AWM78

Reports of Proceedings, HMA Ships and Establishments

AWM78 Class 355 - HMAS WAGGA

File number: AWM78/355/3

Title: AWM78 355/3 - January 1952 - December 1953

RCDIG1073024

"WAGGA" 19523 L. of P.

[355/3]

AUSTRALIAN WAR MEMORIAL
ACCESS STATUS
OPEN

Declassification Authority—Defence Records
This record has been reviewed and has been declassified by the Department of Defence (Navy) with effect from: 17 DEC 90
Authority D/S (D) Admin 13-13.
Reviewer: LCDR R. L. Smith (RANEM)
Signature: R L Smith Date: 14 MAR 91

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PLEASE RETURN TO

604

DEPARTMENT OF THE NAVY. H336-12-110

MINUTE PAPER.

SUBJECT: H.M.A.S. Wagga REPORT OF PROCEEDINGS. December 1953

S.N.B. 4/12

3rd N.M. 5/12.

4th N.M. 9/12.

D.A.W.O.T. 9/12

D. of P. 11/12

N.5. 12/12

D.N.I. 7/12

H.P.B. 8/12/54

D.O.S. 22/12

~~A.A. 2nd N.M.~~

N.A. 2nd N.M.(X) 22/12

D. of M. 23/12

D.D.M. 10/3/54

D.E.(N). 8/3

D.O.U.W. 14/4

D.N.M.S. 1/7/54

N.5. 6/7

D.N.I. (N.H.R.O.) 6/7/54

220/32.

DEPARTMENT OF THE NAVY

MINUTE PAPER

A336-12-110

C.441/45.

SUBJECT: HMAS Wagga - Report of Proceedings - December 1953.

DCNS 14/1

INM. 18/1

DCNA 18/1/54 19/1

NS HNB (for further Circulation) 22/1

DNI 27/1.

D/DPS 25/1/54 29/1

DTSR 27/1/54

DOD 29/1.

DNC 2/2

HNB (NS)

Note (1 Copy only required) 28/1

AUSTRALIAN WAR MEMORIAL RCDIG1073024

ZMS.

H.M.A.S. WAGGA - REPORT OF PROCEEDINGS, DECEMBER, 1953.)

DEPT. OF THE NAVY
4336 | 12 | 110

(WAGGA's letter dated 1st January, 1954.)

RECEIVED
C 11 JAN A.M
NAVY REGISTRY

II

PP
4336/12/81
N.5
16/4/53

E.A. 52/682/2/45.
THE SECRETARY, NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with C.N.O. 107/48.

H. A. Showers

A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point.Sydney.

7 JAN 1954

U336 12 110

H.M.A.S. WAGGA.
At Sydney.
1st. January 1954.

The Flag Officer-in-Charge,
East Australian Area.

Sir,

I have the honour to report the proceedings of H.M.A.S. WAGGA under my command during the month of December 1953.

2. On Tuesday 1st. December the Governor General, His Excellency Sir William Slim, G.C.B.,G.C.M.G.,D.S.O.,M.C.,K.St.J was scheduled to travel to Norfolk Island in an aircraft of the Royal Australian Air Force. H.M.A. ships WAGGA and COOTAMUNDRA had the honour of being selected to act as surface guard ships for this flight. At 1130 WAGGA reached a position on the 29th. parallel of south latitude two thirds of the way between the coast of N.S.W. and Norfolk Island and commenced patrolling in the immediate vicinity. At 1243 radio contact was gained with the vice-regal aircraft and WAGGA made smoke to assist the airmen to gain visual contact. At 1310 the aircraft reported that WAGGA was in sight and two minutes later it and its consort were seen about 3 miles to the southward. Having passed intended course and speed to the aircraft WAGGA shaped course for Lord Howe Island at 10 knots.

3. At 0815 on the following day Mounts Lidgbird and Gower and Ball's Pyramid were sighted ahead at a range of 35 miles and course was adjusted to clear the north west tip of the island. At 1205 WAGGA came to anchor in 12 fathoms, 4 cables south of Phillip Point. A boat put out to meet the ship and shortly afterwards Mr. McBean, the island superintendant, and two of the local citizens came aboard. The visitors were entertained in the wardroom where arrangements for the unloading of the cargo of forty 44 gallon drums of kerosine were made. The boat returned to shore and soon reappeared with a large pontoon in tow. The pontoon was secured across the stern of the ship and in a 4 foot swell the task of unloading began. This took until dusk and necessitated two trips on the part of the pontoon. Meanwhile Mr. McBean took the Commanding Officer ashore where five very pleasant hours were spent looking around the island.

4. Lord Howe Island, with its rich semi-tropical vegatation, the sweep of its lagoon, its year round perfect climate the whole brooded over by the bulk of the two improbably huge mountains on the southern end, must be one of the most beautiful and pleasant places in the world. The islanders live much as they have done for years although now they are waxing rich on the tourist trade which is catered for by a twice weekly flying boat service from Sydney. Stores are ordered from the mainland in six monthly lots and the only method of unloading is in the open roadstead as already demonstrated, except that when some really heavy item such as a motor truck, tractor or generator is to be landed two surf boats are lashed together. The normal landing place is the "Jetty(P.A.)" through the break in the reef just south of North bay. It was stated that the alternative landing place on Ned's beach is not favoured as no boats are kept there permanently and the task of running a surf boat overland from the main settlement near the flagstaff is a heavy one. Much light cargo is brought in by air. The lagoon is very shallow and the flying boat can operate only within a couple of hours each side of high water but unloading is unhampered by swell. From the air the water in the lagoon is usually not visible; it is said to be an interesting though disturbing experience to land in a flying boat on what appears to be an irregular mixture of coral, rock and sand.

5. In the evening a party was held in one of the guest houses and twelve of the ship's company attended until 2200. At 2230 WAGGA weighed and set course for Sydney. During the short period of her stay the islanders showed nothing but the greatest kindness and hospitality. It was not necessary to lower a boat as a shore craft which was in constant attendance ran trips exactly as required and ~~requested~~.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

requested. An uneventful passage was made back to Sydney in almost perfect weather and at 1430 on Friday 4th. WAGGA secured alongside COOTAMUNDRA at Kuttabul dolphins. Both ships remained in this berth over the week end.

6. At 0930 on Monday 7th. WAGGA slipped and proceeded to Chowder Bay oil wharf where some 100 tons of fuel were embarked. At noon she slipped and proceeded to sea, carrying out independant minesweeping exercises en route to Broken Bay. At 1630 the ship came to anchor in Cowan creek 3 cables north of COOTAMUNDRA. At 1000 the following day the ships weighed and proceeded to the southern exercise area whereb "A" sweeping was exercised. The ships returned to harbour and secured alongside Kuttabul dolphins at 1600.

7. On the following afternoon, 9th. December, WAGGA was scheduled to tow a pattern 2 target for sub calibre firings by ARUNTA. At 1300, with the target alongside she slipped and proceeded. A fresh westerly wind was gusting up to force 8. When clear of the lee of Garden Island an attempt to stream the target astern resulted in its capsizing as soon as it came beam on to the wind. It was brought back alongside and surprised all concerned by righting itself. A second effort to stream it brought the same results; however, this time difficulty was experienced with the recovery. The ship was drifting fast to leeward and as it was considered imprudent to use the propellors an anchor was let go. By this time the tug WATTLE had come to the rescue and with her assistance, the target, after having capsized yet again, was secured alongside. A signal was received from ARUNTA cancelling the firings due to weather conditions and with the assistance of WATTLE the ship returned alongside where she remained for the next two days.

8. At 0830 on Saturday 12th. December WAGGA and COOTAMUNDRA proceeded to sea to carry out an exercise with the Volunteer Coastal Patrol, an entirely private and voluntary organisation of owners of motor launches and keen crew hands which has been entrusted with the task of controlling small boat traffic in Sydney harbour on the occasion of the arrival of Her Majesty the Queen in R.M.S. GOTHIC. Each boat is equipped with R/T at the owner's expense and all will come under the command of the central controller on the day in question For the purpose of the exercise Pittwater was imagined to be Sydney harbour, WAGGA was to represent GOTHIC and COOTAMUNDRA was to keep an interval corresponding with that of the last of H.M.A. ships in the line. High water was at 17 minutes past noon and at noon precisely WAGGA commanded the passage at 7 knots - the speed at which it was estimated the GOTHIC will enter harbour. The passage over the bar was uneventful with a least depth of ½ fathom under the keel. At 1230 WAGGA came to anchor south of Longnose point and COOTAMUNDRA anchored shortly afterwards. The ships were tidebound until the following day when at 1215 they weighed and proceeded back to Sydney securing alongside Kuttabul dolphins at 1500.

9. Monday was spent in harbour and at 0820 on Tuesday 15th. WAGGA slipped and proceeded out of harbour in company with ARUNTA. On clearing the heads H.M. Submarine TELEMACHUS was in sight proceeding to the exercise area. At 0955 the submarine dived and an A/S practice of 4 hours duration commenced. Unfortunately shortly afterwards WAGGA's A/S set developed a defect which was not rectified until some 20 minutes before TELEMACHUS was due to surface. ARUNTA meanwhile, in the course of her attacks had fired four light squid projectiles and on completion of the exercise two of these were recovered by WAGGA. A surface tracking and a submarine attack exercise followed and Officer of the Watch manoeuvres were carried out during the first dog watch. The ships then opened out for a night encounter exercise, WAGGA to seaward. At 2140 contact was made and the exercise was completed by 2230. Course was set for Jervis Bay and the ships anchored in company off Captain Point at 0040.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

10. At 0915 on the same day, Wednesday 16th., the ships weighed and proceeded. The intention had been to carry out torpedo firings but a force 5 wind and a 5 foot swell made conditions unsuitable. Dummy surface and submarine torpedo attacks were exercised during the forenoon. In the afternoon a two hour A/S practice was carried out with the submarine unmarked and unrestricted. This time WAGGA's set was working satisfactorily and valuable training ensued. Although the submarine was lost from time to time accurate information of its movements from ARUNTA enabled contact to be regained on every occasion. During the dog watches a surface tracking exercise was carried out and at 1810 the ships came to anchor off Captain Point.

11. In the evening the Commanding Officers of TELEMACHUS and WAGGA had the pleasure of being entertained in ARUNTA by her Captain, Commander W.J. Dovers, D.S.C.,R.A.N..

12. At 0645 on the following day, Thursday 17th, all three ships weighed and proceeded out of harbour. Weather conditions were suitable and at 0800 ARUNTA fired two torpedoes using WAGGA as a target. The tracks were not seen but the torpedoes surfaced satisfactorily and WAGGA stood by whilst they were recovered by ARUNTA. At 1050 the two ships formed up in line ahead to steam past a given point while TELEMACHUS carried out torpedo firings submerged. The ships steamed at 12 knots and zig-zagged; at 1110 a track passed under WAGGA's stern, immediately afterwards TELEMACHUS surfaced. The ships followed up the torpedoes which were recovered by ARUNTA.

13. During the afternoon of the same day WAGGA took ARUNTA in tow using the latter ship's gear. No difficulty was experienced in passing the tow and when it was secured revolutions were increased slowly to 140 (9½ knots), which gave the tow a speed of 6 knots through the water. Weather conditions were good and the tow was turned through 120 ^{o} without the use of ARUNTA's rudder. No undue strain was evident and it is considered that in a case of necessity a speed made good of at least 8 knots could be maintained in similar conditions. On completion of the exercise it was discovered that ARUNTA's capstan had broken down; it was therefore necessary to recover the tow by hand. This was done very smartly and quickly considering the difficulties.

14. At 1600 an A/S practice of two hours duration was carried out and once again good results were obtained by both ships. At 2015 a night shadowing exercise commenced. WAGGA was the target, on a northerly course zig-zagging up to 40° either side of the mean. At 0100 Friday the exercise was completed and a submarine attack exercise commenced. Forty minutes later TELEMACHUS surfaced on the port quarter and illuminated the ship with starshell. At 0215 a night encounter exercise was carried out. This culminated with ARUNTA illuminating WAGGA with starshell at 0305. The ships remained in company in the area until 0830 when a range and inclination exercise was commenced. An hour later the submarine dived for an A/S practice and at 1040 WAGGA was detached to return to harbour. At 1130 COOTAMUNDRA was observed off Bradley Head taking in tow a Battle Practice Target. WAGGA secured alongside Kuttabul dolphins at 1150.

15. At 0830 on Monday 21st. WAGGA and COOTAMUNDRA proceeded to sea. They were joined shortly afterwards by ARUNTA who exercised dummy torpedo attacks with COOTAMUNDRA. Meanwhile WAGGA returned to harbour to embark a rake party to mark a throw off firing by ARUNTA during the afternoon. The firings commenced at 1315 and were continued until 1600. Excellent results were obtained and at 1615 WAGGA was detached to the Broken Bay area. After landing the rake party the opportunity was taken to run lines of soundings in the seaward portion of the proposed submarine bottoming area. This was continued until 2200 when the ship proceeded in to Broken Bay anchoring at 2315.

16. The hands were employed cleaning ship during Tuesday 22nd. At 1600 the ship weighed and proceeded to the bottoming area where

AUSTRALIAN WAR MEMORIAL RCDIG1073024

lines of soundings were run until 2030 when being at the southern end of the area course was set for Sydney. At 2120 the ship came to anchor in Hunter Bay off H.M.A.S. PENGUIN.

17. At 0730 on the 23rd. WAGGA weighed and proceeded to Chowder Bay oil wharf where 100 tons of oil fuel were embarked. At 1030 she proceeded to Kuttabul dolphins and secured alongside COOTAMUNDRA. Both ships remained in this berth for the remainder of the month.

18. At 1830 on the 23rd. the Captains and Officers of WAGGA and COOTAMUNDRA entertained 60 official and 120 personal guests to cocktails on the combined forecastles of the ships. The party appeared to be a success.

19. During the month the ship has operated in a most satisfactory manner. The health and welfare of the ship's company are good and conditions aboard are satisfactory. The conduct of the ship's company during the month has been very good.

20. Following are the steaming figures for the month:-

Distance steamed during the month of December	1,591.3	miles.
Hours under way during the month of December.....	169.43	hours.
Total distance steamed since commissioning.....	26,300.7	miles.
Total hours under way since commissioning.....	2,998.36	hours.
Average distance steamed per ton of fuel.....	10.5	miles.

I have the honour to be,

Sir,

Your obedient servant,

D C Roberts

Lieutenant Commander
Commanding Officer.

FLAG OFFICER-IN-CHARGE
4 JAN 1954
EAST AUSTRALIAN AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073024

613

4336-12-81

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. Wagga REPORT OF PROCEEDINGS. November 1953

S.N.B. 3rd N.M.

4th N.M. Encl. 13/1.

D.A.W.O.T.

D. of P.

N.S.

D.N.L.

H.P.B.

DGS

~~N.A. 2nd N.M.~~

N.A. 2nd N.M.(X)

D. of M.

D.D.M.

~~3rd N.M.~~

D.E. (N)

D.O.U.W.

D.N.M.S.

N.S.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073024

AUSTRALIAN WAR MEMORIAL RCDIG1073024

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336-12-81

C.441/45.

SUBJECT: HMAS WAGGA - Report of Proceedings - November 1953

DCNS 16/12

INAM 17/12

[illegible] 17/12

AR 18/12

HNB (for further circulation)

DNI 24/12

29/12 D/DPS 30/12.

DCNP 31/12

DTSR 4/1

4/1/54

DOD 5/1

DNC 6/1.

HNB (NS)

(1 Copy only received)

4/1.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

AUSTRALIAN WAR MEMORIAL RCDIG1073024

LES.

H.M.A.S.WAGGA - REPORT OF PROCEEDINGS - NOVEMBER, 1953.

4336. 12-81

(WAGGA's letter dated 1st.December, 1953.)

RECEIVED
C 14 DEC A.M
NAVY REGISTRY

NS 16/4/53

II

E.A. H102/682/2/45.
THE SECRETARY, NAVAL BOARD.

H.N.

Forwarded for the information of the Naval Board in accordance with C.N.O.107/48.

2. A copy of paragraph 13 of this report has been forwarded to Senior Officer, Hydrographic Service.

H. A. Showers

A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point, Sydney.

11 DEC 1953

AUSTRALIAN WAR MEMORIAL RCDIG1073024

4336.N.81

H.M.A.S. WAGGA
At Sea.
1st. December 1953.

The Flag Officer-in-Charge,
East Australian Area.

Sir,

I have the honour to report the proceedings of H.M.A.S. WAGGA under my command during the month of November 1953.

2. The first five days of the month found the ship alongside Kuttabul dolphins. At 0745 on Friday 6th. she slipped and proceeded out of harbour in company with H.M.A. ships QUADRANT, CONDAMINE and COOTAMUNDRA. This was the first stage of a three day anti-submarine exercise in which a number of other ships and the R.A.A.F. were to take part. On clearing the heads a southerly course was set and the ships proceeded in line ahead at 11 knots. At 1205, H.M.A.S. HAWKESBURY, who had been delayed joined the unit. Evening quarters were exercised at 1600 and seaboats were sent away by all ships.

3. At 0630 on the 7th. the ships were off Gabo Island and an anti-submarine search formation was assumed whilst awaiting the arrival of H.M.A. ships VENGEANCE, AUSTRALIA and ANZAC from Melbourne. At 0930 AUSTRALIA was sighted and at 1005 WAGGA and COOTAMUNDRA took station 3 miles on either bow. For the purposes of the exercise AUSTRALIA represented a troop convoy with the O.M.S. vessels as two of her seven escorts, the remaining 5 being imaginary. VENGEANCE and ANZAC comprised the carrier escort group, while the three frigates formed a hunter-killer group. For the remainder of the day the convoy maintained an approximate mean course of 070°. Various alarms and excursions were reported but no actual action was observed from WAGGA.

4. Sunday 8th. dawned cold and bleak with a westerly wind of force 7 increasing. At 0720 the convoy reached the limit ofmits outward run and altered course to 305° automatically changing its identity to that of an inward bound convoy. This alteration brought the wind, sea and swell on the port bow and at 0830 speed was reduced to 10 knots. The O.M.S. vessels in these conditions were remarkably dry, though very lively indeed. The larger ships were not nearly so comfortable, mainly due to their greater length. During the afternoon watch WAGGA experienced a number of rolls of 45 degrees and one of 50 degrees. No action was observed during this day.

5. At 0510, Monday 9th. Point Perpendicular Light was sighted and the convoy set course for Jervis Bay. At 0640 WAGGA gained an asdic contact and altered course to investigate, the contact was classified "non sub". A few minutes later a Neptune aircraft sighted a submarine submerged in a position about 5 miles north west of the convoy. The hunter killer group proceeded to the area whilst the convoy turned away. At 0710 WAGGA gained another intermittant contact which, with the assistance of COOTAMUNDRA was eventually classified "non sub". Meanwhile the convoy had entered harbour and on receipt of a signal to the effect that the exercise was completed the O.M.S. vessels followed on, anchoring in company in their allotted berths off Captain point at 0855.

6. A good deal of inter ship visiting took place during the day and in the evening the Commanding Officer had the pleasure of dining in H.M.A.S. VENGEANCE with Captain H.M. Burrell R.A.N. The guest of honour was Rear Admiral J.W.M. Eaton C.B., D.S.O., D.S.C. and the commanding officers of all ships in harbour were present

7. During the forenoon of 10th. the post game discussion on the exercise was held at the A.J.A/S School at R.A.N. Air Station Nowra and many valuable lessons were learned regarding the conduct of the exercise. In the afternoon ships began to slip out of harbour on their lawful occasions and at 2100 WAGGA and COOTAMUNDRA weighed and proceeded to Sydney.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

4336.12-81

8. The ship secured alongside Kuttabul dolphins at 0700 the following day remaining alongside until after the week end. On Monday 16th., having embarked Mr. D.C.S. Smith, Cd.Gunner(TAS) RAN, and a class of 4 ratings training for U.W.1, WAGGA slipped at 1000 and proceeded to Jervis bay in company with COOTAMUNDRA. At 1110 the ships commenced exercising "A" sweep, each acting as winch ship in turn. The exercise was completed at 1230 and the ships proceeded. At 2008 they anchored in company in Montagu road.

9. The two following days, 17th. and 18th., were occupied in training in all forms of minesweeping. At 2200 on the second day the ships proceeded out of harbour and set course for Sydney, arriving and securing to Kuttabul dolphins at 0700 19th.

10. Shortly after the ships secured a sunken submarine exercise was commenced;and at 0930, in company with QUADRANT and COOTAMUNDRA, WAGGA proceeded out of harbour at high speed to commence searching from a datum position north of Sydney. On clearing the heads QUADRANT drew ahead and after laying a dan buoy at the datum position, she commenced a high speed visual search . The O.M.S. vessels, on arrival in the area, commenced a creeping line ahead asdic search conducted by QUADRANT.

11. Shortly before noon, a smoke candle, presumedly from the submarine, was reported off Barrenjoey light. At 1303 WAGGA gained contact by S.S.T. and from then on acted as link ship between QUADRANT and TELEMACHUS. At 1400 KOALA, who had been following up the search, anchored over the submarine and put down a diver and an air hose. COOTAMUNDRA was ordered to return to harbour, recovering QUADRANT's dan en route, and QUADRANT and WAGGA commenced a circular patrol of 3,000 yards diameter around KOALA's position. At 1610, having passed the surfacing course to TELEMACHUS, WAGGA was detached to proceed into harbour independantly. She secured alongside COOTAMUNDRA at Kuttabul dolphins at 1852.

12. The ships remained alongside until Tuesday 24th. when, having embarked a total of 17 Scots College Naval Cadets for a nine day cruise, they slipped and proceeded at 1220. On clearing the heads course was set to the north and an uneventful passage up the coast to Moreton bay ensued.

13. At 0900 on Thursday 26th. the ships rounded Cape Moreton and commended the long passage to Caloundra then back south into the bay. At 1400 both ships anchored in about 5 fathoms in a position south of Shark point on Moreton island in the south east part of the bay. Boats were lowered and sailing instruction for the cadets took place. Towards evening the wind increased from the north east reaching force 7 by 2300. Despite the fact that the ships were in the lee of Moreton island a 4 to 5 foot sea developed. Moreton bay is not recommended for a training cruise. Apart from the lack of shelter navigational marks are few and for the most part far away; the depths obtained vary by up to 5 fathoms from those charted. Once out of the established channels one is never quite sure that, on the next turn of the screw, there will be enough water under the keel.

14. At 0600 on the following morning, 27th. November, the ships weighed and proceeded up the Brisbane river. Due to the excellent leading marks no anxiety was felt during this passage and WAGGA berthed at no. 3 Newstead wharf, bows upstream, at 0835. COOTAMUNDRA secured alongside 10 minutes later. On completion of fuelling COOTAMUNDRA was warped aft to a berth on the wharf astern of WAGGA. At noon ~~twenty~~ forty 44 gallon drums of Kerosine were embarked for transport to Lord Howe island. During the period in Brisbane WAGGA's cadets were transferred to COOTAMUNDRA as WAGGA's programme would have returned them to Sydney too late for their school prizegiving.

15. At 0800, Sunday 29th., WAGGA slipped and proceeded down river in conditions of bright sunshine and no wind. At 1445, after an uneventful passage, Cape Moreton was abeam and course was shaped to the eastward. Next day found the ship making good progress,

AUSTRALIAN WAR MEMORIAL RCDIG1073024

4336 12.81

expecting to arrive at Lord Howe Island during the forenoon of 2nd. December.

action taken on file

16. Periodical trouble with the Southern Cross auxiliary diesel engine has been experienced during the month, otherwise the ship has operated in a most satisfactory manner. The health and welfare of the ship's company and the conditions aboard are satisfactory. The conduct of the ship's company during the month has been good.

17. Following are the steaming figures for the month:-

Distance steamed during the month of November.....	2,139.5 miles.
Hours under way during the month of November.....	214.1 hours.
Total distance steamed since commissioning	24,709.4 miles.
Total hours under way since commissioning.....	2,828.53 hours.
Average distance steamed per ton of fuel.....	11.6 miles.

I have the honour to be,

Sir,

Your obedient servant,

A.C. Roberts

Lieutenant Commander
Commanding Officer.

FLAG OFFICER-in-C... SQUADRON
T.
4 DEC 1953
EAST AUSTRALIAN AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073024

15/1

6.3

DEPARTMENT OF THE NAVY.

4336-12-81

MINUTE PAPER.

SUBJECT: H.M.A.S. Wagga REPORT OF PROCEEDINGS. OCTOBER 1953

S.N.B. 8/1

3rd N.M.

4th N.M. 13/1.

D.A.W.O.T. B 13/1

D. of P. 17

N.S. 18/1

18/1/54 D.N.I. 21/1

H.P.B. 24/1

D.O.S. 25/1

~~A.A. 2nd N.M.~~

N.A. 2nd N.M.(X) 25/1

19 MAR 1954

D. of M. 24/1

D.D.M. 25

3rd N.M. 10/3

3/2/54 D.E.(N).

D.N.A. 10/3

D.O.U.W. 12/4

D.B.D.

D.N.M.S. 22/11/54

27/4

27/4/54 N.S.

D.N.I. (N.H.R.O.) 27/4

AUSTRALIAN WAR MEMORIAL RCDIG1073024

6 Oct / 83

DEPARTMENT OF THE NAVY

MINUTE PAPER

H336-12-81.

C.441/45

SUBJECT: HMAS Wagga Reports of Proceedings

October 1953

DCNS MS 2/12 A very good monthly work. These small ships are carrying their keep. MS 2/12

14 NM

3/12

2nd NM This gives a good general picture of the work being done by Wagga & Coolamundra 4/12

3/12/53

HOSN (For further circulation)

DNI 23/XII.

HP 29/11/53

DJDPS 29/12.

DCNP 31/12

4/1/54 DTSR 4/1

DOD 5/1

DNC 6/1.

HNB (NS)

One copy only received.

4/1

4/30/12

11/12

2

AUSTRALIAN WAR MEMORIAL RCDIG1073024

LES.

H.M.A.S.WAGGA - REPORT OF PROCEEDINGS.

DEPT. OF NAVY
4336 - 12 - 81.

(WAGGA's letter No. N/N dated 1st.November, 1953.)

All on Reg
Ltr file N 5 16/4/53.

RECEIVED
30 NOV P.M
NAVY REGISTRY

II

E.A.3949/682/2/45.
THE SECRETARY, NAVAL BOARD.
(Copy to:- WAGGA.)

Ho/N.

Forwarded for the information of the Naval Board in accordance with C.N.O.107/48.

2. It is very pleasing to read this enthusiastic account of a busy and interesting month.

H. A. Showers
A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point, Sydney.

27 NOV 1953

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

4336 - 12 - 81

H.M.A.S. WAGGA.
At Sydney.
1st November, 1953.

The Flag Officer-in-Charge,
East Australian Area.

Sir:

I have the honour to submit the proceedings of H.M.A.S. WAGGA under my command during the month of October 1953.

2. On Wednesday 30th September a target-towing assignment had been cancelled owing to unsuitable weather conditions. On 1st October these conditions were more reasonable and at 1400 WAGGA cleared the heads with a battle practice target in tow. Shortly afterwards the firing ship - H.M.A.S. ARUNTA - left harbour and a number of mock attacks were exercised. The first and only daylight firing run was commenced at 1625 and what appeared to be a very creditable shoot ensued. At 1930 ARUNTA commenced the first of three abortive night firings. Many starshell were fired during these three runs but at no time could ARUNTA distinguish the target so fire was not opened with the main armament. Before leaving harbour a conference had been held with the Commanding Officer of ARUNTA, and in view of a forecast of increasing winds it had been decided to tow the target with no sails rigged. It is believed that it was this lack which made the target so difficult to sight in the light of starshell. The night firings were abandoned at 2100 and WAGGA returned to harbour. The ship stopped off Bradleys head at 2330, the motor boat was lowered and together with the duty boat it assisted in manoeuvring the target alongside. This task was made much easier by the fact that the wind had dropped and complete calm reigned. At 2355 the ship secured to No.7 buoy.

3. Next day, 2nd October, the target was removed by tugs at 0830 and WAGGA proceeded alongside Kuttabul dolphins securing just after 0900. At 1820 a class of 11 R.A.N.R. ratings joined the ship from RUSHCUTTER. At 0830 the following morning, Saturday, the ship slipped and proceeded out of harbour. On arrival in the exercise area a single oropesa sweep to starboard was streamed. After this sweep had been recovered course was set for Sydney and at 1130 the ship stopped off Bradleys Head where Lieutenant (PS) J. Stewart RNR embarked from the duty boat for 13 days continuous training. Lieutenant Stewart, originally a native of Scotland, now a Tasmanian, was employed as mate of a fishing trawler previous to the second World War. On the outbreak of hostilities he and his trawler were converted to minesweeping and he thereafter spent the whole war at this occupation, including nearly four years working out of Dover which, in addition to the usual disadvantages prevailing at that time, was within range of enemy shore batteries. Lieutenant Stewart's experience is confined mainly to "A" and "O" sweeps, and in these fields he must be unmatched in Australia. WAGGA is by far the largest ship in which he has served and he has stated that her size, power and speed have impressed him greatly.

Noted RB

4. At 1145 the ship proceeded out of harbour and set course for Broken Bay. On passage the acoustic sweep was streamed and operated for a period of 30 minutes. At 1445 the ship came to anchor in 4½ fathoms in Cowan Creek. The remainder of the day was devoted to sailing the whaler and fishing. At 1015 on Sunday 4th October, the ship proceeded out of harbour and to the exercise area where a single oropesa sweep was streamed to starboard for a period of 50 minutes. On completion course was set for Sydney and the ship secured alongside Kuttabul dolphins at 1500.

