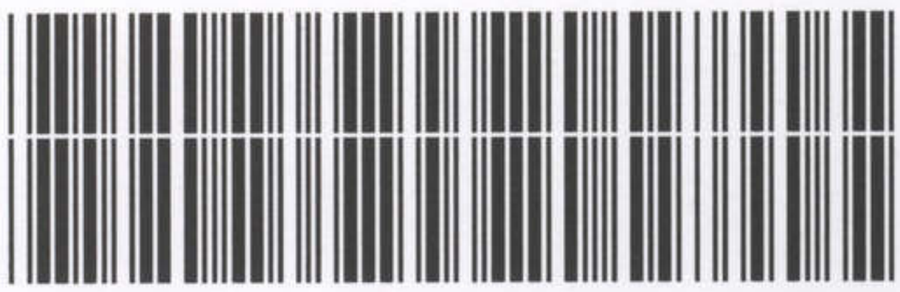
AWM78

Reports of Proceedings, HMA Ships and Establishments

HMAS BARCOO

Item number: 54/5

Title: January 1954 - December 1955



AWM78-54/5

AUSTRALIAN WAR MEMORIAL RCDIG1073138

"BARCOO" L. of P. 1954-55

[54/5]

[54/5]

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: ..... Date: 1 Nov 90

NAVAL ARCHIVES BRANCH

AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336-12-112

1441/45.

SUBJECT: HMAS. Barcoo - Report of Proceedings - January 1954

DCNS. 10/2

1N/M 12/2

DCNP 19/2
16/3/54

2 NM

HNB (for further Circulation) 22/2

DNI 26/2

D/DPS. 2/3.

DTSR 3/3

DOD 4/3

DNC 5/3

HNB (NS)

Note - 1 Copy only received

3/3

AUSTRALIAN WAR MEMORIAL RCDIG1073138

AUSTRALIAN WAR MEMORIAL RCDIG1073138

12/3 651

DEPARTMENT OF THE NAVY. H336-12-112

MINUTE PAPER.

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

January 1954

S.N.B. 9/3

3rd N.M. 10/3

4th N.M. 12/3

D.A.W.O.T. 12/3

D. of P. 17/3

N.5. 17/3

18/3/54 D.N.I. 19/3

H.P.B. 24/3

DGS. 25/3.

A.A. 2nd N.M.

N.A. 2nd N.M.(X) 26/3

D. of M. 26/3

D.D.M.

20/3/54 a/D 28/4 - a/D 6/4/54 7/4.

8/4/54 D.E.(N).

D.O.U.W. 22/4

D.N.M.S. 6/5/54

N.5a.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073138

AUSTRALIAN WAR MEMORIAL RCDIC1073138

LES.

RECEIVED
C 15 FEB P.M
NAVY REGISTRY

DEPT OF THE
4336.12.112
NAVY

REPORT OF PROCEEDINGS FOR
1954 - H.M.A

attached and noted

4NM 9/2/54

(BARCOO's letter No.24 dated 1st.February, 1954.)

II

E.A. Hort /682/2/65
THE SECRETARY, NAVAL BOARD.

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

DNI (for retention)
Copy in circulation

H. A. Showers
A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point, Sydney.

11 FEB 1954

NHRS

AUSTRALIAN WAR MEMORIAL RCDIG1073138

AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPT. OF THE NAVY
4334 | 15 | 154
REPORT OF PROCEEDINGS FOR THE MONTH OF JANUARY, 1954 - H.M.A.S.BARCOO
RECEIVED 15 FEB P.M. NAVY REGISTRY

(BARCOO's letter No.24 dated 1st.February, 1954.)

II

E.A. 1/01/682/2/65

THE SECRETARY, NAVAL BOARD.

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

A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point, Sydney.

11 FEB 1954

St 6334

Royal Australian Navy.

4336. 12. 112

IN REPLY PLEASE QUOTE
No. Return No. 24.

H.M.A.S. Barcoo,
At Wilson's Promontory.
1st. February, 1954.

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

(Copies to:- The Secretary Naval Board, Navy Office.
The Senior Officer Hydrographic Service.)

Report of Proceedings for the month of January, 1954.

Submitted for consideration, the following report of proceedings for H.M.A. Surveying Ship Barcoo, under my command, for the month of January, 1954.

2. The ship remained alongside at Burnie until Sunday 3rd. January. On Friday 1st. January, all officers, except the officer of the day, attended the Burnie Athletic Carnival, at the invitation of the committee, and the ship's company were admitted free to the grounds. The carnival was held in good weather and was opened by the Minister for the Navy, the Rt. Hon. W. McMahon, M.P., who had previously inspected a guard of honour of sea-cadets. The carnival proved an enjoyable function and much interest was evinced in the wood-chopping events. I dined with the Minister and his party at their hotel in the evening.

3. During the forenoon of Saturday 2nd. several officers and myself were taken for a car drive into the back-country behind Burnie, taking in Hellyer Gorge en route, and in the evening a cocktail party was given on board by the Minister of the Navy for local dignitaries. This was a successful function and letters of thanks have since been received from the Minister and members of his party.

4. At 1145 on Sunday 3rd. January, the ship slipped from McGaw wharf and proceeded for Westernport in fair weather, arriving there at 0540 and anchoring off Cowes with 6 shackles, in 11 fathoms. The tender Jabiru, which had remained in Melbourne, had been instructed to rendezvous with the ship at Cowes and had arrived the previous evening. Jabiru was prepared with necessary gear for tidal stream observations during the day and the Engineer Officer, who was suffering from a bad infection of a finger, was despatched to Flinders Naval Hospital from whence, after treatment, he returned to the ship later in the day.

5. At 0600, Tuesday 5th. January, the ship proceeded to the Wilson's Promontory area to continue with Hydrographic Instructions. It was intended to mark Cape Liptrap on arrival but weather conditions did not permit operations to be carried out at the rather exposed landing near Bell Point and the ship anchored in Waratah Bay at 1300 with 6 shackles in 11 fathoms. Four beacons were prepared for laying during the afternoon. The weather deteriorated still further on the following day Wed-

AUSTRALIAN WAR MEMORIAL RCDIG1073138

nesday 6th., and at 1745 it became necessary to shift anchorage to the eastern side of the bay, which gave a better lee, the ship anchored there at 1815 with 6 shackles in 18 fathoms.

6. The ship did not get under way until 1015 on Thursday 7th. due to low visibility but, this clearing during the early part of the forenoon, the ship weighed and proceeded to lay four beacons to the northwest of Citadel Island. This work was completed satisfactorily and then, as the weather was now calm, opportunity was taken to mark the triangulation station on Cape Liptrap. The ship anchored off Bell Point, Waratah Bay for this purpose at 1445 with 6 shackles in 11 fathoms and the marking party was landed in motor-boat and whaler. Thanks to a ride given to the party by a passing motor-lorry this work was completed in good time and all boats were hoisted on return at 1730.

7. The ship weighed at 0730 Friday 8th. and proceeded to fix the beacons laid the previous day. When this was completed ship sounding commenced and continued until 1925 when the ship proceeded to the lee of Great Glennie Island, Wilson's Promontory, anchoring there at 2000 with 7 shackles in 22 fathoms.

8. On Saturday 9th., the ship weighed at 0730 and continued ship sounding until 1400 when she proceeded to Cowes to revictual Jabiru and collect mail. The ship anchored off Cowes Jetty at 1953 with 6 shackles in 11 fathoms.

9. Divisions and upper deck rounds were carried out on Sunday 10th. and at 0530 on Monday 11th. the ship weighed and proceeded for the sounding area carrying out ship sounding throughout the day and anchoring in the lee of Great Glennie Island at 1812 with 7 shackles in 22 fathoms.

10. From Tuesday 12th. to Friday 15th. inclusive ship sounding was carried out in fair weather, the ship weighing for this purpose at 0730 and anchoring in the Waratah Bay or Great Glennie anchorages in the evenings about 1800. On Friday, sounding of the area Citadel Island to Cape Liptrap was completed and 3 beacons weighed, the ship proceeding to Cowes on completion anchoring there at 2040 with 6 shackles in 11 fathoms.

11. The ship weighed at 1100 on Saturday 16th. and proceeded to rendezvous, to discuss future surveying operations, with H.M.A.S. Warrego off Queenscliffe, where the ship anchored at 1500 and remained overnight, weighing at 0730 the following morning, Sunday 17th., and proceeding up Port Phillip and the River Yarra to berth at No. 3 North Wharf at 1220.

12. Stores and fresh provisions were embarked and leave granted on Monday 18th. and Tuesday 19th. and Lieutenant N.D. (N) Burnside was discharged to R.G.H. Heidleberg to undergo an operation for osteomyelitis of the right leg. The ship sailed at 0815 Wednesday 20th. and proceeded down river, fuelling at the oil-fuel lighter at Williamstown en route and anchoring at 1700 off Rye Pier near Portsea.

13. At 0530 the following morning, Thursday 21st., the ship weighed and proceeded for Westernport anchoring

AUSTRALIAN WAR MEMORIAL RCDIG1073138

there at 1025 with 6 shackles in 11 fathoms. Jabiru was fuelled and re-victualled and prepared for sounding and investigating of A/S contacts obtained during ship soundings off the Cape Schanck area. At 0530 Friday 22nd. the ship weighed and proceeded to Waratah Bay anchoring there at 1245 and intending to land and establish a tide-pole camp in the Bell Point area to obtain fifteen days continuous observations. Weather conditions prevented this operation and five beacons were prepared for laying during the afternoon.

14. On Saturday 23rd. January, the ship weighed and proceeded at 0730 and laid beacons in the Cape Liptrap - Cape Patterson area and fixed them by taut-wire. Ship sounding commenced on completion and continued until evening when the ship anchored in Waratah Bay at 1940 with 6 shackles in 10 fathoms.

15. The tide pole camp was landed and established in the vicinity of Bell Point, Waratah Bay, and the tide-poles erected and levelled on Sunday 24th. January.

16. Ship sounding continued from Monday 25th. to Wednesday 27th. inclusive, in fair weather, the ship weighing at 0730 for this purpose and anchoring in Waratah Bay or on the bank off Cape Patterson about 1900 in the evenings. On Wednesday 25th. it was apparent that bad weather was approaching and a strong wind from the south-west rose about midday. The ship discontinued sounding shortly afterwards and proceeded for Cowes, anchoring there at 1600 with 6 shackles in 10 fathoms.

17. Gale conditions, with the wind from the south-east and considerable rain continued throughout Thursday 28th. and Friday 29th. The weather moderated during Saturday 30th. and it was possible to grant leave during the afternoon.

18. On Sunday 31st. the ship sailed for Waratah Bay at 0900 to tend the tide-pole camp there and to run one line of soundings en route. One beacon was found to have lost its heel-weight and was floating horizontally, and another had dragged following the gale and sounding was discontinued and the ship anchored in Waratah Bay at 1535 when the motor-boat was sent in to re-victual the tide-pole camp and to carry out repairs on the R/T receiver. This work was completed and the boat hoisted at 1800.

19. Jabiru has been employed on tidal stream observations and examination sounding during the month and has completed the greater part of this work.

20. The health, conduct and morale of the ship's company is satisfactory and the condition of the ship and conditions on board are also satisfactory.

21. Lieutenant N.D. (N) Burnside rejoined the ship from R.G.H. Heidleberg p.m. Saturday 30th. January.

22. Steaming figures for the month are given in the following appendix.

(a) 1930.5 miles.
(b) 185 2/60 hours.
(c) 7.45 miles per ton.
(d) 59,492.4 miles.
(e) 5604 21/60 hours.

FLAG OFFICER-IN-CHARGE
9 FEB 1954
EAST AUSTRALIAN AREA

Lieutenant-Commander.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPARTMENT OF THE NAVY.

4336-12-112

MINUTE PAPER.

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

February 1954

1/S.N.B. 31/3

3rd N.M.

5/4/54 4th N.M. 6/4.

D.A.W.O.T. 6/4

D. of P. 7/4

N.5. 7/4

8/4/54 D.N.L. 9/4

9/4/54 H.P.B. 13/4

DGS

A.A. 2nd N.M.

N.A. 2nd N.M.(X) 14/4

D. of M. 14/4

D.D.M.

21/4/54 D.E.(N). 15/4

D.O.U.W.

D.N.M.S. 17/5/54

N.5.

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

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AUSTRALIAN WAR MEMORIAL RCDIG1073138

DALMAS
22 MAY 1954
MAIL OFFICE

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336-12-112

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SUBJECT: HMAS BARCOO - Report of Proceedings - February 1954

DCNS MM 15/3

1 NM 16 M3

HP 17/3 DCNP RBuck 17/3

12 NM RBuck 17/3

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HNB (for further Circulation)

HN 3 DNI

D/DPS 24/3

HN 29 DTSR 29/3

DOD JoK 29/3.

30/3.

30/3 DNC RNBy 30/3.

HNB (NS)

Note - 1 Copy only received

25/3

AUSTRALIAN WAR MEMORIAL RCDIG1073138

AUSTRALIAN WAR MEMORIAL RCDIG1073138

RECEIVED
18 MAR P.M
NAVY REGISTRY

DEPT OF THE NAVY
4336. 12. 112.

DNL
18/2/54

H.M.A.S. "BARCOO" - REPORT OF PROCEEDINGS
FOR THE MONTH OF FEBRUARY, 1954.

(BARCOO'S LETTER DATED 1st MARCH, 1954).

II

E.A. 110 /682/2/65
THE SECRETARY, NAVAL BOARD.

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

A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point, Sydney.

16 MAR 1954

NHRS.

DNT. (For retention)

AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPT OF THE NAVY
Lt 336. 19. 1/3

RECEIVED
18 MAR P.M
NAVY REGISTRY

H.M.A.S. "BARCOO" - REPORT OF PROCEEDINGS
FOR THE MONTH OF FEBRUARY, 1954.

(BARCOO'S LETTER DATED 1st MARCH, 1954).

II

H.A. 1/10 /682/2/65

THE SECRETARY, NAVAL BOARD.

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

A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point, Sydney.

16 MAR 1954

(for return of)

AUSTRALIAN WAR MEMORIAL RCDIG1073138

St 6334

Royal Australian Navy.

4336-12-112

IN REPLY PLEASE QUOTE
No. Return No. 24.

H.M.A.S. Barcoo,
At Sea.
1st. March, 1954.

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

(Copies to:- The Secretary, Naval Board, Navy Office.
The Senior Officer Hydrographic Service.)

H.M.A.S. Barcoo - Report of Proceedings
for the month of February, 1954.

Submitted for consideration the following report of proceedings for H.M.A. Surveying Ship Barcoo, under my command, for the month of February, 1954.

2. The ship weighed at 0730 on Monday 1st. February and proceeded from Waratah Bay in heavy weather. It was not possible to work beacons and samples of the bottom were obtained until 1300, by which time the weather had deteriorated still further, and the ship proceeded to take shelter in Sealers Cove, anchoring there at 1535 with 6 shackles in 9 fathoms.

3. The wind was still blowing strongly on Tuesday 2nd. but the ship weighed at 0600 and proceeded to investigate possibilities. Very heavy rain began to fall about 0800 and the wind increased. The ship anchored in Waratah Bay, which afforded a partial lee, though the ship rolled heavily, at 1035, with 6 shackles in 11 fathoms and remained at immediate notice for steam. Towards sunset the wind began to moderate a little.

4. Attempts were again made to lay beacons on Wednesday 3rd. February, but although the wind had subsided a little, the visibility was poor due to almost continuious rain and the ship returned to Waratah Bay, with nothing accomplished, anchoring there at 1500 with 6 shackles in 9 fathoms. The motor-boat was lowered and sent in to tend the tide-pole camp and to secure the outer tide-pole which had been loosened during the heavy weather.

5. Fuel was now becoming short and at 0800 on Thursday 4th. the ship proceeded to Westernport to collect mail and to re-victual Jabiru prior to proceeding to Melbourne. The weather was moderating but visibility was still poor. The ship anchored in Westernport at 1450 and Jabiru came alongside with mail, and to fuel. On completion of this operation the ship proceeded to the anchorage off Flinders Jetty and at 1800 anchored there with 5 shackles in 6 fathoms.

6. At 0145 on Friday 5th. the ship sailed for Melbourne, proceeding through the Rip at 0500 and securing alongside the oil fuel lighter at Gellibrand Pier, Williamstown at 0900. Fuelling was completed at midday but the river was closed until 1300 at which time the ship slipped and proceeded up river to No. 12 Berth South Wharf, securing there at 1400.

7. The ship was dressed overall on Saturday 6th. on the occasion of the anniversary of the accession of H.M. the queen and week-end leave was granted.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

On Monday 8th. stores and fresh provisions were embarked and H.M.A.S. Warrego secured alongside at 0750. The ship sailed for the survey grounds at 1045 on Tuesday 9th. (H.M.A.S. Warrego shifting berth temporarily at 0900) and anchored off Cowes at 1900 with 6 shackles in 10 fathoms.

8. On Wednesday 10th.,the ship weighed at 0800 and proceeded to lay five beacons from the bank off Cape Patterson to the north-east,to join with the sounded area completed earlier in the season. The weather was fair and the lay was completed without trouble, the ship returning to Cowes anchorage on completion to pick up Lieutenant (N) J.M. Kelly, D.S.C., R.A.N., who was joining the ship to relieve Lieutenant (N) I.M. Burnside R.A.N. The ship anchored at Cowes at 1645 with 6 shackles in 11 fathoms, and Jabiru conveyed Lieutenant Kelly from Flinders Naval Depot to the anchorage.

9. The ship weighed at 0600 on Thursday 11th. and proceeded to run taut-wire along the line of beacons, ship sounding commencing on completion. The weather was fair and work proceeded satisfactorily, the ship anchoring in Westernport for the night with 6 shackles in 11 fathoms at 1850.

10. Weighing at 0600, Friday 12th. the ship proceeded to sound throughout the day. As the weather was clear and it was apparent by now that little good weather could be expected the ship sounded at 15 knots and continued until 1915, anchoring on the bank off Cape Patterson at 1950 with 6 shackles in 18 fathoms.

11. The following day, Saturday 13th., was calm but fog had developed during the night and the visibility was about 5 cables at 0600. This cleared a little later in the forenoon and the ship weighed at 1150 to continue sounding. The ship again sounded at 15 knots but the visibility failed at 1530, due to more fog,and the ship anchored on the bank at 1600 with 6 shackles in 20 fathoms.

12. On Sunday 14th. the ship weighed at 0800 and continued sounding at 15 knots in rather patchy visibility, which caused some difficulty. Mist again interupted sounding at 1500 but by this time the sounding of the area had been completed with the exception of two lines on the northern ~~circuit~~ limit. The ship proceeded to Cowes, anchoring there at 1645 with 6 shackles in 10 fathoms. Jabiru had been employed over the week-end taking the final set of tidal observations off Cape Liptrap. On completion she returned to Westernport, berthing at Cowes Jetty at 1930.

13. Lieutenant (N) I.M. Burnside was despatched to H.M.A.S. Penguin, on completion of turnover, prior to sailing at 0800 Monday 15th. The ship proceeded to Waratah Bay to recover the tide-pole camp whose fifteen days observations were now completed. It had been intended to carry out ship sounding en route, but again poor visibility prevented this. The weather was however sufficiently favourable to recover the tide-poles and tide-pole camp though a loppy sea caused some difficulty. The ship anchored at Waratah Bay at 1420 with 6 shackles in 9 fathoms and boats were hoisted, after recovery of the camp, at 1730.

14. The ship weighed and proceeded to recover beacons in the Cape Liptrap area at 0730 Tuesday 16th.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

A strong wind was blowing but operations proceeded and two beacons were recovered with some difficulty, as they had their bamboos broken during the heavy weather. The weather deteriorated still further and recovery operations became impracticable though attempts were made in near gale conditions. The ship proceeded to anchor at 1600 in the shelter of Shellback Island with 6 shackles in 14 fathoms and remained at half an hour's notice for steam.

15. The weather moderated a little during the night and the ship weighed at 0630 on Wednesday 17th. and proceeded to lay four beacons and run taut-wire. These were to replace beacons in the Cape Liptrap - Cape Patterson area which had moved or been broken. Taut-wire was run along the beacons and ship sounding commenced on completion and continued until 1845. The ship anchored on the Cape Patterson bank at 1930 with 6 shackles in 18 fathoms.

16. There now remained approximately 160 miles of sounding to complete Hydrographic Instruction No. 1 and it was hoped that this could be completed by the evening of Thursday 18th., but the barometer was falling rapidly. The ship weighed at 0600 on Thursday 18th. with the wind blowing force 6 - 7. Sounding commenced at 15 knots but it soon became apparent that the weather was deteriorating still further and with heavy spray coming over the bridge and increasing rain squalls obscuring the beacons sounding was discontinued at 0945 and the ship returned to harbour to anchor off Hanns Inlet, Westernport at 1245 with 6 shackles in 10 fathoms. Heavy rain and wind squalls continued throughout the day.

