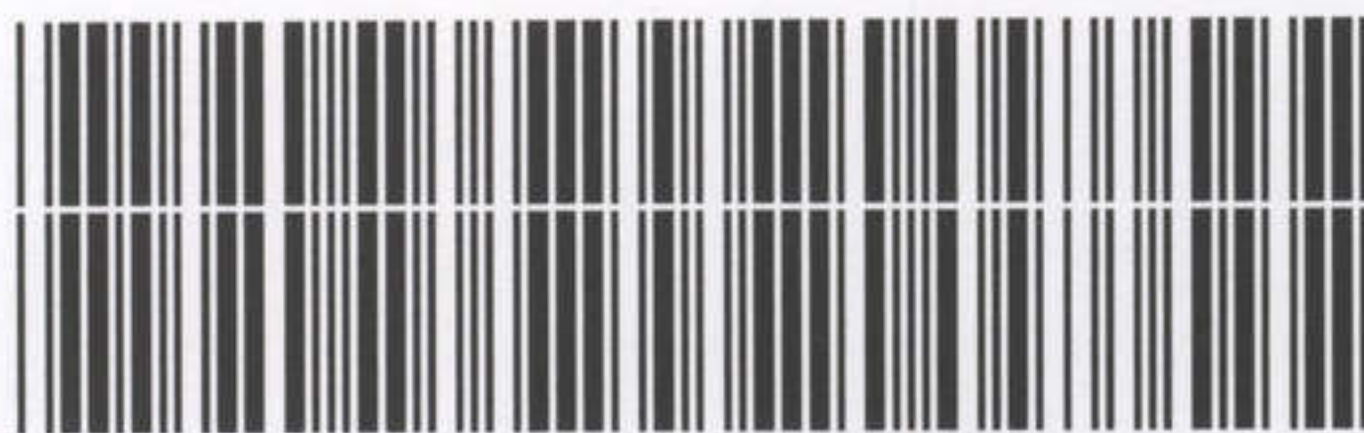


**AWM78**  
**Reports of Proceedings,  
HMA Ships and Establishments**

**HMAS BANKS**

**Item number: 52/4**

**Title: December 1969 - December 1970**



AWM78-52/4

[52(4)]

HMAS

BANKS

R of P's

1969 —

1970

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: 1 Nov 1990  
Authority Dig (N) Admin 18-13.  
Reviewer: LCDR R. L. Smith (RANEM)

Signature: [Signature] Date: 1 Nov 90

18.6.1768

DEPARTMENT OF THE NAVY

21-30 Nov  
1-8 Dec 1969

HMAS BANKS.

Report of Proceedings

AS(NS) *[Signature]* 7/11

para 10 both reports. The positions in which the ammunition was dumped are well past the 100thms line and from depths shown would comply with current regulations on dumping i.e. over 300thms.

D OF O *[Signature]* 7/11

DCNS *[Signature]* 7/11

LNM *[Signature]* 7/11

2NM *[Signature]* 13/11

3NM *[Signature]* 10/11

4NM *[Signature]* 11/11

SEC *[Signature]* 1/11

C OF S *[Signature]* 15/11

DPR *[Signature]* 20/11  
AS (NS) (NS55)  
ARCHIVES BRANCH

- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Board Members with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.

*[Handwritten mark]*

*[Handwritten mark]*



ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	1768

REF. NO. 121/7/22

Naval Headquarters,  
Box 117, P.O.,  
PORT ADELAIDE. S.A. 5015

02 JAN 1969

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA. A.C.T. 2600

HMAS BANKS - REPORTS OF PROCEEDINGS.  
21 - 30 NOVEMBER 1969 & 1 - 8 DECEMBER 1969.

1. The above reports of proceedings are forwarded for information.
2. HMAS BANKS was commissioned under the command of Lieutenant SDEX MCD D. Moore G.M., B.E.M., R.A.N. (Officer-in-Charge Clearance Diving Team 1 - HMAS WATERHEN) for the above periods to undertake the recovery of unexploded ordnance off Taylor Island near Port Lincoln South Australia.
3. The crew was provided from HMAS ENCOUNTER, Port Adelaide Division RANR, Ships of HMA Fleet and Clearance Diving Team 1.
4. A detailed report of the diving operations and the disposal of unexploded ordnance is being submitted separately by the Officer-in-Charge CDF1.
5. The operation was carried out in open waters and adverse weather which resulted in some damage to attendant boats, this matter is the subject of separate correspondence.
6. The diving element of the task was arduous and was carried out in cold and difficult conditions involving longer than normal working hours. The victualling allowance was exceeded and having investigated the matter I consider this to be reasonable under the circumstances and will be reported upon separately.

(J. Lancaster)  
COMMANDER, R.A.N.  
NAVAL OFFICER-IN-CHARGE,  
SOUTH AUSTRALIA.

Encl. 2

For Information:

- Flag Officer-in-Charge, East Australia Area.
- Flag Officer Commanding Australian Fleet.
- Commander Australian Mine Warfare and Patrol Forces.
- Officer-in-Charge Clearance Diving Team 1.

TELEPHONE

REF. NO. 1217/22

HMAS BANKS  
AT PORT ADELAIDE.

8th December, 1969.

Naval Officer-in-Charge,  
South Australia.HMAS BANKS - REPORT OF PROCEEDINGS  
1ST DECEMBER TO 8TH DECEMBER, 1969

1. I have the honour to report the proceedings of HMAS BANKS under my command for the period 1st December to 8th December, 1969.
2. At the beginning of the month HMAS BANKS with Clearance Diving Team One embarked was at anchor off Taylor Island, South Australia for the explosive ordnance task at Taylor Island.
3. Diving commenced at 0600 (IK) on the 1st December and continued until 1300 (IK) when rising winds and bottom surge made conditions difficult for diving, anchor was weighed at 1350 (IK) and BANKS proceeded to shelter in Shag Cove coming to anchor at 1422 (IK).
4. The bad weather continued until 1800 (IK) 2nd December when I Sir, decided to moor BANKS over the area still containing ordnance. Anchor was weighed at 1858 (IK) and the port anchor complete with one shackle of cable was transferred aft ready for the moor.
5. The mooring evolution was completed at 1945 (IK) with BANKS moored 20 feet from a marker buoy previously placed in position by divers.
6. At 0530 (IK) 3rd December diving commenced and by 1530, when wind and surge again stopped diving, 560 mortar bombs, 60 piat projectiles and 1,500 fuzes had been recovered. Naic<sup>s</sup>  
8-12/
7. At 0830 (IK) on 3rd December the Quintrex Dinghy which had been used as a second safety boat, broke adrift from the stern of BANKS and, as diving was taking place and the AWB 403 could not leave the area until divers were clear of the area, before it could be recovered had broached on Taylor Island and was badly damaged. All items with the exception of one oar were later recovered.
8. Diving recommenced at 0600 (IK) 4th December but once again due to wind and surge diving had to cease and BANKS moved to a sheltered berth. Both anchors were weighed and BANKS proceeded to Memory Cove coming to anchor at 1650 (IK) 4th December 1969.
9. The wind dropped at 1900 (IK) and BANKS again weighed anchor and returned to the Diving area.
10. All diving ceased at 1100 (IK) 5th December and at 1135 (IK) BANKS weighed anchor and with AWB 403 in tow proceeded to the Hundred Fathom line where in position 35° 52.5 south 135° 37.6 east at 1945 (IK) all remaining ordnance was dumped. BANKS then set course to Adelaide arriving Gawler Reach at 1530 (IK) 6th December, 1969. //

.../2

11. HMAS BANKS decommissioned at 0800 8th December.

HEALTH MORALE AND CONDUCT

12. The health morale and conduct of the ships company was excellent.

I have the honour to be

Sir,

Your obedient servant

*D. Moore*  
D. MOORE G.M., B.E.M.,  
LIEUTENANT  
COMMANDING OFFICER.

ANNEXURES TO HMAS BANKS REPORT OF PROCEEDING FOR  
DECEMBER 1969

ANNEX 'A' STEAMING

Distance steamed during the month	248.1 miles
Total distance steamed since commissioning	
Hours underway during the month	30 03/60 hours
Total Hours underway since commissioning.	
Occassion of exceeding economical speed	Nil

OFFICERS MOVEMENTS

LEUT	D. MOORE RAN	Departed	8.12.69
LEUT	D.B. WATSON RANR	Departed	8.12.69

EXERCISES

Small arms shoot, Monday 1st December, 1969.

## ROYAL AUSTRALIAN NAVY

33

TELEPHONE

REF. No.

HMAS BANKS  
AT TAYLOR ISLAND

3rd December, 1969.

Naval Officer-in-Charge,  
South Australia.

