bay on 30 April.

7. The health and conduct of the Ship's Company has been excellent

	DISTANCE STEAMED	DAYS UNDER WEIGH	HOURS UNDER WEIGH.
April	1740	6	155
Total	125617	804	13865

C A Brown.

Lieutenant Commander R.A.N.R.(S).
COMMANDING OFFICER.

Copy to:
The Secretary,
Naval Board.

7/5 B

P/5 F

Duplicate

1227

DEPT. OF NAVY
2046. 7. 1227
SECRET

21 MAY 1945
NAVY REGISTRY

(Letter from the Commanding Officer, H.M.A.S. "BUNGAREE"
reference 36/2/8, dated 1st April, 1945.)

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE".

11.

In circulation 23/5/45.

B.S. 1230/250/40.
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval Board with reference to Navy Office letter 589/201/941 (o53065) dated 23rd, October, 1944.

A/CAPTAIN, R.A.N.
FOR A/Rear-Admiral.

Office of Flag Officer-in-Charge,
Naval Base Headquarters,
Potts Point, Sydney.

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

18 MAY 1945

Lt Parker
Lt Bennett
Lt McBride
Lt Fleser

H.S. 1/6.

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."BUNGAREE".

Date 1 April, 1945. *Reference No.* 36/2/8.

To The Flag Officer-in-Charge, N.S.W.

Subject LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

SECRET.

Submitted for information the following Letter of Proceedings for the month of March.

2. The month commenced with "Bungaree" on passage to Madang and Manus, with approximately 2,300 tons of Naval Stores, ammunition and bombs on board. Madang was reached at 1310K, 3rd March, and discharging of mail, deck cargo and boats to clear the hatches, was commenced immediately.

3. The ship sailed for Manus at daylight next morning 4th March, with 51 personnel embarked for passage and with every thing clear to commence discharging ammunition. On arrival at Manus at daylight next morning, 5th March, "Bungaree" proceeded alongside U.S.S."Murzim" and commenced discharging reserve ammunition for H.M.A.S."Hobart" and other Australian warships. Mail, clothing and naval stores were sent over to the Australian Squadron in an L.C.M. Discharging proceeded around the clock, crews of ships each working their own holds.

4. This work was completed on the 8th March, when "Bungaree" anchored off the Ammunition Wharf awaiting berth. With much difficulty a few L.C.M.s were procured to continue discharging American ammunition. Work proceeded in a desultory fashion, much hampered by bad weather, a high swell and laziness of American barge parties. Two barges were damaged by the sea and "Bungaree's" mining-deck ports were bent. After repeated urgent requests and protests at the delay and wastage of coal stocks, "Bungaree" secured a berth alongside on the 12th March. Discharging then proceeded satisfactorily till 15th March, it having been arranged that ship should shift to Los Negros (7 miles up the harbour) to discharge Airforce bombs. Just as discharging of American ammunition was being completed, orders were received to proceed to Emirau Island and discharge the bombs there.

Circumstances in connection with this order are set forth in my special report No. 48/2/6 dated 23 March, 1945. Some 70 tons of .5 ammunition were re-embarked together with 200 bags of mail and "Bungaree" sailed for Emirau at 1600K, 15th March. On arrival at Emirau at 0900K, 16th March, further delay was encountered by reason of shortage of barges and absolute priority for U.S. ships, and discharging did not commence until 1300K, 20th March. Operations were rendered very difficult by a high swell continually rolling into a dangerous anchorage on a lee shore in deep water, with the ship's stern swinging close onto the reef. Engines had to be at immediate notice. Heavy wind and rain squalls occurred almost hourly. Discharging of bombs was finally completed at 1300K, 24th March, and "Bungaree" sailed for Madang 75 army personnel being embarked for passage. On arrival at Madang at daylight, 26th March, discharging and back loading commenced immediately, and "Bungaree" sailed for Milne Bay at 1400K next day with a total of 104 service personnel on board. At 1310K, 29th March, ship arrived alongside at Milne Bay and immediately commenced back loading of naval stores etc. and shifted to Gamadoda on the 30th March to load boom buoys for Townsville.

23/5

These took up the remainder of cargo space in the ship, work proceeding around the clock for remainder of the month.

5. Health and conduct of ship's company has been excellent.

	DISTANCE STEAMED	DAYS UNDER WEIGH	HOURS UNDER WEIGH
March	1974	8	195
Total	123877	806	13905

C A Brown.

Lieutenant Commander R.A.N.R.(S)
COMMANDING OFFICER

Copy to:
The Secretary,
Naval Board.

RECEIVED 13 APR 1945 D.I.&T.

RESTRICTED SECRET

2026/7/ 1227

DEPARTMENT OF THE NAVY

MINUTE PAPER

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

S.N.B. 1673

2.N.M. 20/3

3 N.M.

D. of P.

D.R.M. 25/3

D.N.I. 28/3

Ops (N)

N.5.

D.E.(N) PAR 5

D.O.T.M.

D.N.M.S.

H.P.B.

N.A.2.N.M.

N.5.

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

A/NHRO

Lt Rankin 27/4

~~Mr Ibbson~~

File

H.S. 27/4.

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."BUNGAREE".

Date 1 March, 1945. *Reference No.* 36/2/7.

To The Flag Officer-in-Charge, N.S.W.

Subject LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

SECRET.

Submitted for information the following Letter of Proceedings for the month of February.

2. From 1 February to 4 February inclusive, H.M.A.S. "Bungaree" was boiler cleaning in Sydney, and dry docking was carried out at Mort's Dock, Balmain, on 5 and 6 February.

3. 7 February, loading operations commenced, priority being given to 450 tons of R.A.N. ammunition and approximately 400 tons of R.A.N. general stores mostly for Madang and including six motor boats on deck. The remainder of the cargo, approx. 1400 tons, consisted of bombs and ammunition for the United States Navy at Manus.

4. Loading was carried out under the supervision of the Dangerous Cargoes Department of the Ministry of Shipping, guards on the wharf, decks and holds being provided by the ship. Fire Brigade representatives were in attendance throughout.

5. At 0600K, on 22 February, H.M.A.S."Bungaree" sailed for Madang. The ship is always very "stiff" when deeply loaded, (on this occasion she being loaded to her maximum of 22' 3½" mean), by reason of the 1400 tons of road metal ballast in the tank tops. The first few preliminary rolls outside Sydney Heads revealed the weakness of the mining-deck shipwright-erected stowages, and these will be required to be strengthened before the next voyage.

6. The voyage has proceeded for the remainder of the month without incident, the weather remaining fine.

7. The health and conduct of the Ship's Company has been excellent.

	DISTANCE STEAMED	DAYS UNDER WEIGH	HOURS UNDER WEIGH
February	1560	6	160
Total	121903	798	13710

C H Brown.

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

Copy to:
The Secretary,
Naval Board.

10/3.

165B

SECRET

RESTRICTED

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1227

3644.

SUBJECT: HMAS "Bungaree" Report of Proceedings February 1945.

D.P.S 10/3

D.T.S.R 14/3

D.O.D 1/3

D.C.N.S

1ST NM 15/3

N 5

RESTRICTED

RECEIVED 20 MAR 1945 D.N.I.

2026/7/ 1227

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Bungaree" -REPORT OF PROCEEDINGS. January 1945.

S.N.B.

2.N.M.

3 N.M.

D. of P.

D.R.M.

D.N.I.

Ops (N)

D.E.(N)

D.O.T.M.

D.N.M.S.

H.P.B.

N.A.2.N.M.

N.5.

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

Mr Rankin

Mrs Allison

File

H. S. 11/4.

28/3

17/2.

133/A

RESTRICTED SECRET

DEPARTMENT OF THE NAVY.
MINUTE PAPER.

2026/7/1227

3644.

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

D.P.S 17/2

D.T.S.R 21/2

D.O.D 21/2

DCNS 21/2

1STNM

19/2/45 N5

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."BUNGAREE".

Date 8 February, 1945. *Reference No.* 36/2/6.

To The Flag Officer-in-Charge, Sydney.

Subject LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

Submitted for the information of the Naval Board the following Letter of Proceedings for the month of January.

From 1 January to 5 January, "Bungaree" was discharging and back loading at Madang, sailing for Milne Bay at 1230K 5 January.

On arrival at No. 10 wharf Ahioma, Milne Bay at 1130K 7 January, back loading of returned stores and ammunition was immediately commenced. On completion of loading of ship sailed for Townsville at 0400K, 9 January.

On arrival at Townsville at 1400K, 11 January, back loading was resumed, ship sailing for Sydney at 0600K, 13 January.

Ship arrived at No. 8 berth Woolloomooloo at 0600K 17 January. During 18 January to 20 January, discharging of returned cargo was carried out, after which boiler cleaning was commenced. This operation, together with alterations to armament and minor repairs took up the remainder of the month.

Health and conduct of ship's company has been very good.

The stowage and handling of cargo has much improved, and pillage onboard reduced to one case only, as far as is known. This required the posting of many sentries and constant vigilance on the part of ship's officers.

	DISTANCE STEAMED	DAYS UNDER WEIGH	HOURS UNDER WEIGH
January	2288	12	201
Total	120343	792	13549.9

C H Brown.

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

Copy to:
The Secretary,
Naval Board.

1/3

159B

RECEIVED
27 FEB 1945
D.O.T.M.

SECRET
RESTRICTED

2026/7/ 1227

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Bungaree" -REPORT OF PROCEEDINGS. December 1944

S.N.B.

2.N.M. Extract X of paras 5, 6, and 7 for D.N.S.

3 N.M.

D. of P.

D.R.M.

D.N.I.

Ops (N)

for D.E.(N)

D.O.T.M.

D.N.M.S.

H.P.B.

N.A.2.N.M.

N.5.

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

Mrs Olsson

File

8/34

2/3

CONFIDENTIAL

ACK. BY. A.S. 1330Y
JAN 1945

DEPT. OF NAVY
2026-7-1227
SECRET

Royal Australian Navy.

From ..... The ~~Commodore~~ Rear-Admiral-in-Charge, H.M.A. Naval Establishments, Sydney.

To ..... The Secretary, Naval Board, Melbourne.

Date ..... 18th January, 1945. No. B.S.133/250/40.

Subject ..... LETTER OF PROCEEDINGS, H.M.A.S. "BUNGAREE" - DECEMBER, 1944.

Be pleased to lay before the Naval Board in accordance with Navy Office letter 589/201/941 (053065) dated 23rd October, 1944, the following comments on H.M.A.S. "BUNGAREE"'s Report of Proceedings for December, 1944.

Paragraph 6:

H.M.A.S. "BUNGAREE" is loaded in accordance with requests for space from departments shipping the cargo. Supervision of stowage to comply with these requests is carried out by the Sea Transport Officer, Sydney.

Paragraph 7:

Base Port of Landing Ships (Infantry) on 1st December, 1944 on 1st December, 1944 was shown in the Pink List as Hollandia and thus the cargo for "MANOORA", "KANIMBLA" and "WESTRALIA" was block stowed for discharge at Madang.

Para 7. The visit of these ships to Manus was unusual.

A/Rear-Admiral.

D.N.S.
5 FEB 1945

D.N.S.

2nd N.M.

T.L.O.

(COPY)

2026/7/1227.

SECRET RESTRICTED

FROM: The Commanding Officer, H.M.A.S. "BUNGAREE".

TO : The Rear Admiral in Charge, Sydney.

DATE: 3 January, 1945. REFERENCE NO. 36/2/5

SUBJECT: Letter of Proceedings H.M.A.S. "BUNGAREE".

X X X X X

5. At 0640K 24th December Seeadler Harbour was entered and at 0810K H.M.A.S. "BUNGAREE" proceeded alongside H.M.A.S. "SHROPSHIRE" to discharge stores for H.M.A.S's "ARUNTA", "AUSTRALIA", "SHROPSHIRE" and "WARRAMUNGA".

6. These stores being stowed in one consignment had all to be landed on H.M.A.S. "SHROPSHIRE's" deck, which naturally caused some inconvenience to all four ships, they being on extremely short notice. This consignment was all discharged by 1700K the same day and H.M.A.S. "BUNGAREE" proceeded to anchor near H.M.A.S. "MANOORA".

7. Mail, some comforts and odd packages which could be got at, were then discharged into barges belonging to H.M.A. Ships "MANOORA", "KANIMBLA" and "WESTRALIA", but the bulk of their stores were block stowed and consigned to Madang. Thus H.M.A.S. "BUNGAREE" was reluctantly compelled to sail for Madang at 1050K on 26th December with this cargo still on board.

X X X X

(Sgd) C. H. Brown
Lieutenant-Commander,
R.A.N.R. (S).

II

D.N.S.

Referred.

Head of "N" Branch.

26 January, 1945.

/Vs

11/1

63B

2026/7/1227

A191

RESTRICTED SECRET

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

5644.

SUBJECT: HMAS "Bungaree" Report of Proceedings December 1944

D.P.S Vell 11/1

D.T.S.R 12/1

D.O.D 11/1 16/1

D.C.N.S

13/1

1ST.N.M

N5

St 6339

CONFIDENTIAL

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commending Officer, H.M.A.S."BUNGAREE".

Date 3 January, 1944. *Reference No.* 36/2/5.

To The Rear Admiral-in-Charge, Sydney.

Subject LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

HN.

Submitted for the information of the Naval Board the following Letter of Proceedings for the month of December.

2. On 29th November, Lieutenant Commander C.H. Brown, R.A.N.R.(S), assumed command, the ship then being at No. 2. Circular Quay, Sydney, loading naval and other stores for New Guinea and the Admiralty Islands.

3. Loading operations were completed and H.M.A.S. "Bungaree" sailed for Milne Bay on 9th December carrying approximately :-

2000 tons of cargo
1000 tons of coal
1000 tons of fresh water
1000 tons of road metal ballast.

Mean draft was 21' 11" out of a possible 22' 3½". One army officer, 24 soldiers and 76 naval ratings were embarked on passage.

4 Voyage proceeded uneventfully through the Barrier Reef and Grafton Passage. A.A. gun firings were carried out on several occasions.

5. 16th December at 1500K, H.M.A.S."Bungaree" arrived at Milne Bay; berth was not available until 0940K 17th December, when unloading operations were commenced. Discharging was completed at 1005K 20th December, when ship sailed for Lae, with 77 passengers still on board. H.M.A.S."Bungaree" berthed alongside at Lae at 0805K on 22nd December; discharged mail only and sailed for Manus Island at 1600K the same day. At 0640K 24th December Seadler Harbour was entered and at 0810k H.M.A.S."Bungaree" proceeded alongside H.M.A.S. "Shropshire" to discharge stores for H.M.A.S's "Arunta", "Australia", "Shropshire" and "Warramunga".

6. These stores being stowed in one consignment had all to be landed on H.M.A.S."Shropshire's" deck, which naturally caused some inconvenience to all four ships, they being on extremely short notice. This consignment was all discharged by 1700K the same day and H.M.A.S."Bungaree" proceeded to anchor near H.M.A.S. "Manoora".

7. Mail, some comforts and odd packages which could be got at, were then discharged into barges belonging to H.M.A. Ships "Manoora", "Kanimbla", and "Westralia", but the bulk of their stores were block stowed and consigned to Madang. Thus H.M.A.S."Bungaree" was reluctantly compelled to sail for Madang at 1050K on 26th December with this cargo still on board.

CONFIDENTIAL

At 0830K on 27th December, H.M.A.S."Bungaree" anchored in Madang Harbour and commenced discharging into barges; berth not being available until 1030K on 31st December. Discharging continued day and night whenever barges were available, for remainder of the month. A separate report on cargo and manpower is being forwarded at an early date.

