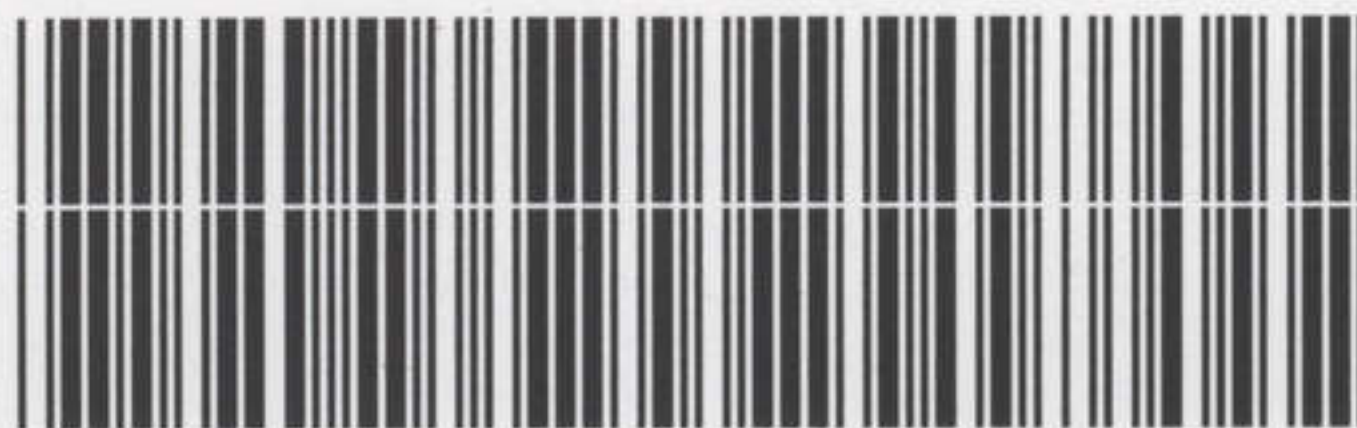


**AWM78**  
**Reports of Proceedings,  
HMA Ships and Establishments**

**HMAS COOK**

**Item number: 89/2**

**Title: October-December 1980**



AWM78-89/2



[89/2]

HMAS COOK

R of P.

1980

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FLEET HEADQUARTERS,  
GARDEN ISLAND, N.S.W. 2000

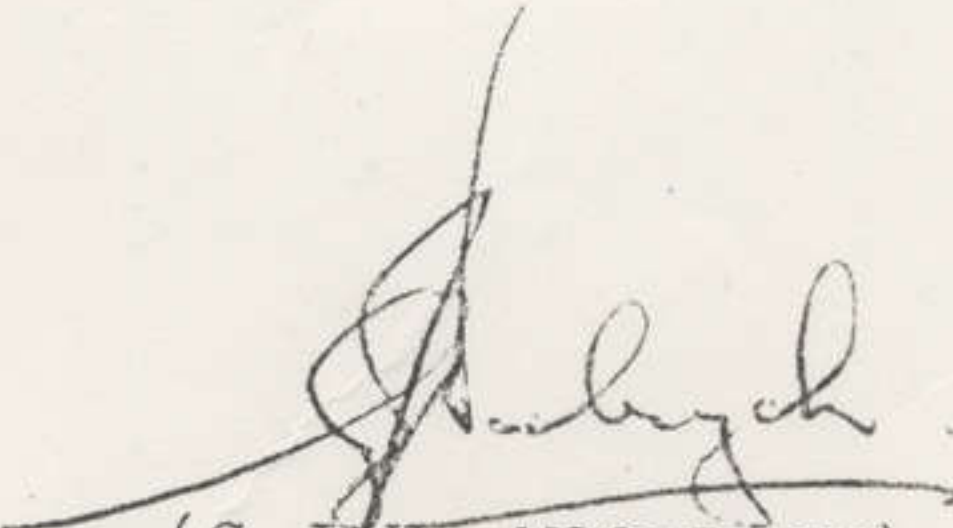
AF 1/16/ 10


NOV 1980

Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA ACT 2600

HMAS COOK - REPORT OF PROCEEDINGS  
OCTOBER, 1980

Forwarded.