5. On the following day at 0730 the ship slipped and proceeded with a Pattern 2 target in tow for day and night sub and full calibre firings by H.M.A.S. MURCHISON and H.M.N.Z.S. PUKAKI. These firings lasted from 1023 to 1950 and on completion WAGGA set

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course for harbour arriving off Bradley's Head at 2200. The target was manoeuvred alongside in perfect weather conditions and at 2230 the ship proceeded alongside Kuttabul dolphins. In these conditions of no wind the presence of the target alongside made no perceptible difference to the handling qualities of the ship.

6. At 1100 Tuesday 6th October, Lieutenant Commander C.P. Dickeson D.S.C., R.A.N.R. and a class of 14 reserve ratings, training for U.M.3, joined the ship from LONSDALE. At 1530, in good weather conditions, WAGGA took a Battle Practice Target with its lower sails rigged in tow and proceeded to sea for full calibre night firings by MURCHISON and PUKAKI. Each ship carried out one firing run and it was obvious that with the sail rigged the ships had no difficulty in sighting the target both by starshell and by rocket flares. Wagga returned to harbour on completion of the practice and by midnight was securing the target alongside preparative to going to No.7 buoy. A fresh southerly had arisen and was gusting up to force 6 during this operation and a considerable amount of leeway was being made. However, with the assistance of the duty boat the target was secured before it became necessary to anchor. It was considered unwise to attempt to secure to No.7 buoy in the circumstances and No.4 buoy was chosen instead.

7. On the following day, the target having been removed by tugs, WAGGA slipped and proceeded at 0925 with the intention of carrying out minesweeping training in the northern exercise area off Sydney. However shortly after clearing the heads it became obvious that weather conditions were unsuitable for sweeping, especially with a completely inexperienced team of aspiring U.M. rates. Consequently the ship returned to harbour securing alongside Kuttabul dolphins at 1158. Steam was kept on the minesweeping winch and the U.M. class spent the afternoon streaming and recovering the port oropesa sweep with the ship alongside and stopped.

8. On the 8th October WAGGA proceeded to sea at 0815. Weather conditions were a little better than on the previous day and preparations were made to stream the port sweep. However, the violent movement of the heavy gear when hoisted and the inexperience and mal-de-mer of the operators once more prevailed and the ship returned to harbour, anchoring in Watson's Bay at 1100. At 1300 a class of four merchant service officers and one officer instructor embarked from WATSON to observe a Type 974 radar in action. Anchor was weighed at 1320 and the ship proceeded to Kurraba wharf to embark furnace fuel, arriving and securing alongside at 1355. At 1528 WAGGA slipped from Kurraba and secured alongside Kuttabul dolphins at 1545.

9. On Friday 9th WAGGA was scheduled to tow the hulk KURAMIA, sometime a Sydney ferry, to sea to be sunk by aircraft operating from H.M.A.S. SYDNEY. The hulk was not a very seaworthy craft and in consequence WAGGA proceeded out of harbour independently at 0720 in order to observe the weather conditions. There was a slight sea and a heavy swell from the south east. These conditions were deemed suitable and a signal was made to that effect. However, before it was possible to take the hulk in tow a signal was received from H.M.A.S. SYDNEY stating that swell conditions were unsuitable for flying and accordingly the tow was cancelled for the day. WAGGA proceeded to sea once more and carried out minesweeping training, returning to harbour and securing alongside Kuttabul dolphins at 1430.

10. At 0615 on Saturday 10th WAGGA slipped and proceeded to a position off Bradley's Head where a tug and KURAMIA were awaiting her. The tow was about to be passed when a message was received from aft that one of the R.A.N.R. ratings had badly injured one hand whilst assisting in unshipping a davit. A signal was sent for an ambulance and the ship returned to Kuttabul dolphins. At 0725, the rating having been landed, WAGGA proceeded once more and took KURAMIA in tow at 0750. At 0820 the tow cleared the heads and proceeded on a south easterly course at a steady 5½ knots. At about 0900 the weather began to deteriorate and by 1030 the wind was blowing force 6 from the south and a short heavy swell was developing.

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Some anxiety was felt about KURAMIA at first but it soon became obvious that she was a far better sea boat than she had appeared to be and that it would take much worse weather to inconvenience her.

11. In the meantime SYDNEY and ANZAC were in sight and WAGGA had been joined by two S.A.R. craft of the Marine Section at Jervis Bay. Twenty-two aircraft were observed to fly off from SYDNEY. At 1135 the tow was slipped and WAGGA withdrew to a position 3,000 yards to the eastward with the S.A.R. craft in close company. At 1150 the first aircraft - a Sea Fury - carried out a dive-bombing attack with what are believed to have been two 250 pound bombs, one live and one dummy. The flight of the bombs was clearly visible to the naked eye and the live one, on exploding, flung up a column of water as high as the lowest point of the aircraft's dive. The bombs of the first two aircraft fell close to the target but were ineffectual. However, the third aircraft scored a direct hit with his live bomb and KURAMIA disintegrated into a shower of fragments. When the splash subsided the main body of the hulk was seen to roll over and sink. The remaining aircraft carried out attacks on the wreckage until about 1210. When the aircraft were clear WAGGA proceeded to the position of sinking to make sure no large pieces remained. At 1228 a quantity of wreckage was located of which one piece was about 10 by 15 feet in size. About 50 rounds of 40 mm. shells were fired at this piece which eventually broke up into its component planks. WAGGA then returned to harbour to land a demolition party which had been embarked in case of failure of the aircraft to sink the hulk. At 1450 the duty boat met the ship off Garden Island and the party was transferred. The ship then proceeded to sea once more en route to Jervis Bay. At 0053 WAGGA came to anchor in Jervis Bay after a most unpleasant journey into the teeth of a force 7 southerly.

12. On Sunday, 11th October the ship remained at anchor in Jervis Bay and after divisions and divine service the R.A.N.R. trainees were employed sailing the whaler. In the evening the Commanding Officer had the pleasure of dining with the Commanding Officer of H.M.A.S. ALBATROSS, Captain R. Rhoades D.S.C., R.A.N. and Mrs. Rhoades at their new official residence near the Air Station.

13. On the following day WAGGA weighed and proceeded out of harbour at 0830. H.M.A.S. AUSTRALIA wearing the flag of Rear-Admiral J.W.M. Eaton C.B., D.S.O., D.S.C., Flag Officer Commanding H.M. Australian Fleet passed on opposite courses entering harbour as WAGGA cleared the entrance. The weather was fair and all types of sweeps were exercised until 1430 when the ship returned to harbour and spent the next hour exercising the R.A.N.R. class at seaboat drill within the precincts of Jervis Bay. At 1630 WAGGA came to anchor off Captain Point.

14. On Tuesday 13th October at 0730 WAGGA proceeded to Montagu Road and there carried out further seaboat drill until 1000. During this time H.M.A.S. VENGEANCE entered harbour and owing to the fact that swell conditions at sea were unsuitable for flying she commenced flying operations in harbour using the full length of the bay and flying off and landing on her aircraft into a force 5 southerly wind. After 1000 dan buoy laying and recovery were exercised until 1400 when the port oropesa sweep was streamed. After its recovery WAGGA returned to her anchorage off Captain Point at 1615. At 1645 VENGEANCE came to anchor and two hours later H.M.A. ships QUADRANT and MURCHISON and H.M.N.Z.S. PUKAKI entered harbour and anchored in the vicinity.

15. On the following day, 14th October, WAGGA weighed and proceeded at 0455 setting course for Sydney. When the southern exercise area was reached at 1300 a single oropesa sweep was streamed to port. On recovery the ship proceeded on to Sydney, arriving and securing alongside Kuttabul dolphins at 1420.

16. At 0730 on the next day, Thursday 15th October, WAGGA proceeded to sea to rendezvous with ANZAC for the purpose of acting as a torpedo recovery vessel during the latter's high speed torpedo firing trials. At 0925 the first torpedo was fired. It

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surfaced close to the ship and the whaler was lowered to deal with it. This was an unfamiliar task and some time elapsed before the torpedo was hoisted inboard and secured on the sweep deck. By this time the next torpedo had surfaced about half a mile away and taking the whaler in tow on a grass line WAGGA proceeded to recover it. Each successive torpedo was recovered more quickly than the previous one as all concerned grew more experienced. At 1310 when the sixth had been recovered the ship was ordered back to harbour to unload at the R.A.N. Torpedo Factory at Neutral Bay.

17. At 1545 WAGGA secured alongside the Torpedo Factory wharf port side to. It was with some concern that it was discovered that the only means of unloading were the ship's own derricks and it would be necessary to secure bows south east in order to unload the three torpedoes stowed on the starboard side. Accordingly, having unloaded the port side torpedoes, the ship slipped and proceeded out of Neutral Bay at 1605. Having got well clear the ship was turned and an astern approach commenced. There was a force 2 to 3 wind from the north east and it was realised that this wind would seriously affect steering. Having turned the ship proceeded at 10 knots astern. At first the stern swung up into the wind but as speed was gained it was found possible to hold course with 30 degrees of starboard wheel. This speed was maintained as long as possible. When the engines were stopped steering was much easier and a satisfactory approach angle was maintained down to a speed of about 5 knots. However, when the stern was level with the end of the wharf and about 50 feet out, all steerage way was lost and the stern turned smartly up into the wind. The port anchor was let go and way taken off the ship. Various combinations of engine movements were tried with varying success and eventually the ship swung on to the wharf where she was secured at 1630. At 1645 unloading was completed and the ship proceeded to Kuttabul dolphins securing at 1705.

18. The ship remained alongside Kuttabul dolphins until Monday 19th October. At 1800 on the 16th Lieutenant Commander Dickeson and the remaining 13 of his reserve ratings and Lieutenant Stewart left the ship to return to Melbourne. They had had a most interesting and eventful cruise. In addition to the normal minesweeping and seamanship drills which are to be expected on any cruise, they had: towed a battle practice target, towed a hulk, witnessed the dive-bombing and sinking of the hulk and the subsequent rocketing and strafing, observed a carrier operating aircraft close to, watched a helicopter and recovered torpedoes.

19. At 1115 on the 19th WAGGA slipped from the dolphins and having taken a Battle practice target in tow off Bradley's Head, proceeded to sea to rendezvous with H.M.A.Ships QUADRANT, MURCHISON and HAWKESBURY. The first two were to carry out full calibre firings during the afternoon whilst MURCHISON was carrying out a night firing as well. The minesweeping wires were not used for this tow. Instead a hand-operated reel of 400 fathoms of 3½ inch wire hawser had been supplied. The firings took place without undue incident and at 1955 course was set for harbour. At 2030 when a start was made to shortening the tow, it was found necessary to stop completely in order to carry out this operation. This was not altogether satisfactory as it was impossible to avoid bottoming the tow. Commanding Officer, WAGGA'S letter No.19/51/53 dated 20th October refers to this matter further. At 2140, with the target at short stay, WAGGA proceeded into harbour and at 2352 secured to No.7 buoy.

20. The target was removed by tug at 0900 and shortly afterwards WAGGA proceeded to Jervis Bay with a class of 13 aspiring U.W.2's embarked together with one chief petty officer instructor and Mr. R. Soley, Senior Commissioned Gunner (TAS), R.A.N. After an uneventful journey WAGGA came to anchor in Montagu Road at 1730. VENGEANCE who was also anchored in the road weighed and proceeded to sea at 2130.

21. During the night the wind which had been blowing force 5 from the north east backed and by 0700 next morning it was blowing force 7 from the west north west. At 0730 WAGGA weighed and, after laying two dans as marker buoys, proceeded to carry out a clearance

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sweep of the Jervis Bay practice minefield. By 1000 the wind had increased to force 10 from the same quarter and at this time one of the dan buoys broke adrift. The sweep was recovered and the dan, which had fortunately blown out to sea, was recovered and relayed. The clearance sweep continued and at 1145 one practice mine was cut. This mine was not recovered as it was blown swiftly on to a lee shore and subsequent search failed to locate it. The sweep continued until 1530 when,the southwest two thirds of the field having been fully covered, the float was observed to be behaving in an erratic manner. The sweep was recovered and a mine was discovered close up to the otter. This mine was hoisted inboard and the search commenced for the first mine cut. The search was abandoned at 1730 and the ship returned to an anchorage off Captain Point, close to COOTAMUNDRA who had entered harbour some 30 minutes previously. The wind had by this time moderated to force 6 and it continued to moderate during the night until by 0800 the following morning it was blowing no more than force 1 from the west.

22. On Thursday 22nd. October COOTAMUNDRA weighed at 0540 and began to carry out a clearance sweep of the minefield. At 0800 WAGGA proceeded to sea and streamed the acoustic sweep. By 1045, when the ship re-entered harbour COOTAMUNDRA had completed her sweep of the whole area and was recovering the one mine she had cut. Both ships' previous sweeps had been at a 10 fathom depth, accordingly it was decided to carry out a check sweep at 11 fathoms on the chance that some mines were below 10 fathoms. WAGGA carried out this sweep commencing at 1100 using 300 fathoms of sweep wire at 11 knots. The sweep was complete by 1400 and as no further mines had been cut it was considered safe to assume that there were no mines remaining in the area. Both ships returned to the anchorage. At 2045 WAGGA weighed and proceeded to Sydney with COOTAMUNDRA in company.

23. At 0645 on Frdiay 23rd October WAGGA entered harbour and secured to the oil wharf at Chowder Bay. Fuelling was completed by 0900 and at 0915 the ship slipped and proceeded to Outer West Wall, Garden Island, her berth for the Trafalgar day celebrations which took place on the following day. As the ship was required to berth port side to, the approach was a sternboard in fairly restricted waters with a gentle breeze on the starboard beam. Altogether it was most reminiscent of the berthing on 15th October, but this time there was a tug standing by in case of difficulties. Once more the approach was made at 10 knots astern and again 30 degrees of wheel held her steady, however on this occasion, shortly after stopping engines the ship came into the lee of the vast bulk of H.M.A.S. AUSTRALIA. From then on she steered easily and the berthing was accomplished without difficulty.

24. WAGGA remained alongside in this berth until Tuesday 27th October. On Trafalgar day, Saturday 24th, the ship was open to visitors and some 5,500 people availed themselves of the opportunity to look her over. However, it is regretted that most seemed to believe her to be a grandstand for the purpose of viewing the helicopter rescue event which took place at hourly intervals off her starboard bow. At one stage, such was the press of spectators, she developed a list of 9 degrees.

25. At 0835 on 27th October WAGGA slipped and proceeded to the Boom Defence Depot at Waverton where four dummy mines were embarked for replenishment of the practice minefield. Owing to the presence of a wreck in the natural line of approach the Waverton Berth is very difficult starboard side to which happened to be necessary in this case. It was necessary to make the approach at right angles and to use a line throwing rifle to gain contact with the shore.

26. At 1045 WAGGA slipped and proceeded out of harbour. At1120 a rendezvous was made with COOTAMUNDRA off Garden Island and in line ahead the ships set course for Jervis Bay. At 2025 the ships came to anchor in company in Montagu road.

27. At 0700 on the 28th COOTAMUNDRA, who had embar ked on loan from S.O.H.S.a leading seaman S.R.2. together with two surveying sextants and a station pointer, weighed and proceeded to the

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minefield to lay her four mines. Having completed this operation by 0840 the S.R.2. and his equipment was transferred to WAGGA. The first mine was laid at 0905 and the last at 0943. WAGGA then proceeded to an anchorage off Captain Point where the hands were employed cleaning ship generally. During the afternoon the wind increased to force 6 from the north east. At 1500 anchor was weighed and the ship proceeded to an anchorage in Montague road. A party was landed with the Seine net and 4 casts were made from the small beach enclosed by Dart and Longnose points. No fish were caught owing, it is thought, to the presence of too much weed.

28. At 2145 anchor was weighed and with COOTAMUNDRA in Company WAGGA proceeded to Sydney, arriving and securing alongside Kuttabul dolphins at 0730. WAGGA remained in this berth for the remainder of the month.

29. Apart from periodical trouble with the Southern Cross auxiliary diesel engine the ship has operated in a most satisfactory manner during the month. The health and welfare of the ship's company and the conditions aboard are satisfactory. The conduct of the ship's company during the month has been good.

30. Following are the steaming figures for the month:-

Distance steamed during the month of October	1252.1 miles
Hours under way during the month of October	182.26 hours
Total distance steamed since commissioning	22,569.9 miles
Total hours under way since commissioning	2,614.52 hours
Average distance steamed per ton of fuel	8.5 miles

I have the honour to be,

Sir,

Your obedient servant,

A.C. Roberts

Lieutenant Commander
Commanding Officer.

FLAG OFFICER-IN-CHARGE
T.
2 NOV 1953
EAST AUSTRALIAN AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073024

574

23/11.

4336—12—81

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. Wagga REPORT OF PROCEEDINGS. September 1953

S.N.B. 12/11

3rd N.M. 13/11

4th N.M. 17/11.

D.A.W.O.T. 18/11

D. of P. 23/11

N.5. 24/11

04/11/53 D.N.L. 25/11

26/11/53 H.P.B. 30/11

1/12 A.A. 2nd N.M. 2/12

N.A. 2nd N.M.(X) 2/12

D. of M. 4/12

D.D.M. 11/12

10/12/53 D.E. 11/12/53

10 DEC 1953

15/12/53 D.E.(N). 17/12

D.O.U.W. 30/12

D.N.M.S. 30/12/53

N.5. 5/1

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

3 Dec 64

AUSTRALIAN WAR MEMORIAL RCDIG1073024

21/10

DEPARTMENT OF THE NAVY

MINUTE PAPER

H336-12-81

C.441/45.

SUBJECT: Amas Wagga Report of Proceedings

September 1953

DCNS MM 21/10

1st NM

23/10

for 2nd NM 26/10.

HNN (For further circulation)

DNI 2/11.

D/DPS 6/11

5/11/53

DCNP 9/11

10/11/53 DTSR 10/11

DoD 10/11

DNC 11/11

HNB (NS).

Note — one copy only received

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LES.

H.M.A.S.WAGGA - REPORT OF PROCEEDINGS.

DEPT OF THE NAVY
4336/12/81

(WAGGA's letter dated 3rd October, 1953.)

N.S. 16.4.53

C 19 OCT P.M
NAVY REGISTRY

II

E.A.3410/682/2/45.

THE SECRETARY, NAVAL BOARD.

H.N

Forwarded for the information of the Naval Board in accordance with C.N.O.107/48.

H. A. Showers
A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point, Sydney.

15 OCT 1953

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

AWM 10 1/3

U336.12.81

H.M.A.S. WAGGA.
At Broken Bay.
3rd. October 1953.

The Flag Officer-in-Charge,
East Australian Area.

Sir,

I have the honour to report the proceedings of H.M.A.S. WAGGA under my command during the month of September 1953.

2. From the 1st. to the 7th. of the month WAGGA lay alongside H.M.A.S. COOTAMUNDRA at Kuttabul dolphins completing a six monthly self refit. On 7th. September Lieutenant Commander W.O.C. Roberts R.A.N. assumed command in place of Lieutenant Commander C.C. Cornelius R.N..

3. On the following day WAGGA slipped and proceeded to no. 4 buoy for adjustment of her magnetic compass returning to her original berth on completion. The "swing" was eminently satisfactory, the largest error being of 1½ degrees on an easterly heading.

4. At 0830 on the next day, 9th. September, WAGGA moved to the oil wharf at Chowder Bay where fuelling was commenced at 0955. A southerly wind of force 4 to 5, combined with the head and stern buoys beyond each end of this wharf made the approach more difficult than was anticipated.

5. Whilst the ship was at Chowder Bay, the Port Chaplain, the Reverend J.A. Willson R.A.N. accompanied by Mr. G.D. Loveridge embarked with the ashes of the late Lieutenant D.K. Cracknell R.A.N.R.(S). believed to be the first commanding officer of WAGGA.

6. The ship proceeded to sea at 1150 after having had to use a good deal of power forward on a spring in order to swing the stern out far enough to clear the easterly buoy. Engine trials, which proved to be completely satisfactory, were carried out until 1300 when about 10 miles eat of Hornby light engines were stopped and after a short service the ashes of the late Lieutenant Cracknell were committed to the deep. The ship then returned to harbour, securing to Kuttabul dolphins at 1500.

7. On Saturday 12th. September, with Lieutenant Commander C.B. Dillon R.A.N.R. and an officers' training class consisting of 10 volunteer reserve ratings embarked, WAGGA slipped and proceeded to the Broken bay area at 0830. She came to anchor in Flint and Steel bay shortly before noon. The remainder of the day was occupied with instructional classes and sailing in the whaler.

8. Next day, Sunday 13th. September, the anchor was weighed immediately after the completion of Divine Service and the remainder of the forenoon was occupied in exercising the seaboat within the precincts of Broken bay. At noon course was shaped for Sydney and the ship secured to Kuttabul dolphins at 1500

9. On Monday 14th. September Midshipman S.J. Stranger R.A.N.R. joined for 14 days continuous training. On the following day at 0830 the ship proceeded to the Broken bay area for a 3 day independant minesweeping training cruise. Once in the exercise area a double oropesa sweep was streamed to its full extent and all gear was examined and checked. After some turns had been exercised the sweep was recovered and the ship proceeded into Broken bay, eventually anchoring in the mouth of the Hawkesbury river.

10. Opportunity was taken during the forenoon of 16th. September to carry on painting ship's side, and it having been ascertained that high water would be 4ft. 10in. at 3352, it was decided to proceed into Pittwater shortly before this time and

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remain at anchor there for the next 24 hours to finish off the painting and to cut in the boot topping.

11. Consequently, at 1300 the ship got under way and at 1340 commenced the passage across the bar into Pittwater. This passage takes about 10 minutes at 6 knots and presents no difficulty providing the leading mark is kept on the correct bearing. The water shoals gradually and the minimum depth - constant for about 100 yards before deep water was reached on the inside - was 4½ feet beneath the keel. This figure was arrived at from the results given by the echo sounder and by leadsmen either side. It would seem to indicate that in an emergency passage across the bar could be accomplished at nearly all states of the tide providing that there was no scend at the time. This passage, apart from providing excitement for the Commanding Officer, gives young ratings invaluable experience at casting the lead. It is seldom these days that a ship proceeds slowly enough in shallow enough waters to make the casting of the lead anything more than a tiresome formality.

12. The ship came to anchor off the Royal Motor Yacht Club at the southern end of Pittwater at 1420 and painting was carried on in perfect conditions. The boat was lowered and the opportunity taken to grant overnight leave to genuine Sydney natives. Next day, having completed cutting in the boot topping the ship weighed anchor and proceeded to sea. On arrival in a position well clear of Barrenjoey head the acoustic sweep was streamed and operated for a period of about half an hour. All being well, it was recovered and the ship proceeded to an anchorage 4 cables to the northward of Lion island.

13. On the following morning, Friday 18th. September, anchor was weighed at 0650 and course shaped for the northern exercise area. On arrival in this area the LL sweep was streamed to its full extent and operated satisfactorily for some 45 minutes. It was then recovered. At 1100 WAGGA berthed on COOTAMUNDRA on Kuttabul dolphins.

14. The ship remained alongside completing painting of the upper deck until 0815 on Thursday 24th. when she proceeded to sea in company with H.M.A.S. ARUNTA in order to act as a target for torpedo firings. A follow up aircraft was provided by the Naval Air Station at Nowra and at 1035, after having carried out a dummy control run, ARUNTA fired two torpedoes at a range of a little over 5,000 yards. The splash caused by the entry of these torpedoes into the water was clearly visible to the naked eye and some 4 minutes later the track of one was observed to cross WAGGA's wake at least a cable astern. The aircraft reported that the other one had passed even further astern and the ship was turned to follow down the wakes. Shortly afterwards the torpedoes were observed to surface and WAGGA stood by whilst they were recovered by ARUNTA's motor cutter and whaler.

15. On completion of the recovery the ships shaped course for harbour, and there being time in hand the opportunity was taken to carry out officer of the watch manoeuvres conducted by ARUNTA.

16. At 1400 WAGGA secured in her usual berth alongside Kuttabul dolphins, remaining alongside until Tuesday 29th. September when at 0700 she proceeded to sea in company with ARUNTA in order to take part in an anti-submarine hunter killer exercise with H.M. submarine TACTICIAN, returning from a cruise to New Zealand waters. A Lincoln aircraft of the R.A.A.F. also took part in the exercise.

17. The aircraft sighted TACTICIAN shortly after noon and put her down, simultaneously making a sighting report. Unfortunately it transpired that the ships and aircraft were working on two different geographical grids. Consequently the ships were dispatched to search in an area some 30 miles to the southward of the sighting position. The ships continued to hunt unsuccessfully until the time of expiration of the exercise. Course was then set for Sydney and WAGGA secured alongside Kuttabul dolphins at 2000.

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4336-12-81

18. On Wednesday 30th. September, WAGGA was scheduled to tow a battle practice target to enable ARUNTA to carry out day and night firings off Sydney. At 0930 berth was shifted to no. 4 buoy preparitive to carrying out this task. At this stage the weather was fine, but a fresh westerly wind was gusting to force 4 or 5 and some doubts were felt about WAGGA's ability to handle the target if conditions became any worse. The weather did not improve and at 1300, shortly before the tow was due to commence, the exercise was cancelled. The wisdom of this decision was borne out next day in a report from the Weather Bureau to the effect that the wind speed at 1415 had been 52 miles per hour - at least force 9. At that time WAGGA would have been endeavouring to clear the heads.

19. The self refit which finished 4th. September gave the opportunity to remedy all minor defects and the ship has operated in a most satisfactory manner during the month. The health and welfare of the ship's company and the conditions aboard are satisfactory. The conduct of the ship's company during the month has been good.

20. Following are the steaming figures for the month:

Distance steamed during the month of September	348.6 miles
Hours under way during the month of September	42.17 hours
Total distance steamed since commissioning	21,317.8 miles
Total hours under way since commissioning	2,432.26 hours
Average distance steamed per ton of fuel	8.34 miles

I have the honour to be,

Sir,
Your obedient servant

D C Roberts

Lieutenant Commander
Commanding Officer.

FLAG OFFICER-IN-C...
6 OCT 1953
EAST AUSTRALIAN AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073024

1?/10.

411

DEPARTMENT OF THE NAVY.

4336-12-81

MINUTE PAPER.

SUBJECT: H.M.A.S. Wagga REPORT OF PROCEEDINGS.

August 1953

S.N.B. 12/10

3rd N.M. 8/10

4th N.M. 8/10

D.A.W.O.T. 9/10

D. of P. 13/10

N.5.

14/10/53 D.N.L. 15/10

15/10/53 H.P.B. 16/10

A.A. 2nd N.M. 16/10

N.A. 2nd N.M. (X) 16/10

D. of M. 19/10

D.D.M. 21/10

D.A. 26/10

D.E. (N). 28/10

D.O.U.W. 9/11

D.N.M.S. 7/11/53

N.5. 13/11

D.N.I. (N.H.R.O.) 13/11

26 OCT 1953

28/10/53

30 Oct 53

AUSTRALIAN WAR MEMORIAL RCDIG1073024

DEPARTMENT OF THE NAVY

MINUTE PAPER

H336-12-81.

C.441/45.

SUBJECT: Hmas Wagga Report of Proceedings August 1953.

DCNS 14/9

1st NM 16/9

for 2nd NM 17/9
16.9.53

H of N.

DNI. 22/9.

D/DPS 25/9
22.9.53

DCNP 28/9.

28/9/53 DTSR 29/9.

DOD 30/9

DNC 1/10

HNB (NS)

One copy only received 29/9

AUSTRALIAN WAR MEMORIAL

RCDIG1073024

LES.

RECEIVED
10 SEP A.M
NAVY REGISTRY

H.M.A.S.WAGGA - REPORT OF PROCEEDINGS - AUGUST,1953.

4336.12.81.
NAVY

(WAGGA's letter dated 1st.September, 1953.) attached gr. reg.

N.5
16.4.53

II

E.A. 3016/682/2/45
THE SECRETARY, NAVAL BOARD.

H.N

Forwarded for the information of the Naval Board in accordance with C.N.O.107/48.

K. A. Showers
A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point,Sydney.

8 SEP 1953

Enclosure as in Minute I.

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

4336 12 81

H.M.A.S Wagga
At Sydney
1st September 1953.

The Flag Officer in Charge
East Australian Area

Sir,

I have the honour to submit the report of proceedings for Her Majesty's Australian Ship Wagga for the month of August 1953.

2. The period Saturday 1st to Tuesday 11th ship was docked down in the Northern End of the Captain Cook Dock for periodical docking. Ship was dressed with masthead flags on Tuesday 4th in honour of the Birthday of Her Majesty the Queen Mother.

3. Ship was undocked on Wednesday 12th, and moved by tugs reberthing on Kuttabul Dolphins.

4. During the period in dock and alongside, midwinter leave was granted to the ships company. The conduct, health, and welfare of the ships company remains good. Conditions onboard are satisfactory.

5. Whilst the ship has been self-refitting all defects are being made good, and refit will be completed on September 4th.

6. Figures for the month are attached in Appendix 1.

FLAG OFFICER-IN-CHARGE
2 SEP 1953
EAST AUSTRALIAN AREA

I have the honour to be,

Sir,

Your obedient servant

C Cornelius
Lieutenant Commander

Royal Navy

AUSTRALIAN WAR MEMORIAL RCDIG1073024

4336.12.81

H.M.A.S. Wagga. Appendix One

Figures for the Month of August 1953.

Distance Steamed During the Month.....Nil

Hours Underway During the Month.....Nil

Average Distance Steamed Per Ton of Fuel.....Nil

Total Distance Steamed Since Commissioning.....20,968.7

Total Hours Underway Since Commissioning.....2,389.91

C Cameron

Lieutenant Commander

Royal Navy

AUSTRALIAN WAR MEMORIAL RCDIG1073024

368

DEPARTMENT OF THE NAVY. H336-12-81.

MINUTE PAPER.