Health of ship's company has been excellent and conduct on the whole good, in spite of several liquor offences which practices are being stamped out.

Commodore Superintendent of Training, Flinders, has been asked to remove four ratings punished by warrant and also five suspects, observing that it is essential that only thoroughly reliable ratings should be employed on present duties.

	DISTANCE STEAMED.	DAYS UNDER WEIGH	HOURS UNDER WEIGH.
December.	2687	11	272.4
Total.	118055	780	13348.9

C H Brown

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

Copies to:

The Secretary,
Naval Board.

16/2

1306

RESTRICTED
SECRET

RECEIVED
1945
D.O.T.M.

2026/7/ 1227.

Part

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Bungaree" -REPORT OF PROCEEDINGS. November 1944

S.N.B.

2.N.M.

3 N.M.

D. of P.

~~D.V.N.~~ — re para 5. Have you a separate report regarding refusal of "Madang" to accept clothing stores? If not, please ascertain reason.

D.R.M.

Copy of separate report dated 5/1/45 is attached & has already been seen by 2nd N.M. who advised me accordingly this a.m.

D.N.I.

1

Ops (N)

D.E.(N)

D.O.T.M.

D.N.M.S.

H.R.D.

N.A.2.N.M.

N.5.

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

Lt Parton

~~Mr Slesson~~

~~Lt Parkin~~

File

H.S. 21/2

17/2A

3/A

19/1.

76

803

RESTRICTED

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1227.

3644.

SUBJECT: N.O.I.C New Guinea Madang Report of Proceedings November 1944 HMAS "Burnaree."

D.P.S 20/1.

DT.S.R 23/1.

D.O.D 26/1

D.C.N.S 27/1.

1ST N.M 30/1

D.O.P.

23/1 N.S.

F.R.280/43/5.

Office of the N.O.I.C.
New Guinea. Madang.
8th January,1945.

The Rear Admiral-in-Charge,
SYDNEY.

Report of Proceedings - H.M.A.S."Bungaree"
November,1944.

HN

With reference to your letter B.S. 250/40 dated 12th December,1944, it is submitted for consideration that the following were the circumstances surrounding the delay in "turn-round" of H.M.A.S."Bungaree".

2. The handling of the ship's cargo was extremely slow, and the following are the main reasons for the delay:-

(1) H.M.A.S."Madang" had an inadequate number of hands for the work, but full use was made of those available. Native labour was short supplied during that period, and every effort was made to obtain it from A.N.G.A.U.

(2) Transhipment and naval stores were housed in H.M.A.S. "Madang" which is on Beliau Island. This necessitated cargo being handled by barge and truck. These have to be obtained through Army sources, and insufficient transport was available.

A transhipment store has since been erected on the mainland in close proximity to the unloading wharf, and the transport problem has been largely overcome.

(3) Little co-operation was shown by "Bungaree" in the unloading.

No appreciation was made of the difficulties under which H.M.A.S."Madang" was working and the ship did little to expedite the "turn-round"

"Bungaree" has just completed unloading at Madang, and the co-operation by the ship considerably improved during this visit.

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

Copies to :-
Secretary, Naval Board.
Commanding Officer, H.M.A.S."Bungaree".

D/

2026/7/1227

H.M.A.S. "BUNGAREE" - REPORT OF PROCEEDINGS - NOVEMBER, 1944.

RESTRICTED

1st Naval Member.

The Clothing Stores at H.M.A.S. "MADANG" should be ready by mid January, 1945. Pending its completion H.M.A.S. "WHANG PU" is holding stocks to the utmost extent possible. It was apparently necessary to return to Sydney, certain of the clothing forwarded in "BUNGAREE" for "MADANG" for which storage accommodation was not available ashore or in "WHANG PU".

5/1/1945.

Director of Victualling.

29/12.

29B.

RESTRICTED
SECRET

DEPARTMENT OF THE NAVY

2026/7/1227.

MINUTE PAPER

SUBJECT: H.M.A.S. "Bungaree." Report of Proceedings November 1944.

D.P.S. 24/12

D.T.S.R. 24/12.

D.O.D. 29/12

D.C.N.S.

29/12

1ST.N.M.

N.5. 21/12

Rear-Admiral-in-Charge, Sydney.

12th December, 1944. B.S. 250/40

Naval Officer-in-Charge, New Guinea.
(Copy to The Secretary, Naval Board.)
REPORT OF PROCEEDINGS - H.M.A.S. "BUNGAREE" - NOVEMBER, 1944.

Copy of Report of Proceedings is attached.

2. It is noted that considerable delay is occasioned in New Guinea ports and as the "turn round" of "BUNGAREE" should be expedited as much as possible, observing the difficulty in transporting cargo and personnel from the mainland to New Guinea your remarks are requested.

(SGD.) G. D. MOORE

A/Rear-Admiral

12/2

120A

RECEIVED 8 FEB 1945 D.O.T.M.

RESTRICTED

2026/7/ 1227

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Bungaree" -REPORT OF PROCEEDINGS. November 1944.

S.N.B. 8/1

2.N.M. 8/1

3 N.M. 13/1

D. of P. 18/1

D.R.M. 19/1

D.N.I.

Ops (N) 29/1/45.

D.E.(N)

D.O.T.M. 8/2

D.N.M.S.

H.D.N. 12/2

N.A.2.N.M. 12/2

N.S. 13/2

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

Lt Parson

Mrs Slesser H.S. 14/2

Lt Rankin 15/2

File

8/14 18/14 13/28

30/1

14/2

D.N.M.S. BRANCH
9 FEB 1945
NAVY OFFICE

4/2v

319A

RESTRICTED SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/1227

SUBJECT: H.M.A.S. "BUNGAREE" - Report of Proceedings - November 1944

D.P.S. Vice 4/12

DTSR. 8/12

DOD. Note:- With the poor facilities of Madang it took 9 days to unload this ship 11/12

DCNS. 12/12.

10/12

INM. 13/12

DAN. k remarks on page 6

See hereunder.

NS.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1227

3644.

SUBJECT: H.M.A.S. "BUNGAREE" - REPORT OF PROCEEDINGS - NOVEMBER, 1944.

SECRET RESTRICTED

1st Naval Member.

The Clothing Stores at H.M.A.S. "MADANG" should be ready by mid January, 1945. Pending its completion H.M.A.S. "WHANG PU" is holding stocks to the utmost extent possible. It was apparently necessary to return to Sydney, certain of the clothing forwarded in "BUNGAREE" for "MADANG" for which storage accommodation was not available ashore or in "WHANG PU".

5/1/1945.

Director of Victualling.

St 6339

DEPT. OF NAVY
2026-7-1227
SECRET

3NM 27/11/44

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."BUNGAREE".

Date 29th November, 1944. *Reference No.* 36/2/3.

To The Secretary, Naval Board, Navy Office, Melbourne.

Subject LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

SECRET

RESTRICTED

Submitted for the information of the Naval Board, the following Letter of Proceedings for the month of November, 1944.

2. On the first of the month, "Bungaree" was at anchor in Milne Bay, loading Air Force Stores for Madang. Stores and vehicles were sent off in barges, and an Air Force working party assisted.

3. Loading ceased at 0930 Thursday 2nd November and ship sailed for Madang at 1000.

4. "Bungaree" arrived at Madang at 0600 Saturday 4th November, and anchored in the harbour, as berth alongside was not available.

5. Unloading was carried out spasmodically, as very few barges were available, and working parties difficult to obtain. Owing to the repeated efforts of myself and other ship's officers to obtain transport, and with the assistance of "Tolga" and "Terka", all cargo except No. 3 hold was disembarked by Monday 13th November, on which day the ship proceeded alongside Madang Wharf.
Despite opposition the ship remained alongside until 1500 on Wednesday 15th November and succeeded in discharging all cargo, except some clothing stores which were not accepted by Madang, and were returned to Sydney.
Ship anchored in the harbour and continued to embark stores for Sydney until 0930 Thursday 16th November.

6. At 1000 16th November, "Bungaree" sailed for Milne Bay, carrying 52 personnel for passage.

7. At 0930 on Saturday 18th November, "Bungaree" secured alongside No. 4 Wharf Ahioma and commenced loading cargo for Sydney.

8. "Bungaree" slipped from No. 4 Wharf Ahioma at 0900 on Sunday 19th November on passage to Sydney, carrying 52 personnel for passage.

9. After excellent passage "Bungaree" secured alongside No. 2 Wharf Circular Quay at 1030 Saturday, 25th November.

10. The conduct and health of the Ship's Company has been highly satisfactory.

11. Lieutenant Commander C.H. Brown R.A.N.R.(S) assumed Command a.m. Wednesday 29th November.

M. L. Cant
A/Commander R.A.N.
COMMANDING OFFICER.

Copies to:
R.A.I.C. Sydney.
C.C.A.S.

2/1

H 18

RESTRICTED SECRET

2026/7/1227

DEPARTMENT OF THE NAVY

MINUTE PAPER

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

October 1944

S.N.B. 23/11

2.N.M. 24/11

3.N.M. 27/11

~~D.O.D.~~

D. of P. 6/12

~~DR(AN)~~ 7/12

D.N.I. 7/12

Ops (N) 8/12

D.E.(N) 28/11/44 (Carter)

D.O.T.M 28/12

~~D.N.M.S~~ 26/12

H.R.B.?

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

N.S. 4/1

D.N.I. (N.H.R.O.) 8/1

file

4/12

Room 343, by hand

Please return to Naval Historical Records Section 13/12

61

15/11

344B

RESTRICTED

DEPARTMENT OF THE NAVY. 2026/7/1227

MINUTE PAPER.

D4520/ .—C.14053.

SUBJECT: H. M.A.S. "Bungaree" Report of Proceedings October 1944

D.P.S. 15/11

D.T.S.R. 16/11

D.O.D. 20/11

D.C.N.S. 21/11

N.N. 15/11

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S. "BUNGAREE"

Date 1 November, 1944 *Reference No.* 36/2/2

To The Secretary, Naval Board, Navy Office, Melbourne

Subject LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE"

Submitted for the information of the Naval Board, the following Letter of Proceedings for the month of October, 1944.

2. On the 1st. of the month, the ship was alongside No. 1 wharf Townsville, loading a small amount of free freight stores for Sydney.

3. At 0800 on the 2nd. October, ship slipped from wharf at Townsville and proceeded to Sydney. A low angle shoot from both 4" guns, 12 pounder and pom-poms was carried out on passage.

4. At 0715 on Friday 6 October, "Bungaree" secured alongside No. 8 wharf Walsh Bay, after an excellent passage, and was placed at short notice. Free freight stores were discharged and 639 tons of coal embarked.

5. On Tuesday 10 October, ship was taken off short notice, and loading of cargo was commenced on Wednesday 11 Oct., by Central Wharf Stevedoring Coy.

6. During the time taken to load, the ash-ejector was raised 4 ft. 6 ins. to its original position, and two Mark VIII Pom-Poms fitted in place of the Mark II Pom-Poms.

7. Loading was completed on Saturday 21 October, and "Bungaree" sailed for Milne Bay and Madang at 1000 on Sunday 22 October. Eighty-seven personnel were carried for passage.

8. At 1050 on Monday 30 October, ship secured alongside Pontoon Wharf, Ladava, and commenced discharging cargo and personnel. On completion of unloading, a large amount of Air Force stores for Madang was loaded.

9. Owing to the better loading and distribution in Sydney, the excessive rolling experienced on the previous passage, was to a great extent eliminated, and no trouble was experienced with the ash-ejector.

10. If cargo is continued to be stowed on the mining deck, the number of personnel carried for passage from Sydney, will have to be reduced to 50. On return passage, with little cargo, a maximum of 100 could be carried.

11. The conduct of the Ship's Company has generally been very good, and the health of all personnel excellent.

H. L. Bard
a/Commander R.A.N.
COMMANDING OFFICER

Copies to:
R.A.I.C. Sydney
C.C.A.S.

4/6

161A

DEPARTMENT OF THE NAVY. 2026/7/ 1120

SECRET RESTRICTED

MINUTE PAPER.

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

JUNE, 1944

S.N.B.

2.N.M.

3.N.M.

D.O.D.

D. of P.

D.N.I.

Ops(M).

D.E.(M).

D.O.T.M.

H.P.(M).

N.A.2.N.M.

N.S.

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

A/NHRO

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31/7

D8/10

12/7.

2026/7/1120
1213

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

SUBJECT: H.M.A.S. "Bungaree" - Letter of Proceedings

11/7

D.P.S. 12/7

D.C.N.S. per. 12/7.

1st S.M. 16/7

No 1275

St 6339

ACK. BY. A.S. 1330Y
10 JUL 1944
INIT.

DEPT. OF NAVY
2026/7/1120.
SECRET

File HN 7/9/43

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."BUNGAREE"

Date 1 July 1944. *Reference No.* 36/2/7.

To The Secretary, Naval Board, Melbourne.

Subject LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

SECRET.

HN. 11/7.

Submitted for the information of the Naval Board the following Letter of Proceedings for the month of June.

2. On the 1st of the month the ship was in Townsville Boiler Cleaning, this was concluded on the 7th and the ship left next morning for Bowen, arriving there the same evening. The ship fuelled and watered to capacity and sailed for Townsville again at daylight on 10th June.

3. The ship secured alongside that evening at Townsville at 1900, embarked Naval and Hydrographic Stores and sailed for the Great North East Channel at 2200.

Separate report received

4. On leaving No. 5 Berth Townsville, the starboard mine observation platform caught on the wharf splintering two fender piles and slightly bending the platform.

5. The ship arrived at Rennel Island at 2100 on 13th June and was met next morning by Motor Boat "Dart", and Tenders, H.M.A.S's "VIGILANT", "POLARIS", and M.L.820. "VIGILANT" had arrived from Cairns on 11 June having been placed under my operational orders for hydrographic duties.

6. Satisfactory progress had been made by these tenders notwithstanding the unsettled state of the weather.

7. The base for these tenders was then shifted to Dalrymple Island and a commencement made with the northern area to Bramble Cay.

8. Satisfactory progress has been made to date in this area notwithstanding the inclemency of the weather. Strong south easterly winds with frequent rain squalls being experienced, rain occuring on every day of the month.

9. No shoals or dangers were located other than those already charted.

10. The health and conduct of the ship's company remains highly satisfactory.

COMMANDER R.A.N.

Copies to R.A.C.A.S.
R.A.I.C.S.
O.C.H.B.

19/7.

Mr. Kelly 17.5.65

134 B.

SECRET

RESTRICTED

DEPARTMENT OF THE NAVY. 2026/7/1166.

MINUTE PAPER.

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

MAY, 1944

S.N.B. 6/7

2.N.M.

3.N.M.

D.O.D.

D. of P.

D.N.I. 10/7

Ops(N). 11/7

D.E.(N). 5/7/44.

D.O.T.M.

H.P.B. 19/7

N.A.2.N.M. 19/7

N.O. 20/7

D.N.I. (N.H.R.O.). 20/7

A/W H B/O 22/1

File

Answ

3966

19/7

23/6

77

2026/4/1166 91B

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

Q23/6

SUBJECT: H.M.A.S. "Bungaree" - War Diary & Letter of Proceedings

D.D.S. 28/6/44

Dc 28/6

from Rwd

NS 28/6

28/6.

CONFIDENTIAL

(Letter from the Commanding Officer, H.M.A.S. "BUNGAREE" dated 3rd June, 1944 - 36/1/11).

WAR DIARY - MAY, 1944.

11.

B.S.1713/250/40.
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval Board with reference to my B.S.1151/250/40 of 21st April, 1944.

A.C. Quinnear-Jones
(2)

Naval Base Headquarters,
Potts Point, Sydney.
18th June, 1944.

