AWM78

Reports of Proceedings, HMA Ships and Establishments

HMAS BARCOO

Item number: 54/7

Title: December 1960 - January 1961

AWM78-54/7

BARCOO.

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Dec 1959 –

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DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S BARCOO — Report of Proceedings. January 1961

HNB 16/2

DOD 17/2.

DCNS 17/2

ISTNM 20/2

2NDNM 21/2

3RDNM 24/2

4THNM 27/2

SEC 27/2

CNPR 28/2

HNB(N5)

REGISTRAR

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HNB(N5)
REGISTRAR

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DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. BARCOO . Report of Proceedings January '96.

DP 17/-

DTSR 20/-

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DAWOT 23/2

DNI 27/2

HPB 7/3

DCNP 8/3

DOA 17/3

DNT 20/3

DEM 21 March

DPS 23/3

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INR 27/3.

DNES 27/3

MDG 28/3

DCNTS 29/3

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REGISTRAR

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St 6299

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE NO. 1285 | 3 | 375

135/2

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

1st February, 1961.

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

(Copies to: The Flag Officer-in-Charge, EAST AUSTRALIA AREA.
The Hydrographer R.A.N., Garden Island, SYDNEY.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - JANUARY, 1961.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of January, 1961.

2. On Sunday, 1st January, H.M.A.S. BARCOO was secured alongside H.M.A.S. ANZAC at Oil Wharf, Garden Island, granting seasonal leave and carrying out self maintenance.

3. At 1030, Thursday 5th January, both ships were turned under tugs and naval pilot and H.M.A.S. BARCOO secured alongside Oil Wharf to enable the dockyard component of the self maintenance period to be completed.

4. On Tuesday, 10th January, H.M.A.S. ANZAC was moved from alongside to Cruiser Wharf and the testing of davits was completed.

5. The Lambda slave stations were loaded on a 5 ton and a 3 truck during Wednesday, 11th January, the convoy departing for the North Coast on Thursday, 12th January.

6. At 1500, Thursday, 12th January, H.M.A.S. BARCOO proceeded for the North Coast Survey Grounds, anchoring off Coffs Harbour at 1545, the following day. Disembarkation of the remainder of the slave station was commenced immediately, and the shore party installed in their tents by nightfall.

7. The slave stations were re-erected on the previous sites, Green Slave at Point Plomer near Port Macquarie and the Red Slave at White Bluff north of Coffs Harbour. This operation was hampered by gusty southerly squalls and heavy rain, but both stations were operational by p.m. Wednesday, 18th January. Mr R. Peen of the Decca Company, and Mr R. Balfour of R.A.N.E.L. assisted in the electrical setting up and checking of the stations.

8. Lieutenant Commander R.J. Hardstaff, R.A.N. from the Hydrographic Office arrived at Coffs Harbour on Thursday, 19th January and check calibrations of the slave stations were satisfactorily completed. The ship then proceeded to Trial Bay where anchorage was obtained at 2028.

9/.....

NS

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

(Copies to: The Flag Officer-in-Charge, EAST AUSTRALIA AREA.
The Hydrographer R.A.N., Garden Island, SYDNEY.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - JANUARY, 1961.

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6. At 1500, Thursday, 12th January, H.M.A.S. BARCOO proceeded for the North Coast Survey Grounds, anchoring off Coffs Harbour at 1645, the following day. Disembarkation of the remainder of the slave station was commenced immediately, and the shore party installed in their tents by nightfall.

7. The slave stations were re-erected on the previous sites, Green Slave at Point Plomer near Port Macquarie and the Red Slave at White Bluff north of Coffs Harbour. This operation was hampered by gusty southerly squalls and heavy rain, but both stations were operational by p.m. Wednesday, 18th January. Mr R. Peen of the Decca Company, and Mr R. Balfour of R.A.N.E.L. assisted in the electrical setting up and checking of the stations.

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9/.....

9. At 0500, Friday 20th January, H.M.A.S. BARCOO weighed and proceeded to the Point Plomer area for calibrations of the Green Slave, but once again, the calibration of this slave was delayed by rain. This is the third time that calibrations at Point Plomer have taken two days to complete due to weather. The ship returned to Trial Bay for shelter and completed the calibrations on Saturday 20th January despite bad visibility and strong winds, anchoring off Coffs Harbour at 2205.

10. Calculations were completed during the following day, and sounding was commenced in the outer half of Area 2 on Monday 22nd January. Conditions were excellent, the squally weather of the previous week having passed, and a range of 195 miles from Green Slave was obtained with no apparent difficulty. Unfortunately, a defect then developed on the Green slave unit which affected both units and the Green station became most unreliable. A defect also developed at the Red slave so the ship returned to Coffs Harbour.

11. Mr Peen and Mr A Wood, a dockyard electrical officer who was being instructed in Lambda preparatory to the installation in H.M.A.S. WARREGO, proceeded to Point Plomer and the station was again fully operational by Thursday 26th January. The defect at the White Bluff station was traced and repaired by P.O.E.L. Cox who has obtained a very sound knowledge of the maintenance and operation of Lambda shore stations.

12. At 0900, Thursday 26th January, H.M.A.S. BARCOO proceeded for Sydney, arriving off Port Jackson at 0700, the following day. Identities were exchanged with H.M.N.Z.S. ROYALIST and at 0720 H.M.A.S. BARCOO took station astern of the New Zealand Cruiser for entering harbour, securing alongside the fuelling wharf at Chowder Bay at 0830.

13. On completion of fuelling, the ship moved to No 2 Buoy, securing at 1302. Outline circuits were rigged and the ship was illuminated from sunset to midnight for the following four days.

14. At 1330, Tuesday 31st January, H.M.A.S. BARCOO slipped and proceeded for the survey grounds, carrying out an investigation of the reported 17 fathom shoal approximately 20 miles to the eastward of Cape Baily on route. The Decca Navigator Mk V receiver was used for this investigation but was not functioning correctly. At 1800, Decca twilight, the search was discontinued and the ship proceeded towards Area 2

15. HYDROGRAPHIC. A small amount of sounding has been carried out in Area 2. This will be progressed as opportunity permits next month, but due to other committments, this area will not be completed.

16. LAMBDA. Both stations are operational, but one alternator from the Green Slave is unserviceable and is being repaired by Garden Island Dockyard. Experiments are being carried out by R.A.N.E.L. to determine causes of the malfunctioning of the equipment and a separate report will be made when firm conclusions have been drawn. Lack of trained personnel will again be a problem soon.

17. Following movements of officers took place during the month.

5th January. Sub Lieutenant (SD)(B) N.W.R. Edwards, R.A.N. joined from H.M.A.S. CERBERUS.

9th January. A/Sub Lieutenant K.G. Smith (X), R.A.N. discharged to H.M.A.S. CERBERUS for Divisional Course.

9th January. Lieutenant Commander (sp) BR Nield, R.A.N.R. joined for 13 days A.C.T.

12th January. Lieutenant M.R. Freeman (X) (N), R.N. joined ex R.N. for 2 years exchange service.

/.....

22nd January. Lieutenant Commander (sp) B.R. Nield, R.A.N.R. discharged to shore.
30th January. A/Sub Lieutenant K.G. Smith (X), R.A.N. rejoined from H.M.A.S. CERBERUS.

18. The external appearance of the ship is good and between decks very good.

19. The conduct of the ships company has been generally very good and morale is high. They are looking forward eagerly to our departure for Victorian waters after so long on the coast of New South Wales. The health of the ships company has been good.

I have the honour to be

Sir

Your obedient Servant.

LIEUTENANT COMMANDER, R.A.N.
CAPTAIN.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - JANUARY, 1961.

ENCLOSURE "A".

MONTH STEAMING FIGURES.

(a) Distance steamed during the month.	1174 Miles.
(b) Hours underway during the month.	124
(c) Average distance per ton of Furnace Fuel Oil	6.75 Miles.
(d) Total distance steamed since commissioning.	22358 Miles.
(e) Total hours underway since commissioning.	2189
(f) Exceeding economical speed.	Nil.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - JANUARY, 1961.

ENCLOSURE "B".

METEOROLOGICAL OBSERVATIONS.

Nil.

1285-3-392

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S BARCOO Report of Proceedings. February 1961

HNB 14/3

DOD 14/3

DCNS 14/3

1STNM 15/3

2NDNM 16/3

3RDNM 24/3.

4THNM 27.3

SEC 30/3

CNPR 30/3

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DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. BARCOO Report of Proceedings February 1961

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ROYAL AUSTRALIAN NAVY

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DEPT. OF NAVY
1285 - 3 - 392
CANBERRA

TELEPHONE:

IN REPLY QUOTE No. 135/2

RECEIVED
C - 8 MAR P.M.
NAVY REGISTRY

H.M.A.S. BARCOO,
at Portland.

1st March, 1961.

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

(Copies to: The Flag Officer-in-Charge, EAST AUSTRALIA AREA.
The Hydrographer R.A.N., Garden Island, SYDNEY.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - FEBRUARY, 1961.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of February, 1961.

2. On Wednesday, 1st February, H.M.A.S. BARCOO was on passage from Sydney to the North Coast survey grounds, arriving in the area on the following morning.

3. Shortly after the Lambda was operational a fault developed at the Point Plomer Slave Station. The ship anchored off Point Plomer at 1203 and landed Mr.J.Johnson of R.A.N.E.L. and the L.R.E.M. to effect repairs, weighing again at 1700, when the station was again fully operational.

4. Sounding in the outer half of Area 2 was continued until 0230, Sunday, 5th February when the ship returned to Coffs Harbour anchoring at 0528.

5. It was evident by 1315, Tuesday 7th February that the ship would not be required in the vicinity so H.M.A.S. BARCOO returned to the survey area and continued sounding until 2140 on Thursday, 9th February when electrical storms raging over the coast made conditions impossible for Lambda operations.

6. After several hours, when the ship was much nearer the stations, conditions were even worse with no prospect of improving, so sounding was abandoned, and course was set for Coffs Harbour, anchorage being found at 1130, Friday, 10th February.

7. The Lambda stations were dismantled during the weekend and transported by road to Sydney, the ship departing Coffs Harbour at 1800 Sunday, 12th February.

8. At 1406, Monday, 13th February H.M.A.S. BARCOO secured alongside the South End Fitting out Wharf, Garden Island for a self-maintenance period and to prepare for the coming short southern season.

9. On Tuesday, 21st February, at 1700, the ship proceeded for Portland. An examination of the 17 fathom shoal off Cape Baily was carried out with inconclusive results, and at 2100 course was set for Victorian waters.

10/.....

10. On arrival off Portland at 0745, Friday 24th February, the ship was met by the Assistant Harbour Master to inform me that the signalled berth had been changed. The ship was turned in the swinging basin between Ocean Pier and the breakwater, and a sternboard made to secure alongside K.S. Anderson Wharf at 0822.

11. The Lambda sites selected by H.M.A.S. BASS at Cape Nelson and Port Fairy were visited during the day. Unfortunately the Cape Nelson site was not entirely suitable and a reconaissance was needed to find another position.

12. The only likely spot in the vicinity was finally selected, and arrangements were made with the Harbour Trust for the use of a truck to transport the heavy gear to the site.

13. The Cape Nelson station was erected during the weekend, but no suitable truck was available until Monday, 27th February for transporting the Port Fairy station. A small shift of site was necessary at Port Fairy, but the station was almost complete by the evening of 28th February.

14. These operations have once again been hampered by strong south easterly winds and rain and the outlook for the remainder of the week is equally bleak.

15. Re-triangulation has been progressed with the assistance of the Captain of H.M.A.S. BASS and the stations should be operational by Friday 3rd March. It is doubtful however, in view of the current gale warnings whether the calibrations will be commenced before the weekend.

16. HYDROGRAPHIC. Approximately 1000 miles of sounding were completed in Area 2 including an examination of the Derwent Hunter Sea Mount on which a least depth of 153 fathoms was found. Area 2 has now been covered, but more sounding may be possible later in the year.

17. LAMBDA. Apart from one fault previously mentioned, the Lambda has operated successfully in reasonable conditions up to ranges of 190 miles. Intelligent shore operating by P.O.E.L. Cox contributed largely to this and his draft is a great loss. Mr Johnson was embarked for the period and his knowledge was also of great assistance. It is becoming increasingly apparent that unless there are well trained operators in the stations, the ranges obtained in reasonable to poor conditions will be greatly reduced. In such extreme conditions as were finally experienced, the Lambda will not operate even at short ranges. It is obvious from checks being currently carried out that the high noise level will a problem in this area, but as the ranges are not so great, there is every possibility of a successful performance being obtained from the equipment.

18. Following movements of officers took place during the month:-

27th February. Surgeon Lieutenant Commander A.A. Reid, R.A.N.R. joined for 13 days A.C.T.

19. The external and internal appearance of the ship is good.

20/.....

20. The conduct of the ships company has been generally good, and morale is high. Health of the ships company has been good.

I have the honour to be

Sir

Your obedient Servant.

LIEUTENANT ~~COMMANDER~~, R.A.N.
CAPTAIN.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - FEBRUARY, 1961.

ENCLOSURE "A".

MONTHLY STEAMING FIGURES.

(Commissioning date 7th December, 1959.)

(a)	Distance steamed during the month.	2814 Miles.
(b)	Hours underway during the month.	252 Hours.
(c)	Average distance per ton of Furnace Fuel Oil.	9.32
(d)	Total distance steamed since commissioning	25172 Miles.
(e)	Total Hours underway since commissioning	2441
(f)	Exceeding economical speed.	Nil

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - FEBRUARY, 1961.

ENCLOSURE "B".

METEOROLOGICAL OBSERVATIONS.

Nil.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - FEBRUARY, 1961.

ENCLOSURE "B".

METEOROLOGICAL OBSERVATIONS.

M11.

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DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S BARCOO Report of Proceedings. March 1961

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~~DCNS~~ 19/4

ISTNM 24/4

2NDNM 29/4

3RDNM 18/5

4THNM 14/5

~~SEC~~ 18/5

CNPR 19/5

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REGISTRAR

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DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. BARCOO Report of Proceedings March '96.

DP 19/4

DTSR 20/4

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DAWOT 2/5

DNI

HPB 16/5.

DCNP 16/5

DOA 17/5

DMT 18/5

DEM 19 may.

DPS 27/5

DCCS 25/5

LNR 29/5.

DNES 29/5

MDG 31/5

DCNTS 5/6

DEE 8/6

DME 8/6

DNC 9/6

DW 20/6.

HNB(N5) 30/6

REGISTRAR

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LAMBDA.

D.E.E.

(Copies to - 3rd N.M.
Hydrographer, R.A.N.)

The following is taken from BARCOO's Report of Proceedings -

"16. LAMBDA. The equipment has operated in a reasonably satisfactory manner. No major faults occurred on the master station. Apart from one fault at Red Slave which appeared on setting up, and was not traced for two days, other defects have been minor and would have been traced by trained operators.

17. The Green Station was manned by two E.M.2 (P)'s who have had over 6 months experience with the equipment but who have not the background knowledge to repair even minor defects. This caused several delays whilst the L.R.E.M. was put ashore to effect repairs.

18. Two R.E.M.2's joined late in the month and have had only 10 days operational experience. It is intended to set up the stations at R.A.N.E.L. and give them basic training during the coming refit period.

19. Two slave alternators are unserviceable. It is thought that this has probably been caused by the very dusty conditions under which they have been operating. "

2. I note that BARCOO says "the equipment has operated in a reasonably satisfactory manner", but I would like to be reassured that we are really getting the best value out of this equipment.

3. The output of a surveying ship is considerably reduced when faults occur, and we must make every effort to ensure that these stations are kept working.

4. Undoubtedly, some of the trouble is caused by lack of skilled maintainers and may be we can do something to give them

a short course before they go to their appointments, or alternatively do what BARCOO is doing in giving them basic training at R.A.N.E.L.

5. I would like D.E.E. to take this matter up with the Hydrographer and Director of Manning to ensure that we are really getting full value from this equipment and I would appreciate a short report on action he has been able to take in due course.

19th April, 1961.

M
D.C.N.S.