SUBJECT: H.M.A.S. Wagga REPORT OF PROCEEDINGS. July 1953

S.N.B. 7/9

3rd N.M. 8/9

4th N.M. 10/9.

D.A.W.O.T. 11/9

D. of P. 11/9

N.S. 15/9

15/9/53 D.N.I. 16/9

16/9/53 H.P.B. 17/9

A.A. 2nd N.M. 17/9.

N.A. 2nd N.M.(X) 18/9

D. of M. 21/9

D.D.M. 7/10

22/9/53 D.N.S. 7/10

D.E.(N). 9/10

D.O.U.W. 26/9

D.N.M.S. 4/11/53

5/11/53 N.5. 5/11

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

3 Sep 60

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336-12-81

C.441/45.

SUBJECT: HMAS Wagga - Report of Proceedings - July 1953

DCNS 13/8

1NM 14/8

for 2NM 19/8

HNB (for further circulation)

DNI 26/8.

D/DPS

DCNP 28/8.

DTSR 1/9

DOD 2/9

DNC 3/9

HNB (NS)

(1 Copy only received)

1/9/53

AUSTRALIAN WAR MEMORIAL RCDIG1073024

AUSTRALIAN WAR MEMORIAL

RCDIG1073024

LES.

attached on Regd

4336.12.81

RECEIVED
C 10 AUG A.M
NAVY REGISTRY

DEPT. OF NAVY

H.M.A.S.WAGGA - REPORT OF PROCEEDINGS, JULY, 1953.

N.S
16/4/53

(WAGGA's letter dated 3rd August, 1953.)

II

E.A.2663/682/2/45.
THE SECRETARY, NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with C.N.O.107/48.

H of N

H.H. Showers

Naval Headquarters,
Potts Point, Sydney.

A/REAR-ADMIRAL.

7 - AUG 1953

Enclosure as in Minute I.

attd on Regd 4/8

1336.12.81

OFFICE OF THE
E.A. 682/2/45.
Flag Officer-in-Charge
East Australian Area

H.M.A.S. Wagga
At Sydney
3rd August 1953.

The Flag Officer in Charge
East Australian Area

Sir,

I have the honour to submit the report of proceedings for Her Majesty's Australian Ship "Wagga" for the month of July 1953.

2. Ship remained alongside Cruiser Wharf from Wednesday 1st to Sunday 5th July. On 2nd ship fuelled from oil fuel lighter (66 tons furnace oil).

3. On Monday 6th, slipped at 0840 and proceeded with Cootamundra in company. Carried out A.S.P.8. with H.M. Submarine Tactican in Area N.T, returning to harbour on completion and securing alongside Cruiser Wharf at 1620. Tuesday 7th and Wednesday 8th slipped at 0835 and carried out A.S.P.7 with Cootamundra and Tactican, returning to harbour and securing alongside Kuttabul Dolphins at 1542 and 1554 on Tuesday and Wednesday respectively. Ship remained alongside period Thursday 9th to Sunday 12th.

4. Wagga and Cootamundra carried out A.S.P.7 with Tactican in Area N.T. on Monday 13th and Tuesday 14th, slipping at 0830 and returning to Kuttabul Dolphins 1550 each day.

5. On Wednesday 15th slipped and proceeded with Cootamundra for independant M/S exercises. Carried out LL sweeping pulsing on 72 second cycle with 4½ second pulse. On completion came to anchor in Broken Bay at 1530. Both ships came to immediate notice for steam at 1705 in accordance with F.O.I.C. E.A's 150616Z. Reverted to normal notice at 2100.

6. Ships carried out competitive general drills on Thursday 16th, and on completion weighed at 1200. Officer of Watch manoeuvres were exercised on passage and ship secured alongside Kuttabul Dolphins at 1534. Ship remained alongside for the period Friday 17th to Sunday 19th.

7. Both ships proceeded at 0835 on Monday 20th for M/S exercises. Carried out LL sweeping on 60second cycle 4½ second pulse. On completion returned to harbour, securing alongside Kuttabul Dolphins at 1532.

8. A class of U.W3 (Qualifying) from Rushcutter joined on Tuesday 21st, and ship slipped at 0838. Carried out A and O sweeping with Cootamundra. Two depth charges were dropped during the dinner-hour in position 34 degrees 4 minutes South 151 degrees 40 minutes East. Ship secured alongside Kuttabul Dolphins at 1536. On Wednesday 22nd 4 U.M.3s qualifying joined for the day from Cootamundra. This was done in order to give ratings experience in magnetic and accoustic sweeping, as Cootamundra is not yet fitted with this gear. Ship slipped at 0838 and carried out LL and accoustic sweeps. During the late afternoon the wind and sea freshened considerably

A cabin cruiser whose engine had stopped was taken in tow off the Heads, and after securing alongside Cootamundra at 1620 cruiser was slipped and proceeded under sail to moorings in Rushcutter Bay

9. Wagga slipped at 0830 on Thursday 23rd and carried out single Oropesa sweeps, returning to harbour on completion and securing alongside Murchison (Fitting Out Wharf) at 1615. Ship remained alongside Murchison from Friday 24th until Tuesday 28th. On Sunday 26th a number of Sea Scouts and Rangers were shown over the ship.

10. Ship was moved in company with Murchison by tugs on Wednesday 29th and berthed in the north end of the Captain Cook Dock. Ship was docked down on Thursday 30th.

11. Wagga commenced self refit and midwinter leave on Monday 28th July.

12. The period both ships exercised with H.M. Submarine Tactican was of great value, for very little opportunity has occured previously for these exercices to be carried out.

13. The ship has operated satisfactorily throughout the month, and all minor defects will be made good during present self refit

14. The health and welfare of the ships company remains good. and conditions onboard are satisfactory.

15. Conduct of the ships company is satisfactory.

16. Figures for the month of July are attached in Appendix One

I have the honour to be,

Sir,

Your obedient servant

C Cameron

Lieutenant Commander

Royal Navy

FLAG OFFICER-IN-CHARGE
4 AUG 1953
EAST AUSTRALIAN AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073024

H.M.A.S. Wagga . Appendix One

Figures for the Month of July 1953

Distance Steamed During the Month of July ..... 469.6 miles

Hours Underway During the Month of July..... 71.5. hours

Average Distance Steamed Per Ton of Fuel..... 7.9 miles

Total Distance Steamed Since Commissioning..... 20,968.7 miles

Total Hours Underway Since Commissioning..... 2.389.91 hours

C Comelius

Lieutenant Commander

Royal Navy

AUSTRALIAN WAR MEMORIAL RCDIG1073024

8/9.

375

DEPARTMENT OF THE NAVY.

4336-12-81

MINUTE PAPER.

SUBJECT: H.M.A.S. Wagga REPORT OF PROCEEDINGS. June 1953

S.N.B. 28/8

3rd N.M. 28/8

4th N.M. 7/9.

D.A.W.O.T. 8/9

D. of P. 8/9

N.S. 10/9.

D.N.L. 14/9

14/9/53 H.P.B. 17/9

A.A. 2nd N.M. 17/9.

N.A. 2nd N.M.(X) 18/9

D. of M. 21/9

D.D.N.S. 21/9 7/10

22-9-53 D.O.U. a/cdd 1 - a/cdd 14 10/10.

7/10/53 D.E.(N). 9/10

D.O.U.W. 26/10

D.N.M.S. 4/11/53

5/11/53 N.S. 5/11

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

3 Sep/51 6D

AUSTRALIAN WAR MEMORIAL

RCDIG1073024

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336-12-81

C.441/45.

SUBJECT: HMAS Wagga - Report of Proceedings - June 1953.

DCNS 16/7

1 NM

2 NM 20/7

HNB (for further circulation) 23/7

DNI 18/8.

D/DPS 21/8

DCNP 25/8

DISR 26/8

DOD 26/8

DNC 27/8

HNB (N5)

25/8/53.

(1 Copy only received)

LES.

H.M.A.S.WAGGA - REPORT OF PROCEEDINGS.

(WAGGA's letter dated 3rd July, 1953.)

RECEIVED
C 13 JUL P.M
NAVY DEPT

DEPT OF NAVY
4336.12.81

II

File
N5
16.4.53

E.A.2340/682/2/45
THE SECRETARY, NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with C.N.O.107/48.

K.H. Showers
A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point, Sydney.

10 JUL 1953

Enclosure as in Minute I.

Attached.
as Regn

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

4336 17 81.

OFFICE OF THE
E.A. 682/2/45.
Flag Officer in Charge
East Australian Area

H.M.A.S. Wagga
At Sydney
3rd July 1953

The Flag Officer in Charge
East Australian Area

Sir,

I have the honour to submit the report of proceedings for Her Majesty's Australian Ship "Wagga" for the month of June 1953.

2. On Monday 1st, Wagga weighed at 0604 and with Cootamundra in company proceeded from Broken Bay to Sydney arriving at 0835 securing to No 3 Buoy. During the day units of the Royal Australian Fleet taking part in the Coronation Illuminations moved to berths allocated

3. At 0600 illumination circuits were tested, the operation being controlled by the Flagship H.M.A.S. Australia. Ship was dressed over-all in honour of Her Majesty Queen Elizabeths Coronation. Lower deck was cleared at 0900 and special prayers were read. "Splice the Main Brace" was carried out at 1100. The ship was open to ships company guests from 1630 in order that they could witness the illuminations and firework displays. Display commenced at 1845 and finished at 2100. Ships taking part included Australia, Vengeance, Bataan, Arunta, Murchison, Wagga, and Cootamundra. The fireworks were operated from Shark Island, Fort Denison, Bataan, and Arunta, and gave endless pleasure to all who witnessed it.

4. The ashes of the late Leading Patrolman Varcoe were brought onboard at 0900 on Wednesday 3rd by two of the late ratings male relatives, and after the Port Chaplain had embarked ship slipped and proceeded at 0922. On clearing the Heads, lower deck was cleared, and after a simple service the ashes were comitted to the deep. Padre and relatives were landed by boat at Watsons Bay. Ship then proceeded in company with Cootamundra to Broken Bay anchoring at 1400.

5. Cootamundra weighed at 0630 on Thursday 4th and proceeded to rendezvous with Arunta to act as target ship for torpedo firings. Wagga weighed at 0900 and proceeded to sea for M/S training and seaboat drill for National Service Trainees. Ship returned to anchor in Broken Bay at 1500. Wagga and Cootamundra remained at anchor throughout Friday 5th carrying out harbour drills.

6. Both ships weighed at 0430 on Saturday 6th and proceeded to Sydney, securing alongside south end of Fitting Wharf at 0715. National Service Trainees were discharged to Rushcutter at 0900. Ship remained alongside during Sunday 7th.

7. On monday 8th, Cootamundra slipped at 0830 and Proceeded to Karraba to fuel. Wagga slipped at 1100 and came alongside in berth vacated by Cootamundra at 1125. Fuelling was completed at 1330 (41.35 toms) when ship slipped and reberthed on Cootamundra at Cruiser Wharf at 1442. During the afternoon 19 National Service Trainees joined from Rushcutter for 13 days A.C.T.

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

4336 12 81

Both ships slipped at 1600 and proceeded to Broken Bay anchoring at 1855.

8. Ships weighed at 0728 on Tuesday 9th and proceeded direct to Port Stephens, anchoring in Nelsons Bay at 1504. Ships remained at anchor during 10th carrying out harbour training. Ships were dressed overall in honour of the birthday of H.R.H. the Duke of Edinburgh.

9. On Thursday 11th, ships dressed overall in honour of Her Majesty Queen Elizabeth's birthday. Ships weighed at 0915 and proceeded to sea for M/S training, returning to anchor in Nelsons Bay at 1357.

10. At 1120 On Friday 12th, Ships weighed and proceeded to Broken Bay anchoring at 1915. Berth was shifted on Saturday 13th, when ships proceeded to Pittwater coming to anchor at 1020. This was done so as to be able to grant leave to the ships company on Saturday and Sunday.

11. On Monday 15th ships weighed at 1035 and proceeded to Flint and Steel Bay anchoring at 1210. Trainees were exercised as sea-boats crews en route. Ship remained at anchor on 16th and 17th when advantage was taken of the fine weather to paint ship overall.

12. Ship weighed at 0830 on Thursday 18th and proceeded to sea. Carried out LL sweeping, Laid and recovered Dan Buoys, and exercised replenishment at sea with Cootamundra, returning to anchor at 1600. "Splice the Main Brace" took place at 1640 in accordance with Navy Circ 748 Item. Ships weighed at 0830 on Friday 19th when Replenishment at sea was again exercised, single Oropesa sweeps streamed, ships returning to anchor on completion. Cootamundra weighed at 2225 and proceeded direct to Sydney. Wagga weighed at 0430 on Saturday 20th and secured alongside Cootamundra at Fitting Out Wharf at 0709. National Service Trainees were discharged to Rushcutter a.m.. Ships remained alongside on Saturday and Sunday

13. After embarking Officers training class (10 in No) from Rushcutter on Monday 22nd, slipped and proceeded at 0830. Single Oropesa and A sweeping was carried out, and on return ship secured alongside Fitting Out Wharf at 1550. Officers class discharged to Rushcutter.

14. On Tuesday 23rd slipped at 0845 and proceeded in company with Cootamundra. A.B.C. closing down trials were carried out in position 120 degrees McQuarie Light 10 miles, and on completion ships returned to harbour securing alongside Fitting Out Wharf at 1455. (Seperate report has been rendered on the results of the closing down trials)

15. Ships proceeded at 0830 on Wednesday 24th, and carried out M/S exercises. On completion anchored in Broken Bay at 1505. On Thursday 25th weighedat 0838 and carried out laying, recovering of Dan Buoys, and accoustic sweeping. Ships secured alonfside south end of Fitting Out Wharf at 1452. Wagga remained alongside on Saturday 27th and Sunday 28th.

16. On Monday 29th, slipped at 0836 and in company with Cootamundra carried out deep single Oropesa sweeping. Ship secured alongside Fitting Out Wharf at 1545.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

4336 12 81

Both ships proceeded to sea at 0836 on Friday 30th, and Wagga carried out LL and Accoustic sweeps, returning to harbour on completion and securing at south end of Cruiser Wharf at 1535.

17. During the period that the Cabin Cruiser "Irene" was missing, a good lookout was maintained with negative results.

18. The ship has operated satisfactorily throughout the month, and all minor defects have been made good.

19. The health and welfare of the ships company remains good, and conditions onboard are satisfactory.

20. The conduct of the ships company is satisfactory.

21. Figures for the month of June are attached in Appendix 1.

I have the honour to be,

Sir,

Your obedient Servant.

Lieutenant Commander

Royal Navy

FLAG OFFICER-IN-CHARGE
3 JUL 1953
EAST AUSTRALIAN AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073024

4336 12. 81.

H.M.A.S. Wagga Appendix One

Figures for the month of June 1953

Distance steamed during the month of June.....683 miles

Hours underway during the month of June.....96.2 hours

Average distance steamed per ton of fuel.....7.6 miles

Total distance steamed since commissioning.....20,499.1 miles

Total hours underway since commissioning.....2,318.41 hours

C Cornelius

Lieutenant Commander

Royal Navy

AUSTRALIAN WAR MEMORIAL RCDIG1073024

DEPARTMENT OF THE NAVY.

4336-12-81

MINUTE PAPER.

SUBJECT: H.M.A.S. Wagga REPORT OF PROCEEDINGS. May 1953.

S.N.B. 9/7

3rd N.M. 13/7

4th N.M. 16/7.

D.A.W.O.T.

D. of P. 17/7

N.5. 20/7

D.N.L. 21/7

H.P.B. 22/7

A.A. 2nd N.M. 29/7.

N.A. 2nd N.M.(X) 27/7

D. of M. 30/7

D.D.M.

D.E.(N).

D.O.U.W. 14/8

D.N.M.S. 17/8/53

N.5. 20/8.

20/8/53

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

3 Aug 53

D.N.M.S. BRANCH
17 AUG 1953
NAVY OFFICE

131/14.

19/6

DEPARTMENT OF THE NAVY 4336-12-81

MINUTE PAPER

C.441/45.

SUBJECT: HMAS Wagga - Report of Proceedings - May 1953.

DCNS 19/6

1 NM 25/6

2 NM 24/6

23/6/53

Kew 25/6

4NB (for further circulation)

DNI 29/6 1/7.

D/DPS 30/6/53

For DCNP (AOL) 3/7

DTSR 7/7

6/7/53

DOD 7/7.

DNC

HNB (N5)

(1 Copy only received) 7/7

AUSTRALIAN WAR MEMORIAL RCDIG1073024

25/6

8/7/53

~~9/2/7~~ ~~21/24/6~~

AUSTRALIAN WAR MEMORIAL RCDIG1073024

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RECEIVED
17 JUN P M
NAVY REGISTRY

H.M.A.S.WAGGA- REPORT OF PROCEEDINGS -
MAY, 1953.

DEPT OF THE NAVY
4336.12.81

(WAGGA's letter dated 4th June, 1953.)

Attached Pr reg

II

Folio N.S 16/4/53

E.A.1973/682/2/45
THE SECRETARY, NAVAL BOARD.

H.N.

Forwarded for the information of the Naval Board in accordance with C.N.O.107/48.

H. A. Showers

A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point, Sydney.

11th June, 1953.

Enclosure as in Minute I.

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

4336.12.81

H.M.A.S. Wagga
At Broken Bay
4th June 1953

The Flag Officer in Chaege
East Australian Area

Sir,

I have the honour to submit the report of proceedings for Her Majesty's Australian Ship "Wagga" for the month of May 1953.

2. Wagga remained alongside Patricks Wharf Brisbane until 0916 on the 2nd, when ship was moved to Newstead Wharf securing alongside at 1005. Ship was fueled taking in 45.07 tons of furnace oil.

3. At1400 on Sunday 3rd, a party of 30 ratings under Lieutenant Stott R.A.N.V.R. landed to take part in the 11th Anniversary Celebration of the Battle of the Coral Sea, held at the American Memorial in Newstead Park. All three Services were represented and addresses were delivered by the Acting Premier Hon J.E. Duggan M.L.A., and Mr Charles Carson, United States Vice Consul. The whole ceremony was very impressive, and well attended by the general public. During the time the ship was in Brisbane the ships company enjoyed the hospitality of the Australian American Association who provided free theatre tickets, and arranged conducted coach tours of the district.

4. On Monday 4th ship slipped at 0402 and proceeded to rendezvous with "Cowra" off Caloundra Light in order to carry out Minesweeping Training. On completion ships returned to Moreton Bay and came to anchor at 1755.

5. Tuesday 5th, the reserve ratings from "Cowra" were given instructions in LL, and Accoustic sweeping; ship weighed at 0850 and returned to anchor at 1530. Wagga remained at anchor during Wednesday 6th.

6. Ship weighed at 0908 on Thursday 7th and carried out drills in Moreton Bay. On completion proceeded up river and secured alongside "Cowra" at Newstead Wharf at 1410.

7. On Friday 8th "Cootamundra" joined company and ships remained alongside until Saturday 9th. Twenty R.A.N.R.(N.S) with two Petty Officer Instructors joined from "Moreton" for 13 days A.C.T. Included in this number was the first class of U.M.3s qualifying. At 1300 Wagga slipped and proceeded with "Cowra" and "Cootamundra" in company. At 1130 on Sunday 10th "Cowra" was detached and ordered to proceed to Sydney in accordance with previous instructions. "Wagga" and "Cootamundra" entered Port Stephens on Monday 11th And came to anchor in Salamander Bay at 0810.

8. Wagga weighed at 1650 on Tuesday 12th, and with "Cootamundra" in company proceeded to Sydney arriving at 0655 on the 13th and securing to No 4 buoy

AUSTRALIAN WAR MEMORIAL RCDIG1073024

9. On Tueday 14th at 1015 the Flag officer in Charge, East Australian Area accompanied by Staff Officers carried out the annual inspection, which was followed by general drills. The Flag Officer and Staff left the ship at 1215.

10. At 0826 on Friday 15th ship proceeded to sea in company with "Cootamundra" after Commander Purvis R.A.N. and Staff Officers had embarked. Sea inspection was carried out while ships were on passage to Botany Bay. Both ships entered Botany Bay at 1055 and Staff Officers were transferred to "Cootamundra" by whaler. On completion ships sailed for Sydney carrying out further drills on passage. Wagga was detached at 1200 to carry out minesweeping training of U.M.3 class. Ship returned to Sydney and secured alongside "Cootamundra" at Fitting Out Wharf at 1515.

11. "Wagga" and "Cootamundra" slipped at 0830 on Saturday 16th and proceeded to Broken Bay. On passage Oropesa, Magnetic and Accoustic sweeps were streamed. Ship anchored in Flint and Steel Bay at 1530.

12. Ship weighed at 1050 on Sunday 17th and proceeded to sea to carry out further training in minesweeping and seaboat for reserve ratings.

13. On Monday 18th in company with "Junee" and "Cootamundra" proceeded to sea for M/S training. "Junee" was detached on completion for Melbourne, and Wagga secured alongside Fitting Out Wharf at 1550. At 0829 on Tuesday 19th both ships proceeded to sea to carry out "A" sweeping training, exercising turns with sweeps connected. Ship returned to harbour and secured alongside Fitting Out Wharf at 1520, "Cootumndra" securing outside at 1530.

14. Wagga remained alongside from Wednesday 20th to Sunday 24th. The Confidential Book Officer to the Flag Officer in Charge carried out a muster of C.B.s on the 20th. The U.M.3. class (Qualifying) were examined p.m. 20th and discharged at 1830 in order to return to Brisbane. The Commanding Officer attended a conference on the Coronation Illuminations held onboard "Australia" on Thursday 21st. On this day also the Command Medical Officer carried out his inspection of the ship.

15. Fifteen R.A.N.R.(N.S) and one instructor from "Rushcutter" joined on Monday 25th. Ship oiled from oil fuel lighter taking on 79.32 toms. At 1600 with "Cootamundra" in company ships proceeded to Broken Bay anchoring at 1830. Ships weighed at 0800 on Tuesday 26th, and proceeded to Port Stephens anchoring in Nelsons Bay at 1445.

16. At 0902 on Wednesday 27th, weighed and proceeded to Salamander Bay to carry out drills with N.S. ratings. Ship returned to anchor at 1150. Ship remained in Nelsons Bay until 0935 on Friday 29th when, after embarking one N.C.O. and twenty O.Rs. of the Royal Australian Engineers proceeded to sea for exercises. The army were slightly upset by the long swell that was running. On completion ship returned to anchor in Nelsons Bay and army personnel were disembarked.

17. On Sunday 31st ships weighed and proceeded at 1042 to Broken Bay and anchored on arrival at 1847 in Flint and Steel.

This is the last class of Qualifying

18. The class of U.M.3s qualifying from "Moreton" showed great interest and ability, and with one exception are all fit to carry out the duties of this third class rate. Papers and results were forwarded to the Commanding Officer "Rushcutter" for necessary action.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

A336/12/81

19. The party of Royal Australian Engineers embarked for the day at Port Stephens were National Service Trainees called up for the 13 days A.C.T., and the short sea experience was much appreciated by all

20. The health and welfare of the ships company remains good, conditions onboard are satisfactory.

21. The conduct of the ships company is satisfactory.

22. The ship has operated satisfactorily throughout the month, and all minor defects have been made good.

23. Figures for the month of May are attached in Appendix One

I have the honour to be,

Sir,

Your obedient servant.

C Cornelius

Lieutenant Commander

Royal Navy

OFFICER-IN-CHARGE
8 JUN 1953
EAST AUSTRALIAN AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073024

4336 12 81

H.M.A.S. Wagga. Appendix One

Figures for the Month of May 1953

Distance Steamed during the Month of May.....1120.8 miles

Hours Under Way during the Month of May.....141.9 hours

Average Distance Steamed Per Ton of Fuel.....11.7 miles

Total Distance Steamed since Commissioning....19,816.6 miles

Total Hours Under Way since Commissioning....2.222.24 hours

C Comelius

Lieutenant Commander

Royal Navy

AUSTRALIAN WAR MEMORIAL RCDIG1073024

DEPARTMENT OF THE NAVY. 4336-12-81

MINUTE PAPER.

SUBJECT: H.M.A.S. Wagga REPORT OF PROCEEDINGS. April 1953

S.N.B. 10/7

3rd N.M. 3/7

4th N.M. 7/7.

D.A.W.O.T. 8/7

D. of P. 10/7

N.5. 13/7

D.N.L. 14/7

H.P.B. 16/7

A.A. 2nd N.M. 17/7

N.A. 2nd N.M.(X) 17/7

D. of M. Later please.

D.D.M.

D.E.(N).

D.O.U.W. 13/8

D.N.M.S. 21/8/53

N.5. 31/9

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

27 JUL 1955

26. 8/55

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AUSTRALIAN WAR MEMORIAL RCDIG1073024

D.N.M.S. BRANCH
14 AUG 1953
NAVY OFFICE

126/31

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336-12-81

C.441/45.

SUBJECT: HMAS WAGGA - Report of Proceedings - April 1953

DCNS 1/6

1 NM 3/6

4/6/53 2 NM 4/6.

HNB (for further circulation) 5/6.

DNI 22/6.

23/6/53 D/DPS 24/6

25/6/53 DCNS

DTSR 29/6.

DOD 29/6.

DNC 1/7

HNB (NS)

(1 Copy only received)

AUSTRALIAN WAR MEMORIAL RCDIG1073024

LES.

H.M.A.S.WAGGA - REPORT OF PROCEEDINGS.

(WAGGA's letter dated 6th May, 1953.)

RECEIVED
C 28 MAY A.M
NAVY REGISTRY

DEPT OF THE NAVY

4336.12.81

Master
On reg II

File
N.S
16.4.53

G.A.F.783/682/2/45
THE SECRETARY, NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with C.N.O.107/48.

H.M.

H. A. Showers

A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point, Sydney.

25th May, 1953.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

4336 12-81

OFFICE OF THE
E.A. 682/2/45.
Flag Officer-in-Charge
East Australian Area

H.M.A.S. Wagga
At Moreton Bay
6th May 1953

The Flag Officer in Charge
East Australian Area

Sir,

I have the honour to submit the report of proceedings for her Majesty's Australian Ship "Wagga" for the month of ~~May~~ April 1953.

2. At 0843 Wednesday 1st Wagga slipped and proceeded to Darling Island securing alongside Royal Edward Victualling Yard Wharf at 0912. New "LL" cable was embarked, and on completion ship slipped and proceeded at 1325, securing to No 4 Buoy at 1402.

3. On Thursday 2nd ship was swung for adjustment of compasses, and on completion slipped at 1155 and secured alongside Kuttabul Dolphins at 1208.

4. Wagga remained alongside until 1026 Tuesday 7th, when in company with Cowra proceeded to sea to carry out M/S training with class embarked from Rushcutter. Ships returned to harbour on completion, securing alongside Kuttabul Dolphins at 1620. Minesweeping training was continued on Wednesday 8th also trials on newly fitted Radar 974, Control Gear for "LL" Sweep, and the AH.Mk1V. Ship slipped at 0830, returning and securing alongside Warramunga (Cruiser Wharf) at 1535. On Thursday 9th ship was reberthed by tugs on Cootamundra (Cruiser Wharf), and remained alongside until Wednesday 15th.

5. On Wednesday 15th, slipped at 1035 and proceeded to wait off Bradleys Head for tug to bring out Battle Practice Target. Tow was connected by 1105 and ship proceeded to a position 120 degrees Macquarie Light 13.5 miles to allow Shoalhaven to carry out full calibre firings at 1404. Fire was opened at 1404 and completed by 1424. Firing course 180 degrees speed 8 knots. At 1531 H.M.Submarine Tactican carried out a surface shoot followed by a shoot from dived which was completed by 1552.Tow was shortened in whilst returning to harbour and ship anchored off Clarke Island for 15 minutes in order to secure target alongside. On completion ship weighed and berthed alongside Kuttabul Dolphins at 1910. Target remained alongside, and was removed by tugs at 0800 on Thursday 16th. Ship slipped at 0816 and secured alongside Cootamundra (Cruiser Wharf) at 0855.

6. Ship remained alongside until 0427 Saturday 18th when Wagga slipped and proceeded to Port Kembla to take part in Anzac Day Celebrations. Secured alongside Port Kembla at No 3 Jetty Inner Berth at 1004. H.M.Submarine Tactican arrived from Jervis Bay and secured alongside Wagga at 1002. Delegates from Port Kembla, and Greater Wollongong arrived onboard at 1030 to discuss the arrangements for the Sunday Parade. It was decided that Wagga would attend Port Kembla Parade, and Tactican Greater Wollongong. At 1630 Commanding Officers, and Officers from both ships attended a civic reception given by the Mayor and Lady Mayoress at their chambers. Among those present were the Aldermen, Colonel Anderson V.C. M.C. and Members of a delegation of Returned Servicemen from New Zealand

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

4336/1v/81

In the evening officers and ratibgs from both ships attended a smoking concert at the R.S.L. Club, Port Kembla. The show was very much enjoyed by all those present.

7. On Sunday 19th an armed guard under Lieutenant Stott R.A.N.V.R. landed at 1400, and four sentries were supplied to act as guards at the Memorial itself. The march through the town commenced about a mile away from the Memorial and was lead by the Naval Guard. R.S.L. and Junior Organisations also took part. The parade was halted at the Memorial when wreaths were laid. Commanding Officer Wagga laid a wreath on behalf of the Navy. After the Last Post and Reveille had been sounded, contingents moved off to the local cinema for a short service. After the service, refreshments for the naval ratings at the R.S.L. Club.

8. The ship was open to visitors from 1400 to 1630 on Saturday and Sunday, and large crowds looked over both ships, although it was Tactican that was the greatest attraction.