A/Rear-Admiral.

CONFIDENTIAL

Attach to.

St 6339
Office of the
B.S. 250/40.
Rear Admiral in Charge Sydney.

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."BUNGAREE"

Date 3 June 1944. *Reference No.* 36/1/11.

To The Rear Admiral-in-Charge, Sydney.

Subject WAR DIARY - MAY 1944.

S E C R E T.

Submitted the following War Diary of H.M.A.S. " BUNGAREE " for the month of May 1944.

Monday 1 May — Surveying Eastern Approaches - Torres Strait.

Friday 26 May — Proceeded on passage to Townsville.

Tuesday 30 May 1614 Secured West Side No.1 Wharf Townsville.

Wednesday 31 May — Commenced Boiler Overhaul.

	DISTANCE STEAMED	DAYS UNDER WEIGH	HOURS UNDER WEIGH
MAY	1512	28	336
TOTAL	101742	685	11713
MONTHLY AVERAGE	2826	19	325

REAR-ADMIRAL 10 JUN 1944 SYDNEY

COMMANDER R.A.N.

Copy to R.A.C.A.S.

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

31 May 1944. 36/2/6.

The Secretary, Naval Board, Melbourne.

LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

S E C R E T Mr. Kelly 11.5.65

Submitted for the information of the Naval Board the following letter of proceedings for the month of May.

2. At the commencement of the month the ship was employed on the Survey between Double Island and Harvey Rocks and continued surveying in this area and the Great North East Channel until Saturday May 27th.

3. The area bounded by Double Island, Little Adolphus Island, Harvey Rocks and the channel between Harvey Rocks and Sue Island, and between Sue and Poll Reefs to Light Beacon on Bet Reef, were completed by May 22nd., when the scene of operations were shifted farther north east, a commencement being made with a Survey of the Great North East Channel to its maximum width from Cocoanut to Dalrymple Island, a base camp for the motor boat "Dart" and tenders H.M.A.S."POLARIS" and M.L. 820 being established at Rennel Island on May 23rd.

4. Owing to shortage of water and fuel the ship's programme had to be curtailed and it was found necessary to leave for Bowen for fuel and water on Saturday 27th, leaving the base camp, boats, and tenders at Rennel Island to carry on with the Sounding in the ship's absence.

5. H.M.A.S."CAPE LEEUWIN" completed the construction of Bramble Cay Light early in the month and then left for Port Moresby.

6. Shoals were located between Poll and Sue Reefs with depths of 27 feet, thus necessitating deep draught vessels to retain the present recommended route between Bet and Sue Reefs. Bungaree Shoals with least depth of 18 feet were also located by the ship some 3 miles north of Little Adolphus Island.

7. The weather has been normal, south-easterly weather, moderate to strong winds usually poor visibility with occasional rain squalls with an infrequent clear day, but towards the end of the month a considerable improvement was noticed.

8. The ship was diverted to Townsville during passage to Bowen as coal could not be provided at Bowen until 7 June and arrived P.M. on 30 May securing alongside at 1600K. Boiler overhaul and cleaning was commenced immediately.

9. The health and conduct of the ship's company remain highly satisfactory.

(Sgd.) R. B. A. HUNT

COMMANDER R.A.N.

Copies to:- R.A.C.A.S.
R.A.I.C.S.
O.C.H.B.

44

63B

RECEIVED 6 JUN 1944 D.O.T.M.

SECRET RESTRICTED

DEPARTMENT OF THE NAVY. 2026/7/1120.

MINUTE PAPER.

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

April, 1944

S.N.B. 23/5

2.N.M. 23/5

3.N.M. 30/5

D.O.D. 1/6

D. of P.

D.N.I. 5/6

Ops(N). 1/6

D.E.(N).

D.O.T.M. 4/6

N.1

H.

N.A.2.N.M.

N.D. 9/6.

D.N.I. (N.H.R.O.). 10/6

A/NHRO. 10/6

File

27/6

17/5 18/5

2026/7/1120 29A

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644. 17/5

SUBJECT: H.M.A.S. "Bungaree" – Letter of Proceedings

DPS. Report of Surveying Activities. 17/5

DCNS 18/5

for CNS 18/5

N5

18/5

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."BUNGAREE",

Date 5 May 1944. *Reference No.* 36/2/5.

To The Secretary, Naval Board, Melbourne.

Subject LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

S E C R E T.

HN.

Submitted for the information of the Naval Board the following Letter of Proceedings for the month of April, 1944.

2. The ship carried on with the Ince Point - Double Island Survey until Thursday 13 April, by which time practically the whole of the area allocated, not with standing the very inclement south easterly weather, strong to gale force, with numerous driving rain squalls, (rain?)

3. During this period the tender, H.M.A.S."POLARIS", completed a small survey in Endeavour Straits for the approaches to Red Island Point Wharf.

4. On Thursday 13 April the Surveying Crew of the Motor Boat "Dart", with Lieutenant B. Reeves R.A.N.V.R., were placed in camp at Ince Point to complete the work outstanding together with the "POLARIS",while the ship proceeded to Bowen for fuel where she arrived on Monday 17 April. On passage M.L.820 was passed and spoken to. This vessel was also to come under my operational control for surveying duties.

5. Coaling was completed early next morning and ship left Bowen at daylight on Tuesday 18th for Townsville, securing alongside at 1940 that day.

6. Stores and Water were embarked, recreational leave given to the ship's company, and the ship sailed again for the Surveying Grounds on Saturday 22 April, arriving in vicinity of Double Island at 2230 on Monday 24th.

7. The tenders rendezvoused the next morning and the Ince Point - Double Island Survey was concluded that day.

8. A commencement was then made with the area bounded by Double Island, Little Adolphus Island, Harvey Rocks, and Sue and Poll Islands on a scale of 1/50,000.

9. This is well under weigh now and it is hoped to complete this area by the end of May.

10. Both tenders are working satisfactory, although M.L.820's outboard fitting for the portable Echo Sounding Set as designed and fitted at Cairns was practically useless, and a jury rig had to be fitted, these sets being only designed for slow moving and calm water.

11. The weather of late has improved considerably, there being little rain, and the winds much easier, with an occasional pleasant day.

12. H.M.A.S."CAPE LEEUWIN" has now completed all lights to be erected(5) in the Great North East Channel except Bramble Cay which is nearly completed. This vessel will then proceed to New Guinea and will then cease to come under my operational control. The Light Buoy in vicinity of Marina Rock which indicates the new recommended route in the vicinity of Ince Point, ascertained clear by the ship, was also laid by the "CAPE LEEUWIN", and is now in operation.

13. The health and conduct of the ship's company remain highly satisfactory.

COMMANDER ~~R.A.N.~~

Copies to:- R.A.C.A.S.
R.A.I.C.S.
O.C.H.B.

12/4/15

2026/4/1120 19A

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

SUBJECT: H.M.A.S. "Bungaree" - Letter of Proceedings

SECRET

RESTRICTED

D.N.S. on sailing grounds. 12/4.

D.C.N.S. 16/4

1st Lieut. Parkin et seq. 14/4.

13/4

12/5

12/5

SNB 19/4 Jan Feb & March

2nd Cmdr 20/4

√3 29/4

DON 2/5

DOP 3/5/44

OPS(N) 4/5

D.N.I. 5/5

DS(N) 31/4/44

DOTM 9/5

10/5/44 NPB 11/5

NAZNM 11/5

DNI (NHRO)

IV.1

12/5

NHRO

D/NHRO 14/5

File

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."BUNGAREE"

Date 1 April 1944. *Reference No.* 36/2/4.

To The Secretary, Naval Board, Melbourne.

Subject LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

SECRET.

Submitted for the information of the Naval Board the following Letter of Proceedings for the period 7 January to 31 March 1944.

2. The ship was at No. 4 Buoy on 7 January and P.M. that day proceeded alongside No. 5 West Circular Quay for boiler cleaning, refit, long leave to ship's company, and re-armament with MK.V 4" H.A./L.A. Guns.

3. During the refitting period Lieut(N). J.M.Ramsay RAN., Lieut. K.McArthur RANR(S)., Eng. Lieut. G.T.Baker RANR(S)., and Sub. Lieut. R.P.Symons RANR., left the ship, and Lieut's., C.Byrne and B.A.Reeves RANVR, and Lieut.,F.D.Simon RANR(S).,all appointed as Asst. Surveyors 4th Class, and Eng. Lieut. R.Bartrip RANR(S).,joined the ship.

4. Boiler cleaning, refit, and long leave were completed by Monday 14 February, and the ship proceeded to No. 4 Buoy on Friday 18 February to complete with coal and water.

5. The ship came under the Operational Control of the Officer-in-Charge, Hydrographic Branch, on Friday 18 February and was supplied with a new 34ft., Surveying Motor Boat just completed by Garden Island, and which was named the "DART".

6. Gun trials were carried out on Monday 21 February, the recuperator of "Y" Gun proving unsatisfactory. Further trials were carried out on Wednesday 23 February proving satisfactory, and the ship proceeded on passage to the Surveying Grounds as instructed by O.C.H.B. in his Hydrographic Instructions No. 101 and 102 of 18 February 1944.

7. The ship proceeded independently to Brisbane for stores, securing alongside the U.S.Submarine Depot at Newfarm at 2300L on 25 February and leaving again at 0930L on Sunday 27th.

8. The ship arrived in Cleveland Bay A.M. Wednesday 1 March and proceeded alongside in Townsville for coal and water later that day. Eighteen ratings and twenty tons of free freight stores were disembarked, having been taken onboard at Brisbane.

9. While in Townsville H.M.A.S."VIGILANT" was inspected, this vessel was undergoing a major refit and although it had been assumed that she would be ready for sea early in March and was then to come under my operational control,it was found on inspection that she would not be ready for another five or six weeks.

10. Ship completed coaling next day, 2 March, and proceeded P.M. that day, anchoring in Normanby Sound A.M. Sunday 5 March.

11. On Monday 6 March the ship commenced a close survey on a scale of 1/25000 of an area in the vicinity of Booby Island. A Tide Pole was established on Booby Island and Surveying Beacons were laid as required.

12. This survey was completed by Friday 24 March, on which date the beacons were recovered, Tide Pole dismantled, and the ship proceeded into Normanby Sound for the weekend. During this period the weather was mainly good, north westerly breezes and occasional heavy rain squalls. Approximately 2½ days were lost due to bad weather. The north westerly monsoon finished on Wednesday 22 March, a day of light airs and light drizzling rain, that night the wind came strongly away from the south east and has remained in that direction since.

13. H.M.A.S."POLARIS" arrived from Port Moresby at 1600L on Sunday 26 March, and came under my operational control.

14. On Monday 26th, a commencement was made with a survey of an area to the east of Ince Point, Prince of Wales Channel, in order to straighten out the recommended route through this area of shoals. "POLARIS" was detached to commence a survey of a small area in the vicinity of Endeavour Straits desired by N.O.I.C. Thursday Island to facilitate the approach of ships to the wharf at Red Island Point, this being the discharge area for Jacki Jacki Aerodrome.

15. Survey marks were erected, beacons laid, and the triangulation calculated and plotted by Thursday 30th, a commencement with the sounding being made that day. The ship remainded weather bound on 31st due to south easterly gale with driving rains Several marks which had blown down were re-erected P.M.

16. H.M.A.S."CAPE LEEUWIN" arrived from Cairns P.M. on 30th March and came under my temporary operational control for the erection of Navigational Aids in this area. After a conference with her Commanding Officer she proceeded into Thursday Island next morning to collect stores before proceeding to the Great North East Channel.

17. The conduct and health of the ship's company remains highly satisfactory.

COMMANDER R.A.N.

Copies to:- R.A.C.A.S.
R.A.I.C.S.
O.C.H.B.

12/1

13

2026/7/1120

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

SUBJECT: H.M.A.S. "Bungaree" - Letter of Proceedings - Dec 43 - Jany 44

SECRET RESTRICTED

D.O.S. per [illegible] 13/1/43.

S.N.13. [illegible] 17/1

2NM [illegible] 17/1

24/1 3NM 19/1

DOD [illegible] 24/1

DDP [illegible] 25/1

DNS [illegible] 26/1

DCNS. per [illegible] 13/1

[illegible] 1

For DSM [illegible] 28/1/44

27/1 → DNRM

DOTM [illegible] 28/1

1/2/44 [illegible]

[illegible] 2/2

pr. [illegible] 14/1

N4 ←

PCDO

[illegible] 4/2

[illegible]

DNRM [illegible] 4/2

File

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

D.N.R.M. 28. JAN. 1944 DEPT. OF NAVY

Record the Year's Operations given on last page [illegible]

N4 [illegible] 3/2A

d

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."BUNGAREE"

Date 7th January 1944. *Reference No.* 36/2/3.

To The Secretary, Naval Board, Melbourne. Copies to: R.A.I.C.S.(2). R.A.C.A.S.

Subject LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

SECRET. RESTRICTED

Submitted for the information of the Naval Board the following Letter of Proceedings for the period 2 December 1943, to 6 January 1944.

2. Ship was at No. 2 Buoy on 2 December and remained there taking in stores, fuel, and provisions until 0900L Monday 6 December.

3. On Sunday 5 December Free Freight Stores for Williamstown consisting of one Seaplane Crane complete, and one steam generator were embarked with the assistance of dockyard personnel.

4. After a good but wet passage the ship secured alongsode at Nelson Pier, Williamstown, at 1930L on Wednesday 8th, and the Free Freight Stores were immediately disembarked and were clear of the ship by 2130L.

5. Ship slipped from Williamstown at 1415L next day and proceeded up River Yarra to Duke and Orr's Dock on the South Bank of the river. On arriving at the dock entrance I was informed that owing to the trim of the ship it would not be able to dock on that tide, accordingly ship was secured alongside at the dock entrance until 2230L that evening when the dock was entered and the ship centred on the chocks. Unlike Service Docks the Dockmaster did not take charge of the ship until the dock had been entered and the ship in a position for centering.

6. Work on emptying the dock and cleaning the ship's bottom was not commenced until 0730L next morning, and was completed, negative boot topping, by0830L on Saturday 11th. During the period in dock the damaged A/S Dome was removed and replaced, and the hull painted.

7. Ship undocked at 1115L and proceeded down river and thence direct to Geelong, securing alongside Cunningham Pier at 1630L that day.

8. Embarkation of mines was completed by 1430L on Monday 13th. The ship was then secured for sea and proceeded at 1505L independently for Sydney, arriving after a calm passage at 2230L on Wednesday 15th, and securing to No. 2 Buoy.

9. Ship topped up with provisions and stores and proceeded in Convoy G.P.93 at 0800L on Sunday 19th, until the commencement of the Cape Moreton Searched Channel was reached at 1800L on Tuesday 21 December, when the ship proceeded independently escorted by H.M.A.S."PIRIE" for Townsville.

10. Cleveland Bay was reached on the morning of 24 December, the ship anchoring amongst 37 other overseas ships at 0630L. It was interesting to note that only one of these 37 merchant ships was flying the British Mercantile Ensign, the remainder belonging to either the United States of America, or Holland.

11. The ship proceeded again at 0200L on Christmas morning and joined the Tanker "Mobiloil" to form Convoy T.N. 198 at 1430L that afternoon. At this time instructions were received from N.O.I.C.Townsville to direct the "Mobiloil" to proceed in Convoy to Milne Bay in lieu of Port Moresby, and she was instructed therefore to join Convoy T.N. 197 of 23 ships, which was then attempting to form up in two lines in the vicinity of Fitzroy Island. H.M.A.S."BUNGAREE" then proceeded independently to Port Moresby being escorted by H.M.A.S."LITHGOW".