ROYAL AUSTRALIAN NAVY

CANBERRA
St 6299
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TELEPHONE:

IN REPLY QUOTE No. 135/2

H.M.A.S. BARCOO,
at Williamstown.

1st April, 1961.

RECEIVED
C 10 APR A.M.
NAVY REGISTRY

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

(Copies to: The Flag Officer-in-Charge, EAST AUSTRALIA AREA.
The Hydrographer, R.A.N., Garden Island, SYDNEY.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - MARCH, 1961.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of March, 1961.

2. On Wednesday 1st March, H.M.A.S. BARCOO was at Portland, erecting Lambda slave stations preparatory to carrying out a survey between Cape Nelson and Warnambool.

3. Electrical faults and gales delayed calibration of the slaves until Saturday 4th March when the ship proceeded to the Port Fairy area for the first half of the Green Slave calibrations. These were successful and the ship returned to anchor off Portland on completion.

4. The Red Slave at Cape Nelson was calibrated on Sunday 5th March, the ship again anchoring off Portland on completion.

5. At 1900, Monday 6th March, H.M.A.S. BARCOO weighed and proceeded to join H.M.A.S. BASS off Port Fairy, anchoring at 2125.

6. Lieutenant G.T. KENNEDY, R.A.N., Captain of H.M.A.S. BASS, was embarked at 0630, Tuesday 7th March and observing parties landed at Port Fairy to complete the Green Slave calibrations. The ship then returned to Portland Bay.

7. Calculations were completed during Wednesday 8th March, and sounding commenced the following day.

8. By Friday 17th March the area eastwards from Cape Nelson to Lady Julia Percy Island had been completed, and H.M.A.S. BARCOO proceeded to Portland for fuel and recreation leave, securing alongside K.S. Anderson Wharf at 1650.

9. The ship departed from Portland at 0700, Monday 20th March, and after laying two beacons in Portland Bay for H.M.A.S. BASS, commenced sounding to the eastwards of Lady Julia Percy Island. Sounding was continued, except for short breaks to repair equipment, until 0700, Saturday 25th March, when course was set for Portland Bay to recover the beacons.

10. These were successfully recovered during the forenoon, anchorage being found off Portland at 1120, after being under way for over 5 days. Defects on the Red Slave were repaired by the L.R.E.M. during the day.

11/.....

ROYAL AUSTRALIAN NAVY

TELEPHONE:

H.M.A.S. BARCOO,
at Williamstown.

1st April, 1961.

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

(Copies to: The Flag Officer-in-Charge, EAST AUSTRALIA AREA.
The Hydrographer, R.A.N., Garden Island, SYDNEY.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - MARCH, 1961.

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2. On Wednesday 1st March, H.M.A.S. BARCOO was at Portland, erecting Lambda slave stations preparatory to carrying out a survey between Cape Nelson and Warrnambool.

3. Electrical faults and gales delayed calibration of the slaves until Saturday 4th March when the ship proceeded to the Port Fairy area for the first half of the Green Slave calibrations. These were successful and the ship returned to anchor off Portland on completion.

4. The Red Slave at Cape Nelson was calibrated on Sunday 5th March, the ship again anchoring off Portland on completion.

5. At 1900, Monday 6th March, H.M.A.S. BARCOO weighed and proceeded to join H.M.A.S. BASS off Port Fairy, anchoring at 2125.

6. Lieutenant G.T. KENNEDY, R.A.N., Captain of H.M.A.S. BASS, was embarked at 0830, Tuesday 7th March and observing parties landed at Port Fairy to complete the Green Slave calibrations. The ship then returned to Portland Bay.

7. Calculations were completed during Wednesday 8th March, and sounding commenced the following day.

8. By Friday 17th March the area eastwards from Cape Nelson to Lady Julia Percy Island had been completed, and H.M.A.S. BARCOO proceeded to Portland for fuel and recreation leave, securing alongside K.S. Anderson Wharf at 1650.

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10. These were successfully recovered during the forenoon, anchorage being found off Portland at 1120, after being under way for over 5 days. Defects on the Red Slave were repaired by the I.R.E.M. during the day.

11/.....

1285/3

11. It was apparent that the Hydrographic Instructions for the whole area could not be completed, but that it would be possible to complete the area required for publication of chart AUS 143 if no equipment breakdowns occurred. Accordingly the ship weighed at 1000 Sunday 26th March and returned to Port Fairy to recover the L.R.E.M. who had travelled overland by Land Rover to make good defects at the Green Slave Station.

12. Sounding was commenced at 1410 and continued until 1620, Tuesday 28th March when electronic conditions had deteriorated so badly that it was impossible to lock in to the slave signals. The ship anchored but thunderstorms and driving rain continued until 2030, when satisfactory results were again obtained, and sounding was recommenced.

13. The area was completed at 0545, Wednesday 29th March, and the ship anchored off Port Fairy at 0705 to repair defects which had again occurred at the slave station. These were not completed until P.M., so the ship remained at anchor until 2315 when course was set for Melbourne for the Easter weekend.

14. Port Phillip was entered at 1100, Thursday 30th March, and H.M.A.S. BARCOO secured alongside Inner East Nelson Pier, Williamstown in a northerly gale at 1435, remaining alongside until the end of the month.

15. HYDROGRAPHIC. Sounding was carried out for 17 days and 10 nights to complete the AUS 143 area, over 3000 miles of sounding being completed in that time.

16. LAMBDA. The equipment has operated in a reasonably satisfactory manner. No major faults occurred on the master station. Apart from one fault at Red Slave which appeared on setting up, and was not traced for two days, other defects have been minor and would have been traced by trained operators.

17. The Green Station was manned by two E.M. 2 (P)'s who have had over 6 months experience with the equipment but who have not the background knowledge to repair even minor defects. This caused several delays whilst the L.R.E.M. was put ashore to effect repairs.

18. Two R.E.M.2's joined late in the month and have had only 10 days operational experience. It is intended to set up the stations at R.A.N.E.L. and give them basic training during the coming refit period.

19. Two slave alternators are unserviceable. It is thought that this has probably been caused by the very dusty conditions under which they have been operating.

20. The ship has been open for public inspection whilst in Portland, and about 800 people have visited the ship. Organised visits have been made by the local Sea Cadets, Boy Scouts and Wolf Cubs, and one party of school children from Digby on their annual outing.

21. Cricket and golf matches have been played against local teams, and the Golf Club members in particular have been most hospitable. Several ratings have been taken on tours of the countryside.

22/.....

22. The appearance of the ship internally and externally is good.

23. The health and conduct of the ship's company has been very good and morale is high. Great interest in the progress of the survey was shown by the majority, especially in our race against time.

I have the honour to be

Sir

Your obedient Servant.

LIEUTENANT COMMANDER, R.A.N.
CAPTAIN.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - MARCH, 1961.

ENCLOSURE "A".

MONTHLY STEAMING FIGURES.

(Date of commissioning 7th December, 1959)

(a)	Distance steamed during the month.	4180 Miles.
(b)	Hours underway during the month.	376 Hours.
(c)	Average distance per ton of Furnace Fuel Oil.	9.33
(d)	Total distance steamed since commissioning.	29352 Miles.
(e)	Total hours underway since commissioning.	2817 Hours.
(f)	Exceeding economical speed.	Nil.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - MARCH, 1961.

ENCLOSURE "B".

METEOROLOGICAL OBSERVATIONS.

Nil.

1285.3.425

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. BARCOO — Report of Proceedings. April, 1961.

HNB 12/5

DOD 15/5.

DCNS 15/5

1ST NM 29/5

2ND NM 16/5

3RD NM 23/5

4TH NM 24/5

SEC 25/5

DNPR 27/5

HNB(N5) 24/2

REGISTRAR

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HNB(N5)
REGISTRAR

Separate Report circulating.

One copy only read and circulated. Second copy will be circulated on receipt - see Note of 12/5 under

12/5

Note : (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

(b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

PF/LM.

1285/8/425.

12 MAY 1961

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

(Copy to: The Commanding Officer,
H.M.A.S. BARCOO.)

REPORTS OF PROCEEDINGS - NUMBER OF COPIES.

Ref: Your 135/2 dated 1st May, 1961.

I am directed by the Naval Board to inform you that one copy only has been received of the April Report of Proceedings of H.M.A.S. BARCOO.

2. To allow of adequate circulation throughout Navy Office it is requested that one additional copy of this report be forwarded and that in future two copies be forwarded in accordance with appendix 29A of Regulations and Instructions for the R.A.N.

for Secretary.

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE No. 135/2.

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

1st May, 1961.

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

(Copies to: The Flag Officer-in-Charge, EAST AUSTRALIA AREA.
The Hydrographer R.A.N., Garden Island, SYDNEY.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - APRIL, 1961.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of April, 1961.

2. On Saturday, 1st April, H.M.A.S. BARCOO was secured alongside Inner East Nelson Pier, Williamstown.

3. At 1326, Tuesday 4th April, the ship proceeded for Portland, clearing Port Phillip Bay at 1735. The passage was uneventful, and on arrival at Portland at 0800, Wednesday 5th April, the ship was turned in the swinging basin, and after making a stern board, secured alongside K.S. Anderson Wharf at 0810 to embark the Lambda Slave Stations, and pay an official visit.

4. Calls were exchanged with His Worship, The Mayor of Portland, Councillor N.G. Nicol during the afternoon.

5. The Cape Nelson Slave station was embarked during the day, with the assistance of the Harbour Board truck.

6. Due to onshore winds, H.M.A.S. BARCOO shifted berth to Ocean Pier at 1400, Thursday 6th April to allow the British freighter Athelprince, which had been loading barley, to leave harbour.

7. The Port Fairy slave station was partly embarked during the day, loading being completed on Friday 7th April.

8. An official cocktail party, which appeared to be highly successful, was held on the evening of Thursday 8th April.

9. At 0651, Saturday 8th April, H.M.A.S. BARCOO proceeded for Sydney and a refit period. The weather was foggy until Cape Otway had been passed, and thereafter, headwinds were encountered.

10. Identities were exchanged with H.M.A.S. ANZAC at 1345, Sunday 9th April, and at 2018, course was altered to delineate the 1000 fathom line from Gabo Island to Bateman Bay, sounding being completed at 0530, Monday 10th April.

11. The annual full power trial was carried out during the forenoon, a speed of 17.1 knots over the ground being obtained in a force 6 headwind.

12/.....

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1 copy only received [illegible] Regrading 9/5/61

ROYAL AUSTRALIAN NAVY

TELEPHONE:

DEPT. OF NAVY
CANBERRA
1985 3 Apr
IN REPLY QUOTE No. 135/2.

RECEIVED
09 MAY A.M.
NAVY REGISTRY

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

1st May, 1961.

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

(Copies to: The Flag Officer-in-Charge, EAST AUSTRALIA AREA.
The Hydrographer R.A.N., Garden Island, SYDNEY.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - APRIL, 1961.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of April, 1961.

2. On Saturday, 1st April, H.M.A.S. BARCOO was secured alongside Inner East Nelson Pier, Williamstown.

3. At 1326, Tuesday 4th April, the ship proceeded for Portland, clearing Port Phillip Bay at 1735. The passage was uneventful, and on arrival at Portland at 0800, Wednesday 5th April, the ship was turned in the swinging basin, and after making a stern board, secured alongside K.S. Anderson Wharf at 0810 to embark the Lambda Slave Stations, and pay an official visit.

4. Calls were exchanged with His Worship, The Mayor of Portland, Councillor R.G. Nicol during the afternoon.

5. The Cape Nelson Slave station was embarked during the day, with the assistance of the Harbour Board truck.

6. Due to onshore winds, H.M.A.S. BARCOO shifted berth to Ocean Pier at 1400, Thursday 6th April to allow the British freighter Athelprince, which had been loading barley, to leave harbour.

7. The Port Fairy slave station was partly embarked during the day, loading being completed on Friday 7th April.

8. An official cocktail party, which appeared to be highly successful, was held on the evening of Thursday 8th April.

9. At 0651, Saturday 8th April, H.M.A.S. BARCOO proceeded for Sydney and a refit period. The weather was foggy until Cape Otway had been passed, and thereafter, headwinds were encountered.

10. Identities were exchanged with H.M.A.S. ANZAC at 1345, Sunday 9th April, and at 2018, course was altered to delineate the 1000 fathom line from Gabo Island to Batemen Bay, sounding being completed at 0530, Monday 10th April.

11. The annual full power trial was carried out during the forenoon, a speed of 17.1 knots over the ground being obtained in a force 6 headwind.

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12. H.M.A.S. BARCOO secured to No 2 Buoy at 1600 to deammunition prior to refitting. On completion of deammunitioning at 1039, Tuesday 11th April the ship slipped and proceeded alongside H.M.A.S. GASCOYNE at South End of Cruiser Wharf, Garden Island securing at 1058.

13. Seasonal leave was commenced at noon, and the refit commenced on Thursday 13th April after generator trials had been carried out.

14. H.M.A.S. GASCOYNE and BARCOO were shifted by tugs and naval pilot to North End Cruiser Wharf at 1325, Thursday 20th April to allow H.M.A.S. SYDNEY to enter the Captain Cook Dock.

15. At 0955, Wenesday 26th April, both ships were moved to Outer Captain Cook Dock, remaining there until the end of the month.

16. HYDROGRAPHIC. Drawing of fair charts has been progressed. The Lambda control units have been sent to R.A.N.E.L. for inspection and setting up for shore training of the operators.

17. The following movements of officers took place during the month:
11th April, Lt.(X) R.S. Barrell, R.A.N. discharged to H.M.A.S. PENGUIN.
14th April, Lt.Cdr.(X) A.J. Roland, R.A.N. joined from H.M.A.S. PENGUIN.
17th April, Lt.Cdr.(X)(P)K.M. Barnett, R.A.N. discharged to H.M.A.S. ALBATROSS.

18. The external and internal appearance of the ship is commensurate with the progress of the refit.

19. Health and conduct of the ships company has been good and morale is high.

I have the honour to be

Sir

Your Obedient Servant.

LIEUTENANT COMMANDER, R.A.N.
CAPTAIN.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - APRIL, 1961.

ENCLOSURE "A".

MONTHLY STEAMING FIGURES.

(Date of commisssioning 7th December, 1959.)

(a) Distance steamed during the month.	883 Miles.
(b) Hours underway during the month.	77 Hours.
(c) Average distance per ton of Furnace Fuel Oil.	8.57
(d) Total distance steamed since commissioning.	30275 Miles.
(e) Total hours underway since commissioning.	2894 Hours.
(f) Exceeding economical speed.	3 hours, Annual full power trial.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - APRIL, 1961.

ENCLOSURE "B".

METEOROLOGICAL OBSERVATIONS.

Nil.

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. BARCOO — Report of Proceedings. May, 1961.

HNB 20/6

DOD 20/6.

DCNS

ISTNM 20/6

2NDNM 23/6

3RDNM 28/6

4THNM 29/6

SEC 3/7

CNPR 3/7

HNB(N5) 8/5/8.

REGISTRAR

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REGISTRAR

Separate Report circulating.

Note : (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

(b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. BARCOO — Report of Proceedings. May, 1961.

DP
DTSR 20/6
DSD 21/6
DAWOT 22/6
DNI 27/6
HPB 3/7
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DEE 26
DME 21
DNC 21/7
DW 8/8
HNB(N5) 15/8.
REGISTRAR

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3RDNM) Separate Report circulating
4THNM)
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REGISTRAR)

Note : (a) This report should be dealt with and passed on promptly.

(b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

PF:LM

14 JUN 1961

The Commanding Officer,
HMAS BARCOO.

(Copy to: The Flag Officer-in-Charge,
EAST AUSTRALIA AREA.)

REPORTS OF PROCEEDINGS - NUMBER OF COPIES.

I am directed by the Naval Board to inform you that one copy only has been received of the May Report of Proceedings of HMAS BARCOO.

Further copy typed & circulated

2. It is requested that in future two copies be forwarded in accordance with the instructions contained in appendix 29A of Regulations and Instructions for the R.A.N.

Secretary.

H.M.A.S. BARCOO,
at Sydney.
1st. June, 1961.