9. In the evening a cocktail party was given by the officers of Wagga and Tactican, and was held on the fxle of Wagga.

10. H.M.S. Tactican slipped at 0100 Monday 20th and proceeded to Sydney. Wagga slipped at 0600 and proceeded to a position 25 miles east of Wollongong. At 0915 an emergency distress signal assumed to have come from a ditched aircraft was initiated by Wagga and sent to H.M.A.S. Watson. The whaler was then lowered, and having been provided with a Gibson Girl Transmitter commenced sending distress transmissions. The ship then stood off to a distance of approximately 7 miles. At 1035 a service aircraft was observed flying over the whaler, and was sighted again at 1230. It remained in the vicinity until the arrival of the S.A.Rs. First S.A R. was sighted at 1355 and the second S.A.R. at 1400. The whaler was located by S.A.R. at 1421. Boat was hoisted at 1440 and course was set for Sydney, ship arriving and securing alongside Cootamundra (Cruiser Wharf) at 1848.

11. On Tuesday 21st ship was dressed overall on the occassion of the birthday of Her Majesty Queen Elizabeth 11. At 0125 Thursday H.M.A.S. Reserve secured alongside.

12. Friday 24th Reserve was held off and Wagga slipped at 1027 proceeding direct to Newcastle, and securing alongside No 2 Kings Wharf at 1715. On arrival the ship was met by the Lord Mayor (Alderman F.J. Purdue) and members of the R.S.S.A.I.L.A. On Saturday 25th the Commanding Officer and twelve members of the ships company attended a service in Newcastle Cathedral. An armed guard under Lieutenant Stott landed at 0930 and took part in the march through the city to King Edward Park where a Commemoration Service was held at 1100. On completion of this service parade moved to the Monument in Hunter Street where a second service was held and the laying of wreaths took place. The parade was then dismissed The naval guard attended a luncheon given by the R.S.L at their club prior to returning to the ship. The bearing and the drill of the guard throughout this long parade (approx 3 hours) was a credit to the navy. The Commanding Officer returned the Lord Mayors call at 1400. The ship was open to visitors during the afternoon and the general public showed great interest in one of H.M.A. Ships. Mr T. Lane of the Associated Press joined the ship P.M. in order to observe Reserve ratings under training prior to writing a series of articles

AUSTRALIAN WAR MEMORIAL RCDIG1073024

4336.12.81

After the Lord Mayor had expressed his thanks for the visit of Wagga to Newcastle the ship slipped and proceeded at 1800 for Brisbane.

13. Ship arrived at Brisbane on Monday 27th and secured alongside Patricks Wharf Town Reach at 1920. Ship remained alongside for the remaining period of the month. The Commanding Officer called on the Resident Naval Officer Queensland at 1100 on Tuesday 28th. A reception given by the Govenor of Queensland Sir John Laverick at Government House was attended by officers of the First Frigate Squadron and Wagga on Tuesday 28th. On Thursday 30th ships officers attended a small reception at the Brisbane Chamber of Commerce given in honour of the birthday of Her Majesty Queen Juliana of the Netherlands.

14. The health and welfare of the ships company remains good, and conditions on board are satisfactory

15. The conduct of the ships company continues to be satisfactory.

16. The ship has operated satisfactorily during the last month, and all minor defects have been made good.

17. Figures for the month are attached in Appendix 1.

I have the honour to be,

Sir,

Your obedient servant.

C Cornelius

Lieutenant Commander

Royal Navy

AUSTRALIAN WAR MEMORIAL RCDIG1073024

4336 12.81

Appendix 1.

Figures for the Month of April 1953.

Distance steamed during the month.....801.7 miles

Hours under way during the month.....98.19 hours

Average distance steamed per ton of fuel.....11.2 miles

Total distance steamed since commissioning.....18,695.8 miles

Total hours since commissioning.....2081.15 hours.

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C Cornelius
Lieutenant Commander
Royal Navy

FLAG OFFICER-IN-CHARGE
11 MAY 1953
EAST AUSTRALIAN AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073024

5/6/53

D.N.L.

D.D.

A D.N.L.(L)

A D.N.L.(R)

D.N.L.(A)

R.

W.

FILE

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D.N.L.
D/D.N.L.
A/D.N.L. (L)

AUSTRALIAN WAR MEMORIAL

RCDIG1073024

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4336-12-81

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. Wagga REPORT OF PROCEEDINGS. March 1953

S.N.B. 1 2715

~~2nd N.M.~~

~~3rd N.M.~~ 29/5

~~4th N.M.~~ 3/6

~~D.A.W.O.T.~~ 3/6

D. of P. 5/6

~~Ops. (N).~~

N.S. 5/6

D.N.L.

H.P.B. 12/6

A.A. 2nd N.M. 15/6

N.A. 2nd N.M.(X) 15/6

D. of M. 16/6

D.D.M. 16/6

D.E.(N) 3/7

D.O.U.W. 16/7.

D.N.M.S. 23/7

N.S. 28/7

28/7/53

D.N.I. (N.H.R.O.) 28/7

3/133

AUSTRALIAN WAR MEMORIAL RCDIG1073024

21/4

DEPARTMENT OF THE NAVY

MINUTE PAPER

H336-12-81

HN 3/3

C.441/45.

SUBJECT: HMAS Wagga Report of Proceedings March 1953

21/4

DCNS 21/4

1st NM 22/4

24/4/53 2nd NM 28/4.

HOSN (for further circulation)

DNI 18/5

19/5/53 D/DPS 19/5

DCNP 20/5

21/5/53 DTSR 27/5

DOD 22/5

25/5 DNC 26/5.

HNB (N5)

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AUSTRALIAN WAR MEMORIAL

RCDIG1073024

...LES. 402

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A 18 APR A.M
NAVY REGISTRY

Flag Officer-in-Charge,
East Australian Area

4336/12/81

15th April,1953 682/2/45.

COMMANDING OFFICER, H.M.A.S.WAGGA.

File
N.S
16/4/53

H.N.

H.M.A.S.WAGGA - REPORT OF PROCEEDINGS - MARCH, 1953.

With reference to your Report of Proceedings for March, 1953, in future these reports are to be written in narrative form with suitable comment and explanation, and should not merely list a chronological summary of events. Attention is drawn to Q.R. & A.I.Article 1132 and C.N.O.107/48.

(SGD.) H. A. SHOWERS

A/REAR-ADMIRAL.

II

E.A.1244/682/2/45.
THE SECRETARY, NAVAL BOARD.

Forwarded for the information of the Naval Board.

H. A. Showers
A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point, Sydney.

15th April,1953.

Enclosure. as stated on 109
WAGGA's letter of 8th April,1953.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

4336/12/87

OFFICE OF THE
E.A. 682/2/45
Flag Officer-in-Charge
East Australian Area

H.M.A.S. Wagga
At Sydney
8th April 1953.

The Flag Officer in Charge.
East Australian Area.

Sir,

I have the honour to submit the report of proceedings for Her Majesty's Ship "Wagga" for the month of March 1953.

Sunday 1st to Thursday 5th March
In the Captain Cook Dry Dock.

Friday 6th March
Moved by tugs from Captain Cook Dock at 0845 and berthed outside "Hawksbury" at Cruiser Wharf.

Saturday 7th March to Sunday 8th March
Ship fumigated, ships company being accomodated in "Hawksbury" during this period.

Monday 9th March
Moved by tugs at 1000 and berthed alongside "Tobruk" at sou th end of Cruiser Wharf.

Tuesday 10th March
H.M.N.S. "Kinsbergen" secured alongside.

Wednesday 11th to Sunday 22nd March
Remained alongside "Tobruk" at Cruiser Wharf. "Vansberger moved by tugs at 1000 on Monday 16th and reberthed at Fitting Out Wharf.

Monday 23rd March
Moved by tugs at 0940 and reberthed at south end of Cruiser Wharf.

Tuesday 24th to Tuesday 31st March
Ammunitioned ship on Monday 30th March. On Tuesday 31st ships company attended a Memorial Service at the Dockyard Church in memory of Her Late Majesty Queen Mary.

The health and welfare of the ships company remains good, and conditions onboard are satisfactory.

The conduct of the ships company is satisfactory.

Midsummer leave has been completed.

Ships refit will be completed together with trials on the 2nd of April.

Figures for the month are attached in Appendix 1.

I have the honour to be,

Sir,

Your Obedient Servant.

Lieutenant Commander
Royal Navy

FLAG OFFICER-IN-CHARGE
9 APR 1953
EAST AUSTRALIAN AREA

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

4336/12/81

Appendix One

Figures for the Month of March 1953

Distance Steamed During the Month Nil

Hours Underway During the Month Nil

Average Distance Steamed Per Ton of Fuel Nil

Total Distance Steamed Since Commisioning 17,894.1.

Total Hours Underway Since Commisioning 1,982.56

C Cornelius
Lieutenant Commander

Royal Navy

AUSTRALIAN WAR MEMORIAL RCDIG1073024

2 DEC 1953

AUSTRALIAN WAR MEMORIAL RCDIG1073024

10/4

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H336-12-81.

SUBJECT: H.M.A.S. Wagga REPORT OF PROCEEDINGS. January 1953

S.N.B. H 27/3

~~Qmd. N.M.~~

~~3rd N.M.~~ 31/3.

~~4th N.M.~~ 2/4

~~D. of P.~~ 13/4

~~Ops. (N).~~ 14/4

~~N.5.~~

~~3D.N.I.~~ 17/4

~~H.P.B.~~

~~A.A. 2nd N.M.~~ 21/4

~~D. of M.~~ 21/4

~~D.D.M.~~ 22/4

~~D.N.A.~~ 23/4

~~D.E. (N).~~ 30/3

~~D.O.U.W.~~

~~D.N.M.S.~~ 30/4

~~N.5.~~ 7/5/53

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

AUSTRALIAN WAR MEMORIAL RCDIG1073024

AUSTRALIAN WAR MEMORIAL RCDIG1073024

24/2 23/2

DEPARTMENT OF THE NAVY

MINUTE PAPER

H336 - 12 - 81.

41/45.

SUBJECT: HMAS Wagga Report of Proceedings January 1953

DCNS MS 24/2

[illegible] 26/2

[illegible] 27/2/53 2/3.

[illegible] (For further circulation)

DNI [illegible] 12/3

DIDPS [illegible] 16/3

DCNP [illegible] 20/3.

23/3/53 DTSR [illegible] 24/3

DOD [illegible] 24/3

25/3

DNC [illegible] 25/3.

HNB (NS) [illegible] 26/3.

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AUSTRALIAN WAR MEMORIAL

RCDIG1073024

LES.

H.M.A.S.WAGGA - REPORT OF PROCEEDINGS -
JANUARY, 1953. 4336/12/81

NAVY REGISTRY

ATTACHED ON REG

(WAGGA's letter dated 4th February, 1953.)

File HN 20/2/53

II

E.A.539/682/2/45
THE SECRETARY, NAVAL BOARD.

H.R.

Forwarded for the information of the Naval Board in accordance with C.N.O.107/48.

H. A. Showers

A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point, Sydney.

13th February, 1953.

Enclosure as in Minute I.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

4336/12/81

H.M.A.S. Wagga
At Sydney.
4th February 1953.

The Flag Officer in Charge,
East Australian Area

Sir,

I have the honour to submit the report of proceedings for Her Majesty's Ship "Wagga" for the month of January 1953.

Thursday 1st to Sunday 11th January

Alongside Kuttabul Dolphins. Oiled from Oil Fuel Lighter on 6th January (21tons fuel oil, and 1432 gallons Dieseline).

Monday 12th January

Slipped and proceeded at 0836 with Cootamundra in company to carry out M/S training for T.D.3 classes qualifying. On completion returned to harbour and secured alongside Cootamundra at Kuttabul Dolphins at 1504.

Tuesday 13th January

Slipped and proceeded at 0827 with Freemantle and Cootamundra in company to carry out A sweeping (T.D.3 classes embarked). Carried out J formation to starboard, and on completion closed G.P.V. towing O.A.S. Target for Rushcutter. All ships carried out several runs on the target, which appeared to be operating correctly. Carried out single Oropesa and laying and lifting of Dan Buoys P.M. Secured alongside Cootamundra (Kuttabul Dolphins) at 1610.

Wednesday 14th January Proceeded

Slipped and at 0835 with Freemantle and Cootamundra in company. Carried out A sweeping in J formation executing 90 degree turns. Returned to harbour on completion, and secured alongside Cootamundra (Kuttabul Dolphins) at 1422.

Thursday 15th January.

Slipped at 0835 and proceeded with Freemantle and Cootamundra in Company. Carried out sweeping in G Formations to port and starboard. Cootamundra cut fishermans float in position 111 degrees Cape Bank 7.5 miles. This could not be avoided with sweeps fully streamed and swweping in formation. On completion secured alongside Cootamundra (Kuttabul Dolphins) at 1430.

Friday 16th January

Slipped at 1504 and proceeded to No 4 Buoy securing at 1521.

Saturday 16th to Monday 19th January

Remained at No 4 Buoy, ship secured ahead and astern on a north and south line to enable Dockyard to carry out D.G. experiments.

Tuesday 20th January

Slipped at 0840 and proceeded with Freemantle and Cootamundra in company. Stood by small fishing boat broken down off South Head until arrival of Water Police launch which towed boat into harbour. Freemantle and Cootamundra exercised towing whilst Wagga carried out single Oropesa deep sweeps (30 fathom float wire). Dropped two depth charges in position 33 59 S. 151 34.5E. Returned to harbour securing alongside Bunbury (Kuttabul Dolphins) at 1510. Cootamundra secured alongside at 1528.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

4336/12/81

Wednesday 21st January

Slipped and proceeded at 0827 with Cootamundra in company (Freemantle delayed sailing through engine defects), to carry out SMX11 with H.M. Submarine Thorough. Wagga acted as target screened by Cootamundra. SMX11 completed by 1000. Commenced ASP8 at 1044 with Freemantle and Cootamundra. Detached Freemantle at 1201 to return to Sydney. First part of ASP8 completed at 1215. Recommenced ASP8 at 1350 and completed it at 1529. Returned to harbour on completion securing alongside Cootamundra (Kuttabul Dolphins) at 1657.

Thursday 22nd January

Slipped at 0821 and proceeded to No 4 Buoy securing at 0845. Ship secured ahead and astern to allow Dockyard to carry out D.G. experiments.

Friday 23rd January

At No 4 Buoy. Two Reserve Officers and 12 ratings joinrd from Rushcutter at 1810 for week-end training.

Saturday 24th January

Slipped and proceeded at 0908 with Cootamundra in company for Broken Bay. Streamed port and starboard Oropesa sweeps. While stowing starboard otter, otter fouled kite and lifting hook tripped allowing otter to drop into the water. Sweep wire parted when strain came on and otter was lost in position 33 40 S. 151 31 E. Anchored in the entrance to Cowan Creek at 1410, Cootamundra in company.

Sunday 25th January

At anchor. Reserves to instructions in boat work and general seamanship.

Monday 26th January

Weighed at 0900 by deck tackle. Carried out seaboat training with Reserve crews. Secured along Fitting Out Wharf at 1445. Discharged Reserve Officers and Ratings to Rushcutter.

Tuesday 27th January

Alongside. Deammunitioned ship.

Wednesday 28th January

Slipped at 0957 and proceeded to wait off Bradleys Head for tug with Battle Practice Target. Target secured astern at short stay by 1122. Tug was slipped at 1126 and ship proceeded. Target was veered to 400 fathoms when clear of the Heads. Proceeded to a position 140 Hornby Light 14 miles to rendezvous with H.M.A.S. Arunta. At1400 in position steering 090 making good 7½ to 8 knots. Arunta commenced full calibre firings at 1405, and firing was completed by 1440. Courses various until 1630 when course was altered to 320 to enable H.M. Submarines "Thorough" and "Tactician" to catty out full calibre firings. "Thorough" dived at 1647 and carried out shoot on surfacing. Shoot completed at 1655. "Tactician" dived at 1656 and shoot was completed at 1712. Submarines then opened the range and at 1727 "Thorourgh" opened fire completed shoot at1732. "Tactician" opened fire at 1738 and shoot was completed by 1741. The gunnery of the submarines was good. Target was veered to 1000 yards in preparation for Aruntas night shoot.

At 2020 in position 140 Hornby Light 14 course was altered to 090 degrees speed through the water 7½ knots. Arunta opened fire at 2035 and shoot was completed by 2100, two runs being carried out.

Course was altered at 2105 to return to harbour. Whilst shortening in tow at 2330 off the Heads port wsweep wire parted close to 3½inch towing pendant through ship reducing speed too quickly allowing wire to hit the bottom. Tow was shortened in until the starboard3½ pendant was inboard and secured. Ship entered harbour and anchored in Watsons Bay at 0230 to enable target to be brought alongside and parted tow recovered. Target was secured, tow recovered and ship weighed at 0340, proceeding to No 4 Buoy and securing at 0420 with the B.P.T. alongside.

Target was removed at 0815 by Dockyard Tugs. At 1102 slipped from No 4 Buoy and proceeded to south end of Cruiser Wharf securing alongside at 1125.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

Target behaved well, and the 35 fathom pendants shackled onto the ends of the sweep wire enabled the target to be towed at short stay with littke fear of the wires parting. The fact that the sweep wire fouled the bottom on shortening in was due to an error of judgement on the part of the commanding offier in redicing speed too quickly.

State of the weather Wind Force 1-2 Sea 1 Swell 3.

Friday 30th January

Alongside Cruiser Wharf. Ship was depermed by Dockyard in connection with D.G. experiments.

Saturday 31st January

Slipped and proceeded at 0850 securing to No 4 Buoy at 0910. Ship secured ahead and astern for Dockyard to carry out D.G. trials.

During the movement of Shoalhaven and Murchison by tugs on Thursday 29th January the starboard minesweeping roller fairleads were damaged when Murchison struck Wagga. Damage will be made good during present refit.

The health and welfare of thev ships company remains g od, and conditions onboard are satisfactory.

The conduct of the ships company continues to be satisfactory.

The ship has operated satisfactorily during the last month, and will be taken in hand for refit commencing 2nd February.

Seasonal leave was commenced on 29th January

Figures for the month are attached in Appendix 1.

I have the honour to be,

Sir,

Your obedient servant.

L Cornelius
Lieutenant Commander

Royal Navy

AUSTRALIAN WAR MEMORIAL RCDIG1073024

4336/12/81

Appendix 1.

Figures for the Month of January 1953.

Distance Steamed During the Month 490.1 Miles.

Hours Under Way During the Month 71.6 Hours

Average Distance Steamed Per Ton of Fuel 8.03 Miles

Total Distance Steamed Since Commissioning 17,973.6 Miles

Total Hours Under Way Since Commissioning 1982.52. Hours

C Comelius
Lieutenant Commander
Royal Navy.



17 .6.

A336-12-81.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. Wagga REPORT OF PROCEEDINGS. December 1952

S.N.B. 11/2

~~2nd N.M.~~

3rd N.M. 11/2

for ~~4th N.M.~~ 13/2

D.A.W.O.T. 12/2

~~D. of P.~~ 17/2

Ops. ~~(N)~~. 17/2

N.5. 18/21

D.N.L. 20/2

H.P.B.

A.A. ~~2nd N.M.~~

N.A. ~~2nd N.M.~~ (X) 25/2

D. of M.

D.D.M. 27/2

D.E. (N) 13/3.

D.O.U.W. 28/3.

D.N.M.S. 14/4

N.5.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073024

BRANCH OFFICE 26 MAR 1953 R.A.N.V.R.

14/1

DEPARTMENT OF THE NAVY

MINUTE PAPER

H336-12-81.

C.441/45.

SUBJECT: HMAS Wagga Report of Proceedings December 1952.

13/1

~~DCAS~~ MR 14/1

~~14NM~~ 14/1

N5

~~HOJN~~ (For further circulation)

A/DNT 21/1

22/1/53 ~~D/DPS~~ 23/1.

~~DCNP~~ 27/1

28/1/53 ~~DTSR~~ 29/1

~~DOD~~ 29/1

30/1

~~DNC~~ 2/2

5/2

HNB (N5)

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AUSTRALIAN WAR MEMORIAL
RCDIG1073024

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NAVY REGISTRY

DEPT OF THE NAVY
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4336 12 87

P.P's
4336/12/74
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6/1/53

H.M.A.S. WAGGA - REPORT OF PROCEEDINGS.

(WAGGA's letter dated 5th January, 1953.) ATTACHED ON REG.

II

E.A.93/682/2/45.
THE SECRETARY, NAVAL BOARD.

H.N.

Forwarded for the information of the Naval Board in accordance with C.N.O.107/48.

N5

A. A. Showers

A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point, Sydney.

7th January, 1953.

Enclosure.
As in Minute I.

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

4556/12/81

OFFICE OF THE
E. 682/2/45
Flag Officer-in-Charge
East Australian Area

H.M.A.S. Wagga.
At Sydney.
5th January 1953.

The Flag Officer in Charge,
East Australian Area.

Sir,

I have the honour to submit the report of proceedings for Her Majesty's Australian Ship "Wagga" for the month of December 1952.

Monday 1st to Tuesday 2nd.

Alongside Newstead Wharf Brisbane.

Wednesday 3rd

Slipped and proceeded at 0840 to Moreton Bay with Cootamundra in company tomact as escort to H.M.A. Tug Reserve towing Floating Dock A.D. 1001. Anchored in Moreton Bay at 1045, sailing of dock being delayed due to engineroom defect in Reserve.

Thursday 4th.

Weighed at 1535. Secured manila to after end of dock to act as drag tug to assist in turning dock whilst proceeding down channel. Slipped from dock at 1200. Channel was cleared by 1545 and escorts took up their respective stations.

Friday 5th. At sea on passage to Sydney.

Saturday 6th. At sea. At 1615 closed A.D. 1001 to take off mail.

Sunday 7th.

At 0930 H.M.A.S. Mequarie took over the duties of escort and Wagga And Cootamundra proceeded into Sydney securing alongside H.M.A.S. Culgoa at 1147. Cootamundra secured alongside at 1200.

Monday 8th.

Remained alongside. A quantity of stores (approx 7 tons) were embarked for Lord Howe Island.

Tuesday 9th.

Alongside. Lieut Cdr J.D. Holman, Sub Lieut A.J. Brierley R.A.N.R. , and 19 R.A.N.R. ratings joined from Moreton. Oiled ship from oil fuel lighter (49.3 tons).

Wednesday 10th Slipped at 0940 and proceeded with Cootamundra in company to Jervis Bay. Anchored in Jervis Bay at 1823.

Thursday 11th to Friday 12th.

Remained at anchor in Jervis Bay. Reserve ratings to instructions.

Saturday 13th.

Weighed and proceeded at o600 with Cootamundra in company for Lord Howe Island.

Sunday 14th.

At sea. Advanced clocks 30 minutes at 2339.

Monday 15th.

Anchored at 0748 in the South West Roadstead, Cootamundra in company. The unloading of stores was commenced at 1115 and completed by 1500. The work was carried out under the direction of Mr R.Wilson. A dance was given by the Islanders for the ships companies and leave was granted until 45 minutes after the dance was over.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

Tuesday 16th.

At Lord Howe Island. A cricket team from Wagga and Cootamundra was landed at 0915 to play the local side. The Navy won handsomely thus avenging their defeat of the previous visit. A barbicue was arranged for the ships companies, but was not a great success due to adverse weather conditions.

The local Dignatories were invited onboard Wagga at 1130, and the Commanding Officers of both ships returned their salls during the afternoon.

Ship was open to visitors from 1230, but it appeared that most of the population were too interested in the cricket.

The visit was much enjoyed by both ships companies and the inhabitants of Lord Howe Island.

Wednesday 17th.

Weighed and proceeded at 0845 for Brisbane. During the afternoon Reserves were taken to instructions on minesweeping and swwepe were streamed.

Thursday 18th.

At Sea. Clocks were retarded 30 minutes during the dog watches.

Friday 19th.

Carried out seaboat instructions with Reserves in Moreton Bay. Secured alongside Newstead Wharf at 1315. Cootamundra secured alongside at 1530. Oiled ship (72.1 tons). Discharged Sub Lieut Brierly and 19 R.A.N.R. ratings to Moreton. Shipped 3 in No 10 foot dinghies for Naval Stores Garden Island.

Saturday 20th.

Slipped at 1004 and proceeded with Cootamundra in company for Sydney.

Sunday 21st.

At sea on passage to Sydney.

Monday 22nd.

Stopped off No 4 buoy and hoisted in two whalers (Command Sailing Association boats for Pittwater Regatta) Secured alongside North End of Fitting Out Wharf at1023. Cottamundra secured alongside at 1045. Discharged Lieut Cdr Holman to Rushcutter. Landed dinghies for Naval Stores.

Tuesday 23rd to Friday 26th.

Alongside. Four Officers and 14 ratings joined from Rushcutter for weekend training.

Saturday 27th.

Slipped at 0300 and proceeded with Cootamundra in company for Pittwater. Came to anchor off Bayview at 0639. Ship was kedged round after anchoring so as to lie at right angles to the starting line of the Pittwater Regatta. Cootamundra anchored at the opposite end of the starting line in a similar manner. Lowered C.S.A. whalers. Ships were dressed overall for this occassion. The Regatta commenced at 1030, Wagga acting as starting ship. Regatta officials and prominent guestswere entertained in Wagga.

The regatta was enjoyed by both ships companies, and appeared to be a great success.

Sunday 28th

Hoisted boats, weighed and proceeded at 0615. Anchored in Broken Bay at 0715 until 1030 when ship proceeded to carry out seaboat training for Reserves.

Secured alongside Bunbury at 1500, Cootamundra secured alongside at 1525. C.S.A. whalers were hoisted out before securing. Discharged Reserve Officers and Ratings to Rushcutter.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

Monday 29th

Alongside. Lieut R. A. Franklin R.A.N.R. joined.

Tuesday 30th to Wednesday 31st.

The health and welfare of the ships company remains good, and conditions onboard are satisfactory. In order to accomodate reserve ratings a certain number of the ships company were sent on advance Xmas Leave.

The general conduct of the ships company continues to be good.

The ship is operating satisfactorily, and all minor defects have been made good.

Figures for the month are attached in Appendix 1.

I have the honour to be,

Sir,

Your Obedient Servant

C Comelan

Lieutenant Commander
Royal Navy.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

H.M.A.S. W A G G A. REPORT OF PROCEEDINGS--DECEMBER 1952.

APPENDIX. 1.

FIGURES FOR THE MONTH OF DECEMBER.

DISTANCE STEAMED DURING THE MONTH. 2,115.1 MILES.

HOURS UNDERWAY DURING THE MONTH. 250.36 HOURS.

AVERAGE DISTANCE STEAMED PER TON OF FUEL. 8.46 MILES.

TOTAL DISTANCE STEAMED SINCE COMMISSIONING. 17,483.5 MILES.

TOTAL HOURS UNDERWAY CINCE COMMISSIONING. 1,911.16.HOURS.

SIGNED L C Cameron
COMMANDING OFFICER.
ROYAL NAVY.

FLAG OFFICER-IN-CHARGE
5 - JAN 1953
EAST AUSTRALIAN AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073024

a/- 49

H336-13-7H

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. Wagga REPORT OF PROCEEDINGS. November 1952

S.N.B. A341

2nd N.M.

3rd N.M. Jan 5/2

4th N.M. 13/2

1. D.A.W.O.T. 6/2

D. of P. 11/2

3 Ops. (N). 11/2

N.5. 16/2

D.N.L.

H.P.B.

A.A. 2nd N.M.

N.A. 2nd N.M.(X) 23/2

D. of M.

D.D.M. 23/2

D.E. (N) 17/3

D.O.U.W. 25/3

D.N.M.S. 15/4

N.5.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073024

BRANCH
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DEPARTMENT OF THE NAVY

MINUTE PAPER

H336-12-7H

C.441/45.

SUBJECT: HMAS Wagga Report of Proceedings November 1952

DCNS [illegible] 23/1

[illegible] 24/1

31/12/52 [illegible] 2/1

[illegible] (For further circulation)

for DNI [illegible] 14/1

19/1 D/DPS [illegible] 20/1

DCNP [illegible] 20/1

22/1/53 DTSR [illegible] 23/1

DOD [illegible] 23/1

27/1

DNC [illegible] 28/1

HNB (N5)

23

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AUSTRALIAN WAR MEMORIAL

RCDIG1073024

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DEPT OF THE NAVY

4336/12/74

H.M.A.S.WAGGA - REPORT OF PROCEEDINGS.

ATTACHED ON REG.

(WAGGA's letter dated 6th December, 1952.)

N.S. 26/1/53

II

E.A.3690/682/2/45.
THE SECRETARY, NAVAL BOARD.

H.N.

Forwarded for the information of the Naval Board in accordance with C.N.O.107/48.

H.A. Showers

A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point,Sydney.

15th December, 1952.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

4336/12/74

Figures for the month are attached in Appendix 1.

I have the honour to be,

Sir,

Your obedient servant

C Cameron

Lieutenant Commander

Royal Navy



AUSTRALIAN WAR MEMORIAL RCDIG1073024

4336/2/74

OFFICE OF THE
E.A. 682/2/45
Flag Officer-In-Charge
East Australian Area

H.M.A.S. "Wagga
At Sea
5th December 1952

The Flag Officer in Charge
East Australian Area

Sir,

I have the honour to submit the report of proceedings for Her Majesty's Australian Ship "Wagga " for the month of November, 1952.

Saturday 1st November

At sea, om passage from Melbourne to Sydney. Cootamundra in company.

Sunday 2nd November

Secured alongside Kuttabul Dolphins at 1937. Cootamundra secured at 1945. Discharged National Service Trainees (Ex "Murchison" to Penguin.

Monday 3rd November

Alongside Kuttabul Dolphins

Tuesday 4th November

Alongside. Fueled from oil lighter (43 tons)

Wednesday 5th to Thursday 6th November

Remained alongside Kuttabul Dolphins.