12.Arriving at Port Moresby at 1120L, the ship secured alongside the new extension to the main wharf and remained there until the morning of Wednesday 29th.

13. During the forenoon of Tuesday 28th, I proceeded in H.M.A.S."KATOOMBA" to check the positions of Dan Buoys which had been laid by the U.S.S. Y.M.S's which had been employed in sweeping the Norman and West Norman minefields, these being the first field laid by H.M.A.S."BUNGAREE" in August 1941. The "KATOOMBA" secured alongside the "BUNGAREE" on completion, slipping next morning at 0745L to carry out a further clearance sweep.

14. Ship slipped at 0800L on Wednesday 29th and proceeded to carry out minelaying operation, now known as"West Dusty", on completion proceeding to anchorage close to Manuabada Island. Further checking of Dan Buoy positions was carried out by me that afternoon in H.M.A.S."KATOOMBA", on completion the latter sailed for the mainland.

15. The next morning Thursday December 30, ship weighed at 0800L and proceeded to carry out the first portion of minelaying operation "Dusty", returning alongside at Port Moresby to reload the mining deck from the holds. This was completed P.M. the same day.

16. The ship weighed at 0800L next morning, Friday 31st December and completed Minelaying Operation "Dusty" returning to Port Moresby to await H.M.A.S."CASTLEMAINE" which arrived during the forenoon, On completion of the latter's fuelling both ships proceeded at 1500L, "CASTLEMAINE" acting as escort, dispersing at Grafton Passage which was entered with the aid of the High Light on Fitzroy Island before dawn on Sunday 2 January 1944. "BUNGAREE" then proceeded to Cleveland Bay where mails were picked up by tender from H.M.A.S."MAGNETIC", the ship proceeding independently for Sydney at 2000L.

17. Ship proceeded via the Barrier Reef, Capricorn Channel, and Red Route without incident securing to No. 4 Buoy Sydney Harbour at 2130L 6 January, after a comparitively fast passage of 6 days 5½ hours from Port Moresby.

18. During 1943 H.M.A.S."BUNGAREE" laid 4,064 Mines, Steamed 36,480 Miles, being under weigh for 233 days. November was the biggest steaming month, the ship being under weigh during 26 days.

19. The conduct and health of the ship's company remain highly satisfactory.

COMMANDER R.A.N.

2026/7/1120

DEPARTMENT OF THE NAVY

MINUTE PAPER

RECEIVED 29 DEC 1943 D.N.R.M.

SUBJECT: H.M.A.S. "Bungaree": Letter of Proceeding 14th Oct – 1st Dec, 1943

SECRET RESTRICTED

D.O.S. Tendering bottom. page 2. 10/12

S.N.B. 14/12

2N 16/12

3N 23/12

DOD 24/12

DDP 25/12

DNI 27/12

Ops(N) 27/12

DO Ops(N)

28/12/43 DAEN

DOTM 31/12

5/1/44 NPB

NAZSM 6/1

P.C.L.O. A/NH&RO 8/1.

File

DCNS per Chief 10/12

1st. 11/12.

4/1 10/12 12 6/1

D.N.R.M. 29 DEC 1943 DEPT. OF NAVY

7/1

29/12

AUSTRALIAN WAR MEMORIAL RCDIG1073768

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."BUNGAREE"

Date 1 December 1943. *Reference No.* 36/2/2.

To The Secretary, Naval Board, Melbourne. Copies to: R.A.I.C.S.(2). ~~R.A.C.A.S.~~

Subject LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

S E C R E T.

Submitted for the information of the Naval Board the following Letter of Proceedings for the period 14 October to 1 December 1943.

2. The ship commenced Boiler Cleaning at No. 2 Buoy, Sydney Harbour, on 14 October, shifting alongside Garden Island on 26 October. Boiler Cleaning was completed by Monday 1 November and the ship returned to No. 2 Buoy to coal. During the period of Boiler Cleaning minor ship's defects were carried out by Garden Island Dockyard, but no Alterations and Additions, except the transfer of the ship's Echo Sounding Set from Charthouse to Compass Platform.

3. Coaling was completed P.M. and the ship proceeded independently to Port Phillip, carrying out a day full calibre practice firing against towed Hong Kong targets at short range off Sydney Heads on departure. Short range antiaircraft weapons were also exercised.

4. Ship arrived in Port Phillip A.M. 4 November securing alongside Nelson Pier Williamstown at 0730L that day.

5. Ship remained alongside at Williamstown until 0730L 8 November, then proceeded to Cunningham Pier Geelong to load 467 mine units. Loading was completed the next day and the ship sailed at 1700L for Sydney independently, securing to No. 1 Buoy Sydney Harbour at 1000L 12 November.

6. Ship departed from Sydney in Convoy G.P. 83 at 0800L 14 November arriving in Moreton Bay at 0330L 17 November, departing again in Convoy Q.L.30 at 1600L the same day.

7. Ship detached from this convoy at 0400L 19 November off Lady Elliott Island and proceeded through the inner route of the Great Barrier Reef until 0900L 21 November.

8. Minelaying operation "SAUCE" was then carried out, the ship proceeding to Cairns Anchorage for mails and stores on completion, anchoring at 1730L. While at anchor a new A/S Oscillator which had been supplied by N.O.I.C. Cairns was shipped, the ship's unit having become defective during the passage north.

9. The s hip proceeded northwards the same day at 2000L arriving in the vicinity of Cape Grenville for minelaying operations "HOME" and "POL", at 1000L November 22nd. These two operations were carried out this day in calm weather and good visibility, the ship proceeding to anchorage the same day in the vicinity of Cape Weymouth.

10. It was while investigating the northern extreme of Cockburn Reef for operation"HOME" that the ship apparently touched one of the uncharted outlying coral outcrops, as on investigation the next day by Divers, it was found that the protruding bottom portion of the A/S Dome had been removed, and that a longitudinal scrape approximately one foot wide had removed the marine growth over a small portion of the ship's bottom. The ship was manoeuvring at dead slow speed at the time and no jar of any sort was felt. This incident has been reported on in my Signal 250057 November to the Naval Board, and my letter 13/26/2 of 25 November, Report of Minelaying Operations "SAUCE", "HOME","POL", and "LAST" to the Secretary, Naval Board.

11. The next day 24 November, the remainder of the mines were transferred from the holds to the mining deck, the ship proceeding from it's anchorage through the Reef to the Outer Barrier for operation"LAST" during the forenoon. On anchoring opportunity was taken to exercise the divers with the result as reported in paragraph 10.

12. The next day 25 November although the weather had been steadily deteriorating and visibility was generally poor with frequent rain squalls, it was decided to carry out operation "LAST". This was completed during the forenoon, theship then proceeding southwards through the Reef and via the inner route of the Great Barrier to Cairns Anchorage. Poor visibility, strong South East winds, and numerous rain squalls were experienced during this passage.

13. Ship arrived off Cairns at 2200L 26 November, picked up mails and stores and proceeded independently for Sydney via Capricorn Channel, and the Red Route. Several ships were passed while on passage through the reef, including H.M.A.S. "WARREGO", "LITHGOW" and a number of merchant ships. Good weather was experienced until P.M. 29th when the wind veered suddenly to the South East from the North,and heavy rain squalls and strong head winds were experienced for the remainder of the night.

14. The weather eased A.M. 30th when Convoy G.P. 87 was passed, H.M.A.S."CASTLEMAINE",Senior Officer, and the ship arrived in Sydney Harbour at 1500L on December 1st, securing to No. 1 Buoy.

15. The conduct and health of the ship's company remain satisfactory.

COMMANDER R.A.N.

19/10

2026/7/1120
P1

DEPARTMENT OF THE NAVY

MINUTE PAPER

19/10

SUBJECT: H. M. A. S. "Bungaree". Letter of Proceedings - Sept - Oct. '43

D.P.S. minute operations by 2. 20/10.

D.O.D. 25/10

Ops(N) 26/10

D.D.P.

D.N.I. 28/10

DCNS 21/10

1st N.M. 22/10

29/10/43 DOM 4/11

5/11/43

P.C.S.O.

20/11

N4

14/11G

B/WD file

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S."BUNGAREE"

Date 14 October 1943. *Reference No.* 36/2/1

Copiesto:R.A.I.C.S.(2).

To The Secretary, Naval Board, Melbourne. R.A.C.A.S.

Subject LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

S E C R E T.

Submitted for the information of the Naval Board the following Letter of Proceedings for the period 1 September to 13October 1943. All times are zone -10 (K) unless otherwise mentioned.

2. The ship was in Sydney secured to Birt's Buoy, Neutral Bay on 1st of the month.

3. On 2 September Commander R.B.A.Hunt O.B.E. R.A.N. assumed command. Ship was coaled, watered, and provisioned.

4. Ship was swung for compasses on 3 September and sailed in Convoy CO 123 for Geelong at 1500 on 4 September. Fine weather was experienced until P.M. 6th, when fog and rain was met with off Wilsons Promontory. Ship then detached from convoy and proceeded independently to Geelong securing alongside Cunningham Pier at 1200 7 September.

5. 20 sand filled experimental mine units from the new mine assembly depot at Fynesford were embarked P.M. and ship slipped at 0930 next day to carry out a Test Lay in Port Phillip. Several Mine Depot personnel were embarked, to witness this lay.

6. On completion ship proceeded to Port Melbourne securing at 1600 to Princes Pier, Mine Depot Personnel being disembarked.

7. Ship remained alongside at Port Melbourne until Wednesday 15 September the maximum amount of leave practicable being given to Victorian natives and then proceeded to Cunningham Pier Geelong, to embark a further complete load of mine units. These units (total 467) were embarked by train and from lorry on 16th and 17th.

8. Ship sailed from Geelong 1700 17 September and joined Convoy OC 126 at 2300 off Portsea, and arrived Sydney at 0430 21 September. Securing to Birt's Buoy.

9. Opportunity was taken while awaiting the next northbound convoy from Sydney of painting ship and completing with fresh provisions.

10. Ship sailed at 0800 25 September in Convoy GP 69 for Moreton Bay anchoring in the North West Channel at 1330 28 September and sailing again in Convoy QL 16 for Curtis Channel. Convoy was dispersed at 1100 30th September off Bustard Head.

11. Ship anchoring for the night at 2030 October 2nd in Inner Great Barrier Reef, proceeding through the reef to operational area "SKY" at daylight next morning. This operation was completed this day good weather being experienced, and ship sailed P.M. via the Inner Barrier Route for operation "LIMIT".

12. Ship anchored next day October 3rd at 0230L to await daylight proceeding outisde the reef through Lowry Passage operational area "LIMIT" and arriving there at noon that day.

13. This operation was completed A.M. next day 5th although delay was experienced due to the continual breaking down of the very old boat's Echo Sounding Gear. The lack of not having the ship's Echo Sounding Gear on the Navigational Bridge was very keenly felt when the ship became practically embayed in reefs immediately on completion of the minelaying run. This alteration I consider essential for the safe Navigation of the ship.

14. On completion of operation "LIMIT" the ship proceeded outside the reef to operational area "COASTER" arriving there later the same day October 5th. The remainder of the day was occupied in transferring the remaining mines from the holds to the Mining Deck, while the Surveying boat was away laying dan buoys. Again several precious hours of daylight were lost owing to the faulty boat's Echo Sounding Gear. The south eastern portion of this area differed somewhat from that as charted and care had to be exercised in negotiating the anchorage.

15. The next day Wednesday October 6th, taut wire was run in the forenoon and the whole of the minelaying operation completed later that day, the ship then proceeded passing through the reef into the Inner Great Barrier Reef before dark.

16. The ship proceeded south and anchored in the lee of Lizard Island at 0700L next morning 7th, to enable the Commanding Officer to obtain an Azimith of the sun when near the Prime Vertical from Lizard summit, this information having been requested by the Hydrographic Branch. Unfortunately the weather was cloudy and became more so just towards sunset so that the observation could not be made.

17. The ship than proceeded to Cairns anchoring in the vicinity of the Fairway Buoy at 1000L next day. Mail was collected and the ship proceeded independently for Sydney at 1400L. Good weather was experienced and the ship secured to No. 2 Buoy, Sydney Harbour at 0430L 13th October.

18. The conduct and health of the ship's company remain satisfactory.

COMMANDER R.A.N.

9/9

ACK. BY A.S. 1230Y
- 8 SEP 1943
INFT.

DEPT. OF NAVY
SECRET

2026	7	1120

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

Chd. for Indexing

1 September 1943. 40 / 23 / 43.

Copy to: R.A.C.A.S.
Rear Admiral-in-Charge, Sydney. The Secretary, Naval Board.

LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

S E C R E T.

RESTRICTED

Submitted the following letter of proceedings of H.M.A.S."BUNGAREE".

2. "BUNGAREE" boiler cleaning at Sydney was docked at Cockatoo Island on Wednesday 30 June and undocked and secured to No. 2. Buoy on Friday 2 July. The ship coaled on Saturday 3 July and ammunitioned and provisioned on Monday 5 July. RADAR Type 271 and I.F.F. Type 252 were fitted during the period of boiler cleaning.

3. "BUNGAREE" swung for compasses A.M.Tuesday 6 July and proceeded to sea for RADAR trials that afternoon. After landing the RADAR trial party, "BUNGAREE" accompanied by "TOWNSVILLE" as escort, proceeded at 1730K for Auckland.

4. "TOWNSVILLE" parted company at 0700K Wednesday 7 July. "BUNGAREE" with favourable winds, arrived Auckland at 0700M Monday 12 July and secured alongside Calliope Wharf.

5. A total of 467 mine units were embarked from lighters whilst alongside, and at 1115M Saturday 17 July, "BUNGAREE" with H.M.N.Z.S."TUI" departed Auckland for Noumea, and with favourable winds arrived Noumea at 1000L Thursday 22 July, and anchored inside the port of Noumea.

6. Consultations were held with the Port Director and American Nanal Authorities concerning the minefields to be laid and "BUNGAREE" accompanied by Y.M.S. 88 proceeded to the mining ground at 0900L Saturday 24 July.

7. Minelaying operations were carried out until Thursday 29 July, a total of 446 mine units being laid. "BUNGAREE" returned to anchor inside Port Noumea.

8. "BUNGAREE", with 21 mine units still remaining, and with Y.M.S.88 as escort sailed at 1230L Saturday 31 July for Auckland, to embark a further load of mine units. On passage a major mechanical defect occurred to No.2 Electric Generator. "BUNGAREE" arrived Auckland 1550M Wednesday 4 August and secured alongside Calliope Pier.

9. "BUNGAREE" remained at Auckland until 0830M Thursday 12 August when in company with Y.M.S.88 she proceeded to Noumea arriving 0900L Tuesday 17 August. During the period in Auckland, a further 328 mine units were embarked, the defective generator was repaired, and 300 tons of coal was taken on board.

D D S Laying in Noumea 10/9
DOD. 13/9.
DCNS per EM.
1st
SOB 15/9
2NM
DDP 17/9
DNS
P.C.O.
N.H (last)

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

1 September 1943. 40 / 23 / 48.
Copy to: R.A.O.A.S.
Rear Admiral-in-Charge, Sydney. The Secretary, Naval Board.

REPORT OF PROCEEDINGS - H.M.A.S. "BUNGAREE".

S U M M A R Y.

Submitted the following letter of proceedings of H.M.A.S. "BUNGAREE".

2. "BUNGAREE" boiler cleaning at Sydney was docked at Cockatoo Island on Wednesday 30 June and undocked and secured to No. 2. Buoy on Friday 2 July. The ship coaled on Saturday 3 July and ammunitioned and provisioned on Monday 5 July. RADAR Type 271 and I.F.F. Type 252 were fitted during the period of boiler cleaning.