17. The appearance of the ship by this time had fallen considerably below normal due to working in continual bad weather and as the ship was to be at Melbourne during the visit of H.M. the Queen, it now became necessary to bring it up to standard. In between showers, chipping and chromating of ship's side continued throughout Friday 19th. February. Week-end leave was granted and those hands remaining on board continued with the work of chipping and preparing the ship for painting over Saturday and Sunday.

18. Painting of ship's side, superstructure, boats and decks was carried out, marred by intermittent rain, on Monday 22nd. and Tuesday 23rd., and the ship sailed for Melbourne at 1315 on Wednesday 24th. , anchoring at Queenscliff overnight in company with H.M.A.S. Warrego and proceeding to berth at West Wing Station Pier at 1000 on Thursday 25th.. S.S. Gothic and H.M.A.S. Australia were already berthed at Station Pier when Barcoo arrived and H.M.A.S. Vengeance, Anzac and Warrego entered harbour shortly afterwards. I had the honour to attend the Royal Ball at Government House in the evening.

19. The ship remained at Station Pier until Monday 1st. March sailing for the survey grounds at 1000. Officers and ship's company attended various functions in connection with the Royal Visit over the weekend.

20. The continued bad weather and poor visibility throughout the month has been very disappointing as far as the progress of the survey has

AUSTRALIAN WAR MEMORIAL RCDIG1073138

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been concerned, but it is expected that Hyrographic Instruction No. 1 will be completed in the near future. A least depth of 12 fathoms reduced has been obtained on the bank charted off Cape Patterson and it will be necessary to examine this more thoroughly prior to departure from the area.

21. The health, conduct and morale of the ship's company continue to be satisfactory and conditions on board and the condition of the ship are good, though the ship is badly in need of docking.

22. Steaming figures for the month are given in the following appendix :-

(a) 1475.2 miles.
(b) 134 49/60 hours.
(c) 6.96 miles per ton.
(e) 60,967.6 miles.
(f) 5739 10/60 hours.

Lieutenant-Commander.

FLAG OFFICER-IN-CHARGE
11 MAR 1954
EAST AUSTRALIAN AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

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

March 1954

S.N.B.

3rd N.M.

4th N.M.

D.A.W.O.T.

D. of P.

N.5.

D.N.L.

H.P.B.

DGS

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

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

D. of M.

D.D.M.

D.N.I.

D.E.(N)

D.O.U.W.

D.N.M.S.

N.5.

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

DEN.

HNB (N5)

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AUSTRALIAN WAR MEMORIAL RCDIG1073138

AUSTRALIAN WAR MEMORIAL RCDIG1073138

2/4.

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336-12-112

C.441/15.

SUBJECT: HMAS Barcoo - Report of Proceedings - March 1954

DCNS MB 2/4

6/4 → IN/M 6/4

DCNP RP 7/4

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HNB (for further Circulation) 18/2

DAH

HR 12/4/54 D/DPS → 13/4

HN 14/4 DTSR → 14/4

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DNC 21/4

HNB (N5)

Note - (1 Copy only required)

12/2

AUSTRALIAN WAR MEMORIAL RCDIG1073138

ZMS.

DEPT OF THE NAVY
4336.12.112

RECEIVED
C -9 APR P.M
NAVY REGISTRY

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS FOR THE MONTH OF MARCH, 1954.

HN 7.4.54

(BARCOO's letter Return No. 24 dated 1st April, 1954.)

NOT attached or reg

H.N.

II

E.A. 1010 /682/2/65
THE SECRETARY, NAVAL BOARD.

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.

-7 APR 1954

No enclosures attached
Jr. 9/4.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

RECEIVED
31 MAR P.M
NAVY REGISTRY

St 6334

Royal Australian Navy.

DEPT OF TA
NAVY

4336.12.112

IN REPLY PLEASE QUOTE

No. Return No. 24

H.M.A.S. Barcoo
At Sydney,
1st. April, 1954.

D.H.L
18/2/54

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

(Copies to:- The Secretary, Naval Board, Navy Office.
The Senior Officer Hydrographic Service.)

H.M.A.S. Barcoo - Report of Proceedings
for the Month of March, 1954.

H.N.

Submitted for consideration, the following report of proceedings for H.M.A.Surveying Ship Barcoo, under my command, for the month of March, 1954.

2. The ship slipped from Outer West Wing, Station Pier, at 1000 on Monday 1st. March, and proceeded to berth on the oil-fuel lighter at Gellibrand Pier, Williamstown. On completion of fuelling at 1320 the ship slipped and proceeded to the Survey Grounds, passing through the Rip at 1630 and anchoring off Flinders Jetty at 1930 with six shackles in seven fathoms.

3. The tender, Jabiru, came alongside at 0700 on Tuesday 2nd. and fresh provisions were passed to her. The ship weighed at 0730 and proceeded to carry out ship-sounding in the Cape Patterson area. Sounding was discontinued at 1900 and the ship anchored for the night on the bank off Cape Patterson, with six shackles in 24 fathoms, at 2000.

4. Thick fog developed at 0500 on Wednesday 3rd. but fortunately cleared sufficiently for the ship to weigh at 0800 and recover beacons. All beacons were recovered with the exception of two necessary to complete the examination of the Cape Patterson bank itself. The ship anchored off Flinders Jetty at 1618 with six shackles in seven fathoms.

5. The ship weighed at 0800 on Thursday 4th. and proceeded to lay one beacon in the vicinity of the other two and to fix and check positions by taut-wire. Examination sounding of the Cape Patterson bank was carried out on completion. A least depth of twelve fathoms reduced was obtained on this bank which is charted at seventeen fathoms. The ship returned to the Flinders Jetty anchorage on completion, anchoring there at at 1900 with six shackles in six fathoms.

6. At 0800 on Friday 5th. the ship proceeded to anchor in the vicinity of Hann's Inlet as weather conditions were deteriorating, rendering the weighing of beacons impracticable and the present anchorage unsuitable. The ship anchored off Hann's Inlet at 0920 with six shackles in eleven fathoms.

7. Week-end leave was granted over Saturday 6th. and Sunday 7th. March.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

U336.12.112

8. Weather conditions had improved by Monday 8th. and the ship weighed and proceeded to recover beacons, returning on completion and anchoring off Flinders Jetty at 1940 with six shackles in seven fathoms. Hydrographic Instructions, with the exception of Hydrographic Instruction No.2 had now been completed, and the ship shifted anchorage from Flinders to the vicinity of Hann's Inlet on Tuesday 9th. to enable ship's staff to carry out overhaul and trials of Jabiru's engines prior to the voyage to Sydney. This was done over Tuesday and Wednesday and I carried out an overall inspection of the vessel on completion of trials. She was in good condition and sound and all machinery was running satisfactorily. Opportunity was also taken during this time to progress drawing of fair charts and collector tracings.

9. The ship weighed at 0800 on Thursday 11th. and proceeded to Melbourne securing at Outer West Wing, Station Pier, at 1530. Identities were exchanged with H.M.A.S.Vengeance which was exercising with aircraft and H.M.A.S.Bataan in Port Phillip Bay. Stores and fresh provisions were embarked on Friday 12th. and the ship sailed for Sydney at 1130 on Sunday 14th.

10. Jabiru had been sailed from Westernport at 0600 on Sunday and rendezvoused at Sealers Cove, Wilsons Promontory. The ship arrived at Sealers Cove at 0120 Monday 15th. and anchored there with six shackles in thirteen fathoms. Jabiru was sailed at daylight and the ship at 0700. Soundings on passage, with Jabiru stationed three miles on the port beam, were commenced at 0930. By midnight the wind had increased to force 7 from the south-west. As this was a following wind it was not necessary for Jabiru to reduce speed but she had a very rough passage as far as Twofold Bay. Soundings on passage were completed at 2100.

11. During the forenoon of Tuesday 16th. identities were exchanged with H.M.A.S. Condamine and later with H.M.A.S.Vengeance and Bataan in company. The ship with Jabiru in company entered Twofold Bay at noon and anchored with six shackles in eight fathoms. Jabiru had a minor engine defect made good during the afternoon and both vessels remained at anchor overnight. Jabiru was sailed at 0700 the following morning, Wednesday 17th., and Barcoo at 0990. Breakdown of steering was exercised during the forenoon and Jabiru was stationed astern at midday. A slight head wind was experienced during the night which reduced Jabiru's speed to five knots. The ship arrived in Sydney Harbour and berthed at No.4 Buoy off Garden Island at 1530, Thursday 18th. Jabiru was berthed at Cruiser Wharf.

12. The ship was de-ammunitioned on Monday 22nd. and on completion at 1345 shifted berth to the south end of Fitting Out Wharf. Leave and refit commenced the same day and dockyard work on the ship is continuing. It is expected that the ship will dock from 27th.April to 12th.May.

13. The health, conduct and morale of the ships company is satisfactory and conditions on board and the condition of the ship are good.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

U 336.12.112

14. Steaming figures for the month are given in the following appendix:-

(a) 1262.8 miles.
(b) 130 25/60 hours.
(c) 7.3 miles per ton.
(d) 62230.4 miles
(e) 5869 35/60 hours.

Lieutenant-Commander.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336-12-112

C.141/45.

SUBJECT: HMAS Barcoo - Report of Proceedings - April 1954

f DCNS 17/5

INA 17/5

HP DCNP 18/5/54

12 AM 19/5

HNB (for further circulation)

HP 20/5 D/DPS 20/5

HN 21/5 DTSR 20/5

DOD 24/5

25/5 DNI 25/5

HNB (N5)

Note - (1 Copy only received) Dup. copy to DNI 17/5.

21/5

AUSTRALIAN WAR MEMORIAL RCDIG1073138

AUSTRALIAN WAR MEMORIAL RCDIG1073138

76. 825

DEPARTMENT OF THE NAVY. 4336-12-112

MINUTE PAPER.

SUBJECT: H.M.A.S. Barcoo REPORT OF PROCEEDINGS. April 1954

S.N.B. 26/5

3rd N.M. 31/5

4th N.M. 3/6

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

D. of P. 5/6

N.5. 7/6

D.N.I. 8/6

H.P.B. 10/6

DGS 14/6

A.A. 2nd N.M.

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

D. of M. 21/6

D.D.M. 21/

DNA

D.E.(N). 21/7

D.O.U.W.

D.N.M.S. 15/7/54

20/7 → N.5.

D.N.I. (N.H.R.O.) ← 20/7

4/e 29

14 JUL 1954
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073138

IES.

D.N.I (NHRS)
(Copy in circulation)

H.M.A.S.BARCOO - REPORT OF PROCEEDINGS FOR THE MONTH OF APRIL,1954.

4336/12/112

DEPT OF THE NAVY

RECEIVED
C 13 MAY P.M
NAVY RECS

(BARCOO's letter No.24 dated 1st. May, 1954.)

HN
7.e50

II

E.A. 1342/682/2/65
THE SECRETARY, NAVAL BOARD.

D.N.I

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.
11 MAY 1954

AUSTRALIAN WAR MEMORIAL RCDIG1073138

AUSTRALIAN WAR MEMORIAL RCDIG1073138

H.M.A.S.BARCOO - REPORT OF PROCEEDINGS FOR THE MONTH OF APRIL,1954.

(BARCOO's letter No.24 dated 1st. May, 1954.)

RECEIVED
13 MAY P.M
NAVY OFFICE

II

E.A. 1942/682/2/65
THE SECRETARY, NAVAL BOARD.

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

Naval Headquarters,
Potts Point, Sydney.
11 MAY 1954

A/REAR-ADMIRAL.

St 4539

Royal Australian Navy.

4336.12.112 no)

IN REPLY PLEASE QUOTE

No. Return No. 24.

H.M.A.S. BARCOO,
At Sydney.

1st May, 1954.

The Flag Officer-in-Charge,
EAST AUSTRALIAN AREA.

(Copies to - The Secretary, Naval Board, Navy Office.
The Senior Officer Hydrographic Service).

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS FOR THE MONTH OF APRIL, 1954.

Submitted for consideration the following report of proceedings for H.M.A. Surveying Ship, under my command, for the month of April, 1954.

2. The ship has remained at Fitting Out Wharf, Garden Island, during the greater part of the month and the refitting programme has been progressed and the ship's company granted seasonal leave.

3. The refit of the ship has progressed satisfactorily and all important items have been carried out and are completed or nearing completion. Dockyard authorities have stated that it is not practicable to carry out the A and A item of fitting Type 974 Radar during this refit.

4. The ship entered Outer Captain Cook on Tuesday, 27th April, and H.M.A.S. WARREGO has been docked with her. In addition to routine items on the Docking Defect List, both propeller shafts of "BARCOO" are being withdrawn for inspection.

5. H.M.N.Z.S. BLACK PRINCE entered harbour on Friday, 30th April, at 0930 and berthed at Fitting Out Wharf. Shortly before this the attack carrier U.S.S. TARAWA accompanied by the destroyer U.S.S. O'BANNON berthed at Wolloomoolloo. These vessels are in Sydney for the Coral Sea commemoration functions.

6. The health, conduct and morale of the ship's company continues to be satisfactory and it is confidently expected that on completion of refit conditions on board and the condition of the ship will be good.

7. No steaming has taken place during the month and steaming figures remain as for March.

LIEUTENANT COMMANDER.

FLAG OFFICER-IN-CHARGE
5 MAY 1954
EAST AUSTRALIAN AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073138

9/7

9-1

DEPARTMENT OF THE NAVY.

4336-12-112

MINUTE PAPER.

SUBJECT: H.M.A.S. Barcoo REPORT OF PROCEEDINGS. May 1954.

S.N.B. 15/7

3rd N.M. 7/7

4th N.M. 8/7

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

D. of P. 14/7

N.5. 15/7

~~D.N.D.~~

15/7 → H.P.B. 16/7

DGS 19/7

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

19/7

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

D. of M. 20/7

D.D.M. 21/7

22/7 → DNL 23/7

D.E. (N). 24/7

5 AUG 1954 DNA a/DNL - a/DNL 6/8/54 11/8.

2/8 → D.O.U.W. 8/8

D.N.M.S. 19/7/54

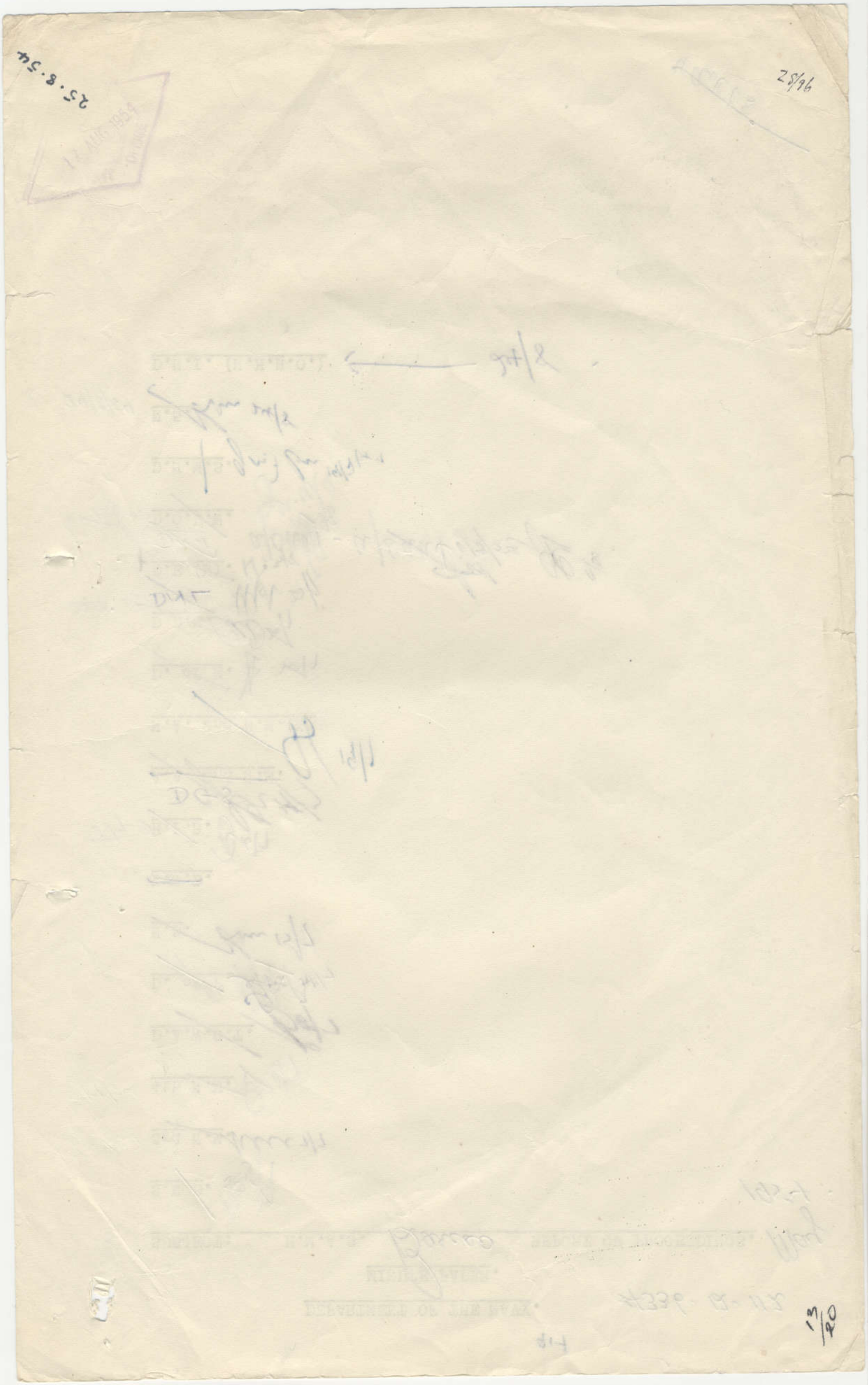
N.5. 24/8

24/8/54 D.N.I. (N.H.R.O.) ← 24/8.

4 Nov 65

AUSTRALIAN WAR MEMORIAL RCDIG1073138

AUSTRALIAN WAR MEMORIAL RCDIG1073138



DEPARTMENT OF THE NAVY

MINUTE PAPER

4336-12-112

SUBJECT: HMAS Barcoo - Report of Proceedings - May 1954

DCNS 15/6

INM 23/6

DCNP 24/6

2 NM

24/6

HNB (for further Circulation)

DNT

30/6

D/DPS 29/6

HN 1/7/54 DISR 1/7.

DOD 2/7

DNC 5/7

HNB (N5)

5/7 (Copy only required)

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AUSTRALIAN WAR MEMORIAL RCDIG1073138

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NAVY REGISTRY

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4336 · 12 · 112
NAVY

Return No. 24.

H.M.A.S. BARCOO,
At Sea.

1st June, 1954.

The Flag Officer-in-Charge,
EAST AUSTRALIAN AREA.

(Copies to - The Secretary, Naval Board, Melbourne,
The Senior Officer, Hydrographic Service).

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS FOR THE MONTH OF MAY, 1954.

Submitted for consideration the following report of proceedings for H.M.A. Surveying Ship BARCOO under my Command for the month of May, 1954.

2. The ship remained in Captain Cook Dock till 12th May. After leaving the dock the ship secured alongside H.M.A.S. WARREGO at Garden Island to embark stores and provisions.

3. Lieutenant Commander J.J. CODY in Command was relieved by Lieutenant Commander J.H.S. OSBORN on 14th May, 1954.

4. As considerable work had been carried out during the refit on the main propelling machinery and propellor shafts, sea trials were conducted on 17th May. BARCOO slipped and proceeded at 0900 and after the successful conclusion of trials secured to No. 4 buoy at 1230.

5. Ammunition and provisions were embarked on 18th May and the ship swung for compass adjustment during the forenoon of 19th May.

6. BARCOO's Tenders, H.M.A. Ships JABIRU and WARREEN, were sailed from Sydney at 1300K on 19th May and the ship sailed at 1500K. The ship overtook the Tenders at 1830 and sailed in close company with them to the survey grounds. A strong south westerly wind gave the small craft an uncomfortable first night but conditions moderated as the passage progressed.

7. From 1600 on 21st May till 1400 on the following day, soundings on passage were obtained.

8. The survey grounds were reached on Sunday, 23rd May and at 1500 the ship anchored in 8 fathoms with 6 shackles between Great Keppel and North Keppel Islands.

9. Anchorage was shifted next morning to a berth closer inshore where conditions were better for refuelling and storing the Tenders. However a swell hampered operations. JABIRU was fuelled during the forenoon and sent to Port Alma for mail. In the afternoon WARREEN secured alongside and embarked gear for a tide pole camp to be established at Port Clinton on the following day.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

4336.12.112

10. H.M.A.S. WARREGO joined company at 0700K 24th May, to assist in establishing shore control of BARCOO's survey

11. On 25th May, the ship weighed at 0830 and proceeded to the assistance of JABIRU who had broken down near Peak Island on her return from Port Alma. After assisting JABIRU with her defects and transferring mail JABIRU was despatched back to Port Alma to shelter as a strong South East breeze was blowing. At 1500 WARREEN, who had broken down en route for Port Clinton, reported that her defects could not be made good with her own resources. The ship proceeded to WARREEN's assistance and took her in tow at 1830. Slow progress back to Keppel Islands was made against the south easter and at 0140 on 26th May BARCOO and WARREEN anchored in the lee of Great Keppel Island.

