

# Application form

Heritage

## Entry of a place in the Queensland Heritage Register

Use this form to apply to have a place considered for entry in the Queensland Heritage Register under the Queensland Heritage Act 1992.

**Before completing this application form:**

- read the *Application Guide: Entering a State Heritage Place in the Queensland Heritage Register* available at [www.qld.gov.au/environment/land/heritage/](http://www.qld.gov.au/environment/land/heritage/)
- call 13 QGOV (13 74 68) and discuss this application with the Applications Coordinator, Heritage Branch

### 1. Applicant details

APPLICANT NAME/S <b>RUSSELL MILLER</b>	TITLE <b>MR</b>
ORGANISATION NAME (if applicable)	

### 2. Applicant consent

Ticking YES in the box below means you give consent to the department to publicly disclose your name with this application. At no time (whether you tick YES or NO) will your personal contact details be made public during processing and assessment of this application. The department removes contact details (i.e. address, email and telephone numbers) from all copies of the application except those provided to the Queensland Heritage Council.

<b>Applicant consents to personal information being released</b>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
APPLICANT'S SIGNATURE	[Redacted Signature]
PRINT APPLICANT'S NAME <b>Russell G Miller</b>	DATE SIGNED <b>31 March 24</b>



**3. Place details**

NAME OF PLACE AND / OR FORMER NAME <b>RAN 10 (Royal Australian Navy 10)</b>	
STREET ADDRESS <b>69 Tingira Street Pinkenba</b>	
LOT/S ON PLANS <b>LOT 1 RP 167498</b>	LOCAL GOVERNMENT AREA/S <b>Pinkenba</b>
GPS COORDINATES (IF KNOWN) <b>Lat 27, 42 559 Long 153, 12 475</b>	

**4. Consultation with the owner of the place**

Do you own the place that is the subject of this application?

Yes

No

If you are not the owner of this place, have you consulted with the owner?

Yes

No

**5. History of the place**

HISTORICAL SUMMARY <b>As per Attachment A</b>	
REFERENCE LIST <b>As per Attachment B</b>	
LIST OF ATTACHMENTS <b>Annexure A, B, C, No 8 Two Pictures RAN 10</b>	<b>PLAN RAN 10 DRAWING RAN 10 NOIC Diary (Part)</b>

**6. Description of the place**

WRITTEN DESCRIPTION <b>As per Attachment C</b>
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## 7. Statement of cultural heritage significance

Decide which criteria are relevant to your application and complete a response for each in the boxes below. Write 'not applicable' against the criteria that are not relevant to your application.

<p><b>CRITERION A</b> the place is important in demonstrating the evolution or pattern of Queensland's history</p>	<p>As per Annexure A</p>
<p><b>CRITERION B</b> the place demonstrates rare, uncommon or endangered aspects of Queensland's cultural heritage</p>	<p>As per Annexure A</p>
<p><b>CRITERION C</b> the place has potential to yield information that will contribute to an understanding of Queensland's history</p>	
<p><b>CRITERION D</b> the place is important in demonstrating the principal characteristics of a particular class of cultural places</p>	
<p><b>CRITERION E</b> the place is important because of its aesthetic significance</p>	
<p><b>CRITERION F</b> the place is important in demonstrating a high degree of creative or technical achievement at a particular period</p>	
<p><b>CRITERION G</b> the place has a strong or special association with a particular community or cultural group for social, cultural or spiritual reasons</p>	
<p><b>CRITERION H</b> the place has a special association with the life or work of a particular person, group or organisation of importance in Queensland's history</p>	



### 8. Site plan showing proposed boundary

Attach a site plan to this form. Tick to confirm:

- the site plan is drawn or sketched to scale
- all significant heritage elements of the place are shown and clearly labelled in their approximate locations
- the proposed heritage boundary is shown
- the cadastral (lot on plan) boundaries of the place are shown

### 9. Photographs

Attach photographs to this application that show the place in its current state. Number all photographs and complete the index table below adding more rows if needed.