HMAS BANKS - REPORT OF PROCEEDINGS  
21ST NOVEMBER - 30TH NOVEMBER 1969

1. I have the honour to report the proceedings of HMAS BANKS under my command for the period 21st November to 30th November 1969.
2. At 0800 (IK) Friday 21st November HMAS BANKS commissioned under my command with Lieutenant D.B. Watson RANR as Executive Officer and Navigator and 17 Sailors as crew.
3. BANKS had been prepared for the explosive ordnance task at Taylor Island by the Naval Officer-in-Charge, South Australian Area Commander J. Lancaster RAN. The ship was clean, stored and well prepared. The fact that AWB 403 had been rigged as a Diving Boat and was in excellent condition proved invaluable.
4. With AWB 403 in company HMAS BANKS cast off from Gawler Reach Port Adelaide and proceeded for Taylor Island at 0900 (IK) on 21st November 1969. As planned AWB 403 was taken in tow at the Outer Harbour and with calm seas and a following wind had a pleasant passage to Taylor Island coming to anchor at 0435 (IK) 22nd November in the recommended anchorage.
5. Upon anchoring Clearance Diving Team One commenced preparing for the explosive ordnance task. This task is the subject of another report.
6. AT 1500 (IK) Sunday 23rd November the weather started to deteriorate and after only fifteen minutes the wind had backed from the south to the west and increased from force 4 to force 7 causing BANKS to lie towards Taylor Island. Diving operations ceased, anchor was weighed and HMAS BANKS proceeded to the shelter of the Mainland coming to anchor in Shag Cove at 1815 (IK). It was during this wind that AWB 403 suffered the damage referred to in BANKS message 030914Z December.
7. During the night of the 23rd November the winds lessened and anchor was weighed at 0530 IK with BANKS coming to anchor near the diving area at 0550 (IK).
8. Diving Operations continued until 1700 IK 25th November, when rising winds again forced BANKS to be moved back to Shag Cove for shelter, remaining at anchor in Shag Cove until 0600 (IK) 26th November when anchor was weighed and BANKS was re-positioned in the diving area.
9. During the forenoon of the 26th November all explosive recovered to that date (130 3" mortar bombs and 5,750 fuses) was loaded onboard BANKS for dumping.
10. AWB 403 was detached at 1105 (IK) 26th November and with one Leading Seaman and two Able Seamen as crew proceeded to Port Lincoln while BANKS weighed anchor and proceeded south to position 35° 45.5 south 135° 27.4 east where, at 1820 (IK) dumping commenced. HMAS BANKS then returned to Taylor Island coming to anchor in the recommended anchorage at 0015 (IK) 27th November.

.../2



11. Diving continued during the forenoon of 27th November, the divers being employed surveying the area surrounding the task. At 1105 (IK) anchor was weighed and BANKS proceeded to Port Lincoln securing port side to in Number Two Berth Shipping Pier at 1350 (IK) 27th November.

12. A diving display consisting of "Drop and Pick-up" and oxygen swimming was organised for the Cadet Units, both Army and Navy, for 0930 (IK) Saturday 29th November. This display was attended by approximately thirty boys and proved very popular.

13. At 0600 (IK) Sunday 30th November BANKS cast off from Shipping Pier Port Lincoln and proceeded to Taylor Island arriving there at 0840 (IK) 120 3" Mortar Bombs and 2,250 Fuses had been recovered.

14. HEALTH MORALE AND CONDUCT

The health and morale of the Ships Company has been excellent and the sailors detailed from the fleet, HMAS ENCOUNTER and HMAS WATERHEN have all been superior both in conduct in small ships and job performance.

I have the honour to be

Sir

Your obedient servant,



D. MOORE G.M., B.E.M.,  
LIEUTENANT  
COMMANDING OFFICER.

Enclosures:

- A. Annex A. Steaming Details
- B. Annex C. Exercises
- C. Annex B. Officers Movements.

For Information:

Flag Officer Commanding Australian Fleet.  
Flag Officer-in-Charge, East Australia Area.  
Commander Australian Mine Warfare and Patrol Forces.

ANNEXURES TO HMAS BANKS REPORT OF PROCEEDINGS FOR  
NOVEMBER 1969

ANNEX 'A' STEAMING

Distance steamed during the month	316.2 miles
Total distance steamed since commissioning	
Hours under way during the month	40 12/60 hours
Total hours under way since commissioning	
Occasions of exceeding economical speed	Nil

ANNEX 'B' OFFICERS MOVEMENTS

LEUT D. MOORE G.H. B.S.M. joined 21.11.69  
LEUT D.B. WATSON RANR joined 21.11.69

ANNEX 'C' EXERCISES

Nil



TELEPHONE: 49-6123

IN REPLY QUOTE 121/7/22

LOG		
INDEX ON		
18	6	1868

ROYAL AUSTRALIAN NA

11270

new file  
ROP

Naval Headquarters,  
Box 117, P.O.  
PORT ADELAIDE. S.A. 5015

x9 FEB 1970

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA. A.C.T. 2600

HMAS BANKS - REPORT OF PROCEEDINGS DECEMBER 1969

- Reference:
- A. NOL 18/6/1538 of 20th October 1969
  - B. NOIC SA Letter 121/7/22 of 2nd January 1970.

18/6/1631

The movements of HMAS BANKS for December 1969 are as reported in reference 'B' and alongside the Naval Wharf, Port Adelaide for the period 8th to 31st December, 1969.

(J. Lancaster)  
COMMANDER, R.A.N.  
NAVAL OFFICER-IN-CHARGE,  
SOUTH AUSTRALIA.

ASAS 18/2  
no further escalation?

DFO

DFO

Archives



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5 JAN A.M.

NAVY REGISTRY

TELEPHONE: 49:6123

IN REPLY QUOTE 121/7/22

ROYAL AUSTRALIAN NAVY

REG. CLERK
INDEXER
EDITOR
LOG ASST
STENO

1/16

H.M.A.S. ENCOUNTER,  
 Fletcher Road,  
 Birkenhead,  
 Box 117, P.O.  
 PORT ADELAIDE. S.A. 5015

(970)

02 JAN 1969

The Secretary,  
 Department of the Navy,  
 Navy Office,  
 CANBERRA. A.C.T. 2600

H.M.A.S. BANKS - REPORT OF PROCEEDINGS  
DECEMBER 1965.

Reference : A. NOL 18/6/1631 of 16th October, 1969.

The abovementioned Report of Proceedings is not held  
 in H.M.A.S. ENCOUNTER or H.M.A.S. BANKS.

*(Handwritten signature)*

(J. Lancaster)  
 COMMANDER R.A.N.  
 CAPTAIN

*(Handwritten initials and date)*

FOR INFORMATION :

NAVAL OFFICER-IN-CHARGE, PAPUA NEW GUINEA.



TELEPHONE: 49-6123

IN REPLY QUOTE 121/7/22



ROYAL AUSTRALIAN NAVY

NAVY—C.A.—S.A.		
18	6	1869

11270

Naval Headquarters, *new file*  
Box 117, P.O. *ROP*  
PORT ADELAIDE. S.A. 5015

X9 FEB 1970

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA. A.C.T. 2600

HMAS BANKS - REPORT OF PROCEEDINGS JANUARY 1970

Reference: A. NOL 18/6/1538 of 20th October 1969.

The movements of HMAS BANKS for the month of January 1970 are as follows:-

- (a) For the period 1st to 30th January HMAS BANKS remained in harbour at Port Adelaide.
- (b) During the weekend 31st January, 1st February an RANR Training Cruise was carried out. HMAS BANKS under the command of LEUT RLEX A.J.T. BENNET, RANR, sailed from Gawler Reach, Port Adelaide at 0421 IK on the 31st January anchoring at Eastern Cove Kangaroo Island at 1700 IK. At 0507IK on the 1st February HMAS BANKS weighed and proceeded to Port Adelaide securing at the Naval Wharf at 1527 IK. During this cruise the ship steamed a total of 154 miles at an average speed of 6.8 knots.

*Noted with*

*ASAF 18/2*

*Dof - no further circulation?  
W/18/2 No Thanks*

(J. Lancaster)  
COMMANDER, R.A.N.  
NAVAL OFFICER-IN-CHARGE,  
SOUTH AUSTRALIA.

18.6.2031

DEPARTMENT OF THE NAVY

HMAS BANKS Report of Proceedings FEB 70

AS(NS) 13/5

D of O All 14/5 comments under.

~~DOFC~~ Remarks attached 22/5  
~~DNSSA~~ Remarks attached 26/5

DCNS See for letters pls as DoFC para 5, DNSSA para 3 and Dofo para 5  
Action being taken on file 1236/53/133.

1NM 20/5

2NM 22/6

3NM 6/10

4NM 9/5/6

SECRETARY 10/6

de C of S 24/6  
DPR 5/6  
AS(NS) (NS55) 24/6

- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Board Members with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.
  - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.

DN 13.5

29

14 MAY 1970

COMMONWEALTH OF AUSTRALIA

*Actioned on file 1236/53/133*

## MINUTE PAPER

*Copy for: 18/6/2031*

### HMAS BANKS REPORT OF PROCEEDINGS 16-28 FEB 70

- References: A. Report of Proceedings  
B. NOICSA 121/7/22 of 7th May, 1970.

D of C

DNSD

By D of C

Points raised in Reference A call for comment in addition to that made in Reference B.

2. These points are:-
  - a. paragraph 10 - no Navigation warning issued on a light which was not burning on 21st February
  - b. paragraph 10 - implication that NOICTAS did not pass latest ETA of BANKS to Devonport
  - c. paragraph 13 - classified traffic being directed to the ship improperly, and
  - d. paragraph 19 - a violation of the rules for the prevention of collision at sea.
3. D of C is requested to commend on 2b.c
4. DNSD is requested to commend on 2d.
4. With reference to paragraph 2 a, at no stage was any advice received from Shipping and Transport Hobart that the light was extinguished so that a WF could be issued nor was there any N to M pertinent to it in force. A message has been despatched to clarify this aspect.
5. With reference to paragraph 2 b, it is assumed that BANKS sent a signal to NOICTAS giving an amended ETA. The basis for the statement in the Report of Proceedings may have been caused by many things and it is proposed that NOICTAS be requested to comment.
6. When all ends have been tied up, consider a letter to NOICSA is required.

14th May, 1970.

*Howard*  
Director of Operations.