Barcoo has been requested for further details re these breakdowns (see 4287/1/10)

12. BARCOO remained at anchor on 26th May to investigate WARREEN's defects which proved to be beyond the capabilities of ship's staff, WARREEN therefore remained immobilized at Great Keppel Island for the remainder of May till spares could be obtained from Sydney.

13. At 0610 on 27th May BARCOO weighed and proceeded towards North Reef. Weather conditions however prevented surveying operations and at 1010, the ship anchored in the lee of North West Island in 21 fathoms with 6 shackles.

14. As weather conditions were a little better on the following day, the ship weighed at 0830 to lay beacons, fix a line of beacons near North Reef Light House. The ship returned to her anchorage at North West Island at 1740.

15. On Friday, 28th May, JABIRU having embarked the tide pole party and gear from WARREEN the previous day, was despatched to Port Clinton to establish the camp. The party included Lieutenant Commander (C) G.B. THRUM, R.A.N., to supervise the setting up and initial tests of a type 612 portable wireless set. Since its installation ashore, this set has given a very satisfactory performance. JABIRU returned to Keppel Islands at 1645 on Sunday 30th May and then proceeded to Port Alma.

16. At 0600 on Saturday, 29th May, BARCOO weighed and proceeded to Keppel Islands to rendezvous with H.M.A.S. WARREGO to exchange surveying data. Although WARREGO had been prevented by weather from visiting a number of main stations, a landing had been made at North Keppel Island and other stations and a connection between an Army triangulation and H.M.A.S. MORESBY's triangulations had been obtained. WARREGO weighed and proceeded to Cairns at 1800.

17. On Monday, 31st May, the ship weighed at 0640 and proceeded towards North Reef to lay and fix additional beacons. It was found that several beacons laid on the previous Friday had dragged out of position and had to be refixed. Operations were again hampered by a strong south easterly breeze.

18. The health, conduct and morale of the Ship's Company remains satisfactory. The condition of the ship internally is satisfactory and her appearance from out board improving

19. Steaming figures for the month are given in the attached appendix.

J.W. Osborn
LIEUTENANT COMMANDER.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

336 12 112

APPENDIX TO H.M.A.S. BARCOO REPORT OF PROCEEDINGS FOR MONTH OF MAY, 1954.

(a) 1153.5 miles.

(b) 142 22/60 hours.

(c) 8.47 miles per ton

(d) 63,383.9 miles

(e) 6,011 57/60 hours.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

961

CHECKED FOR INDEXING INIT. DATE 13/9/54

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

4336-12-126

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

June 1954.

4th N.M.

D.A.W.O.T. 13/8

D. of P. 16/8.

H.P.B. 17/8

D.G.S. 18/8

N.A. 2nd N.M.(X) 18/8

~~H.N.B. (N.5.)~~

D. of M. 19/8

D.D.M. 20/8

D.N.L. 25/8/53. 26/8/54.

D.E.(N). 30/8

D.O.D.W. 10/9

D.N.M.S. 17/9

H.N.B. (N.5.) 17/9

D.N.I. (N.H.R.O.) 17/9

AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPARTMENT OF THE NAVY. 15/7

MINUTE PAPER.

4336-12-~~112~~ 126

SUBJECT: H.M.A.S. Barcoo REPORT OF PROCEEDINGS. June 1954.

D.O.D. 15/7

D.C.N.S. 16/7

Ist N.M. 20/7

D.C.N.P. } RP 21/7

2nd N.M. }

H.N.B. (N.5.) 22/7

D.N.I. 26/7

27/7 → D/D.P.S. 27/7.

30/7 → D.T.S.R. 2/8

D.N.C. 3/8

S.N.B. 4/8

4/8 → 3rd N.M. 10/8

11/8 → H.N.B. (N.5.)

2/8.

(1 Copy only received)

AUSTRALIAN WAR MEMORIAL RCDIG1073138

AUSTRALIAN WAR MEMORIAL RCDIG1073138

23.7.54.

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DEFENCE
NAVY

4336	12	126

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS JUNE.1954.

Not attached on receipt 19/7

(BARCOO's letter No. Return No. 24. dated 1st July, 1954)

II

4336-12-112.
Received HqN 14/7/54

E.A. 2076 /682/2/65
THE SECRETARY, NAVAL BOARD.

N.6
HN 19/7

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

Naval Headquarters,
Potts Point.Sydney.

15 JUL 1954

J.R. Walton
A/CAPTAIN
for A/REAR-ADMIRAL.
(Absent on duty)

AUSTRALIAN WAR MEMORIAL RCDIG1073138

RECEIVED
A 13 JUL P.M.
NAVY REGISTRY

DEPT OF THE NAVY
4336. 12. ~~112~~ 126

Return No. 24.

H.M.A.S. BARCOO,
At Tryon Island.

1st July, 1954.

The Flag Officer-in-Charge,
EAST AUSTRALIAN AREA.

(Copies to - The Secretary, Naval Board, Melbourne,
The Senior Officer, Hydrographic Service).

H.N. 15/7

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS
JUNE, 1954.

Submitted for consideration the following report of proceedings for H.M.A. Surveying Ship BARCOO under my command for the month of June, 1954.

2. On 1st June, the ship weighed at 0640 and proceeded to establish a taut wire connection between North Reef Light and a line of beacons previously laid. After the taut wire run, ship sounding was commenced. The ship anchored on Moresby Bank in 12 fathoms at 1709.

3. Ship sounding was continued on 2nd June and 5 beacons weighed, the ship anchoring on completion on Haberfield Shoal in 8 fathoms.

4. A further 5 beacons were laid on 3rd June extending the line of beacons laid in a 321° direction from North Reef Light. After running taut wire, the ship anchored at 1615 in 26 fathoms as visibility had been reduced by rain.

5. Rain again hampered visibility on 4th June. The ship weighed at 0923 but after two hours sounding was discontinued and course shaped for Sea Hill anchorage where the ship anchored at 1540 in 7 fathoms with 6 shackles. Sea Hill has proved to be the nearest swell-free anchorage to the survey ground where the tenders can be alongside the ship without damage. JABIRU and WARREEN remained alongside the ship during the week-end.

6. On Monday, 7th June, WARREEN proceeded at 0645 to Port Clinton to tend the tide pole camp and to continue sounding between Keppel Island and Flat Island.

7. The ship weighed at 0645 on Monday, 7th June and proceeded to the North Reef Area. Ship sounding was progressed during the week in this area in calm weather and good visibility. The ship was able to anchor each night in the sounding area in depths of 16 to 28 fathoms. JABIRU rendezvous-ed with the ship on Wednesday 9th June with mail. Two shoals were discovered about 24 miles North West of North Reef and examined during the week and least depths of 8 fathoms, five feet, and 10 fathoms obtained.

8. In order to fuel and water the tenders, the ship proceeded to Sea Hill on 11th June.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

4336-12-112

9. On Saturday, 12th June, WARREEN proceeded to Port Clinton to replenish the tide pole camp. The ship proceeded at 2208 for Brisbane via the Capricorn Channel. Soundings on passage were obtained en route.

10. The ship secured alongside Howard Smith No. 2 Wharf in Brisbane at 1100 on 14th June. H.N.M.S. VAN KINJSBERGEN was passed at Hamilton.

11. On 17th June, BARCOO slipped and proceeded to Newstead Wharf to fuel. On completion of fuelling the ship slipped at 1500 and proceeded to Sea Hill. Soundings on passage were obtained from Cape Moreton to North Reef.

12. Sea Hill anchorage was reached at 0740 on 19th June and the ship fuelled and victualled JABIRU and WARREEN who had spent in Rockhampton part of the period of ship's absence from the survey grounds. Stores for the tide pole camp were embarked in WARREEN.

13. BARCOO and WARREEN proceeded at 0800 Sunday, 20th June. JABIRU was despatched to Port Alma to await arrival of engine spares. BARCOO anchored with 7 shackles in 12 fathoms near Moresby Bank at 1330. After anchoring, the wind freshened from the south east and an uncomfortable night was experienced.

14. The ship weighed at 0800, 21st June and commenced ship sounding. As the weather further deteriorated, sounding was discontinued at 1500 and course shaped for Keppel Island anchorage which was reached at 1730.

15. In the remainder of the week the ship weighed at 0800 daily returning to Keppel Islands at night. South easterly winds of force 5 to 7 with moderate visibility continued and only a small amount of sounding was accomplished in the area between North Keppel Island and Flat Island. JABIRU remained at Keppel Islands during the week awaiting more favourable weather for tidal stream observations. WARREEN was weather bound in Port Clinton.

16. On Friday, 25th June, BARCOO and JABIRU proceeded to Sea Hill for the week-end.

17. JABIRU sailed for Port Clinton at 0630 on Monday 28th June with provisions for the tide pole party and for WARREEN. The ship sailed at the same time for the North Reef area. One beacon which had broken adrift was weighed and relaid and fixed, after which ship sounding was commenced. The ship anchored in the lee of Tryon Island in 27 fathoms at 2010.

18. During the remainder of the month south easterly winds and a moderate swell prevented the ship anchoring near th sounding area. As the nearest satisfactory anchorage is in the lee of Tryon Island, five or six hours were spent each day steaming to and from the sounding area. The ship weighed at 0630 each day and returnedto Tryon Island at about 2000 each night.

19. H.N.M.S. VAN KINJSBERGEN bound for New Guinea was sighted at 1810 on 29th June.

20. During the week JABIRU remained at Port Clinton and WARREEN sounded in a comparatively sheltered area north of North Keppel Island.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

4336-12-112

21. The health, conduct and morale of the ship's company remains satisfactory. The condition and appearance of the ship is satisfactory.

Steaming figures for the month are given in the attached appendix.

J. W. Osborn.

LIEUTENANT COMMANDER.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

4336-12-113

APPENDIX TO REPORT OF PROCEEDINGS OF H.M.A.S.
BARCOO for JUNE, 1954.

(a) 2,512.1 miles

(b) 231 $\frac{32}{60}$ hours

(c) 8.9 miles per ton

(d) 65,896.0 miles

(e) 6,243 $\frac{29}{60}$ hours.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

4336-12-140.

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

July 1954

4th N.M. 4/10

D.A.W.O.T. 4/10

D. of P. 5/10

H.P.B. 7/10

D.G.S. 8/10

N.A. 2nd N.M.(X) 8/10

~~H.N.B. (N.5.)~~

D. of M. 11/10

D.D.M. 13/10

D.N.L. 13/10

D.E.(N). 19/10 a/o stands. 3/11/54 Re paras 11-13. Recovery of expenses incurred etc. may arise. The investigation. DOD

D.O.U.W. 28/10

D.A.

D.N.M.S. 1/12/54

H.N.B. (N.5.) 7/12

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

D.A.O. 8/12

Remarks on file 4253/2/208 no claim should be considered.

19/11

D.N.I.S. BRANCH
22 NOV 1954
NAVY OFFICE

26
T36

AUSTRALIAN WAR MEMORIAL RCDIG1073138

CHECKED FOR INDEXING
INIT. 6B
DATE 13/9/54

DEPARTMENT OF THE NAVY. 25/8

4336-12-140

MINUTE PAPER.

SUBJECT: H.M.A.S. Barcoo REPORT OF PROCEEDINGS. July 1954

D.O.D. Para 8, 9, 10, Weather. This is not the first time ships have had to add a plus in dose to wind force in the reef. Probably caused through very few reporting stations being on the reef itself. Visit to Rockhampton a great success 12/8 Warren & Jabiru operated successfully throughout.

D.C.N.S.

Ist.N.M. 26/8

D.C.N.P. 27/8

2nd N.M. 30/9

~~D.N.W.S.~~ D.N.E.S. Cyclones off the Queensland coast are rare in July.

~~H.N.B. (N.5.)~~ 6/9/54 2. Barcoo appears to have assessed the weather situation correctly and to have taken appropriate action. 23/9/54.

D.N.I. 15/9

D/D.P.S. 16/9 17/9.

D.T.S.R. 26/8

D.N.C. 20/9 21/9

S.N.B. 28/9

3rd N.M. 28/9

H.N.B. (N.5.)

29/9.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEFENCE
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A 11 AUG A.M
NAVY

Return No. 24.

H.M.A.S. BARCOO,
At Rockhampton.

1st August, 1954.

The Flag Officer-in-Charge,
EAST AUSTRALIAN AREA.

(Copies to - The Secretary, Naval Board, Navy Office,
The Senior Officer, Hydrographic Service).

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS FOR JULY, 1954.

Submitted for consideration the following report of proceedings for H.M.A. Surveying Ship BARCOO under my command for the month of July, 1954.

2. On 1st July, BARCOO weighed and proceeded from Tryon Island at 0630. On 1st and 2nd July, six beacons were laid and fixed. These formed a line running approximately in an 070° direction from Water Park Point and connected with the line of beacons running in a 321° direction from North Reef, thus fixing both lines of beacons. As a moderate southeasterly wind was blowing, Keppel Island anchorage was used on completion of each day's work.

3. On Saturday, 3rd July, the ship proceeded from Keppel Islands to Port Alma which was reached at 1100. Week-end leave was granted to Rockhampton. The ship remained in Port Alma till Tuesday to allow essential maintenance to be completed on main propelling machinery while the ship was shut down.

4. JABIRU proceeded at 0630 on Monday, 5th July to re-victual the tide pole camp at Port Clinton and WARREEN sailed at the same time for her sounding area north of Keppel Island.

5. Ship sounding was continued by the ship and WARREEN for the remainder of the week. JABIRU remained at anchor at Keppel Islands till Friday, 9th July waiting for the weather to moderate sufficiently to enable tidal stream observations to be made north of Peaked Island. An attempt was made on 9th July but after 12 hours observations, a rising wind made her anchorage untenable and the observations were abandoned.

6. On Saturday, 10th July the ship proceeded from Keppel Islands at 0730 to Sea Hill anchorage to fuel and water the two tenders.

7. The ship weighed and proceeded at 2100 on 10th July expecting to arrive in Brisbane at 1100 on 12th July.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

8. On leaving Sea Hill strong south easterly wind and heavy rain was experienced. No concern was felt as a wind of force 7 was predicted from the synoptic chart. At 1330K on Sunday, 11th July when the ship was in the vicinity of Lady Elliot Island, a cyclone warning was received with centre situated about 100 miles North North East of the ship. A south westerly or southerly track was predicted for the storm's centre. As the ship was already experiencing force 8 easterly wind with continuous heavy rain, it was decided to continue on a course of 090° to clear Curtis Channel and to increase the distance from the cyclone's expected path. The wind continued to increase during the afternoon to force 10 with stronger gusts. The ship rode comparatively comfortably with the wind fine on the port bow with revolutions ~~on~~ for 8 knots giving an estimated speed through the water of 3 knots.

9. The wind strength remained at force 8 - 10 throughout Sunday night and fairly constant in direction and heavy rain continued. The lowest barometer reading recorded was 1008 at 0600. By 0800 on Monday the wind had started to decrease in strength and to back and the barometer to rise. By 1300 the wind had eased to force 7 and as local signs and cyclone reports indicated that the centre had passed about 100 miles west of the ship and that it was maintaining a southerly track, course was altered at 1400 to 270°. By this time the wind was force 5 with the barometer at 1010 millibars. This course towards Lady Elliot Island was maintained till 1700 when a report of a second centre at Sandy Cape was reported. Course was accordingly altered to 000° to increase the distance from this new centre. At midnight, as the weather was clear and calm, course was altered to the south. By 0400 however the barometer had dropped to 1004 mbs. which gave some cause for concern as the centre of the cyclone was reported as "below 1006 mbs". Course was therefore altered to 090° till 0600. As the weather was still clear and calm at this time and the glass had risen course was once again altered to the southward.

10. At 0800 on Tuesday a third cyclonic centre was reported 300 miles north of the ship and was expected to intensify and move south. The ship altered course to the eastward again. The weather reports at this time were confused. The first centre was reported to be at various positions between Bundaberg and Brisbane, the second centre at Lady Elliot Island and also at Sandy Cape and the third centre to be stationary or moving south first intensifying and later weakening. Weather Townsville made no mention during the period of any wind greater than force 5. As the barometer was falling and the wind increased during the forenoon an easterly course was maintained till 1600 when course was altered to 320°. By 1600 the situation had become clearer. The first and second centres were reported as having formed a single centre about 70 miles north of Brisbane and the third centre to have filled. A weak depression giving winds of force 8 had moved East from Lady Elliot Island and had passed to the south of the ship. As the wind had dropped to force 3 and backed to North West course was set for Cape Moreton at 1900. Structural damage to the ship during the gales was limited to the loss of the jackstaff and slight damage to the breakwater.

11. At 1315K on Wednesday, 14th July course was altered in accordance with the Flag Officer-in-Charge, East Australian's 140132Z, July, to close the Breaksea Light vessel which had broken adrift off Indian Head while being towed to Brisbane. The light vessel was sighted near its reported position at 2100K. Although a heavy swell was running conditions were otherwise good for taking the vessel in tow. The ship hove to in the vicinity of the light vessel at 2200 and a party sent across in a sea boat to receive the tow.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

The decision to pass the tow at night was forced by the necessity to conserve fuel as the ship had 23% fuel remaining at this time.

12. The light vessel was anchored in a 1½ knot southerly current by her parted 3½ wire tow and also had a quantity of her parted cable still in her hawse pipe. Unsuccessful attempts were made to recover both these items but the swell prevented the ship from approaching close to the light vessel and the boarding party was unable to man handle them. The tow was passed at 0025 and the party transferred back to the ship. The tow commenced at 0100 and course set for Brisbane at 6 knots and later increased to 7 knots.

13. The tow was uneventful. The ship anchored in the vicinity of Pile Light, Moreton Bay at 2218 on Thursday, 15th July. The light vessel was brought alongside.

14. The ship weighed at 0830 on Friday, 15th July, and having been relieved of her tow by a civilian tug near Pile Light at 0900, proceeded up stream and secured to Dalgety's No. 2 Wharf at 1100. H.N.M. Surveying ship SNEKIUS was present in Brisbane during BARCOO's visit.

15. At 1000K, 20th July, the ship proceeded from Dalgety's wharf to Newstead and on completion of fuelling her passage to Sea Hill. Soundings on passage were obtained. The ship anchored off Sea Hill at 0140 on 22nd July.

Continued

16. During the ship's absence from the survey grounds, JABIRU and WARREEN had remained for part of the time in Port Alma. JABIRU had successfully obtained tidal stream observations north of Peaked Island during this period and WARREEN had proceeded to Gladstone for water. Both tenders were revictualled during the forenoon of 22nd July. On completion JABIRU was despatched to Port Alma and WARREEN to Port Clinton and later to her sounding area. The ship weighed and proceeded at 1000K. Five beacons were weighed, the ship anchoring on completion in 32 fathoms.

17. On Friday, 23rd July, 6 beacons were laid and fixed and the ship anchored at 1750 in 32 fathoms.

18. Ship sounding was carried out on 24th July till 1500, after which the ship proceeded to Keppel Islands and anchored at 1712 where she remained the following day. WARREEN obtained the second series of tidal stream observations north of Perforated Island.

19. From 26th - 28th July, the ship weighed daily at 0630 for ship sounding. Karamea bank was examined during this period and a least depth of 11 fathoms obtained. On completion of sounding on 28th July the ship proceeded to Sea Hill anchorage where she remained till 0800 on 30th July. While the ship was prepared for the coming visit to Rockhampton, opportunity was taken to refix navigational aids at the entrance to the Fitzroy River.

20. The ship weighed at 0800 on 30th July and proceeded to Rockhampton. The journey up the river was without incident. The Fitzroy River is virtually unsurveyed and the channel tortuous and un-marked. The civilian pilot was pleased to be able to observe with a gyro the bearings of the lines of the few leads in the river.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

21. After the ship's arrival at 1200, visits were exchanged between the Mayor and the Captain. Great interest was taken in the ship during her visit. It is estimated that about 3,000 visitors came on board on Sunday afternoon when the ship was opened to public inspection. A full sporting and recreational programme had been arranged for the officers and ship's company and it is considered that the visit was of value from all points of view.

22. The health, conduct and morale of the ship's company remains satisfactory. The appearance of the ship suffered considerably during the bad weather off the Queensland coast but is now up to Service standard.

23. The steaming figures for the month are given in the attached appendix.

J. Osborn.

LIEUTENANT COMMANDER.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

APPENDIX TO REPORT OF PROCEEDINGS OF H.M.A.S. BARCOO FOR JULY, 1954.

(a) 2702.1 miles

(b) 285 $\frac{51}{60}$ hours

(c) 7.3 miles per ton

(d) 68598. 1 miles

(e) 6529 $\frac{20}{60}$ hours.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

4336-12-152

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

August 54

4th N.M.

D.A.W.O.T.

D. of P.

H.P.B.

D.G.S.

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

H.N.B. (N.5.)

D. of M.

D.D.M.

D.N.L.

D.E.(N).