Friday 7th November

"Cootamundra slipped at 1215 followed by "Wagga" at 1225, proceeding to sea to carry out an S.M.X.11 with H.M. Submarine "Thorough". Wagga target ship, screened by Cootamundra. "Thorough fired six torpedoes recovery of which was carried out by Wagga and Cootamundra and completed in 55 minutes, each ship recovering three torpedoes. Ships returned to harbour and landed torpedoes at R.A.N.T.E. Secured alongside Kuttabul Dolphins at 1815. Two Reserve Officers and fifteen Reserve Ratings joined for sea week-end training (Ex Rushcutter).

Saturday 8th November

Cootamundra slipped at 0907 followed by Wagga at 0915, and proceeded to Broken Bay, anchoring in Flint and Steel Bay 1203. Reserves to training in boatwork and general seamanship.

Sunday 9th November

Weighed at 1015 and proceeded, exercising Reserve's sea boats crews. Motorboat was sent to Pittwater to take soundings over the bar, and hoisted on return off Baronjoey. Ship secured alongside Cootamundra (Kuttabul Dolphins) at 1540. Discharged Reserves to Rushcutter.

Monday 10th November

Alongside Kuttabul Dolphins

Tuesday 11th November

Alongside. Cleared lower deck and observed "Two Minutes Silence"

Wednesday 12th November

Alongside Kuttabul Dolphins

Thursday 13th November

Slipped at 0830 and proceeded with Cootamundra in Company to rendezvous with Colac and Cowra at Jervis Bay. Anchored in Jervis Bay at 1755, Cootamundra, Colac , and Cowra in company.

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

4336/12/54

Friday 14th November

Weighed ane proceeded at 0400, Cootamundra, Colac, and Cowra in company, to carry out "A" sweeping. In attempting to pass sweeps Colac's port sweep wire fouled her port screw. Cootamundra and Cowra were ordered to carry out an "A" sweep, whilst Wagga stood by Colac proceeding to Sydney on one shaft. Secured alongside Cootamundra at Kuttabul Dolphins at 1408.

Saturday 15th Novemberto Monday 17th November

Remained alongside.

Tuesday 18th November

Slipped and proceeded at 0815 after embarking party from the Department of Fisheries. Ship was stopped in 75 fathom of water and experiments carried out with an Oscillograph (Cathode Ray Tube) fitted to the Echo Sounder. Experimentswere completed by 1220 and ship returned to harbour securing alongside Fitting Out Wharf at 1412, Disembarked scientific party and gear. Cootamundra secured alongside at 1605.

Wednesday 19th November

One officer and four sea cadets joined at 0745 for days sea training.Slipped and proceeded at 0833 with Cootamundra in company to carry out "A" sweeping for T.D. Classes embarked in Cootamundra. On completion of sweeping returned to harbour and secured alongside H.M.A.S. Bunbury(Kuttabul Dolphins) at 1430. Cootamundra secured alongside at 14445. Disembarked officer and sea cadets at 1540.

Friday 20th to Tuesday 25th November

Remained alongside and carried out internal boiler clean. Fueled from oil lighter (38 tons) On Monday 24th.

Wednesday 26th November

Moved by tugs with Cootamundra alongside at 0830 and berthed alongside Fitting Out Wharf at 0910.

Thursday 27th November

Remained alongside.Cootamundra slipped at 1000 and resecured alongside at 1230, after having taken the Press to sea to photograph H.M.A.S. Arunta's full power trial.

Friday 28th November

Slipped and proceeded at 1605 (~~and~~) with Cootamundra in company to rendezvous with H.M.A. Tug Reserve off Caloundra.

Saturday 29th November

At sea.

Sunday 30th November

Ordered to proceed direct to Brisbane. Secured alongside No 2 Newstead Wharf at 1801.

The health and welfare of the ships company remains good, and conditions onboard are satisfactory.

The conduct of the ships company with one or two exceptions continues to be good.

The ship is operating satisfactorily,and the starboard steam generator which had its armature changed is running correctly.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

4336/12/74

HMAS W A G G A" REPORT OF PROCEEDINGS--NOVEMBER 1952.

APPENDIX. 1.

FIGURES FOR THE MONTH OF NOVEMBER.

DISTANCE STEAMED DURING THE MONTH. 1,335.2 MILES.

HOURS UNDERWAY DURING THE MONTH. 139.08 HOURS.

AVERAGE DISTANCE STEAMED PER TON OF FUEL. 11.1 MILES.

TOTAL DISTANCE STEAMED SINCE COMMISSIONING 15,368.4 MILES.

TOTALHOURS UNDERWAY SINCE COMMISSIONING 1,660.40 HOURS.

SIGNED C Comelius
COMMANDING OFFICER
ROYAL NAVY.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

4336-12-74

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT; H.M.A.S. Wagga REPORT OF PROCEEDINGS. October 1952.

S.N.B. 24/12

2nd N.M. 31/12

31/12/52 3rd N.M. 2/1

for 4th N.M. 6/1

D.A.W.O.T. 6/1

D. of P. 7/1.

Ops. (N). 7/1

N.5.

9/1/53 D.N.L. 12/1

H.P.B. 15/1

14/1/53 A.A. 2nd N.M. 16/1

N.A. 2nd N.M.(X) 16/1

D. of M. 19/1

D.D.M. 19/1

21/1/53 D.E.(N). 22/1

D.O.U.W. 23/2

D.N.M.S. 17.2

18/2/53 N.5. 20/2

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

AUSTRALIAN WAR MEMORIAL RCDIG1073024

D.N.M.S.
11 FEB 1953
NAVY

DEPARTMENT OF THE NAVY

MINUTE PAPER

H336-12-74

C.441/45.

SUBJECT: Amas Wagga Reports of Proceedings

October 1952

DCNS 19/11

1st NM 2/11

NS HOSN (For further circulation)

DNI 9/12.

D/DPS 10/12.

For DCNP (A.O.C.) 11/12

12/12/52 DTSR 15/12

DOD 15/12 16/12

DNC (Sec. 2 18/12.)

HNB (NS)

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4336/12/74

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H.M.A.S. WAGGA - REPORT OF PROCEEDINGS.

(WAGGA's letter dated 1st November, 1952.)

File HPB 14-11-52

II

H.N.

E.A.3294/682/2/45.
THE SECRETARY, NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with C.N.O.107/48.

W. H. Stowers

A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point, Sydney.

13th November, 1952.

Enclosure.
As in Minute I.

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

4336/12/74

H.M.A.S. "WAGGA",
at Sea.
1st November, 1952.

OFFICE OF THE
E.A. 682/2/15
Flag Officer in Charge
East Australian Area

The Flag Officer-in-Charge,
East Australian Area.

Sir,

I have the honour to submit the report of proceedings for Her Majesty's Australian Ship "WAGGA" for the month of October, 1952.

Wednesday 1st October.

Ship alongside Fitting Out Wharf Sydney. Fueled from Oil Lighter (50 tons).

Thursday 2nd October.

Lieutenants T.R. Vasey, J.W. Hill, R.A.N.R. one E.R.A. one Ldg. Sto. Mech R.A.N.R. joined from Rushcutter. One instructor and fifteen National Service Trainees joined from Penguin. Slipped and proceeded at 1600 for Port Stephens with COOTAMUNDRA in company.

Friday 3rd October.

Anchored in Salamander Bay with COOTAMUNDRA in company at 0811. Trainees to instructions in boat pulling and sailing.

Saturday 4th October.

Weighed at 0830 and proceeded with COOTAMUNDRA in company anchoring in Nelsons Bay at 0923.

Sunday 5th October.

Two units of the Army Water Transport Squadron from Sydney entered harbour.

Monday 6th October.

Weighed at 0930 and proceeded to sea. COOTAMUNDRA exercising with Army Units. Weather unsuitable for M/S and boat work. Returned to Nelsons Bay and anchored at 1145.

Tuesday 7th October.

Arrangements had been made with the School of Land Air Warfare Williamtown for an exchange of personel for the day. Handed ten of the ships company and embarked 12 R.A.A.F. and 2 Army O.R.'s. Weighed and proceeded at 0840. COOTAMUNDRA exercising with Army Units. Streamed and recovered Oropsea Sweeps. Visitors were shown around the ship and made every endeavour to appear interested, but the swell, and short sharp sea made this extremely difficult. Anchored in Nelsons Bay at 1512 and disembarked R.A.A.F. and Army personel. Ships company who landed at Williamtown spent a very pleasant and instructive day.

Wednesday 8th October.

Weighed and proceeded with COOTAMUNDRA in company at 1400 to Jervis Bay. Exchanged last messages with S.S. "Ormonde".

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

Thursday 9th October.

Anchored in Jervis Bay at 0608, COOTAMUNDRA in company. Commanding Officers called on Commanding Officer H.M.A.S. AUSTRALIA, ship being already at anchor. Trainees to seamanship instructions.

Friday 10th October.

At anchor in Jervis Bay. Trainees to instructions.

Saturday 11th October.

Weighed and proceeded at 0900 in company with AUSTRALIA and COOTAMUNDRA to exercise towing AUSTRALIA in accordance with ACNB's 090627Z. Proceeded in formation one, Course 000 degs. speed 10 knots. At 0919 engines were stopped. Method of tow was as follows. WAGGA to tow forward and COOTAMUNDRA secured to AUSTRALIA's stern to assist in turning. A shackle of cable was taken around both sets of bollards in the M/S Deck, and the towing slip shackled into both free ends. A 5½ inch wire was supplied by AUSTRALIA. One end was secured to WAGGA's slip, the other end to AUSTRALIA's port cable. COOTAMUNDRA was secured astern by a manila from AUSTRALIA's quarter to COOTAMUNDRA's bow.
Weather. Wind West Force 1-2 Sea smooth.
At 0937 Signal from AUSTRALIA.
"Take me in tow". AUSTRALIA was stopped heading approx. 340 degs. Closed AUSTRALIA and commenced passing tow at 0947, and at 0954 tow was secured. AUSTRALIA veered approx. 2½ shackles of cable. Efforts to turn the ship before getting AUSTRALIA well underway failed. Revolutions were increased until ship was doing revolutions for 12 knots. AUSTRALIA was then turned through 90 degs. from 340 degs to 070 degs. Orders were given at 1100 to reduce speed and slip the tow. Tow was slipped at 1110. Information received from AUSTRALIA that when tow was well under way speed of advance was 5½ knots. Exercise was successful under ideal weather conditions. Sea boats crews were exercised as ship returned to anchorage. Anchored at 1210. Commanding Officers of both ships to lunch with Commanding Officer AUSTRALIA.

Sunday 12th October.

At anchor in Jervis Bay. AUSTRALIA weighed and proceeded at 2030.

Monday 13th October.

Weighed and proceeded at 2100 with COOTAMUNDRA in company.

Tuesday 14th October.

Secured alongside Kuttabul Dolphins at 0902. COOTAMUNDRA secured at 0915. Discharged Reserve Officers and ratings to Rushcutter.

Fueled from Oil Lighter (72 tons).

Wednesday 15th October.

Embarked T.D. 3 Class and slipped at 0835 proceeding with COOTAMUNDRA and COLAC in company for M/S Training.

.../3

AUSTRALIAN WAR MEMORIAL RCDIG1073024

Carried out single Oropesa in "G" to Port, exercising 180 degs. turns with sweep out and Kite down, turning away from sweep. During the afternoon ships ran double Oropesa in "K" Formation. On completion ships returned to harbour securing alongside Kuttabul Dolphins at 1542. COOTAMUNDRA secured alongside at 1550. Discharged National Service Trainees to Penguin.

Thursday 16th October.

Slipped at 1105 and proceeded to Cruiser Wharf securing alongside at 1130. COOTAMUNDRA secured alongside 1150.

Friday 17th October.

Alongside. One Reserve Officer and 10 ratings joined at 1755 for week-end harbour training.

Saturday 18th October.

Trafalgar Day. Ship open to visitors.

Sunday 19th October.

Alongside. Discharged Reserve Officer and ratings to Rushcutter P.M.

Monday 20th October.

Sub. Lt. Wheeldon R.A.N.R. joined for 13 days continuous training. One instructor and 23 National Service Trainees joined ship from Penguin. COOTAMUNDRA slipped at 1335 followed by WAGGA at 1350. Proceeded to Broken Bay anchoring at 1755.

Tuesday 21st October.

Trainees to instructions in boat pulling A.M. Weighed at 1335 and proceeded to Sydney with COOTAMUNDRA in company. Secured alongside Kuttabul Dolphins at 1550. COOTAMUNDRA securing alongside at 1600.

Wednesday 22nd October.

T.D. 2 Class embarked. COOTAMUNDRA slipped at 0829, WAGGA at 0834. Streamed single and double Oropesa sweeps, laid and recovered Dan Buoys. Returned to harbour on completion securing alongside COOTAMUNDRA at 1555. Class disembarked.

Thursday 23rd October.

T.D. 2 Class embarked and N.D. Officer from H.M.A.S. WATSON. Slipped and proceeded at 0835 with COOTAMUNDRA in company. Attempted to carry out "A" Sweeping, but weather was unsuitable. Carried out plotting exercise with WATSON returning to harbour on completion securing alongside COOTAMUNDRA at Kuttabul Dolphins at 1127. Disembarked T.D. 2 Class.

Friday 24th October.

Alongside. Fueled from Oil Fuel Lighter (25 tons). Provisioned ship.

Saturday 25th October.

Slipped at 0001 and proceeded with COOTAMUNDRA in company to Jervis Bay. Came to anchor in Jervis Bay at 0955.

...../4

AUSTRALIAN WAR MEMORIAL RCDIG1073024

Sunday 26th October.

At Jervis Bay.

Monday 27th October.

Weighed and proceeded at 0001 with COOTAMUNDRA in company, for Port Philip Area. Experienced very heavy seas and rain throughout the day.

Tuesday 28th October.

On closing Wilsons Promontory visibility closed down to a cable and ships anchored in Oberon Bay at 0903. Weighed and proceeded at 2300 in order to rendezvous with 1st Training Squadron in a position 180 degs. Point Lonsdale 5 miles.

Wednesday 29th October.

Rendezvoused with 1st Training Squadron at 0730. At 0810 took up Preliminary G Formation to Stbd. on a course of 230 degs in the following order. WAGGA, COLAC, COWRA, COOTAMUNDRA, LATROBE and GLADSTONE, in station for dan laying astern of WAGGA and COOTAMUNDRA respectively for the 1st lap. Three dans were laid each lap at intervals of 1½ miles. In all four laps were swept, on a sweeping course of 240 degs - 060 degs. Non adjacent, (turns at end of lap with sweep out) and adjacent (Changing side of sweep at end of lap) were exercised. Width of lap approx. 3 cables. Sweeps were recovered and all dans lifted by 1310.

All signals were taken from SP2275 (2). Minesweeping Signal Pamphlet since ACP 175 does not fubly cover Minesweeping operations. In addition all merchant shipping in the vicinity was called up by light and asked to keep clear. All complied, with the exception of S.S. "PACHUMBA" (London) to whom the following signal had been sent "I am turning 180 degs to port with sweeps out to starboard please keep clear". The reply was "thank you", but no avoiding action was taken by PACHUMBA; consequently WAGGA had to stop engines, with wheel hard-a-port with 350 fathom of sweep wire out and the kite down. The sweep was bottomed but no damage was done and sweeping was recommenced.

The exercise was of great value both to sweepers and dan layers, and on the whole was very well executed by the ships in company.

On completion of sweeping ships formed up in the following order for entering harbour. Sub division 1 WAGGA, COOTAMUNDRA, LATROBE, Sub division 2, GLADSTONE, COLAC, COWRA.

Ships entered Port Philip Bay by West Channel in formation 1. On entering Port Philip sub divisions formed in column guides disposed on a bearing of 180 degs. Course 160 degs speed 8 knots. Very heavy rain fell but cleared in time to pick up the Flag Ship for the anchoring course. Course was altered guides together remainder in succession to 090 degs, and ships anchored simultaneously in company 2½ cables between ships and columns. WAGGA bearing 180 degs H.M.A.S. SYDNEY 7.5 cables.

..../5

AUSTRALIAN WAR MEMORIAL RCDIG1073024

4336/12/74

Thursday 30th October.

Fleet weighed at 0740 and assumed Formation 1, in the following order. SYDNEY, AUSTRALIA, TOBRUK, SHOALHAVEN, MURCHISON, MACQUARIE, WAGGA, COOTAMUNDRA, LATROBE, GLADSTONE, COLAC, and COWRA. Ships were dressed with masthead flags at 0830. Ships company was fallen in at 0945 and a Captain's guard paraded. The Fleet steamed past HMAS CULGOA with the Naval Board embarked, anchored off Black Rock. WAGGA steamed past at 1020. On completion of "Steam past" ships proceeded to berths allocated. Berthed on COOTAMUNDRA at No. 13 South Wharf at 1350.

In the evening Commanding Officer attended First Naval Members "At Home", on board H.M.A.S. AUSTRALIA.

Friday 31st October.

Discharged 23 National Service Trainees and Instructor to MURCHISON and 20 Trainees plus instructor joined ship from MURCHISON for passage to Sydney.

Slipped and proceeded at 1045 securing alongside Oil Fuel Lighter at Gellibrand Pier at 1140 (60 tons) COOTAMUNDRA secured alongside at 1155. Slipped COOTAMUNDRA at 1410 and WAGGA at 1415 and proceeded via west channel for Sydney.

Copies of signals from ACNB and FOCAF are attached for information.

ATTACHED ON REG (2)

The health and welfare of the ships company remains good and conditions onboard are satisfactory, although a little crowded with the large number of trainees.

The conduct of the ship's company continues to be good. The number of cases for compassionate drafts has increased.

The ship is operating satisfactorily, with the exception that the starboard steam generator amature requires to be changed. This will be taken in hand on return to Sydney. All minor defects have been made good.

Figures for the month are attached in Appendix 1.

I have the honour to be,

Sir,

Your obedient servant.

C Cornelius
Lieutenant Commander,
ROYAL NAVY.

FLAG OFFICER-IN-CHARGE
6 - NOV 1952
EAST AUSTRALIAN AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073024

4336/12/74

H.M.A.S. " W A G G A " REPORT OF PROCEEDINGS- OCTOBER 1952

APPENDIX.1.

FIGURES FOR THE MONTH OF OCTOBER

DISTANCE STEAMED DURING THE MONTH 1,420.5 MILES.

HOURS UNDER WAY DURING THE MONTH. 154.22 HOURS.

AVERAGE DISTANCE STEAMED PER TON OF FUEL 9.22 MILES.

TOTAL DISTANCE STEAMED SINCE COMMISSIONING 14,033.2 MILES.

TOTAL HOURS UNDER WAY SINCE COMMISSIONING. 1,521.32 HOURS.

SIGNED C C Cameron
COMMANDING OFFICER
ROYAL NAVY.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

4336/12/74

TO----WAGGA TS 1 FROM---FOCAF

INFO---COOTAMUNDRA COWRA COLAC GLADSTONE LATROBE

3ØØ1Ø6Z---OCT

I CONGRATULATE YOU ON THE STATION KEEPING OF THE MINESWEEPERS AND ON THE GENERAL WAY THEY HAVE BEEN MANOEUVERED -X-

I WISH WE COULD HAVE YOU WITH US MORE OFTEN

3ØØ1Ø6Z---OCT

3925 PL TOR 1129K BW 3Ø/1Ø/52

AUSTRALIAN WAR MEMORIAL RCDIG1073024

NAVAL MESSAGE.

S. 1320h.
(Established 1935.)
(Reprinted 1940.)

To:

FROM:-

4,000,000—6000/1/42—15364—St 4479 A. H. PETTIFER, ACTING GOVT. PRINTER.

4336/12/74

TO---AUSTRALIA TOBRUK SYDNEY SHOALHAVEN MACQUARIE COLAC COWRA
MURCHISON GLADSTONE LATROBE WAGGA COOTAMUNDRA

FROM---FOCAF

30Ø756---OCT

FOLLOWING MESSAGES HAVE BEEN RECEIVED AND TRANSMITTED TO FOCAF

FROM ACNB THE NAVAL BOARD CONGRATULATES YOU YOUR COMMANDING OFFICERS OFFICERS AND SHIPS COMPANIES ON THE APPEARANCE AND HANDLING OF H M AUSTRALIAN FLEET THIS FORENOON AS THE SHIPS IN TURN SALUTED THE NAVAL BOARD FLAG -X- THE STATION KEEPING WAS EXCELLENT -X- THE SHIPS LOOKED WELL DESPITE HAVING JUST COMPLETED A LONG CRUISE AND THE RECENT STORMY WEATHER -X- THERE IS NO DOUBT THAT THE CITIZENS OF MELBOURNE APPRECIATED THE OPPORTUNITY OF SEEING THE FLEET ARRIVE -X- 30Ø257Z---OCT

REPLY

TO----ACNB

FROM---FOCAF

FOCAF THANKS THE NAVAL BOARD FOR THEIR KIND MESSAGE WHICH IS VERY MUCH APPRECIATED

30Ø712Z---OCT

TEL PL TOR PM BW 30/10/52

AUSTRALIAN WAR MEMORIAL RCDIG1073024

UNCLASSIFIED MESSAGE

S1320a

H336-12-74

DEPARTMENT OF THE NAVY.

DEN 25/11/52

MINUTE PAPER.

SUBJECT: H.M.A.S. Wagga REPORT OF PROCEEDINGS. September 1952

S.N.B. 19/11

for D.C.N.P.

2nd N.M. 18/11

3rd N.M. 17/11

4th N.M. 19/11.

D.A.W.O.T. ASB 20/11

D. of P. 21/11

Ops. (N). 21/11

N.S. 24/11

D.N.L. 24/11

H.P.B. 26/11

A.A. 2nd N.M. 27/11

N.A. 2nd N.M.(X) 27/11

D. of M. 28/11

D.D.M. 1/12

D.E. (N) 8/12

D.O.U.W. 11/12.

D.N.M.S.

N.S.

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

AUSTRALIAN WAR MEMORIAL
RCDIG107302

D.N.M.S. BRANCH
16 DEC 1952

17/10

DEPARTMENT OF THE NAVY H336-12-7H

MINUTE PAPER

C.441/45.

17/10 SUBJECT: HMAS Wagga Report of Proceedings September 1952

~~DCNS~~ Although badly explained this report of the towing of Hobart confirms Staff opinion that the operation was not well carried out 20/10.

~~1st NM~~

20/10

~~N5~~ HJN (for further circulation)

~~DNI~~ 29/10

~~D/DPS~~ 30/10.

~~DCNP~~ 31/10.

3-11-52 → ~~DTSR~~ 6/11

~~DOD~~ 7/11

~~DNC~~ for 10/11.

HNB (N5) 5/11

Note, one copy only received.

AUSTRALIAN WAR MEMORIAL

RCDIG1073024

MG

RECEIVED
A 10.00 P.M
NAVY REGISTRY

DEPT OF THE
4336. 12. 74
NAVY

HN
16/10/52

H.M.A.S. WAGGA - REPORT OF PROCEEDINGS

(WAGGA's letter dated 3rd October, 1952)

Sqn or Tele

II

E.A.2917/682/2/45.
THE SECRETARY, NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with C.N.O. 107/48.

HN
16/10/52

H. A. Showers

A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point, Sydney.

10th October, 1952.

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

4286/12/74

H.M.A.S."WAGGA"
At Port Stephens.

3rd October 1952.

OFFICE OF THE
E.A. 682/2/45
Flag Officer-in-Charge
East Australian Area

The Flag Officer in Charge,
Eastern Australian Area.

Sir,

I have the honour to submit the report of proceedings for Her Majesty's Australian Ship "Wagga" for the month of September 1952.

Monday 1st September.

Ship alongside Kuttabul Dolphins.A towing wire of 150 fathom 3½ inch E.S.F.S.W. was reeled onto kite drum and towing slips etc embarked.

Tuesday 2nd September.

H.M.A.S.Cootamundra slipped at 1030 and proceeded to sea.Slipped at 1435 and proceeded to a point west of Bradleys Head to await movement of H.M.A.S.Hobart into the stream by tugs.At 1514 grass line passed to Hobart but line parted before towing wire could be got inboard.Grass line repassed to Hobart at 1547 and towing hawser secured at 1555.Wagga towing from Hobart's port towing pendant.Tow behaved well proceeding down channel and stern tugs were slipped after rounding No.1 Buoy.Tow was steadied on a course of 100 degrees.

At 1654 Hornby Light was abeam and at 1724 Cootamundra had secured to Starboard towing pendant of Hobart.Hobart veered cable and ship was doing revolutions for seven knots.At 1755 course was altered to port in two steps of five degrees by both ships. Cootamundra paid off to starboard and in so doing pulled around Wagga's stern causing her to pay off to port.Both ships finished up pointing the opposite way to Hobart.Every endevour was made to turn the ship back to th the original course by heaving the stern close to Hobart's bow then veerin roundly to full length of tow and working main engines ahead and astern as necessary.Cootamundra achieved this and took the tow in hand.To prevent pulling Cootamundra's stern around tow was shortened in and towing wire cut as near to the towing slip as possible.(Weather Wind NNE force 4 Sea 2,-NE Swell 3-4)

At 1915 Cootamundra's tow parted at the swivel piece at outboard end of 150 fathom towing wire.In the meantime wire was taken off drum and turned end for end in order that tow could be repassed.This was not done for Cootamundra repassed her tow at 2045,and it was decided to let one ship do the towing,the other standing by.Course was steered so as to take Hobart to seaward,and signals sent for the assistance of tugs.

Wednesday 3rd September.

At 0354 contact was made with Tug St Giles by light.At 0450 Cootamundra slipped tow and at 0558 St Giles had passed her towing hawser.Cootamundra was detached at 0605.Ships had drifted during the night to a position SSE Macquarrie Light 20 miles.

During the forenoon the Supervisor of the Tow indicated that stocks of water and provisions would not be adequate if the tow took some time to reach Newcastle and proposed that Wagga come alongside and replenish Hobart with provisions and fresh water.Ship closed Hobart at 1030 to discuss problem then dropped astern in order to rig gear and get up the necessary stores.Ship closedHobarts port side and dry provisions,tinned foods,chocolate and cigarettes were passed by jackstay.Fresh water was pumped across through a hose by a Sigmund hand pump.The whole operation went well and evolution was completed by 1210. Wind and sea had increased and during this time wind was NW force 4-5 Sea 2 swell NW 4

Thursday 4th September.

Tow arrived off Newcastle at 0820 and at 0925 harbour tugs with St Giles turned Hobart towards harbour entrance.

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

At 1040 Hobart passed breakwater and eventually finished securing alongside at 1200.

Wagga was then ordered to proceed alongside and secured alongside Hobart at 1252.Towing party and a quantity of stores were transferred to Wagga .At 1457 slipped and proceeded to Sydney securing alongside Cootamundra (Kuttabul Dolphins) at 2110.Towing party disembarked.

Friday 5th September.

Slipped and lay off to allow Cootamundra to proceed. Resecuring alongside Kuttabul Dolphins at 0850.Landed towing gear and stores (Ex Hobart).At 1315 slipped and proceeded to Kurraba Oiling Jetty eventually securing alongside at 1450 having had to wait until H.M.A.S.Culgoa had completed oiling.Oiling completed at 1605(fuel oil gallons Dieseline) when ship slipped and proceeded to Kuttabul Dolphins securing alongside at 1615.At 1735 Cootamundra secured alongside.

Saturday 6th September.

Lieutenant Commanders F.R.W.PAGE and ROBINSON RANR and nine Reserve ratings joined from HMAS Rushcutter one Reserve rating joined from HMAS Moreton.Sub Lieutenant Webster RA NR(Moreton) was transferred to Cootamundra owing to lack of accomodation in Wagga and the fact that one of Cootamundra's Ships Officers was sick on Shore(Wagga's 080019z to ACNB info FOICEArefers).

Sunday 7th September.

At 1730 slipped and proceeded with Cootamundra in company for Reserve's Training Cruise.

Monday 8th September.

At Sea.Cootamundra in company a number of whales were sighted during the day(seperate report has been rendered).

Tuesday 9th September.

Reserves employed departmentally.Officer of the Watch manouevres carried out in the forenoon with Reserve Officers taking Officer of the Watch.

Wednesday 10th September.

At Sea.Rendezvoused with Fox One off Cape Moreton to carry out SMX20 with HMS Thorough.Exercise commenced at 0300 and was completed by 0505.Wagga and Cootamundra acted as convoy screened by H.M.A.S.Shoalhaven,Macquarie and Murchison.On completion Wagga and Cootamundra proceeded independtly.Reserves to instruction in hand lead and line during the afternoon.

Thursday 11th September.

At Sea.Reserves to instruction in general seamanship.

Friday 12th September.

Ships anchored off West Molle Island at 0725.Reserves to instructions in boat pulling.Island authorities contacted and permissionwas obtained to land swimming and fishing parties.Ships weighed and proceeded at 2340.

Saturday 13th September.

Reserves to Minesweeping instructions,streamed single Oropesa Sweeps.During the afternoon seaboats were exercised several times both with ship's Company and Reserve crews.During the dog watches exercised replenishment at sea with Cootamundra.

Sunday 14th September.

Secured alongside tanker S.S.British Renown at No 10 berth Cairns Harbour.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

Cootamundra secured alongside at 1158.Took on 88.12 tons of oil fuel. Eight ratings(TD3 class qualifying)ex Shoalhaven joined the ship at 1215.

Monday 15th September.

Cootamundra slipped at 0925 followed by Wagga at 0942. In order to give Reserve Officers in Cootamundra experience in navigation that ship was ordered to take over guide.Reserves to A/S instruction in the forenoon.

Tuesday 16th September.

At Sea.Reserves to instruction in Echo Sounder,Bofors Gun Drill and Pyrotechnics with practical demonstrations.

Wednesday 17th September.

At Sea.Fired single depth charge set to 50 feet for demonstration and instructional purposes(23°14'S 152°6'E)At 1310 commenced quarterly full power trial which was completed by 1410. Trail was satisfactory. Carried out Bofors shoot at smoke burst using both reservists and ship company guns crews.