  
(G.J.H. WOOLRYCH)  
Commodore RAN  
for Fleet Commander

  
Enclosure: HMAS COOK Report of Proceedings  
for October, 1980 dated 3 November, 1980



1/16/1

HMAS COOK  
at Williamstown

3rd November 1980

Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

Hydrographer, RAN

Commanding Officer  
HMAS MORESBY

Commanding Officer  
HMAS FLINDERS

Commanding Officer  
HMAS KIMBLA

HMAS COOK - REPORT OF PROCEEDINGS - OCTOBER 1980

Sir,

1. I have the honour to report the proceedings of Her Majesty's Australian Ship COOK, under my command, for the month of October 1980. Times indicated throughout are Zone L (-11).

2. HMAS COOK was formally commissioned into the Royal Australian Navy at 1412 on Tuesday 28th October. The guest of honour for the ceremony was The Minister for Defence, The Honourable D.J. Killen, M.P. The Minister also represented Mrs Killen who was unable to attend.

3. Other official guests included The Chief of Naval Personnel, Rear Admiral D.W. Leach, C.B.E., M.V.O., representing The Chief of Naval Staff, The Chairman, Australian Marine Science Technical Advisory Committee, Professor A.J. Birch, C.M.G., F.R.S., F.A.A. representatives from Defence Science, The Australian Marine Science Community, local dignitaries and uniformed Naval personnel. In addition, Ship's Officers and Company hosted some 200 private guests.

4. At a short ceremony in the Wardroom following commissioning, The Minister, on behalf of Mrs Killen, presented to the ship, a screen print landscape of Werribee Gorge. In deference to The Minister's choice, a consensus of opinion in the ship would describe the print as interestingly abstract. I suspect only the artist, Mr Fred Williams, holds the secret to the true artistic interpretation. In reality it appears almost a direct replica of a landsat image of North West Cape, blown up to a scale of 1.25,000; colours accurate.

...../Point



Point Murat wharf is clearly visible. The Ship's Company who have seen it agree that if North West Cape looks like that, they don't want to go there.

5. The print now holds pride of place in the Commanding Officer's cabin.

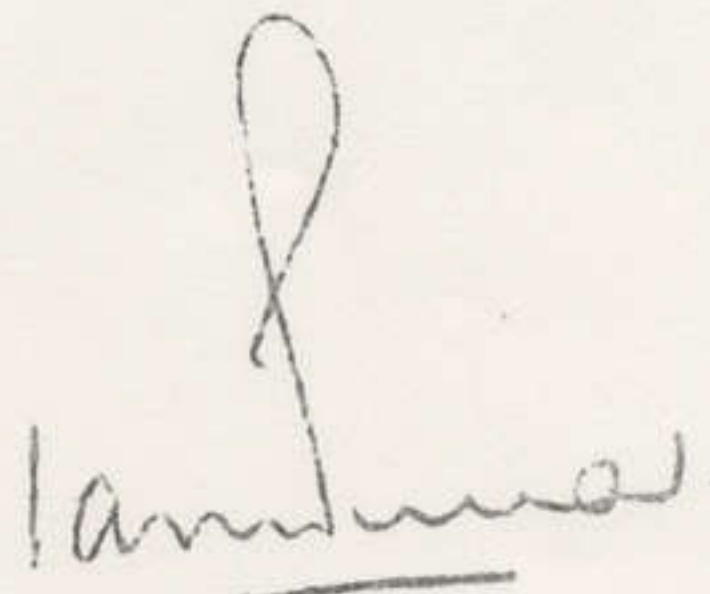
6. During the remaining days of the month Ship's Staff in conjunction with Dockyard personnel, made progress toward a formal Basin Trial to be conducted during the first week of November. Full details of overall progress toward completion are contained in the ship's monthly Progress Report (HMAS COOK letter 16/3/2 dated 21st October 1980).