D.O.U.W.

D.N.M.S.

D.A.

H.N.B. (N.5.)

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

D.A.O. → 3/12/54

BR NCH
U.N.C.
01 NOV 1954
NAVY OFFICE

10/26

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AUSTRALIAN WAR MEMORIAL RCDIG1073138

CHECKED FOR DEALING
UNIT O.D.
DATE 10/9/54

DEPARTMENT OF THE NAVY. H336-12-152

MINUTE PAPER.

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

August 1954

D.O.D. 8/9

D.C.N.S. 9/9

Ist N.M.

D.C.N.P. 13/9

2nd N.M.

~~H.N.B. (N.5.)~~

D.N.I. 15/9

D/D.P.S. 17/9.

D.T.S.R. 22/9

D.N.C. 22/9

S.N.B. 23/9

3rd N.M. 28/9

H.N.B. (N.5.)

22/9

14.9.54.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

DHS

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4336	12	159

INDEXED
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DATE 17/9/54

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C 16 SEP P.M
NAVY REGISTRY

H.M.A.S.BARCOO - REPORT OF PROCEEDINGS -
MONTH OF AUGUST,1954.

(BARCOO's letter No.Return No.24 dated 1st September,1954.)

II

E.A. 2862/682/2/65.
THE SECRETARY, NAVAL BOARD.

H 17/9

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

H.H. Showers
A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point,Sydney.

14 SEP 1954

DN1 (For retention)

AUSTRALIAN WAR MEMORIAL RCDIG1073138

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4336·12·159

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. Return No. 24.

H.M.A.S. BARCOO,
At Pine Trees Point,

1st September, 1954.

The Flag Officer-in-Charge,
EAST AUSTRALIAN AREA.

(Copies to - The Secretary, Naval Board, Navy Office,
The Senior Officer, Hydrographic Service).

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - MONTH OF AUGUST, 1954.

Submitted for consideration the following report of proceedings for H.M.A. Surveying Ship BARCOO under my command for the month of August, 1954.

2. The ship remained alongside Deepwater Wharf, Rockhampton on Sunday, 1st August, and was open to visitors from 1400 to 1700. About 3,000 civilians boarded the ship during this period.

3. At 0945 on Monday, 2nd August, the ship, having embarked a Pilot, slipped and proceeded. The passage down the Fitzroy River presents greater difficulty than the passage up the river. In many parts depths are critical that the various tide gauges in the river must be carefully observed. At the entrance to the river, high water occurs 2¼ hours earlier than in Rockhampton. The usual practice is to sail from Rockhampton as soon after the start of the flood as there is sufficient water in the upper reaches and thus the lower flats are reached at half ebb. In the deeper and less tortuous reaches the ship proceeded at 15 knots to obtain the maximum benefit of the tide in the lower reaches which carry a reputed depth of 9 feet but on which BARCOO obtained soundings of 8 feet reduced. Sea Hill was reached without incident at 1400 and the Pilot disembarked. The ship then proceeded to Keppel Islands anchorage and anchored in 5 fathoms with 6 shackles at 1638. Fresh provisions were passed to WARREEN after anchoring.

4. At 0630 on Tuesday, 3rd August, the ship weighed and proceeded for ship sounding. As 2 beacons were found to be missing, the remainder of the line of beacons was weighed in the afternoon. The ship anchored at 1740 in 24 fathoms in the sounding area.

5. The ship proceeded at 0730 on Wednesday and laid 4 beacons in an 070° direction from Peaked Island and after completion of the taut wire run, anchored in Pearl Bay at 1647 with 6 shackles in 10 fathoms.

6. The weather was unsuitable for sounding on Thursday, 5th August, and the ship remained at anchor in Pearl Bay.

7. On Friday, 6th August, the ship weighed at 0630 for ship sounding. Sounding was discontinued at 1650 and the ship proceeded to Keppel Island anchorage which was reached at 1942.

8. The ship weighed at 0730 on Saturday, 7th August, and proceeded to Sea Hill to fuel, water and provision the tenders WARREEN and JABIRU. The ship weighed at 2300 for passage to Brisbane.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

4336·12·159

9. Soundings on passage were obtained from Lady Elliot Island to the vicinity of Cape Moreton. The ship entered Brisbane River at 0830 on Monday, 9th August, and secured alongside Howard Smith No. 1 wharf at 1052. H.M.A.S. VENGEANCE wearing the flag of the Flag Officer Commanding H.M. Australian Fleet was present in Brisbane during BARCOO's period in harbour.

10. The ship remained in Brisbane till Thursday, 12th August. After slipping from Howard Smith Wharf at 0830, the ship proceeded to Newstead No. 3 wharf for fuel, and after fuelling slipped at 1600 and proceeded to the Survey grounds.

11. At 0022 on Saturday, 14th August, BARCOO anchored in Sea Hill anchorage. The tenders WARREEN and JABIRU secured alongside at 0800. After obtaining provisions from the ship, WARREEN proceeded at 0900 to the tide pole camp at Port Clinton and JABIRU to Port Alma. The ship weighed and proceeded for the sounding area at 0900 and ship sounding was commenced at 1310. The ship anchored in near Peaked Island at 1750 in 26 fathoms.

12. Sounding was continued on Sunday, 15th August from 0800 till 1645 when the ship anchored in 26 fathoms with 6 shackles in the lee of Peaked Island.

13. On 16th August, the ship weighed for sounding at 0630 and anchored near Cliff Point at 1728 in 7 fathoms with 5 shackles.

14. BARCOO weighed at 0800 on Tuesday, 17th August. Sounding was carried out during the forenoon. In the afternoon two beacons were weighed and 2 beacons laid. The ship anchored off the entrance to Port Clinton at 1700 to transfer the Electrical Artificer to WARREEN to assist in locating a fault on her Echo Sounder.

15. The ship weighed and proceeded at 0650 on Wednesday 18th August. After ship sounding in the forenoon, 4 beacons were weighed in the afternoon. The ship anchored at 1725 in 7 fathoms with 6 shackles in Pearl Bay.

16. Four beacons were laid in a 070° direction from Dome Island and taut wire run on 19th August and on completion the ship anchored in Pearl Bay at 1650.

17. The ship weighed at 0630 on Friday, 20th and carried out ship sounding till 1415 when course was set for Port Clinton. The Bar at Port Clinton had been previously sounded by WARREEN and found to be as charted but inside the harbour some alterations in the position of the banks has occurred. The ship anchored in 7 fathoms at 1443 with 5 shackles.

18. The ship remained in Port Clinton over the week-end. JABIRU and WARREEN were fuelled on Saturday and the tide pole camp provisioned. JABIRU was despatched to Gladstone on Sunday, 21st August to embark personnel for the ship.

19. On Monday, 23rd August, BARCOO and WARREEN weighed and proceeded from Port Clinton at 0630 for sounding. The ship anchored in the sounding area at 1730 in 28 fathoms with 7 shackles.

20. Ship sounding was continued in the following day from 0630 till 1715, the ship anchoring at 1745 in Pearl Bay to rendezvous with JABIRU.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

4336·12·159

21. On 25th August, BARCOO weighed at 0630 for ship sounding during the forenoon. During the afternoon, three beacons were weighed and three laid. The ship anchored on completion in 32 fathoms at 1800.

22. With the laying of an additional beacon on 26th August, the line of beacoms from North Reef to the vicinity of High Peak Island was completed. Although the beacons had been laid in short fleets and the distances measured in a series of comparatively short taut wire runs, the total error of the taut wire distance was within limits of accuracy expected, i.e. 1 in 500. After running taut wire, shooting up additional sounding marks and sounding, the ship anchored off the Clara Group at 1800 in 29 fathoms.

23. The ship weighed at 0630 on 27th August for ship sounding and anchored at 1645 in Pearl Bay. During the week considerable progress has been made with the survey due largely to a marked improvement in the weather.

24. The ship weighed and proceeded at 0900 on Saturday 28th August anchoring in Port Clinton at 1025. WARREEN was fuelled and watered during the forenoon and JABIRU arrived from Port Alma at 1530 with mail.

25. On Monday, 30th August, WARREEN sailed from Port Clinton at 0700 for her sounding area near Peak Island and JABIRU was despatched to Port Alma. BARCOO weighed at Highwater at 0930 and proceeded for ship sounding. Anchorage was obtained off Pine Trees Point at 1800 in 14 fathoms with 6 shackles.

26. Sounding was continued on Tuesday, 31st August from 0700 to 1715. The ship came to anchor off Pine Trees Point at 1730.

27. The health, conduct and morale of the Ship's Company remains satisfactory. The condition and appearance of the ship is satisfactory.

28. Steaming figures for the month are given in the attached appendix.

FLAG OFFICER-IN-CHARGE
8 SEP 1954
EAST AUSTRALIAN AREA

LIEUTENANT COMMANDER.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

4336·12·159

APPENDIX TO REPORT OF PROCEEDINGS OF H.M.A.S.
BARCOO FOR AUGUST, 1954.

Distance steamed during August	-	2759.4 miles.
Hours under way during August	-	251 $\frac{49}{60}$ hours.
Miles steamed per ton of oil fuel	-	8.2
Distance steamed since commissioning	-	71,357.5 miles.
Hours under way since commissioning	-	6,781 $\frac{9}{60}$ hours.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

275

DEPARTMENT OF THE NAVY.

4336-12-169

MINUTE PAPER.

SUBJECT: H.M.A.S. Barcoo REPORT OF PROCEEDINGS. September 1954

4th N.M. 3/11

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

D. of P. 9/XI

H.P.B. 10/11

D.G.S. 11/11

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

~~H.N.B. (N.5.)~~

D. of M. 12/11

D.D.M. 16/11

D.N.L. 18/11

D.E.(N). 22/11

D.O.U.W.

D.N.M.S. → 3/12/54

~~H.N.B. (N.5.)~~ 22/12

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

23/12 D.A.O. 23/12

AUSTRALIAN WAR MEMORIAL RCDIG1073138

AUSTRALIAN WAR MEMORIAL RCDIC1073138

D.R.M.S. BRANCH
03 DEC 1954
NAVY OFFICE

22/15v

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

4336-12-169

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

September 1954

CNPR

D.O.D. 19/10

D.C.N.S.

Ist N.M.

D.C.N.P.

2nd N.M.

H.N.B. (N.5.)

D.N.I.

D/D.P.S.

D.T.S.R. 25/10.

D.N.C. 26/10

S.N.B. 27/10

3rd N.M.

H.N.B. (N.5.)

12/10.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

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Return No. 24

H.M.A.S. BARCOO,
At Sydney.

1st October, 1954.

DEFERRED
INITIAL
DATE

Jenb
8/10/54

The Flag Officer-in-Charge,
EAST AUSTRALIAN AREA.

(Copies to - The Secretary, Naval Board, Navy Office,
The Senior Officer, Hydrographic Service).

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS FOR THE MONTH OF SEPTEMBER, 1954.

HN 8/10

Submitted for consideration the following report of proceedings for H.M.A. Surveying ship BARCOO under my command for the month of September, 1954.

2. On Wednesday, 1st September, the ship weighed at 0630 for ship sounding. As visibility was not good, the ship returned to Pine Trees Point and anchored at 1616 in 14 fathoms.

3. At 0630 on 2nd September, BARCOO proceeded for ship sounding. "MERMAID" was lowered at 1230 for the examination of a reported 6 fathom shoal off Townsend Island. After further sounding the ship anchored in the lee of High Peak Island at 1730 in 17 fathoms with 6 shackles.

4. The ship weighed and proceeded at 0630 on the following day. Three beacons were weighed in the forenoon and the small amount of sounding remaining was completed. This completed the ship sounding for the season - an area of 2020 square miles. The ship entered Port Clinton and came to starboard anchor in 20 fathoms at 1328. During the remainder of the afternoon and the following forenoon the tide pole camp at Port Clinton was struck and camping equipment embarked.

5. WARREEN had been employed on sounding during this week and completed the inshore sounding to Delcomyn Island by 3rd September. JABIRU remained at Port Alma till 3rd September when she met BARCOO in Port Clinton with mail.

6. On Saturday, 4th September, JABIRU proceeded to Port Alma and WARREEN to Gladstone. The ship weighed and proceeded at 1325 to weigh 5 beacons. After weighing all remaining beacons course was set for Brisbane via Curtis Channel.

7. The passage to Brisbane was uneventful. Soundings on passage were obtained from Lady Elliot Island to Cape Moreton. H.M.A.S. QUADRANT was encountered at 2100 on 5th September.

8. The ship secured alongside Shell Wharf Newstead for fuel at 0920 on Monday, 6th September and on completion of fuelling slipped at 1415 and secured alongside No. 1 wharf Hamilton at 1450.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

9. At 0830 on Thursday, 9th September BARCOO slipped and proceeded to the survey grounds obtaining soundings on passage en route. H.M.A. Ships, ~~H.M.A.S.~~ SYDNEY wearing the flag of the Flag Officer Commanding H.M. Australian Fleet, and ~~H.M.A.S.~~ QUADRANT were sighted en route. The ship anchored at Sea Hill anchorage at 1417 on Friday, 10th September. JABIRU and WARREEN were fuelled and stored after anchoring.

10. BARCOO weighed at 0630 Monday, 13th September and proceeded to a position in the vicinity of Flat Island and anchored for the first of a series of ship stations for topographical sketches. This work was continued on 14th and 15th September, the ship weighing and anchoring as necessary. On completion the ship proceeded to Sea Hill Anchorage and anchored at 2315 on 15th September.

11. BARCOO remained at Sea Hill Anchorage on 16th, 17th and 18th September to enable fair charts and other "office work" to be progressed. WARREEN and JABIRU were sailed from Port Alma at 2130 on 18th September.

12. BARCOO sailed from Sea Hill at 0145, 19th September and rendezvoused with the tenders in the vicinity of North Reef at 0700.

13. Soundings on passage were obtained from North Reef to the vicinity of Point Lookout when a rising south westerly wind rendered it advisable to seek a more sheltered route. Course was altered for Byron Bay at 2330 on 20th September and the ship anchored in Byron Bay in 7 fathoms at 0900 on 21st September with the tenders in company. JABIRU came alongside for fuel at 1330. H.M.A.S. SYDNEY wearing the flag of the Flag Officer Commanding H.M. Australian Fleet was sighted while the ship was in Byron Bay and later H.M.A. Ships QUADRANT and TOBRUK.

14. Passage was continued under moderate conditions at 2100 and close escort of the tenders maintained. BARCOO secured alongside H.M.A.S. WARREGO at Fitting Out Wharf, Garden Island at 1930 on 23rd September.

15. The ship was moved to Oil Wharf, Garden Island, on 27th September for inspection by the Flag Officer-in-Charge, East Australian Area, which took place on 28th September.

16. In order to deammunition, the ship was shifted to No. 4 buoy at 0820 on 29th September and after deammunitioning was moved to Fitting Out Wharf to commence self refit and long leave availability.

17. The health, conduct and morale of the ship's company remains satisfactory and the condition and appearance of the ship is satisfactory.

18. Steaming figures for the month are given in the attached appendix.

J.W. Osborn.
LIEUTENANT COMMANDER
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

APPENDIX TO REPORT OF PROCEEDINGS OF H.M.A.S. BARCOO FOR SEPTEMBER, 1954.

Distance steamed during September	-	2178.5	miles.
Hours under way during September	-	217	hours
Miles steamed per ton of Oil fuel	-	9.08	miles
Distance steamed since commissioning	-	73536	miles
Hours under way since commissioning	-	6998 $\frac{9}{60}$	hours

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AUSTRALIAN WAR MEMORIAL RCDIG1073138

350

DEPARTMENT OF THE NAVY.

4336 12-187

MINUTE PAPER.

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

October 1954

4th N.M.

D.A.W.O.T. 13/12

D. of P. 16/XII

17/12/54 H.P.B. 20/12

D.G.S. 20/12

N.A. 2nd N.M.(X) 21/12

~~H.N.B. (N.5.)~~

D. of M. 21/12

D.D.M. 22/12

31/12 → D.N.L.

D.E.(N).

Dc(N)

D.O.U.W.

D.N.M.S. 11.2.55

H.N.B. (N.5.) 23/2

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

23/2

24/2 D.A.O.

16 FEB 1955

AUSTRALIAN WAR MEMORIAL RCDIG1073138

5/72

D.R.M.S. BRANCH
26 JAN 1955
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPARTMENT OF THE NAVY.

H336-12-187

MINUTE PAPER.

SUBJECT: H.M.A.S. Barcoo REPORT OF PROCEEDINGS. October 1954

CNOR 18/11/54

D.O.D. 18/11

D.C.N.S. 19/11

Ist N.M. 23/11

24/11/54 D.C.N.P. } 25/11

2nd N.M. }

~~H.N.B. (N.5.)~~

D.N.I.

D/D.P.S. 26/11

D.T.S.R. 29/11

D.N.C. 30/11

S.N.B.

3rd N.M. 8/12

H.N.B. (N.5.)

29/11.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

AUSTRALIAN WAR MEMORIAL RCDIG1073138

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NAVY HISTORY

DEFENCE
NAVY
4336 | 12 | 187

Return No. 24.

H.M.A.S. BARCOO,
At Sydney,

1st November, 1954.

The Flag Officer-in-Charge,
EAST AUSTRALIAN AREA.

(Copies to - The Secretary, Naval Board, Navy Office,
The Senior Officer, Hydrographic Service).

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS FOR THE MONTH OF OCTOBER, 1954.

Submitted for consideration the following report of proceedings for H.M.A. Surveying ship BARCOO under my command for the month of October, 1954.

2. The ship remained alongside Garden Island till 13th October for self refit and granting of seasonal leave. Two important alteration and addition items were undertaken by the dockyard - the fitting of davits for a second 34' surveying motor boat and the construction of the surveying chart house on the after end of the boat deck.

3. BARCOO was moved with WARREGO to Inner Captain Cook Dock on 13th October for half yearly docking. The ship remained in dock for the Trafalgar Day display on 23rd October during which the public was admitted to the dock.

4. H.M.S. DEFENDER entered harbour on 27th October and secured alongside Garden Island.

5. On 29th October, the ship undocked and secured alongside Garden Island.

6. The health, conduct and morale of the ship's company has been satisfactory. The appearance of the ship has deteriorated during the refit and leave period but will be brought up to standard on completion of the refit.

7. No steaming has taken place during the month of October and steaming figures remain as for September.

LIEUTENANT COMMANDER
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

4336-12-203

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

November 1954

CNPR 16/12

D.O.D. 20/12

D.C.N.S. 20/12

Ist.N.M. 21/12

D.C.N.P. 21/12

2nd N.M.

~~H.N.B. (N.5.)~~

31/12 L.N.I.

D/D.P.S. 6/1

D.T.S.R. 7/1

D.N.C. 7/1

S.N.B. 11/1

3rd N.M. 11/1

H.N.B. (N.5.)

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AUSTRALIAN WAR MEMORIAL RCDIG1073138

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NAVY REGISTRY

DEPT OF THE
4336/12/203
NAVY

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS FOR THE MONTH OF NOVEMBER, 1954.

(BARCOO's letter No. 277/1 dated 1st December, 1954).

Not attached on receipt

II

E.A. 4097 /682/2/65
THE SECRETARY, NAVAL BOARD.

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

Naval Headquarters,
Potts Point. Sydney.

A/REAR-ADMIRAL.

13 DEC 1954

AUSTRALIAN WAR MEMORIAL RCDIG1073138

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IN
DATE 13/12/54

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NAVY REGISTRY

DEPT. OF THE NAVY
4336 | 12 | 203

277/1

H.M.A.S. BARCOO,
At Antechamber Bay,
Kangaroo Island,

1st December, 1954.

The Flag Officer-in-Charge,
EAST AUSTRALIAN AREA.

(Copies to - The Secretary, Naval Board, Navy Office,
The Senior Officer, Hydrographic Service).

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS FOR THE MONTH OF NOVEMBER, 1954.

HN 13/12/54

Submitted for consideration the following report of proceedings for H.M.A. Surveying ship BARCOO under my command for the month of November, 1954.

2. BARCOO remained alongside Garden Island from 1st November till 14th November for completion of defects and Alterations and Additions. The carrying of a second 34' surveying motor boat promises to increase the ship's surveying output considerably and newly constructed surveying charthouse has greatly improved facilities for drafting work. Although not quite completed before the ship's departure from Sydney it is considered that the dockyard did well to carry out this large alteration in the six weeks availability and its use during this season has been greatly appreciated.

3. Basin trials were conducted on Saturday, 13th November and the ship sailed from Sydney at 0930 on Sunday, 14th November in company with BROLGA. Soundings on passage were obtained from Cape Bailey to Point Perpendicular. As BROLGA reported during the afternoon that she was experiencing difficulty with her main engine cooling and that her maximum speed was five knots, BARCOO proceeded to Jervis Bay on completion of her sounding to await BROLGA.

4. BROLGA secured alongside the ship at 2210 and after adjustment to her cooling water system proceeded at 0025 on Monday, 15th November. The ship weighed and proceeded at 0040. As daylight was required for sounding between Montague Island and Gabo Island, BARCOO proceeded at 12 knots.