Thursday 18th September

Arrived Brisbane and secured alongside Eagle Street Wharf 1425. Embarked naval stores for Sydney.

Friday 19th Septenber

Reserve ratings diembarked at 0700 and proceeded to Sydney by train. Slipped at 0712 and proceeded to the Shell Fuel Wharf and secured alongside at 0750. (Embarked 52.39 tons). At 0921 slipped and proceeded. At 1840 Cootamundra hauled out of line to investigate a flashing light to starboard. Investigation proved it to be the Trawler NANNAGO with engine trouble but at anchor. Assistance was refused, Proceeded at 2000. (Position 180 degrees Point Lookout 3.5 miles)

Saturday 20th September

At sea en route to Sydney.

Sunday 21st September

Arrived Sydney and secured alongside Kuttabul Dolphins at 1105. Cootamundra secured alongside at 1114. Lieutenant Commanders Page, Robinson, and T.D.3. class discharged P.M.

Monday 22nd September

Alongside Kuttabul Dolphins.

Tuesday 23rd September.

Wagga and Cootamundra moved by tugs slipping at 0915 and securing alongside Cruiser Wharf at 0956.

Wednesday 24th September.

At 1100 embarked R.M.S.Team and explosive stores from Rushcutter slipped and proceeded at 1300 to Broken Bay.Anchored off Lion Island at 1535.Landed empty mines and iron rails etc on Lion Island.Shifted ship at 1710 and came to anchor in Flint and Steel Bay at 1732.

Thursday 25th September.

Landed RMS team at 0730 with explosives stores to Lion Island in Motor Boat.Weighed at 0810 and came to anchor off Lion Islandd at 0850.Officer in Charge TA.S.School and Chief Inspector of Fisheries

AUSTRALIAN WAR MEMORIAL RCDIG1073024

joined party on Lion Island at 1020.Exercise was completed by 1220 and party re-embarked.Exercise was hampered by very heavy rain but went off successfully.Weighed and proceeded at 1243 and secured alongside Cootamundra(CruiserWharf)at 1510.Disembarked RMS Party.

Friday 26th September.to Sunday 28th September.

Ship alongside.

Monday 29th September.

Slipped and proceeded at 0820 after embarking TD3 Class, one Officer and six Sea Cadets.Carried out M/S training streaming single and double Oropesa,laying and weighing dans.Secured alongside Fitting Out Wharf at 1605.Cootamundra secured alongside at 1607. Disembarked class and Sea Cadets.

Tuesday 30th September.

Slipped and proceeded at 0830 with T.D.3.for M/S training carried out "A" sweep with Cootamundra,streamed and recovered LL and AH Mk4.Secured alongside Cootamundra(Fitting Out Wharf) at 1600.

The health and welfare of the Ship's Company reamins good and conditions onboard are very satisfactory.

The conduct of the Ship's Company continues to be good.

The ship is operating satisfactorily and all minor defects have been made good.

Figures for the month are attached in Appendix I.

I have the honour to be,

Sir,

Your obedient servant.

C Cornelius
Lieutenant Commander
R OY A L N A V Y.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

H.M.A.S. " W A G G A ". REPORT of PROCEEDINGS - SEPTEMBER 1952.

APPENDIX 1.

FIGURES FOR THE MONTH OF SEPTEMBER.

DISTANCE STEAMED DURING THE MONTH. 2966.7 MILES.

HOURS UNDER WAY DURING THE MONTH. 346.15 HOURS.

AVERAGE DISTANCE STEAMED PER TON OF FUEL. 8.56 MILES.

TOTAL DISTANCE STEAMED SINCE COMMISSIONING. 12,612.7.MILES.

TOTAL HOURS UNDER WAY SINCE COMMISSIONING. 1367.1 HOURS.

SIGNED C Canelun
COMMANDING OFFICER.
ROYAL NAVY.

FLAG OFFICER-IN-CHARGE
8 - OCT 1952
EAST AUSTRALIAN AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073024

2/N.

A336-12-74

DEPT OF THE NAVY

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. Wagga REPORT OF PROCEEDINGS. August 1952.

S.N.B. 28/10

2nd N.M. 29/10

3rd N.M. 31/10

4th N.M. 5/11

D.A.W.O.T. 6/11

D. of P. 14/11

~~Ops. (N).~~ 11/11

N.5. 12/11

D.N.L. 13/11

H.P.B. 14/11

A.A. 2nd ~~N.M.~~ 17/11

~~N.A. 2nd N.M.(X)~~ 17/11

D. of M. 18/11

D.D.M. 20/11

D.N.A. 25/11

D.E. (N). 14/12

D.O.U.W. 9/1/53

D.N.M.S.

N.5. 6/1/53

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

AUSTRALIAN WAR MEMORIAL RCDIG1073024

BRANCH
19 DEC 1952
POST
OFFICE

DEPARTMENT OF THE NAVY 7/10 H336-12-7H

MINUTE PAPER

C.441/45.

SUBJECT: HMAS Wagga Report of Proceedings August 1952

DCNS [signature] 8/10

~~[illegible]~~ [signature] 9/10

NS ~~HON~~ (For further circulation)

~~DNI~~ [signature] 15/10.

~~D/DPS~~ [signature] 20/10.

~~DCNP~~ [signature] 21/10

22.10.52 ~~DTSR~~ [signature] 22/10

~~DOD~~ [signature] 23/10.

~~DNC~~ for [signature] 27/10.

~~HNB (NS)~~ [signature] 28/10

note — one copy only received.

10/10.

(21)
2/1/10

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

4336/12/74

OFFICE OF THE
F.A. 682/2/15.
Flag Officer-in-Charge
East Australian Area

H.M.A.S Wagga,
At Sea.
8th September 1952.

The Flag Officer in Charge.
East Australian Area.

Sir,

I have the honour to submit the report of proceedingsfor Her Majesty's Australian Ship "Wagga" for the month of August 1952.

Friday 1st August to Sunday 3rd August
Ship in Captain Cook Dry Dock.

Monday 4th August
Ship dressed with mast head flags in honourof the birthday of the Queen Mother Her Majesty Queen Elizabeth

Tuesday 5th August to Sunday 10th August
Ship in Captain Cook Dry Dock.

Monday 11th August
Ship docked down.

Tuesday 12th August to Thursday 21st August
Port shaft withdrawn, examination of underwater fittings and painting of hull carried out during this period.

Friday 22nd August.
Dock Flooded. Wagga and Cootamindra moved by tugs, berthing at Kuttabul Dolphins, securing alongside at 1400. At 1935 one Officer and six Sea Cadets Joined the ship for weekend training. (F.O.I.C. N.S.W's letter NSW184/2/9 dated 20th May refers)

Saturday 23rd August
Sea Cadets employed part of ship during the forenoon, and taken to instructions in boatwork in the afternoon.

Sunday 24th August
Sea Cadets conformed to normal Sunday routine in the forenoon and boat sailing in the afternoon. Officer and SeaCadets disembarked at 1650.

Monday 25th August
Slipped and proceeded at 1300 to Kurraba Oiling Jetty for fuel, securing alongside at1320. Received onboard 50.56 tons of fuel. At 1635 slipped and proceeded to No 4 Buoy,securing to buoy and alongside Cootamundra at 1705.

Tuesday 26th August
Ammunition lighter secured alongside at 0950. Ammunitioning completed by 1215 and lighter towed away at 1230. Ship moved by tugs at 1534 and berthed at Kuttabul Dolphins in order to make good defect to auxillary steam feed pump. (Report attached in Appendix ~~11~~.)

Wednesday 27th August
Ship alongside.

Thursday 28th August to Friday 29th August
Ship alongside. Punishment Warrant No 4 read

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

DHS

RECEIVED
A -4 OCT A.M.
NAVY REGISTRY

DEPT. OF THE NAVY
4336 | 12 | 44

H.M.A.S.WAGGA -REPORT OF PROCEEDINGS.

(WAGGA's letter of 8th September,1952).

DHS
4336/12/51 A
HN 21/4/SY

II

E.A.2788/682/2/45.
THE SECRETARY, NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with C.N.O.107/48.

HN 6/10/SY

H. A. Showers

A/Rear-Admiral.

Naval Headquarters,
Potts Point,Sydney.

1st October,1952.

Enclosure as in Minute I.

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

Saturday 30th August

Cootamundra secured alongside at 0115.

Sunday 31st August

Ship alongside Kutabbul Dolphins.

During the period alongside and in dock, Midwinter leave was granted to the Ships Company.

The conduct, health and welfare of the ships company remains good, and conditions on board are satisfactory.

The ship is now operating satisfactorily and all defects have been made good.

Figures for the month are attached in Appendix 1.

I have the honour tombe

Sir,

Your obedient servant

C Chamberlain

Lieutenant Commander
Royal Navy.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

H.M.A.S. " W A G G A ". REPORT ofPROCEEDINGS-AUGUST 1952.

APPENDIX 1.

Figures for the month of August.

Distance steamed during the month.....4.miles.....

Hours under way during the month.....0:53.hours.....

Average distance steamed per ton of fuel....4.miles.....

Total distance steamed since commissioning...9089:7.miles....

Total hours under way since commissioning...955:33.hours.....

b

LIEUTENANT COMMANDER.....

ROYAL NAVY.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

APPENDIX II

Report on crack in auxillary feed pump (Welch and Perrin Weir Type 1575).

On August 25th a crack was found in the auxillary feed pump water passage to the underside of piston. When first discovered crack was about $1\frac{1}{8}$ inches long running almost vertical midway down pump body. Subsequently the crack lengthened to approximately $4\frac{1}{2}$ inches.

Ship was alongside Kurraba oiling jetty fuelling with steam on both boilers, one sprayer on each boiler. Main feed pump was in use with auxillary feed pump stand by running slowly. Engine room auxillary machinery running, steam to main engines, drains open. Boiler pressure 195lbs per square inch, feed pressure 240-275lbs per square inch.

Nothing unusual was noticed with the running of the auxillary feed pump previous to this crack developing. This part of the pump is subject to feed pressure every downward stroke and not in any way subjected to unusual or excess pressures.

Dockyard assistance was obtained and the pump replaced except for steam chest by a Welch and Perrin Weir Type (ex HMAS Kapunda). This pump to date has functioned satisfactorily.

C Cameron
Lieutenant Commander

Royal Navy

No previous record of failure of this kind heard of. N.O.

Recd 8/10

9/0.

PART

DEPARTMENT OF THE NAVY. #336-12-51A

MINUTE PAPER. HN21-4-52

SUBJECT: H.M.A.S. Wagga REPORT OF PROCEEDINGS. July 1952

~~1 S.N.B.~~ 3019

~~2nd N.M.~~ 1/10

~~3rd N.M.~~ 2/10

W ~~4th N.M.~~ 7/10

~~D.A.W.O.T.~~ 8/10.

~~D. of P.~~ 10/10

~~Ops. (N).~~ 13/10.

~~D.C.N.P.~~ 16/10

~~N.5.~~ 17/10

30.10.52 ~~D.N.L.~~ 20/10

21.10.52 ~~H.P.B.~~ 24/10

~~A.A. 2nd N.M.~~ 10.

~~N.A. 2nd N.M.(X)~~ 24/10

~~D. of M.~~ 24/10.

29.10.52 ~~D.D.M.~~

29.10.52 ~~D.F.(N).~~ 31.10.52 6/11.

~~D.O.U.W.~~ 6/11 12/11

~~D.N.M.S.~~ 14.11

20/11/52 ~~N.5.~~ 21/11

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

BRANCH
13 NOV 1952

20/8

DEPARTMENT OF THE NAVY
MINUTE PAPER

4336/12/51 A

C.441/45.

SUBJECT: HMAS Wagga – Report of Proceedings – July '52

DCAS 20/8

1st NM 21/8

~~NS~~ H N (for further circulation)

~~D N I~~ 14/9.

D/DPS 16/9.

D C N P – later please A.O.H.

D I ~~S~~ R 19/9
19/9/52

D O D 22/9

D N C 23/9.

H N (NS)

19/9

Note One Copy only received

9/96

AUSTRALIAN WAR MEMORIAL RCDIG1073024

DHS

DEPT OF THE NAVY
4336 · 12 · 51 A
HN 21.4.52

H.M.A.S.WAGGA - REPORT OF PROCEEDINGS.

(WAGGA's letter dated 1st August,1952).

II

E.A.2151/682/2/45.
THE SECRETARY,NAVAL BOARD.

HN 18/8/52

N5

Forwarded for the information of the Naval Board.

N. A. Showers
A/Rear-Admiral.

Naval Headquarters,
Potts Point,Sydney.

11th August,1952.

Enclosure as in Minute I.

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

4336.12.51A.

682/2/45.

H.M.A.S. Wagga,
At Sydney.
1st August 1952.

The Flag Officer in Charge,
East Australian Area.

Sir,

Ihave the honour to submit the report of proceedings for Her Majesty's Australian Ship "Wagga" For the month of July 1952.

Tuesday 1st July

Slipped and Proceeded from Nixon Smith Wharf, Brisbane at 1030 Exercised Reserves as seaboats crew crossing Moreton Bay.

Wednesday 2Nd July

At sea. Reserves to instructions in A/S, Gundrill, and Radar.

Thursday 3rd July

At sea. Reserves to instructions in Mine-Sweeping. Streamed Port and Starboard Oropesa Sweeps A.M. and LL, and AH Mk1V P.M. Ship Anchored in Broken Bay at 2325.

Friday 4th July.

Weighed and proceeded at 0600, and secured alongside H.M.A.S. Cootamundra (Kuttabul Dolphins) at 0905. Disembarked Reserve Officers and Ratings P.M.

Saturday 5th July

Slipped add proceeded at 0820 and secured to Number 7. Buoy. Stern was held by kedge anchors so that ship remained bows pointed to Magnetic North. Dockyard carried out tests on D.G. which were completed by 1530. Slipped at 1620 and secured alongside Cootamundra at 1645.

Sunday 6th July to Thursday 10th July.

Ship remained alongside. Monday 7th commenced Mid -Winter Leave. Ship taken in hand for urgent defects and docking.

Friday 11th July

Moved by tugs in company with Cootamundra at 1430 and berthed on Cruiser Wharf at 1500.

Saturday 12th July to Thursday 15th July

Ship Remained alongside.

Wednesday 16th July.

Moved by tugs in company with Cootamundra at 0830 and berthed on Kuttabul Dolphins at 0850.

Thursday 17th July

At 1000 commenced deammunitioning which was completed by 1430.

Friday 18th July to Sunday 20th July.

Ship remained alongside.

Monday 21st July

H.M.A.S. Dubbo Secured alongside at 1000.

Tuesday 22nd July

Ship remained alongside.

Wednesday 23rd July.

At 1325 H.M.A.S. Dubbo was held off by tugs. At 1340 slipped in company With Cootamundra and moved by tugs reberthing on H.M.A.S. Shoalhaven (Cruiser Wharf) at 1415.

Thursday 24th July to Sunday 27th July

Ship remained alongside H.M.A.S. Shoalhaven.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

Monday 28th July

Lieutenant W.E. Dunlop R.A.N. joined the Ship. At 1335 Slipped with Cootamundra in company and moved by tugs into the Captain Cook Dock.

Tuesday 29th July to Thursday 31st July

Ship in the Captain Cook Dock.

During the period alongside and in Dock, mid -winter leave is being granted to the Ships Company, and the ship, has been taken in hand for defects and Docking.

The conduct, health, and welfare of the Ships Company remains good. Conditions on board are satisfactory.

The ship is operating satisfactorily and all defects are being made good.

Figures for the month are attached in Appendix One.

I have the honour to be

Sir,

Your obedient servant,

C Comelius

Lieutenant Commander
Royal Navy.

FLAG OFFICER-IN-CHARGE
1 AUG 1952
EAST AUSTRALIAN AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073024

H.M.A.S."WAGGA".- Report of proceedings - July 1952.

APPENDIX 1.

Figures for the month of July.

Distance steamed during the month.....552.3 miles

Hours under way during the month.....64.20 hours

Average distance steamed per ton of fuel.....8.58 miles

Total distance steamed since commissioning.....9085.7 miles

Total hours underway since commissioning.....954.40 hours

B Cornelius
Lieutenant Commander
ROYAL NAVY.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

2 Oct 16

AUSTRALIAN WAR MEMORIAL RCDIG1073024

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26 SEP 1952
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29 SEP 1952
D.O.U.W.

PART 1

DEPT. OF N.V.
A336/12/51 A

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. Wagga REPORT OF PROCEEDINGS. June 52

S.N.B. 2018

2nd N.M.

3rd N.M. 22/8

4th N.M. 23/9

D.A.W.O.T. 25/8

D. of P. 27/8

Ops. (N). 1/9

N.5. 3/9

D.N.L. 4/9

H.P.B. 8/9

A.A. 2nd N.M. 8/9

N.A. 2nd N.M.(X) 8/9

D. of M. 9/9

D.D.M. 9/9

DNA

D.E.(N) 13/9.

DRRF 29.9

D.O.U.W. 26/9/52

D.N.M.S. 2.10

9.10.52 N.5. 9/10.

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

23/9/52

AUSTRALIAN WAR MEMORIAL RCDIG1073024

D.N.M.S. BRANCH
1 OCT 1952
NAVY OFFICE

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336/12/51 A

C.441/45.

SUBJECT: HMAS Wagga – Report of Proceedings – June '52

DCNS 23/7

1st NM

HN (for further circulation)

DNI 6/8.

D/DPS 7/8.

DCNP 8/8

DTSR

DOD 13/8

DNC 15/8

HN (N5)

13/8

Note One Copy only received

AUSTRALIAN WAR MEMORIAL RCDIG1073024

LES.

RECEIVED
A 18 JUL P.M
NAVY REGISTRY

H.M.A.S.WAGGA - REPORT OF PROCEEDINGS - JUNE, 1952.

(WAGGA's letter dated 1st.July,1952) attached in Regn.

DEPT OF THE
4336-12-51 A
NAVY

II

H of N. 21·4·52

E.A.1875/682/2/45.
THE SECRETARY, NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with C.N.O.107/48.

H of N. 21·7·52

2. On the return to Sydney of H.M.A.S. COOTAMUNDRA, on 24th June, it was found that a serious defect had developed in her main engines and as the repairs would require more than a week, arrangements were made for her to advance her refit. My signal 240156 June refers. In order that the Reserve Ratings carrying out their annual continuous training in H.M.A.S.COOTAMUNDRA should still have an opportunity to obtain sea experience, it was decided that they should proceed to sea daily in H.M.A.S.MURCHISON from Sydney while she was exercising and that they should join H.M.A.S.WAGGA in Brisbane as soon as the detachment from H.M.A.S.MORETON had disembarked. The large proportion of senior rates in this COOTAMUNDRA draft was to be regretted but had to be accepted. As recommended in the 5th last paragraph of H.M.A.S.WAGGA's report, the limits of accommodation for senior rates will be borne in mind in future.

H.A. Showers

A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point, Sydney.

15th July, 1952.

Enclosure as in Minute I.

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

4336-12-51A

OFFICE OF THE
682/2/45
FLAG OFFICER-IN-CHARGE
NEW SOUTH WALES

H.M.A.S. "WAGGA"
At sea
1st. July 1952.

The Flag Officer-in-Charge
Eastern Area.

Sir,

I have the honour to submit the report of proceedings for Her Majesty's Ship "Wagga" for the month of June 1952.

Sunday 1st June. Ship remained alongside. Commanding Officer, Senior Radar Plot rating and Telegraphist at A.J.A.S.S. from 1st June until P.M. Friday 6th June as students of No.3 Course.

Thursday 5th June. Ship was dressed overall in honour of the occasion of Her Majesty, the Queen's Birthday. At 1415 the ship slipped and proceeded with the First Lieutenant (Lieutenant M.K. MccGwire) in command to comply with the Flag Officer, New South Wales signal 040606. The lighter containing D.M. (Diphenyl-Amine-Chloro-Arsine) was taken in tow at 1435. A working party from H.M.A.S. "Penguin" was embarked to handle and ditch the drums. of D.M. The drums were ditched in a position 105° Hornby Light 20 miles (ie. beyond the 100 fathom line). The ship then returned to harbour, securing alongside "Cootamundra" at 2005, and the working party returned to "Penguin".

Friday 6th to Sunday 8th June, the ship remained alongside.

Monday 9th June. Ship was dressed overall on the occasion of Her Majesty the Queen's Birthday holiday. Ship remained alongside.

Tuesday 10th. Slipped and proceeded with "Cootamundra" in company at 0330 in order to arrive off Jervis Bay by 1330. Commenced the second week of A.J.A.S.S. Course No. 3. carrying out W/T and R/T exercises with A.J.A.S.S. and aircraft from 723 Squadron. Ships secured in Jervis Bay at 1630.

Wednesday 11th to Thursday 12th. Ship remained at anchor. Students attending No.3. Course at the Australian Joint Anti- Submarine School travelled daily to Nowra by road transport.

Friday 13th. No. 3. Course was completed by midday. Ship weighed and proceeded with "Cootamundra" in company at 1345.

Saturday 14th. Ship secured alongside "Kuttabul" dolphins at 0025. "Cootamundra" secured alongside at 1056.

Sunday 15th. Ship remained alongside. Very high winds were experienced from about 0030 until 0530 and the wooden catarmaran between the two ships disintegrated. Additional fenders had been placed and damage was sustained by "Cootamundra's" whaler due to the ships close proximity although the whaler was hoisted at the davits.

Monday 16th. Ship remained alongside. Two Reserve Officers, Lieutenant A.B. McLean and Lieutenant E. Bryden-Brown and eleven ratings joined from H.M.A.S. "Rushcutter" - (E.R.A's 2, R/E.R.A 1, R/Ship. 1, R/Cler. 1, R/Sea. 4, R/Sto. 1, Signalman 1).
Ten ratings joined from H.M.A.S. "Moreton" - (E.A 5. 1, A/B. 1, R/Sea. 2, R/Sto. 2, Ord Tel. 1, R/L.B. 1, and R/Cler. 2) thus bringing the numbers of Reserve ratings up to a total of twenty six, five already being on the ship's books.

Lieutenant J.A. Barrett R.N. assumed the duties of First Lieutenant. Lieutenant M.K. MccGwire R.N. was discharged to "Penguin" for passage to the United Kingdom.

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

Tuesday 17th. "Cootamundra" slipped at 0820 and proceeded to the Oiling Jetty. Slipped at 0940 and proceeded to Kurraba Oiling Jetty for oil. As no pumping berth was available the ship slipped at 1053 and proceeded towards Bradleys Head in order to pick up the Battle Practice Target being towed out by the tug "Bronzewing". The target was secured astern at short stay by 1128. The ship proceeded at 6 knots towing with both sweep wires shackled on to the towing pendant of the target. When clear of the Heads the tow was veered to 400 fathoms and speed increased to 10 knots. The target was in position 137° Hornby light 13.5 miles at 1500, when course was altered to the northward. H.M.A.S. "Tobruk" opened fire at 1530 firing twenty - two gun salvos. Firing ceased at 1536. Course was altered to close the Heads and at 1655 the target was hove in to short stay and speed reduced to 5 knots. At 1710, when just about to enter the Heads, both sweep wires parted close to the target towing pendant. The ship turned and secured alongside the target port side to, at 1720. At 1845 the target was transferred to the tug "Bronzewing". The ship then proceeded to Kurraba Oiling Jetty securing alongside at 1920, and took on 56.91 tons of oil fuel. The Rake party and photographers disembarked. The ship slipped at 2133 and proceeded to sea for Reserves Training Cruise. Weather- Wind varied from Force 1 to 4. Slight short sea with long swell.

Remarks on Target Towing (B.P.T.) by Ocean Class Mine-sweeper (Bathurst). "Target towed very well at long stay and a speed of 10 knots was maintained without any difficulty. When towed at short stay the target is inclined to yaw a great deal and the consequent sudden strain imposed on the sweep wires is beyond that for which the wire was primarily designed. (Sweep wire is manufactured from iron and has little or no resiliance) "

It is proposed in order to overcome this weakness that two in number pendants, 35 fathoms of 3½ F.S.W., are shackled on to the ends of the sweep wires and thence to the target pendant. When towing at short stay 3½ wire would then be on the mine-sweeping winch drums thus practically eliminating the possibility of the tow parting. It is not practicable to tow the target alongside due to the Sweepers' high focastle which gives very poor leads to springs and head ropes.

* (Seperate letter has been raised on this subject)

Wednesday 18th., at sea. Reserves were given instructions in wire splicing, helsman and general seamanship. Ratings other than seaman worked with their respective departments.

Thursday 19th. "Cootamundra" was passed at 1630, proceeding to Sydney escorting "Air Trail".

Friday 20th., at sea. Reserves went to instructions in A/S, Radar, Bofors gun drill and minesweeping.

Saturday 21st. Anchored at 2103 in West Bay, Middle Island in the Percy Group.

Sunday 22nd. Reserves to instructions in boat pulling and sailing. Mr White (Coast Watcher) who resides on Middle Island was contacted and gave permission for a shooting party to land. In the afternoon shooting, fishing and swimming parties landed. The fishing party met with success and sufficient fish was caught to provide a meal for the ship's company. Pictures were shown in the evening.

Monday 23rd. The ship weighed and proceeded at 0130 to Mackay, securing alongside No.1. Pier at 0930. Usual leave was granted.

Tuesday 24th. The ship remained alongside. Reserves went to instructions in boat pulling.

Wednesday 25th. Slipped and proceeded at 0830 for Brisbane.

Thursday 26th. Carried out sea boat drills, under weigh, with reserves. Anchored off Heron Island at 1200. Permission was obtained

AUSTRALIAN WAR MEMORIAL RCDIG1073024

o land and Recreational leave was granted. The ship weighed and proceeded at 1630.

Friday 27th at sea. At 0830 a number of whales were sighted off Indian Head. (Separate report has been rendered.) Reserves to Minesweeping training. Streamed and recovered Port and Starboard Oropesa sweeps.

Saturday 28th. Passed Pile Light at 0755. Secured at Newstead No.2 Oil wharf and took on 128 tons of oil fuel. Disembarked the "Moreton" contingent of Reserve ratings. Slipped at 1147 and proceeded to Nixon Smith No.2 wharf securing alongside at 1217.

Sunday 29th. Lieutenant E. Bryden-Brown R.A.N.R. disembarked for Sydney. Hands went to Divisions and prayers on the jetty. Articles of War were read. Eleven Reserve ratings (5 E.R.A's, 1 E.A., 1 M/Mech., and 4 Seaman) joined from Sydney ex "Cootamundra".

Monday 30th. Ship remained alongside.

The Reserves under training showed great keenness in all that went on and performed all tasks however menial, cheerfully and well.

Practical instruction was given wherever possible, in boat work, sea boat drill, minesweeping, anchor work, heaving the lead and bridge work. Ratings other than seaman also worked with their respective departments.

The fact that two Reserve Officers were embarked proved to be of great assistance both in the training of the ratings and in watch-keeping duties as the ship only has, at present, a Commanding Officer and First Lieutenant.

It is recommended in future that the number of Senior ratings borne should be limited to the accomodation available. This oversight at the latter end of the present cruise (7 senior ratings joined ex "Cootamundra") resulted in severe overcrowding, two sittings for meals, lack of sleeping space and locker accomodation.

The health and welfare of the ship remains good and conditions on board are satisfactory.

The conduct of the ship's company continues to be good.

The ship is operating satisfactorily and rapid progress is being made in the battle against rust.

Figures for the month are attached in Appendix One.

I have the honour to be

Sir,

your obedient servant,

C Cornelius

Lieutenant Commander.
Royal Navy.

FLAG OFFICER-IN-CHARGE
8 JUL 1952
EAST AUSTRALIAN AREA

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

B APPENDIX I.

Figures for the month of June.

Distance steamed during the month. . . . . 1895.5 miles.

Hours underway during the month . . . . . 211.13 hours.

Average distance steamed per ton of fuel. . . . 12 miles.

Total distance steamed since commissioning . . . 8,533.4 miles

Total hours underway since commissioning . . . .890.20 hours.

L Cameron

Lieutenant Commander
R O Y A L N A V Y.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

Part

DEPARTMENT OF THE NAVY. A336/12/51A

MINUTE PAPER.

SUBJECT: H.M.A.S. Wagga REPORT OF PROCEEDINGS. May 52

S.N.B. 1/7

2nd N.M.

3rd N.M. 4/8

4th N.M. Sent by 4 NM 8/8

D.A.W.O.T. 8/8

D. of P. 12/8

Ops. (N): 14/8

N.5. 15/8

D.N.L. 20/8

H.P.B. 25/8

A.A. 2nd N.M. 26/8

N.A. 2nd N.M.(X) 26/8

D. of M. 27/8

D.D.M. 28/8

D.E. (N). 9/9

D.O.U.W. 16/9

D.N.M.S. 18/9

N.5. 23/9/52

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

D.N.M.S. BRANCH
16 SEP 1952
NAVY OFFICE

Orig on 4336/11/35
Copy for 4336/12/51 n.

The Flag Officer-in-Charge, East Australian Area.

The Commodore Superintendent of Training, Flinders Naval Depot.

MINESWEEPING EXERCISES.

I am directed to inform you that for some time past the Naval Board have recognised the importance of Minesweeping Exercises by H.M.A. Ships WAGGA, COOTAMUNDRA, COLAC and COWRA in company.

2. The primary function of COLAC and COWRA is Reserve and National Service training, but where possible the programmes of these ships should be arranged, as mutually agreed by the Flag Officer-in-Charge, East Australian Area and the Commodore Superintendent of Training, Flinders Naval Depot, to permit such exercises.

(3. Your N.S.W. 1623/682/2/45 dated 20th June, 1952) To FOIC
(is relevant.) EA only

Secretary, Naval Board.

N5

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336/12/51A

4/1/15.