If submitting an electronic application, submit the photographs in a digital file attached with the application form. Maximum file size for digital images attached to this form is 250kb each.

If submitting an application in hard copy, submit the photographs as an electronic file saved onto a CD or USB and attach one hardcopy print out of images to this application form.

DATE AND TIME TAKEN <p style="font-size: 1.2em; margin: 0;">30 June 23</p>	PHOTOGRAPHER <p style="font-size: 1.2em; margin: 0;">R. Miller</p>	
<p><b>COPYRIGHT PERMISSIONS</b> By law copyright of material submitted is subject to conditions set out in the copyright licence for that material.</p> <p><i>Please enter licensing details in the metadata for each image/file requiring copyright.</i></p> <p><i>A copyright licence may be obtained free of charge from Creative Commons at <a href="http://www.creativecommons.org">www.creativecommons.org</a>. Creative Commons licence 'Creative Commons Attribution-Non-Commercial-No Derivative Works' is recommended. This licence maintains author copyright but allows others to copy and distribute work provided the author is given credit (in a way specified by the author) and the work is not changed in any way and is not used commercially.</i></p>		
IMAGE NUMBER	FILE NAME	DESCRIPTION
1		Front RAN 10
2		Side RAN 10



## **10. Lodgement**

All sections of this form must be completed and attachments prepared (in particular the site plan showing the proposed heritage boundary and photographs of the place) before an application is lodged. Incomplete applications cannot be accepted.

**Send one copy of the completed form and attachments to:**

**Email:**

PaLM@ehp.qld.gov.au

**OR**

**Post:**

Permit and Licence Management  
Department of Environment and Heritage Protection  
GPO Box 2454  
Brisbane Q 4001

## **Further information**

- call 13 QGOV (13 74 68) and ask to speak to a Heritage Branch Officer
- visit [www.qld.gov.au/environment/land/heritage/](http://www.qld.gov.au/environment/land/heritage/)

**HISTORY---ORIGINS** The Australian Government Naval Staff had started considering the laying of Controlled and Observation minefields for defence of Australian Ports from mid 1941 and had decided the defence of Moreton Bay would along with the Cowan Cowan 2x 6 inch (and later Bribie 2x 6 inch ) guns be assisted in defence of Moreton Bay by a one mile length minefield placed across the Rous Channel between Moreton Island and Stradbroke Islands.

The situation regards the blocking of the Rous channel with a mine barrier had been abandoned on the 28 th August 1941 as the D.N.O. Queensland believed the Rous Channel was a un- navigable entrance to the bay and it would be better to place observation mines at two places in the North West Channel.

The logic behind this was that the Army troops in residence at the Bribie and Cowan 6 inch coastal defence batteries could protect the R.A.N. Minefield control stations on shore.

On the 7 th December 1941 the Pacific Naval war commenced with Japan which then placed the British Naval Base at Singapore under direct threat.

On the 27 th December 1941 from London. The British Secretary of State for Dominion Affairs in a CABLEGRAM began the process with the Australian and New Zealand Governments of basing Royal Navy warships in Australia up to the size of the refit of a battleship.

By 27 th January 1942 with the pending position of the Naval Base at Singapore moving towards capture by the Japanese. The British Admiralty requirements in a CABLEGRAM of that date had become more direct and were stated as.

- ( 1 ) Development as bases for use by the entire Eastern Fleet of Sydney and Fremantle including facilities for storage and repair of naval aircraft.
- ( 2 ) Development as operational bases for use by a hunting group ,composed principally of one battleship and one aircraft carrier ,of Hobart and Darwin.
- ( 3 ) Development of necessary administration arrangements to enable the Eastern Fleet to operate in Australian waters including equipment storage depots at Sydney and Fremantle. The extent of development envisaged in ( 1), ( 2) and ( 3) would be such as to provide the fullest maintenance facilities.