7. The Ship's Company have resided onboard since commissioning and with a higher standard of accommodation compared with that previously occupied at HMAS LONSDALE, coupled with more amenable allowances, morale has soared. A further boost to morale is anticipated at satisfactory completion of Contractors Sea Trials. Health, welfare and conduct of the Ship's Company is of a high standard.

I have the honour to be,

Sir,

Your obedient Servant,



(Ian S. PULLAR)  
Commander RAN  
Commanding Officer

Annex: A. Emergency Party Exercises in Harbour



ANNEX A TO  
HMAS COOK  
LETTER 1/16/1  
OF 3 NOV 80

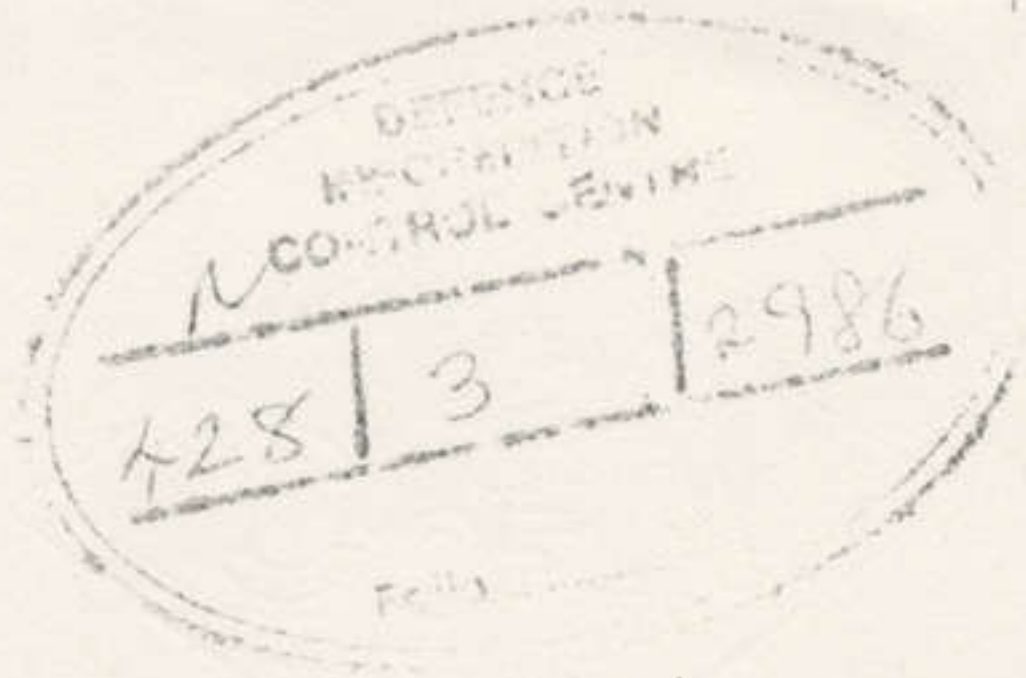
EMERGENCY PARTY EXERCISES IN HARBOUR

<u>Date</u>	<u>Exercise</u>
Tue 28	Fire - 2F Fan Compartment
Wed 29	Fire - Bow Thruster Compartment
Thu 30	Fire - Stores Lift
Fri 31	Fire - Silent Running Diesel Compartment



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FLEET HEADQUARTERS,  
GARDEN ISLAND, N.S.W. 2000