5. Information was received from BROLGA at 1200 that she was broken down in the vicinity of Montague Island and unable to effect repairs. BARCOO accordingly turned north to close BROLGA and took her in tow to Twofold Bay which was reached at 0440 on Tuesday, 16th November.

6. BROLGA's defect proved to be a leaking oil seal at the after end of her main engine and although the defect was of a minor nature it was difficult of access and repairs and trials were not completed till 1930.

7. The two defects in BROLGA's main engines were not considered the result of negligence but merely the effects of her time in reserve which did not become apparent during harbour trials. Since leaving Twofold Bay no further trouble has been experienced with her machinery.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

8. BARCOO weighed and proceeded from Twofold Bay at 2110 on 16th November. The passage was uneventful except for a south westerly gale of short duration experienced on Saturday, 20th November. Soundings on passage were obtained from Cape Otway to Cape Northcumberland.

9. After a brief reconnaissance of the survey area, BARCOO anchored in Antechamber Bay at 1840 on 20th November and proceeded at 2300 to Port Adelaide. The ship secured alongside in "E" berth Birkenhead at 0930 on Sunday, 21st November and shifted berth at 0700 on 22nd November to "H" berth for fuel. During the ship's stay in Adelaide additional survey data was obtained from local authorities and a marking and observing party despatched to Fleurieu Peninsular by the ship's Land Rover.

10. BARCOO slipped and proceeded from Port Adelaide at 0900 on 23rd November and anchored in Eastern Cove, Kangaroo Island, at 1613.

11. During the remainder of the week marking and observing was carried out. The ship remained at Eastern Cove till 0730 Saturday when she proceeded to Rapid Bay to re-embark the Land Rover party.

12. BARCOO weighed and proceeded at 0800 Monday, 29th November to start ship sounding in the area north and east of Cape Willoughby. On completion the ship anchored in Antechamber Bay.

13. On Tuesday, 30th November, the ship weighed at 0800 to continue sounding returning to Antechamber Bay on completion.

14. The health conduct and morale of the Ship's Company is satisfactory and the appearance and cleanliness of the ship have improved steadily since the end of the leave and refit period.

15. Steaming figures for the month are given in the attached appendix.

J. W. Osborne

LIEUTENANT COMMANDER
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

APPENDIX TO REPORT OF PROCEEDINGS OF H.M.A.S. BARCOO FOR NOVEMBER, 1954.

Distance steamed during November	-	1,483.6 miles.
Hours under way during November	-	139 $\frac{13}{60}$ hours.
Miles steamed per ton of oil fuel	-	9.43 miles.
Distance steamed since commissioning	-	75,019.6 miles.
Hours under way since commissioning	-	7,137 $\frac{22}{60}$ hours.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPARTMENT OF THE NAVY. 4336-12-225

MINUTE PAPER.

H.M.A.S. Barcoo Report of Proceedings - December 1954

4th N.M. 9/2

D.A.W.O.T. 9/2

D. of P. 10/2

11/2 H.P.B. 14/2

D.G.S. 16/2

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

D. of M. 18/2

D.D.M. 22/2

2/3 D.N.L. 24/2

D.E.(N). 28/2

D. of C.(N). 28/2

D.O.U.W. 12/3

2/3 D.N.M.S. 9/6 22.2.55

H.N.B. (N.5.) 25/3

28/3 D.A.O.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

D.N.M.S. BRANCH
2 MAR 1955
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AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPARTMENT OF THE NAVY. 21/1

H336-12-225

MINUTE PAPER.

SUBJECT: H.M.A.S. Barcoo REPORT OF PROCEEDINGS. December 1954

CNPR 14/1

~~D.O.D.~~ 20/1

D.C.N.S. 21/I. → 20/1/55

Ist N.M.

25/1/55 D.C.N.P.

2nd N.M.

~~H.N.B. (N.5.)~~

D.N.I. 19/1

D/D.P.S. 26/1

D.T.S.R. 28/1. /55

D.N.C. 28/1

S.N.B.

3rd N.M. 4/2

7/2/55 H.N.B. (N.5.)

AUSTRALIAN WAR MEMORIAL RCDIG1073138

AUSTRALIAN WAR MEMORIAL RCDIG1073138

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11 JAN P.M
NAVY REGISTRY

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4336 | 12 | 225

277/1
Return No. 24

H.M.A.S. BARCOO
At Sydney,

1st. January, 1955.

The Flag Officer-in-Charge,
EAST AUSTRALIAN AREA.

(Copies to - The Secretary, Naval Board, Navy Office,
The Senior Officer, Hydrographic Service).

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS FOR THE MONTH OF DECEMBER, 1954.

H.N. 12/1/55

N5

Submitted for consideration the following report of proceedings for H.M.A. Surveying ship BARCOO under my command for the month of December, 1954.

2. On 1st. December, the ship weighed for sounding in the area north east of Cape Willoughby, Kangaroo Island, at 0800 and returned to Antechamber Bay at 1810. Sounding was continued on the following day and the area between Cape Willoughby and Newland Head completed. The ship anchored at Eastern Cove, Kangaroo Island at 1845 on 2nd. December.

3. The ship remained in Eastern Cove for the week-end. BROLGA was despatched to Rapid Bay for mail and stores.

4. Between Monday, 6th. December and Thursday, 9th. December, the survey was progressed by BROLGA and the ship's boats. During this period a landing was effected on South Page, a small islet at the Eastern entrance to Backstairs Passage. Previous attempts to observe from this islet had been unsuccessful as the islet is small and rocky and exposed to the ocean swell. The establishment of a triangulation station on it enabled the control of the survey to be extended from the Mainland to Kangaroo Island. Further observing was carried out on Fleurieu Peninsular and on Kangaroo Island during the week, and sounding continued by the surveying boats.

5. On Friday 10th. December, BARCOO weighed at 0245 and proceeded to Port Adelaide for fuel. The ship secured alongside Shell Company Wharf at 0930 and after fuelling proceeded to No. 1 berth at 1130. During the stay in Adelaide BROLGA was handed over to the custody of the Resident Naval Officer, South Australia for the period of the ships absence from South Australian waters.

6. At 0500 on 13th. December, BARCOO slipped and proceeded for Sydney.

7. On reaching the vicinity of Montague Island on 16th. December, an attempt was made to recover WARREEN's anchor and cable which she had been unable to weigh and forced to slip. The anchor bouy was sighted at 0435. A light Southerly breeze was blowing and a southerly set of about 1 knot was running. After recovering the buoy which was secured to the end of the cable, considerable care was necessary to avoid parting the light sisal buoy rope. The end of the cable was brought on deck at 0540 and brought to the drum of the capstan. Soon after taking the strain of the cable, the outboard turn of the cable was forced off the drum of the capstan and the cable took charge. Before the cable was lost however, a considerable Vertical pull on it had failed to dislodge the anchor. After the position had been buoyed passage to Sydney was resumed. The ship secured to No. 5 buoy at 2015 on 16th. December.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

8. The ship remained at No. 5 buoy for the remainder of December while leave was granted to the ship's company.

9. The health, conduct and morale of the ship's company is satisfactory and the appearance and condition of the ship is good.

10. Steaming figures for the month are given in the attached appendix.

J. W. Osborn.
LIEUTENANT COMMANDER.
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

APPENDIX TO REPORT OF PROCEEDINGS OF H.M.A.S. BARCOO FOR DECEMBER, 1954.

Distance steamed during December	-	1377.8 miles.
Hours under way during December	-	117 $\frac{18}{60}$ hours.
Miles steamed per ton of oil fuel	-	9.12 miles.
Distance steamed since commissioning	-	76397.4 miles.
Hours under way since commissioning	-	7234 $\frac{40}{60}$ hours.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPARTMENT OF THE NAVY.

4336-12-203

MINUTE PAPER.

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

November 1954

4th N.M. 13/1

D.A.W.O.T. 14/1

D. of P. 18/1

H.P.B. 20/1 5 5

D.G.S. 20/1

N.A. 2nd N.M.(X) 20/1

~~H.N.B. (N.5.)~~

D. of M. 21/1

D.D.M.

D.N.L. 1/55

D.E.(N). 21/2

D.O.U.W. 21/2

D.N.M.S. 1.2.55

4/3 H.N.B. (N.5.) 4/3

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

7/3 D.A.O.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

D.N.M.S. BRANCH
23 FEB 1955
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPARTMENT OF THE NAVY.

4336-12-24b

MINUTE PAPER.

H.M.A.S. Barcoo Report of Proceedings - January 1955

4th N.M. 15/3

D.A.W.O.T. 15/3

D. of P. 16/3

H.P.B. 18/3

D.G.S. 8/3

N.A. 2nd N.M.(X). 21/3

D. of M. 21/3

D.D.M. 22/3

D.N.L. 24/3

D.E.(N). 28/3

D. of C.(N). 30/3

D.O.U.W. 22/4

D.N.M.S. 12.5.55

D.N.A. 25/5/55

H.N.B. (N.5.) 24/5

D.A.O. 26/5

AUSTRALIAN WAR MEMORIAL RCDIG1073138

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AUSTRALIAN WAR MEMORIAL RCDIG1073138

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DEPARTMENT OF THE NAVY.

4336. 12. 24b.

MINUTE PAPER.

H.M.A.S. Parramatta. Report of Proceedings - January 1955

C.N.P.R. 14/2

D.O.D. 14/2

D.C.N.S. 14/2

1st N.M.

D.C.N.P. 17/2

2nd N.M. 18/2

D.N.I. 22/2

D/D.P.S. 25/2

D.T.S.R. 1/3

D.N.C. 2/3

Deputy Secretary. 3/3

3rd N.M. 4/3

7/3 → H.N.B. (N.5.)

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AUSTRALIAN WAR MEMORIAL RCDIG1073138

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NAVY REGISTRY

DEPT. OF THE NAVY
4336 | 12 | 246

H.M.A.S.BARCOO - REPORT OF PROCEEDINGS FOR THE MONTH OF JANUARY,1955.

(BARCOO's letter No.277/1 dated 1st.February, 1955.)

INDEXED
INIT.
DATE 17/2/55

II

E.A. 563/682/2/79
THE SECRETARY,NAVAL BOARD.

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

4N 17/2

Naval Headquarters,
Potts Point,Sydney.

A/REAR-ADMIRAL.

14 FEB 1955

AUSTRALIAN WAR MEMORIAL RCDIG1073138

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. 277/1
Return No. 24.

H.M.A.S. BARCOO,
At Kangaroo Island,

1st February, 1955.

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

(Copies to - The Secretary, Naval Board, Navy Office,
The Senior Officer, Hydrographic Service).

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS FOR THE MONTH OF JANUARY, 1955.

Submitted for consideration the following report of proceedings for H.M.A. Surveying Ship BARCOO under my command for the month of January, 1955.

2. During the period 1st - 6th January, 1955, H.M.A.S. BARCOO remained at No. 5 buoy, Sydney, while Christmas leave was granted.

3. On 6th January, the ship slipped and proceeded at 1000 for St. Vincents Gulf. Soundings on passage were obtained over various portions of the route.

4. At 0100 on 10th January, the ship anchored in Semaphore anchorage, South Australia in 6 fathoms. A boat was lowered to transfer an officer and additional hands to BROLGA which had been left in Port Adelaide during the ship's absence from the area. After the return of the boat the ship weighed at 1300 and proceeded to Eastern Cove, Kangaroo Island, where the ship came to anchor at 1920 in 9 fathoms.

5. Anchorage was shifted at 1015 on the following day to a more sheltered part of Eastern Cove to enable BROLGA to be brought alongside. During the day the tide pole camp at Hog Bay was re-established but little sounding was accomplished by the boats as a strong southerly wind was blowing.

6. On 12th, 13th and 14th January, sounding was progressed by the ship and boats in the Backstairs Passage area, the ship anchoring in Antechamber Bay on completion of sounding on 12th and 13th January and in Eastern Cove on 14th January where she remained for the week-end. Two cricket teams were landed on 16th January to play an intra ship match at Penneshaw.

7. From 17th - 21st January sounding was continued by the ship and boats. Little work was accomplished on 18th owing to strong winds and moderate visibility. The ship anchored each night in Eastern Cove. The sounding of Backstairs Passage had by now been completed. No new dangers to shipping were found but a shoal with least depth of 7 fathoms, 2 feet, was discovered and examined between Cape Jervis and Kangaroo Head.

8. On completion of sounding on 21st January, the ship proceeded to Kingscote and came to starboard anchor in 4½ fathoms at 1850. The ship remained in this anchorage for the week-end and recreation leave was granted to the ship's company on 22nd and 23rd January. The ship weighed at 0715 on Monday, 24th January to continue sounding. On completion the ship anchored in Antechamber Bay at 1720.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

9. On the following day 5 beacons were laid South East of Cape Willoughby Light House and fixed by taut wire. On completion the ship returned to Antechamber Bay.

10. Ship sounding was continued on Wednesday, 26th January. While the ship was in the vicinity of South Page Islet at 1152 a launch was observed on fire about 5 miles away and about 3 miles east of Cape St. Albans. The position was closed. On reaching the vessel it was seen that she had already been abandoned by her crew and that there was little chance of saving the ship. Course was therefore altered to close the launch's dinghy to find out whether there were any casualties. By the time the ship had closed the dinghy and lowered a boat the survivors had landed at Cape St. Albans. They were however brought on board so that they could be landed in a less remote place. They said that the launch was GRELKA and that the fire was started by a explosion in the engine room and was almost immediately out of control. The 7 members of the crew abandoned their craft and were able to make Cape St. Albans in an 11' dinghy. It was stated by the skipper of the yacht that GRELKA had seen Naval service in two World Wars. The survivors were landed again at Penneshaw by ship's boat and the ship returned to her sounding area.

11. Sounding was continued by the ship and the boats on 27th and 28th January, the ship returning to Antechamber Bay each evening. BROLGA obtained tidal stream observations in Backstairs Passage on 26th and 27th January.

12. At 0245 on 29th January, the ship weighed and proceeded to Port Adelaide where she secured alongside Sugar Company wharf at 1020 and BROLGA secured alongside. This berth was occupied for the week-end.

13. The health, conduct and morale of the ship's company continues to be satisfactory. The internal condition of the ship is good and the external appearance satisfactory considering the short amount of time which has been available for its maintenance.

14. Steaming figures for the month are given in the attached appendix.

(3) [illegible]

LIEUTENANT COMMANDER
CAPTAIN.

FLAG OFFICER-IN-CHARGE
9 FEB 1955
EAST AUSTRALIAN AREA

AUSTRALIAN WAR MEMORIAL RCDIG1073138

APPENDIX TO REPORT OF PROCEEDINGS OF H.M.A.S. BARCOO FOR JANUARY, 1955.

Distance steamed during January	-	2354. 2 miles
Hours under way during January	-	213 $\frac{23}{60}$ hours
Miles steamed per ton of oil fuel	-	8. 78 miles
Distance steamed since commissioning	-	78751. 6 miles
Hours under way since commissioning	-	7468 $\frac{3}{60}$ hours

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AUSTRALIAN WAR MEMORIAL RCDIG1073138

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A 7 FEB P.M
NAVY REGISTRY

DEPT. OF THE NAVY
4336 | 12 | 242

277/1
Return No. 24.

H.M.A.S. BARCOO,
At Kangaroo Island,

1st February, 1955.

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

(Copies to - The Secretary, Naval Board, Navy Office,
The Senior Officer, Hydrographic Service).

N5
H of N 7/2/55

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS FOR THE MONTH OF JANUARY, 1955.

Submitted for consideration the following report of proceedings for H.M.A. Surveying Ship BARCOO under my command for the month of January, 1955.

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5. Anchorage was shifted at 1015 on the following day to a more sheltered part of Eastern Cove to enable BROLGA to be brought alongside. During the day the tide pole camp at Hog Bay was re-established but little sounding was accomplished by the boats as a strong southerly wind was blowing.

6. On 12th, 13th and 14th January, sounding was progressed by the ship and boats in the Backstairs Passage area, the ship anchoring in Antechamber Bay on completion of sounding on 12th and 13th January and in Eastern Cove on 14th January where she remained for the week-end. Two cricket teams were landed on 16th January to play an intra ship match at Penneshaw.

7. From 17th - 21st January sounding was continued by the ship and boats. Little work was accomplished on 18th owing to strong winds and moderate visibility. The ship anchored each night in Eastern Cove. The sounding of Backstairs Passage had by now been completed. No new dangers to shipping were found but a shoal with least depth of 7 fathoms, 2 feet, was discovered and examined between Cape Jervis and Kangaroo Head.

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AUSTRALIAN WAR MEMORIAL RCDIG1073138

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11. Sounding was continued by the ship and the boats on 27th and 28th January, the ship returning to Antechamber Bay each evening. BROLGA obtained tidal stream observations in Backstairs Passage on 26th and 27th January.

12. At 0245 on 29th January, the ship weighed and proceeded to Port Adelaide where she secured alongside Sugar Company wharf at 1020 and BROLGA secured alongside. This berth was occupied for the week-end.

13. The health, conduct and morale of the ship's company continues to be satisfactory. The internal condition of the ship is good and the external appearance satisfactory considering the short amount of time which has been available for its maintenance.

14. Steaming figures for the month are given in the attached appendix.

J.W. Osborn
LIEUTENANT COMMANDER
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

APPENDIX TO REPORT OF PROCEEDINGS OF H.M.A.S. BARCOO FOR JANUARY, 1955.

Distance steamed during January	-	2354. 2 miles
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Hours under way since commissioning	-	7468 $\frac{3}{60}$ hours

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AUSTRALIAN WAR MEMORIAL RCDIG1073138

22/4

CLASSIFIED FOR INFORMING
INIT. [illegible]
DATE 3/5/58

DEPARTMENT OF THE NAVY.

4336-12-262

MINUTE PAPER.

H.M.A.S. Barcoo Report of Proceedings - February 1955

4th N.M. 19/4

D.A.W.O.T. 20/4

21/4 D. of P. 22/4

D/D of P. 22/4

22/4 H.P.B. 22/4

D.O.S. 27/4

N.A. 2nd N.M.(X) 28/4

D. of M. 28/4

D.D.M. 26/5

D.N.L. 4/5

7 D.E.(N). 11/5

D. of C.(N) 11/5

D.O.U.W. 19/5

2/5 D.N.M.S. 27.5

2/6 H.N.B. (N.5.)

3/6 D.A.O.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

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DISPLAY BRANCH
24 MAY 1955
POST OFFICE

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AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPARTMENT OF THE NAVY.

4336-12-262

MINUTE PAPER.

H.M.A.S. Barcoo Report of Proceedings - February 1955

C.N.P.R. 8/3

D.O.D. 9/3

D.C.N.S. 9/3

1st N.M. 12/3

5/3 D.C.N.P. 16/3

2nd N.M. 27/3.

23/3 D.N.I. HN

30/3 D/D.P.S. 30/3

31/3 D.T.S.R. 1/4

D.N.C. 4/4

Deputy Secretary. 5/4

3rd N.M. 15/4

14/4 H.N.B. (N.5.)

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AUSTRALIAN WAR MEMORIAL RCDIG1073138

AUSTRALIAN WAR MEMORIAL RCDIG1073138

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DEPT OF NAVY
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H.M.A.S. BARCOO - REPORT OF PROCEEDINGS FOR THE MONTH OF FEBRUARY, 1955.

(BARCOO's letter No. 277/1 (Return No. 24.) dated 1st March, 1955.)

? not attached on receipt

HN 16/3

II

4336
262

E.A. 937/682/2/79
SECRETARY, DEPARTMENT OF THE NAVY.

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

Naval Headquarters,
Potts Point. Sydney.

14 MAR 1955

for A/REAR-ADMIRAL.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

RECEIVED
7 MAR A.M
NAVY REGISTRY

4336 12 262

277/1
Return No. 24.

H.M.A.S. BARCOO,
At Kangaroo Island,

1st March, 1955.

The Flag Officer-in-Charge,
EAST AUSTRALIAN AREA.

(Copies to - The Secretary, Department of the Navy,
The Senior Officer, Hydrographic Service).

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS FOR THE MONTH OF FEBRUARY, 1955.

I have the honour to submit the following report of proceedings of H.M.A. Surveying ship under my command for the month of February, 1955.

2. At 0730 on 1st February, H.M.A.S. BARCOO moved from Sugar Wharf, Port Adelaide to Shell Wharf for fuel. After fuelling the ship slipped and proceeded at 1500 for Eastern Cove, Kangaroo Island where the ship anchored at 2210.

3. On 2nd February, the ship weighed at 0800 and laid a mooring in Backstairs Passage for BROLGA for tidal stream observations. The mooring proved unsuccessful however and BROLGA having parted the mooring eventually anchored with her own gear for her observations. After laying the mooring BARCOO proceeded to the area South East of Cape Willoughby . During the previous weekend some of the beacons laid previously had dragged and were refixed during the afternoon. On completion the ship anchored in Antechamber Bay at 1540 in 9 fathoms with 6 shackles.

4. Ship sounding was continued on 3rd and 4th February. On completion of sounding on Friday, the ship proceeded to Eastern Cove for the weekend.