3. "BUNGAREE" swung for compasses A.M. Tuesday 6 July and proceeded to sea for RADAR trials that afternoon. After landing the RADAR trial party, "BUNGAREE" accompanied by "TOWNSVILLE" as escort, proceeded at 1700K for Auckland.

4. "TOWNSVILLE" parted company at 0700K Wednesday 7 July. "BUNGAREE" with favourable winds, arrived Auckland at 0700K Monday 12 July and secured alongside Gaillope Pier.

5. A total of 487 mine units were embarked from lighters whilst alongside, and at 1115K Saturday 17 July, "BUNGAREE" with H.M.N.Z.S. "TUI" departed Auckland for Noumea, and with favourable winds arrived Noumea at 1000K Thursday 22 July, and anchored inside the port of Noumea.

6. Consultations were held with the Port Director and American Naval Authorities concerning the minefields to be laid and "BUNGAREE" accompanied by Y.M.S. 88 proceeded to the mining ground at 0900K Saturday 24 July.

7. Minelaying operations were carried out until Thursday 29 July, a total of 446 mine units being laid. "BUNGAREE" returned to anchor inside Port Noumea.

8. "BUNGAREE", with 21 mine units still remaining, and with Y.M.S.88 as escort sailed at 1200K Saturday 31 July for Auckland, to embark a further load of mine units. On passage a major mechanical defect occurred to No.2 Electric Generator. "BUNGAREE" arrived Auckland 1300K Wednesday 4 August and secured alongside Gaillope Pier.

9. "BUNGAREE" remained at Auckland until 0800K Thursday 12 August when in company with Y.M.S.88 she proceeded to Noumea arriving 0900K Tuesday 17 August. During the period in Auckland, a further 328 mine units were embarked. The defective generator was repaired, and 300 tons of coal was taken on board.

2026/7/105.3

DEPARTMENT OF THE NAVY

MINUTE PAPER

Draft

SUBJECT: HMAS "Bungaree" - Letter of Proceedings

DOPS mining operation. 25/6

DCNS 27/6

1st N 28/6

SNB. 29/6

2nd N 29/6

N4 DON 30/6.

DDP 5/7

DNG 6/7

OPS(N) 9/7

PCLO

10. "BUNGAREE", with Y.M.S. 88 proceeded at 0900L Wednesday 18 August, for further minelaying, which was completed on Monday 23 August. "BUNGAREE" returned to anchor in Noumea Harbour on completion, and particulars of the minefields were transmitted to the American Naval Authorities.

11. "BUNGAREE" unescorted, proceeded at 0900L Thursday 26 August, and arrived Sydney 1600K Monday 30 August, securing to Birt's Buoy.

12. During the period covered by this letter, the health of the ship's company was very good.

?Conduct

(Sgd.) N.K. Calder

COMMANDER R.A.N.

The Secretary,
Naval Board,
MELBOURNE.

Submitted.

N. K. Calder

COMMANDER R.A.N.

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

19 June 1943 37/23/43.

Copy to: R.A.C.A.S.
Rear Admiral in Charge, Sydney. The Secretary N.B.

LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

Submitted the following letter of proceedings of H.M.A.S. "BUNGAREE".

2. "BUNGAREE" at Sydney proceeded at 1315K Saturday 15 May in Convoy C.O.94 for Geelong. That night a cyclone scattered the convoy and at 0615K Sunday 16 May, "BUNGAREE" hove-to in the vicinity of Port Kembla, until 0315K Monday 17 May when a moderation in the weather allowed course to be resumed.

3. At 2200K that evening off Gabo Island, "BUNDABERG" escorting S.S.PERSEUS was met. "BUNGAREE" assumed Commodore of Convoy. During Tuesday 18 May, convoy was joined by S.S.MOMBA and later by "KALGOORLIE" escorting S.S.BARON ELPHINSTONE and S.S.BUNDALEER.

4. The convoy entered Port Phillip during the morning of Wednesday 19 May, and "BUNGAREE" secured alongside at Geelong at 1315K. Mine units were embarked on Thursday 20 and Friday 21 May.

5. "BUNGAREE" remained alongside at Geelong awaiting convoy until Thursday 27 May, sailing from Geelong at 1500K to join convoy O.C.95 for Sydney. "BUNGAREE" arrived Sydney at 0100K Monday 31 May and secured to No. 2 Buoy.

6. "BUNGAREE" left Sydney at 0930K Tuesday 1 June in convoy G.P. 53 and arrived Caloundra at 0400K Friday 4 June, where a surveying motor boat was embarked, before proceeding onward in convoy B.V. 65 at 1000K the same day.

7. "BUNGAREE" proceeded independently at 1600K Sunday 6 June for the mining ground. Mining operation ELF was carried out on Wednesday 9 June. "BUNGAREE" anchored off Cairns at 1215K Thursday 10 June to transfer mine units from the holds to the mining deck, proceeding on completion at 1800K that evening.

HN

8. Mining Operation PITCH was carried out on Saturday 12 June on the completion of which "BUNGAREE" proceeded to anchor in Cleveland Bay for mail, proceeding South at 2330K that evening.

9. "GLADSTONE" as escort was joined A.M. Monday 14 June, and "BUNGAREE" arrived Caloundra 0600K Wednesday 16 June. Surveying motor boat was disembarked after which "BUNGAREE" proceeded independently for Sydney at 0800K the same morning.

10. At 161146Z U.S.S."BAGLEY" was ordered to join "BUNGAREE" and provide escort until further orders. "BAGLEY" joined at 0700K Thursday 17 June. At 1400K that day, an American tank landing craft which had been torpedoed the previous night, was passed to Starboard. "KALGOORLIE" was standing by, and informed "BUNGAREE" that a Tug was proceeding to the scene.

11. "BUNGAREE" arrived Sydney 0300K Saturday 19 June and secured to No. 2 Buoy until 0830K, when ship proceeded alongside Oil Wharf Garden Island and commenced Boiler Cleaning.

(Sgd.) N.K.Calder

COMMANDER R.A.N.

The Secretary, Naval Board, Melbourne.

Submitted,

N. K. Calder

COMMANDER R.A.N.

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

7th May, 1943. 35/23/43.

The Secretary, Naval Board.
Rear Admiral in Charge, Sydney-copy to: R.A.C.A.S.

LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

RESTRICTED

Submitted the following Letter of Proceedings of H.M.A.S."BUNGAREE".

2. "BUNGAREE" departed Sydney at 1600K Wednesday 7th April in convoy C.O.86. for Geelong and secured to Cunningham Pier Geelong at 1930K Saturday 10th April. A full outfit of mine units was embarked on Sunday 11th and Monday 12th April.

3. "BUNGAREE" proceeded at 1800K Monday 12th April to join Convoy O.C. 87. for Sydney. Shortly after rounding Wilsons Promontory at 1550K Tuesday 13th April a depth charge attack was carried out on a submarine contact (BUNGAREE's 13/11/43 of 15th April addressed to Naval Board) . "BUNGAREE" arrived Sydney at 2345K Thursday 15th April and secured to Birts Buoy.

4. "BUNGAREE" proceeded in convoy G.P. 46. for Brisbane at 0840K Saturday 17th April and anchored off the Pile Light Moreton Bay at 2130K Monday 19th April. Surveying Motor Boat No. 1675 was embarked.

5. "BUNGAREE" proceeded in convoy B.T.53 for the Barrier Reef at 1000K Tuesday 20th April, parting company at 1230K Wednesday 21st April, and proceeding with "LITHGOW" as A/S escort.

6. "LITHGOW" parted company at 1600K Thursday 22nd April. "BUNGAREE" anchored in Clevland Bay at 2300K Friday 23rd April, and proceeded after landing one rating with acute appendicitus.

7. "BUNGAREE" arrived on the mining ground on Saturday 24th April and commenced operations. "BUNGAREE" anchored off Cairns at 1400K Wednesday 28th April to transfer mine units from the holds to the mining deck. "BUNGAREE" weighed at 0300K Thursday 29th April and returned to the mining ground.

8. Mining operations were carried out on Thursday 29th and Friday 30th April, on completion of which "BUNGAREE" returned to anchor off Cairns at 2000K Friday 30th April to collect mail. "BUNGAREE" proceeded south at 0200K Saturday 1st May.

9. On passage "BUNGAREE" was ordered to rendezvous with "LITHGOW" "GYMPIE" and S.S. CALEDON off Bustard Head for escort to Caloundra. Escort and "CALEDON" were joined at 1700K Friday 3rd May, and "BUNGAREE" assumed duties of Commodore of Convoy. "BUNGAREE" anchored in the vicinity of N.W.4.buoy Moreton Bay at 0400K Wednesday 5th May and disembarked surveying Motor Boat No 1675.

1) Ops(N)
2) P.C.L.O

10. "BUNGAREE" weighed and proceeded at 0800K Wednesday 5th May with "KALGOORLIE" as escort, and arrived Sydney and secured to BIRES BUOY at 1700K Friday 7th May.

(Sgd.) N.K. Calder
COMMANDER. R.A.N.

THE SECRETARY, NAVAL BOARD.
MELBOURNE.

Submitted.

N. K. Calder
COMMANDER. R.A.N.

3/43

ACK. BY A.S. 1300Y
- 7 APR 1943
INIT.

DEPT OF NAV
SECRET

2026	4	928

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

1st April, 1943.

The Secretary, Naval Board.
Rear Admiral in Charge, Sydney - copies to: R.A.C.A.S.

LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

RESTRICTED

Submitted the following letter of proceedings of H.M.A.S."BUNGAREE".

2. "BUNGAREE" proceeded alongside Cruiser Wharf Garden Island on Saturday 6 February, 1943, and commenced refit on Monday 8 February. Long Leave was given to the Ship's Company. Four additional oerlikons guns were fitted on the bridge structure and extra mess deck accomodation was provided during the refit which ended on Wednesday 3 March.

2. "BUNGAREE" left Garden Island Thursday 4 March and carried out D.G. ranging during the forenoon, proceeding outside the Heads for Gun trials during the afternoon and securing to No 3 buoy on return to harbour. The ship was swung for compass adjustment and D.F. calibration on Friday 5 March.

3. "BUNGAREE" left Sydney in convoy C.O. 77 Saturday 6 March and secured alongside Cunningham Pier Geelong at 0725L. Wednesday 10 March. An outfit of 467 mine units was embarked on Wednesday 10 March and Thursday 11 March.

4. "BUNGAREE" left Geelong at 1300L. Friday 12 March to carry out close H.A. firings at sleeve target and full calibre day and night 4" and 12Pdr firings at Pattern VI target. On completion "BUNGAREE" left Port Phillip and joined Convoy O.C. 78 at 0230L Saturday 13 March, for Sydney.

5. "BUNGAREE" arrived Sydney at 2200L Monday 15 March and secured to No 3 buoy to await G.P. Convoy. "BUNGAREE" left Sydney at 1020L Wednesday 17 March in convoy G.P.39 and anchored off the Pile Light Moreton Bay at 0800L Saturday 20 March. Surveying Motor boat No 1675 was embarked, and "BUNGAREE" proceeded at 1715L that day in convoy for Townsville.

6. "BUNGAREE" hove to off Platypus Channel Cleveland Bay at 0330L Wednesday 24 March to land 14 bags of C.B. mail brought from Navy Office Melbourne and then proceeded north. One depth charge was released for exercise during the afternoon but failed to fire. "BUNGAREE" arrived and anchored in the mining ground at 1530L that day.

7. Minelaying Operations were carried out on Thursday 25 March on the completion of which "BUNGAREE" proceeded and anchored off Cairns at 2145L.

8. Mine units were transferred from the holds to the mining deck on Friday 26 March and on completion "BUNGAREE" proceeded and anchored in the mining ground at 2000L that evening.

RECEIVED 19 APR 1943

refit + mining operations

9. Minelaying operations were carried out on Saturday 27 March and Sunday 28 March, "BUNGAREE" proceeded south on completion that evening, closing Cairns to embark Mail.

10 "BUNGAREE" proceeded into Brisbane to transfer surveying motor boat anchoring in the vicinity of N.W.4 buoy at 2000K Thursday 1 April. "BUNGAREE" weighed again that evening and proceeded to Sydney securing to No 3 buoy at 0500K Sunday 4 April.

(Sgd.) N.K. Calder
COMMANDER. R.A.N.

The Secretary, Naval Board,
MELBOURNE.

Submitted,

N. K. Calder
COMMANDER R.A.N.

1/43

DEPT OF NAVY
SECRET

2026	7	857

Checked for Indexing

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

1st February, 1943. 29/23/43.

The Secretary, Naval Board.
Rear Admiral in Charge, Sydney - copies to: R.A.C.A.S.

LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

~~SECRET.~~ RESTRICTED

Submitted the following letter of proceedings of H.M.A.S."BUNGAREE".

2. "BUNGAREE" departed Sydney at 1600L Wednesday 6th January 1943. in Convoy C.O.60 for Geelong and secured alongside Cunningham Pier at 1600L Saturday 9th January.

3. A full outfit of mine units was embarked Sunday 10th and Monday 11th January, on completion of which "BUNGAREE" proceeded 1800L Monday 11th January to join Convoy O.C.61 for Sydney.

4. "BUNGAREE" arrived Sydney and secured to No.2 buoy 1900L Thursday 14th January to await Convoy G.P.31 for the north.

5. "BUNGAREE" proceeded in Convoy G.P. 31. 1000L Wednesday 20th January and on Saturday 23rd January off Cape Moreton "BUNGAREE" left Convoy with S.S."ALDINGA" and "MERNOO" in company and assumed the duties of Commodore of Convoy with "GOULBOURN" as escort.

6. The Convoy was dispersed at dawn Monday 25th January in the vicinity of Percy Islands and "BUNGAREE" arrived in t mining area on Tuesday 26th January.

7. Minelaying Operations were carried out on Tuesday 26th, Wednesday 27th and Thursday 28th January, "BUNGAREE" then proceeding to Townsville and securing alongside Concrete Pier at 1930L Thursday 28th January.

8. Mine units were transferred from the holds to the mining deck on Friday 29th January on the completion of which "BUNGAREE" proceeded at 1600L that day to return to the mining area.

9. Minelaying Operations were continued on Saturday 30th January and completed on Sunday 31st January, "BUNGAR coming to an anchor in Clevland Bay at 2230L that night to deposit her surveying motor boat with N.O.I.C. Townsville.

10. "BUNGAREE" weighed again at 2330L and proceed south arriving Sydney and securing to No. 1 Buoy at 1030L Friday 5th February, 1943.

ACKN. BY A.S. 'BSEY
-9 FEB P.M.
INIT.

COMMANDER.R.A.N.

The Secretary, Naval Board, Melbourne.

Submitted.

COMMANDER.R.A.N.

12/42

ACK. BY A.S. 83
7 JAN P.M.
INIT.

DEPT OF NAVY
SECRET

2026	7	817

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

4th January, 1943. 28/23/43.

The Secretary, Naval Board.
Rear Admiral in Charge, Sydney - copies to: R.A.C.A.S.

LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

RESTRICTED

Checked for Index

Submitted the following letter of proceedings of H.M.A.S. "BUNGAREE".

2. "BUNGAREE" at Birts Buoy Sydney proceeded independently at 1632L Monday 30th November, 1942. for Port Phillip. Orders were received on passage to proceed to Melbourne to discharge a cargo of steel wire, plate and galvanised iron which had been loaded at Newcastle.

3. "BUNGAREE" proceeded up the river Yarra and secured to No. 7 North Wharf at 1400L Thursday 3rd December, and unloading was commenced forthwith. Army personnel and shore labour were both employed.