In line with this new wartime requirement a order was placed by the British Admiralty with Industry in England for the manufacture of a Loop Controlled Minefield for deployment at Hobart and the beginning of preparing of drawings for the Minefield Base Building by the RAN so the loop minefield would be maintained in a working condition at Hobart.

On 15 th April 1942 with six S-class submarines in tow. The United States Naval Submarine Tender U.S.S. Griffin entered the Brisbane River and berthed at New Farm for anti -invasion duties. Over the next few days another five S-class submarines would arrive bringing the total of submarines in Brisbane up to eleven.

By the 22 April 1942 this concentration of submarines with the Tender U.S.S. Griffin and the Naval Gunboat U.S.S.Tulsa would be called Task Force Forty Two under U.S. Rear Admiral Rockwell and at one time it would grow to be the largest concentration of U.S.submarines in the Pacific.

The development of Brisbane by the United State Navy would change the position as regards the protection of this base.

As it now appeared that it would be sometime before the British Eastern Fleet would be operating from Australia.



## BRISBANE AS A MAJOR FORTIFIED BASE

Hobart lost importance as a Fleet Base for the British R.N. and it was decided to take the Loop Controlled minefields built for there and place them at Brisbane to protect Moreton Bay from penetration by Japanese Submarines or Midget submarines.

The first and only Loop Controlled minefield's laid in Australia was Operation Duncan using a total of 128 L Mk 2 mines in 8 loops of 16 mines in each plus two guard (detector) loops which was carried out in the North West Channel off Fort Bribie on Bribie Island during May 1942 with the control station on land becoming RAN 2 station 67.

The next laying operation following was Edward in June 1942 off Cowan Cowan on Moreton Island.

This was made up of L Mk 2 ground and moored mines covering the Pearl and Main Channels which was controlled by RAN 3 station 57 At Fort Cowan .

In both cases the actual laying was carried out by the British mine tender HMS Alert which was supported by the Base Minelayer HMS Atreus

Problems then arose after completion of the minefields especially with the first one laid in Operation Duncan.

It was found that friendly ships would approach the minefield before the Port War Signal Station at Caloundra ( RAN 1) could identify them.

It was decided that on completion of the supporting Indicator loop and asdic system behind the minefields in Moreton Bay . Duncan minefield would be raised and the minefield ( RAN 2 station 67) would be relocated to the East Channel at Tangalooma Moreton Island.

This work of lifting and moving and then relaying the minefield would be called operation Harry and was completed by 19 th December 1943.

The Pinkenba based Minefield tender HMAS Uralba carried out this work with the mines from the minefield being serviced at the Pinkenba Base Mine Building before the relaying took place.

In July and September 1944 the minefields were raised in line with orders received to cease mining operations.

The minefields and loops and miles of cables were brought ashore serviced and dispatched south for storage.

RAN 10 continued on in a administrative role to war's end in operation with the Royal Navy Torpedo Depot built next to the base and the closure of RAN 9.

RAN 10 `s Base Building wartime role as a Unique Building in Australia`s and therefore Queensland`s Military History had come to a end.

## RAN 10 BASE BUILDING

The Base Mining building at Pinkenba (RAN 10) has its origins in Drawings submitted by the Admiralty for maintenance of the loop controlled minefield at Hobart.

The Royal Australian Navy originally considered the drawings too complicated and started redrawing them.

The decision to not place the Loop Controlled minefield at Hobart but at Brisbane resulted in the following actions being carried out by the Australian Naval Authorities .



The New Aberdare and McQueen`s Collieries at Ipswich were examined as possible storage Depots for the mines to be used in supporting the mines in Moreton Bay.

Both were found to be wanting in certain aspects of storage and a portion of the United States Darra Explosives Dump was settled on as it was already in operation with roads and side tracks and armed mounted patrolling guards in operation under a well camouflaged area.

It was planned on 24 th May 1942 that this Depot at Darra would consist of the following Buildings.