5. On Monday, 7th February, the ship weighed and proceeded at 0800 for the sounding area. Strong south east winds made conditions for sounding difficult and the ship returned to Antechamber Bay at 1415. On the two following days rain and drizzle prevented any field work and the ship remained at Antechamber Bay. Sounding was recommenced on Thursday and Friday. On completion of sounding on Friday, 11th February, the ship proceeded to Eastern Cove.

6. On Sunday, 13th February, the ship weighed and proceeded to an anchorage in 10 fathoms off Hog Bay. The ship was opened to visitors from 1400 to 1730.

7. H.M.A.S. BARCOO weighed and proceeded at 0800 on Monday, 14th February for further sounding and anchored on completion in Antechamber Bay at 1850. Poor visibility and rain prevented sounding on the following day and the ship remained at anchor. Sounding was resumed on 16th and 17th February, the ship anchoring at Antechamber Bay each night.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

4336·12·262

8. At 0055 on Friday, 18th February, the ship weighed and proceeded to Port Adelaide. The ship was at Shell Wharf from 0800 till 1130 to embark fuel and then shifted to No. 2 berth for the weekend. HROLGA secured alongside the ship.

9. At 1330 the ship slipped and proceeded from Port Adelaide for Antechamber Bay where anchorage was obtained in 14 fathoms with 6 shackles. On the following three days the ship weighed daily at 0800 for ship sounding returning to Antechamber Bay at approximately 1800 each night.

10. On Friday, 25th February, five beacons were weighed in difficult weather conditions. On Saturday, 26th February, a line of beacons was laid running approximately South South East from South Page Islet. On completion of which the ship proceeded to Hog Bay and remained there for the remainder of the weekend.

11. The line of beacons which had been laid on Friday was fixed by sextant angles and Taut Wire on Monday, 28th February. After replacing one broken beacon, sounding was commenced in the afternoon. The ship returned to Antechamber Bay at 1830.

12. The sounding of the Sanders Bank area has now been almost completed and no dangers to shipping have been discovered. A sounding of 10 fathoms was obtained approximately 10 miles south of Cape Willoughby near a reported 15 fathoms and soundings of 14 fathoms obtained on the southern edge of Sanders Bank. A 6 fathoms shoal reported in 1954 about 9 miles South East of Cape Willoughby has not yet been found but an additional examination of the area will be made if time allows.

13. The conduct and morale of the ship's company is good. This is partly attributable to the fact that mail has been collected more frequently than is usually possible during a surveying season and that the small township of Penneshaw at Hog Bay has made considerable efforts to entertain the ship's company during the weekends. On Sunday, 27th February, some 60 members of the ship's company were entertained ashore at a barbecue.

14. The appearance and condition of the ship is satisfactory.

15. Steaming figures are given in the attached appendix.

J.M. Osborne
LIEUTENANT COMMANDER
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

4336·12·262

APPENDIX TO REPORT OF PRROCEEDINGS - H.M.A.S. BARCOO FOR THE MONTH OF FEBRUARY, 1955.

(a) Distance steamed during February, 1955. - 1881.2 miles.

(b) Hours under way during February, 1955. - 170 $\frac{30}{60}$ hours.

(c) Distance steamed per ton of fuel. - 8.04 miles per ton.

(d) Distance steamed since commissioning. - 80632.8 miles.

(e) Hours under way since commissioning. - 7638 $\frac{33}{60}$ hours.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

18/4

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

4336-12-278

H.M.A.S. Barcoo. Report of Proceedings - March 1955

13/4 C.N.P.R. 21/4/55

D.O.D.

D.C.N.S.

1st N.M.

2/4 D.C.N.P.

2nd N.M.

2/4 D.N.I. 2/5

D/D.P.S. 29/4/55

D.T.S.R. 2/5.

D.N.C. 3/5

Deputy Secretary. 5/5

3rd N.M.

H.N.B. (N.5.)

11/5 S.H.O.

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AUSTRALIAN WAR MEMORIAL RCDIG1073138

AUSTRALIAN WAR MEMORIAL RCDIG1073138

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DATA
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7 APR A.M
NAVY REGISTRY
DEPT. OF THE NAVY
4336 | 12 | 278.

277/1

H.M.A.S. BARCOO,
At Sydney,

1st April, 1955.

The Flag Officer-in-Charge,
EAST AUSTRALIAN AREA.

(Copies to - The Secretary, Department of the Navy,
The Senior Officer, Hydrographic Service.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS FOR THE MONTH OF MARCH, 1955.

I have the honour to submit the following report of proceedings for H.M.A. Surveying ship under my command for the month of March, 1955.

2. At 0705 on Tuesday, 1st March, 1955, BARCOO weighed and proceeded from Antechamber Bay, Kangaroo Island, to continue sounding in the area south east of the Pages and returned to the anchorage in Antechamber Bay at 1810. Sounding in this area was completed on Wednesday, 2nd March and the ship once again returned to Antechamber Bay for the night. The 6 fathoms shoal reported by S.S. RIVER BURNETT had not been discovered, the soundings in the reported position of the shoal being 21 - 23 fathoms. It is thought that RIVER BURNETT actually obtained her sounding to the westward of the position she reported (on the 9 fathom shoal) and that her sounding was about 3 fathoms shoal - a likely combination of circumstances for a merchant ship on passage.

3. The ship weighed at 0800 on Thursday, 3rd March in order to weigh 6 beacons. During the forenoon 3 beacons were weighed in winds of force 4 - 5 but the wind force increased in the afternoon which prevented further beacon work and the ship returned to Antechamber Bay at 1545.

4. The ship remained in Antechamber Bay on the following day as the fresh south easterly wind continued.

5. On Saturday, 5th March, the remaining beacons were recovered, on completion of which BARCOO proceeded to Eastern Cove and anchored in 9 fathoms at 1700.

6. The ship remained in Eastern Cove for the next four days to progress the drawing of fair charts, to recover shore marks and the Tide Pole Camp and to prepare BROLGA for the passage to Sydney.

7. At 0100 on Thursday, 10th March, the ship weighed and proceeded to Port Adelaide and secured alongside No. 2 berth at 0800. At 1405 the ship proceeded to Shell Wharf for fuel and on completion returned to No. 2 berth at 1705, where she was secured for the remainder of her stay in harbour.

8. BARCOO slipped and proceeded from Port Adelaide at 0800 on 12th March to rendezvous with BROLGA which had been sailed from Kangaroo Island.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

9. The passage was uneventful. Soundings on passage were obtained from Cape Northumberland to Cape Otway. On arrival in the Wilsons Promontory area the ship anchored in Sealers' Cove with 7 shackles in 9 fathoms at 1300 on 14th March. BROLGA came alongside at 1530 for fuel, water and provisions. At 1630 the ship weighed and proceeded in company with BROLGA.

10. The ship arrived in the vicinity of Montagu Island at 0600 on 16th March to run a line of soundings to Gabo Island but frequent showers and low cloud made this impossible. Course was therefore shaped for Jervis Bay to anchor for the night as it was intended to obtain further soundings next day between Jervis Bay and Sydney while BROLGA proceeded independently to Sydney. The ship anchored in 11 fathoms with 7 shackles at 1810. H.M.A. Ships TOBRUK and WARRAMUNGA were met in Jervis Bay.

11. At 0400 on 17th March, the ship weighed and proceeded. As visibility over the land was again insufficient for fixing, sounding was abandoned and course set for Sydney. BARCOO secured alongside H.M.A.S. WARREGO at Cruiser Wharf, Garden Island, at 1358.

12. At 0830 on Monday, 21st March, the ship slipped and proceeded to No. 5 buoy for de-ammunitioning, returning alongside Fitting Out Wharf on completion.

13. The annual refit was commenced on 22nd March. A comparatively large list of defects had been submitted. Although mostly small items, some defects entailed a considerable amount of Dockyard work notably the complete renewal of the Fresh Water systems and the renewal of the galley deck and deck head. The most important Alteration and Addition Item approved to be done is the fitting of Type 974 radar which fills a long felt need.

14. The health, conduct and morale of the ship's company is good and the appearance and condition of the ship is satisfactory.

15. Steaming figures are given in the attached appendix.

LIEUTENANT COMMANDER
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

APPENDIX TO REPORT OF PROCEEDINGS OF H.M.A.S. BARCOO FOR MONTH OF MARCH, 1955.

(a) Distance steamed during March, 1955. - 1560.2 miles.

(b) Hours under way during March, 1955. - 160 $\frac{30}{60}$ hours.

(c) Distance steamed per ton of fuel. - 7.76 miles per ton

(d) Distance steamed since commissioning - 82193 miles.

(e) Hours under way since commissioning - 7799 $\frac{3}{60}$ hours.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

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DATE 22/7/55

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

4336-12-291

H.M.A.S. Barcoo Report of Proceedings - April '55

4th N.M. 15/6.

D.A.W.O.T. 15/6

D. of P. 17/6.

16/6 H.P.B. 21/6

D.G.S. 22/6

N.A. 2nd N.M.(X). 22/6

D. of M. 26/VI

D.D.M. 27/6.

28/6. D.N.L. 29/6

D.E.(N). 1/7.

D. of C.(N). 1/7

D.O.U.W.

22/7/55 D.N.M.S. 25.7.55

27/7/55 H.N.B. (N.5.) 28/7

29/7/55 D.A.O.

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DATE 8/6/55

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DEPARTMENT OF THE NAVY.

4336-12-291

MINUTE PAPER.

H.M.A.S. Barcoo Report of Proceedings - April '55

C.N.P.R. 13/5

D.O.D. 13/5

D.C.N.S. 16/5

1st N.M. 17/5

19/5 D.C.N.P. 19/5

2nd N.M. 20/5

20/5 D.N.I.

D/D.P.S. 30/5

31/5 D.T.S.R. 1/6

D.N.C. 2/6

Deputy Secretary. 3/6

3rd N.M. 6/6

8/6 H.N.B. (N.5.)

1/6

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NAVY REGISTRY

DEPT. OF THE NAVY
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DUTY LTD.
DIT.
DATE 10/5/55

H.M.A.S. BARCOO,
At Sydney.

3rd May, 1955.

The Flag Officer in Charge,
East Australian Area.

(Copies to: The Secretary, Department of the Navy, Navy Office.
The Senior Officer, Hydrographic Service).

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS FOR THE MONTH OF APRIL, 1955.

HN 9/5 10/5

I have the honour to submit the following report of proceedings for H.M.A. Surveying Ship Barcoo for the month of April, 1955.

N5

2. H.M.A.S. Barcoo remained in Sydney throughout the month. The refitting of the ship and the fitting of new radar and wireless equipment was progressed.

3. The ship was docked in Inner Captain Cook Dock, Garden Island on Friday 22nd April, 1955.

4. The appearence and comfort of the ship has deteriorated while in dockyard hands. The health, conduct and morale of the ships company is satisfactory.

5. No steaming has taken place during the month.

LIEUTENANT COMMANDER.
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

4336/12/378

CHECKED FOR INDEXING INIT. DWB DATE 11/7/55

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Barcoo Report of Proceedings - March '55

4th N.M.

D.A.W.O.T. 29/4

4/5 D. of P. 8/5

H.P.B. 10/5

D.G.S. 11/5

N.A. 2nd N.M.(X) 12/5

for D. of M. 13/5

D.D.M. 14/5

7/5 D.N.L. 18/5

D.E.(N). 20/5

D. of C.(N). 20/5

D.O.U.W. 24/6

25/6 D.N.M.S. 6.7.55

4/7 H.N.B. (N.5.)

13/7 D.A.O.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

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NAVY REGISTRY

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H.M.A.S. BARCOO - REPORT OF PROCEEDINGS
FOR THE MONTH OF MARCH,1955.

(BARCOO's letter No.277/1 dated 1st April,1955.)

II

E.A.1522/682/2/79.
THE SECRETARY,
DEPARTMENT OF THE NAVY.

HN 26/4.

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

H.H. Buchanan
A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point,Sydney.

20 APR 1955

AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H336-12-307

H.M.A.S. Kanowna Report of Proceedings - May '55

4th N.M.

D.A.W.O.T.

D. of P.

D. of P.(a)

H.P.B.

D.G.S.

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

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D.N.L.

D.E.(N).

D. of C.(N).

D.O.U.W.

D.N.M.S.

D.N.A.

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DEPARTMENT OF THE NAVY.

H336/12/307

MINUTE PAPER.

H.M.A.S. Barcoo Report of Proceedings - May '55

C.N.P.R. 14/6

D.O.D. 14/6

D.C.N.S. 15/6

1st N.M.

24/6 D.C.N.P. 27/6

2nd N.M. 27/6

D.N.I.

30/6 D/D.P.S. 1/7.

5/7 D.T.S.R. 6/7.

D.N.C. 6/7

for Deputy Secretary.

3rd N.M. 8/7

11/7 H.N.B. (N.5.)

6/7

6/7.

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NAVY REGISTRY

DEPT. OF THE NAVY
4336 | 12 | 307

277/1

H.M.A.S. BARCOO,
At Sydney.

1 June, 1955.

The Flag Officer in Charge,
East Australian Area.

(Copies to: The Secretary, Department of the Navy.
The Senior Officer, Hydrographic Service.)

HNP 8/6.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS FOR THE MONTH OF MAY, 1955.

I have the honour to submit the following report of proceedings for H.M.A. Surveying ship BARCOO for the month of May, 1955.

2. H.M.A.S. Barcoo remained in Dockyard hands at Garden Island throughout the month. The ship completed her six monthly docking during the first week of the month and was undocked on Friday 6th May. The ship remained alongside Garden Island for the remainder of the month.

N5

3. During this refit living conditions on board have been poor, owing to repairs to the fresh water and salt water systems and the galley and Heads. The appearence of the ship has deteriorated during the month but it is hoped to bring the ship back to service standards before sailing. The health, conduct and morale of the ships company remains satisfactory.

4. No steaming has taken place during the month and steaming figures remain as for March, 1955.

J.W. Osborn.
LIEUTENANT COMMANDER.
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

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CHECKED FOR INDEXING
INIT. DWB.
DATE 2/19/55

DEPARTMENT OF THE NAVY.

4/336-12-326

MINUTE PAPER.

H.M.A.S. Barcoo Report of Proceedings - June 1955

4th N.M. 19/8.

D.A.W.O.T. 23/8.

D. of P. D of P(Q) 31.8

H.P.B.

D.G.S. 2/9

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

D. of M. 5/IX

D.D.M. 2/9

D.N.L. 9/9

D.E.(N). 18/9

D. of C.(N). 16/9.

D.O.U.W. 21/9

D.N.M.S. 26/10

23/12/10

H.N.B. (N.S.) 28/10

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D.A.O.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

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AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPARTMENT OF THE NAVY.

4336-12-326

MINUTE PAPER.

H.M.A.S. Barcoo Report of Proceedings - June 1955

C.N.P.R. 21/7

D.O.D.

D.C.N.S. 22/VII.

for 1st N.M. 26/7

27/7/55 D.C.N.P. 28/7

2nd N.M. 29/7.

1/8/55 D.N.I.

D/D.P.S. 28/7.

D.T.S.R. 8/8.

D.N.C. 9/8

Deputy Secretary.

3rd N.M. 12/8

16/8/55 H.N.B. (N.5.)

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NAVY REGISTRY

IN REPLY PLEASE QUOTE
No. 277/2

Royal Australian Navy.

DEPT OF THE NAVY
4336/12/326

H.M.A.S. BARCOO.
At Percy Island.

22nd July 1955.

The Acting Secretary,
Department of the Navy,
MELBOURNE.

(Copies to Flag Officer in Charge East Australian Area.)
Senior Officer Hydrographic Service)

HN 29/7/55

APPENDICES TO H.M.A.S. BARCOO's REPORT OF PROCEEDINGS - JUNE 1955.

Attd. on Regn. 29/7/55

The enclosed Appendices to H.M.A.S. BARCOO's Report of Proceedings for June 1955, are forwarded in accordance with Flag Officer in Charge East Australian Area's message D,T.G. 180401z.

2. The Whale sighting report is forwarded in the form laid down in East Australian General Orders 0309. Article 227 of the copy of Australian Fleet General Orders held on board refers to an unrelated subject, and it is assumed that the copy in question is not up to date. The Flag Officer Commanding Australian Fleet has been requested to forwarded the necessary amendments.

LIEUTENANT COMMANDER.
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPT. OF THE NAVY
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15 JUL A.M
NAVY REGISTRY

277/1

H.M.A.S. BARCOO,
At Townsville.

2nd July, 1955.

The Flag Officer in Charge,
EAST AUSTRALIAN AREA.

(Copies to: The Secretary, Department of the Navy, Navy Office.
The Senior Officer, Hydrographic Service).

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS FOR THE MONTH OF JUNE.

HN 15/7
15/7

I have the honour to submit the following report of proceedings for H.M.A. Surveying Ship BARCOO for the month of June, 1955.

2. Between the 1st and 8th June the ship remained alongside Garden Island for the completion of outstanding defects and alterations and additions. During this period fuel and stores for the forthcoming surveying season were embarked.

N5

3. The ship was shifted by Tugs to No. 4 buoy at 0900 on Thursday 9th June for embarkation of ammunition.

4. At 1000 on June 10th the ship slipped from No. 4 buoy and proceeded for trials of recently installed radio equipment off Sydney. On the successful completion of trials the ship returned at 1600 to Watson's Bay to disembark the trials party. The passage to the surveying grounds was then commenced. Soundings on passage were taken on various stretches off the New South Wales and Queensland coasts.

5. H.M.A.S. Barcoo anchored on the Northern side of St. Bees Island at 0645 on Tuesday 14th June. H.M.A.S. Warrego came alongside at 0850 to facilitate exchange of stores and Hydrographic information. As a low swell made conditions alongside uncomfortable in this anchorage Barcoo weighed and shifted with Warrego alongside to a more sheltered anchorage in the northern end of Egremont Passage.

6. H.M.A.S. Warrego had marked all the necessary main stations between Wigton Island and Prudhoe Island and had done sufficient observing to establish provisional co-ordinates so that sounding could be started. Warrego slipped from Barcoo at 1830 and anchored to the northward to facilitate her departure from the area at 0400 the following day.

7. The ship remained at anchor in Egremont Passage for the remainder of the week. Sounding was carried out by the boatsand observations taken at Scawfell, Wigton and Cockermouth. Low cloud obscuring the higher summits interfered with observing.

8. During the following week sounding by the boats was continued between Cockermouth and Scawfell Island. Penrith was reobserved,and St. Bees on the second attempt. To understate the case, it is rather frustating to find when one has scrambled the 1300 odd feet to the top of an

AUSTRALIAN WAR MEMORIAL RCDIG1073138

8. cont'd.
Island, that low cloud has completely obscured the other marks. Ship sounding was carried out on Monday 20th June and Thursday 23rd June.

9. At 0630 on Saturday 25th June the ship weighed and proceeded to Mackay for the weekend and secured alongside No. 1 pier at 0900. On Sunday 26th assistance was given to the Mackay Harbour Board to re-secure the lower section of piping of their automatic tide gauge. It appeared at first that the task might be beyond the ships resources as they had asked for the services of a diver, and although allowed by complement no divers are borne. On closer investigation however, it was apparent that the "diving" could be done at low water without getting more than one's arms wet.

10. At 0800 Monday 27th June the ship slipped and returned to the sounding area and carried out ship sounding. On completion the ship anchored at Scawfell Island at 1710. Sounding was continued with the ship and boats on the following day and Scawfell Island again used as the anchorage on completion.

11. On Wednesday 29th in a rare spell of calm weather the ship sounded with Brolga and the two sounding boats keeping station on the ship. This operation proved very successful but can seldom be used as the south ~~xxxxx~~ east trades which prevail at this time of year prohibit the use of boats in exposed waters.

12. On Thursday 30th June the ship sounded in strong southerly winds and returned to Scawfell Island at 1700. Since Barcoo's arrival on the surveying ground, Brolga has been used for replenishing the tide pole camp on Penrith Island and for transporting observers to the more distant Islands for observing. Warreen still remains alongside at Mackay undergoing engine repairs and has been of no assistance to the survey.

13. The present situation with the survey is as follows. The observing has been satisfactorily completed as far SOUTH as Prudhoe Island. The sounding of the area between Cockermouth Island and Scawfell Island completed and an area of about sixteen miles by four miles to the Eastward of Scawfell Island has been sounded.

14. The health, conduct and morale of the ships company remains satisfactory and there has been a marked improvement in living conditions on board since the completion of the last refit.

J. Osborne.
LIEUTENANT COMMANDER.
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

4336 - 12 · 326

APPENDIX "A" TO REPORT OF PROCEEDINGS OF H.M.A.S. BARCOO FOR THE MONTH OF JUNE 1955.