Copy for &gt; 18/6/2031

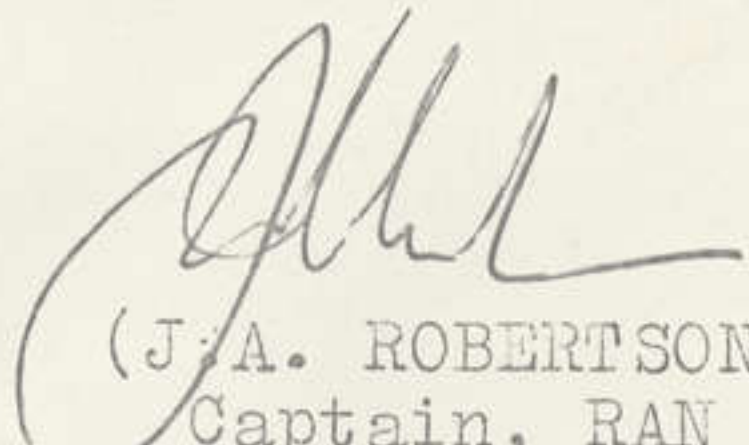
## MINUTE PAPER

HMAS BANKS REPORT OF PROCEEDINGS 16-28 FEB 70

- References: A. Report of Proceedings  
B. D of O minute dated 14th May 1970

1. Without further information, D of C is unable to comment upon the two encrypted messages received by HMAS BANKS.
2. Records are retained by the morse broadcast section, NAVCOMMSTA Canberra, for two months only and those pertaining to the transmission of these messages in February, 1970 have been destroyed. Since reference A does not state broadcast serial numbers or date-time-groups the messages cannot be identified.
3. Under normal circumstances, classified messages for ships reading broadcast A13B are encrypted at the originating MSO. An encrypted callsign identifying the ship concerned is placed at the head of the message by this MSO and the message is then forwarded to NAVCOMMSTA Canberra for transmission over the broadcast. The operator running the broadcast checks the callsign but is not responsible for deciding whether the ship has the necessary cryptographic publications. This decision is made by the originator when encrypting the message.
4. Reference A states that no cryptographic publications were borne. In this case BANKS would be unable to decipher the encrypted callsigns on these messages and thus they may not have been intended for her at all. It is possible that the Captain is merely stating he received two messages which he could not handle.
5. D of C considers that if further information is required, NOIC SA should be asked:
  - a. to provide copies of the two messages;
  - b. whether BANKS had callsign encryption devices on board; and
  - c. whether he passed any classified messages to BANKS during this period.

21 May, 1970

  
(J.A. ROBERTSON)  
Captain, RAN  
Director of Communications



Copy for 13/6/2031

## MINUTE PAPER

HMAS BANKS - REPORT OF PROCEEDINGS 16TH-28TH  
FEBRUARY 1970By DNSDReference: D of O minute dated 14th May 1970

1. Paragraph 19 of HMAS BANKS' Report of Proceedings would appear to indicate a violation of Rule 24 by the Princess of Tasmania. However, the incident as reported raises some questions, eg:

- a. Was BANKS keeping a good lookout aft or was he overtaken by surprise?
- b. Was he sitting right on the leads in the centre of the channel? In this respect, although he may have been legally in the right, it is courtesy and common sense for a small shallow draught vessel to 'move over' in such circumstances.

2. As the alleged incident happened 3 months ago there would appear to be little point in following it up now. If an immediate and detailed report had been made to NOIC VIC/ACNB at the time, perhaps some action could have been taken. At this stage the memories of all concerned will be vague, and follow-up action would probably achieve little.

3. DNSD therefore proposes no further action with regard to this particular incident, but recommends that NOIC South Australia be instructed to inform Commanding Officers of Reserve Training Vessels that alleged violations of the International Regulations for Prevention of Collision at Sea should be reported immediately.

26th May, 1970

  
DNSD

RECEIVED

11 MAY P.M.

TELEPHONE 49.6123

NAVY REGISTRY  
IN REPLY QUOTE : 121/7/22

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA  
St 2529

18 | 6 | 2031

RECORDED

Naval Headquarters,  
Box 117, P.O.  
PORT ADELAIDE. S.A. 5015

- 7 MAY 1970

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA. A.C.T. 2600

H.M.A.S. BANKS REPORT OF PROCEEDINGS  
FEBRUARY 1970.

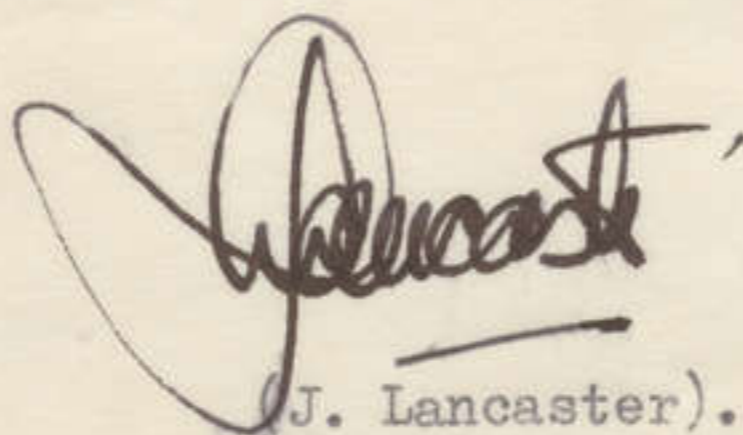
Reference :A.NOL 18/6/1538 of 20th October, 1969.  
B. My letter 121/7/22 of 9th February, 1970.

The movements of HMAS BANKS for the month of February, 1970 are as follows :-

- (a) In harbour at Port Adelaide except as reported in reference B and
- (b) As in the enclosed Report of Proceedings for ACT 1/70.

2. With regard to paragraph 14 of the Report of Proceedings for ACT 1/70, Alteration and Addition action has been taken to fit stops to the rudder quadrant.

3. Proposals under cover of my letter 508/1/4 of 27th January, 1970 have been forwarded recommending replacement of Radar type 974.



(J. Lancaster).  
COMMANDER, R.A.N.  
NAVAL OFFICER-IN-CHARGE.  
SOUTH AUSTRALIA.

For Information :

COMMANDING OFFICER (RESERVES)  
H.M.A.S. BANKS  
NOIC TASMANIA.

Enclosure

(1)

R.A.N.R. Office,  
H.M.A.S. Encounter,  
BIRKENHEAD. S.A.

10th March, 1970.

The Naval Officer in Charge,  
SOUTH AUSTRALIA.  
H.M.A.S. Encounter

Sir,

REPORT OF PROCEEDINGS - H.M.A.S. BANKS  
A.C.T. CRUISE 16TH - 28TH FEBRUARY, 1970.

I have the honour to report the proceedings of H.M.A.S. Banks under my command during the period 16th - 28th February, 1970.

2. The Officers and Ship's Company joined by 0800 on Monday, February 16th and then completed the task of fueling and storing ship which had been commenced on the previous Saturday.
3. The ship sailed from Gawler Reach at 1400IK, clearing the Outer Harbour at 1515IK and course was set for Cape Jervis in pleasant sailing conditions. Leaving ship stations exercise was carried out in the Dogs to ensure that from the outset the ship's company was familiar with this procedure and with the associated operation of the inflatable life rafts.
4. During the early hours of the 17th a moderate head swell was encountered, which reduced speed to as low as 4.5 knots in Backstairs Passage and made conditions unpleasant for the ship's company. Difficulty was encountered in maintaining revolutions above 1500 - 1550 which later proved to be bad tuning of both main engines. The problem was overcome in Portland by cleaning injectors, adjusting tappets and general tuning. After leaving Portland no further engine problems were experienced. The head swell continued throughout the early part of the day and due to the reduced speed, time was lost and the ship arrived at Portland some five hours late. The fire party was exercised during the afternoon, by which time the ship's company had settled into routine following the heavy weather previously encountered.
5. At 1417K on the 18th we secured alongside Anderson Wharf. An enthusiastic berthing party was provided by the local Sea Cadet Unit, which was subsequently shown around the ship. The approach to Portland had been made under deteriorating weather conditions with rising swell and wind, and weather conditions deteriorated further during our time in Portland.

6. Calls were received from the Harbourmaster, Captain Lloyd, the Town Clerk, Mr. Fell, and LT Duckworth A.S.C.C. Return calls to the Mayor of Portland were, by agreement, taken as understood. Although no entertainment was organised for the ship's company, they were well received by the townspeople.

7. During the Passage to Portland, and whilst alongside there, we were unable to communicate satisfactorily, and indeed at times at all with CANNAVRADSTA and were obliged to pass all our traffic through Adelaide Radio, and even then considerable delays were experienced in transmitting signals. Because of this fact it was difficult to obtain adequate weather forecasts, and information was therefore sought and obtained from Cape Northumberland and Otway lighthouses, and from the Melbourne Weather Bureau - all by telephone. These reports indicated worsening conditions for at least the next 24 hours, with strong to gale force SW winds, moderate to heavy swells and rough seas, and in view of these conditions I decided to remain in Portland another night, thus delaying our departure by 19 hours in the hope that the weather would moderate to permit a more comfortable, and considering the insufficient horsepower available, a safer passage across Bass Strait.

8. In view of the uncertainty of the weather, it was decided to amend our programme and coast to Cape Otway and from there to run across to King Island in the lee of which some relief might be had from the weather. This revision would also permit us to run into Apollo Bay if, at Cape Otway, the weather appeared to be worsening or unfavourable reports were received.

9. Sailed from Portland 0854K on Friday 20th and set course for Cape Otway, arriving off there some twelve hours later and, as the weather conditions proved to be moderate, altered course for King Island. Good time was made on the passage across Bass Strait as the swell abated and was on our quarter, and the varied coastline provided an interesting backdrop to the last stages of the run down to Devonport. The ship achieved speeds up to 10 knots at times with the quartering seas.