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

(Copies to: The Flag Officer-in-Charge, EAST AUSTRALIA AREA.
The Hydrographer R.A.N., Garden Island, SYDNEY.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - MAY, 1961.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the Month of May, 1961.

2. On Monday 1st. May, H.M.A.S.BARCOO was berthed in outer Captain Cook Dock, Garden Island refitting and granting seasonal leave.

3. At 1010, Monday, 22nd. May, the ship was moved by tugs and pilot to the South end of Cruiser Wharf, remaining there until the end of month.

4. The refit has progressed satisfactorily and engine trails will be commenced during the coming week.

5. Drawing of fair charts has progressed, and basic instruction in Lambda given to the newly joined R.E.M's by Messrs. J.Johnson and R. Balfour of R.A.N.E.L.

6. The prevalent good weather has permitted maintenance of the hull to be progressed and the external appearance is improving. Internal appearance is fair.

7. Health and conduct of the ships company has been very good and morale is good.

I have the honour to be

Sir

Your Obedient Servant.

LIEUTENANT COMMANDER, R.A.N.
CAPTAIN.

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H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - MAY, 1961.

ENCLOSURE "A".

MONTHLY STEAMING FIGURES.

(Date of commissioning 7th, December, 1959.)

(a)	Distance steamed during the month.	Nil.
(b)	Hours underway during the month.	Nil.
(c)	Average distance per ton of Furnace Fuel Oil.	Nil.
(d)	Total distance steamed since commissioning	30275 Miles
(e)	Total hours underway since commissioning	2894 Hours.
(f)	Exceeding economical speed.	Nil.

DEPARTMENT OF THE NAVY

MINUTE PAPER.

1285/3/458

H.M.A.S. BARCOO

Report of Proceedings

June 1961

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DODJ 12/7. Para. 12 noted.

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REGISTRAR

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REGISTRAR

Separate Report circulating.

Note : (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

(b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

DEPARTMENT OF THE NAVY

MINUTE PAPER.

1285/3/458

H.M.A.S. BARCOO — Report of Proceedings.

June 1961

DP 12/7.

DTSR 13/7

DSD 19/7

DAWOT 23/7

DNA 1/8.

HPB 5/8

DCNP 5/8

DOA 16/8

DMT 17/8

DDM 18/8

DPS 21/8

DGS 25/8

INR Later 4/9 28/9

DNES 28/8

MDG 29/8

DCNTS 4/9.

DEE 2/9

DME 3/9

DNC 13/9

DW 18/9

HNB(N5) 4/10.

REGISTRAR

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Separate Report circulating

Note : (a) This report should be dealt with and passed on promptly.

(b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

23/8

ROYAL AUSTRALIAN NAVY

DEPT. OF NAVY CANBERRA
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IN REPLY QUOTE No. 135/2

TELEPHONE:

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C 6 JUL 1961 A M
NAVY REGISTRY

H.M.A.S. BARCOO,
at Coffs Harbour.

1st July, 1961.

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

(Copies to: The Flag Officer-in-Charge, EAST AUSTRALIA AREA.
The Hydrographer R.A.N., Garden Island, SYDNEY.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - JUNE, 1961.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of June, 1961.

2. On Thursday 1st June, H.M.A.S. BARCOO was secured alongside Cruiser Wharf, Garden Island refitting and granting seasonal leave.

3. At 1630, Wednesday, 7th June, H.M.A.S. GASCOYNE secured alongside, departing for Arnhem Land at 0900, Saturday 10th June.

4. The refit ended on Thursday 15th June, and at 0927, after embarking 49 veterans of the Royal Australian Navy and 5 press representatives, H.M.A.S. BARCOO proceeded to take part in the Fleet Entry into Sydney.

5. At 0944, the ship took station astern of H.M.A.S. WARREGO and under the orders of H.M.A.S. VAMPIRE, left Sydney to rendezvous with H.M.A.S. MELBOURNE. The unfamiliar station keeping was enlivened by defective manoeuvring valves, so that the revolutions ordered bore little resemblance to those actually produced.

6. All ships formed on H.M.A.S. MELBOURNE at 1110 and course was set for the entrance to Port Jackson. From a position at the rear of the line, the ships presented an impressive appearance.

7. After passing the flagship, the smaller ships proceeded under Sydney Harbour Bridge and around Cockatoo Island, acting independently at 1300, when H.M.A.S. BARCOO proceeded to No 1 Buoy, securing at 1345.

8. The veterans appeared to have had an enjoyable time. The weather was extremely favourable and seats had been placed on the beacon deck so that they could obtain a good view. The two outstanding impressions I gained of these old gentlemen were their youthfulness and well preserved appearance, most of them appearing to be much younger than their stated ages, and their intense pride in the service. Their keeness to attend was indicated by Mr H.J. Kinder, a survivor of the Submarine A.E.2, who travelled overnight from Casino, and who was returning home that same night. Principal guests were Commander C.W. Stevens, R.A.N. retired, the first Director of the Hydrographic Service in 1919, Commander H.V. Creer, R.A.N. retired, and Mr A.W. Hodgson, Honorary State Secretary of the Ex-Naval Men's Association of Australia. It was extremely interesting to see old shipmates meeting and recalling such historic incidents as the sinking of S.M.S. EMDEN. The avowed intention of them all is to attend the Centenary celebrations of the Royal Australian Navy in 2011, and I feel that a great honour was bestowed on H.M.A.S. BARCOO in being chosen to carry these very worthy gentlemen.

9/.....

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HN.

ROYAL AUSTRALIAN NAVY

TELEPHONE:

H.M.A.S. BARCOO,
at Coffs Harbour.

1st July, 1961.

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

(Copies to: The Flag Officer-in-Charge, EAST AUSTRALIA AREA.
The Hydrographer R.A.N., Garden Island, SYDNEY.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - JUNE, 1961.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of June, 1961.

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9. Tugs and a naval pilot moved the ship to the Outer Captain Cook Dock at 1020, Friday, 16th June to allow the dockyard to repair the defective manoeuvring valves and defective H.P. slipper. These repairs were completed by 1700, Sunday 18th June.

10. After a most satisfactory refit, H.M.A.S. BARCOO proceeded at 0835, Monday 19th June, to commence working up. D.G.ranging was carried out during the forenoon, the ship securing to No 2 Buoy at 1115 to embark ammunition.

11. Compasses were adjusted during the forenoon of Tuesday 20th June and at 1345, the ship proceeded to rendezvous with H.M.N.Z.S. PUKAKI. A successful tow forward, and a day and a night jackstay transfer were carried out, followed by Officer of the Watch manoeuvres until 1940 when course was set for Jervis Bay in company with the New Zealand frigate.

12. I feel that it would be extremely beneficial to the General Service officers on board and the ships company generally if survey ships were given more opportunity to exercise with other ships. One practical tow, for instance , is worth much more than laying the gear out several times.

13. At 0144, Wednesday, 21st June both ships anchored off Captain Point, Jervis Bay.

14. I called on Captain E.J. Peel, D.S.C. A.D.C. R.A.N., Naval Officer in Charge, Jervis Bay, at 1200, my call being returned the following day.

15. The Indonesian training ship DEWARUTJI entered harbour during the middle watch, anchoring just inside the entrance. Anchorage was shifted twice during the day, and finally DEWARUTJI was anchored to the north of Captain Point.

16. An official call was made on Commander Rudy Poerwana, Captain of DEWARUTJI, at 1145, Saturday 24th June, my call being returned at 1530. The officers appeared to be friendly and happy to be visiting Australia. The ship was clean and appeared to be well kept.

17. H.M.A.S. BARCOO weighed at 2000, Sunday, 25th ~~July~~ 2 June, and after an abortive search for the 17 fathom shoal off Cape Baily, secured alongside H.M.A.S. VAMPIRE at Fitting Out Wharf, Garden Island at 0730 the following day.

18. The Lambda stations were loaded into trucks during the day, and departed for the North Coast survey grounds on Tuesday 27th June.

19. H.M.A.S. BARCOO proceeded for M/F D/F calibrations at 0800, but unfortunately these had to be cancelled due to defective equipment, and after disembarking the trials officer and equipment in Watson Bay, course was set for Coffs Harbour at 0930.

20. Identities were exchanged with H.M.A.S. KIMBLA at 0345, Thursday 29th June, and at 0700, anchorage was found off Coffs Harbour. The remainder of the Lambda slave station was disembarked by motor cutter, and erection of the Red Slave commenced. It is hoped that stations will be operational by Sunday 2nd July. There is obviously great advantage in re-erecting stations on known sites, and this is the third time that these sites have been used.

21. The ship remained at anchor off Coffs Harbour until the end of the month.

22/.....

22. HYDROGRAPHIC. Lambda sites were selected in the Twofold Bay area for the forthcoming South Coast season. Some further progress has been made to the fair charts but interruptions have delayed their completion.

23. The following movements of officers took place during the month:

8th June. Engineer Lieutenant (ME) J.A. Fahey, R.A.N. joined from H.M.A.S. CERBERUS.

15th June. Engineer Lieutenant (ME) B.B.H. Walsh, R.A.N. discharged to H.M.A.S. LONSDALE.

17th June. Lieutenant (X) P.J. Cooke-Russell, R.A.N. discharged to H.M.A.S. QUIBERON.

19th June. Lieutenant (j.g.) G.P. De la Cruz, Philippine Bureau of Coast and Geodetic Survey joined from H.M.A.S. WARREGO.

26th June. Lieutenant Commander (X) R.C. Darwent, R.A.N.R. joined from H.M.A.S. TORRENS for 13 days A.C.T.

24. The external and internal appearance of the ship is good and most of the ravages of the refit have been removed.

25. The health and conduct of the ships company has been very good and morale is high. A fair proportion of the ships company remains from the last season and the newcomers are settling down well.

I have the honour to be

Sir

Your Obedient Servant.

LIEUTENANT COMMANDER, R.A.N.
CAPTAIN.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - JUNE, 1961.

ENCLOSURE "A".

MONTHLY STEAMING FIGURES.

(Date of Commissioning 7th December, 1959.)

(a)	Distance steamed during the month.	526 Miles.
(b)	Hours underway during the month.	53 Hours.
(c)	Average distance per ton of Furnace Fuel Oil.	4.7
(d)	Total distance steamed since commissioning.	30801 Miles.
(e)	Total hours underway since commissioning.	2947 Hours.
(f)	Exceeding economical speed.	Nil.

DEPARTMENT OF THE NAVY

MINUTE PAPER.

File 1285/3/479

Report of Proceedings.

July 1961

H.M.A.S. BARCOO

DP

DTSR

DSD

DAWOT

DNI

HPB

DCNP

DOA

DMT

DDM

DPS

DGS

INR

DNES

MDG

DCNTS

DEE

DME

DNC

DW

HNB(N5) Canberra

REGISTRAR

HNB
DOD
DCNS
1STNM
2NDNM
3RDNM
4THNM
SEC
CNPR
HNB(N5)
REGISTRAR

Separate Report circulating

Note : (a) This report should be dealt with and passed on promptly.

(b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

D.C.N.
20 SEP 1961
REGISTRY

10. The convoy departed during the forenoon of Tuesday 25th July, and at 1530, H.M.A.S. BARCOO proceeded for the Montagu Island area, anchoring off Narooma at 0700 on Wednesday 26th July.

11. Parties were landed to erect and fix the Slave Station at Nugget Point, about 5 miles south of Narooma. The portable huts were being used for the first time, and it soon became apparent that the usual time of two days, which had previously been allowed for the erection of a station, must be at least doubled when the huts are used.

12. One hut was completed by the evening of Thursday 27th July, the mast and earth mat laid out, and the electrical centre established and triangulated. As it was known that a certain amount of clearing was required in the Green Cape area before triangulation and calibration could be carried out, the camp party was left to erect the second hut and set up the equipment, and the ship proceeded to Twofold Bay at 0200, Friday 28th July, anchoring off East Boyd Town at 0636.

13. The remainder of the month has been spent at anchor in Twofold Bay while the shore parties are clearing two hills and erecting the slave station near Green Cape Lighthouse. Both huts have been erected and the equipment set up, but further clearing remains on Haycock Hill before the triangulation and calibration commences. A large axe party and the ships demolition team have cleared a large area of trees, but the rather unfortunate slope of the land and the size of the timber is delaying progress. It is hoped that the clearing will be completed by the middle of the week and that the calibration of the southern slave will be carried out on Friday 4th August.

14. LAMBDA. Defects occured on one power unit and one control unit at the Red Slave during the exercises, and were not traced before the stations were dismantled. This did not affect the programme as the single unit operated satisfactorily. No defects occurred on either the Green Slave or the Master Station, the latter being particularly free from any defects this year, except under conditions of spray and rain which is normal.

The above defects were traced and repaired at R.A.N.E.L. while the ship was in Sydney and the units have been returned as being operational.

15. Following movements of officers took place during the month.

7th July. Lieutenant Commander (X) (O) L.C. Anderson, R.A.N. discharged to H.M.A.S. ALBATROSS.

Lieutenant Commander R.C. Darwent, R.A.N.R. discharged to H.M.A.S. TORRENS after A.C.T.

21st July. Surgeon Lieutenant Commander R.P. Freeman, R.A.N.R. joined from H.M.A.S. LONSDALE for 19 days A.C.T.

16. Opportunity has been taken while the ship has been at anchor to improve the internal and external appearance of the ship which is good.

17. The health and conduct of the ships company has been very good, and morale is high. A large number of volunteers have been used in the shore parties and have worked willingly and extremely well. One particular team of two axemen is outstanding, and would do well at the Royal Easter Show.

Great interest has been shown in sailing and pulling, and the R.N.S.A. dinghy and whaler have been put to good use. Films are shown frequently and various competitions such as Scrabble and Chess are being conducted.

I have the honour to be

Sir

Your Obedient Servant.

(Sgd.) H. W. DILLON

LIEUTENANT COMMANDER, R.A.N.

CAPTAIN.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - JULY, 1961.

ENCLOSURE "A".

MONTHLY STEAMING FIGURES.

(Date of Commissioning 7th December, 1959.)

(a)	Distance steamed during the month.	1597 Miles.
(b)	Hours underway during the month.	203 Hours.
(c)	Average distance per ton of Furnace Fuel Oil.	5.91
(d)	Total distance steamed since commissioning.	32398 Miles.
(e)	Total hours underway since commissioning.	3150 Hours.
(f)	Exceeding economical speed.	Nil.

of 96

1295 - 3 - 466.

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. BARCOO Report of Proceedings

August, 1961.

HNB 8/9

DOD 11/9.

DCNS 11/9

1STNM 11/9

for 2ND NM 11/9

3RDNM 20/9.

4THNM 21/9

SEC 30/9

CNER 4/9

HNB(N5) 4/12.

REGISTRAR

DP)
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DNES) Separate Report circulating.
MDG)
DCNTS)
DEE)
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HNB(N5))
REGISTRAR)

Note : (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

(b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

3/9

496

1285 - 3 - 46b

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. BARCOO REPORT OF PROCEEDINGS. August 1961.

DP 11/9

DTSR 12/9

DSD 14/9

DAWOT 15/9

DNI 18/9

HPB 21/9

DCNP 27/9

DOD 27/9

DMT 10/10.

DDM 10/10

DBS 13/10

DCS 19/10

INR 19/10

DNES 19/10

DMDG 24/10

DCNTS 25/10

DNT Lambda behaves as predicted. Full operational use of the equipment will not occur until senior technical strings can be made available in the ships. 21/1.

DNE 23/11

DNC 28/11.

DW 30/11

HNB(N5) 4/12

REGISTRAR

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3RDNM) Separate Report Circulating
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HNB(N5))
REGISTRAR)

Note: (a) This report should be dealt with and passed on promptly.

(b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

28/9

23 OCT 1961

23 OCT 1961

23 OCT 1961

23 OCT 1961

135/2

H.M.A.S. BARCOO,
at Twofold Bay.

1st August, 1961.

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

(Copies to: The Flag Officer-in-Charge, EAST AUSTRALIA AREA.
The Hydrographer R.A.N., Garden Island, SYDNEY.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - JULY, 1961.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of July, 1961.