(a)	Distance steamed during June 1955	1617.5 miles
(b)	Hours under way during June 1955	152 $\frac{46}{60}$
(c)	Distance steamed per ton of fuel	8.73 Mls per ton.
(d)	Distance steamed since commissioning (20.2.51.)	83,810.5 miles.
(e)	Hours under way since commissioning	7,951 $\frac{49}{60}$ Hrs.
(f)	Economical Speed exceeded.	Nil.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

APPENDIX TO REPORT OF PROCEEDINGS OF H.M.A.S. BARCOO FOR MONTH OF JUNE 1955

(a) Distance stea med during June 1955	1617.5 miles
(b) Hours under way during June 1955	152 $\frac{46}{60}$
(c) Distance steamed per ton of fuel	8.73 miles per ton.
(d) Distance steamed since commissioning	83,810.5 miles.
(e) Hours under way since commissioning	7,951 $\frac{49}{60}$ Hrs.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

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DATE 7/19/55

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DEPARTMENT OF THE NAVY.

H336-12-3444

MINUTE PAPER.

H.M.A.S. Barcoo Report of Proceedings - July 1955

4th N.M. 8/9

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

D. of P.

H.P.B. 14/9

D.G.S.

N.A. 2nd N.M.(X). 15/9.

D. of M. 16/9

D.D.M. 20/9

D.N.L. 18/9

D.E.(N) 23/9

D. of C.(N). 20/9

D.O.U.W. 3/10

D.N.M.S. 12.10 24/10.

18 OCT 1955

H.N.B. (N.5) 14/11

D.A.O.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

AUSTRALIAN WAR MEMORIAL RCDIG1073138

CHECKED FOR INDEXING INITIALS DATE 23/8/55

DEPARTMENT OF THE NAVY.

4/336-12-344

MINUTE PAPER.

H.M.A.S. Bareo Report of Proceedings - July 1915

C.N.P.R. 16/9/55

D.O.D. 18/8

D.C.N.S. 18/VIII

for 1st N.M.

D.C.N.P. 19/8

2nd N.M. 19/8

23/8/55 D.N.I.

29/8/55 D/D.P.S.

D.T.S.R. 30/8

D.N.C.

Deputy Secretary. 19

3rd N.M.

H.N.B. (N.5.)

30/6

AUSTRALIAN WAR MEMORIAL RCDIG1073138

AUSTRALIAN WAR MEMORIAL RCDIG1073138

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St-4539
12 AUG A.M
NAVY REGISTRY

Royal Australian Navy.

DEPT. OF THE NAVY
4336 | 12 | 344

IN REPLY PLEASE QUOTE
No. 277/1.

H.M.A.S. BARCOO,
At Sea.

5th August, 1955.

The Acting Secretary,
Department of the Navy,
Navy Office,
MELBOURNE.

Copies to: The Flag Officer in Charge, East Australian Area.
The Senior Officer Hydrogrphic Service.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS FOR THE MONTH OF JULY, 1955.

I have the honour to submit the following report of proceedings for H.M.A.Surveying Ship Barcoo under my command for the month of July, 1955.

2. H.M.A.S. Barcoo remained at anchor in Refuge Bay, Scawfell Island on Friday 1st July. The reported mine in Refuge Bay was searched for unsuccessfully by Asdics from the ship at anchor and the area examined by boat using Echo sounder. Apart from a "ghost echo" in the trace nothing conclusive was found. The ship weighed at 1545 and proceeded to Townsville.

3. The ship secured alongside No. 1 Pier Townsville at 0908 on the following day. Fuel was embarked during the day.

4. At 1030 on Monday 4th July, H.M.A.S. Barcoo slipped and proceeded to the Survey grounds. The ship anchored in Refuge Bay at 0455 on Tuesday 5th July where she remained for the day as a fresh South easterly wind and passing showers precluded field work.

5. On 6th July and the two following days the ship sounded in company with the tenders Warreen and Brolga returning each night to Refuge Bay.

6. On Friday 8th July a further attempt was made to locate the reported obstruction in Refuge Bay using a boat sweep. The area was cleared to a depth of 6 fathoms without finding any indication of an obstruction. It would appear that two possibilities exist - either that the position given is very inaccurate, or, that the fisherman reporting the obstruction wishes to keep his favourite fishing spot to himself. It is hoped to contact the fisherman in Mackay to obtain first hand information.

7. The ship weighed at 0800 on Saturday 9th July for ship sounding returning on completion to Refuge Bay. The following day was spent in this anchorage.

8. From Monday 11th July to Friday 15th July ship sounding was carried out each day, the ship anchoring each night in the lee of Redbill, Derwent or Penrith Islands. Warreen was employed sounding the areas near Penrith and Derwent Islands and Brolga in coastlining and topography during this period.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

9. On Saturday 16th July the ship weighed at 0600 and proceeded to Mackay andsecured alongside No.1 pier at 0900. Although it was originally intended to spend the weekend at Mackay, it proved necessary to slip and proceed from Mackay at 1030 Sunday 17th July owing to further arrivals of merchant ships. After leaving Mackay the ship proceeded to the Beverly Islands and anchored at 1500 in 7 fathoms, 7 cables north of Digby Island summit. This anchorage affords good protection from South East winds but more swell rolls into the anchorage than would be expected from the chart.

10. Double Island and Minster Islands were marked on Monday 18th July and Timonee Peak Island on Tuesday 19th July. The ship weighed and proceeded at 0630 on 20th July to Pine Peak Island which wasmarked during the day.

11. Anchorage was shifted to West Bay in Middle Percy Island on 21st July and Cockatoo Hill on Middle Percy Island was marked during the day. H.M.A.S. Quadrant was sighted at 1630.

Theodolite observations were obtained from Cockatoo Hill on Friday 22nd July. H.M.A. Ships Cootamundra and Wagga were sighted at 1020.

12. The ship weighed at 0800 Saturday and proceeded to Beverly Islands where she remained for the following three days. During the week Brolga had been used for marking and observing main stations and Warreen for sounding. Warreen proceeded to Mackay during the weekend for mail.

13. Observing was continued during the following week. Tinonee Peak Island was observed on Monday 25th July. Thick fog prevented observing on the next day, Anchorage was shifted to Pine Peak Island on Wednesday 27th July, but observations were not obtained at this mark owing to low cloud.

14. The ship weighed and proceeded at 0630 on Thursday 28th July for ship sounding. At 1618 the ship anchored in Refuge Bay to replenish the Tenders and at 1830 weighed for the passage to Townsville.

15. As the berth alloted to the ship was not clear on arrival off Townsville the ship anchored in the vicinity of the Fairway Beacon at 1155 in 4½ fathoms. On receipt of information that another berth was available the ship weighed at 1315 and proceeded into harbour securing in No. 3 berth Eastern Breakwater. The Queensland Ports appear to be extremely congested at this time of the year as the meat and sugar industries are at their busiest.

16. The ship shifted berth to the Eastern side of No. 1 pier at 0600 on Saturday 30th July for fuel and remained in this berth for the remainder of her stay in Townsville.

17. The health, conduct and morale of the ships company remains satisfactory and the appearance and condition of the ship are of service standard.

J.W. Osborn.
LIEUTENANT COMMANDER.
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

APPENDIX A TO REPORT OF PROCEEDINGS OF H.M.A.S. BARCOO
FOR THE MONTH OF JULY, 1955.

(a)	Distance steamed during the month	1613.1 miles
(b)	Hours under way during July, 1955	149 $\frac{00}{60}$ hours
(c)	Distance steamed per ton of fuel	8.75 miles
(d)	Distance steamed since commissioning (20.2.51).	85,423.6 miles
(e)	Hours under way since commissioning	8,100$\frac{49}{60}$ hours
(f)	Occasions in which economical speed exceeded	Nil

AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPARTMENT OF THE NAVY. 4336-12-367

MINUTE PAPER.

H.M.A.S. Barcoo Report of Proceedings August '55

4th N.M. 20/10

D.A.W.O.T. 21/10

D. of P.

D. of P. (Q). 26.10.

H.P.B. 28/10

D.G.S. 24/10

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

D. of M.

D.D.M. 8/11

D.N.L. 11/11

D.E. (N) 14/11

D. of C. (N).

D.O.U.W.

D.N.D.M.S. 5/12

H.N.B. (N.5). 9/12

D.A.O.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

AUSTRALIAN WAR MEMORIAL RCDIG1073138

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D.N.M.S. BRANCH NAVY OFFICE 7 DEC 1955

BRANCH D.N.M.S. 30 NOV 1955 NAVY

12/10

DEPARTMENT OF THE NAVY.

4336-12-367

MINUTE PAPER.

H.M.A.S. Barcoo Report of Proceedings - Aug '1955.

C.N.P.R. 1579

D.O.D. 16/9

D.C.N.S. 22/9 DCNS & NH 14/10

1st N.M. 22/9

D.C.N.P. 23/9

2nd N.M. 23/9.

27/9/55 - D.N.I. 28/9

D/D.P.S. 6/10 7/10

D.T.S.R. 10/10

D.N.C. 10/10

Deputy Secretary. 17/10

3rd N.M. 18/10

H.N.B. (N.S.)

10/10

AUSTRALIAN WAR MEMORIAL RCDIG1073138

AUSTRALIAN WAR MEMORIAL RCDIG1073138

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NAVY REGISTRY

DEPT. OF THE NAVY
4336 12 367

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 277/1.

CHECKED FOR INDEXING
INIT. JWS.
DATE 12/9/55

H.M.A.S. BARCOO,
At Sea.

1st September, 1955.

H.M.

The Secretary,
Department of the Navy,
Navy Office,
MELBOURNE.

(Copies to: The Flag Officer in Charge, East Australian Area,
The Senior Officer, Hydrographic Service).

N5

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS FOR THE MONTH OF AUGUST, 1955.

I have the honour to submit the following report of proceedings for H.M.A. Surveying Ship Barcoo under my command for the month of August, 1955.

2. H.M.A.S. Barcoo slipped and proceeded from No. 1 Pier Townsville at 0530 on Monday 1st., August, 1955. At 2315 the ship anchored in 6 shackles in 16 fathoms in Refuge Bay, Scawfell Island.

3. After transferring stores to the tenders Warreen and Brolga, the ship weighed at 0830 and continued ship sounding to the Eastward of Penrith Island. The remainder of the week was spent in the ship sounding in this area. As calm weather prevailed the ship was able to anchor in depths of 25 to 32 fathoms in the sounding area on completion of each days work.

4. On completion of sounding on Friday 5th August the ship proceeded to Scawfell Island and anchored in Refuge Bay in 14 fathoms with 6 shackles at 1835. The ship remained at this anchorage for the weekend, replenishing the tenders as requisite.

5. At 0630 on Monday 8th August the ship proceeded to the Snare Island area to resume ship sounding. At 1725 the ship anchored in 26 fathoms to the northward of Penrith Island. H.M.A.S. Warrego, southbound from Wessel Islands anchored in company at 1730.

6. The ship weighed and proceeded at 0800 on Tuesday 9th. Ship sounding was conducted till 1700 when the ship commenced the passage to Brisbane. Sounding on passage were obtained from North Reef to Breaksea Spit.

7. On arrival at Brisbane 11th August, the ship secured to No. 1 Howard Smith Wharf at 1350. H.M.A.S. Warrego secured on the adjacent berth at 1530.

8. At 0800 on 12th August the flag of the Flag Officer Commanding H.M.A. Fleet was hoisted in Warrego. During the forenoon, Official calls were paid by the Flag Officer Commanding H.M.A. Fleet and later ~~by~~ the Captains of Warrego and Barcoo were present in Warrego when return calls were made. The Admiral, together with the Captains of Warrego and

AUSTRALIAN WAR MEMORIAL RCDIG1073138

8. (Cont'd)

Barcoo attended a luncheon given the Minister of the Navy and in the evening were among the official party at the United Services Ball.

9. On Saturday 13th August, the Officers and ships companies were guests of the Q.T.C. Club at Eagle Farm Racecourse, the Captains attending luncheon in the Committee Rooms. In the evening the Officers of the two ships were guests at a cocktail party given by the Northern Command of the Army.

10. On Monday 15th August the Flag Officer Commanding addressed the ships companies of Warrego and Barcoo at 1015 and afterwards visited Barcoo. The Naval Officers visiting the port were tendered a civil reception by the Lord Mayer of Brisbane at 1530. In the evening a Cocktail Party was given by the Admiral in H.M.A.S. Warrego.

11. A sporting programme was arranged by the army for the ships companies of the two ships. Although the small ships were not able to field teams of the strength or variety which a carrier would have supplied, an enjoyable afternoon was spent.

12. At 0930 on Tuesday the ship shifted berth to New Stead No. 1 for fuel.

13. Perhaps the most noteworthy aspect of the Navy's visit to Brisbane at this time was the great interest of the public in the Naval Helicopter. Its demonstrations at the showgrounds were described in one newspaper as "the best drawcard the Royal National Association has had in years."

14. The ship slipped 1000 on 17th from Newstead and proceeded for the surveying grounds. H.M.A.S. Warrego was in sight during the first part of the passage. The ship rendezvoused with the tenders at Penrith Island at 0530 on 19th August. After transferring provisions the ship weighed at 0900 for ship sounding. Anchorage was obtained in the sounding area in 28 fathoms at 1730 Southeast of Snare Peak Island.

15. Sounding was continued on Saturday 20th August and the ship, on completion anchored in 14 fathoms west of Prudhoe Island.

16. In the following week ship sounding was continued in calm weather and excellent visibility. The ship weighed at 0630 daily and anchored in the sounding area on completion. On Friday 26th August the ship anchored at the Northern Entrance to Egremont Channel at 1715. Warreem and Brolga were brought alongside during the weekend for fuel and stores.

17. The ship weighed and proceeded at 0630 on 29th August for sounding in the vicinity of Prudhoe Island. As fresh winds and poortvisibility prevented field work the ship anchored in the lee of Prudhoe Island at 1230. Unfavourable weather continued on the following day and the ship remained at Prudhoe Island.

18. Sounding was resumed on Wednesday 31st August, the ship anchoring on completion in the lee of Prudhoe Island.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

19. The health, conduct and morale of the ships company remains satisfactory and the appearance and condition of the ship is good.

J. W. Osborne.
LIEUTENANT COMMANDER.
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

APPENDIX A TO REPORT OF PROCEEDINGS OF
H.M.A.S. BARCOO FOR THE MONTH OF AUGUST 1955

(a)	Distance steamed during month	2944.1 miles
(b)	Hours under way during month	252 25/60 hrs.
(c)	Distance steamed per ton of fuel	9.3 miles
(d)	Distance steamed since commissioning (20.2.51.)	88,367.7 miles
(e)	Hours under way since commissioning	8353 14/60 hours
(f)	Economical speed was exceeded as follows	

(a) 110 hours
(b) 13.2 kts
(c) 1.52 tons
(d) 8.7 miles
(e) C.N.O. 2/52 para 6.

Appendix "B" - Whale Sighting Report detached. 13/9.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPARTMENT OF THE NAVY. 4/336-12-391

MINUTE PAPER.

H.M.A.S. Barcoo Report of Proceedings September 1935

4th N.M.

D.A.W.O.T. 29/11.

D. of P.

D. of P. (Q). 30/XI 1.12

H.P.B. 5/12

D.G.S.

N.A. 2nd N.M. (X). 6/12

D. of M. 7/XII

D.D.M. 9/XII

D.N.L. 19/12

D.E. (N) 23/12

D. of C. (N). 23/12

D.O.U.W.

D.N.M.S.

H.N.B. (N.5).

D.A.O.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

D.N.M.O.
17 JAN 1956
MAIN OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073138

H336-12-391

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Barcoo Report of Proceedings September 1955

C.N.P.R. 20/10

D.O.D. 21/10

D.C.N.S. 25/x.

1st N.M. 28/10

D.C.N.P. 28/10

2nd N.M. 2/11

D.N.I.

~~D.N.R.C.~~

~~D/D.P.S.~~ 15/10

~~D.T.S.R.~~ 17/11

D.N.C. 17/11

Deputy Secretary. 18/11

3rd N.M. 21/11

H.N.B. (N.5)

17/11.

16/11

AUSTRALIAN WAR MEMORIAL RCDIG1073138

AUSTRALIAN WAR MEMORIAL RCDIG1073138

RECEIVED
17 OCT A.M
NAVY REGISTRY

Royal Australian Navy.

DEPT. OF THE NAVY
4336 | 12 | 391

IN REPLY PLEASE QUOTE
No. 277/1

H.M.A.S. BARCOO,
At Sydney.

1st October, 1955.

The Secretary,
Department of the Navy,
Navy Office,
MELBOURNE.

Copies to: The Flag Officer in Charge, East Australian Area.
The Senior Officer, Hydrographic Service).

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS FOR MONTH OF SEPTEMBER, 1955.

HN 17/10

N/5

I have the honour to submit the following report of proceedings for H.M.A. Surveying Ship Barcoo under my command for the month of September, 1955.

2. On 1st and 2nd of September the ship was engaged in sounding in the vicinity of Prudhoe Island. The ship weighed at 0800 on both days but fresh southerly winds hampered the work.

3. At 1630 on 2nd September the ship met the tenders Warreen and Brolga in Refuge Bay, and after transferring stores to them, proceeded to Townsville for fuel. Barcoo secured alongside in Townsville at 0840 on Saturday 3rd and embarked oil fuel during the forenoon.

4. On Monday 5th the ship slipped at 0800 and returned to the Survey Grounds. The ship anchored to the Northward of Prudhoe Island at 0130 on Tuesday 5th September, where she met the tenders.

5. From Tuesday the 6th till Saturday 10th September the ship sounding was progressed to the Eastward of Prudhoe Island in good weather. The ship weighed at 0800 each day and anchored near Prudhoe Island each night except on Wednesday 7th when the ship anchored in 31 fathoms 1 mile west of Alarm Reef. Advantage was taken of the calm weather to examine this reef by motor boat on Wednesday 7th September. The ship at anchor fixed and controlled the motor boat by Radar and R/T as no convenient fix was available to the boat. Warreen was employed during this w week in sounding near Prudhoe Island.

6. On completion of sounding on Saturday 10th September the ship proceeded to West Bay in Middle Percy Island and anchored in 19 fathoms with 7 shackles. A highly successful intra ship athletic meeting was conducted on the beach on the following day. Members of the ships company and tenders took part in a wide variety of events with remarkable keenness and energy. The Wardroom shone in only one event, the Veterans' Handicap, (limited to contestants of over 25 years of age) when age rather than ability was at a premium.

7. The ship weighed and proceeded at 0630 the following day and anchored in Refuge Bay at 1146. In the afternoon and on the next two days boat sweeping to locate the reported obstruction in Refuge Bay was carried out.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

7. (Cont'd).
This obstruction has been known to exist since the middle of 1954, some fishermen having fouled their lines on it, others having sighted it at low water. It is reported to be covered by about 8 feet of water at low water springs, and to be a brown cylindrical object about 6 feet long. Among the fishermen there exists a considerable difference of opinion about its location. As far as I could ascertain it has not been sighted or encountered since the beginning of 1955. An area covering all the estimates of its position was swept with negative results and I consider that it no longer exists. Brolga remained during this week in the Percy Island area recovering shore marks and Warreen proceeded to Penrith Island to recover the Tide Pole Party on Wednesday 14th.

8. The ship weighed and proceeded at 0630 on Thursday 15th September to West Bay, Middle Percy Island to meet the tenders. Both tenders were stored during the afternoon and Brolga brought alongside to fuel in preparation for the return passage to Sydney which was to have begun the following day.

9. After receipt of Senior Officer Hydrographic Service Message DTG 150300Z it was necessary to sail as soon as practicable and at 1800 on 15th September the ship and the tenders weighed and commenced the passage to Sydney in fresh southerly weather. At 2215 Brolga broke down and was taken in tow at 2300. Although her breakdown proved to be of a minor nature it was decided to keep Brolga in tow for the rest of the night and the following day. The defective part - a broken lubricating oil pipe - was passed by line to Barcoo during the forenoon of the 16th, and after it had been rewelded, was floated aft to Brolga again. Brolga was slipped from the tow at 2030 on Friday 16th. It was found that whether in tow or proceeding under her own power the maximum speed that Brolga could make good in the conditions prevailing was 5 knots.

10. At 0200 on 17th September the ship increased speed to 11 knots and parted company from the tenders in order to arrive at the first of Warrego's beacons at 0730. During the day a force 5 southeasterly wind made conditions for recovering the beacons unpleasant, but the 14 beacons remaining were recovered without incident by 1800. The ship then steamed northwards to rendezvous with the tenders which were met at 2000 and the passage to Sydney resumed.

11. Until Monday 19th September an average speed of only 5 knots had been maintained by the tenders. It was therefore desirable to refuel Brolga and to reembark Lt. Calder from Warreen in order that he could rejoin H.M.A.S. Warrego before her departure from Sydney. The ship and tenders entered Byron Bay at 1150 on 19th September but a heavy swell running in the Bay made it impossible to fuel Brolga. Lieutenant Calder was embarked by boat and an Officer from Barcoo placed in Brolga. After this the passage was continued in improving weather.

12. At 0945 on Tuesday 20th the ship anchored in Trial Bay in 8fathoms with 4 shackles and Brolga brought alongside and fuelled. The tenders proceeded in company at 1100 and Barcoo at 1300.