10. We secured alongside No. 3 Wharf at Devonport at 2150L, our entry into harbour being somewhat delayed by the fact that the principal seaward channel beacon was not burning, which was not shown on our charts or in WF messages. Our arrival at that hour was not expected by the local authorities as they had not been advised of our amended ETA. In fact a small party had awaited our arrival on the wharf for several hours that morning, and in view of this fact it would be very desirable in the interests of maintaining good public relations to ensure that

any variations to a programme be promptly forwarded to the authorities affected.

11. The next morning the Secretary of the Navy League Hospitality Committee, Mrs. Burley, called and informed us of the extensive arrangements that had been made for the entertainment of the entire ship's company. These included a shooting party, lunches, transport to Stock Car Races and an Air Pageant, as well as tours of the local countryside in private cars, and the entire ship's company was invited to attend a barbecue picnic being held by the local Navalmen's Association. Both as a result of these arrangements and the warm welcome extended by the local people in general, the stay in Devonport proved a very pleasant and relaxing one.

12. Whilst alongside, calls were received from the Harbourmaster, Captain Humphrey, the Warden of Devonport, Cr Williams and the President of the Navalmen's Association, Mr. Hansen. During the afternoon of Monday 23rd, two cars were provided by the Town Council; one to take a party of sailors and the other myself and the First Lieutenant, both on tours of the local countryside. This was followed by an informal Civic Reception at the Town Hall in the Council Room. Also on this afternoon a party of St. John Ambulance and Sea Cadets inspected the ship.

13. Whilst in Devonport two encrypted signals were received and in view of the fact that no cryptographic publications were borne, we were not able to decipher these signals. New crystals were received for the 618 Transmitter and installed so that from then on communications were considerably improved.

14. Sailed from Devonport at 1407L and set course for King Island in calm conditions that enabled the maintenance work to be continued whilst underway. During the afternoon man overboard and steering gear exercises were carried out, during the course of which an actual steering failure occurred when the gearing jumped the rack when 25° wheel was applied, there being, it was then found, no stop to prevent this happening. Full steering was quickly restored and this element of realism gave added value to the exercise.

15. During the night, as on other occasions throughout the cruise, the 974 radar proved to be of limited value as a navigational aid, when in contact with high land the picture was lost at as little as 7 miles. Despite the patient efforts of the SAC little improvement could be had and replacement of the existing set is very necessary.

16. Anchored in Seal Bay at 0810L after experiencing some heavy rolling during the Middle Watch due to a moderate NE swell. On this occasion a speed of 7.5 knots could be maintained due to the thorough maintenance and tuning carried out by the engineers at both Portland and Devonport. During the day the hands were employed painting the forepart of the ship in preparation for the entry into Melbourne and the Regatta during the second cruise. It was hoped to allow the crew to go ashore in the dogs for a banyan on the beach. However, after I had gone ashore myself it proved to be impossible to carry this out because of the difficulty in getting the boat ashore, the absence of firewood and the great number of flies that infested the area. There is, however, excellent Barracuda fishing in that anchorage.

17. Weighed and proceeded at 1400K and sailed up along the eastern shore of King Island and then set course for Melbourne, carrying out an SLR shoot in the dogs. Very calm conditions and a magnificent sunset provided a very pleasant final evening at sea.

18. After making good time across Bass Strait, arrived off the entrance to Port Philip at 0530K, and negotiated the entrance without difficulty. Running up to Melbourne we passed H.I.A.S. Yarra, exchanged signals and marks of respect. Later in the morning man overboard was again exercised for the OOW.

19. Whilst steaming up the west channel towards Melbourne at approximately 7 knots, we were overtaken by the Princess of Tasmania. This vessel passed down our port side at a distance of approximately 50 feet and at a speed I would estimate of approximately 16 knots. As the vessel passed we swung to starboard on her bow wave and then fell into the trough behind her bow wave, swinging violently to port and closing very close to this vessel. By applying hard starboard wheel a collision was avoided, and it is considered that the Princess of Tasmania passed at a speed which was too fast for safe navigation in such a narrow channel.

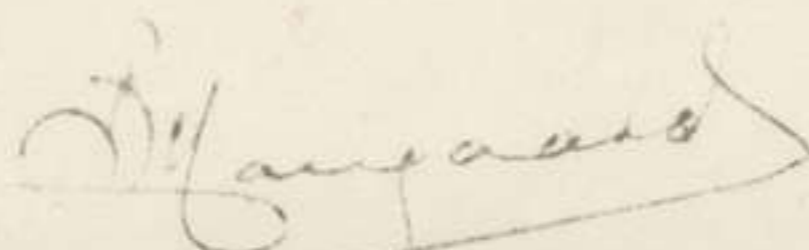
20. After an uneventful passage up the river we secured alongside No. 6 North Wharf at 1250K on Friday, 27th February.

21. The second crew for A.C.T. arrived during the forenoon of the 28th February and I handed over command to Lt. Cdr. F.C. Sindells, R.A.N.R. at noon on that day. A brief ceremony was held on the wharf, after which the crew from the first cruise proceeded to Melbourne for air passage back to Adelaide.

I have the honour to be,

Sir,

Your Obedient Servant,



LIEUTENANT COMMANDER, R.A.N.R.

COMMANDING OFFICER.

Total miles steamed - 920.6  
Total hours underway - 125  
Average speed - 7.3 knots

18.6.2032 ~~18~~

DEPARTMENT OF THE NAVY

HMAS BANKS Report of Proceedings MAR 70

AS(NS) ~~13/5~~ para 4<sup>s</sup> of NOICSA letter. Propose

D of ~~14/5~~ N.F.A. - noted on Tamar Regatta file.

DCNS ~~15/5~~ I have written privately to vice TMS asking him to look for an opportunity to make the point in para 5 tactfully

1NM ~~19/5~~

2NM ~~21/5~~

3NM ~~22/5~~

4NM ~~22/5~~

SECRETARY ~~25/5~~

C of S ~~27/5~~

DPR ~~28/5~~

AS(NS) (NS55) ~~29/5~~

- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
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  - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.

~~13/5~~

~~23/19~~  
4/20



RECEIVED

11 MAY P.M.

NAVY REGISTRY

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	2032

TELEPHONE 49.6123

IN REPLY QUOTE : 121/7/22

XXXXXX

Naval Headquarters,  
Box 117, P.O.  
PORT ADELAIDE. S.A. 5015

- 7 MAY 1970

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA. A.C.T. 2600

H.M.A.S. BANKS REPORT OF PROCEEDINGS.  
MARCH 1970.

Reference : NOL 18/6/1538 of 20th October, 1969.

The enclosed report is forwarded in accordance with the reference. For the remainder of the month HMAS BANKS has remained alongside the Naval Wharf, PORT ADELAIDE.

2. The views expressed by the Commanding Officer in paragraph 10 are fully supported. The value and experience gained from RANR training ships operating together is obvious, but cannot be over emphasised. In the case of BANKS the only other compatible ship available for exercise purposes is HMAS BASS and apart from time spent on passage to Adelaide and Hobart, this has been the first occasion since the vessels were allocated for RANR training duties that they have been able to operate in company.

3. The proposed programme for HMAS BANKS 1970/71 training cruises will include a similar opportunity for BANKS and BASS to exercise.

4. In regard to paragraph 11 of the report Officers and Sailors from within the Division are posted for annual continuous training in BANKS dependant upon their state of training and availability at the time of the ACT cruise.

4. With reference to paragraph 13, in South Australian Ports at Portland, and it seems Devonport, the local Mayors have always been most punctilious in returning calls on all visiting HMA Ships, perhaps the dignitaries of Launceston could have their attention focussed on the normal civilities of returning courtesy calls.

(J. Lancaster).  
COMMANDER, R.A.N.  
NAVAL OFFICER-IN-CHARGE.  
SOUTH AUSTRALIA.



(1)

For Information :

COMMANDING OFFICER (RESERVES)  
H.M.A.S. BANKS  
NOIC TASMANIA.

ROYAL AUSTRALIAN NAVY

H.M.A.S. Banks,  
at Port Adelaide.

14th March, 1970.

The Naval Officer-in-Charge,  
South Australia.

Sir,

Report of Proceedings H.M.A.S. Banks A.C.T. Cruise 2/70

I have the honour to report the proceedings of H.M.A.S. Banks under my command during the period 1st - 14th March.

2. I accepted command of the ship from Lieutenant Commander B.L. Haugaard R/NR at noon on Saturday 28th February at No. 6 Berth, North Wharf Melbourne and Ships Company's were exchanged with due ceremony.
3. On that evening the Officers of both ACT 1/70 and 2/70 combined to entertain the Reserve Officers of the Melbourne Division and members of the permanent Naval Staff at a reception held on board.
4. On Sunday 1st March, the ships company was exercised in all emergency drills and equipment procedures.
5. The ship slipped from No. 6 Berth at 1000K, proceeding down the Yarra without incident. The remainder of the day was spent in exercising in Port Phillip Bay, culminating in the dropping and recovery of a Dan-Buoy.
6. Tacing the West Channel I sailed for Ringarooma Bay and passed through the entrance at 021840K without difficulty, although speed made good was down at 3 Knots at times.
7. The ship arrived at Ringarooma Bay and made a blind approach and anchorage at 040120K. Bass arrived about an hour later and placed himself under my command.
8. During the passage from Port Phillip, the Gyro repeating system started to give trouble which continually recurred until spare parts were received and fitted five days later. A detailed report has been made to the Electrical Officer by the Technical Staff.
9. An interesting point on the question of sea-sickness showed up at this stage of the cruise. I had been very keen for all the sailors to have the supply of Avomine tablets readily available and I believe they were used extensively. As a result, everyone remained efficient. Bass, through some oversight, carried no sea-sickness remedy and her Commanding Officer advised me that over half his crew were incapacitated in similar weather conditions to those experienced by Banks, force 5/7 winds in the Bass Strait.
10. On the 4th and 5th March, the two ships exercised together under way in Ringarooma Bay. Exercises consisted mainly of O.O.W. manoeuvres, changing station and station keeping. A heaving line transfer was made and two formation anchorages were carried out. Without doubt this was the most valuable exercise that I have experienced since joining the Reserve. Having canvassed the opinion of all Officers of both ships I can say that this view was unanimous.