- 1 Mine Storage Building 75x20 feet with concrete floor capable of taking a 5 ton lorry
- 2 Primer Store
- 3 Detonator Store
- 4 Accommodation for the guards

That there be a Issuing Depot situated at a wharf.

This plan of two separate Depots was rejected by the District Naval Officer Queensland on the 7 th June 1942.

Instead he proposed that the ACF Shirley`s Wharf at Pinkenba be used for the minefield tender and there was suitable vacant land for all the necessary functions of a Base Mine field building to be built there where all minefield support operations could be carried out.

It was suggested that a mobile 2 ton crane be obtained so a tramway to the wharf would not have to be built to move the mines from the building to the mining tender on the river.

It was decided to build the Base Mine Depot intended for Hobart at A.C.F. Shirleys newly built but vacant Fertilizer plant at Pinkenba as recommended by the Naval Officer in Charge Queensland. (N.O.I.C.)

By the 23 rd of June 1942 the 17 points holding up final construction had been agreed on and were put before the Naval Board on the 30 th June 1942.

On the 11 th August the Base Building received a A-1 priority as project 1729 with calls for it to be completed as soon as possible as faults had developed in the Moreton Bay minefields with the potential to render their anti -submarine protection of the Bay a total failure.

Plans had been drawn up between July and September 1942 for the main Base building and work then progressed on this building which was finally completed on 5 th January 1943.

The base building was to cost 1925 pound and the open cable store 100 pound with a all up cost of 3550 pound not counting the cost of the mobile crane. This mobile crane would be approved on 9 th October 1942 at a cost of a 100 pound..

The next section of construction was the supporting Barracks as Quarters and Mess with a attached Laundry There was also a small Officers Quarters building.

When completed the Base building was to be manned by

2 Officers

2 Petty Officers

16 Other Ratings

## THE MINEFIELD TENDERS

As planned for Hobart the link between the Minefields and the Base mining Building on shore would be the Royal Australian Navy supplying a mining tender.

Several vessels were examined for conversion to this role.

Eventually the navy settled on the HMAS Uralba of 603 tons which was converted to its new role at Sydney.

As with the mining Base Building the ship did not go to Hobart but arrived at its new home port Brisbane on 9 th December 1942 and went straight to work repairing the minefields.

HMAS Uralla had a crew of 3 officers and 17 ratings and the original plan had been that the crew of the ship would work the minefields in the bay then carry out the service work on the mines when they were put ashore at the Base Mining building.

The volume of work at the Base Building very soon necessitated a separate naval crew as listed above to purely spend full time at the base.

This work load would eventually necessitate a second Minefield Tender being based at RAN 10

In January /March 1944 the 402 ton HMAS Bermagui took up its role at RAN 10 as the second minefield tender for the Moreton Bay Minefields till the end of the war.

## SOURCES AND BIOGRAPHY

## HISTORY COLONIAL PERIOD

- Australian Defences and New Guinea P. H. Scratchley
- Volunteers at Heart The Queensland Defence Forces 1860-1901 D. H. Johnson.
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1877 to 1901

## HISTORY TO 1920

- Report to Parliament of the Committee of Imperial Defence for Australia 1906

## HISTORY 1920 TO WORLD WAR TWO

- Official History of Australia in the War 1939-19445 . The Role of Science and Industry ( Mines) D.P.  
Mellor.
- Historical biography of Sea Mine Warfare Mine Advisory Committee of the National Research Council
- Office of Secondary Industry , Department of Trade and Secondary Industry Canberra A.C,T The  
Australian Fertilizer Industry June 1967
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## HISTORY WORLD WAR TWO

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- Silent Victory The US Submarine War against Japan Clay Blair Jr
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- Australian Minesweepers at War Mike Turner Hector Donohue
- Moreton Bay Anti Submarine Defences in World War Two Doctor R Walding
- Australia @ War Web site various articles Peter Dunn OAM
- Fortress Brisbane David Spethman and Russell Miller.
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AWM78/398/1
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- NAA Drawing NAA J1018/2 LS744A