17 DEC 1980

AF 1/16/10

*U/C  
CMP  
16.12.80*

The Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA ACT 2600

HMAS COOK - REPORT OF PROCEEDINGS - NOVEMBER, 1980

1. Forwarded.
2. Regrettably the comments in paragraph 13 can only be endorsed.

*[Signature]*  
(G.J.H. WOOLRYCH)  
Commodore RAN  
for Fleet Commander

Enclosure: HMAS COOK Report of Proceedings for November, 1980 dated 5 December, 1980

*1 (2) (3) (4) (5) (6) (7) (8) (9) (10) (11) (12) (13) (14) (15) (16) (17) (18) (19) (20)*



1/16/1

HMAS COOK  
at Williamstown

5 December, 1980

Flag Officer Commanding,  
HM AUSTRALIAN FLEET

For Information:

Hydrographer, RAN.

The Commanding Officer,  
HMAS MORESBY

The Commanding Officer,  
HMAS FLINDERS

The Commanding Officer,  
HMAS KIMBLA

HMAS COOK - REPORT OF PROCEEDINGS - NOVEMBER, 1980

Sir,

1. I have the honour to report the proceedings of HMAS COOK, under my command, for the month of November, 1980. Times throughout are Zone L(-11).

2. The month has been spent under the control of the Dockyard, progressing trials and set to work, both at sea and alongside. Programmed trials have not progressed satisfactorily, for a variety of reasons, all of which have been documented separately. Main propulsion systems have been plagued with mechanical problems and at the end of the month, trials proper had not formally commenced.

3. Basin trials were conducted on Wednesday and Thursday, 5th and 6th, followed by heeling trials in both directions on Friday and Saturday, 7th and 8th. The first heeling trial, planned for Thursday 6th was aborted at my orders because I did not consider the ship to be adequately secured for such an evolution. During the accepted trials, many delays were experienced due to flooding through unsecured tank tops which only confirmed my earlier decision in relation to poor preparedness.

4. The Flag Officer, Naval Support Command, Rear Admiral A.J. ROBERTSON, AO, DSC, walked through the ship during the forenoon of Thursday 6th.

5. Safety inspections were carried out by Fleet Staff Officers on Monday 10th, revealing some shortcomings in medical and firefighting arrangements. The major

...../medical



medical deficiency was the need for an authoritative pre-command medical examination for the Captain. Pleasingly, the Commanding Officer passed his third medical for the year, this one under the signature of a physician and by 1730, the ship was deemed fully prepared to proceed to sea.

6. As it turned out, the ship could not proceed as planned on Tuesday 11th due to major mismatching problems between bridge control and engine rooms. Although all problems were satisfactorily remedied by late afternoon, insufficient time remained to gain any value from sailing.

7. HMAS COOK proceeded into Port Phillip under her own power for the first time, at 0740 on Wednesday 12th November. Departure was effected using both bow thruster and active rudder until clear of the wharf, before applying main engine power. The controlled manouvering versatility available to the ship was proved to be outstanding.

8. Set to work on day one was only marginally successful. The on-board contractor from Mathers, US experienced much difficulty in attaining balanced engine loading and finally proved that major modifications were required to the governors of all main engines. The ship returned alongside without incident, but with unbalanced engine controls at 1940.

9. To gain best value in progressing Contractor's Sea Trials, auxilliary propulsion systems were put to test at sea on Friday 14th between 1115 and 1900. Bollard pull was measured by a tug-o-war exercise between COOK and a Tug, mid Bay, followed by speed trials of active rudder and bow thruster propulsion both separately and in conjunction. Speeds attained were 3.5 knots from the bow thruster and 4.5 knots from the active rudder. The two systems in tandem produced 6.4 knots.

10. Due to delays in delivery ex US of components necessary to carry out the modification described in para 8 (above) trials at sea could not resume until Wednesday 19th. Both Wednesday and Thursday's trials could best be described as set to work with final engine balancing, but with no actual progress being achieved in the way of formal contractor's trials.

11. A further and more successful day was spent at sea within Port Phillip on Tuesday 25th, taking main propulsion torsionograph readings, mandatory prior to full power trials.