Cont../

11. I strongly recommend that every opportunity is taken to repeat this type of exercise. It proved a great stimulant to those concerned, especially the younger officers and communications staff.

The following points require attention on future occasions :

- 11.1 A Battenburg Course Indicator should be put on board.
- 11.2 A Communications Officer or Tactical Operator should be included in the Ships Company.
- 11.3 As many Sub-Lieutenants as possible should be borne when such exercise are scheduled.

12. At 052030L the unit weighed and sailed for the Tamar River entrance, arriving at 060400L where the Pilot was waiting. The river was negotiated without any difficulty, (the first two hours being in darkness), and the ships secured alongside the Wheat Wharf, Bass on Banks at 060845L.

13. Calls were made on the Mayor and Master Warden. These calls were not returned.

14. The Acting Secretary of the Regatta Association, Mr. George Cliver came on board shortly after our arrival and arrangements for Regatta Day, 7th March, were made. These consisted of :

- (i) Participation in the street parade;
- (ii) Commanding Officers attendance at the formal opening ceremony, carried out by His Excellency the Governor of Tasmania.
- (iii) Free admission to the showgrounds for sailors in uniform.
- (iv) A cocktail party after the Regatta, to which the Officers were invited.
- (v) Ships open to visitors on an informal basis between 1400L and 1700L.
- (vi) Dress ship.
- (vii) An open invitation to the Yacht Club.

15. 'Bass' was not required to anchor on the course as had been expected, but she dressed overall and 'Banks' dressed with masthead Flags only on Regatta Day.

16. There is no doubt that from the Civic point of view, nothing was done to make the ships feel welcome. However, this was amply compensated by the attitude of the Regatta Committee and the people of the City. Co-operation in this area was excellent, and I am sure that our efforts have done much to maintain and improve the good relations between the people of Launceston and the Navy. To the best of my knowledge very little press coverage was given, and the press certainly did not contact me.

17. At 081200K. Both ships slipped and went down river in perfect weather conditions, reaching Low Head at 081600K, making an average speed of 10 knots. Bass was detached to proceed independently to Port Arthur and Banks completed an uneventful passage to Portland, arriving at 100700K. Emergency drills and rifle firings were carried out on passage.

Cont.../

18. I was very impressed by the appearance, efficiency and enthusiasm displayed by the Officers and Ships Company of Bass during our period of working together.

19. At Portland I called on the Mayor who was very hospitable and he returned my call in the evening. Portland extended its usual warm welcome to 'Banks', even to the extent of lending two cars to the Wardroom.

Sailing was delayed for 20 hours due to bad weather, but the ship eventually sailed for Port Adelaide at 121030K. The early part of this passage was attended by a long heavy swell of up to 20 ft. However the ship rides this type of sea well and an uneventful passage was completed when the ship came alongside at the Naval Jetty, Gawler Reach at 140815IK.

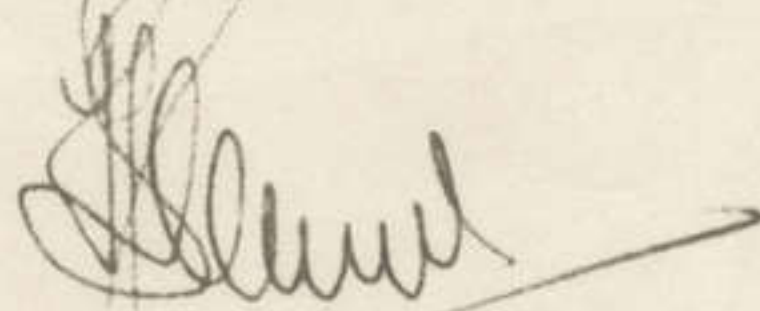
20. Apart from the Gyro trouble reported above, the mechanical and electrical performance of the ship was excellent, reflecting considerable credit on the technical branches.

21. The health, morale and behaviour of the ships company was excellent throughout the cruise. Considerable additional training value and general interest, was derived from being able to work together with 'Bass'.

I have the honour to be,

Sir,

Your obedient servant



(F.G. SWINDELLS)

Lieutenant Commander in Command

Total miles steamed	-	1,084
Total hours under way	-	151
Average speed	-	7.4 kts.

HMAS BANKS

Report of Proceedings APR 70.

AS(NS) Ch. 27/5.

D of O M 28/5

~~DCNS~~

1NM Bra/S

2NM R./6 Ch. 5/6 Rebwin taken.

3NM ASNS - I think Noic SA might be asked to deal with such matters more promptly. R./6

4NM M 11/6

SECRETARY 6

Deats 2/3/6

IC of 8/14/6

DPR ASNS

AS(NS) (NS55) 16/6

- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Board Members with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.
  - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.

RECEIVED  
16/6

22/5

2

RP/  
DG

Quote in Reply  
18/6/2056

8 JUN 1970

The Naval Officer in Charge, South Australia.

HMAS BANKS - REPORT OF PROCEEDINGS  
APRIL 1970

Reference : A. Your 121/7/22 of 22nd May, 1970.  
B. ABR 5016 Appendix 29A.

1. It is noted that although HMAS BANKS Report of Proceedings for weekend cruise 18/19th April was dated 19th April, 1970, the monthly report was not forwarded to Navy Office until 22nd May, 1970.
2. It is requested that future reports be forwarded promptly in accordance with reference B.

  
Secretary



RECEIVED

25 MAY P.M.

NAVY REGISTRY

NAVY—CANBERRA

18 | 6 | 2056

ROYAL AUSTRALIAN NAVY

TELEPHONE: 49.6123

IN REPLY QUOTE 121/7/22

REG. CLK.  
INDEXER  
INDEX ON

1/16

Naval Headquarters,  
Box 117, P.O.  
PORT ADELAIDE. S.A. 5015

22 MAY 1970

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA. A.C.T. 2600

HMAS BANKS REPORT OF PROCEEDINGS APRIL 1970.

Reference : NOL 18/6/1538 of 20th October, 1969.

The enclosed report is forwarded in accordance with the reference. For the remainder of the month HMAS BANKS has remained alongside the Naval Wharf, Port Adelaide.

(E.L. Nichols).  
LIEUTENANT COMMANDER, RANVR  
for NAVAL OFFICER-IN-CHARGE.  
SOUTH AUSTRALIA.



(1).

ROYAL AUSTRALIAN NAVY

H.M.A.S. Banks,  
at Port Adelaide,  
19th April, 1970.

The Naval Officer in Charge,  
South Australia.

Sir,

Report of Proceedings H.M.A.S. Banks Weekend Cruise 18/19th April.

I have the honour to submit the report of proceedings of H.M.A.S. Banks under my command on 18th-19th April, 1970. All times I.K.

The Ships Company joined at 0800/18th and prepared the ship for sailing at 0930. As it was necessary to allow H.M. Ships Blake and Plymouth to clear their berth before 'Banks' slipped, there was some delay and the ship eventually got under way at 1015.

Commander R.C. Darwent R.A.N.R., Executive Officer Reserves, South Australia was embarked as Liaison Officer for the Glenelg Cook Bi-centenary Regatta to be held on Sunday 19th in Holdfast Bay.

The ship cleared the Outer Harbour breakwater at 1100 and exercises were carried out in the vicinity of the Quarantine Anchorage. The ship returned to No.2 Berth Outer Harbour at 1700 for the night.

At 0900 on Sunday 19th April, fifty-eight libertymen for 'Blake' were embarked and at 0915 the ship sailed from Outer Harbour and set course for Holdfast Bay to rendezvous with 'Blake' anchored 1.3 miles off the breakwater at Glenelg.

The libertymen were transferred by 'Blake's' pinnace at 1130 and the ship proceeded to anchor as directed by the Regatta Committee in a position north-west of the breakwater on the three fathom line. The ship came to her port anchor with two shackles on deck at 1145.

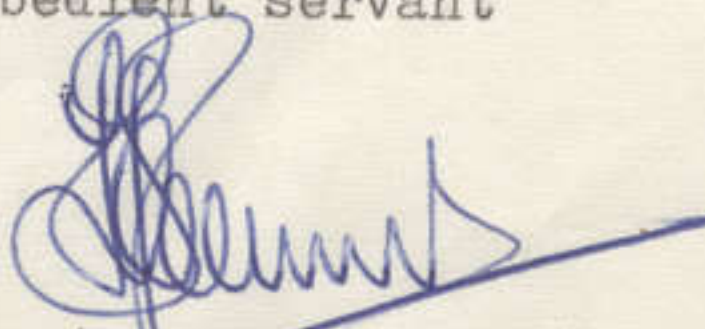
The Starters and Regatta Committee came aboard at 1300 and set up their radio and visual signalling organisation. Racing commenced at 1430 in ideal conditions and continued throughout the afternoon until 1715. This was punctuated by flying displays by Blakes helicopters, and Orions from No.11 Squadron R.A.A.F.

The Regatta was well organised and patronised, some four to five hundred boats taking part. A very impressive show altogether.

During the course of the afternoon the Committee presented the ship with a Cook Bi-Centenary Medalion, mounted and engraved, in appreciation of our services. A letter of thanks for this kind gesture has been sent.

Anchor was weighed at 1730 and the ship completed an uneventful passage back to Port Adelaide securing at the Naval Jetty, Gawler Reach at 2030. The ships company was dispersed at 2130.