13. At 1900 Barcoo proceeded independently to Sydney. On arrival at 0800 the ship secured alongside H.M.A.S. Warrego at Garden Island to transfer beacon gear. After this had been completed the ship shifted at 1030 under own power to No. 5 buoy. Warreen and Brolga entered harbour at 1400.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

14. Berth was shifted to Fitting Out Wharf Garden Island at 0945 on Saturday 24th September in order to complete preparations for the ships annual inspection.

15. H.M.A. Ships Barcoo, Warreen and Brolga were inspected by the Flag Officer in Charge, East Australian Area accompanied by Senior Officer Hydrographic Service on Tuesday 27th September. Inspections by the various Staff Officers were carried out separately.

16. The self refit and leave period was commenced on 28th September.

17. The health, conduct and morale of the ships company remains satisfactory. The condition and appearance of the ship between decks is good, but the external appearance of the ship tends to reflect a lack of opportunity for its adequate maintenance.

LIEUTENANT COMMANDER.
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

APPENDIX "A" TO H.M.A.S. BARCOO'S REPORT OF PROCEEDINGS

FOR SEPTEMBER, 1955.

(a) Distance steamed during month	2224.8 miles.
(b) Hours under way during month	23260 $\frac{57}{}$ hours.
(c) Distance steamed per ton of fuel.	8.9.
(d) Distance steamed since commissioning	90,592.5 miles.
(e) Hours under way since commissioning	8,586 $\frac{11}{60}$ hours.

Appendix B. - Whale Reports detached for Admiralty action: 18/10

AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Barcoo Report of Proceedings - October 1955

C.N.P.R. 17/11

D.O.D. 18/11

~~D.C.N.S.~~ 18/11

for 1st N.M. 21/11

D.C.N.P. 22/11

2nd N.M. 23/11 22/11

D.N.I. 25/11

D/D.P.S. 30/11

~~D.T.S.R.~~ 30/11

D.N.C. 30/11

Deputy Secretary. 1/12

3rd N.M.

H.N.B. (N.S.)

30/11

30/11

AUSTRALIAN WAR MEMORIAL RCDIG1073138

St 4539

Royal Australian Navy.

DEPT. OF THE NAVY
4336 | 12 | 412

IN REPLY PLEASE QUOTE
No. 277/1

H.M.A.S. BARCOO.
At Sydney.

1st November 1955.

RECEIVED
B 14 NOV AM
NAVY REGISTRY

The Secretary,
Department of the Navy,
Navy Office,
MELBOURNE.

(Copies to The Flag Officer in Charge, East Australian Area)
The Senior Officer Hydrographic Service).

H.N.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS
FOR MONTH OF OCTOBER 1955.

I have the honour to submit the following report of proceedings for H.M.A. Surveying Ship BARCOO under my command for the month of October 1955.

2. Throughout the month BARCOO remained in Sydney in dockyard hands. Self refitting was carried out by the ship's staff with dockyard assistance. No major repairs were necessary and one minor alteration and addition was undertaken.

3. The ship remained alongside Garden Island until her docking in Captain Cook dock on 18th October The Ship was in Captain Cook dock for the Trafalgar Day celebrations when the public were allowed into the dock bottom.

4. A heavy duty Kelvin winch is at present being fitted in the ship. This will be useful not only for working bathy-thermographs but also for obtaining bottom samples. The light Kelvin was previously used for bottom sampling but was not sufficiently robust for the task.

5. The health conduct and morale of the Ships Company is good. During the present self refit period the opportunity is being taken to progress maintenance of the ships structure.

6. No steaming has taken place during the month.

LIEUTENANT COMMANDER R.A.N.
for CAPTAIN. A,O.L.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPARTMENT OF THE NAVY.

H336/12/426

MINUTE PAPER.

H.M.A.S. Barcoo Report of Proceedings November 1951

4th N.M.

D.A.W.O.T. 201.

D. of P.

D. of P. (Q).

H.P.B.

D.G.S.

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

D. of M.

D.D.M.

D.N.L.

D.E. (N)

D. of C. (N).

D.O.U.W.

D.N.M.S.

H.N.B. (N.S.W.)

D.A.O.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

D.N.M.S.
BRANCH
23 FEB 1956
NAVY
OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Barcoo Report of Proceedings - November 1915

#336-12-436

C.N.P.R. 13/12

D.O.D. 15/12

D.C.N.S. 15/XII

for 1st N.M. 19/12.

D.C.N.P. 19/12

2nd N.M. 21/1

D.N.I.

D/D.P.S.

D.T.S.R.

D.N.C.

Deputy Secretary

3rd N.M.

H.N.B. (N.5)

4/1

AUSTRALIAN WAR MEMORIAL RCDIG1073138

RECEIVED
A 8 DEC P.M
NAVY REGISTRY

Royal Australian Navy.

DEPT. OF THE NAVY
St 6334
4336 | 12 | 426

IN REPLY PLEASE QUOTE
No. 277/1

CHECKED FOR INDEXING
INIT. N.A.
DATE 9/12/55

H.M.A.S. BARCOO
At Port Stephens.

5th December 1955.

The Secretary,
Department of the Navy,
Navy Office,
MELBOURNE.

Copies to : The Flag Officer in Charge East Australian Area.
The Senior Officer, Hydrographic Service.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS
FOR MONTH OF NOVEMBER 1955.

I have the honour to submit the following report of proceedings of H.M.A. Surveying Ship under my command for the month of November 1955.

2. H.M.A.S. BARCOO remained in Inner Captain Cook Dock from the beginning of the month till 11th November. Routine underwater repairs only were effected in the ships lengthy period in dock, but is understood that this was necessistated by various dockings which took place in the outer portion of the dock .

3. Lieutenant Commander T.K. Kidwai R.P.N. joined the ship on November the 6th to commence a period of training with the R.A.N.

4. The ship was undocked on Friday 11th November at 15.00 and secured alongside Cruiser Wharf Garden Island. On the following day basin trials were conducted and fuel embarked. Final preparations for sea were completed on Monday 14th November. A party of 34 National Service trainees joined the ship for a short period of sea experience.

5. With BROLGA in company BARCOO sailed for Port Stephens at 17.00. on 14th November WARREEN was delayed in Sydney as the refitting of her main engine had not been completed. On reaching Port Stephens anchorage was obtained in Salamander Bay at 0820 in 9 fathoms with 6 shackles.

6. On Wednesday 16th November tide pole camps were established at Nelson's Bay and at Broughton Island and stations in the vicinity of Port Stephens recovered and marked.

7. Seven Beacons were laid on a line running due south from Point Stephens light and fixed on Thursday 17th November the ship returning to Port Stephens on completion.

8. The sounding of the area between Point Stephens and Sugar Loaf Point was commenced on the following day and the ship returned to an anchorage in the outer portion of Port Stephens at 18.15. BROLGA was employed in the erection and fixing of marks.

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9. The weather being unsuitable for sounding on 19th November no field work was achieved. Berth was shifted to a more sheltered anchorage in Salamander Bay at 10.30. WARREEN arrived at Port Stephens after an overnight trip from Sydney.

10. On Sunday 20th Lieutenant Commander Fletcher and two hands left Nelson's Bay by land rover to recover and mark stations in the northern portion of the survey,. This entailed a very circuitous trip round the head of Port Stephens and quite a lot of travelling over disused tracks. The task was sucessfully accomplished in 4 days with the exception of the station at McGraths Hill of which no trace could be found.

11. Sounding of the inshore portion of the survey was started by BROLGA on Monday 21st of November. BARCOO sailed at 0630 and completed the sounding on the first fleet of beacons during the day returning to Port Stephens on completion.

12. The ship weighed at 0500 on Tuesday to weigh 7 beacons and lay 4. After fixing the new beacons the ship returned to Port Stephens at 1840.

13. Sounding was continued on 23rd 24th and 25th the ship weighing at 0730 each day. Poor visibility curtailed work on Thursday and Friday and the ship returned to harbour by mid afternoon on these two days.

14. Four beacons were weighed on Saturday 26th November after which the ship returned to Port Stephens and anchored in Salamander Bay at 16.20.

15. The Ship remained in Salamander Bay on Sunday Monday and Tuesday to paint ship. This had not been possible because of the short period between undocking and sailing.

16. During the period the ship was in Salamander Bay the sounding of the inshore area was continued by BROLGA and WARREEN. On Tuesday the 29th the station at Violet Hill was recovered and marked by boat. This entailed a round trip of about 40 miles through inland waterways. With a local fisherman as pilot, the boat was taken up the Myall river through the Broadwater and Myall lake to the foot of the hill. The average depth in the river is about 7 feet and in the lakes about 20 feet. It is understood that the Myall river was used until recently by paddle wheel timber lighters, Apart from fishing, no commercial use is made of the river. The most remarkable feature of the river is the number of old boilers that litter its banks.

17. The ship weighed at 0730 on Wednesday 30th November and continued the sounding of the outer portion of the survey.

18. The National Service trainees have been quite impressive. They appear to be keen to learn and interested in the work of the ship. During their time onboard they have been given no formal instruction but have worked as members of the ships company. Inevitably one compares them with the permanent service Ordinary Seaman. While the National Serviceman are more enthusiastic and on the whole more intelligent, the permanent service Ordinary Seaman are more Knowledgeable. Thus there is little to choose between them. The conclusion that I draw is that an Ordinary Seaman gains knowledge at the expense of his keeness for the service and that a long period of initial training ashore should be avoided.

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19. Since leaving Sydney no trouble has been experienced with the machinery in the tenders. The condition and appearance of the ship and tenders are good. The health conduct and morale of the ships company is satisfactory.

20. Steaming figures for the month are given in the attached appendix.

J. Osborn.
LIEUTENANT COMMANDER
CAPTAIN.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

APPENDIX "A" TO H.M.A.S. BARCOO'S REPORT OF PROCEEDINGS FOR NOVEMBER 1955.

(a) Distance steamed during month 1007.3 miles.

(b) Hours under way during month 99 46/60 hours.

(c) Distance steamed per ton of fuel 10.4.

(d) Distance steamed since commissioning 91599.8 miles.

(e) Hours under way since commissioning 8685.57/60 hours

(f) Economical Speed was exceeded as follows

1. 37 hours.

11. 13.5.
111. 1.3.

1v 10.4.

v. C.N.O. 2/52 Para 6.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

APPENDIX B TO H.M.A.S. BARCOO'S REPORT OF PROCEEDINGS.
FOR NOVEMBER 1955.

Nil Return.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

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4336-12-412

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Barcoo Report of Proceedings - October 1915

4th N.M. 6/1/16

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

D. of P. 13/xii

D. of P. (Q). 14/12

H.P.B. 19/12

D.G.S. 16/12

N.A. 2nd N.M. (X). 19/12

D. of M. 19/12

D.D.M. 20/12

D.N.L. 23/12

D.E. (N) 30/12.

D. of C. (N). 30/12

D.O.U.W.

D.N.M.S. 20/1

H.N.B. (N.S.) 20/12

D.A.O.

Sec 20/12

A/Dna 1 A/Dna 4c A/Dna 2F 10/2/56

23 JAN 1956 M.D.G.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

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18 JAN 1939
NAVY
OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073138

DEPARTMENT OF THE NAVY. 4/336 - 12 - 461

MINUTE PAPER.

H.M.A.S. Barcoo Report of Proceedings December 1915

4th N.M. 22/2.

D.A.W.O.T. 22/2.

D. of P. 23/11

D. of P. (Q). 29.2

H.P.D. 27/1

D.G.S.

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

D. of M. 25/11

D.D.M. 29/2.

D.N.L. 5/3

D.E. (N) 7/3

D. of G. (N). 7/3

D.O.U.W.

D.N.M.D.6. 26

H.N.B. (N.5). 27/3

D.A.O.

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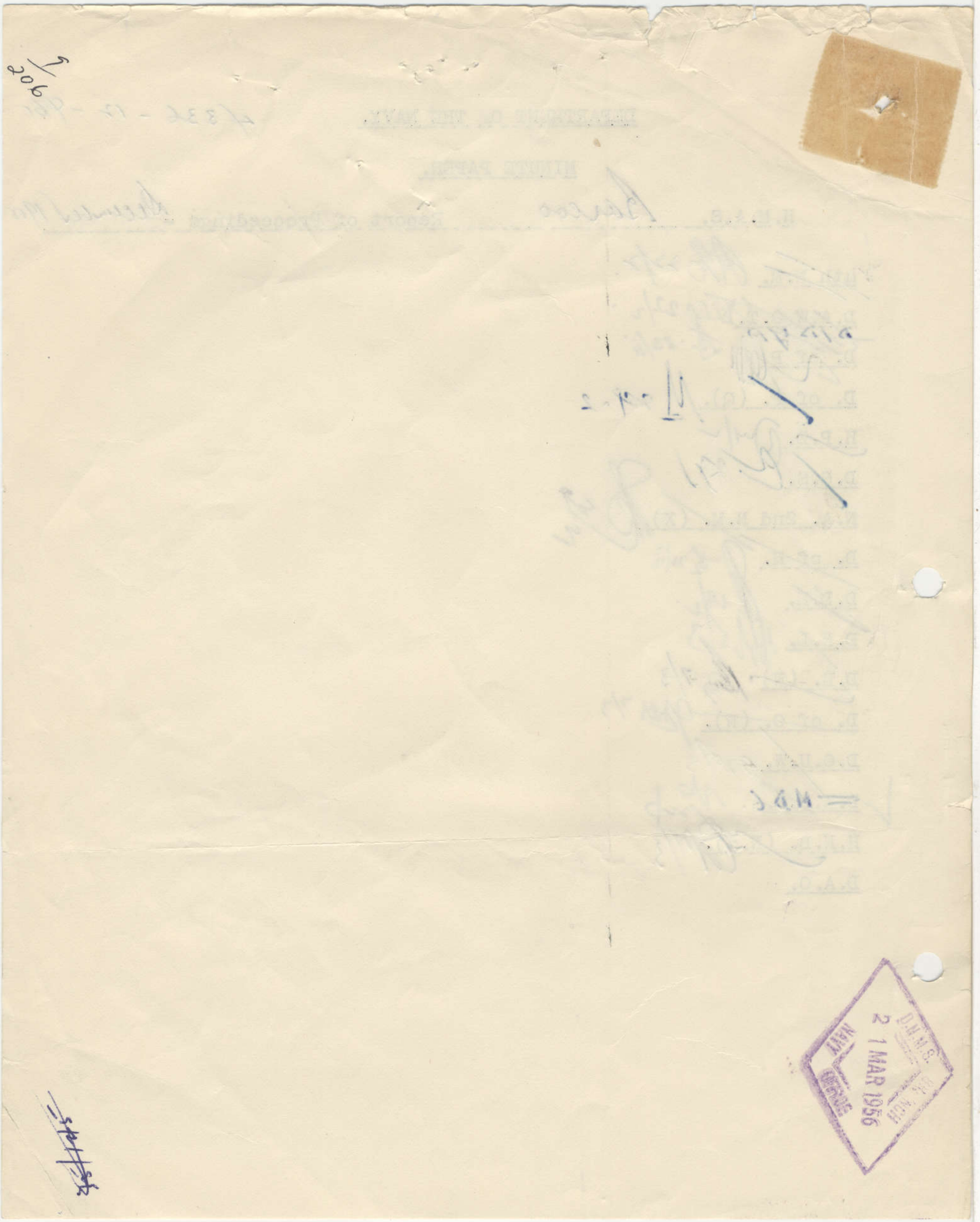

13/2

4336-12-461

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Barcoo Report of Proceedings - December 1955

C.N.P.R. 16/1

D.O.D. 19/1

D.C.N.S. 13/1

1st N.M. 24/1

D.C.N.P. 25/1

2nd N.M.

D.N.I. 1/2.

D/D.P.S. 2/2

D.T.S.R. 9/2

D.N.C. 10/2

Deputy Secretary. 9/2

3rd N.M. 17/2

H.N.B. (N.5)

8/2

10/2.

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Royal Australian Navy.

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10 JAN P.M
NAVY REGISTRY

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4336. 12 461.

IN REPLY PLEASE QUOTE
No. 277/1

H.M.A.S. BARCOO.
At Sydney.
1st January 1956.

The Secretary,
Department of the Navy,
Navy Office,
MELBOURNE.

Copies to The Flag Officer in Charge East Australian Area.
The Senior Officer Hydrographic Service.

HN 12/1
N5

H.M.A.S. BARCOO REPORT OF PROCEEDINGS FOR THE MONTH OF DECEMBER 1955.

I have the honour to submit the following report of proceedings of H.M.A. Surveying Ship BARCOO under my command for the month of December 1955.

2. On 1st December BARCOO weighed and proceeded from Port Stephens at 0730 for ship sounding. A moderate North Easterly wind reduced visibility and rendered fixing difficult. Sounding was abandond at about 10.00. and current observations with a free log ship were obtained near the 50 fathoms line to the eastward of Broughton Island. On conclusion the ship anchored between Cabbage Tree Island and Yacaaba Island at 15.40. At 21.45 the ship weighed and proceeded to Sydney.

3. On arrival at Sydney at 0630 on 2nd December the ship secured alongside H.M.A.S. CONDAMINE at cruiser wharf. Fuel and provisions were embarked during the day and the National Service trainees discharged to H.M.A.S. PENGUIN.

4. After departure from Sydney at 0930 on 5th December a beacon was laid on the charted position of the missing triplane target buoy off the heads. The passage was then continued to Port Stephens where the ship anchored at 1700 in Shoal Bay.

5. On the 6th December the ship weighed at 0630 and laid 4 beacons in the Broughton Island area. This Fleet of Beacons was not sucessful. They were laid in depths of 60 to 100 fathoms, as the previous fleet had been laid but the East Australian current was flowing with more than its usual velocity and three days later none of the beacons was watching. As if to compensate for the loss of the four beacons, the visibility was exceptional for the next four days enabling the sounding to be done without beacons.

6. On Thursday 8th December and Friday 9th December the ship weighed at 0630 and continued the sounding. Anchorage was obtained at 1645 on 8th about 7 miles North East of Broughton Island on an uncharted (but well known to local snapper fisherman) fifteen fathoms patch among soundings of 30 fathoms. After completion of sounding on 10th December the ship proceeded to Salamander Bay and anchored at 18.40.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

from.

7. The Ship sailed for Salamander Bay at 0630 on Monday 12th and laid 4 beacons near the North Western limit of the Survey. After running taut wire, sounding was continued in the area. The ship returned to Port Stephens for the night and anchored off Nelson Head at 1800.

8. At 0630 on 13th December the ship proceeded to continue sounding and anchored on completion in 18 fathoms South East of Sugar Loaf light.

9. On the following day the sounding of the northern portion was completed and four beacons were weighed. When the ship was about to enter Port Stephens at 1745 a signal was received from the tide pole party at Broughton Island requesting urgent medical attention for a member of the party. Course was accordingly shaped for Broughton Island and a boat dispatched to the tide pole camp. As the weather was fair at the time and as landing is impossible at the site of the camp in southerly weather it was decided to strike the camp completely that night instead of the following day as planned. After the boat had brought off the sick rating, the ship proceeded to an anchorage in the lee of Cabbage Tree Island and anchored at 2025. The boat met the ship in this anchorage after embarking the rest of the tide pole party and their gear . The rating responsible for this sudden shange of plan was found to be suffering from a poisoned foot and high temprature but his condition did not warrant his being seen by a doctor.

10. The ship weighed at 0800 on 15th December to search for a reported sounding of 49 fathoms among much deeper soundings eastward of Broughton Island. After examining an area of 16 Square miles without findingan indication of any shoal, the rest of the day was spent in obtaining bottoms with a bottom sampler constructed onboard. Bottom samples averaging about 3 ounces were obtained in depths of up to 70 fathoms at 12 knots. One sample for about 65 fathoms contained a live 2½ inch worm.

11. During the past fortnight the tenders WARREEN and BROLGA had been operating independently of the ship and had been engaged in the inshore survey on a larger scale.

12. The tenders met the ship off Point Stephens at 1800 on 15th and the passage to Sydney was made in company in calm weather. The ship secured alongside ~~wa~~ WARREGO at Cruiser wharf at 0630 on 16th December and commenced the Christmas leave and self refit period.

13. The health conduct and morale of the ships company remains satisfactory. The condition and appearance of the ship are of service standard.

LIEUTENANT COMMANDER.

AUSTRALIAN WAR MEMORIAL RCDIG1073138

APPENDIX A

H.M.A.S. BARCOO REPORT OF PROCEEDINGS FOR MONTH OF DECEMBER 1955.

(a)	Distance steamed during month	1413 miles.
(b)	Hours under way during month	126 8/60 Hours
(c)	Distance steamed per ton of fuel.	·9.0. miles
(d)	Distance steamed since commissioning (20.2.51.)	93,012.9. miles
(e)	Hours under way since commissioning (20.2.51)	8,812 5/60.

(f) Economical speed was exceeded for a total of 53 hours during the month in accordance with C.N.O. 2/52. PARA 9.6.

APPENDIX "B"

Nil.

AUSTRALIAN WAR MEMORIAL RCDIG1073138