2. On Saturday 1st July, H.M.A.S. BARCOO was anchored off Coffs Harbour, erecting Lambda stations. Both stations were operational by Monday 3rd July, but minor faults then began to develop at the Red Slave at White Bluff. These were repaired during the week by Mr. R. Balfour of R.A.N.E.L.

3. H.M.A.S. KIMBLA secured alongside at 0845, Friday 7th July and 65 tons of F.F.O. were transferred.

4. At 1430, Sunday, 9th July H.M.A.S. BARCOO weighed and proceeded to carry out exercises in the Trial Bay area. Identities were exchanged with R.I. DEWARUTJI at 1840.

5. Exercises continued in fair weather until Saturday 15th July when conditions deteriorated rapidly, and at 1930, the ship returned to Trial Bay, anchoring at 0728 the following day. Force 9 winds were experienced during the passage with occasional gusts of 50 knots.

6. Further attempts to continue the exercises during the evening were abandoned due to spray and heavy weather rendering the Lambda inoperable. The ship anchored in Trial Bay at 0022, Monday 17th July, and landed shore parties to dismantle the Lambda stations.

7. Because of the continuing bad weather, the ship remained at anchor at Trial Bay during the dismantling operations which were completed by the forenoon of Wednesday 19th July.

8. At 1200, Wednesday, 19th July, H.M.A.S. BARCOO weighed and proceeded to Sydney, securing alongside H.M.A.S. TOBRUK at Cruiser Wharf, Garden Island at 0900 the following day.

9. Due to delays with the trucks conveying the Lambda stations to Sydney, departure for the South Coast survey grounds was delayed until Tuesday 25th July to enable the vehicles to be serviced.

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~~1224/1/13~~
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ROYAL AUSTRALIAN NAVY

TELEPHONE:

DEPT. OF NAVY CANBERRA

IN REPLY QUOTE No. 135/2

1285 3 466. 496

RECEIVED C 5 SEP A.M. NAVY REGISTRY

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

1st September, 1961.

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

(Copies to: The Flag Officer-in-Charge, EAST AUSTRALIA AREA.
The Hydrographer R.A.N, Garden Island, SYDNEY.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - AUGUST, 1961.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of August, 1961.

2. On Tuesday 1st August, H.M.A.S. BARCOO was at anchor in Twofold Bay erecting the Green Cape Lambda station.

3. The clearing of Haycock Hill, and the triangulation was completed on Wednesday 2nd August.

4. Although the weather was not good, the ship weighed at 0800, Thursday 3rd August, after landing the calibration parties, and proceeded to the Green Cape area. The party at Haycock Hill reported that snow was falling, the first time in my surveying experience in Australia that this has happened, and wind speeds of over 50 knots were recorded. The weather cleared however and the calibrations were completed by 1315, the ship anchoring in Twofold Bay at 1415.

5. At 0400 Friday 4th August H.M.A.S. BARCOO weighed and proceeded to the Montagu Island area, anchoring off Narooma at 0930. The Slave station at Nugget Point was completed during the day.

6. The control unit which had been repaired by R.A.N.E.L. again became defective, and calibration was carried out with one unit on Saturday 5th August. On completion, the ship proceeded for Sydney and a self maintenance period, securing alongside TOBRUK at Cruiser Wharf, Garden Island at 0815, Sunday 6th August.

7. Calibration calculations were completed during the week and the defective unit again checked by R.A.N.E.L.

8. At 0900, Monday 14th August, H.M.A.S. BARCOO proceeded for M/F D/F calibrations, but after one round had been finished, the transmitter at H.M.A.S. WATSON became unserviceable and the calibrations were not fully completed. The trials team was disembarked and course set for Eden at 1400, anchoring in Twofold Bay at 0721, Tuesday 15th August.

9. The Green Cape station had reported defects and these became very evident on attempting to lock in to their signal. Accordingly the L.R.E.M. was despatched to the station, and the repaired control unit sent to Narooma.

10/.....

NS EARLY

HN

ROYAL AUSTRALIAN NAVY

TELEPHONE:

RECEIVED
C 5 SEP A.M.
NAVY REGISTRY

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

1st September, 1961.

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

(Copies to: The Flag Officer-in-Charge, EAST AUSTRALIA AREA.
The Hydrographer R.A.N, Garden Island, SYDNEY.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - AUGUST, 1961.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of August, 1961.

2. On Tuesday 1st August, H.M.A.S. BARCOO was at anchor in Twofold Bay erecting the Green Cape Lambda station.

3. The clearing of Haycock Hill, and the triangulation was completed on Wednesday 2nd August.

4. Although the weather was not good, the ship weighed at 0800, Thursday 3rd August, after landing the calibration party, and proceeded to the Green Cape area. The party at Haycock Hill reported that snow was falling, the first time in my surveying experience in Australia that this has happened, and wind speeds of over 50 knots were recorded. The weather cleared however and the calibrations were completed by 1315, the ship anchoring in Twofold Bay at 1415.

5. At 0400 Friday 4th August H.M.A.S. BARCOO weighed and proceeded to the Montagu Island area, anchoring off Narooma at 0930. The Slave station at Nugget Nut was completed during the day.

6. The control unit which had been repaired by R.A.N.E.L. again became defective, and calibration was carried out with one unit on Saturday 5th August. On completion, the ship proceeded for Sydney and a self maintenance period, securing alongside TORRUK at Cruiser Wharf, Garden Island at 0815, Sunday 6th August.

7. Calibration calculations were completed during the week and the defective unit again checked by R.A.N.E.L.

8. At 0900, Monday 14th August, H.M.A.S. BARCOO proceeded for M/T D/F calibrations, but after one round had been finished, the transmitter at H.M.A.S. WATSON became unserviceable and the calibrations were not fully completed. The trials team was disembarked and course set for Eden at 1400, anchoring in Twofold Bay at 0721, Tuesday 15th August.

9. The Green Cape station had reported defects and these became very apparent on attempting to lock in to their signal. Accordingly the L.R.N.M. was despatched to the station, and the repaired control unit sent to Narooma.

10/.....

Hamish Barcoo
Captain

1851/3/D

10. The same fault as before was again evident at the Red Slave and assistance was requested from R.A.N.E.L.. Mr. R.Balfour, Technical Officer was sent and had the Red Station fully operational by p.m. Sunday 20th August. The cause of the defect is not known, as the unit checked out perfectly on the R.A.N.E.L. test bench, but had an obvious lane identification error when in the operational state.

11. The Green Station was also operational by this date after 4 days work by the L.R.E.M. and the ship proceeded to Narooma for check calibrations. These were satisfactorily completed on Monday 21st August with the best results we have yet obtained.

12. As the Green Station was still having trouble which I attribute to bad operating by the R.E.M.1 at the site, the ship returned to Twofold Bay and further equipment checks were carried out by the L.R.E.M.

13. Sounding was commenced on Wednesday 23rd August and has been carried on despite the weather and equipment faults till the end of the month.

14. HYDROGRAPHIC. Only 650 miles of sounding have been completed, but this is partly due to the weather, which has produced the worst Lambda operating conditions we have yet experienced. The conditions have run the full gamut from gales to snow actually falling on the ship, with heavy rainstorms and a particularly vicious hail storm. It is apparent that this area is a good one to avoid in winter. Envious glances at the weather analysis show the other three ships operating in pleasant conditions. It is hoped that the vernal season will bring an improvement.

15. LAMBDA. The slave stations have been most unsatisfactory, but are now operating quite well. Since the Red Station was repaired by Mr. Balfour, only one breakdown has occurred and the R.E.M.2 at that station appears to have a sound knowledge of procedure and uses his intelligence.

The story at the Green Slave is rather different and I feel that the R.E.M.1 there finds the equipment a bit difficult to handle. The site is also on a sandy base, and despite extensive earthing, a very high noise level is being produced. R.A.N.E.L. will be asked to investigate this, as it could limit the operational range considerably.

Despite the fact that the stations are reputedly portable, I consider that the many moves made under not very good conditions are contributing to the troubles. This is the forth time the stations have been erected this year, and although the master units on board are practically identical with the slaves, the only breakdowns which have occurred since January have been blown fuses caused by heavy rain or spray on the insulators.

16. The following movements of officers took place during the month:

7th August. Surgeon Lieutenant Commander R.P. Freeman, R.A.N.R. discharged to H.M.A.S. LONSDALE after A.C.T.

17. The internal appearance of the ship is very good and the external good.

18. The health and conduct of the ships company has been good and morale continues to be high. Leave has been granted at Eden, and fishing, sailing and pulling are still popular. Various competitions are still being conducted and an intermess quiz has been organised.

I have the honour to be

Sir

Your Obedient Servant.

K.E. Dillon

LIEUTENANT COMMANDER, R.A.N.
CAPTAIN.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - AUGUST, 1961.

ENCLOSURE "A".

MONTHLY STEAMING FIGURES.

(Date of Commissioning 7th December, 1959.)

(a)	Distance Steamed during the month.	1776 Miles.
(b)	Hours underway during the month.	181 Hours.
(c)	Average distance per ton of Furnace Fuel Oil.	7.35
(d)	Total distance steamed since commissioning.	34174 Miles.
(e)	Total hours underway since commissioning.	3331 Hours.
(f)	Exceeding economical speed.	Nil.

DEPARTMENT OF THE NAVY

MINUTE PAPER

1285 - 3 - 514

H.M.A.S. BARCOO Report of Proceedings September, 1961 ✓

HNB 10/10

DOD 11/10.

DCNS 11/10

1STNM 17/10

2NDNM 16/10.

3RDNM 17/10.

4THNM 20/10.

SIGNM.

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HNB (N5) 16/1.

REGISTRAR

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REGISTRAR)

Note : (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

(b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

3/20/10

1285 - 3 - 514

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. BARCOO REPORT OF PROCEEDINGS.

September, 1961

DP
DTSR 11/10
DSD
DA/OT 13/10
DNI 17/10
HPB
DCNP
DOA
DMT 27/10
DDM 27 Oct.
DPS 1/11
DGS 6/11
INR 7/11
DNES 7/11
MDG 9/11
DCNTS
DEE
DME 23/11
DPC 28/11
DW
HNB(N5) 30/11
REGISTRAR
HNB
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4THNM
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REGISTRAR

Separate Report Circulating

Note: (a) This report should be dealt with and passed on promptly.

(b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

26/10

1550.

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

DEPT. OF NAVY CANBERRA
IN REPLY QUOTE No. 135/2.
1285 | 3 | 514

RECEIVED
C 5 OCT A.M
NAVY REGISTRY

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

2nd October, 1961.

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

(Copies to: The Flag Officer-in-Charge, EAST AUSTRALIA AREA.
The Hydrographer R.A.N., Garden Island, SYDNEY.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - SEPTEMBER, 1961.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of September, 1961.

2. On Friday 1st September, H.M.A.S. BARCOO was sounding between Green Cape and Montague Island. At 1845, sounding was discontinued, and the ship proceeded to Sydney, securing alongside H.M.A.S. VOYAGER at Cruiser Wharf, Garden Island at 0826 the following day.

3. At 0900, Wednesday 7th September, H.M.A.S. BARCOO proceeded for the survey grounds, and commenced sounding at 2250.

4. The ship anchored in Twofold Bay at 0800 Thursday 8th September to carry out repairs at the Green Slave Station. Identities were exchanged with H.M.S. CAESAR at 1250, and the ship weighed at 1815 to continue sounding, anchoring again in Twofold Bay at 1825, Saturday 9th September.

5. Mr. R. Balfour, R.A.N.E.L. Technical Officer, arrived in Eden on Monday 11th September to carry out repairs at the Green Slave Station andon the ship master units. This work continued until 1530 Thursday 14th September when the ship weighed and continued sounding until gale conditions forced a halt on Saturday 16th September.

6. Heavy rain which flooded the roads, and gale force winds precluded any attempt by the L.R.E.M. to repair the faults during the weekend. Although the station was not fully operational, conditions had improved by Monday 18th September and sounding was recommenced.

7. The weather moderated further during the week, and E.M.(E) Charlesworth returned from an Electrical Fleet Board to the Green Slave and repaired one unit, which enabled sounding to be carried out until 1724, Friday 22nd September when the ship anchored in Twofold Bay either to complete repairs or to embark the defective equipment for repair by R.A.N.E.L.

8/.....

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY
QUOTE No.

8. The L.R.E.M. spent Saturday and Sunday forenoon at the Slave Station and both units appeared to be satisfactory. Trials were carried out during passage to Sydney on Sunday 24th September and lock was held to 140 miles in noisy conditions, although the lane identification was not entirely satisfactory.

9. H.M.A.S. BARCOO secured alongside North End, Fitting Out Wharf, Garden Island at 0830, Monday 25th September for a weeks' self maintenance. A.V. CLIVE STEELE secured alongside at 0915.

10. To enable the survey boat davits to be replaced, the ship was moved by tugs at 0830 Tuesday 26th September and berthed on H.M.A.S. ANZAC at Cruiser Wharf, remaining in this berth until the end of the month.

11. On Friday 29th September, 3 R.A.N.R. officers and 33 ratings joined from H.M.A.S. RUSHCUTTER for weekend training which included boatwork, both power and sailing, and part of ship work. These personnel appeared to be keen and interested.

12. HYDROGRAPHIC. 2000 miles of sounding were completed during the month despite weather conditions and equipment failures.

13. LAMBDA. Once again Green Slave has been troublesome, and despite intensive repairs is not fully operational as although both units are operational singly, noise is being introduced into the 11f channel if the units are cross-connected. This will be investigated by Mr. Balfour.

Red Slave is fully operational and the camp site itself is a credit to the personnel who have displayed initiative in erecting extra amenities. The site however is exposed, and the huts are not entirely weatherproof. Despite many frapping lines they almost become airborne during the last gales.

The master units have also become slightly defective and have been investigated by Mr. Balfour during the self maintenance period. One fault is reputedly a design fault and a modification supplied by Decca has now been installed. It is hoped that this unit will be fully operational. Unfortunately it cannot be checked without both slave signals, and due to poor radio conditions during the week, it has not been possible to carry out trials. The second unit has a green channel hunt which has reputedly been repaired and will be checked out during the day.

On clearing Sydney on passage today, Green Slave locked in with satisfactory lane identification at 195 miles on single unit.

14. TRAINING. The M(E)2 training class except one hospitalised rating was examined during the month, and all passed.

Other successes have been obtained by the Shipwright who completed the Chief Naval Shipwright's course, one E.M.(E) who passed for L.E.M.(E) and 4 out of 5 candidates who passed a Fleet Engineering Board, 3 with "Superior" passes.

15/.....

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY
QUOTE No.

15. The following movements of officers took place during the month.

10th September. Surgeon Lieutenant N.F. Birnie, R.A.N.R. joined from H.M.A.S. LONSDALE for A.C.T.

23rd September. Surgeon Lieutenant N.F. Birnie, R.A.N.R. discharged to H.M.A.S. LONSDALE.

26th September. Lieutenant (J.G.) Gelacio P. de La Cruz, Philippine Bureau of Coast and Geodetic Survey discharged to the Philippines.

16. The external and internal appearance of the ship is good, and the hull was painted during the self maintenance period.

17. The conduct and health of the ship's company has been good. Morale is high and the forthcoming visit to Hobart is eagerly awaited as a break from the South Coast Area. Sailing and pulling are popular, and the golfers have used the Eden facilities.

I have the honour to be

Sir,

Your Obedient Servant.

LIEUTENANT COMMANDER, R.A.N.
CAPTAIN.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - SEPTEMBER, 1961.

ENCLOSURE "A".

MONTHLY STEAMING FIGURES.

(Date of Commissioning 7th December, 1959.)

(a)	Distance steamed during month.	3031 Miles.
(b)	Hours underway during the month.	263 Hours.
(c)	Average distance per ton of Furnace Fuel Oil.	9.24
(d)	Total distance steamed since commissioning.	37205 Miles.
(e)	Total hours underway since commissioning.	3594 Hours.
(f)	Exceeding economical speed.	Nil.

DEPARTMENT OF THE NAVY

MINUTE PAPER

1285 - 3 - 537

H.M.A.S. BARCOO Report of Proceedings

October 1961

HNF 13/11

DOD 14/11.