I have the honour to be,  
Sir,  
Your obedient servant



(F.C. SWINDELLS)

Lieutenant Commander in Command

Total miles steamed - 55  
Total hours under way - 10.5  
Average speed - 5.2kts.



HMAS BANKS

Report of Proceedings MAY 70

AS(NS)

*Ch. 4/6*

D of O

*W 5/6*

DCNS

*D-2/6*

1NM

*B 5/6*

2NM

*Ba/6*

3NM

*B 11/6*

4NM

*W 12/6*

SECRETARY

*W 12/6*

DPR

*W 12/6*

AS(NS) (NS55)

*W 12/6*

- NOTES:
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  - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.

*W 12/6*

*12/9*

18.6.2072.

HMAS BANKS

Report of Proceedings MAY 70

AS(NS)

*Ch. 4/6*

D of O

*W 5/6*

DCNS

*J-2/6*

1NM

*B 5/6*

2NM

*Ba/6*

3NM

*B 11/6*

4NM

*Am/6*

SECRETARY

*J 12/6*

DPR

*J C of S 25/6*

AS(NS) (NS55)

*7/11/6*  
*13/6*

- NOTES:
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*11/6*

*10/9*



TELEPHONE: 49.6123

IN REPLY QUOTE 121/7/22

RECEIVED

4 JUN A.M.

AZ

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA

18 | 6 | 2072

Naval Headquarters,  
Box 117, P.O.,  
PORT ADELAIDE,  
S.A. 5015.

2 JUN 1970

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA,  
A.C.T. 2600.

HMAS BANKS REPORT OF PROCEEDINGS, MAY 1970.

Reference: A. NOL 18/6/1538 of 20th October, 1969.

The enclosed report is forwarded in accordance with the reference.

2. HMAS BANKS remained alongside the Naval Wharf from 1st to 15th May and commenced annual refit on 18th May.

(J. LANCASTER),  
COMMANDER R.A.N.,  
NAVAL OFFICER-IN-CHARGE,  
SOUTH AUSTRALIA.



The Naval Officer In Charge,  
SOUTH AUSTRALIA.

H.M.A.S. Banks,  
At Port Adelaide.  
17th May, 1970.

Sir,

I have the honour to report the proceedings of H.M.A.S. Banks under my command on Saturday 16th May, 1970, and Sunday 17th May, 1970.

2. All times are zone India Kilo (minus 9.5).
3. Six of the ship's company joined at 1800 on Friday 15th May, 1970 and the remainder of the ship's company and the officers joined at 0730 on Saturday 16th May, 1970.
4. At 0910 on 16th May, 1970, the ship slipped from Gawler Reach and proceeded down river clearing the Outer Harbour breakwater at 1053

PASSAGE TO EDITHBURGH

5. On clearing the breakwater the ship proceeded to Edithburgh.
6. During the afternoon exercises were carried out.
7. At 1734 on 16th May the ship berthed starboard side to on the south side of the Edithburgh Town Jetty.
8. At 0730 on 17th May the ship slipped and proceeded to return to Port Adelaide.
9. During the forenoon afternoon exercises were carried out for the benefit of junior sailors.
10. The ship entered Outer Harbour at 1229 and proceeded up river to surgar wharf where she was secured starboard side to at 1350.
11. All officers and crew disembarked at 1600 on 17th May, 1970.

ENGINEERING AND ELECTRICAL

12. During the weekend the ship steamed 95.6 miles in aggregate. The performance of machinery and equipment was generally good at an average speed of 6.5 knots.

I have the honour to be,

Sir,

Your Obedient Servant,



A. J. T. BENNETT.

Lieutenant R.L.E.X.

APPENDIX 'A' TO HMAS BANKS REPORT OF PROCEEDINGS FOR THE WEEKEND

16TH MAY TO 17TH MAY, 1970.

Miles steamed during the weekend	95.6
Hours underway during the weekend	14.5
Average speed	6.5 knots
Percentage of fuel remaining onboard	54%

APPENDIX 'B'

The following exercises were carried out:-

Saturday 16th May	-	Communication exercise with HMAS Encounter. O.O.W. Manoeuvres. Fire Party and First Aid Exercise.
Sunday 17th May	-	Fire Party and Damage Control Exercise. Instruction on derrick and use of helicopter strop.

APPENDIX 'C'

Movements during the weekend:-

Date

16th May	-	To Edithburgh from Gawler Reach.
17th May	-	To Port Adelaide from Edithburgh.



TELEPHONE: 49.6123

IN REPLY QUOTE 121/7/22

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ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	2135

Naval Headquarters,  
Box 117, P.O.,  
PORT ADELAIDE, S.A. 5015.

-7 JUL 1970

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA, A.C.T. 2600.

HMAS BANKS REPORT OF PROCEEDINGS - JUNE 1970.

Reference: A. NOL 18/6/1538 of 20th October, 1969.

HMAS BANKS has been undergoing annual refit with Central Slipping Company, Port Adelaide, for the month of June.

(J. LANCASTER),  
COMMANDER R.A.N.,  
NAVAL OFFICER-IN-CHARGE,  
SOUTH AUSTRALIA.

1. ~~D.O.F.O.~~ <sup>all 10/7</sup> for information  
2. ~~ESTIVS~~

92



TELEPHONE: 49.6123

IN REPLY QUOTE 121/7/22

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NAVY REGISTER

ROYAL AUSTRALIAN N

NAVY—CANBERRA		
18	6	2226

ASNS 138.70  
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REG. CLK.  
INDEXED  
INDEX ON  
LOG ASST  
SECT. 1/16

Naval Headquarters,  
Box 117, P.O.,  
PORT ADELAIDE. S.A. 5015.

13 AUG 1970

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA. A.C.T. 2600.

HMAS BANKS - REPORT OF PROCEEDINGS - JULY 1970.

Reference: NOL 18/6/1538 of 20 October, 1969.

HMAS BANKS has been undergoing annual refit with Central Slipping Company, Port Adelaide, for the month of July.

~~ASNS~~ 14.8

Dof/O. For Information  
19/8

(J. Lancaster)  
COMMANDER, R.A.N.  
NAVAL OFFICER-IN-CHARGE,  
SOUTH AUSTRALIA.

HMAS BANKS

Report of Proceedings Aug 70

AS(NS) 14/9

D of O 14/9

DCNS 15 defects in 7 1/2 hrs

1NM 15/9

2NM 16/9

3NM 17/9

4NM 21/9

SECRETARY 12/9

C of S 22/9

DPR [Signature]

AS(NS) (NS55) 25/9/70

- NOTES:
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[Handwritten signature]



St 5340

ROYAL AUSTRALIAN NAVY

TELEPHONE: 49.6123

NAVY—CANBERRA		
18	6	2267

REF. No. 121/7/22



Naval Headquarters,  
Box 117, P.O.,  
PORT ADELAIDE, S.A. 5015.

- 4 SEP 1970

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA, A.C.T. 2600.

HMAS BANKS REPORT OF PROCEEDINGS - AUGUST 1970.

- Reference: A. NOL 18/6/1538 of 20th October, 1969.  
B. NOL 18/206/913 of 13 August, 1970.

The enclosed report is forwarded in accordance with the references.

2. HMAS BANKS remained alongside throughout the remainder of the month.
3. Action is being taken to rectify defects discovered during post refit trials and it is expected that HMAS BANKS will be fully operational apart from the Type 974 Radar by Friday, 4th September, 1970.
4. HMAS BANKS Type 974 Radar which is being overhauled and reinstalled by General Manager Williamstown Dockyard, is expected to be operational by the end of September 1970.

*AS (NS) 9.9.70 W 9/9 yes/psl.  
DOFO for information  
IS CIRCULATION REQUIRED?*

*[Signature]*  
(J. LANCASTER),  
COMMANDER R.A.N.,  
NAVAL OFFICER-IN-CHARGE,  
SOUTH AUSTRALIA.

RT

- HMAS BANKS Report of Meetings  
for Weekend Training Cruise  
29th/30th August, 1970.

ROYAL AUSTRALIAN NAVY.

H.M.A.S. Banks,  
at Port Adelaide.  
30th August, 1970.

The Naval Officer in Charge,  
South Australia.

Sir,

Report of Proceedings H.M.A.S. Banks Weekend Cruise 29th/30th Aug. 1970.

1. I have the honour to submit the report of proceedings of H.M.A.S. Banks under my Command on the 29th-30th August. All times I.K.
2. The Ships Company joined at 0730/29th Aug. and prepared the ship for getting under way at 0900. The Radio Trials team, Depot Technical Staff and the A.W.A. representative were embarked by 0900 and the ship got under way at 0910 for post refit trials.
3. At 1015 the ship berthed at Outer Harbour to embark the Naval Officer in Charge South Australia and then continued passage to carry out a full power trial.
4. The full power trial was conducted between 1030 and 1130 and at the same time the Radio Trials Team tested all radio equipment.
5. Radio equipment was reported satisfactory but in the full power trial the Starboard Engine did not achieve design performance. This defect will be reported separately.
6. At 1200 the ship came to her port anchor, and the cable was veered to the clench for winch trials.
7. Anchor was weighed at 1325 and the ship returned to No.2 Berth Outer Harbour, berthing at 1400. The Naval Officer in Charge, South Australia, and the trials parties left the ship and the ships company was employed on clean ship and maintenance duties for the remainder of the day.
8. On Sunday 30th August the ship slipped from No.2 Berth Outer Harbour at 0900 and proceeded to carry out exercises in the vicinity of the Quarantine anchorage. These included:-
  - 8.1 O.O.W. Manoeuvres
  - 8.2 O.T.C. Bridge familiarisation
  - 8.3 Steering Breakdowns and Fire Parties
  - 8.4 Recruits Helmsmanship
  - 8.5 Junior Engine Room Sailors on throttles during manoeuvres.
9. At 1025 I decided that the remainder of the programme which involved working the derrick could be carried out better in harbour as the wind had reached force five gusting to six. I therefore set course for harbour and berthed at the Naval Wharf at 1135.
10. During the course of the afternoon the derrick was topped and traversed throughout its limits, the blocks changed to a double whip, and various other maintenance routines were carried out throughout the ship. The ships company was dispersed at 1600.
11. In the course of the trials fifteen defects appeared and have been reported on Forms AS 20612.