12. The ship remained alongside for the remainder of the month, undergoing remedial treatment to main propulsion and auxilliary propulsion hydraulic systems.

13. In laying out the draft for this report I could not but feel that I had said it all before in 1973, when trialling HMAS FLINDERS. The same problems, the same protracted delays, the same representations with the same results and very largely, the same people. I

...../had



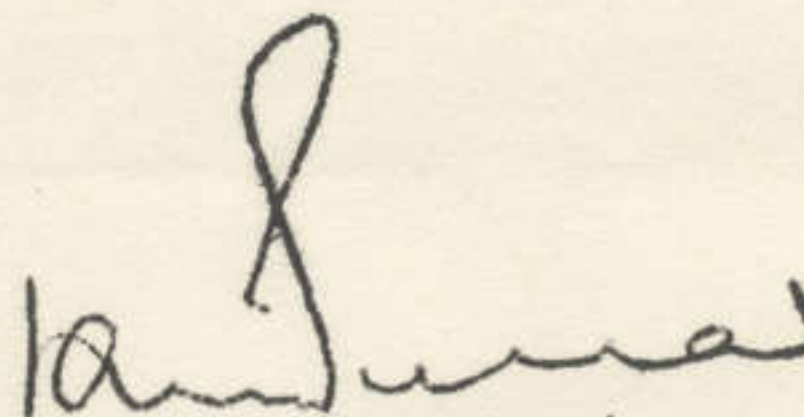
had hoped, second time around, that some lessons would have been learned from the previous experience, but it was not to be so. Workmanship, supervision, quality control, middle level management, decision making, procurement and project coordination are all factors which when combined, give no alternative but delayed hand-over if COOK is to be accepted to the highest necessary standards for her ultimate role.

14. The health, morale and behaviour of the Ship's Company remains at a high level. Any incidents that have occurred can only be judged against the uncertainties of day to day happenings during the month.

I have the honour to be,

Sir,

Your obedient Servant,



(Ian S. PULLAR)  
Commander RAN  
Commanding Officer

Annex: A. Steaming Figures.

B. Exercises Conducted during November.



STEAMING FIGURES

- |    |   |           |
|----|---|-----------|
| 1. | Distance steamed during November  | 214 miles |
| 2. | Hours underway during November  | 45        |
| 3. | Total distance steamed since first commissioning                                    | 214 miles |
| 4. | Total hours underway since first commissioning                                      | 45        |
| 5. | Occasions for exceeding fast routing speed - fast routing speed not yet determined. |           |