4. Unloading was completed P.M. Saturday 5th December, and "BUNGAREE" proceeded at 0500L Sunday 6th December berthing at Cunningham Pier Geelong at 0930L.

5. A full outfit of mine units was embarked during Sunday 6th and Monday 7th December on completion of which "BUNGAREE" proceeded at 1600L to join Convoy C.O.51 for Sydney.

6. "BUNGAREE" arrived Sydney at 1315L Friday 11th December, and secured to Birts Buoy. Coal was taken in, and a defective main armature which previously had been landed for repair was replaced.

7. "BUNGAREE" proceeded in Convoy G.P.26 at 1100L Wednesday 16th December, and secured at Q.M.M.A. Wharf Pinkenba Brisbane at 0730L Saturday 19th December, to await escort to the north.

8. "BUNGAREE" proceeded in Convoy B.T.29. at 1000L Wednesday 21st December. A severe cyclonic disturbance was experienced off Sandy Cape during Tuesday 22nd December. "BUNGAREE" parted company with convoy at 1130L Thursday 24th December for Mackay to land one rating who had developed acute appendicitis shortly after leaving Moreton Bay. "BUNGAREE" proceeded from Mackay at 2000L that day for the mining area.

9. Mining operations ADAM CAIN and ABEL were carried out on Sunday 27th and Monday 28th December, the ship anchoring off Cairns on Tuesday 29th December to transfer mine units from the holds to the mining deck.

10.

.....

10. "BUNGAREE" proceeded 0300L. Wednesday 30th December for the mining area and the remaining operation GIN was carried out that day.

11. "BUNGAREE" proceeded south on completion arriving at Sydney. 1500L Tuesday securing to No. 3 Buoy.

COMMANDER.R.A.N.

THE SECRETARY, NAVAL BOARD,
MELBOURNE.

SUBMITTED.

H. K. Cahill
COMMANDER.R.A.N.

ACK. BY A.S. 33
- 1 DEC P.M.
INIT. [illegible]

Checked for Indexing

DEPT OF NAVY
SECRET

2026	7	782

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

30th November, 1942 24/23/42.

The Secretary, Naval Board.

Rear Admiral in Charge, Sydney - copies to: R.A.C.A.S.

LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

RECEIVED 16 DEC 1942 D.O.T.M.

RESTRICTED

SECRET.

Submitted the following letter of proceedings of H.M.A.S."BUNGAREE".

2. "BUNGAREE" arrived Geelong at 0830L Monday 2nd November, 1942. and embarked a full outfit of mine units during that day and the following day and proceeded at 1700L Wednesday 4th November to join Convoy O.C.41 for Sydney. "BUNGAREE" arrived Sydney 2200L 7th November, and secured to BIRTS buoy.

2. Coal and fresh water were taken in, and "BUNGAREE" proceeded at 0900L Wednesday 11th November to carry out R.D.F. calibration trials off Sydney Heads and subsequently to join Convoy G.P.21 for the north, H.M.A.S."SWAN" provided A/S escort during these trials.

4. "BUNGAREE" with R.A.F.A. "KURUMBA" left Convoy G.P. 21 at 2130L 13th November in the vicinity of Cape Moreton being joined at 0030L 14th November by H.M.A.S."GOULBOURN" with "MERKUR". "BUNGAREE" assumed the duties of Commodore of Convoy. Ships in Convoy were directed to proceed independently at Whitsunday Passage at 0700L Monday 16th November. Identification was established with H.M.A.S. "HOBART" in Cid Harbour.

5. "BUNGAREE" carried out minelaying operations BET. BERNARD 1 and 11, BILL and LOUIS during the period Wednesday 18th November to Sunday 22nd November, anchoring off Cairns on Saturday 21st November to transfer mine units from the holds to the mining deck. During this period at anchor, hydrophone effect was detected by Asdic. The ship weighed and anchored off Double Island at 1125L. The hydrophone effect was later classified as non-sub.

6. Minelaying was completed Sunday 22nd November and "BUNGAREE" proceeded south to call at Newcastle for a cargo of steel plate.

7. "BUNGAREE" arrived Newcastle 1030L 27th November and secured to No. 4 Wharf Steel Works. A cargo of 700 tons of steel wire, plate, and galvanised iron was loaded by shore labour.

8. "BUNGAREE" proceeded at 0430L 29th November and arrived Sydney 1400L securing to BIRTS buoy.

P.A. 18/12

(Sgd.) N. K. CALDER
COMMANDER R.A.N.

The Secretary, Naval Board.
MELBOURNE.

Submitted.

N. K. Calder
COMMANDER.R.A.N.

St 4539

P1

Royal Australian Navy.

DEPT OF NAVY
SECRET

2026	7	462

REPLY PLEASE QUOTE
No. 25. B.4

ACK. BY A.S. 1330Y
- 4 NOV A.M.
INIT.

Checked for Indexing

THE SECRETARY, NAVAL BOARD.
NAVY OFFICE.
MELBOURNE.

~~No mention is made of conduct & health of Ship's Company. N.O.I.C. Sydney should draw C.O. "BUNGAREE's" attention to this.~~

Submitted.

RECEIVED
13 NOV 1942
D.O.T.M.

H.M.A.S. "BUNGAREE".
2nd November, 1942.

R. K. Cobb
COMMANDER. R.A.N.

N.Z.N.B. will presumably require the Bungaree at a future date ~~before~~ to lay mines now in store.

In this event we would be well advised to ensure that minefield location design etc were finalised so that unnecessary delays to Bungaree will not be occasioned.

Gpg. 7/11.

P.A.

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

6th November,1942. 23/23/42/.

The Secretary, Naval Board.

Rear Admiral in Charge, Sydney - copies to:R.A.C.A.S.

LETTER OF PROCEEDINGS - H.M.A.S."BUNGAREE".

SECRET.

RESTRICTED

Submitted the following letter of proceedings of H.M.A.S."BUNGAREE".

2 "BUNGAREE" arrived Sydney 1700k/19 September and proceeded alongside Garden Island where several important A & A items and Defects were carried out, including alterations to the holds to increase the mine carrying capacity. The ship was docked. Leave was given to the Ships Company.

3. "BUNGAREE" proceeded in convoy C.O.33 on Monday 5th October, for Port Phillip and secured alongside at Geelong at 1730k Thursday 8th October. Afull load of 465 mine units were embarked on Friday 9th October and Saturday 10th October.

4. "BUNGAREE" left Geelong at 1700k Saturday 10th October, to join convoy O.C.34 and parted company at 1600k Tuesday 13th October, when north of 36° 30s proceeding unescorted to New Zealand. Adverse weather was experienced for most of the passage. "BUNGAREE" arrived Auckland 1800m 20th October and secured alongside Calliope Wharf East.

5. After consultation with the Naval Officer in Charge, Auckland, concerning the minelaying operation, "BUNGAREE" proceeded 1700m Wednesday 21st October and anchored in Renown Anchorage in the Bay of Islands at 0700m Thursday 22nd October in proximity to H.M.S "ATREUS". Further consultations were held with the Commanding Officer "ATREUS" concerning the minelaying operations, after which "BUNGAREE" proceeded to the area of operation, laid two dan buoys, and carried out minelaying operation P.P.M.1. that afternoon, closing "ATREUS" on completion to give her details of the mine fields. "BUNGAREE" proceeded at 1900m. that evening and arrived Auckland at 0730m.Friday 23rd October, proceeding alongside Western Wharf, where fresh water and 100 tons of coal were taken in. Further consultation was held with the Naval Officer in Charge, Auckland, concerning the future minelaying programme.

6. "Bungaree" left Western Wharf at 0650m. Saturday, 24th October, and anchored in the stream. That afternoon information was received that the further proposed minelaying operation was cancelled, and instructions were received to unload the remaining mine units for storage in New Zealand. Unloading was commenced forthwith, and completed on Sunday, 25th October.

7. "Bungaree" weighed and proceeded at 1500m. Sunday 25th October for Geelong and secured alongside Cunningham Pier at 0830 L Monday, 2nd November, 1942.

(Sgd.) N. K. CALDER
COMMANDER
COMMANDER, R.A.N.

H.M.A.S. "BUNGAREE"
2nd November, 1942

Commanding officer, H.M.A.S. "BUNGAREE".

21st September 1942 22/23/42.

Rear Admiral in Charge, Sydney - The Secretary, Naval Board copies to: R.A.C.A.S.

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE"

S E C R E T.

Submitted the following letter of proceedings of H.M.A.S. "BUNGAREE".

2 "BUNGAREE" arrived Sydney from the North, Wednesday 5th August, coaled at Pyrmont Wharf, and proceeded alongside Garden Island where she remained until Thursday 13th August. During this period boilers were examined and cleaned and repairs to dynamos carried out.

3 "BUNGAREE" sailed in convoy C.O.18 Thursday 13th August with "WHYALLA" and "YANDRA" as escorts, and berthed at Geelong 1730k 16th August. Boiler cleaning of the Starboard boiler was commenced and a full outfit of mine units was embarked on 19th and 20th August.

4 "BUNGAREE" proceeded to anchor off Gellibrand Light at 2100k/21, carrying out 4" and 12pdr F.C. day and night firings on passage.

5 "BUNGAREE" acting as Commodore of convoy C.C. 20 departed Gellibrand Light 2310k/22, being joined by "WILCANIA" and "DELORAINE" as escorts off Port Phillip. The Newcastle portion of convoy was detached with "WILCANIA" off Sydney at 0235k/26 and "BUNGAREE" with remainder of convoy arrived Sydney 0500k/26.

6 "BUNGAREE" proceeded in convoy G.P.11. at 0730k/27 with "GEELONG" and "DUBBO" as escorts, and anchored off the Pile Light Moreton Bay at 0600k/30, remaining at anchor until 1145k 1st September when "BUNGAREE" proceeded in convoy for the North with "GOULBURN" and "GEELONG" as escorts.

7 "BUNGAREE" parted company in the vicinity of Capricorn Channel at 0645k/3 and proceeding independently anchored in the vicinity of Cape Cleveland at 2320k/4.

8 "BUNGAREE" weighed at dawn 5th September and proceeded to the area to be mined where a rough survey was carried out and dan buoys were laid. "BUNGAREE" anchored in the vicinity during the night.

9 "BUNGAREE" weighed A.M. 6th September and carried out further surveying and laid additional dan buoys. One field was laid during the afternoon the buoys of this field were recovered, and "BUNGAREE" proceeded into Cleveland Bay anchoring off Platypus Channel at 2320k/6.

10 "BUNGAREE" proceeded alongside at Townsville at 0825k/7 to transfer mine units from the holds to the mining deck, on the completion of which "BUNGAREE" left harbour that afternoon and returned to anchor in the vicinity of the mining ground.

11 "BUNGAREE" weighed A.M. Tuesday 22nd September but as weather conditions were not suitable for boat work to recover remaining buoys, anchored again in the hope of an improvement in the weather. Weather conditions were still unsuitable for boat work on Wednesday 28th September but the remaining field was laid and buoys were not recovered. "BUNGAREE" proceeded South on completion of the lay at 1000k/9

12. Orders were received from A.C.N.B. to proceed to Brisbane and join next P.G. Convoy. "BUNGAREE" arrived Moreton Bay and anchored off Pile Light at 2020k/12, proceeding up river and berthing alongside Abattoirs Wharf at 0730k/13.

13 "BUNGAREE" remained alongside until 1000k/16, when ship proceeded and anchored off N.W. buoy Moreton Bay with convoy P.G. 13 at 1430k/16 to await escorts "TOWNSVILLE" and "YAMDRA". "BUNGAREE" in convoy proceeded at 1245k/17 and arrived Sydney at 1657k 19 September.

14. During the period covered by this letter, the health of the Ships Company was exceptionally good.

(Sgd) N.K.Calder.
COMMANDER.R.A.N.

H.M.A .S."BUNGAREE".
21st September, 1942.

The Secretary, Naval Board.
MELBOURNE.

Submitted for the information of the Naval Board.

N. K. Calder
COMMANDER.R.A.N.

H.M.A.S."BUNGAREE".
21st September, 1942.

Commanding Officer, H.M.A.S. "BUNGAREE"

7th August, 1942 18/23/42

Rear Admiral in Charge, Sydney - copies to: The Secretary, Naval Bd. R.A.C.A.S.

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE"

SECRET

Submitted the following letter of proceedings of H.M.A.S. "BUNGAREE":

2. "BUNGAREE" arrived Sydney from Noumea at 0700K Thursday 2nd. July, 1942, coaled ship and sailed 0200K Friday 3rd. July with Sydney portion of convoy C.O.8, to be escorted by U.S.S. "HELM" and H.M.A.S. "ROCKHAMPTON" to Port Phillip, "BUNGAREE" acted as additional A/S screen. Adverse weather was experienced in the vicinity of Gabo Island and "BUNGAREE" secured at Geelong at 0930K Tuesday 7th. July, where an outfit of 423 mine units was embarked on 7th. and 8th. July. Two Oerlikon guns were supplied and mounted whilst alongside.

3. "BUNGAREE" proceeded at 0630K Saturday 10th. July to join convoy O.C.10, to be escorted by "STUART" and "GEELONG" to Sydney. "BUNGAREE" acted as additional A/S screen, and secured to No. 2 buoy on arrival at Sydney at 1015K Tuesday 14th. July to await departure of convoy G.P.6.

4. "BUNGAREE" slipped and proceeded at 1100K, Tuesday 14th. July with convoy G.P.6, escorted by U.S.S. "MUGFORD" and "CAIRNS". "STUART" later relieved "MUGFORD". "BUNGAREE" acted as additional A/S screen.

5. "BUNGAREE" with Dutch ship "BOTH" and "CAIRNS" proceeded independently off Cape Moreton at 1600K Thursday, 16th. July. "CAIRNS" was relieved by "MILDURA" a.m. 17th. July and s.s. "TULAGI" joined up that evening and left early the following morning. Air reconnaissance was provided during the day.

6. At 0930K Saturday, 18th. July, "BOTH" was directed to proceed independently and "MILDURA" to return to Brisbane. "BUNGAREE" proceeded by the inner route of the Barrier Reef.

7. "BENDIGO" joined 1730K Sunday, 19th. July, as A/S escort to and from Port Moresby. "BUNGAREE" and "BENDIGO" anchored in FLORA PASS at 1130K Monday, 20th. July. Two dan buoys were laid to mark the reef edges, and minelaying operation GORDON was carried out that afternoon. "BUNGAREE" followed by "BENDIGO" passed through the reefs to the north of FLORA PASS and anchored off Cairns at 2215K Monday, 20th. July.

8. The transference of mine units was commenced at 0400K Tuesday 21st. July and completed by 0845K, when "BUNGAREE" and "BENDIGO" weighed and proceeded for Port Moresby via Grafton Passage. "WARREGO" with s.s. "HAN YANG" proceeded out of Grafton Passage at the same time. One Catalina provided anti-submarine cover during daylight, Wednesday 22nd. July.

9. Nateara Reef was made at dawn Thurday, 23rd. July, and "BUNGAREE", preceded by "BENDIGO", passed through PADANA NAHUA entrance at 0700K. Fighter protection, which had been requested by Naval Board, was observed. Minelaying operations BOB and TRADER were completed by 1030K, and "BUNGAREE" and "BENDIGO" left via PADANA NAHUA entrance for Grafton Passage. One aircraft provided anti-submarine cover during daylight, Friday 24th. July.

...../

10. "BENDIGO" proceeded ahead at 0030K Saturday, 25th. July for Townsville. "BUNGAREE" re-entered the inner route of Barrier Reef via Grafton Passage a.m. Saturday 25th. July. "CESSNOCK" with convoy was passed in the passage on opposite course. "BENDIGO" rejoined "BUNGAREE" at 1700K.