DCNS

for 1STNM 20/11

2NDNM 23/11

3RDNM 27/11

4THNM 30/11

SEC 4/12

CNPR 6/12.

HNB (N5) 26/2.

REGISTRAR

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Note : (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

(b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

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1285 - 3-5-37

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. BARCOO REPORT OF PROCEEDINGS: October 1961

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Separate Report Circulating

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135/2

H.M.A.S. BARCOO,
at Twofold Bay.

1st November, 1961.

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

(Copies to: The Flag Officer-in-Charge, EAST AUSTRALIA AREA, Garden Island, SYDNEY.
The Hydrographer R.A.N., Garden Island, SYDNEY.)

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of October, 1961.

2. On Sunday, 1st October, H.M.A.S. BARCOO was secured alongside H.M.A.S. ANZAC at Cruiser Wharf, Garden Island.

3. At 0900, Monday, 2nd October, the ship proceeded for M/F D/F calibrations off Port Jackson. These were completed by 1130, and after disembarking the calibrating officer off Middle Harbour, course was set for Eden at 1232. Anchorage was found in Twofold Bay at 0526, Tuesday 3rd October.

4. During the passage, a signal was received stating that S.S. BRENDA, towing a dredge to Hong Kong has lost the tow. BRENDA anchored in Twofold Bay during the forenoon to await the arrival of the missing dredge which had been recovered by the fishing vessel HUNTER. Conditions were excellent and during the afternoon, the tiny boat with her large tow arrived and displaying skilful seamanship, delivered the dredge to BRENDA.

5. Mr. R. Balfour, R.A.N.E.L. Technical Officer and the L.R.E.M. repaired the fault which existed at the Green Cape slave station, and at 0800, Wednesday 4th October, H.M.A.S. BARCOO proceeded to rendezvous with H.M.A.S. KIMBLA. Due to poor visibility, our presence was not required and sounding was carried out during the day, the ship anchoring off Narooma at 1704.

6. H.M.A.S. BARCOO weighed at 0600, Thursday 5th October and continued sounding off Montagu Island, anchoring off Narooma at 2154.

7. Sounding was again carried out on Friday 6th October, the ship anchoring in Twofold Bay at 1630.

8. At 0200, Saturday 7th October H.M.A.S. BARCOO weighed and proceeded for exercises in the Montagu Island area. These exercises continued in reasonable weather until Wednesday 11th October when the ship returned to Twofold Bay for shelter and to land a rating who required medical attention, anchoring at 1258.

9. H.M.A.S. BARCOO weighed at 1535, 11th October and returned to the exercise area as the weather had moderated. Exercises were continued until 2345 Thursday 12th October when course was agin set for Twofold Bay, anchorage being found at 0748 the following day.

10/.....

1285 3 537

135/2

H.M.A.S. BARCOO,
at Twofold Bay.

1st November, 1961.

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

(Copies to: The Flag Officer-in-Charge, EAST AUSTRALIA AREA, Garden Island, SYDNEY.
The Hydrographer R.A.N., Garden Island, SYDNEY.)

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2. On Sunday, 1st October, H.M.A.S. BARCOO was secured alongside H.M.A.S. ANZAC at Cruiser Wharf, Garden Island.

3. At 0900, Monday, 2nd October, the ship proceeded for M/T D/F calibrations off Port Jackson. These were completed by 1130, and after disembarking the calibrating officer off Middle Harbour, course was set for Eden at 1232. Anchorage was found in Twofold Bay at 0926, Tuesday 3rd October.

4. During the passage, a signal was received stating that S.S. KIMMIRA, towing a dredge to Hong Kong has lost the tow. KIMMIRA anchored in Twofold Bay during the forenoon to await the arrival of the missing dredge which had been recovered by the fishing vessel HUNTER. Conditions were excellent and during the afternoon, the tiny dredge to KIMMIRA.

5. Mr. R. Balfour, R.A.N.E. Technical Officer and the L.R.N.M. repaired the fault which existed at the Green Cape slave station, and at 0800, Wednesday 4th October, H.M.A.S. BARCOO proceeded to rendezvous with H.M.A.S. KIMMIRA. Due to poor visibility, our presence was not required and sounding was carried out during the day, the ship anchoring off Narooma at 1704.

6. H.M.A.S. BARCOO weighed at 0600, Thursday 5th October and continued sounding off Montague Island, anchoring off Narooma at 2154.

7. Sounding was again carried out on Friday 6th October, the ship anchoring in Twofold Bay at 1630.

8. At 0200, Saturday 7th October H.M.A.S. BARCOO weighed and proceeded for exercises in the Montague Island area. These exercises continued in favourable weather until Wednesday 11th October when the ship returned to Twofold Bay for eight days and to land a rating who required medical attention, anchoring at 1258.

9. H.M.A.S. BARCOO weighed at 1535, 11th October and returned to the exercise area on the weather had moderated. Exercises were continued until 1245, 14th October, when course was set for Twofold Bay, anchorage being found at 0148, the following day.

10/.....

Naval Secretary
Canberra
A.C.T.

1285/3/0
H.M.A.S. Barcoo

10. At 0600, Monday 16th October, the ship proceeded to the sounding area, but found that it was necessary to reduce speed to 8.5 knots to obtain a legible echo on the Edo recorder. The set had been sub standard during the trials, and had been investigated by Mr. Balfour and the E.A. with negative results.

11. Sounding was continue until 1015, Tuesday 17th October when sea conditions made sounding impossible and the ship returned to Twofold Bay to await the arrival of a new Edo recorder from Sydney.

12. At 1410, Wednesday 18th October, H.M.A.S. BARCOO weighed and proceeded for Hobart, completing a line of sounding en route. The passage was uneventful, and the ship secured alongside Oil Wharf, at 0829, Friday 20th October, shifting berth to Elizabeth Street Wharf on completion of fuelling.

13. Calls were exchanged with Commander A.W.Salisbury, R.A.N., Naval Officer-in-Charge, Tasmania, during the day.

14. The usual Hobart hospitality was evident, and the visit coincided with the Navy Jubilee celebrations, which culminated with the Navy Ball at H.M.A.S. HUON on Trafalgar Night.

15. At 0930 Monday 23rd October, H.M.A.S. BARCOO proceeded for the survey grounds. The Red Slave at Narooma was locked in at a range of 260 miles but poor radio conditions made communications virtually impossible. After 2 hours transmission, the transmitter at Narooma became unserviceable due to a defective capacitor and coil, but Green Cape slave, despite land interference, remained in lock from a range of about 200 miles.

16. The ship anchored in Twofold Bay at 0234, Wednesday 25th October, in perfect conditions with a brilliant moon. The spares for Red Slave were landed at 0600 and the stations was fully operational by 0930.

17. A gale warning had been issued, but the Eden fishing fleet was seen leaving harbour during the morning watch when conditions were still good. The wind strengthened slowly during the forenoon, and by 1000, was gusting to over 60 knots with an average strength of Force 9.

18. At 1233, the strongest gust of 68 knots was recorded with the average speed being over 55 knots. The ship rode exceedingly well with the second anchor underfoot to control the yaw and it was not necessary to use the engines. Fortunately, the usual easterly sell was absent and the offshore wind raised only a choppy sea, due to the shallow water.

19. The Green Slave reported that the frapping lines on one hut were parting and that the hut was in danger of being blown over. It was decided to land a working party to assist, and during a lull, the motor cutter was lowered and the party landed on a sheltered beach.

20. While making their way to the Land Rover, a falling branch struck Lieutenant I.S. Pullar, R.A.N., who was later admitted to Pambula Hospital with head injuries. All power and telephone lines were down in the area, but a message was finally passed to Bega, and an ambulance was sent. The working party cleared the road of fallen trees and after despatching the ambulance, cut their way through to the Green Slave Station where the station crew had managed to arrest the movement of the hut.

21. The gale moderated during the afternoon, the last gust of over 60 knots being recorded at 1505, and by 2000 was averaging Force 6. It is reported as being the worst gale in this area for over 50 years. The holding ground in Twofold Bay is excellent and the ship did not drag.

22/.....

22. The Green Slave Station was restored to normal during Thursday 26th October, with no material damage to the huts or equipment, apart from a torn tent.

23. Conditions continued to moderate, and at 0600 Friday 27th October, H.M.A.S. BARCOO weighed and proceeded to the sounding area. Sounding was carried out until 1900 Monday 30th October, when the ship returned to Twofold Bay, anchoring at 2240. Over 800 miles of sounding were completed in this 3½ day sortie.

24. The ship remained at anchor in Twofold Bay until the end of the month, shifting anchorage on Tuesday 31st October when another gale warning was received. Gust of 40 knots were recorded, but this did not last for long.

25. HYDROGRAPHIC. Despite the weather and other commitments, approximately 1200 miles of sounding were completed during the month.

26. LAMBDA. The Lambda has been highly satisfactory. The fault at Green Slave which would not allow the units to be cross corrected was traced at the beginning of the month and the only fault developing there, apart from blown fuses, was a defective relay which was changed.

The Red Slave developed its first fault for some time, which was repaired by replacing the defective parts.

The faults previously reported on the master units still exist, but do not render the units inoperative. These will be investigated by R.A.N.E.L. during the long self maintenance period in December.

27. EDO SONAR. This set is now operating very well. Deterioration in performance had occured during September and the set was overhaled during the self maintenance period at the end of that month, and good performance again resulted. This deteriorated again during the trials period, and with the limited test equipment held, no actual fault could be found. The transmitter receiver chassis assembly was replaced, and although the performance was slightly better, it was not as it should be, so the new recorder was fitted. This has now produced better results, and the ships diving team removed all weeds and growth in the vicinity of the dome. A very good trace is now being obtained in depths of over 2000 fathoms with medium gain settings.

28. TRAINING. A new class of Recruit M.(E)s has joined, and higher rates and S.R.2 training is being carried out. The loss of Lieutenant Pullar is hampering S.R.2 training.

29. Following movements of officers took place during the month.

25th October. Lieutenant I.S. Pullar (X) R.A.N. discharged to Pambula Hospital, transferred to B.N.H. 27th October, estimated duration 14 days.

30. The external and internal appearance of the ship is good.

31. Health and conduct of the ships company has been good. The visit to Hobart was highly successful and a welcome break from our usal routine of fuelling in Sydney. Morale is high and it is intended to hold the BARCOO Olympics on 4th November at Twofold Bay.

I have the honour to be

Sir,

Your Obedient Servant.

(Sgd.) H. W. DILLON

LIEUTENANT COMMANDER, R.A.N.
CAPTAIN.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - OCTOBER, 1961.

ENCLOSURE "A".

MONTHLY STEAMING FIGURES.

(Date of Commissioning 7th December, 1959)

(a)	Distance steamed during month.	3870 Miles.
(b)	Hours underway during the month.	405 Hours.
(c)	Average distance per ton of Furnace Fuel Oil.	9.04
(d)	Total distance steamed since commissioning.	41075 Miles.
(e)	Total hours underway since commissioning.	3999 Hours
(f)	Exceeding economical speed.	Nil.

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. BARCOO Report of Proceedings

NOVEMBER, 1961.

HNB 18/12

DOD 19/12

DCNS 19/12

1st NM 21/12.

2nd NM 21/12.

3rd NM

4th NM

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CNPR 8/1

HNB (N5) 13/3.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. BARCOO REPORT OF PROCEEDINGS.

NOVEMBER, 1961.

DP 14/12
DTSR 18/12
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DAWOT 21/12
DNI 28/12.
HPB 11/1
DCNP 12/1
DOA 12/1
DMT 16/1
DDM 18/1
DPS 22/1
DGS 25/1.
INR Later 8/2
DNES 30/1.
MDG 12/2/62
DGNTS
DEE 13/2
DME 14/2
DNC 20/2
DW 28/2
HNB(N5) 13/3
REGISTRAR

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REGISTRAR)

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St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 135/2

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

8 December, 1961.

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

(Copies to:- Flag Officer in Charge, EAST AUSTRALIA AREA.
Hydrographer, Royal Australian Navy.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - NOVEMBER, 1961.

Sir,

I have the honour to submit the following report of proceedings for H.M.A.S. BARCOO for the month of November, 1961.

2. On Wednesday, 1st November, H.M.A.S. BARCOO was at anchor in Twofold Bay.

3. At 0545, Thursday, 2nd November, the ship weighed and proceeded to the sounding area returning to Twofold Bay on Saturday, 4th November.

4. The annual BARCOO Olympiad was held on one of the southern beaches of Twofold Bay on Saturday, 4th November. The weather was kind and the ship's company had a successful day, the interpart shield being won by the M.(E)s. Mess and the individual trophy by S.A.(s) H.L. GOTCH, R.54770.

5. H.M.A.S. BARCOO weighed at 0609, Monday, 6th November, and continued sounding. Electrical conditions deteriorated until it became impossible to maintain lock with the slave stations, and the ship returned to Twofold Bay for shelter, anchoring at 2125. A gust of 64 knots was recorded at 1951.

6. Sounding was continued on Tuesday, 7th November, when conditions moderated, the ship returning to Twofold Bay at 0430, Thursday, 9th November.

7. The ship weighed at 1420 the same afternoon and proceeded for Sydney, securing alongside the North End of Fitting Out Wharf, Garden Island, at 0834, Friday, 10th November.

8. At 0930, Tuesday, 14th November. H.M.A.S. BARCOO proceeded for Jervis Bay. F.T.K.774 was connected for towing at 1002, and Port Jackson was cleared at 1050. Conditions were good with a light northeasterly wind and moderate swell, and the tow behaved well at 12 knots.

9. The wind increased during the afternoon, and speed was reduced to 10 knots at 1605. H.M.A.S. BARCOO entered Jervis Bay at 2012, and after shortening in the tow, transferred the lighter to two work boats from H.M.A.S. CRESWELL at 2137, and proceeded for the survey grounds.

10. Sounding was commenced at 0900, Wednesday, 15th November, and continued until 0800, Saturday, 18th November, when the ship anchored in Twofold Bay. The inner 1:100,000 scale area was completed during this period and it was hoped to progress the outer small scale area before dismantling the slave stations.

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11. The wind backed slowly to the northeast during Sunday, 19th November, and a heavy swell was building up in the Bay. Accordingly at 1830, H.M.A.S. BARCOO weighed and stood out to sea in heavy rain and wind which was slowly increasing to gale force.

12. The ship re-entered Twofold Bay at 0500 to attempt to land two candidates for a Seamanship Board, but conditions were unsuitable for boat work, and course was set for the Montagu Island area to commence sounding when conditions improved.

13. Continuous gale force winds, electrical storms and heavy rain precluded any attempt at sounding and the ship remained hove to off Montagu Island.

14. Conditions had moderated by the afternoon of Tuesday, 21st November, and the Lambda was locked in and sounding commenced at 1621.

15. At 1647, course was set to the south, and the ship proceeded with all convenient despatch to assist S.S. MUNDOORA which was standing by a barge which had broken adrift. Her Noon position was reported as being 37° 42' S 151° 11' E.

16. Having worked up to 14.5 knots, the reported position was reached at 2210. The radar had become temperamental, and as nothing was in sight, either visually or on the radar scan, the ship was stopped to assess the set. As this appeared to be about 165° a search in that direction was begun, and shortly afterwards radar contact was made at 17 miles.

17. This proved to be MUNDOORA with the barge, and visual contact was made at 2315. H.M.A.S. BARCOO then remained in the vicinity of the barge until the arrival of the tug WOONA from Sydney at dusk on Wednesday, 22nd November.

18. Conditions had continued to moderate and by this time there was only a light northeasterly breeze and slight sea. MUNDOORA informed me that the tug would connect up the tow at 0500 the following day, and course was set for Twofold Bay at 2005.

19. At 0618, Thursday, 23rd November, H.M.A.S. BARCOO anchored in Twofold Bay to dismantle the Lambda stations and to repair the ravages caused to the ships appearance by the adverse weather.

20. MUNDOORA anchored in Twofold Bay at 1845, and reported that the tug would arrive the following day, which it duly did, entering the bay at 1215.

21. Rain hampered both the dismantling operations and the painting but some progress was made, both slaves being ready for loading by a.m. Tuesday, 28th November, when the trucks arrived from Sydney.