EXERCISES CONDUCTED DURING NOVEMBER

Emergency Party Exercises in Harbour

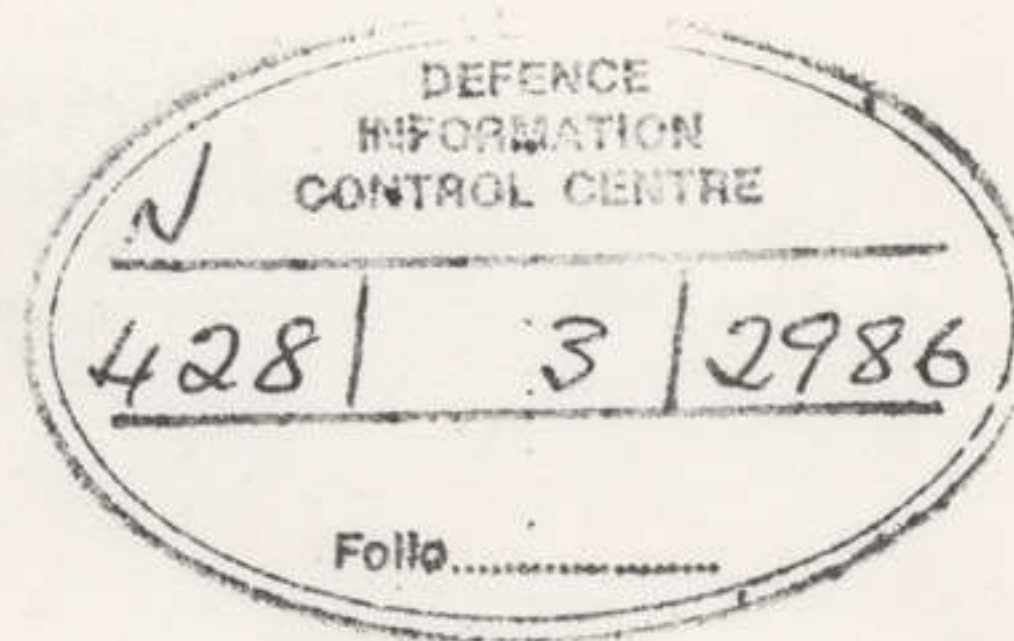
<u>Date</u>	<u>Exercise</u>
SAT 1	Fire - Steering Gear Compartment
SUN 2	Fire - Funnel Uptake
MON 3	Fire - Combined Technical Office
TUE 4	Fire - Main Galley
WED 5	Fire - Laundry
THU 6	Fire - Motor Boat Workshop
FRI 7	Heeling Trial
SAT 8	Heeling Trial
SUN 9	Fire - Motor Boat Workshop
MON 10	Fire - Oceanographic Magazine/XBT Store
TUE 11	P250 pump demonstration
TUE 18	Fire - Engineers Workshop
FRI 21	P250 pump demonstration
SAT 22	Fire - Laundry
SUN 23	P250 pump demonstration
MON 24	Fire - Main Machinery Room
TUE 25	P250 pump demonstration
WED 26	Fire - Paint Shop
THU 27	Fire - Funnel Uptake
FRI 28	Fire - Bow Thruster Compartment
SAT 29	Fire - Forward Auxiliary Machinery Room
SUN 30	Fire - Wardroom Galley



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GARDEN ISLAND, N.S.W. 2000

ADMIN-A  
14/1/81

AF 1/16/10

22 JAN 1981



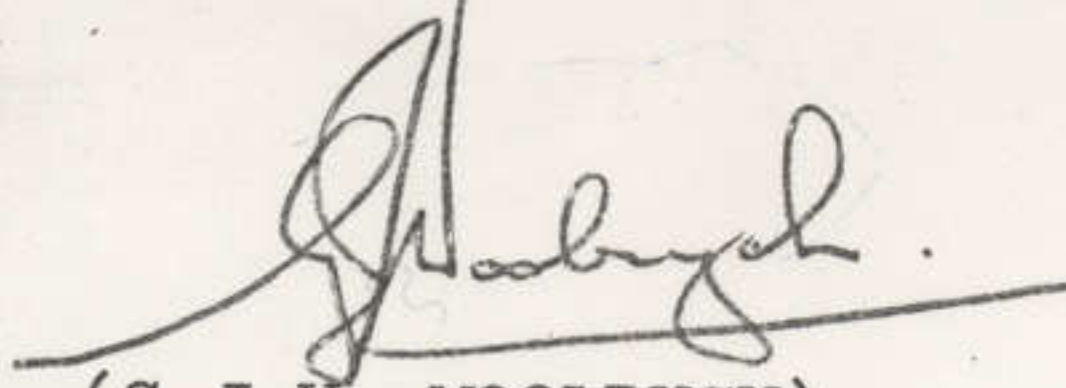
The Chief of Naval Staff  
Department of Defence (Navy Office)  
CANBERRA. ACT 2600

For Information:

The Commanding Officer HMAS COOK

HMAS COOK - REPORT OF PROCEEDINGS -  
DECEMBER, 1980

1. Forwarded.
2. The unsatisfactory standard of spelling and the requirement for proof reading has been drawn to the Commanding Officer's attention. <sup>have</sup>

  
(G.J.H. WOOLRYCH)  
Commodore RAN  
for Fleet Commander

Enclosure: HMAS COOK Report of Proceedings for December,  
1980 dated 5 January, 1981

ADMIN-A  
E



1/16/1

1-16-10  
012121

HMAS COOK  
at Williamstown

5 January, 1981

1-16-10

Flag Officer Commanding,  
HM AUSTRALIAN FLEET

For Information:

Hydrographer, RAN.