11. "BUNGAREE" proceeded into Cleveland Bay at 0400K Sunday, 26th. July, to land and collect mails and correspondence, but on receipt of N.O.I.C. Townsville immediate signal T.O.O. 15352/25, repeated to Naval Board, assisted "SWAN" in carrying out an A/S patrol until sunrise. "BUNGAREE" then proceeded on her way south.

12. "BUNGAREE" was directed to proceed to Brisbane to await next P.G. convoy for Sydney. At 0725K Wednesday, 29th. July, in position 26° 34' South 153° 52' East, A/S contact, reported as submarine, was investigated, two depth charges being dropped. Echo was subsequently classified as non-sub, and "BUNGAREE" berthed at Abattoirs Wharf, Brisbane, at 2100K Wednesday 29th. July.

13. Orders were received to commence boiler cleaning on arrival but subsequently "BUNGAREE" was directed to proceed to Sydney with convoy P.G.7 leaving Monday 3rd. August and complete boiler cleaning at Sydney. "BUNGAREE" departed Brisbane at 0600K Monday 3rd. August with convoy P.G.7, with "WHYALLA" as additional escort. "ARUNTA" joined convoy p.m. 3rd. August and left convoy at 1800K 4th. August. "MORESBY" joined at 0700K 5th. August and left with Newcastle portion of convoy at 1215K 5th. August. "BUNGAREE" with "WHYALLA" and convoy arrived Sydney at 2200K Wednesday 5th. August.

(Sgd) N. K. Calder,

COMMANDER, R.A.N.

H.M.A.S. "BUNGAREE",
7th. August, 1942.

II.

The Secretary,
Naval Board,
MELBOURNE.

Submitted for the information of the Naval Board.

N. K. Calder
COMMANDER, R.A.N.

H.M.A.S. "BUNGAREE",
7th. August, 1942

St 6339

DEPT OF NAVY
SECRET

2026	7	641

Commonwealth of Australia

Department of The Navy.

ACK. BY A.S. 138 Y
-3 JUL P.M.

Royal Australian Navy.

Checked for Indexing

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

Date 2nd. July, 1942 *Reference No.* 15/23/42

To The Secretary, Naval Board, Melbourne.

Subject LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE"

RESTRICTED

S E C R E T.

Submitted for the information of the Naval Board the attached copy of my 15/23/42 of 2nd. July, 1942, addressed to Rear Admiral in Charge, Sydney.

H. K. Calder
COMMANDER, R.A.N.

B. F.
4/8/42
To NUB

P. A.
4/8

Commanding Officer, H.M.A.S. "BUNGAREE"

2nd. July, 1942 15/23/42

Secy.,Naval Bd.

Rear Admiral in Charge, Sydney: copies to:R.A.C.A.S.

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE"

SECRET.

RESTRICTED

Submitted the following letter of proceedings of H.M.A.S. "BUNGAREE":-

2. "BUNGAREE" at Sydney proceeded at 0200K 9th.June to join Convoy C.O.I. for passage to Port Phillip. The convoy with "ARUNTA" and "KALGOORLIE" as escort was met at the end of the searched channel off Sydney at 0630K , and "BUNGAREE" acted as additional A/S escort.

3. At about 0900K Wednesday 10th. June, off Gabo Island, "ARUNTA" with patrolling aircraft carried out an attack on an underwater object which proved to be a whale. At about 0615K on Thursday 11th. June, in position 38° 28' S., 148° 22' E., "BUNGAREE" carried out an attack on an underwater contact, reported by the A/S operator as a submarine, during which attack four depth charges were dropped, but no visible results were observed. "ARUNTA" closed during the attack but did not obtain contact.

4. "BUNGAREE" proceeded ahead of the convoy on reaching the end of the swept channel off Port Phillip and secured alongside Cunningham Pier, Geelong, at 1700K Friday 12th. June, where a full outfit of mine units was embarked on the 15th. and 16th. June.

5. "BUNGAREE" was ordered to proceed with Convoy O.C.3 to Sydney as additional A/S escort and left Geelong at 1430K on Tuesday 16th. June, being joined by "WHYALLA" outside Port Phillip. Convoy O.C.3 with U.S.S."PERKINS" as escort was overhauled west of Wilson's Promontory at daybreak 17th. June.

6. Netherlands Cruiser "TROMP" was given a rendezvous with "BUNGAREE" in position 034°50' S.151° 40'E.(off Jervis Bay) at 1600K 19th. June, and "BUNGAREE" proceeded with "TROMP" as escort to Noumea. Bulari Passage was entered at 1300L Wednesday 24th. June. The Port Director Noumea boarded prior to anchoring in Great Roads.

7. "BUNGAREE" weighed and proceeded at 0600L 25th. June, anchored in the vicinity of the area to be mined, and laid out dan buoys from surveying vessel "BASS". Mine units were laid on Friday, 26th. June and "BUNGAREE" anchored in Dumbea Bay and transferred mine units from the holds to the mining deck that evening.

8. "BUNGAREE" weighed and proceeded at 0600L 27th. June, completed the laying of mine units, recovered buoys, and with "TROMP" as escort proceeded at 1400L for Sydney, arriving 0700K 2nd. July, 1942.

(Sgd.) N. K. CALDER

COMMANDER, R.A.N.

P12

St 6339

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

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

Date 26th. May, 1942 *Reference No.* 13/23/42

To The Secretary, Naval Board, Melbourne.

Subject LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE"

SECRET

RESTRICTED

Submitted for the information of the Naval Board the attached copy of my 13/23/42 of 26th. May, 1942, addressed to Rear Admiral in Charge, Sydney.

H. K. Calder

COMMANDER, R.A.N.

Gen

I do not think
Pl[illegible] it is now necessary.
Can this be put
into "Burgee's"
file MS Gen

BS 2045/600/25

0/5 20/10/41

Commanding Officer, H.M.A.S. "BUNGAREE"

26th. May, 1942 13/23/42 Secy.Naval Bd.

Rear Admiral in Charge, Sydney - copies to:R.A.C.A.S.

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE"

RESTRICTED

SECRET

Submitted the following letter of proceedings of H.M.A.S. "BUNGAREE":

2. On 3rd. May, 1942, "BUNGAREE" at Sydney proceeded at 1030K for Geelong and secured alongside Cunningham Pier, Geelong, at 1800K Wednesday 6th. May. A dan buoy was laid and turning trials carried out when off Portarlington.

3. A complete outfit of mine units was embarked during Thursday 7th. May and Friday 8th. May, and "BUNGAREE" proceeded at 0800K Saturday 9th. May for rendezvous with escort, "MANOORA" and "MILDURA". Further turning trials were carried out off Portarlington en route.

4. "BUNGAREE" met "MANOORA" only at the rendezvous at 1600K, Sunday 10th. May, "MILDURA" having been delayed by adverse weather. "MILDURA" subsequently joined at 0800L Monday 11th. May. On passage a night encounter exercise was carried out, firing starshell and burning searchlights, with "MILDURA" as target.

5. "GEELONG", which had been ordered to rendezvous from Noumea, joined at 1730L Friday 15th. May. "BUNGAREE" with escort arrived off Bulari Passage at 1400L Saturday 16th. May, "WILCANNIA" joining the escort when off the passage. "BUNGAREE" anchored in Great Road, Noumea, at 1700L 16th. May. Discussions were held with A.N.L.O.Noumea concerning the forthcoming mining operations (Operation "JOHN").

6. "BUNGAREE" proceeded at 1000L Sunday 17th. May and anchored in the area to be mined whilst the necessary surveying and dan laying was carried out. This work was continued during Monday 18th. May, and minelaying was commenced that evening. Further minelaying was carried out on Tuesday 19th. May, after which "BUNGAREE" proceeded to anchor in Great Road, where mine units were transferred from the holds to the mining deck. "BUNGAREE" proceeded Wednesday 20th. May, and completed the minelaying operation and recovered dan buoys.

7. "BUNGAREE" proceeded at 0600L Thursday 21st. May for Sydney. A.N.L.O.Noumea was asked to provide A/S escort and aerial cover if available. "WILCANNIA" provided A/S escort until 2200L Thursday 21st. May, and aerial cover was observed during the day. "BUNGAREE" continued unescorted to Sydney and arrived 0730K TUESDAY 26TH. MAY.

(Sgd.) N. K. CALDER

COMMANDER, R.A.N.

50708

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Commanding Officer, H.M.A.S. "BUNGAREE"

28th. April, 1942 11/23/42 Secy., Naval Bd.

Rear Admiral in Charge, Sydney - copies to: R.A.C.A.S.

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE"

MOST. SECRET

Submitted the following letter of proceedings of H.M.A.S. "BUNGAREE":

2. On 6th. April, 1942, "BUNGAREE" at Sydney proceeded at 0900K for Geelong. Two 2-pdr. Pom-Poms Mk.II.C. had been fitted by Dockyard, and gun trials of these guns were carried out by Gun Trial party outside Sydney Heads. A southwesterly gale was experienced in the vicinity of Gabo Island on Tuesday 7th. April which almost brought "BUNGAREE" hove-to, her speed being reduced to 3½ knots. The weather moderated next day and "BUNGAREE" arrived Geelong at 1745K Thursday, 9th. April, and secured alongside Inner East Cunningham Pier. One trainload of mine units was embarked that night.

3. Loading was continued during Friday 10th. and Saturday 11th. April. Whilst alongside 2 Oerlikon 20 mm. guns were fitted by ship's staff. "BUNGAREE" proceeded for [redacted] at 0900K Sunday, 12th. April, with an outfit of 423 mines for operation "KEITH". On passage the ship's company were exercised at the Pom-Poms and Oerlikons. "BUNGAREE" anchored in Cleveland Bay 1830K Sunday 19th. April. N.O.I.C.Townsville came on board.

4. "BUNGAREE" proceeded at 0400K Monday 20th. April for [redacted] Fresh to strong southeasterly winds with rain were experienced, but 240 mine units were laid between [redacted] "BUNGAREE" returned and anchored in Cleveland Bay that evening to transfer mine units from the holds to the mining deck the next day.

5. The slight motion of the ship at anchor was found to prevent mine units being transferred without damage and in consequence, on Tuesday 21st. April, "BUNGAREE" weighed and proceeded into Townsville Harbour and secured alongside. "BUNGAREE" left harbour and returned to her anchorage that evening on completion of the transfer of mine units. During the day the Navigating Officers flew over the reefs in Wirraway machines. H.M.A.Ships "CESSNOCK" and "COLAC" arrived Townsville during the forenoon.

6. "BUNGAREE" proceeded at 0400K on Wednesday, 22nd. April, to complete operation "KEITH", and minelaying was carried out between [redacted], a total of 183 mine units being laid. "BUNGAREE" returned to anchor in Cleveland Bay, and to land Lieutenant Commander D. T. Gale, R.A.N., who had been relieved as Navigating Officer by Lieutenant M. J. Archer, R.N.

7.

...../

7. "BUNGAREE" proceeded at 1930K Wednesday, 22nd. April, for Sydney, and arrived 1330K, Monday 27th. April.

(Sgd) N. K. Calder,

COMMANDER, R.A.N.

H.M.A. S. "BUNGAREE",
28th. April, 1942.

SECRET

II.

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

Submitted for the information of the Naval Board.

N. K. Calder
COMMANDER, R.A.N.

H.M.A.S. "BUNGAREE",
28th. April, 1942

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DEPT. OF NAVY
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ACK. BY A.S. 32
27 MAR R.M.
INIT. SECRET

RESTRICTED

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

Checked for Indexing

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

Date 26th. March, 1942 *Reference No.* 8/23/42

To The Secretary, Naval Board, Melbourne.

Subject LETTERS OF PROCEEDINGS - H.M.A.S. "BUNGAREE"

SECRET

Submitted for information the attached copy of my 8/23/42 of 26th. March, 1942, to Commodore in Charge, Sydney.

H. K. Calder
COMMANDER, R.A.N.

P.A.
24/7/42

RESTRICTED

Commanding Officer, H.M.A.S. "BUNGAREE"

26th. March, 1942 8/23/42

The Secy., Naval Bd.

Commodore in Charge, Sydney - copies to: R.A.C.A.S.

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE"

SECRET

Submitted the following letter of proceedings of H.M.A.S. "BUNGAREE":

2. On 2nd. March, 1942, "BUNGAREE" at Sydney proceeded at 0900L to Geelong, berthing alongside at 2215L 4th. March.

3. An outfit of 423 mine units was embarked on 5th. and 6th. March and at 1630L 6th. March "BUNGAREE" proceeded unescorted for Auckland to carry out minelaying operation "RED". At 1445L on Saturday 7th. March "BUNGAREE" passed H.M.A.S. "WESTRALIA" with convoy (2 ships) bound west, and during the first watch was overhauled and passed by a convoy escorted by an American cruiser.

4. At 0930M Tuesday 10th. March, N.Z.N.B.'s signal T.O.O. 1032z/9 was received, reporting the possibility of an unknown Japanese unit in a position to the northeast of "BUNGAREE", which allowing for a possible course and speed of the unit since the T.O.O. of the signal, could have placed the unit in the immediate vicinity of "BUNGAREE". Course was thereupon altered to the southward for Wellington. At 1610L that afternoon smoke was reported on the port bow. An alteration of course to the southward was made until it was seen that the ship corresponded to the "ZVIR", which was included in the latest report received of ships in the area, and that she was proceeding in a westerly direction. "BUNGAREE" then resumed her course for Wellington.

5. "BUNGAREE" reported herself to N.Z.N.B. via the W.S.S. at Stephens Island at 0435M Friday 13th. March, and proceeded through Cook Strait. Orders were received from N.Z.N.B. to proceed direct to Auckland. "BUNGAREE" arrived Auckland and anchored in Man-o-War anchorage at 1500M on the 16th. March. Discussions were held with the Naval Officer in Charge, Auckland that afternoon concerning the minelaying operation.

6. "BUNGAREE" proceeded Tuesday 17th. March for minelaying and returned to harbour on completion. Mine units were transferred from the holds on Wednesday, 18th. March. "BUNGAREE" proceeded Thursday, 19th. March, to complete the operation and returned to harbour that evening, when particulars of the minefields were given to the Naval Officer in Charge, Auckland.

7. "BUNGAREE" left Auckland for Sydney at 0900M Friday, 20th. March, northabout, and arrived Sydney 1230 L, WEDNESDAY, 25TH. MARCH.

(Sgd.) N. K. CALDER

COMMANDER, R.A.N.

CP:DB

NAVY OFFICE.

COPY OF MESSAGE.

To N.B. (R) N.O.C.S. D N.O., VIC.

From "BUNGAREE" S 2 1

Method of Transmission TPR. P/L. CODE. CONF. CODE. CYP. N. CYPHER A.

Date and Time Sent 21/1/42

Date and Time Received 21/1/42

Originator's Number ..... Time of Origin 0415z/21.

4078....

SECRET.

YOUR 0114 21ST IN VIEW OF LARGE NUMBER CHANGES IN COMPLEMENT INCLUDING GUNNERY CONTROL OFFICER AND ALTERATION TO GUNS WHICH HAVE OCCURRED DURING THE PERIOD IN SYDNEY CONSIDER MUCH GREATER BENEFIT WOULD BE OBTAINED FROM A REFITTING(?) ~~FIRE~~ IN PORT PHILLIP THAN ONE IMMEDIATELY AFTER COMPDETION DOCKYARD ~~XX~~ WORK. DOCKYARD WILL NOT BE FINISHED BEFORE ~~XXXXX~~ 2400L FRIDAY 23RD JANUARY AND SHIP MUST LEAVE SYDNEY BY 1800 L SATURDAY 24TH JANUARY IN ORDER BERTH GEELONG 0800L TUESDAY 27TH JANUARY THUS PRECLUDING A NIGHT Ø

(Ø CORRUPT GROUP)

Distribution :
1st N.M.
2nd N.M.
3rd N.M.
D.C.N.S.
D.D.E. (N)
D.N.S.
D.O.T.M.
D. OF P.
H. OF N.
CON. RECS.