22. Heeling trials were successfully carried out on Saturday, 25th November.

23. An alongside berth had been arranged for Sunday, 26th November, for public inspection of the ship, but MUNDOORA and the tow had been delayed, so at 1145 anchorage was shifted to the Northern side of Twofold Bay.

24. During the afternoon about 800 people visited the ship, being transported by the motor cutter and fishing boats. The whaler and R.N.S.A. dinghy competed in a sailing regatta organised by the Bega=Eden Sailing Club in which the dinghy obtained second place on handicap. A cricket match was played against the Eden R.S.L. team, resulting in a victory for the ships team by the narrow margin of 7 runs.

25. The Green Cape slave station was loaded for transport to Sydney during Tuesday, 28th November, and the ship proceeded to Narooma at 1820, anchorage being found at 2348.

26. The Red Slave station had been partly loaded by the station crew on Tuesday and the remainder of the station was loaded during Wednesday forenoon, H.M.A.S. BARCOO proceeding for Sydney at 1400.

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27. After an uneventful passage, the ship secured alongside Fitting Out Wharf, Garden Island, at 0700, Thursday, 30th November, to complete preparations for the annual inspection on the following day.

28. At 2300, a signal was received to raise steam with all despatch and proceed to assist in the search for an aircraft missing on a flight from Sydney to Canberra.

29. As a sea inspection was to be carried out on the following day, a warming flash had been put on the boilers during the first watch; and main engines were being tested at 2335.

30. The recall had been hoisted and telephone messages passed to all officers ashore, and at 2342, after some ratings had joined from H.M.A.S. MELBOURNE, the ship slipped and proceeded to the search area off Maroubra. 2 officers and 57 ratings had not rejoined.

31. The efforts of Engineer Lieutenant (M.E.) J.A. FAHEY, R.A.N. and E.R.A.2 L.M. CHURCHES, R.53939, in raising steam and preparing for sea in such a short time are considered to be worthy of special mention.

32. HYDROGRAPHIC. The 1:100,000 area which covered an area of 2240 square miles has been completed. No sounding was done in the 1:300,000 area due to the weather and other commitments.

33. LAMBDA. Some minor defects have occurred at both stations and in the master unit but were repaired by ships staff. All units will be despatched to R.A.N.E.L. for overhaul during the self maintenance period.

34. TRAINING. A class of M.(E)2s has completed training, all ratings passing, and another class is currently under instruction.

A seamanship Board was convened to test one Leading Seaman for re-test for Petty Officer and one Able Seaman for Leading Seaman. Both candidates passed.

35. The appearance of the ship is only fair externally due to the abnormal weather experienced during the month, but internally is good, and much hard work has been put in by the ship's company in preparing for the inspection in disheartening conditions.

36. The health and conduct of the ship's company has been good, and the sporting fixtures in Eden were enjoyed by all. Morale is high and the seasonal leave period is being eagerly anticipated.

I have the honour to be,

Sir,

Your obedient servant,

LIEUTENANT COMMANDER, R.A.N.
C A P T A I N.

Encl.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - NOVEMBER, 1961.

ENCLOSURE "A"

MONTHLY STEAMING FIGURES.
(Date of commissioning 7 December, 1959.)

(a)	Distance steamed during the month	3265 miles
(b)	Hours underway during the month	306 hours
(c)	Average distance per ton of furnace oil used	7.45 miles
(d)	Total distance steamed since commissioning	44,340 miles
(e)	Total hours underway since commissioning	4,305 hours.

(f) Exceeding economical speed:-
21 November - 6 hours.
"Proceeding with all convenient despatch" vide F.O.I.C.E.A. Message DTG210502/November, 1961.

1285 3 571

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. BARCOO Report of Proceedings

December, 1961

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MINUTE PAPER

H.M.A.S. BARCOO. REPORT OF PROCEEDINGS.

December, 1961

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

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

3 January, 1962.

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

(Copies to:- Flag Officer in Charge, EAST AUSTRALIA AREA.
Hydrographer, R.A.N.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - DECEMBER, 1961.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of December, 1961.

2. At 0001, Friday, 1 December, H.M.A.S. BARCOO was proceeding from Sydney to assist with the search off Maroubra for an overdue aircraft.

3. H.M.A.S. KIMBLA was overtaken shortly after clearing Port Jackson, and it was decided that because of my superior speed H.M.A.S. BARCOO should proceed to the south of the area and sweep back to the northwards, while KIMBLA searched in the original position given.

4. Various patches of flotsam were investigated on the way and the ship was off Port Hacking at 0200. Visibility was poor with a moderate swell, and the ship proceeded northwards on a line half a mile from the southward search.

5. At 0305, identities were exchanged with H.M.A.S. GASCOYNE and at 0414 H.M.A.S. BARCOO took station on her beam and both ships proceeded to join H.M.A.S. SWAN which was arriving from the south.

6. At 0438, a three ship search began with H.M.A.S. KIMBLA operating inshore. Nothing was found, and at 0912 information was received that the missing aircraft had been found in Botany Bay.

7. H.M.A.S. BARCOO formed astern of H.M.A.S. GASCOYNE at 0920, and returned to Sydney in heavy rain and poor visibility, securing alongside H.M.A.S. TOBRUK at Cruiser Wharf, Garden Island, at 1028.

8. The annual inspection, due at 0930, had been cancelled and a spell of fine weather during the weekend allowed the ship to be dried out and put in a more presentable condition.

9. On Monday, 4 December, the Flag Officer in Charge, East Australia Area, Rear Admiral G.C. OLDHAM, D.S.C., R.A.N., arrived at 0930 to inspect the ship. The day was fine and sunny, and, after inspection of the Ship's Company fallen in by Divisions on the wharf the ship was inspected. Staff Officers carried out their inspections during the afternoon and on the following day.

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ROYAL AUSTRALIAN NAVY

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

3 January, 1962.

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

(Copies to:- Flag Officer in Charge, EAST AUSTRALIA AREA.
Hydrographer, R.A.N.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - DECEMBER, 1961.

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4. Various patches of flotsam were investigated on the way and the ship was off Port Hacking at 0200. Visibility was poor with a moderate swell, and the ship proceeded northwards on a line half a mile from the southward search.

5. At 0305, identities were exchanged with H.M.A.S. GASCOYNE and at 0414 H.M.A.S. BARCOO took station on her beam and both ships proceeded to join H.M.A.S. SWAN which was arriving from the south.

6. At 0438, a three ship search began with H.M.A.S. KIMBLA operating inshore. Nothing was found, and at 0912 information was received that the missing aircraft had been found in Botany Bay.

7. H.M.A.S. BARCOO formed astern of H.M.A.S. GASCOYNE at 0920, and returned to Sydney in heavy rain and poor visibility, securing alongside H.M.A.S. TOBRUK at Garden Island, at 1020.

8. The annual inspection, due at 0930, had been cancelled and a spell of fine weather during the weekend allowed the ship to be dried out and put in a more presentable condition.

9. On Monday, 4 December, the Flag Officer in Charge, East Australia Area, Rear Admiral G.C. OLDHAM, D.S.C., R.A.N., arrived at 0930 to inspect the ship. The day was fine and sunny, and, after inspection of the Ship's Company fallen in by Divisions on the wharf the ship was inspected. Staff Officers carried out their inspections during the afternoon and on the following day.

.....2

10. On Wednesday, 6 December, a long self maintenance and seasonal leave period was commenced.

11. The ship.was moved by tugs and Naval pilot to the outer Captain Cook Dock at 1340, Tuesday, 12 December, remaining there until 0945, Thursday, 28 December, when in company with H.M.A.S. GASCOYNE the ship was undocked and moved to Fitting Out Wharf, remaining in that berth until the end of the month.

12. HYDROGRAPHIC. Fair charts have been progressed during the month and preparations have been made for the forthcoming South Australian season.

13. LAMBDA. All units have been completely overhauled by R.A.N.E.L. and further instruction given to the new L.R.E.M. and other shore operation operators. Although the new L.R.E.M. has had approximately one month in the ship during Lambda operations, there have not been many breakdowns and until these occur it is difficult to assess what knowledge he has gained. It will again be necessary to employ A/LEM(E) Charlesworth as a shore operator to train a newly joined R.E.M., and the other E.Ms. with Lambda experience have also been drafted.

14. TRAINING. One S.D. candidate passed a Seamanship Board and three M(E)s passed for A/L.M(E) at an Engineering Fleet Board.

15. The appearance of the ship has deteriorated due to the leave period and rain but will be back to standard early in the New Year.

16. The health and conduct of the Ship's Company has been good and morale is high, the leave period having refreshed the Ship's Company after an arduous season.

I have the honour to be,

Sir,

Your obedient servant,

LIEUTENANT COMMANDER, R.A.N.
C A P T A I N.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - DECEMBER, 1961.

ENCLOSURE "A"

MONTHLY STEAMING FIGURES.
(Date of commissioning 7 December, 1959)

(a)	Distance steamed during month	117 miles.
(b)	Hours under way during month	10½ hours.
(c)	Average distance per ton of F.F.O.	7.3 miles.
(d)	Total distance steamed since commissioning	44,457 miles.
(e)	Total hours under way since commissioning	4,315 hours.

(f) Exceeding economical speed.
1 December - 2 hours.
"Proceeding with all despatch" vide F.O.I.C.E.A. Message 301248Z November.

1285-3-119

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. BARCOO. - Report of Proceedings - DECEMBER 1959

DP
DNI
DTSR
DSD
DAWOT
HPB
(6) DGS
1 ~~NA2NM(X)~~
2 DDM
3 DMT
4 DPS
(7) INRSC
5 DCNP
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DEE
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DOUA
MDG
DNES
HNB(N5)
REGISTRAR

HNB)
DOD)
DCNS)
1STNM)
2NDNM)
3RDNM)
4THNM) Separate Report circulating
DEPSEC)
CNPR)
HNB(N5))
REGISTRAR)

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12851-3-119.

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. BARCOO - Report of Proceedings - DECEMBER 1917

HNB 12/1

DOD 13/1

DCNS This report on taking over a ship from the Dockyard reads most satisfactorily. Usually Captains are full of complaints on these occasions. Good 13/1.

1STNM

14/1 2NDNM 15/1

18/1 3RDNM 18/1

19/1 4THNM

25/1 DEPSEC

26/1 CNPR 29/1

HNB(N5) 22/2

23/2 REGISTRAR

DP
DNI
DTSR
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DCNP
DGS
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INR&C
NA2NM(X)
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DEE
DME
DNC
DOUW
MDG
DNES
HNB(N5)
REGISTRAR

Separate Report circulating.

Note: a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

b) The report will be goven to Board Members with Director's comments if there is any matter of special interest in those comments.

St 4539

Royal Australian Navy.

DEPT. OF THE NAVY
1285 | 3 | 119

IN REPLY PLEASE QUOTE
No. 135/2

RECEIVED
C 7 JAN A.M
NAVY REGISTRY

INDEXED
INIT. Okw
DATE 7/1/60

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

4th January, 1960.

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

(Copies to: The Flag Officer-in-Charge, East Australian Area.
Hydrographer R.A.N. Garden Island, Sydney).

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - DECEMBER, 1959.
ALL TIMES KILO.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO under my command from 7th December to 31st December, 1959.

2. On Monday 7th December, H.M.A.S. BARCOO was berthed at Cruiser Wharf, Garden Island, after undergoing a three month refit. At 1100, the ship was commissioned and short services were read by Chaplain P.J. Helyer R.A.N. and Senior Chaplain K.P. Ellis, R.A.N. At 1130 I called on the Flag Officer-in-Charge, East Australian Area, Rear Admiral D.H. Harries C.B.E., R.A.N.

3. The remainder of the week was spent storing ship and settling the Ship's Company who were extremely pleased with the state of their new ship, expecially the living quarters.

4. At 0930, Friday 11th December the Flag Officer-in-Charge, East Australian Area, Rear Admiral D.H. Harries, C.B.E., R.A.N. inspected the Ship's Company at Divisions and walked round the ship.

5. On Monday 14th December, BARCOO cast off and proceeded to No.4 Buoy. Ammunition was embarked during the forenoon, and compasses were adjusted during the afternoon.

6. At 0830 Tuesday 15th December, the ship slipped and proceeded for sea trials. Gun functioning trials were satisfactorily carried out at 1040, and on completion 4 runs over the measured distance at economical speed were commenced. At 1350, having worked up to full power, the first of 6 runs over the measured distance began, a speed of almost 19 knots being obtained. BARCOO then returned to harbour, securing to No.4 Buoy at 1545.

7. Whilst entering harbour, a defect was discovered in the Port L.P. No.2 Bottom End Bearing. On opening up, the bearing was found to be wiped. Dockyard assistance was obtained and a spare bearing was fitted which was found to be defective when the engines were turned the following morning.

8. At 0820 Wednesday 16th December BARCOO slipped from No.4 Buoy, and secured alongside H.M.A.S. VAMPIRE at Gruiser Wharf, Garden Island. The defective bearing was replaced and basin trials carried out during the dog watches were satisfactory.

...../9..

128573 ..... 5 .....

as for Leading

HN

9. On Thursday 17th December the ship proceeded at 0832 to complete trials. At 0945 speed was reduced to stream the Bathythermographs, and it was discovered that modifications were necessary to the davits. This has since been carried out by the dockyard. A 360° turn was made to enable U.H.F. Polar Diagrams to be drawn, and on completion astern trials were carried out, during which the ship was found to hold a very steady course into the wind.

10. BARCOO proceeded to the eastwards to obtain deep water to test the Edo Sonar Deep Echo Sounder, and a very good trace was obtained at 230 fathoms although some water noise interfered with the echo at times. Asdic and Radar Trials were also carried out during this period.

11. At 1340, in 50 fathoms, anchor trials were carried out, and the winch appeared to be satisfactory. Steering breakdowns were exercised whilst returning to harbour and the ship secured alongside H.M.A.S. VAMPIRE at 1500.

12. The trials were generally very satisfactory and it is considered that the dockyard has done a very good job. The usual minor defects became evident but this was to be expected. All defects have since been taken in hand by the dockyard.

13. A large proportion of the Ship's Company has been sent on leave and maintenance has been progressed slowly over the holiday season. The state of the ship's side has deteriorated rapidly and rust is already showing through the new paint work. This will be taken in hand when the main body of seamen return from leave in the New Year but will require a lot of work to be brought to a satisfactory state.

14. The health, conduct and morale of the Ship's Company has been very good.

I have the honour to be,

Sir,

Your obedient servant

K. Dillon

LIEUTENANT COMMANDER R.A.N.
C A P T A I N.

Encls.

APPENDIX "A".

OFFICER'S APPOINTMENTS.

NAME. AND RANK.	DATE.	FROM.
Lieut. Cdr. H.W.C. Dillon (X)	7.12.59	KUTTABUL.
Lieut. Cdr. K.M. Barnett (X)(P)	"	WARRAMUNGA.
Lieut. R.S. Barrell (X)	"	GASCOYNE.
Eng. Lt. B.B.H. Walsh (SD)	"	KUTTABUL.
Sub Lieut. J.M. Yates (X)	"	WARRAMUNGA.
Sub Lieut. G.L. Ramsay (X)	"	"
Sub Lieut. I.S. Pullar (X)	"	KUTTABUL.
Lieut. K.A. Young (X)	7.12.59	WARRAMUNGA (TY).
Lieut. B.L. Carrington (S)	"	"
A/Sub Lieut J.S. Merrillees (S)	21.12.59	CERBERUS.

DISCHARGED.

Lieut. K.A. Young (X)	21.12.59	KUTTABUL.
Lieut. B.L. Carrington (S)	"	ALBATROSS.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS 7TH - 31ST DECEMBER, 1959.

ENCLOSURE "A".

MONTHLY STEAMING FIGURES.

(a)	Distance steamed during month.	143.7
(b)	Hours underway during month.	15
(c)	Average distance per ton Furnace Fuel Oil.	5.98
(d)	Total distance steamed since commissioning on 7th December, 1959.	143.7
(e)	Total hours underway since commissioning.	15
(f)	Exceeding economical speed:-	
	(i) Number of hours economical speed exceeded.	2
	(ii) Average speed.	18.8
	(iii) Fuel expended for all purposes per hour.	1.6 tons
	(iv) Distance run per ton of fuel.	5.98
	(v) Post commissioning full power trial.	