SUBJECT:

Copy on 4336/11/35

D.N.C. Concurs.

D.T.S.R. Concurs.

D.C.N.S. 23/7

C.N.S. - Submitted :

H. of "N" (for letter)

23/7

N3

With reference to D.T.S.R's minute and F.O.I.C. E.A's remarks in para. 2, it is concurred in that where possible "COLAC" and "COWRA" should exercise with "WAGGA" and "COOTAMUNDRA".

2. I consider, however, that it is not only for consideration that C.S.T. F.N.D. should bear this in mind when planning cruise programmes, but equally should it be borne in mind by F.O.I.C. E.A. when planning the programmes of "WAGGA" and "COOTAMUNDRA".

3. Propose letter to F.O.I.C. E.A. and C.S.T. F.N.D. in following sense :-

Action on 4336/11/35

" I am directed by the Naval Board to inform you that for some time past the Board have had in mind the importance of Minesweeping Exercises by H.M.A. Ships WAGGA, COOTAMUNDRA, COLAC and COWRA in company.

2. The primary function of "COLAC" and "COWRA" is Reserve and National Service training, but where possible the programmes of these ships should be arranged, as mutually agreed by F.O.I.C. E.A. and C.S.T. F.N.D., to permit such exercises. "

J.W. Kelly

D.O.D.

23rd July, 1952.

DEPARTMENT OF THE NAVY 27/6

MINUTE PAPER

H336/12/51 A

C.441/45.

SUBJECT: HMAS Vagga – Report of Proceedings – May 1952

DCNS 27/6

1st NM 25/6

HN (for further circulation) 8/7.

DNI. 8/7.

D/DPS 9/7.

DCNP 10/7

14/7 DISR Our Gen only concern fully in FOICEA remarks in para 2. Presume DOD will take action to inform CST of these views. 15/7

DOD

DNC

HN (NS)

Note One Copy only received

AUSTRALIAN WAR MEMORIAL RCDIG1073024

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A 25 JUN P.M
NAVY REGISTRY

4336. 12. 51A

H.M.A.S.WAGGA - REPORT OF PROCEEDINGS - MAY, 1952.

(WAGGA's letter dated 12th June, 1952.)

HN 21/4/52

II

N.S.W.1623/682/2/45.
THE SECRETARY, NAVAL BOARD.

HN 26/6

Forwarded for the information of the Naval Board in accordance with C.N.O.107/48.

2. With reference to the remarks under the date Monday 26th May, I concur that more valuable minesweeping training is possible when COLAC or COWRA can join in. It is suggested that the Commodore Superintendent of Training, Flinders Naval Depot be asked to keep this factor in mind when planning the cruise programmes for the First Training Squadron.

H. A. Showers

A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point, Sydney.

20th June, 1952.

Enclosure.
As in Minute I.

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

4336a 12-51 A

OFFICE OF THE
St C3[illegible]
682/2/45
[illegible] IN-CHARGE
NEW SOUTH WALES

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.....

H.M.A.S.Wagga,
At Jervis Bay.
June 12th, 1952.

The Flag Officer in Charge,
New South Wales.

Sir,

I have the honour to submit the report of proceedings for Her Majesty's Australian Ship " Wagga " for the month of May, 1952.

Thursday, 1st. May.

Ship was delayed sailing due to a wire from a catarmaran becoming foul of the starboard screw. Assistance of divers was obtained from "Rushcutter" and screw was cleared by 1200. Ship slipped and proceeded at 1230. "A" sweeping was carried out in conjunction with "Cootamundra", "Wagga" acting as winch ship. On completion of Sweeping a dan buoy was dropped and five in number Midshipmen (H.M.A.S.Sydney) took over Officer of the Watch in turn, for experience in ship handling and coming to a buoy. On completion Dan Buoy was weighed and ship returned to harbour, securing alongside "Cootamundra" at Fitting Out Wharf at 1715. Midshipmen and R.A.N.V.R. Cadet-Seamen (Cranbrook School) disembarked.

Friday, 2nd. May.

Ship alongside. At 1100 Captain Brooks (Chief Staff Officer) arrived on board to inspect Minesweeping and Tiller Flats. Inspection was completed by 1115. 47.56 tons of Oil Fuel taken aboard from Oil Fuel Lighter.

Saturday, 3rd. May.

Read Punishment Warrant No.2.

Sunday, 4th. May, to Monday, 5th. May.

Ship remained alongside.

Tuesday, 6th. May.

Slipped and proceeded at 0830 for M/S Training with TD2 Class Qualifying (Rushcutter) and Lieutenant Hancock, R.A.N.V.R., (Reserve Officer for training from " Cootamundra ".) Steamed single and double Oropesa during the forenoon. In the afternoon, laid two Dan Buoys, one of which failed to watch correctly. To prevent it becoming a navigational danger, single Oropesa sweep was streamed and mooring cut, Dan Buoy being recovered after sweep had been got in. Ship returned to harbour, securing alongside " Cootamundra " at 1725.

Wednesday 7th. May.

Slipped and proceeded in company with "Cootamundra" at 0830 with TD2 Class from "Rushcutter" embarked. Carried out A Sweep with "Cootamundra", each ship acting as winch ship in turn. Practiced turns with sweep out. In the afternoon LL Sweep was streamed and recovered. Ship secured alongside "Cootamundra" at Fitting Out Wharf at 1557.

Thursday, 8th. May.

Slipped and proceeded at 0830 with TD2 Class for Mine-Sweeping training embarked. Streamed and recovered A.H.MK 4— also streamed and recovered Single Orepesa. Port and Starboard. Both sweeps armed with static cutters. Streamed port were shackled direct to float in order to re-reel on and mark wire. On completion returned to harbour securing alongside Kuttabul Dolphins at 1525. Cootamundra secured alongside at 1530.

Friday 9th., to Monday 12th May.

Ship remained alongside.

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

St 6334

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No._____

Tuesday 13th May.

Proceeded in company with "Cootamundra" to exercise replenishment at sea. Weather was unsuitable due to heavy seas and very bad visibility. Returned to harbour securing alongside "Kuttabul" Dolphins at 1207. "Cootamundra" secured alongside at 1219.

Wednesday 14th to Sunday 18th May.

Ship remained alongside. During this period a defective armature on Starboard Turbo-generator was changed by Dockyard.

One Officer and ten reserve ratings joined at 0915 on Saturday for harbour training.

Ratings employed on part of ship duties and on Sunday class was shown over H.M.A.S.Sydney. Class discharged to "Rushcutter" at 1630 the same day.

Monday 19th May.

Ship moved by tugs from Kuttabul Dolphins to berth on H.M.A.S."Hobart". Lieutenant W.E.Tucker, R.A.N.V.R., joined for twenty-eight days training. (One week to be carried out in "Penguin" on I.T. Course.)

Tuesday 20th. May.

Slipped and proceeded in company with "Cootamundra" at 0830 with an Officers Training Class from "Rushcutter" (7 in No.) embarked. Carried out Oropesa and A Sweeps with "Cootamundra", ships exchanging positions as winch and slip ships respectively, also exercising 90 degrees turns. Ship secured alongside "Kuttabul Dolphins" at 1545. "Cootamundra" secured alongside at 1556.

Wednesday 21st May.

Slipped and proceeded at 0830 with "Cootamundra" in company, TD3 class qualifying embarked. Streamed and recovered A.H.MK 4, and Magnetic sweeps, returning to harbour and securing alongside at 1457. "Cootamundra" secured at 1512.

Thursday 22nd. May.

Slipped and proceeded at 0830 in company with "Cootamundra" to Kurraba Jetty and took in 33.9 tons of oil fuel. On completion of oiling proceeded and continued with training of TD3 Class, laying and weighing dans, streaming and recovering Double Oropesa Sweeps. Secured alongside "Cootamundra" at "Kuttabul" Dolphins at 1645.

Friday 23rd May.

Ship remained alongside.

Saturday 24th May.

Dressed with mast-head flags to commemorate Empire Day. One Reserve Officer and twenty ratings joined ship for week-end training. Ship slipped and proceeded at 0915, en route to Broken Bay, Sweeps were streamed and recovered and in sheltered waters of Broken Bay, sea-boat was dropped several times with Reserves acting as boat's crew. Ship anchored at 1600 in Flint and Steel Bay.

Sunday 25th May.

Reserves employed Part of Ship, boat pulling, and sailing Boats hoisted at 0930, weighed and proceeded. Reserves again given instructions in sea boat, heaving the lead and helmsmans duties. Weather during the afternoon deteriorated and E.T.A. was advanced, ship securing alongside "Cootamundra" at Kuttabul Dolphins at 1455. Reserves returned to H.M.A.S."Rushcutter" at 1540.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

St 6334

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No._____

Extract on 4336/11/35

Monday 26th. May.

Advantage was taken of the presence of the First Training Squadron in Sydney to borrow H.M.A.S."Cowra" to take part in an "A" Sweep with "Wagga" and "Cootamundra". Ships slipped and proceeded at 0830. Although there was a heavy swell running Sweeps were passed after slight delays in all ships and valuable lessons learnt. It is felt that every effort should be made when the First Training Squadron is available to carry out Mine Sweeping Drills. "Wagga" and "Cootamundra" secured alongside "Kuttabul Dolphins" at 1340 and ships dressed overall in honour of Her Majesty' Queen Mary's Birthday.

Tuesday 27th May.

Ship remained alongside.

Wednesday 28th May.

Slipped and proceeded in company with "Cootamundra" to a position 080 degrees Hornby Light 6 Miles to be available to recover torpedoes fired by H.M.A.S.Tobruk. Weather was considered unsuitable and Ocean Sweepers ordered to return to Harbour, ships securing alongside "Kuttabul Dolphins" at 1408.

Thursday 29th May. to Saturday 31st May.

Ships remained alongside. On Friday, 30th May, "Miss Wagga Wagga", the Carnival Queen of that City paid a visit to the ship. On the same day a party of two Officers and twenty ratings proceeded to Wagga Wagga by bus being the guests of the people of the City. A most enjoyable time was had by all, and the party returned to the ship early on Monday morning, 2nd June.

The health and welfare of the Ship's Company remains good, and conditions on board are very satisfactory.

The conduct of the ships company continues to be very good.

The ship is operating satisfactorily and all minor defects have been made good.

Figures for the month are attached in Appendix One.

I have the honour to be

Sir,

Your obedient servant,

C Comelius

LIEUTENANT-COMMANDER.
ROYAL NAVY.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

H.M.A.S.WAGGA - Report of Proceedings - May 1952.

APPENDIX I.

Figures for the month of May.

Distance steamed during the month	501.9miles
Hours underway during the month	73.41 Hours
Average distance steamed per ton of Fuel . .	12 miles
Total distance steamed since commissioning . . .	6,637.9 miles
Total hours underway since commissioning	679.7 hours.

Lieutenant Commander
R O Y A L N A V Y.

FLAG OFFICER-IN-CHARGE
17 JUN 1952
NEW SOUTH WALES

AUSTRALIAN WAR MEMORIAL RCDIG1073024

DEPARTMENT OF THE NAVY.

4336/12/51 A

MINUTE PAPER.

SUBJECT: H.M.A.S. WAGGA REPORT OF PROCEEDINGS. April '52

Hill H.N. 21-4-52

S.N.O.B. 13/6

~~2nd N.M.~~ 16/6

~~3rd N.M.~~ 18/6

~~4th N.M.~~ 20/6

~~D.A.W.O.T.~~ A.S.B. 23/6.

~~D. of P.~~ 24/6

Ops. (N). 24/6

~~N.5.~~ 25/6

D.N.L. 26/6

25-6-52

~~H.D.B.~~ 27/6

27/6

A.A. ~~2nd~~ N.M. 28/6.

N 4 2nd N.M. (X)

~~D. of M.~~ 1/7

~~D.N.M.~~

~~A/DCNS~~ 2/7

2-7-52

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

~~D.O.U.W.~~ 7/7

~~D.N.M.S.~~ 8/7

~~N.5.~~ 8/8

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

AUSTRALIAN WAR MEMORIAL RCDIG1073024

D.N.M.&E. BRANCH
17 JUL 1952
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336/12/5/A

C.441/45.

SUBJECT: HMAS Wagga - Report of Proceedings - April 1952

DCAS 22/5

1st NM 23/5

HN (for further circulation)

DNI 24/5.

D/DPS 30/5

DCNP 2/6.

5/6 DISR 6/6.

DOD 10/6.

DNC 11/6.

5/6 HN(NS)

Note One Copy only received

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

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4336. 12. 51 A

RECEIVED
A 19 MAY P.M
NAVY REGISTRY

H.M.A.S.WAGGA - REPORT OF PROCEEDINGS -
APRIL, 1952.

(WAGGA's letter dated 5th May, 1952.)

HN 21/4/5

II

N.S.W.1205/682/2/45
THE SECRETARY, NAVAL BOARD.

HN 20/5

Forwarded for the information of the Naval Board in accordance with C.N.O.107/48.

Naval Headquarters,

A/REAR-ADMIRAL.

Enclosure.
As in Minute I.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

H.M.A.S. "WAGGA",
SYDNEY.

5th May, 1952.

OFFICE OF THE
NSW 682/2/45
FLAG OFFICER-IN-CHARGE
NEW SOUTH WALES

The Flag Officer-in-Charge,
NEW SOUTH WALES.

Sir,

I have the honour to submit the report of proceedings for Her Majesty's Australian Ship "Wagga" for the month of April, 1952.

Tuesday 1st April. Ship sailed from Hervey Bay at 0820. Seaboat was lowered and hoisted several times whilst under way to give Reserves under training the necessary practice.

Wednesday 2nd. Ship arrived at Moreton Bay at 0930. Reserves taken to instruction in seaboat drill until ship proceeded up harbour at 1200. Ship secured alongside oiling jetty at 1400. Fresh provisions, water and 130.3 tons of oil fuel were embarked.

Thursday 3rd. Ship proceeded at 0830 to Moreton Bay for exercises. Reserves were given instructions in A/S, Gun Drill, Heaving the Lead, and Boat Sailing. Ship anchored for the night in Moreton Bay.

Friday 4th. Proceeded up harbour at 0830 securing at A.U.S.N. Wharf, Garden Reach at 1130. Commanding Officer called on the Resident Naval Officer Brisbane at 1200. Reserve ratings were disembarked. Thirty-five in number copper exhaust pipes for S.A.R. Craft were loaded for Sydney. General payment was made to ship's company and usual leave was granted.

Saturday 5th April. Ship sailed for Sydney at 0830. Three ratings improperly left ship prior to sailing, rejoining ship at Sydney. Exchanged signals with H.M.A.S."Kangaroo" proceeding northwards with tow.

Sunday 6th. At Sea. Nothing to report.

Monday 7th. Arrived and secured alongside Oiling Jetty, Kurraba Point at 1022 taking on 46 tons of oil fuel. Slipped at 1140 and secured to No.1 Buoy at 1201. Copper exhaust pipes were off loaded into Dockyard Craft BORONIA. At 1556 ship was moved by tug from No.1 Buoy securing alongside H.M.A.S. "Gasgoyne" at 1607.

Tuesday 8th. Embarked Class of T.D.2s qualifying for M/S training, slipped and proceeded at 0830. Sweeps were streamed when clear of harbour with the training class under the supervision of the First Lieutenant. Sweeps were recovered and ship returned to harbour securing to No.1 Buoy at 1249. Ship was ordered to move and secure alongside H.M.A.S. "Gasgoyne", manoeuvre being completed by 1515. H.M.A.S. "Cootamundra" secured alongside at 1815.

Wednesday 9th. "Wagga" and "Cootamundra" slipped and proceeded to sea for M/S training. During the day streamed and recovered L.L. Sweep, AH MK4, laid and recovered two Dan Buoys. Returned to harbour and secured alongside "Cootamundra" at 1600.

Thursday 10th. Slipped and proceeded at 0830. "Cootamundra" remained alongside making good defects to boilers. T.D.3 Class from "Cootamundra" embarked in H.M.A.S. "Wagga". Double Oropesa Sweeps streamed and recovered and two Dan Buoys laid and recovered. Ship returned to harbour and secured alongside "Cootamundra" at 1530. At 2000 Reserves for Easter Week End training embarked in "Wagga", "Cootamundra" and "Barcoo" prior to sailing in company for Broken Bay. (Reserves. Commander Castle, Lieutenant Vasey, Lieutenant McLean, Nineteen ratings, consisting of Seamen 9,E.R.As.1, Writers 1, S/A.s 1, Leading Signalmen 1, Telegraphists 1, E.A.1 , Seaman Cadets 4. Ships slipped and proceeded at 2030, "Wagga" acting at Senior Officer. On leaving harbour ships formed in the following order - "Barcoo", "Cootamundra" and"Wagga". Arrived at Broken Bay at 2350 anchoring

AUSTRALIAN WAR MEMORIAL RCDIG1073024

independently on arrival in Flint & Steel Bay. Reserve ratings were given every opportunity of taking ship duties. In order to achieve this the maximum number of the ship's company that could be spared were given week-end leave, reserve ratings taking their places.

Friday 11th. Ships remained at anchor during the day. Reserves were taken to instructions in boat work, gun drill and general ships duties. Hands to make and mend clothes. Fishing party left ship during the afternoon returning at dusk. Pictures were shown in "Barcoo" and picture parties from ships in company were invited and gratefully accepted the invitation.

Saturday 12th. Ships weighed and proceeded at 0830 in Formation 1. Equal speed manoeuvres were carried out in the forenoon, Commander Castle conducting. On completion ships proceeded in formation to a position 090° BARRONJOYE 30 miles to carry of gunnery practices, and Squid firings by "Barcoo". "Barcoo" having to carry out 4" and Squid firings, that ship was ordered to take over guide for the practices. Target consisting of three Dan Buoys lashed together was laid by "Wagga" and "Barcoo" carried out 4" firings with reserve ratings as gun crews. On completion of 4" firings "Barcoo" fired a pattern of live Squid for the benefit of Reservists. All ships then carried out BOFORS firings at 4 inch burst fired by "Barcoo". Ships were then ordered to return to harbour independently exercising Reserve Sea Boats Crews en route. "Wagga" proceeded and recovered target. Sea boats crews were dropped and on completion ship returned to Broken Bay anchoring at 1910. Cinema show was given to ship's company at 2030, ships in company being invited to attend.

Sunday 13th. Divisions were not held due to heavy rain. Dan Buoys were laid for pulling and sailing regatta. During the forenoon a pulling regatta was held, two heats with four boats in each, first two from each heat taking part in the final which was won by Reserve Officers. In the afternoon a sailing race was held, four whalers and three dinghies taking part. The days events were rather spoilt by the very heavy rain which fell during the day. Pictures were again shown to the ship's company.

Monday 14th. Weighed Dan Buoys from motor boat at 0530. Intended to proceed with "Cootamundra" in company at 0630 in order to give Reservists training in M/S but a defect in "Cootamundra" fuzzle winch prevented this being carried out. "Wagga" proceeded independantly and streamed and recovered sweeps. "Barcoo" and "Cootamundra" exercised sea boat crews. Ships were ordered to rendezvous off the Heads at 1300. Ships proceeded up harbour in Formation 1 "Wagga" and "Cootamundra" securing on H.M.A.S. "Gasgoyne" and "Barcoo" on H.M.A.S. "Shoalhaven". Reserve Officers and Ratings disembarked at 1530. Read Warrant No.1

Tuesday 15th to Thursday 18th. Ship remained alongside making good minor defects and carrying out an external boiler clean. Commanding Officer called on the Flag Officer-in-Charge, New South Wales at 1130 on Tuesday 15th.

Friday 18th. Embarked twelve Reserve Ratings from Rushcutter at 2000 for week-end training.

Saturday 19th. Slipped and proceeded with H.M.A.S. "Cootamundra" in company at 0300 to comply with FOIC NSW 170556 for visit to Port Kembla to take part in Anzac Day Ceremony. Speed of advance 10 knots ships in Formation 1. Arrived at Port Kembla at 0800 but a berth was not available until a small collier had completed discharging cargo. Ships eventually berthed alongside at 1030. In view of the lateness of the ships berthing, all civic arrangements for the forenoon were cancelled. Mr. Underwood, and Mr. Wadds, members of the R.S.L. Branch Port Kembla called at 1100 and finalised arrangements for the march through the town and service at the Anzac Memorial. In the evening Officers and fifteen ratings from each ship attended an Anzac Day "Smoko" at the R.S.L. Club. The food was excellent and the amount of beer adequate and a very pleasant evening was enjoyed by all.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

Sunday 20th. An armed party of thirtynine ratings under Lieutenant McGwire, Royal Navy, together with an unarmed party of twenty-four Reserves under Lieutenant-Commander Dillon, RANVR, were landed from both ships at 1400. In addition four armed sentries were supplied to act as guards at the Memorial. March commenced about a mile away from the Memorial and was lead by the R.A.N. Guard. R.S.L. and Junior Organisations took part. March was halted at the Anzac Memorial and wreaths were laid, Commanding Officer "Wagga" laying a wreath on behalf of the Navy. Last Post and Reveille were sounded and contingents then moved off to the local cinema for a short religious service. On completion of the service, refreshments were supplied for the Naval Ratings at the R.S.L. Club.

Commanding Officers "Wagga" and "Cootamundra" called on the Mayor and Lady Mayoress of Wollongong at their Chambers. Assembled there were the Aldermen and local dignitries. The gathering numbered about twenty five and everyone present made a speech, which became a little boring towards the end. The Mayor, Lady Mayoress, Aldermen and Officials of the R.S.L. Organisations of Wollongong and Port Kembla were invited to a Cocktail Party on board "Wagga" and "Cootamundra" at 1830. The party was well attended and the guests numbered fiftythree. List of guests is shown in Appendix 11.

Ships were opened to visitors from 1400 to 1700 . The majority of visitors shown over the ship were school children.

Monday 21st. "Wagga" and "Cootamundra" slipped and proceeded at 0001. On clearing harbour ships assumed Formation 1, Speed 9.5 knots. Ships secured alongside Fitting Out Wharf at 0630. Reserve ratings disembarked and returned to Rushcutter by boat. Ship died down and commenced boiler cleaning, also making good defects in boiler brick work. Ship was dressed overall on the occasion of Her Majesty Queen Elizabeth's Birthday.

Wednesday 23rd. Ship was moved by tugs to No.4 Buoy at 0830 prior to the inspection by the Flag Officer-in-Charge, New South Wales.

Thursday 24th. Hands fell in for Divisions at 0905 and an armed guard under Mr. F. Pitt, Senior Commissioned Gunner TAS(T) was paraded. At 0915 Flag Officer-in-Charge, New South Wales arrived with Staff and commenced inspection of the ship. On completion of inspection at 1010 Inspection Party left ship and proceeded to H.M.A.S. "Cootamundra". Hands went to General Quarters at 1115 and a number of drills were carried out which included damage by 4" shell in LL battery room and the lowering of whaler to pick up surviviors. Secure was sounded at 1200. Ship was reberthed by tugs at Fitting Out Wharf at 1400. "Cootamundra" secured alongside at 1445.

Friday 25th. Colours were half masted from 0800 to 1200 to commemorate Anzac Day.

Saturday 26th. to Wednesday 30th. Ship remained in harbour completing boiler clean and repairs to boiler brick work, (50% new brick work in No.1 Boiler and 25% new brick work in No.2 Boiler).
On Sunday 27th. Sub Lieutenants (P) L.Branson, R.Leeson, J.Bolton, joined for a weeks training. Officers proceeded to sea in H.M.A.S. "Shoalhaven" on Tuesday 29th and Wednesday 30th for training.
On Tuesday 29th one Petty Officer and 15 RANVR Cadets (Cranbrook School) joined at 2000. Cadets proceeded to sea in H.M.A.S. "Shoalhaven" on Wednesday returning to"Wagga" on "Shoalhaven"s return to harbour.
The health and welfare of the ship's company remains very good.
Conditions on board are very satisfactory and no complaints have been received from the ship's company.
The conduct of the ship's company except for the occasional leave breakers and cases of drunkeness remains very good.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

The ship continues to operate satisfactorily. The boiler brickwork in both boilers was partially renewed but this is understandable. for the brickwork has not been renewed since the ship was put into Reserve.

Figures for the month are attached in Appendix 1.

I have the honour to be,

Sir,

Your obedient servant,

C Cornelius
Lieutenant-Commander,
Royal Navy.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

H.M.A.S.WAGGA - Report of Proceedings - April 1952.

APPENDIX I.

Figures for the month of April.

Distance steamed during the Month ..... 1258.7 Miles

Hours Under way during the Month ..... 139.43 Hours

Average Distance Steamed per Ton of Fuel ..... 13.67 Miles

Total Distance steamed since commissioning .... 6,136 Miles

Total Hours under way since commissioning .... 605.26 Hours.

C Cornelius
Lieutenant Commander
ROYAL NAVY.

FLAG OFFICER-IN-CHARGE
9 MAY 1952
NEW SOUTH WALES

AUSTRALIAN WAR MEMORIAL RCDIG1073024

Appendix 11.

List of Guests attending Official Cocktail Party

1. Alderman R. Barnes & Mrs. Barnes
representing the Mayor, City of Greater Wollongong.
2. Commander Stevens R.N. (retired) and Mrs. Stevens.
3. Inspector Taylor (N.S.W. Police) and Mrs. Taylor
4. Captain Davies (Maritime Services) and Mrs. Davies.
5. Captain Harvey (P.K. Stevedoring) and Mrs. Harvey.
6. Mr. R. Taylor (Pres. Rotary Club of Wollongong) and Mrs. Taylor.
7. Dr. Howe and Mrs. Howe (Local Medical Services)
8. Mr.C.F.T. Jackson (Comm. for Boy Scouts) and Mrs. Jackson
9. Mr. G. Tindall (A.N.Z. Bank) and Mrs. Tindall.
10. Mr. H. Branson (E.S.& A. Bank) and Mrs. Branson.
11. Mr. H.C. Lee (Pres., Port Kembla Traders Assn.) and Mrs. Lee
12. Mr. W. Simpson (Pres., Wollongong Club) and Mrs. Simpson
13. Mr. L.F. White (Metal Manufacturers Ltd.) and Mrs. White.
14. Mr. C. Lee (E.R. & S. Co. of Aust.Ltd.) and Mrs. Lee
15. Mr. A.N. Askew (Ex RANVR) and Mrs. Askew
16. Mr. J. Sykes (ex RANVR) and Mrs. Sykes.
17. Mr.H.F. Wadds (Pres., Rotary Club of Port Kembla & ex RANVR) and Mrs. Wadds.
18. Miss R. Bardwell (Superintendent, Mission to Seamen, Port Kembla)
19. Mr. G. Denman (Local Citizen's League)
20. Mr. J.T. Underwood (Vice Pres., Pt.Kembla R.S.L.) and Mrs.Underwood.
21. Mr.S.Fraser and Mrs. Fraser (Pres., R.S.L. Ladies Auxiliary)
22. Mr.N. Hughes and Mrs.Hughes (Secty. " " ")
23. Mr. J. McEntee Reps. Ex Committee.
Mr. J. Mowbray " " Social Committee
25. Mr. H. Brough " " General Members of
26. Mr. T. Tutty Port Kembla Sub-branch & R.S.L. Club.
27. Mr. H.S. Smith (Sub-branch Bugler) and Mrs. Smith.
29. Mr. B. Bissaker (Entertainment Sect.R.S.L.) and Mrs. Bissaker

AUSTRALIAN WAR MEMORIAL RCDIG1073024

9/7

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

DEPT OF THE NAVY

1336/12/51 A

3NM 1/7

SUBJECT: H.M.A.S. Wagga REPORT OF PROCEEDINGS. March '52

S.N.B. 24/6.

2nd N.M. 30/6

3rd N.M. 3/7

4th N.M.

DAWOT 8/7

D. of P. These ships are not designed for Fleet Exercises

Ops. (N). 10/7

4NM 14/7

N.S.

17 JUL 52

17/7 DNA 17/7

D.N.L. 18/7

18/7

H.P.B.

A.A. 2nd N.M. 28/7

NA 2nd NM (x) 28/7

D. of M.

D.D.M. 30/7

A/DEGW 5/8

D.E. (N) 6/8

D.O.U.W. 19/8

D.N.M.S. 19.8

N.S. 20/8

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

2/7/52

AUSTRALIAN WAR MEMORIAL RCDIG1073024

D.N.M.S. BRANCH 13 AUG 1952 NAVY OFFICE

24/6 13/5

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336/12/51 A

C.441/45.

SUBJECT: HMAS Wagga – Report of Proceedings – March 1952

Cmd 13/5

D C ~~N~~ S 13/5

1st ~~N M~~

15/5

~~H N~~ (for further circulation)

~~D N I~~ 20/5.

~~D/DPS~~ 18/6

17/6

D ~~C~~ N P

20/6. D T ~~S~~ R 23/6

D ~~O D~~ 24/6.

D ~~N~~ C 25/6

23/6 H N (N5)

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RCDIG1073024

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A - 7 MAY P.M
NAVY REGISTRY

DEPT OF THE NAVY

4336 · 12 · 51 A

H.M.A.S.WAGGA - REPORT OF PROCEEDINGS - MARCH, 1952.

(WAGGA's letter dated 6th April,1952.)

II

N.S.W.1069/682/2/45
THE SECRETARY, NAVAL BOARD.

HN 9/5

Forwarded for the information of the Naval Board in accordance with C.N.O.107/48.

2. Regarding the Commanding Officer's remarks in paragraph 13, action has been taken to draw the attention of all concerned to C.C.N.O.162/44 in order that Fleet Minesweepers will not be required to maintain high speeds where trouble with boilers follows.

3. Regarding paragraph 18, it is recognised that WAGGA and COOTAMUNDRA have insufficient Officers to undertake instructional duties and RUSHCUTTER is being directed to send Officers to these ships whenever Reserves are embarked. The particular trip described in this report however, was well worth while for Reserve personnel, even those of special branches, as it allowed the men themselves to gain experience of ship-board life.