Total distance steamed - 44 miles  
Time under way - 7 $\frac{1}{4}$  hrs.  
Average speed - 6.1 Knots.

I have the honour to be,  
Sir,  
Your obedient servant

  
(F.G. SWINDELLS)  
Lieutenant Commander in Command.

ROYAL AUSTRALIAN NAVY

TELEPHONE

49.5511 12 OCT A.M.

NAVY REGISTRY  
INDEX ON  
LOG ASST.  
SECT.

NAVY—CANBERRA  
18 | 6 | 2332

REF. NO. 121/7/22

Naval Headquarters,  
Box 117, P.O.,  
PORT ADELAIDE. S.A. 5015.

x9 OCT 1970

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA. A.C.T. 2600.

HMAS BANKS - REPORT OF PROCEEDINGS SEPTEMBER, 1970.

Reference: A. NOL 18/6/1538 of 20th October, 1969.  
B. NOL 18/206/913 of 13th August, 1970.

The movements of HMAS BANKS for the month of September 1970 are as follows:-

- (a) A weekend RANR Training Cruise was carried out on the 26th/27th September, 1970. HMAS BANKS under the command of CMDR RLEX R.C. DARWENT, VRD, RANR, sailed from Gawler Reach, Port Adelaide at 0835 IK on Saturday, 26th September, 1970 for exercises in St. Vincents Gulf. HMAS BANKS was expected to berth overnight at Edithburgh, but due to adverse sea conditions returned to Outer Harbour berthing at 2110 IK. HMAS BANKS sailed at 0910 IK on Sunday, 27th September for further exercises in St. Vincents Gulf returning to the Naval Wharf at 1520 IK. During this cruise the ship steamed a total of 137.8 miles at an average speed of 7.4 knots.
- (b) For the remainder of the month HMAS BANKS remained alongside the Naval Wharf.

~~AS(INS)~~ 15.10.  
D of O for Information  
UL 16/10

*[Signature]*  
(J. Lancaster)  
COMMANDER, RAN,  
NAVAL OFFICER-IN-CHARGE,  
SOUTH AUSTRALIA.

18/6/2405

DEPT. OF THE NAVY

HMAS BANKS

Report of proceedings 17 Oct. 70

AS(NS)

*Ch. 19/11*

D of O

*20/11*

DJNS

*23/11*

1NM

*23/11*

2NM

*24/11*

3NM

*Se*

4NM

*1/12*

SECRETARY

*8/12*

Cof S.

*3/12*

DPR

*4/12*

AS(NS)

*(NS55) 4/12*

- NOTES: A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
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*17/11/70*



TELEPHONE: 49.5511

IN REPLY QUOTE 121/7/22

NAVY OFFICE

NAVY—CANBERRA		
18	6	2405

ROYAL AUSTRALIAN NAVY

Naval Headquarters,  
Box 117, P.O.,  
PORT ADELAIDE, S.A. 5015.

11 NOV 1970

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA, A.C.T. 2600.

HMAS BANKS REPORT OF PROCEEDINGS OCTOBER 1970.

- Reference: A. NOL 18/6/1538 dated 20 October, 1970.  
 B. Commanding Officer HMAS BANK's report dated 20 October, 1970.

The movements of HMAS BANKS for October were as reported in reference B, the remaining period being spent alongside the Naval Wharf, Port Adelaide.

(J. LANCASTER),  
COMMANDER R.A.N.,  
NAVAL OFFICER-IN-CHARGE,  
SOUTH AUSTRALIA.

AS(NS)



R.A.N.R. Office  
H.M.A.S. Encounter,  
BIRKENHEAD. S.A.

20th October, 1970

The Naval Officer in Charge,  
SOUTH AUSTRALIA

H.M.A.S. Encounter

Sir,

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

SATURDAY, 17TH OCTOBER, 1970

I have the honour to report the proceedings of H.M.A.S. Banks under my command on Saturday, 17th October, 1970.

2. The Officers and Ship's Company joined at 0730IK on Saturday 17th October, five senior sailors having joined the ship the night before to run up machinery, gyro-compass etc.

3. Three officers and one N.C.O. from the 10th Btn. R.S.A.R. joined at 0800IK to observe R.A.N.R. training for the day.

4. I sailed from Gawler Reach at 0900IK and cleared Outer Harbour at 1000IK. The forenoon was spent in exercising fire party, steering breakdown and anchoring.

5. I anchored at the Quarantine anchorage off Outer Harbour at 1115IK until 1330IK, during which time the opportunity was taken to sort out danbuoy gear, tackles and other sundry equipment which might be required for evolutions on Sunday, 25th October.

6. I weighed and proceeded for Outer Harbour at 1330IK, having exercised weighing part of the cable by hand.

7. At 1355IK I secured at No.3 Berth, Outer Harbour and preparations were made to receive 30 guests from the Port Adelaide Sailing Club. Guests were embarked at 1500IK and at 1515IK I slipped and proceeded to the I.C.I. Berth at Osborne.

8. Mr. R. Millard, Commodore, Port Adelaide Sailing Club, reviewed a sail-past of the Port Adelaide Sailing Club's fleet, which took from 1600IK to 1640IK. On completion of the review I slipped and proceeded to Gawler Reach, where I berthed at 1723IK.

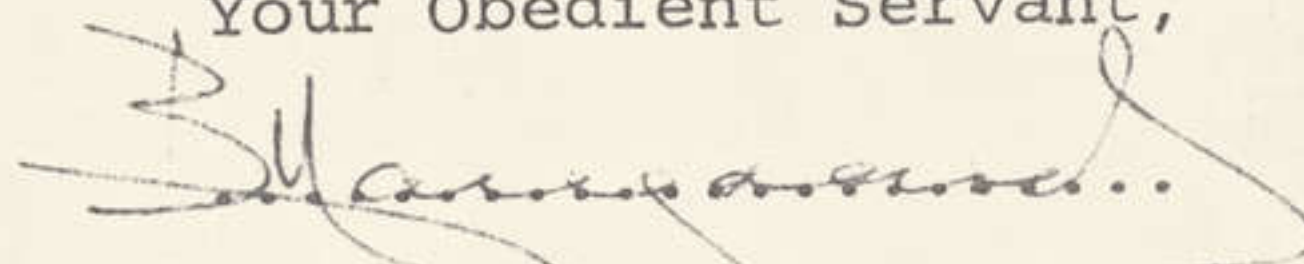
9. On berthing at the Naval wharf at Gawler Reach the wharf was bumped rather heavily and a separate report of this incident has been made.

Total miles steamed - 24.6

Total hours under way - 8 hours 23 minutes.

I have the honour to be,  
Sir,

Your Obedient Servant,



B. L. HAUGAARD  
L.C.D.R. R.L.E.X.  
Commanding Officer

DEPARTMENT OF THE NAVY

181612592

HMAS *Banks*

Report of Proceedings *Nov, 70*

AS(NS) *17/2*

D of O *18/2*

~~DCNS~~ *1/3*

1NM *23/3*

2NM *24/3*

3NM *25/3*

4NM *29/3*

SECRETARY *10/3*

C of S *10/3*

DPR *12/3*

AS(NS) (NS55) *15/3*

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BDH  
17/2





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 SECT. 1/16

PA 80

Naval Headquarters, 7-10-70  
 Box 117, P.O.,  
 FORT ADELAIDE. S.A. 5015.

04 FEB 1971

The Secretary,  
 Department of the Navy,  
 Navy Office,  
 CANBERRA. A.C.T. 2600.

HMAS BANKS REPORT OF PROCEEDINGS NOVEMBER 1970.

- Reference: A. NOL 18/6/1538 dated 20 October, 1969.  
 B. Commanding Officer HMAS BANK's report dated 13th November, 1970.

The movements of HMAS BANKS for November were as reported in reference B. The remaining period was spent alongside the Naval Wharf, Port Adelaide.

*AS(N3) 55*

*New File - BANKS ROP Nov 70.*

(J. Lancaster)  
 COMMANDER, RAN,  
 NAVAL OFFICER-IN-CHARGE,  
 SOUTH AUSTRALIA.



3 copies CO HMAS BANK's report.

*AT*



## ROYAL AUSTRALIAN NAVY

TELEPHONE: 49.5511

IN REPLY QUOTE 121/7/22

R.A.N.R. Office,  
HMAS ENCOUNTER,  
Fletcher Road,  
BIRKENHEAD, S.A. 5015.

13th November, 1970.

The Naval Officer-in-Charge,  
SOUTH AUSTRALIA,  
HMAS ENCOUNTER.

Sir,

REPORT OF PROCEEDINGS OF HMAS BANKS IN CO-OPERATION WITH  
THE 4TH FIELD SURVEY SQUADRON, AUSTRALIAN MILITARY FORCES,  
IN A SURVEY OF THE SIR JOSEPH BANKS GROUP OF ISLANDS IN  
SPENCER GULF - 1ST TO 13TH NOVEMBER, 1970.