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - 7TH DECEMBER - 31ST DECEMBER, 1959.

ENCLOSURE "B".

WHALES SIGHTED DURING MONTH

Nil.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - 7TH DECEMBER - 31ST DECEMBER, 1959.

METEOROLOGICAL OBSERVATIONS.

Nil.

96/2

1285-3-140

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. BARCOO - Report of Proceedings - January, 1960

DP
DNI 3/3
DTSR 4/3
DSD 7/3
DAWOT 7/3
HPB 10/3
(6) DCS 24/3 11/3
1 ~~N1 2NDNM(N5)~~ DOD
2 DDM 19/3
3 DMT 16/3
4 DPS 17/3
(7) INRAS 26/4
5. DCNP 22/3
D/CC 25/3
DEP 29/3
DME 31/3
DNC 11/4
DOU 11/4
MDG 13/4
DNES 14/4
HNB(N5) 2/5
REGISTRAR

HNB)
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DCNS)
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2NDNM)
3RDNM)
4THNM) Separate Report circulating
DEPSEC)
CNPR)
HNB(N5))
REGISTRAR)

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10/24/3

1285-3-140

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. BARCOO - Report of Proceedings - January 1960

~~HNB~~ 24

~~DOD~~ 24/2

~~DCNS~~ 25/2

~~1STNM~~ 26/2

~~2NDNM~~ 29/2

~~3RDNM~~ 2/3

~~4THNM~~ 9/3

~~DEPSEC~~ 13/3

~~CNPR~~ 17/3

~~HNB~~(N5) (C)

REGISTRAR

DP
DNI
DTSR
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DAWOT
HPB
DCNP
DGS
DPS
INR&C
NA2NM(X)
DM
D/CC
DEE
DME
DNC
DOUW
MDG
DNES
HNB(N5)
REGISTRAR

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Sc 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 135/2

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

3rd February, 1960

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

(Copies to: The Flag Officer-in-Charge, East Australian Area.
Hydrographer (R.A.N.), Hydrographic Office,
Garden Island, Sydney.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - JANUARY, 1960.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of January, 1960.

2. On 1st January H.M.A.S. BARCOO was berthed alongside H.M.A.S. VAMPIRE at Cruiser Wharf, Garden Island.

3. At 1330, Thursday 7th January the ship was moved to Outer Captain Cook Dock to carry out an inclining experiment. This was satisfactorily completed by 1110 on Friday 8th January.

4. On Monday 11th January H.M.A.S. BARCOO was moved from the dock and berthed on H.M.A.S. GASCOYNE at Oil Wharf Garden Island, where the ship remained until 1500 on Monday 18th January when berth was shifted to alongside Cruiser Wharf to enable the oceanographical winch to be installed.

5. At 0915 25th January the ship was again moved to South End of Oil Wharf and on Tuesday 26th January finally came to rest for the remainder of the month at the North End of Oil Wharf.

6. Seasonal leave has been granted during the month and general maintenance has been carried out. All defects undertaken by the dockyard have been completed.

7. The health of the Ship's Company has been only fair due to an outbreak of influenza, and the sick list has been large.

8. The appearance of the ship is fair externally but very good internally and the effect of the shortage of hands has been noticeable.

9. The conduct of the ship's company continues to be very good, and morale is high.

...../10..

1285/3 17

as per heading.

KW.

Reference to Geo. report

10. Following movements of officers took place during the month.

1st January	Lieutenant W.E. HURST (X)(N) R.N. joined for exchange service.
12th January	Lieutenant L.C. ANDERSON (X)*(O) R.A.N. joined from H.M.A.S. ALBATROSS.

I have the honour to be

Sir,

Your obedient servant

LIEUTENANT COMMANDER R.A.N.
CAPTAIN.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - JANUARY, 1960.

ENCLOSURE "A".

MONTHLY STEAMING FIGURES.

(a)	Distance steamed during month.	Nil
(b)	Hours underway during month.	Nil
(c)	Average distance per ton Furnace Fuel Oil.	Nil
(d)	Total distance steamed since commissioning on 7th December, 1959.	143.7
(e)	Total hours underway since commissioning on 7th December, 1959.	15
(f)	Exceeding economical speed.	Nil

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - JANUARY, 1960.

METEOROLOGICAL OBSERVATIONS.

ENCLOSURE "B".

Nil.

17/3.

DEPARTMENT OF THE NAVY

MINUTE PAPER

1285-3-160

H.M.A.S. BARCOO - Report of Proceedings - February 1960

DP 18/3
DNI 21/3
DTSR the performance of the E/S is described in 23/3
DSD 23/3
DAWOT 25/3
HPB 1/4
DGS 20/4
1 ~~NA2NM(X)~~ DOA 4/4
2 ~~DDM~~ 6/4
3 ~~DM~~ 12/4
4 ~~DPS~~
7 ~~INRSC~~ 16/6
5 DCNP 14/4
D/CC 27/4
~~DEE~~ 2/5
~~DME~~ 6/5
DNC 6/5
DOD Barcoo's para. 4 being dealt with on other papers. 4/5
~~MDG~~ 8/6
DNES 8/6
2 HNB(N5)
REGISTRAR

HNB)
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3RDNM)
4THNM) Separate Report circulating
DEPSEC)
CNPR)
HNB(N5))
REGISTRAR)

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5/20/4

DEPARTMENT OF THE NAVY

MINUTE PAPER

1285-3-160

H.M.A.S. BARCOO - Report of Proceedings - February 1960

HNB 15/3

DOD 16/3

DCNS A good start in spite of poor weather 16/3

1STNM 16/3

2NDNM 22/3

3RDNM 24/3

4THNM 1/4.

DEPSEC 11/4

CNPR 13/4

HNB(N5) 19/4

19/4/60. REGISTRAR

DP
DNI
DTSR
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DAWOT
HPB
DCNP
DGS
DPS
INR&C
NA2NM(X)
DM
D/CC
DEE
DME
DNC
DOUW
MDG
DNES
HNB(N5)
REGISTRAR

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Royal Australian Navy.

DEPT. OF THE NAVY
1285 | 3 | 160

IN REPLY PLEASE QUOTE
No. 135/2

RECEIVED C-in-C MAR A.M NAVY SECRETARY

INDEXED 9/3/60

H.M.A.S. BARCOO,
at Lord Howe Island.

2nd March, 1960.

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

(Copy to: The Flag Officer-in-Charge, East Australian Area.
The Hydrographer (R.A.N.), Hydrographic Office,
Garden Island.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - FEBRUARY, 1960.

ALL TIMES KILO.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of February, 1960.

2. On 1st February, H.M.A.S. BARCOO was berthed alongside Oil Wharf Garden Island, completing seasonal leave.

3. At 0900, Thursday 4th February, the ship proceeded for Radio and Radar trials which were satisfactorily completed during the day. On completion, course was set to the eastward to obtain deep water for testing the Edo Sonar Deep Echo Sounder.

4. Trials on this set were carried out during the night with very disappointing results. Although the weather conditions were good, a very poor trace was obtained at speeds in excess of 5 knots. With the ship stopped or at speeds up to 5 knots a good trace was obtained at 2600 fathoms, but any increase in speed caused water and ship noise to black out the trace. Trouble was experienced with the fuel pumps during this period and the ship had to stop on several occasions.

5. M/F D/F calibrations were carried out off South Head during the forenoon of Friday 5th February and the trials team was disembarked at Watson's Bay at 1230. H.M.A.S. BARCOO then proceeded to Jervis Bay, anchoring at 2045. H.M.A.S. MELBOURNE and VAMPIRE were already at anchor. The ship was met by the Officer of the Guard from H.M.A.S. CRESWELL.

6. Evolutions and surveying training were carried out between 6th and 10th February and the ship's side was washed. The majority of the ship's company have never served in a surveying ship before but appear eager to learn.

7. At 2200 Wednesday 10th February, H.M.A.S. BARCOO weighed and proceeded to Sydney, securing alongside H.M.A.S. WARREGO at Oil Wharf, Garden Island at 0705 the following morning. For the first time for 4 years, the two major units of the Surveying Service were together.

...../8..

128573 B

as per Loading

HN

Reg to Jan report.

8. Fuel and stores were embarked during the next two days and final preparations were made for the coming surveying season.

9. Departure was delayed until 0930 Monday 15th February to allow H.M.S. ST. BRIDES BAY to enter harbour and H.M.A.S. QUEENBOROUGH and QUIBERON to depart. The ship then cast off and proceeded for Lord Howe Island.

10. After an uneventful passage during which major Damage Control exercises were carried out, Lord Howe Island appeared on the radar screen at 2130 Tuesday 16th February and soon afterwards the island was visible in the moonlight. It was a very impressive sight as we approached and at 0133 anchorage was obtained in the South West Roadstead. Clocks were advanced 30 minutes to conform with local practice and gain extra day light in the evening.

11. During the forenoon, I went ashore to level the tide gauge and make local arrangements with the Superintendent for the Lord Howe Island Board of Control and the Department of Civil Aviation representatives. The afternoon was spent in a recconaissance of the island to see which of H.M.A.S. WARREGO's marks remained. One only was missing but the majority required new flags. The ship anchored in the South West Roadstead at 1540.

12. During the First Watch the wind backed and increased to Force 7. Steam for immediate notice was ordered and an anchor watch was set. At 0230, Thursday 18th February the wind backed still further and increased to 40 knots so the ship weighed and stood off the island, then steamed slowly to the southward.

13. When it was evident that the wind had steadied from S.S.E., course was set for the northern end of Lord Howe Island and at 1510, the ship anchored in Sugarloaf Passage. The wind funnelling through the passage from the east side and the swell rolling round the island from the west made this an uncomfortable anchorage, but it has been found to be the only lee available with the wind from such a direction.

14. Gusts of over 50 knots were recorded during Friday 19th February but by the following day, the wind had decreased and marking parties were landed. Several marks blown down by the gale were re-erected and the flags on the others were renewed.

15. Sounding commenced on Monday 22nd February but progress has been slow due to the adverse weather conditions and the necessity for training personnel. All seaman specialist officers are learning to take horizontal sextant angles and the echo sounder readers are rapidly mastering their art.

16. One day's sounding remains to complete Hydrographic Instruction No.1 of 1960 and Hydrographic Instruction No.2 has been progressed. The sounding on the 1:75000 scale is severely limited by the performance of both the Edo Sonar and Type 767 Echo Sounders. Depths of 1200 fathoms have been obtained on both recorders in near-perfect conditions, but even slightly adverse conditions drastically reduce their performance. As a result, the ship has sounded in the 1:25000 area which has been completed from South Entrance to the northern limit on the western side of the island and mainly completed from the northern limit to Stevens Point on the eastern side. Five beacons have been laid.

17. On Tuesday 23rd February, a Seamanship Board was convened to re-examine one Leading Seaman for Petty Officer, and 3 Able Seamen for Leading Seamen. All candidates passed.

...../18..

1285/3/160

18. The external appearance of the ship has deteriorated due to weather and of shortage of seamen. Much of the hull paint has peeled off revealing the grey paint and the rust is gaining the upper hand despite strenuous efforts to keep it under control. It is considered necessary for the hull to be sand or shot blasted to give the ship's company an even chance of keeping it in good condition. The interior of the ship is up to standard.

19. The health of the Ship's Company has been generally good.

20. Conduct of the Ship's Company has been very good indeed.

21. Morale continues to be high, and the ship's company seems to have accepted the different conditions of the Surveying Service very well. Films have been shown frequently. Two cricket matches have been played, one at Jervis Bay where the Wardroom and Senior Rates defeated the Rest, and the other at Lord Howe where the local team, co ached by a descendent of the great Jessop, ignominiously defeated the ship's team. Quizes have been organised and fishing is popular, the largest catch to date being a 205lb shark.

I have the honour to be,

Sir,

Your obedient servant.

LIEUTENANT COMMANDER R.A.N.
CAPTAIN.

1285/3/160

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - FEBRUARY, 1960.

ENCLOSURE A.

MONTHLY STEAMING FIGURES.

(a)	Distance steamed during the month.	1446
(b)	Hours underway during the month.	166
(c)	Average distance per ton of Furnace Fuel Oil.	6.13
(d)	Total distance steamed since commissioning.	1590
(e)	Total hours under way since commissioning Commissioning date 7th December, 1959.	181
(f)	Exceeding economical speed.	Nil.

1285/3/160

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - FEBRUARY, 1960.

ENCLOSURE B.

METEOROLOGICAL OBSERVATIONS.

Nil.

DEPARTMENT OF THE NAVY. 1285-3-178

MINUTE PAPER

H.M.A.S. BARCOO - Report of Proceedings - MARCH 1960

DP
DNI
DTSR
DSD
DAWOT
HPB
DGS
1 ~~NA2NM(X)~~ DOA
2 DDM
3 DMT
4 DPS
(7) INR&C
5 DCNP
D/CC
DEP
DME
DNC
DOUW
MDG
DNES
HNB(N5)
REGISTRAR

re Para 6 - E/S. This matter is being dealt with on other papers. 9/6

HNB)
DOD)
DCNS)
1STNM)
2NDNM)
3RDNM)
4THNM)
DEPSEC)
CNPR)
HNB(N5))
REGISTRAR)

Separate Report circulating

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(b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or a proval of a Board Member a new file should be raised, cross-referenced to this one.

DEPARTMENT OF THE NAVY.

MINUTE PAPER

1285-3-178

H.M.A.S. BARCOO - Report of Proceedings - MARCH 1960

HNB 13/4

DOD 13/4

DCNS 14/4

1STNM 14/4

21/4 2NDNM 20/4

21/4 3RDNM 29/4

4THNM 6/5

13/5 DEPSEC 16/5

CNPR 18/5

20/5 HNB (N5) 23/5

REGISTRAR

DP
DNI
DTSR
DSD
DAWOT
HPB
DCNP
DGS
DPS
INR&C
NA 2NM (X)
DM
D/CC
DEE
DME
DNC
DOUW
MDG
DNES
HNB (N5)
REGISTRAR

Separate Report circulating.

Note: a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 135/2

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

1st April, 1960

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

(Copy to: The Flag Officer-in-Charge, East Australian Area.
The Hydrographer (R.A.N.), Garden Island.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - MARCH, 1960.

(All times Kilo)

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of March, 1960.

2. On 1st March H.M.A.S. BARCOO was employed surveying the approaches to Lord Howe Island. The cyclone moving southwards in the Coral Sea produced adverse surveying conditions and at 1630, Wednesday 2nd March the ship proceeded to Sydney, securing alongside Oil Wharf, Garden Island at 0717, Friday 4th March.

3. At 1600, Tuesday 8th March H.M.A.S. BARCOO departed Sydney for Lord Howe Island. On arrival at 0700, Thursday 9th March, the possibility of landing on Wheatsheaf Island or Observatory Rock was investigated. It is considered essential that a station be occupied on one of these islands to link Ball's Pyramid with the Lord Howe Island triangulation as it is virtually impossible to climb Ball's Pyramid. Conditions were unfavourable for an attempt due to heavy surge around the rocks which is probably always present.

4. The ship remained at Lord Howe Island until 1630 Sunday 27th March when course was set for Sydney.

5. On arrival at 0910 Tuesday 29th March H.M.A.S. BARCOO secured alongside Oil Wharf Garden Island.

6. HYDROGRAPHIC. - Sounding has been progressed steadily during the month, and Hydrographic Instructions No.1 and No.3 of 1960 have been completed. The poor performance of both the Edo Sonar and Type 767 Echo Sounder has reduced the output considerably as it has been necessary to sound at slow speed to obtain results.

.....7..

1285/3/A

A2 NN

.....

7. Maintenance of the hull has been progressed during time spent in Sydney, all available pneumatic hammers being fully employed. The appearance however is still below standard. The internal appearance of the ship is very good.