The Commanding Officer,  
HMAS MORESBY

The Commanding Officer,  
HMAS FLINDERS

The Commanding Officer,  
HMAS KIMBLA



HMAS COOK - REPORT OF PROCEEDINGS - DECEMBER, 1980

Sir,

1. I have the honour to report the proceedings of HMAS COOK, under my command, for the month of December, 1980. Times throughout are Zone L(-11).
2. December was spent in the Williamstown and Port Melbourne area continuing progress toward Contractor's Sea Trials and ultimate handover.
3. A planned cold move from Dockyard Pier to the Duke & Orr dry dock in the upper reaches of the Port of Melbourne on Friday 5th was cancelled at 1000 when it was confirmed that Melbourne Tugs would remain on strike. The Executive Officer addressed the ship's company on security and routines appertaining to the period in drydock.
4. As an agreed alternative, a hot move was planned for Sunday 7th, but that too was cancelled due to insufficient funding. Notwithstanding the uncertainties of when the ship would move, basin trials of auxilliary propulsion systems were completed by 1700 on Friday and main propulsion trials programmed for part of the usual start up procedures in preparation for sea on Monday 8th.
5. By 0645 on Monday 8th, HMAS COOK was ready to proceed up river but sailing was delayed until 0700 to allow dockyard personnel to embark. Of three promised workboats to assist in berthing at the floating dock, only one proved to be serviceable; it subsequently joined the ship near Victoria Dock.
6. The manoeuvre into Duke & Orr dock proved tight but uneventful, under perfect weather conditions. Once again, the versatility of the auxilliary systems was used to full advantage enabling a perfect turn at the Interstate

/ swinging



swinging basin, then, being shut down on main engines, a slow but controlled back up into the dock using low power on the active rudder. The bow thrust unit was raised before the forward half of the ship passed over the sill.

7. COOK was high and dry by noon on Monday 8th and remained in the dock until 1630 on Thursday 11th. Ship's company, save for necessary duty watches, were accommodated ashore over the period in dock.
8. Tuesday and Wednesday, 9th & 10th, had heatwave conditions, with the latter showing the highest temperature recorded in Melbourne for 27 years. The up-river Painters and Dockers abandoned work on underwater painting mid afternoon in (diference to temperature and only returned at about 1000 on Thursday after a short but well fought agreement battle had been won.
9. During the docking period, unusual and severe corrosion was observed in the vicinity of the bow thruster and active rudder units coupled with severe erosion to adjacent sacrificial anodes. Internally placed anodes were found to be totally eroded leaving only their parent straps for protection. All were replaced at my insistence prior to flooding the dock. That such abnormal erosion should occur has given cause for undue concern and the matter has been placed before the Dockyard for future investigation.
10. The Chief of Naval Technical Services, Rear Admiral D.F. Lynam, accompanied by the General Manager, Williamstown Naval Dockyard, conducted a brief inspection of the ship in the dock from 1615 on Wednesday 10th. At that meeting it was confirmed that remedial work to both shafts and machinery temperature surveillance sensors was essential before the ship recommenced formal trials on 19 January, 1981.
11. Peacock & Smith, the engaged civilian contractors, worked well to conclude their obligation in measuring shaft run out and inspecting bearings by 1000 on Thursday and with paintwork also complete by noon, underwater blanking plates were removed and the dock commenced to flood at 1430.
12. Generator's were run up as soon as sufficient water was available and all inboard services restored by 1540. The ship moved from the dock at 1630 on Thursday 11th assisted by her active rudder. Once clear of the sill the bow thruster unit was engaged and as soon as the dock was clear, main engines clutched in.
13. The journey down the river did not pass incident free due to the failure of a main generator which could have produced spectacular results had it not been for rapid and professional reaction by ships staff in the restoring process. The failure, the second recorded with the same generator, has been covered by URDEF ACTION.  
(HMAS COOK 120215Z DEC 80)