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NAA Controlled Mining Base Pinkenba MP150/1,569/227/62  
NAA Pinkenba Shirley`s Wharf J2774, W16966  
NAA Controlled Minefields Base Pinkenba A5954 523/13  
NAA Mining Policy Defensive Minefields in Australian waters. MP1185/8 1924/4/260  
NAA Canteen-C/M Base Pinkenba MP151/1 427/201/768  
NAA Controlled Mining Base Pinkenba --Blackout equipment MP 150/1,449/203/297  
AWM Development of Fleet bases in Australia AWM 54 99/2/1 File number 417/1/1

## DISCRIPTION

The building is typical of wartime construction for large purpose built buildings of the period.

The basic building materials used were hardwood and asbestos sheeting,

The building measures about 16 metres long by 3 metres wide. It has a height of about 3 metres and another 1 metre to the apex of the roof. It would be referred to as a two storied building although there is no second floor level caused by the mobile crane operation as designed.

The building is framed in hardwood and sheeted in asbestos sheeting on the sides and roof. It has two annexes on the north side of the main building of similar construction.

The structure is all hardwood and was built to carry on rails a overhead traveling crane with its own weight plus a two ton lifting capability. The crane is still in place.

The building is therefore a very structurally strong building and the drawings of its foundations show this.

On quick observation the main building show no signs of termite damage after some 80 years of existence.

The roof is corrugated asbestos sheeting and because it has been sealed by painting it shows no signs that lichen has taken place on the roofing and there is therefore no health hazard externally as long as exterior painting continues which can only be considered normal maintenance.

The exterior painting seems in good repair.

The windows and doors are all wood construction and show no signs of termite damage

All the wartime window blackouts ( to allow work on the mines to be carried out on a Naval 24 hour basis ) to protect the building from Ariel Bombing seem to be in place which is another rare feature of the building and with a little work these window blackouts could be made functional again.

The building today is not as it was designed and draw on the 6 th October 1942. The building when it was built had two lower level annexe`s designed for it and built on the north side. It appears the up- river or western one was removed sometime after 1980. There was also a small annex placed the full length of the building during 1943 on the river side to allow work to take place on that outer side of the building in all weather. This is also gone and was probably removed in the 1980`s at the same time as the annex on the western side was.

Overall the building is in good order and unaltered with its internal overhead 2 ton crane still in place.

It is a **UNIQUE DESIGNED BUILDING IN QUEENSLAND AND AUSTRALIA`S BUILDING HERITAGE** (designed for its role at Hobart and then built at Pinkenba ) as no others of its type or design and role are known to have been built or ever exist anywhere else in Australia and therefore Queensland.