H.H. Showers

A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point,Sydney.

1st.May, 1952.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

OFFICE OF THE
682/2/45
FLAG OFFICER IN CHARGE
NEW SOUTH WALES

H.M.A.S. W A G G A.

At Sea.

6th April, 1952.

The Flag Officer in Charge,

N E W S O U T H W A L E S.

Sir,

I have the honour to submit the report of proceedings for Her Majesty's Ship "WAGGA" under my command during the month of March.

2. From Saturday 1st until Saturday 8th, the ship was alongside Kuttabul Dolphins in Dockyard Hands making good a number of urgent minor defects which were enumerated in my last months report.

3. At 2100, Sunday 9th, Wagga slipped, and in company with H.M.A. Ships "SHOALHAVEN" (Fox One), "CULGOA", "CONDAMINE", "COOTAMUNDRA", "COLAC" "COWRA" and H.M.Submarine "TELEMACHUS" proceeded to the Port Stephens for 4 days exercises.

4. All ships were darkened by 2130 and at 2200 commenced an S.T.X.. At 0300 wes carried out S.M.X. 20, ships being formed on a bent line screen The dawn attack by aircraft from Williamtown did not eventuate, and at 0730 Wagga and Cootamundra were detached for independant Minesweeping Training. During this forenoon a dummy minefield consisting of danbuoys 10fathoms below th e surface was laid off the entrance to Port Stephens. At 1300, Cootamundra and Wagga rejoined Fox 1 to carry out screening exercises, on completion of which Officer of the Watch manoeuvres were continued until 1730, when ships headed for Harbour. At 1805 ships entered Port Stephens, Wagga anchoring in Salamander Bay at 1829.

5. At 0615 Tuesday 11th, Wagga weighed and proceeded in company with Fox 1 and Cootamundra, an S.M.X. being carried out whilst leaving, Wagga and Cootamundra screening Fox 1. On completion A.S.P.'s were carried out until 0930 when the ship was again detached to carry out M/S Training. At 1335, Wagga rejoined, ships forming in single line ahead preparatory to carrying out close range weapons firing. First, R.A.A.F. Aircraft carried out rocket attacks on a splash target towed by Cootamundra, and then two passing runs by an aircraft towing a sleeve were made at which all ships opened fire. At 1539 a Crossways Search was carried out over Telemachus who was bottommed, on completion of which O.O.W. Manoeuvres were continued until 1830.

6. As ships were remaining at sea for the night, Wagga was detached at 2100, and proceeded to Port Stephens to transfer one medical case to Culgoa, who had already proceeded into harbour. Culgoa was closed at 2200, and the ship proceeded to rejoin at 2230. Onclearing Port Stephens at 2335 it was decided to carry out night minesweeping. Double Orepesa Sweep was streamed, no difficulties being experienced although both float lights went out, sweep was recovered by 0130 and Wagga rejoined the other Minesweepers at 0200.

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

7. At 0545, the Fleet Minesweepers rejoined Fox One, forming in a bent line screen to carry out another S.M.X. 20. This exercise being completed by 0730 ships were detached to train independantly, Wagga laying and recovering Dan Buoys and streaming "LL" Sweep, and S.A. Type A. At 1310 all F.M.S.'s joined company under the command of Cootamundra and swept the dummy minefield layed on Monday .. two laps were completed in G Formation, on completion of which Wagga swept another lap with Double Orepesa, since none of her dummy mines had been swept, whilst the remainder of the ships recovered Dan Buoys dropped by Colac.

8. At 2100 Minesweepers rejoined the Frigates, forming a bent line screen on Fox One, and during the night 'Rum' and 'Coke' turns were exercised, and a further S.M.X. 20 was carried out, which finished at 0630. Cootamundra, Colac and Wagga were then detached to exercise "A" Sweep. Sweeps were passed at 0830 and ships opened up to sweeping distance. On completeion seaboats crews were exercised and classes tansferred between ships, Wagga and Cottamundra proceeding to Port Jackson and entering harbour at 1350, securing alongside Kurraba for fuel at 1430.

9. During this period Wagga carried a full T.D.3. class for training as well as a higher rates class which remained aboard for the full fortnight. It was not found easy to adequately train these ratings as well as carry out fairly intensive exercises with new signal books, and though the full sylabi were covered in both cases, it is not considered that really satisfactory instruction can be given in such circumstances. Concerning the Higher Rates Class, it is worthy of comment the lack of enthusiasm and keeness displayed by the class as a whole. However, reasonable results were obtained, First Lieutenants of Establishments concerned having been informed of individual cases whose attitude was outstandingly bad.

10. At 0900 Friday, the ship shifted berth to Fitting Out Wharf, where a defect was taken in hand on the steering engine. This prevented Wagga from sailing in company with Cottamundra at 2300, but she slipped at 1300 Saturday, and proceeded to Jervis Bay anchoring off Captains Point at 2100. Monday 17th, the ship proceeded in company with Fox One, Barcoo and Cootamundra to carry out an exercise in 'Locating and Attacking a Snorting Submarine, ships acting as a Patrol Group.' This exercise commenced at 1000 and finishing at 1410, when ships carried out a sweep to the Southward. Wagga anchored off Captains Point at 2130.

11. Tuesday, ships again sailed in company to carry out an exercise at 'Ships working with Aircraft and the Detection and Attacking of a Submerged Submarine', the exercise commencing at 1000, Wagga being detached at 1440 to return to Jervis Bay whilst the Frigates carryed on the search at 17 knots. Wednesday 19th, ships remained at anchor in Jervis Bay, whilst a conference on the exercise to date was held at N.A.S. Nowra.

12. Thursday, a further exercise was carried out, the Minesweepers simulating a convoy screened by the two Frigates, whilst the Submarines shadowed and tried to get into an attacking position. There was little of interest in this for the convoy, as they were left severely alone, and the ship returned to harbour at 2000.

13. During the whole of this period Wagga experienced a lot of difficulty with her fuel pumps, constantly having to stop because of them. This was due mainly to the relatively high speed at which it was necessary to steam the whole time, the speed of the fleet rarely being more then half a knot less than our best revs. Hence Wagga was permenantly out of station and permanantly trying to catch up. A report in accordance with C.N.O. 34/49 is enclosed as Appendix II.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

14. The ships sailed for Sydney at 1400 Friday 21st, Wagga proceeding independantly, and securing alongside Condamine, Cruiser Wharf at 0100 Saturday. The fortnights exercises were of immense value to all concerned and although mistakes were made lessons were learnt and much benefit was derived by all. The working knowledge of the new signal books has improved considerably and a marked advance in all departments was noticeable.

15. Lieutenant Commander C. CORNELIUS Royal Navy joined the ship on Saturday 22nd, assuming command on Monday 24th March. The ship loaded provisions for Lord Howe Island on Saturday, completeing loading of potatoes on Monday. A class of Reserve ratings ex-Brisbane, consisting of 5 Seamen and 7 Miscellaneous joined on Monday afternoon, and at 1800 the ship slipped and proceeded in execution of previous orders, sailing for Lord Howe Island. On passage a heavy beam swell was experienced which proved very uncomfortable.

16. Wagga arrived off Lord Howe Island at 1300 Wednesday 26th, and anchored in the South West Roadstead, 189° Philip Point 5 cables. Steam was kept for slow speed throughout the stay due to the open nature of the anchorage. A report on the visit to Lord Howe Island is enclosed in Appendix III. It was requested by the Superintendant of Lord Howe Island, that a copy of the report might be forwarded to the Board of Control Lord Howe Island, for which purpose an additional copy is attached.

17. Saturday, March 29th, Wagga sailed for the Hervey Bay Area. On passage reserves were given instruction in practical minesweeping, Double Orepesa Sweeps being streamed. The ship arrived at Hervey Bay at 2330, Monday 31st and anchored on arrival.

18. The Reserves under training showed keeness and took an interest in all that went on. They were given practical instruction whenever possible under the supervision of the First Lieutenant in boat work, seaboat drill, minesweeping, anchor work and bridge work, taking their place as part of the ships company in normal routine. They were also given elementary instruction in the equipment carried as well as in the general running of all departments in the ship. It is reccommended that whenever Reserves are borne for training that an officer accompany them, as a ship of this class only carries a total of three officers and not as much personal attention can be devoted to instruction as would be desired. It is also pointed out that there are no facilities for training such ratings as shipwrights or writers in a ship of this class.

19. The health and welfare of the Ships Company has been satisfactory during the month. Figures for the month are attached in Appendix I.

I have the honour to be,

Sir,

your obedient servant,

C Cornelius

Lieutenant Commander,
Royal Navy.

FLAG OFFICER-IN-CHARGE
17 APR 1952
NEW SOUTH WALES

AUSTRALIAN WAR MEMORIAL RCDIG1073024

H.M.A.S. Wagga - Report of Proceedings - March, 1952.

APPENDIX I.

Figures for the Month of March.

Distance steamed during the month	....	2,314 Miles
Hours under way during the month	....	241.29 Hours
Average Distance Steamed per Ton of Fuel.	....	11.5 Miles.
Total Distance steamed since commissionning	....	4,877 Miles
Total Hours under way since commissionning	....	465.8 Hours.

APPENDIX II.

Rendered in accordance with C.N.O. 34/49.

Economical speed exceeded during March.

a). No of Hours. ...12 Hours.

b). Average Speed. .. 13.3 Knots

c). Distance/Tons. .. 8.2 Miles

d). Fuel per Hour. .. 1.5 Tons.

e). Reasons for exceeding speed were in accordance with paras. b). & c). of exceptions when economical speed is permitted to be exceeded.

C Chambers
Lieutenant Commander,
Royal Navy.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

APPENDIX III.

The visit of H.M.A.S. Wagga to Lord Howe Island.

Shortly after arrival on Wednesday, 26th March, the ship was boarded by Mr O.C.Thompson, Merchant, who made arrangements for the unloading of provisions to commence at 0800 Thursday 27th.

2. An invitation was received for as many as possible of the ship's company to attend a dance and supper being given for them in the local hall. Approximately 40 attended and an excellent time was had by all, for there was an abundance of lady partners, and the food, which had been prepared in the houses of the islanders as a gesture of appreciation towards the Navy, was exceptional.

3. Unloading commenced at 0800 Thursday, and with the help of the ship's boats work was completed by 1130. After provisions had been checked it was found that of the seventy two bags of sugar ordered, only one had been delivered to the ship, the invoices confirming this fact. In order to prevent hardship, the ship transfered 280 lbs. of sugar from the ships own stores. This will be replaced by Messrs Tillock and Co, Sydney and delivered direct to the ship. This gesture was much appreciated by the Islanders.

4. A party of school children arrived aboard about 1030 and were shown over the ship, the party being accompanied by the teachers, Mr and Mrs FREW. Mr S.C. LAMBETH, the Superintendant of the Island called at 1000. This call was returned at 1200, when the Commanding Officer lunched with Mr Lambeth.

5. Although the ship should have sailed on Friday, Mr Lambeth requested that sailing might be delayed until Saturday in order that the ship's company could participate in an entertainment which had been laid on for them ashore. Thursday night two parties of 20 each from the ship were entertained at the two Guest Houses, where dancing and supper were provided.

6. Friday 28th the ship was open to visitors from 1030 to 1730. A party of official guests were entertained in the Wardroom from 1130 to 1230. Party consisted of about fourteen people, dignatories of the Island including the oldest member, Mr W THOMPSON, aged 84. Visits were returned during the afternoon by the Commanding Officer.

7. A cricket match was played in the afternoon, and the ships team proved no match for the Islanders, who field a very strong eleven. In the evening a farewell dance was given in the local hall. All the ships company who had leave attended, after a barbecue supper on the beach layed on by the ship, and once again a marvellous time was had by all.

8. In all cases leave was given from the usual time and expired when the dances etc. had finished. There were no cases of leave breaking and the behaviour of the ships company ashore was excellent, and indeed was especially commented on by the local populace. The hospitality and generosity of the people of Lord Howe was something which had to be seen to be believed. Entertainment, use of the Islands boats or any other thing which could be done to make our stay a pleasant one .. nothing was too much trouble. And in this respect I would make special mention of Mr. LAMBETH, the Superintendant, who went to endless pains to ensure our visit was a sucess, and wove in the work with the play with great dexterity. It was largely due to his untiring efforts that arrangements all ran so smoothly.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

Appendix III (Cont.).

9. It seems a great pity that such a lonely outpost of the Commonwealth which extends such a loyal welcome could not be visited more often by units of Her Majesty's Australian Fleet. It is something which the people of Lord Howe Island would much appreciate and look forward to.

C Comelius
Lieutenant Commander,
Royal Navy.

Appendix III - A.

Prominent Local Inhabitants who extended hospitality, or who were called on.

Mr and Mrs Whiting.
Mr William Thompson
Mr Brearley
Mr Douglas
Mr Dignam Snr.
Mr Joseph Thompson
Mr O.C.Thompson
Messrs Wilson.
Mrs Edith Kirby
Mr & Mrs G.M. Kirby.
Mr Roland Wilson.
Mrs Richard Morris.

The Superintendant ... Mr Sydney C. Lambeth.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

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H336-12-51 A

MINUTE PAPER.

SUBJECT: H.M.A.S. Wagga REPORT OF PROCEEDINGS. February 1952

S.N.B. H 30/4

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3rd N.M. Jmw 13/5

4th N.M. HMK 15/5.

DNOT HRB 15/5

D. of P. 20/5

Ops. (N). JSH 21/5

N.S. 21/5

D.N.L. 22/5

H.P.B. 26/5.

A.A. 2nd N.M. 25/6

D. of M. 27/5

D.D.M. 28/5

D.E. (N). 3/6

D.O.U.W. 16/6/52

D.N.M.S. 8/7

N.S. 11/7

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

AUSTRALIAN WAR MEMORIAL RCDIG1073024

D.N.M.& BRANCH
20 JUN 1952
NAVY OFFICE

1/4

DEPARTMENT OF THE NAVY

MINUTE PAPER

H336-12-51A.

C.441/45.

SUBJECT: HMAS Wagga Report of Proceedings

February 1952

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H.M.A.S.WAGGA - REPORT OF PROCEEDINGS
FEBRUARY, 1952.

(WAGGA's letter dated 7th February, 1952).

II

NSW.716/682/2/45.
THE SECRETARY, NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with C.N.O.107/48.

2. I have been very impressed by the enthusiastic way in which the officers and men of H.M.A.S.WAGGA have undertaken all tasks allotted to them.

3. The Commanding Officer, H.M.A.S.WAGGA has been informed that paragraph 3 of his report, dealing with oxy-welding equipment, should form the subject of a separate letter.

Attached Correspondence

K. H. Showers
A/Rear-Admiral.

Naval Headquarters,
Potts Point, Sydney.

25th March, 1952.

Enclosure as in Minute I.

28/4

03/3

AUSTRALIAN WAR MEMORIAL
RCDIG1073024

4336, 12.51A

682/2/45

H.M.A.S. Wagga,
At Sydney.

7th February, 1952.

The Flag Officer in Charge,
NEW SOUTH WALES.

Sir,

I have the honour to submit the report of proceedings for His Majesty's Australian Ship "WAGGA" during the month of February, 1952.

2. H.M.A.S. Wagga completed availability for leave on Monday 4th February, 1952. At 0835 on that day, the ship proceeded alongside Fitting Out Wharf, Garden Island where she embarked "LL" and S.A. Mk. IV Type A Electric Sweeps, this operation being completed by 1330 when the ship proceeded alongside the O.F.L. to fuel. Fuelling was completed at 1550 K and the ship slipped and proceeded to Broken Bay where she anchored in Flint and Steel Bay at 1910. The opportunity was taken to stream both Oropesa Sweep Wires on passage in order to rewind them under tension onto the drums.

3. Tuesday 5th, the ship weighed and proceeded to sea to calibrate Kites and Otters. Unfortunately the air bottle on the distiller pump developed a fracture which was beyond the capacity of the ship's staff to repair as the ship carries no oxy-welding equipment; it was therefore neccessary to return to Garden Island where the ship secured alongside H.M.A.S. Warrego at 1300K. Dockyard took the defect in hand immediately on arrival and the distiller pump was in working order again by 1900. The ship sailed once more for the Broken Bay area at 0630/6th to continue working up. The whole of this day was spent calibrating Kites and Otters, this being completed by 1600K when the ship entered Broken Bay, anchoring at 1645K.

4. It was as a great shock and with deep regret that news of the death of His Majesty King George VI was received at 2100 that evening.

5. Thursday was spent running Double Oropesa, "LL" and S.A. type A Sweeps, and laying and recovering Dan Buoys. All these operations were successfully carried out, whilst the Minesweeping Team were becoming more familiar with their gear and times for streaming and recovering were improving. Sea boat crews of all Watches were each dropped twice during the afternoon, and again improvement was noticeable. The ship returned to Flint and Steel Bay, anchoring at 1743.

6. Friday 8th February was again spent at sea. During the forenoon hands went to General Quarters. Both guns crews fired 18 rounds, Fire and Damage Control Parties were exercised and the ship was steered by hand steering from the Tiller Flat during this period. Seaboats crews of all watches were again exercised during the day and showed continued improvement. During the afternoon the S.A. Sweep was streamed once more since the rig as fitted is not very satisfactory. H.M.A.S. Wagga returned to Garden Island in company with H.M.A.S. Cootamundra, and secured alongside Kuttabul Dolphins at 1635.

7. This week spent at Broken Bay was of great value to the ship and a comprehensive training programme was carried out. A T.D.1 was borne on loan from Rushcutter who trained the Asdic Teams. Before breakfast every morning and after anchoring each evening, boats crews were sent away under sail or oars, and Instructional Films on Minesweepin were shown at night.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

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The ship's cooks were baking their own bread, and although this was a first attempt a good quality loaf was produced.

8. Saturday 9th February, the ship slipped and proceeded to sea to carry out exercises in company with H.M.A.Ships "BARCOO", "COOTAMUNDRA" and H.M. Submarines "THOROUGH" and "TELEMACHUS". At 1015 S.M.X. 2 was commenced and at 1115 Telemachus surfaced followed by Thorough at 1151 when the exercise completed. Unfortunately Wagga did not make contact with the Submarines as both attacks were carried out from the opposite side of the screen. At 1155 Wagga proceeded to recover two torpedoes fired by Telemachus .. these were closed at 1235 and both recovered by 1320, when the ship returned to Sydney, securing alongside Fitting Out Wharf at 1440. This was the first occasion when a ship of this class had been used for torpedo recovery and the operation was entirely successful. The torpedoes were hoisted inboard using the 2¼ ton provision derrick.

9. At 1000 Monday 11th, orders were received from the Flag Officer in Charge, New South Wales to raise steam immediately and proceed with all despatch to position 38° 30' South 150° 00' East to join H.M.A.S. "BARCOO", who had originated Subsmash One. Steam for full power was available by 1050 when the ship slipped and proceeded at 13 knots. At 1405 Subsmash One was cancelled and the ship returned to Sydney, securing alongside at 1715. Tuesday 12th was spent alongside, hands being employed cleaning ship.

10. Wednesday 13th and Thursday 14th were spent at sea to enable Minesweeping Instructors from H.M.A.S. "Rushcutter" to familiarize themselves with the ship's Minesweeping Equipment. During this period all sweeps were streamed and Dan Buoys were layed. The power drive to the 'LL' reel developed a defect when reeling in due to too much play in the reel spindle and for further use the reel had to be worked by hand. This defect has since been remedied.

11. Lower Deck was cleared at 1200 Friday 15th February when two minutes silence was observed on the occasion of the Funeral of His Late Majesty King George VI, and the Message to the Fleet from Her Majesty Queen Elizabeth was then read to the Ship's Company. On Sunday all available Officers and Men attended the Special Memorial Service in the Dockyard Chapel for His Late Majesty King George VI.

12. Monday 18th February was spent alongside, and at 0745 Tuesday the ship proceeded to Kurraba Point Oil Wharf. Fuelling was completed by 0900, when the ship proceeded to sea with another party of Instructors from Rushcutter aboard. All sweeps except "LL" were again streamed and Dan Buoys layed without experiencing any difficulties, although a defect developed in the crankshaft of the sweeping winch. Ship returned to harbour on completion securing at Kuttabul Dolphins at 1635.

13. At 0115 Wednesday 20th, orders were received from Flag Officer in Charge, New South Wales to raise steam forthwith and proceed to sea to search for a Firefly Aircraft missing from R.A.N. Air Station, NOWRA. The ship slipped at 0155 and proceeded to position 35° 00' South 151° 00' East, arriving there at 0635 and commencing to search for the missing aircraft. The search continued until 1930 21st February, though unfortunately without finding any trace of the missing aircraft. On abandoning the search Wagga returned to Sydney, securing alongside Garden Island at 1340 Friday 22nd February. I was very pleased with the conduct of the ship's company during this operation, the ship having put to sea with few hands over and above the duty watch which meant long hours of watchkeeping for those on board. An additional Telegraphist was taken off Cootamundra prior to sailing, making in all two operators; these ratings maintained a continuous watch for 60 hours during which time traffic was heavy.

14. On Saturday 23rd at 0035 orders were again received from the Flag Officer in Charge, New South Wales, to raise steam forthwith as another Firefly Aircraft was missing from R.A.N. Air Station NOWRA.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

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Wagga slipped at 0152 and proceeded to a Position 055° Point Perpendicular 18 miles, arriving there at 0745 when a search for the missing aircraft was commenced. At 0855 orders were ~~gixxn~~ received from N.A.S. Nowra to close A.S.R. "AIR TRAIL" which had broken down 16 miles off Point Perpendicular and tow her to Jervis Bay. Tow was passed at 0945, and Wagga anchored off the Breakwater, Jervis Bay at 1145 when the tow was passed to a local boat, who placed Air Trail alongside the Marine Section Jetty. At 1215 Wagga weighed and proceeded to carry on the search. However the search was abandoned at 1445 when Wagga proceeded to the entrance of Jervis Bay to rendezvous with A.S.R. "AIR CHIEF" who had to be escorted to Sydney as she only had one engine serviceable. Air Chief joined company at 1635 and both ships returned to Port Jackson, securing alongside Kuttabul Dolphins at 0050, 24th Feb. Again, as on the previous emergency the ship was quickly prepared for sea and sailed with mainly the duty watch of Wagga's Ship's Company onboard, though on this occasion they were backed up by loan ratings from H.M.A. Ships "WARREGO", "PLATYPUS" and "COOTAMUNDRA" whose assisstance was greatly appreciated.

15. Sunday 24th and Monday 25th were spent alongside. At 1115 on Monday The Flag Officer in Charge New South Wales arrived on baord H.M.A.S. Cootamundra to return the call of the Commanding Officers of Cootamundra and Wagga.

16. At 0834 Tuesday 26th February, the ship slipped and proceeded to the Broken Bay area with a T.D.2 Class from Rushcutter embarked for Minesweeping Training. During the day Double Orepesa Sweeping and Dan Laying were carried out, the ship anchoring in Broken Bay at 1535 on completion. On Wednesday at 0840 the ship weighed and proceeded to sea to continue Minesweeping Training; Double Orepesa, S.A. Type A sweeps were both streamed, and Dan Buoys layed and recovered, ship anchoring in Broken Bay on completion. H.M.A.S. Cootamundra joined company at 1600.

17. Thursday 28th, the ship weighed and proceeded at 0830 in company with Cootamundra, and at 0900 "A" Sweep was passed between the two ships, Wagga acting as winch ship. This was the first occasion of exercising "A" Sweep but no difficulties were experienced. On recovering sweep, the "LL" was streamed and recovered by hand, and on completion the ship rreturned to Broken Bay.

18. The forenoon of Friday 29th was spent in harbour. Hands exercised General Quarters at 0945, and at 1030 Hands were piped to General Drill when all the normal drills were carried out including the following :- Dan Buoy, Sheer Legs, Point Ship by Spring, Tow Aft, Prepare to come to a Buoy, Dress Ship, Away all boats with Miscellaneous Crews, Shore up a Bulkhead in the Canteen Flat, Pump out the Fore Peak by Emergency Hoses.

The ship weighed at 1205, and proceeded to Sydney in company with Cootamundra, "A" Sweep being passed on passage, Wagga acting as slip ship. The ship secured alongside Kuttabul Dolphins at 1530, and reverted to 24 hours notice to enable the Dockyard to carry out urgent repairs. The ship will be ready for sea by the 7th March.

19. As Wagga was to have been inspected by the Flag Officer in Charge, New South Wales on Wednesday 5th March, all available time during the past week in the Broken Bay area was used to prepare for the inspection. Hands were employed in the Dogs cleaning ship above and below decks and a fair standard was achieved. On completion of work each day, fishing parties went away and barbecues were held on nearby beaches thus relieving the monotony of long working hours. The morale, conduct and general efficiency of the Ship's Company is very satisfactory.

20. During the month under review, various defects have developped in the feed pumos, air pumps, boiler room fan and etc., which, though happily not preventing the ship from going to sea, have caused annoyance and concern. From time to time these various pumps would stop without warning, since only 50% of the auxilary machinary was working.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

4336. 12. 51A

...20/-

I therefore requested that a representative from the Staff Officer (E) to the Flag Officer in Charge, New South Wales might take passage in the ship on Tuesday and Wednesday the 26th and 27th February.

This request was approved and Lieutenant Commander (E) HOOD embarked at 0830 Tuesday. This officer carried out thorough machinery trials and informed me that the troubles experienced were only to be expected after a ship had been in reserve fro so long a period, and that the defects found would not be apparant after full power trials on completion of refit, but would show up after a period of fairly constant steaming. He stated that he was satisfied with the efficiency of the Ship's Engineering Staff and the work carried out by the Dockyard when bringing the ship forward from Reserve.

Apart from the defects mentioned and relining up the drives in the Minesweeping Winch, all of which have now been made good, the Hull and Machinery is in a satisfactory condition.

21. The health and welfare of the Ship's Company has been satisfactory during the month, the food is good, plentiful well prepared and nicely cooked.

22. Figures for the month are attched in Appendix I.

I have the honour to be,

Sir,

your obedient servant,

Lieutenant Commander,
Royal Australian Navy.

FLAG OFFICER
11 MAR 1952
NEW SO ... ES

AUSTRALIAN WAR MEMORIAL RCDIG1073024

4336, 12.51A

APPENDIX.

(A) Distance steamed during the Month : 1944.37 Miles

(B) Hours underway during the Month : 167 43/60 Hours

(C) Average distance steamed per ton of Fuel : 12.37 Miles

(D) Total distance steamed since recommissioning on 12th December 1951 : 2562.97 Miles

(E) Total Hours underway since recommissiong on 12th December 1951 : 224.20/60 Hours

Lieutenant Commander
Royal Australian Navy.

AUSTRALIAN WAR MEMORIAL RCDIG1073024

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DEPARTMENT OF THE NAVY

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H336-12-51 A

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S.N.B. 8/4

2nd N.M. 17/4

3rd N.M. 22/4

4th N.M. 23/4

D. of P. 24/4

Ops. (N) 6/5

N.E. 7/5

D.N.A. 12/5

D.N.L. 13/5

H.P.B. 15/5.

A.A. 2nd N.M. 15/5

NA 3rd N.M. (X) 19/5

D. of M. 24/6

D.D.I. 19/5

D.E. (N). 22/5

D.O.U.W. 30/5/52

D.N.M.S. 17.6

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D.M.I. (N.H.R.O.) 25/6.

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H.M.A.S.WAGGA - REPORT OF PROCEEDINGS
JANUARY, 1952.

attached w/reg

(WAGGA's Return No.24 dated 6th February, 1952.)

II

N.S.W.545/682/2/45
THE SECRETARY, NAVAL BOARD.

Forwarded for the information of the Naval Board in accordance with C.N.O.107/48.

HN

2. The Commanding Officer, H.M.A.S.WAGGA has been informed that paragraph 4 of this letter of proceedings should form the subject of a separate report.

NS

H. H. Showers

A/REAR-ADMIRAL

Naval Headquarters,
Potts Point, Sydney.

3rd March, 1952.

Enclosure
As in Minute I.

4336. 12. 51A

OFFICE OF THE NSW FLAG OFFICER-IN-CHARGE
682/2/45

Return No.24.

H.M.A.S. "WAGGA"

At Sea

6th, February'52.

The Flag Officer in Charge,

NEW SOUTH WALES.

Report of Proceedings - January 1952.

Submitted herewith a report of proceedings for H.M.A.Ship under my command.

2. During the whole of January the ship has been lying alongside Kuttabul Dolphins, whilst the Ship's Company has been on Xmas leave, taken in two watches.

3. No major defect items were required to be undertaken in this period, though boilers were cleaned. Everything was found to be working satisfactorily when the ship flashed up at the end of the month.

4. The opportunity was taken of having unlimited air supply in order to take down most parts of the Ship's side and superstructure where the paint ofages had grown too thick.

5. The fitting of third Domestic Refrigerator having been approved, work on this was progressed before the ship sailed.

6. The Conduct, Health and Welfare of the Ship's Company is good and conditions on board are satisfactory.

FLAG OFFICER-IN-CHARGE
T
11 FEB 1952
NEW SOUTH WALES

Lieutenant Commander.
Royal Australian Navy.

Q/4

AUSTRALIAN WAR MEMORIAL RCDIG1073024

L336: 12. 51A

APPENDIX.

(A) Distance steamed during the month : Nil.

(B) Hours underway during the month : Nil.

(C) Average distance per ton of fuel : Nil.

(D) Total distance steamed since recommissioning on 12th December 1951 : 618.6 miles.

(E) Total hours underway since recommissioning on 12th December 1951 : 56 43/60 hours.

FLAG OFFICER IN CHARGE
11 FEB 1952
NEW SOUTH WALES

AUSTRALIAN WAR MEMORIAL
RCDIG1073024