/COOK



III

14. COOK returned port side to, West Dockyard pier at 1745 on Thursday 11th.

15. West Australian leave party proceeded on leave by charter aircraft on Friday 12th and most other interstate natives were dispatched to long leave on Friday 19th leaving the ship manned in two watches. I proceeded on leave from the latter date.

16. Very little dockyard work has been carried out since the ship reberthed at N.D.W. with the exception of the very involved clean-up of the Forward Auxiliary Machinery Room which was steam cleaned and finished rather labouriously by hand. The result is not entirely satisfactory from a ship's husbandry point of view but it is considered unrealistic to expect a better performance noting the complete lack of modern cleaning equipment.

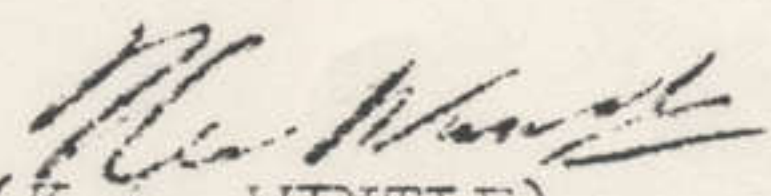
17. The Officers remaining onboard joined the Senior and Junior Sailors and their civilian guests for Christmas dinner in the cafeteria.

18. The health and morale of the ship's company remains high notwithstanding the extra work involved in the two watch leave routine. Liberal short leave and make and mends have been granted and the ship's company will be granted a long weekend as soon as possible after the leave period.

I have the honour to be,

Sir,

Your obedient Servant.

  
(K.A. WINTLE)  
LIEUTENANT COMMANDER RAN  
COMMANDING OFFICER

Annex: A. Steaming Figures.  
B. Exercises conducted during December.



ANNEX A TO  
HMAS COCK  
LETTER 1/16/1  
OF 5 JAN 81

STEAMING FIGURES

- |    |  |           |
|----|--|-----------|
| 1. | Distance steamed during December                 | 10 miles  |
| 2. | Hours underway during December                   | 3         |
| 3. | Total distance steamed since first commissioning | 224 miles |
| 4. | Total hours underway since first commissioning   | 48        |
| 5. | Fast routing speed not yet determined.           |           |



ANNEX B  
HMAS COOK  
LETTER 1/16/1  
OF 5 JAN 81

EXERCISES CONDUCTED DURING DECEMBER

Emergency Party Exercises in Harbour

<u>Date</u>	<u>Exercise</u>
MON 01	Fire - Tiller flat
TUE 02	Fire - O3 deck fan compartment
WED 03	Fire - Paint shop
THU 04	Fire - XBT store Fire - Main machinery room (false alarm)
FRI 05	Flood - Sonar space
SAT 06	Fire - OZD fan compartment
MON 08	Fire - Pyrotechnics locker
TUE 09	Fire - Sonar space (false alarm) Fire - Hold
FRI 12	Flood - Forward auxiliary machinery room
SUN 14	Casualty - Bridge
MON 15	Fire - FX
TUE 16	Fire - Main switchboard (false alarm) Fire - Wardroom galley
WED 17	Fire - Bow thruster compartment
SAT 20	P250 pump demonstration
SUN 21	Fire exercise and lecture
MON 22	Fire - AMR
TUE 23	Fire - Incinerator compartment
WED 24	Fire - Oceanographic magazine
MON 29	Fire and casualty evacuation
WED 31	2359 - Tested sirens