1. I have the honour to submit the following report of proceedings for Her Majesty's Australian Ship BANKS, under my command, for the period 1st to 13th November, 1970, during which the ship was engaged in a co-operative survey with the 4th Field Survey Squadron, Australian Military Forces, of the Sir Joseph Banks Group of Islands in Spencer Gulf.
2. The Ship's Company and two members of the 4th Field Survey Squadron joined on Monday 2nd November, 1970, and spent the remainder of the day preparing the ship for sea. The Crew comprised five RANER, 6 RANR and 5 RAN Officers and sailors. At my insistence a Petty Officer Electrician from HMAS Encounter was included in the crew. Several RAN sailors had been posted to the ship at very short notice and I observed an air of unrest amongst these sailors.
3. After being forced to temporarily return to the Ship's berth at Birkenhead, while a GYRO malfunction was corrected, I sailed at 1420 hours on Tuesday, 3rd November, 1970, in accordance with instructions from Commander J. Lancaster, RAN, Naval Officer-in-Charge, South Australia, for a co-operative survey with the 4th Field Survey Squadron, Australian Military Forces, in accordance with a briefing by Major G. Ricketts, AMF.
4. On passage to Outer Harbour Adelaide, where the ship berthed for a short period, the ship's radar was checked by a civilian technician from Williamstown Dockyard.
5. The ship anchored overnight off Edithburgh, from whence I sailed at 0523 on 4th November, 1970, for passage to the Gambier Islands where I anchored overnight. During the passage self maintenance of the ship commenced and a general "shake down" was conducted for the heterogeneous crew. Drills included fire exercises and steering gear breakdowns.
6. The vital importance of carrying an electrician was shown during this period by the many electrical adjustments that became necessary, particularly those in connection with the ship's gyro and the radar,

..cont. ../2.

which was only made partially serviceable after almost 48 hours continuous fault finding and repair work by the Petty Officer Electrician.

7. The ship weighed and proceeded at 0520 on Thursday, 5th November, 1970 to commence the co-operative survey task in the Sir Joseph Banks Group at 0915.

8. As with all anchorages made in the Sir Joseph Banks Group of Islands extreme care was exercised in the approach due to the scale of the chart, the warnings in the 1954 Pilot, the age of the survey, a caution which I had received from a member of the staff of the RAN, Hydrographic Service, infrequent chart soundings and lack of local knowledge of the area by any crew member.

9. Anchorages were made in approximately 3 fathoms of water to assist in expediting the task, which could only be performed in calm weather, because of the rocky nature of the island landings and the delicate equipment carried by the 4th Field Survey Squadron.

10. I decided to complete two island survey tasks each day, commencing first light and completing at dusk. If this had not been done the task could not have been completed due to prevailing weather conditions. In this connection I would like to commend the crew for their willingness to complete the task and Corporal Hann and Sapper O'Halloran for the long hours they spent in exposed positions on rock outcrops in alternating heat and cold wind conditions, often surrounded by frolicking seals, curious birdlife or snakes.

11. Eight tasks were completed in four days and on Monday, 9th November, 1970, the ship sailed from the Sir Joseph Banks Group at 0730 for Port Lincoln, berthing at 1045, for a well earned rest. During the stay in Port Lincoln I called upon the Mayor, Councillor H.J. Freeman.

12. The ship sailed from Port Lincoln on Tuesday, 10th November, 1970 at 1000 hours. The First Lieutenant, Lieutenant R.M. McNair RANR, handled the ship on this occasion; the Navigating Officer, Acting Sub-Lieutenant R.W. Cunningham, RANR, piloted the ship out of harbour.

13. Owing to the deteriorating weather conditions I sailed for Adelaide to arrive at 1100 on Wednesday, 11th November, 1970. Acting Sub-Lieutenant R.W. Cunningham, RANR, piloted the ship up the River Torrens to Port Adelaide.

14. The health and morale of the Ship's Company was excellent, after the initial problems of limited notice for joining the ship were overcome.

15. Many electrical defects arose during the period and these have been reported to HMAS ENCOUNTER.

16. Mechanically the ship performed satisfactorily due to the untiring efforts of Mechanician R.G. Miller, R42236, and his staff.

17. The survey task was thoroughly enjoyed by all on board and many good fish were caught. It is interesting to note that whilst in command of HMAS BANKS on this occasion, as a Lieutenant Commander RANER, I had the privilege and responsibility for:-

- (a) bringing the ship alongside a wharf five more times than during my entire Naval service as a Seaman specialist Officer.
- (b) taking the ship away from a wharf twice as many times as during my entire Naval service as a Seaman specialist Officer.
- (c) commanding a vessel, to complete a task within a limited time scale, with a largely inexperienced crew, in poorly charted waters under difficult weather conditions.

..cont. ../3.

18. For this opportunity I thank you.
19. Distance steamed: 268.4 miles.
20. Hours underway: 58.

I have the honour to be

Sir

Your obedient servant,

*John D. Atkins*

(J.D. ATKINS),  
LIEUTENANT COMMANDER RANER.

18/6/2584.

DEPT. OF THE NAVY

HMAS Banks Report of proceedings Dec, 70

AS(NS) Ch. 10/2

D of O 10/2

DCNS 8-17/2

1NM 10/2

2NM 18/2

3NM 1/2

4NM 1/2

SECRETARY 23/2

CoS 23/2

DPR 20/2

AS(NS) (NS55) 8/2  
4/2

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BW 9/2



TELEPHONE: 49.5511

IN REPLY QUOTE 121/7/22

ROYAL AUSTRALIAN NAVY  
.. 8 FEB P.M.  
NAVY REGISTRY

NAVY—CANBERRA  
18 6 2584

Naval Headquarters,  
Box 117, P.O.,  
PORT ADELAIDE, S.A. 5015.

04 FEB 1971

The Secretary,  
Department of the Navy,  
Navy Office,  
CANBERRA, A.C.T. 2600.

HMAS BANKS REPORT OF PROCEEDINGS DECEMBER 1970.

- Reference:
- A. NOL 18/6/1538 dated 20 October, 1969.
  - B. Commanding Officer's HMAS BANK's report dated 6th December, 1970.

The movements of HMAS BANKS for December were as reported in reference B. The remaining period was spent alongside the Naval Wharf, Port Adelaide.

(J. Lancaster)  
COMMANDER, RAN,  
NAVAL OFFICER-IN-CHARGE,  
SOUTH AUSTRALIA.



3 copies CO HMAS BANK's report.

RY

HMAS BANKS,  
AT PORT ADELAIDE.

6th December, 1970.

The Naval Officer-in-Charge,  
South Australia.

Sir,

I have the honour to report the proceedings of HMAS BANKS under my command on Saturday, 5th December, 1970, and Sunday 6th December, 1970.

2. All times are zone India Kilo (~~minus 9.5~~).
3. Two Officers and five of the ship's company joined at 1900 on Friday, 4th December, 1970 and the remainder of the ship's company and officers joined at 0700 on Saturday, 5th December, 1970.
4. At 0825 on 5th December, 1970, the ship slipped from the Gawler Reach Wharf and proceeded down the Port River in company with AWB 403.
5. At 0830 a steering failure occurred and to check and adjust the steering system the ship berthed Port side to at H Wharf.
6. At 0919 the ship slipped from H Wharf and proceeded down the Port River clearing the Outer Harbour breakwater at 1012.
7. During the morning exercises were carried out with the workboat off Largs Bay.
8. At 1356 the ship entered the Outer Harbour breakwater and berthed at No. 1 berth Outer Harbour Port side to at 1412.
9. At 1415 the workboat was detached and returned to Gawler Reach.
10. The Commanding Officer Reserves boarded the ship at 1425 on the 5th December, 1970.
11. At 1435 the ship slipped No.1 berth and cleared the breakwater at 1443.

PASSAGE TO EDITHBURGH.

12. On clearing the breakwater the ship proceeded to Edithburgh.
13. During the afternoon exercises were carried out.
14. At 1955 on the 5th December, 1970 the ship berthed Port side to on the Northern side of the Edithburgh Jetty.
15. At 0806 on the 6th December, 1970 the ship slipped and proceeded to return to Port Adelaide.
16. During the forenoon and afternoon exercises were carried out for the benefit of O.O.W. and junior sailors.
17. The ship entered the Outer Harbour breakwater at 1401 and proceeded up the Port River to the Gawler Reach Wharf and berthed Port side to at 1545 on the 6th December, 1970.
18. All officers and crew disembarked at 1700 on 6th December, 1970.

.../2


ENGINEERING AND ELECTRICAL

19. During the weekend the ship steamed 104.9 miles in aggregate. The performance of machinery and equipment was generally good except for the Engine room fans which need urgent maintenance and a breakdown in steering gear which occurred on Saturday, 5th December, 1970.

I have the honour to be,

Sir,

Your Obedient Servant,



A.J.T. Bennett,  
LIEUTENANT RLEX.



APPENDIX 'A' TO HMAS BANKS' REPORT OF PROCEEDINGS  
FOR THE WEEKEND - 5TH DECEMBER TO 6TH DECEMBER, 1970.

Miles steamed during the weekend 104.9  
Hours under way during the weekend 17.5  
Average speed 6.0 knots  
Percentage of fuel left onboard 70%

APPENDIX 'B'

The following exercises were carried out

Saturday 5th December. - Communications Exercise with  
the workboat.  
- O.O.W. manoeuvres.  
- Laying a Danbuoy.  
- Steerage failure

Sunday 6th December - O.O.W. manoeuvres.  
- Fire party and first aid exercise.  
- Rigging to recover anchor by deck  
tackle.

APPENDIX 'C'

Movements during the weekend.

5th December - To Edithburgh from Gawler Reach.  
6th December - To Port Adelaide from Edithburgh.

2

CG110  
(1967)

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