Commanding Officer, H.M.A.S. "BUNGAREE"
23rd. February, 1942 4/23/42
Secretary, Naval Bd.
Commodore in Charge, Sydney - copies to: R.A.C.A.S.

LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE"

~~SECRET~~ RESTRICTED

Submitted the following letter of proceedings of H.M.A.S. "BUNGAREE":

2. On 10th. December, 1941, "BUNGAREE" at Brisbane proceeded to Sydney arriving 12th. December, where she remained until 24th. January, 1942. During thisperiod a refit was carried out, the 4" guns superimposed, A/S Type 128B fitted, and four additional Vickers M.G. and two P.A.C. rockets fitted. The ship was docked. The Ship's Company were given long leave. A surveying party and an additional surveying motor boat were embarked.

3. "BUNGAREE" proceeded on 24th. January and berthed at Geelong 27th. January, where an outfit of 420 mines was embarked. The ship proceeded to Williamstown on 29th. January, ca rrying out a 4" full calibre day and night firing en route. The ship remained at anchor off Williamstown until 3rd. February.

4. "BUNGAREE" proceeded 3rd. February unescorted, to rendezvous with "LEANDER" at 1900L 8th. February off Cape Moreton for passage to Noumea for minelaying (operation "TOM"). En route "BUNGAREE" called at Sydney on 6th. February to land one rating injured.

5. On the afternoon of the rendezvous, the weather and visibility were so bad that on failing to sight "LEANDER", "BUNGAREE" proceeded towards Noumea. "LEANDER" found "BUNGAREE" just before dark and ordered a course and speed for the night whilst she returned to find "FALKEFJELL", which was also to be escorted and which had developed engine trouble.

6. During the early hours of the following morning, "BUNGAREE" received orders to proceed unescorted to Noumea. "LEANDER" closed during the afternoon to pass signals. An adverse wind and sea were experienced during the passage, the speed made good being 8½ knots. On the morning of 12th. February, Catalina flying boat A24-14 of 20th. Squadron, which had carried out a reconnaissance sweep, was sighted. "BUNGAREE" passed through BULARI Passage at 1140L, and anchored in Great Road, Noumea, at 1336L on 12th. February. On passage the ship's company were inoculated against Bubonic Plague.

7. Discussions with the Free French Naval Authorities were held that afternoon, and certain modifications to the intended minefields were proposed to Naval Board and were subsequently approved.

One surveying motor boat with tidal stream party was despatched to WOODIN passage.

./.....

8. On Friday 13th. February, the Commanding Officer, Navigating Officer and Surveying Officer, flew in the Catalina over the area to be mined in the vicinity of Noumea, and then up the west coast to the northern end of New Caledonia, to the areas of the proposed northern minefields near BANARE and NEHUE bays. On return official calls were paid on His Excellency, the Free French High Commissioner for the Pacific, Rear Admiral G. Thierry d'Argenlieu, the British Consul and the Australian Trade Representative. Tidal stream party returned from Woodin Passage. One French Naval Officer and two ratings were embarked to be instructed in mines and rendering mines safe. They remained during the period of laying, and demolition and other stores which might be required by them were transferred to the Free French Authorities.

9. On Saturday, 14th. February, "BUNGAREE" proceeded and laid four fields in the vicinity of Noumea, detached a surveying party for survey in the vicinity of St. Vincent's Passage, and proceeded to the vicinity of BANARE Bay, at the northern end of New Caledonia, which was reached p.m. Sunday, 15th. February. Mine units were transferred fromthe holds to the mining deck after anchoring. Aerial cover was provided by the Catalina both on passage up and on return to Noumea.

10. On Monday, 16th. February, two minefields were laid and "BUNGAREE" left for Noumea, arriving a.m. Tuesday 17th. February. Further discussions were held with the Free French. Leave until 1800L was given to the Ship's Company.

An official call was paid on His Excellency M. Sautot, Governor of New Caledonia.

11. On Wednesday 18th. February, two further fields were laid in the vicinity of Noumea, and a survey of the piers at Noumea was commenced.

12. On Thursday 19th. February two further fields were laid and on return to harbour Admiral d'Argenlieu paid a return call.

13. On Friday 20th. February the remaining three fields were laid. On return to the harbour the Commanding Officer flew in the Catalina over several of the fields. Conditions for observation were ideal. No mines were observed or detected. That afternoon the Governor paid a return call and made a stirring address to the Ship's Company. Final discussions were held with the Free French Naval Authorities, when the detailed particulars of the minefields were transferred to them.

14. During the pe riod of stay at Noumea the Free French Naval Vessels CHEVREUIL and CAP DES PALMES arrived.

15. "BUNGAREE" left Noumea for Sydney at 1630L Friday, 20th February, aerial cover being provided by the Catalina on Saturday, 21st. February. "BUNGAREE" arrived Sydney 1730, 24 FEBRUARY.

(Sgd.) N. K. CALDER

COMMANDER, R.A.N.

H.M.A.S. "BUNGAREE",
24th. February, 1942.

II.

The Secretary,
Naval Board,
MELBOURNE?

Submitted;

Forwarded for information.

H.M.A.S. "BUNGAREE",
24th. February, 1942

N. K. Calder.
COMMANDER, R.A.N.

St 6339

Commonwealth of Australia

Department of The Navy.

DEPT. OF NAVY
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Royal Australian Navy.

From The Commanding Officer, H.M.A.S."BUNGAREE".

Date 10th December 1941 *Reference No.* 20/23/41

To The Commodore-in-Charge, Sydney - copies to: Secretary, Naval Board and R.A.C.A.S.

Subject Letter of Proceedings - H.M.A.S."BUNGAREE".

SECRET.

Submitted the following letter of proceedings of H.M.A.S."BUNGAREE".

2. "BUNGAREE" berthed alongside Port Melbourne 13th November and proceeded to Geelong 17th November to embark her outfit of mine units, carrying out a test lay with 48 mine units en route.

3. "BUNGAREE" with outfit on board, proceeded unescorted on 20th November for minelaying operations in the Barrier Reef, and arrived and anchored off Lizard Island 29th November. The ship entered Port Jackson 22nd November en route to land one rating with appendicitis.

4. Aerial cover was provided by A.C.H.Q., Melbourne on 22nd and 23rd November.

5. Mine units on the mining deck were primed and fitted and dan buoys were laid to mark the edges of the reefs for operations ROB and GEORGE P.M. 29th November.

6. Operations ROB and GEORGE were carried out A.M. 30th November and buoys recovered.

7. Dan buoys were laid out for operations WILLIAM and LINDSEY A.M. 1st December, the operations were carried out P.M. 1st December, buoys recovered, and ship proceeded for operation D'ARCY.

8. "BUNGAREE" anchored off Cairns A.M. 2nd December and transferred mine units from the holds to the mining deck.

9. "BUNGAREE" proceeded A.M. 3rd December, mine units were primed and fitted and operation D'ARCY was carried out during that afternoon. One mine remained on the surface moored to the sinker, and after unsuccessful endeavours had been made to pierce the mine with ·303 ammunition from the ship and motor boat, endeavours were made to countermine by demolition charges. Darkness prevented more than one attempt being made.

10. "BUNGAREE" remained anchored in the vicinity during the night, and A.M. 4th December the mine was successfully countermined, after which the ship proceeded south.

11. "BUNGAREE" anchored off Townsville A.M. 5th December for mail. H.M.A.S."MORESBY" arrived whilst at anchor and opportunity was taken to hold discussion on the areas being Surveyed by her for subsequent minelaying operations.

Checked for Indexing

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12. "BUNGAREE" anchored off Mackay A.M. 6th. December to land one Officer with acute appendicitis and proceeded P.M. 6th. December.

13. Signals were received A.M. 8th. December that hostilities had commenced against Japan and for "BUNGAREE" to proceed to Brisbane. "BUNGAREE" anchored off the Pile Light, Moreton Bay, P.M. 8th. December and proceeded up river and secured alongside Hamilton Wharf A.M. 9th. December.

(Sgd.) N. K. CALDER
Commander RAN.

The Secretary,
Naval Board,
Navy Office, MELBOURNE

Submitted,

H.M.A.S. "BUNGAREE"
9 December '41

N. K. Calder
Commander, RAN.

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

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

Date 23rd, August, 1941 *Reference No.* 11/23/41

To The Secretary, Naval Board, Melbourne - through Commodore-in-Charge, H.M.A.Naval Establishments, Sydney.

Subject LETTER OF PROCEEDINGS - H.M.A.S. "BUNGAREE"

Submitted for the information of the Naval Board the proceedings of H.M.A.S. "BUNGAREE".

2. At 1830 K/19th. July, 1941, "BUNGAREE" left Sydney to carry out a three weeks' working up period in Port Phillip, to include test lays of dummy mine units, minelaying winch trials, and speed and turning trials, on the conclusion of which an outfit of service mine units was to be embarked at Geelong for laying at Port Moresby (Operation Norman).

3. Shortly after the embarkation of the dummy mine units for test lay, it was realised that considerable modifications and alterations to the minelaying equipment would be necessary before satisfactory minelaying could be undertaken.

4. The period at Port Phillip was in consequence extended by a period of two weeks, spent alongside Port Melbourne, where such modifications and alterations were carried out to enable "BUNGAREE" to carry out "Operation Norman" before returning to Sydney for further modifications and alterations.

5. During the working up period the Ship's Company were exercised at seamanship and gunnery, and speed and turning trials and rehearsals for "Operation Norman" were carried out.

6. Additional seaman ratings were found to be required for efficient minelaying, and twelve ordinary seamen were added to complement and drafted to the ship. Four stoker ratings additional to complement were also received for training.

7. During 30th.-31st. July an outfit of 254 service mine units (Mk.XIV B/XVA) were embarked at Cunningham Street Pier, Geelong, without difficulty.

8. At 1100K/31st. July "BUNGAREE" proceeded for Port Moresby, and to call at Sydney en route to embark her motor boat and one 12 pdr. HA/LA gun.

9. "BUNGAREE" was escorted by "SYDNEY" from the searched channel Port Phillip to Sydney, arriving at 0800K/3rd. August, and departing at 1800K/3rd. August, on completion of gun trials.

10. From Sydney to the vicinity of Lady Elliot Island "BUNGAREE" was escorted by "ADELAIDE"; one stoker rating sick was transferred to "ADELAIDE" on passage. "BUNGAREE" unescorted then proceeded by the inside passage of the Barrier Reef to anchor at 1130K/11th. August off Double Island, Torres Strait, to rendezvous with "MANOBRA" at 0600K/12th. August. Aerial patrol was provided during the unescorted passage.

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11. "MANOORA" escorted "BUNGAREE" until dawn on 13th. August and then proceeded ahead in order to meet the U.S. cruisers "NORTHAMPTON" and "SALT LAKE CITY" at Port Moresby.

12. At 1900K/13th. August "BUNGAREE" arrived and anchored off the settlement of Port Moresby.

13. The following morning, Thursday 14th. August, the Captain and Navigating Officer, in a Quantas Flying Boat attached to the R.A.A.F. station, flew over the area to be mined, to observe the positions of the buoys which had been laid previously by N.O.I.C. Port Moresby to mark the limits of the reefs and lines of mines. All the buoys with the exception of one, which was being relaid at the time, were seen to be in position.

14. The S.E. trade wind was blowing hard on arrival at Port Moresby, but as it was hoped to obtain an early morning calm, "BUNGAREE" proceeded and anchored to the west of Hanudamava Island on completion of the flight, to be ready to carry out at the first opportunity the lay of 48 mines to the south of Lolorua Island. The laying of these mines was required before the remaining 206 mines could be arranged in the minelayer for the lay in Hardy Narrows. The outfit of mines was tested, primed and fitted that evening.

15. At dawn, Friday 15th. August, the weather was considered suitable, and "BUNGAREE" weighed at 0730K, and laid 48 mines south of Lolorua Island. On completion the ship anchored to the west of Manubada Island at 0830K, where the remaining mine units were re-arranged.

16. At 0930K "BUNGAREE" weighed and proceeded to the east through Hardy Narrows, for the purpose of observation of the buoys and to carry out a dummy run. It was realised that the weather still remained suitable for laying, and on completion of the dummy run, the remaining 206 mines were laid without incident.

17. "BUNGAREE" returned to anchor off the settlement at Port Moresby until 1600K, when she proceeded alongside Port Moresby Pier, after "MANOORA" had left the pier and had proceeded.

18. Owing to the expected arrival of s.s. "MACDHUI", "BUNGAREE" left the pier at 0600 the next morning and anchored off. During the forenoon calls were paid on the Administrator, the Commandant, and the Officer in Charge R.A.A.F. The Ship's Company were given leave.

19. On Sunday, 17th. August, the Captain, accompanied by three of his officers and the N.O.I.C. Port Moresby, flew in a Quantas Flying Boat over the minefields at a height of approximately 500 feet, to ascertain whether the minefields could be observed from the air. The surface of the sea was choppy, the lines of mines could not be seen, and no mines were observed on the surface.

20. At 1315K/18th. August "BUNGAREE" left Port Moresby and unescorted proceeded via Cook's Passage to Sydney. Aerial patrol was provided during the period Port Moresby to Cook's Passage. "BUNGAREE" arrived Sydney 1618 K 25 AUGUST.

21. The voyage was uneventful, and the morale and health of the Ship's Company were excellent. The keenness and intelligence of the young ordinary seamen were most marked and gratifying, and good progress was made by the steker ratings.

22. It was ascertained during the voyage that the speed made good by "BUNGAREE" is greatly affected by the weather experienced. Endeavours were made to obtain 70 revolutions, a figure which should be maintained without undue strain on the Boiler-room personnel, but which leaves little in reserve. These revolutions

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22.(cont).

in calm weather, without slip, gave a speed through the water of 11½ knots. The streaming of paravanes resulted in a reduction of 8/10 knot. When only a moderate adverse wind and sea were encountered, a considerable reduction in revolutions was experienced although the steam pressure was maintained. This reduction in revolutions, combined with the loss of headway due to head wind and sea, reduced considerably the speed made good.

23. For this reason the E.T.A. for "BUNGAREE" for any but short passages can only be very approximate, and for the same reason it is considered desirable when "BUNGAREE" is escorted, that in normal circumstances, "BUNGAREE" should be directed to proceed at her maximum speed to cater for any future bad weather which may be experienced. Should such a procedure indicate whilst on passage that "BUNGAREE" will be ahead of her E.T.A., she should not on that account reduce speed, where such reduction would result in her remaining in exposed waters longer than was necessary.

H. K. Calder
Commander.

SECRET

ACK. BY A.S. 1330Y
-2 SEP P.M.
INIT.

H.M.A.S. "BUNGAREE",
23rd. August, 1941.

II

B.S.1605/250/42.
The Secretary, (Copy to Rear-Admiral
Naval Board. Commanding H.M.A.Squadron).

Forwarded for the information of the Naval Board.

D.C.M. Quirtread Gould
Commodore.

Office of the
Commodore-in-Charge,
SYDNEY.
28th August, '41.

For action

Para 19. Propose RAAF be asked to fly over fields in as good conditions to ascertain if mines can be seen. If they can, a photo should be taken. 19/9.

See 1924 597

Plans (1)

Plans (1)

NH.