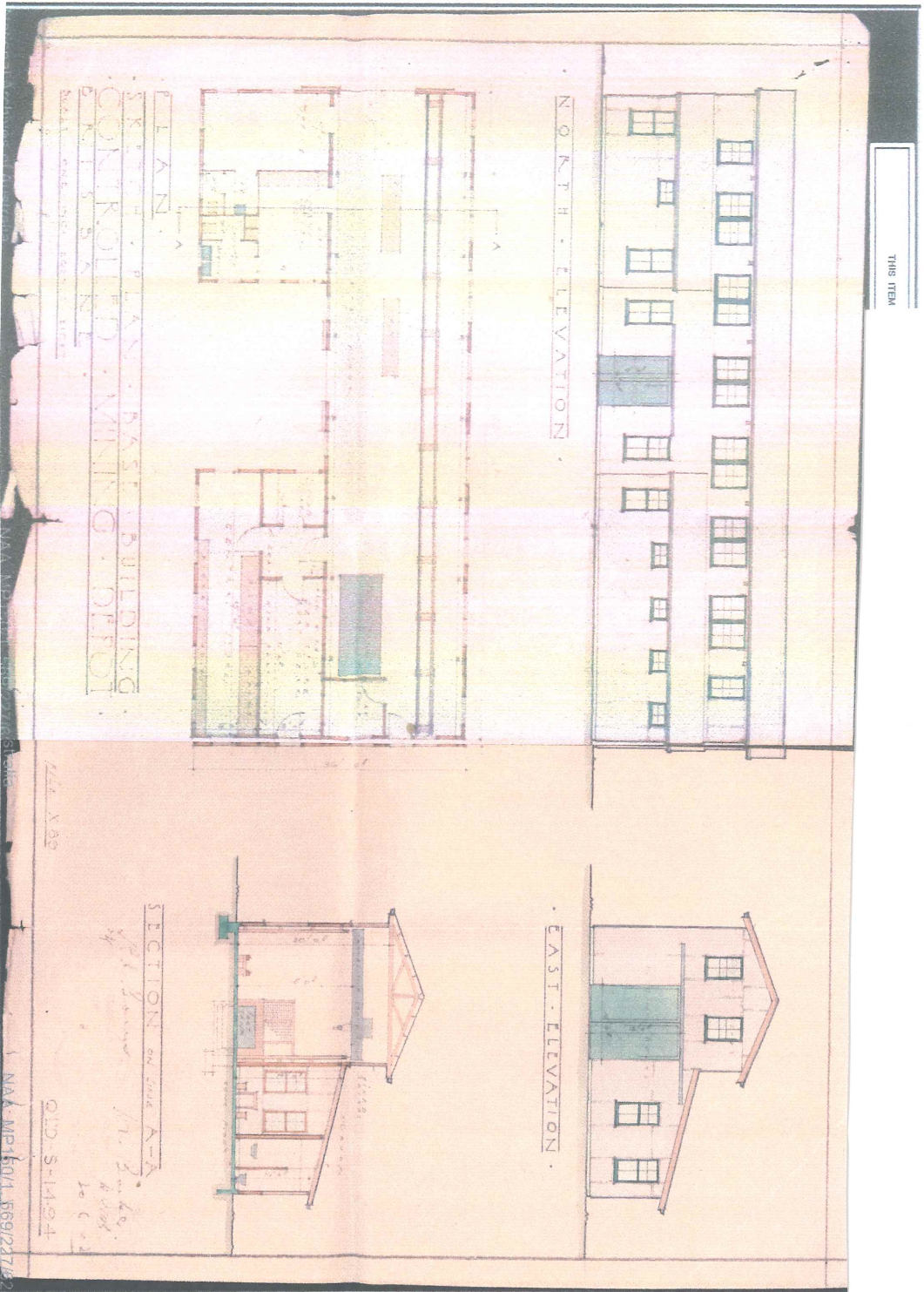
Criterion A : The Base Building (1942) at the former Royal Australian (RAN) station 10 Pinkenba is important as a surviving evidence of the efforts made to defend Moreton Bay and the Brisbane River, and the Allied naval assets based there, during World War II. RAN Station 10 was a controlled Mining Depot which maintained the two loop controlled minefields of RAN 2 (Bribie then Tangalooma) and RAN 3.(Cowan).

It also maintained the supporting anti- submarine indicator loops and ASDIC (HAD) of RAN 4 (Woorim, Bribie Island) and the joining RAN 7 ( Bulwer Moreton island) and the Brisbane River indicator loop at RAN 9 ( Myrtle town).

Criterion B : As the last surviving built element of the only Controlled Mining Depot constructed in Queensland during World War II, the Base Building at RAN 10 Pinkenba demonstrates a function that has always been rare in Queensland- the on-shore maintenance of controlled naval mines during World War II



THIS ITEM











# RAN Station 10, Pinkenba

## Proposed Boundary Map

### Legend

- Proposed heritage boundary
- Lot boundary
- Lot Type Parcel
- Easement