8. The health of the Ship's Company has been very good.

9. Conduct of the Ship's Company has been generally good.

10. Morale continues to be high. Recreational leave has been granted twice at Lord Howe Island. The Inter-Mess Quiz was very successful, the contestants in the final showing a great deal of imagination and initiative in designing their costumes. The Sheiks of Araby of the Communications and Electrical Departments won easily. Fishing is still highly popular, the largest catch this month being a 65lb groper.

I have the honour to be

Sir,

Your obedient servant.

LIEUTENANT COMMANDER R.A.N.
C A P T A I N.

Encls.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - MARCH, 1960.

ENCLOSURE "A".

METEOROLOGICAL OBSERVATIONS.

Nil.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - MARCH, 1960.

ENCLOSURE "B"

MONTHLY STEAMING FIGURES.

(a)	Distance steamed during the month.	2450.3 miles
(b)	Hours underway during the month.	272
(c)	Average distance per ton of Furnace Fuel Oil.	6.60 miles.
(d)	Total distance steamed since commissioning.	4040.3 miles.
(e)	Total hours underway since commissioning Commissioning date 7th December, 1959.	453
(f)	Exceeding economical speed.	4 hours at 114 revs. 2½ " " 117 " (Fuel consumption trial.)

1285/3/202

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. Barcoo - Report of Proceedings April 1960

~~HNB~~ 20/5
~~DOD~~ 20/5
~~DCNS~~ 20/5
~~1STNM~~ 26/5
~~2NDNM~~
~~3RDNM~~ 7/6
~~4THNM~~ 7/6
16/6 DEPSEC 17/6
~~DNPR~~ 20-6-60
~~HNB(N5)~~
REGISTRAR

DP
DTSR
DSD
~~DAWOT~~
DNI
HPB
DCNP
DOA
DMT
DDM
DPS
DGS
INR
MDG
DCNTS
DEE
DME
DNC
DNES
HNB(N5)
REGISTRAR

Separate Report circulating

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Sc 4539

Royal Australian Navy.

DEPT. OF THE NAVY
1285 | 3 | 202.

IN REPLY PLEASE QUOTE

No. 135/2

RECEIVED
C 6 MAY A.M
NAVY REGISTRY

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

2nd May, 1960.

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

(Copy to: The Flag Officer-in-Charge, East Australian Area.
The Hydrographer (R.A.N.), Garden Island.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - APRIL, 1960.

(All times Kilo)

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of April, 1960.

2. On 1st April H.M.A.S. BARCOO was berthed alongside Oil Wharf, Garden Island.

3. At 1700, Monday 4th April, the ship departed Sydney for the final period at Lord Howe Island.

4. H.M.A.S. BARCOO arrived at the survey grounds on Wednesday 6th April and continued surveying until Tuesday 12th April when, after recovering all shore marks and beacons, the ship departed for Sydney, arriving at 0640 Thursday 14th April.

5. On completion of deammunitioning, at 1030 the ship moved to Oil Wharf, Garden Island to grant seasonal leave and refit.

6. On Monday 25th April, damage to the after survey boat davit and upper deck fittings was sustained when H.M.A.S. GASCOYNE was berthing alongside. The ship remained seaworthy.

7. At 1300, Wednesday 27th April the ship was moved by tugs and pilot to Outer Captain Cook Dock where it remained until the end of the month.

8. HYDROGRAPHIC. - Hydrographic Instruction No.2 of 1960 was progressed and the area is half completed to the present limits of the Edo Sonar. Hydrographic Instruction No.4 of 1960 has been completed. The usual Lord Howe Island Weather with average winds of Force 6 was encountered for most of the period.

9. The ship is undergoing refit and the bulk of the Ship's Company is on long leave. Maintenance of the ship's side has been progressed with the limited number of hands available.

10. The health and conduct of the Ship's Company has been good and morale remains at a high state.

I have the honour to be

Sir,

Your obedient servant

LIEUTENANT COMMANDER R.A.N.
CAPTAIN.

Encls.

1885/3/D

H.M.A.S.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - APRIL, 1960.

ENCLOSURE "A".

METEOROLOGICAL OBSERVATIONS.

NIL.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - APRIL, 1960.

ENCLOSURE "B"

MONTHLY STEAMING FIGURES.

(a)	Distance steamed for the month.	1230.8 miles
(b)	Hours underway during the month.	131
(c)	Average distance per ton of Furnance Fuel Oil.	6.72 miles
(d)	Total distance steamed since commissioning.	5371.1 miles
(e)	Total hours underway since commissioning Commissioning date 7th December, 1959.	584
(f)	Exceeding economical speed.	Nil.

15/6

DEPARTMENT OF THE NAVY

1285-3-220.

MINUTE PAPER.

H.M.A.S. BARCOO. - Report of Proceedings May 1960.

1/7/6 8/6 DP 8/6

DTSR 9/6

DSD 22/6

~~DAWOT~~

DNI 16/6.

HPB 30/6

DCNP 30/6

DOA 4/7

DMT 4/7

DDM 5/7

DPS 6/7.

DGS 8/7.

~~INR~~

MDG 12/7

DCNTS 13/7

~~DEE~~

~~DME~~ 28/7

DNC 27/7

~~DNES~~

~~DW~~

~~HNB (N5)~~ 29/7

REGISTRAR

HNB)
DOD
DONS
1STNM
2NDNM
3RDNM
4THNM
DEPSEC
CNPR
HNB (N5)
REGISTRAR)

Separate Report Circulating.

Note : (a) This report should be dealt with and passed on promptly.

(b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

DEPARTMENT OF THE NAVY.

1285-3-220.

MINUTE PAPER

H.M.A.S. BARCOO - Report of Proceedings May 1960.

HNB 8/6

DOD 10/6

DCNS 10/6

1STNM 10/6

2NDNM 15/6.

3RDNM 20/6.

4THNM 21/6

DEPSEC 20/6

CNPR 26-7-60

HNB(N5) 8/7

REGISTRAR 11/7/60

DR)
DTSR)
DSD)
DNWOT)
DNI)
HPB)
DCNP)
DOA)
DMT)
DDM)
DPS)
DGS) Separate Report circulating.
HNR)
MDG)
DCNTS)
DEE)
DME)
DNC)
DNES)
HNB(N5))
REGISTRAR)

Note : (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

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St 4539

Royal Australian Navy.

DEPT. OF THE NAVY
1285 | 3 | 220

IN REPLY PLEASE QUOTE
No. 135/2

RECEIVED
C 3 JUN A.M
NAVY REGISTRY

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

1st June, 1960.

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

(Copy to ; The Flag Officer-in-Charge, East Australia Area.
The Hydrographer (R.A.N.), Garden Island.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - MAY, 1960.

(All times Kilo)

Sir,

I have the honour to submit the following report of proceedings for H.M.A.S. BARCOO for the month of May, 1960.

2. On Sunday 1st May, H.M.A.S. BARCOO was docked in Outer Captain Cook Dock, undergoing refit and granting seasonal leave.

3. At 1000, Monday 16th May, the ship was undocked and moved to Oil Wharf, Garden Island remaining there until Monday 30th May when berth was shifted to Fitting Out Wharf.

4. HYDROGRAPHIC. Fair charts of the Lord Howe Survey have been progressed and preparations are being made for the forthcoming Lambda survey on the Northern N.S.W. coast.

5. Considerable progress has been made with the ship's side which will be completed early in June. It has been a laborious job with the limited number of hands available but the result is well worth the effort. Galvanising of all portable fittings which has been done, will greatly help to reduce wasted time in future.

6. The health and conduct of the Ship's Company continues to be good and morale is high.

I have the honour to be

Sir,

Your obedient servant

LIEUTENANT COMMANDER, RA.N.
CAPTAIN.

Encls.

13/2

13/3/61

Pay. is just added

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H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - MAY, 1960.

ENCLOSURE "A".

METEOROLOGICAL OBSERVATIONS.

NIL.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - MAY, 1960.

ENCLOSURE "B"

MONTHLY STEAMING FIGURES.

(a)	Distance steamed during the month.	Nil
(b)	Hours underway during the month.	Nil
(c)	Average distance per ton of Furnace Fuel Oil	Nil
(d)	Total distance steamed since commissioning	5371.1 miles
(e)	Total hours underway since commissioning. Commissioning date 7th December, 1959.	584
(f)	Exceeding economical speed.	Nil.

1285/3/202

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. Barcoo - Report of Proceedings April 1960

DP 23/5

DTSR 25/5

DSD 26/5

~~DAWOT~~

DNI 27/5

HPB 6/6

~~DCNP~~ 8/6

~~DOA~~ 10/6

DMT 12/6

~~DDM~~ CIRC 19/6

~~DPS~~ 12/6

~~DGS~~ 22/6

~~INR~~ 22/6

~~DMDG~~ 30/6

~~DCNTS~~ 5/7

DEE 18/7

~~DME~~ 20/7

DNC 19/7

~~DNES~~ 21/7

~~DW~~ 26/7

HNB ~~(N5)~~ 27/7

REGISTRAR

HNB)
DOD
DONS
1STNM
2NDNM
3RDNM
4THNM
DEPSEC
ONPR
HNB (N5)
REGISTRAR)

Separate Report Circulating.

Note : (a) This report should be dealt with and passed on promptly.

(b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

1285-3-237

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. BARCOO - Report of Proceedings. June 1960

HNB

DOD

DCNS

1STNM

2NDNM

3RDNM

4THNM

DEPSEC

CNPR

HNB(N5)

REGISTRAR

DP
DTSR
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DCNP
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DMT
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DGS
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DEE
DME
DNC
DNES
DW
HNB(N5)
REGISTRAR

Separate Report circulating.

Note : (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

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St 4539

IN REPLY PLEASE QUOTE
No. 135/2

Royal Australian Navy.

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

1st July, 1960

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

(Copy to The Flag Officer-in-Charge, East Australia Area.
The Hydrographer (R.A.N.), Garden Island.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - JUNE, 1960

(All times Kilo)

Sir,

I have the honour to submit the following report of proceedings for H.M.A.S. BARCOO for the month of June, 1960.

2. On 1st June, H.M.A.S. BARCOO was berthed alongside Fitting Out Wharf, Garden Island refitting and granting seasonal leave.

3. The Lambda slave station were prepared during the week and loaded on three trucks on Monday, 6th June.

4. At 0725 Tuesday 7th June, the convoy of 3 trucks and a Land Rover under command of Lt. Cdr. R.J. Hardstaff, R.A.N. departed for the Coff's Harbour - Port Macquarie area to establish the Slave Stations and carry out necessary triangulation.

5. H.M.A.S. BARCOO moved to No.4 Buoy at 0830 to embark ammunition and adjust compasses.

6. At 1000 Wednesday 8th June, the ship slipped and proceeded for M/F D/F calibrations. After landing the trials team at Watson Bay, course was set for deep water to carry out Edo Sonar trials.

7. These trials revealed a marked improvement in performance since the transducer was moved, and although the results are very encouraging, they are not considered to be conclusive as weather conditions were favourable. Depths of 2600 fathoms were recorded at speeds up to 12 knots.

8. H.M.A.S. BARCOO entered Port Stephens at 0835 Thursday, 9th June and anchored in Salamander Bay. The ravages of the refit were repaired during the period at anchor and the Seamen's training class was given instruction in Sailing and power boats.

9. At 1600 Monday 13th June, the ship weighed and proceeded to Coff's Harbour as it was expected that the calibrations of the Slave Station at White Bluff would commence on 14th June.

10. On arrival it was found that the station was not ready due to damage incurred either in transit from England or when being unloaded. The triangulation was also proving difficult and a frustating 4 days was spent waiting to commence the observations.

LN
N5

11. These were carried out on Saturday 18th June, and the observing party moved to Port Macquarie to check the triangulation in that area.

...../12

12. It was obvious by this time that the lane identification pattern was unsatisfactory and Mr. R. Peen, the Decca installation engineer spent several fruitless days trying to rectify the fault. He was hampered by weather conditions and a badly gashed hand which made the delicate adjustments necessary extremely difficult. Communications with the Slave Station was poor and the long awaited arrival of the Marconi HSR 21 radio made a considerable improvement to the situation. These sets have been highly satisfactory with ranges of over 200 miles on voice being obtained.

13, On Monday 20th June, attempts were made to find sheltered waters behind Mutton Bird Island and then inside Coffs Harbour, but the wind and swell still made conditions unsuitable so Mr. Peen departed for the Point Plomer Station to prepare for calibrations.

14. At 0200 Wednesday 22nd June, the ship proceeded to Point Plomer but rain prevented the calibrations from being carried out. The Gale Warning issued during the forenoon seemed ominous.

15. Improved conditions on Thursday 23rd June were suitable for calibrations and on completion, the observing party left for Sydney. An attempt was made to embark Mr. Peen but the conditions over the bar at Port Macquarie made this impossible.

16. The weather continued to improve and on Friday 24th June, Mr. Peen was embarked and completed his adjustments. The ship weighed and carried out trials in the area and the lane identification pattern appeared to be working satisfactorily. After landing the Decca engineer to continue training the electrical ratings of the camp parties, course was set for Sydney at 1630. Lambda and radio trials were carried out en route with satisfactory results.

17. At 0805, Saturday 25th June, the ship secured alongside Fitting Out Wharf, Garden Island remaining there until the end of the month.

18. Computations for making the plotting sheets for the survey were continued and were almost completed by 30th June.

19. It is considered to be unfortunate that more time was not available for the training of the Lambda shore operators before they actually went into the field, but it is hoped that Mr. Peen will be able to continue his training and bring them to a satisfactory standard before his departure in late July.

20. Following officer's movements took place during the month:-

27th June. Lieut. G.L. RAMSAY,(X), R.A.N. - H.M.A.S. PALUMA (loan)

21. The appearance of the ship has been restored to a good condition both internally and externally.

22. The health and conduct of the Ship's Company has been good and morale is still high.

I have the honour to be

Sir,

Your obedient servant

LIEUTENANT COMMANDER, R.A.N.

C A P T A I N.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - JUNE, 1960.

ENCLOSURE "A"

METEOROLOGICAL OBSERVATIONS.

NIL.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - JUNE, 1960.

ENCLOSURE "B"

MONTHLY STEAMING FIGURES.

(a)	Distance steamed during the month.	800.9 miles
(b)	Hours underway during the month.	84
(c)	Average distance per ton of Furnace Fuel Oil.	3.96 miles
(d)	Total distance steamed since commissioning	6172 miles
(e)	Total hours underway since commissioning. Commissioning date 7th December, 1959.	668
(f)	Exceeding economical speed	Nil.

5/8

DEPARTMENT OF THE NAVY

MINUTE PAPER.

1285-3-237

H.M.A.S. BARCOO - Report of Proceedings June 1960

DR 21/7

DTSR 29/7

DSD 1/8

DAWOT 3/8

DNI 5/8

DSS re para 12. Rtest. 1/8.

HPB 11/8

DCNP 15/8

DQA 16/8

DMT 20/8

DBM 29/8

DPS 30/8.

DGS 1/9

INR 2/9

MDG 4/9

DCNTS 8/9.

DEE 14/9

DNE 16/9

DNC 19/9

DNES 22/9

DW 28/9

HNB(N5)

REGISTRAR

HNB)
DOD)
DCNS)
1STNM)
2NDNM) Separate Report circulating.
3RDNM)
4THNM)
DEPSEC)
CNPR)
HNB(N5))
REGISTRAR)

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135/2

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

1st July, 1960

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

(Copy to The Flag Officer-in-Charge, East Australia Area.
The Hydrographer (R.A.N.), Garden Island.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - JUNE, 1960

(All times Kilo)

Sir,

I have the honour to submit the following report of proceedings for H.M.A.S. BARCOO for the month of June, 1960.

2. On 1st June, H.M.A.S. BARCOO was berthed alongside Fitting Out Wharf, Garden Island refitting and granting seasonal leave.

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20. Following officer's movements took place during the month:-

27th June. Lieut. G.L. RAMSAY,(X), R.A.N. - H.M.A.S. PALUMA (loan)

21. The appearance of the ship has been restored to a good condition both internally and externally.

22. The health and conduct of the Ship's Company has been good and morale is still high.

I have the honour to be

Sir,

Your obedient servant

(Sgd.) H. W. DILLON

LIEUTENANT COMMANDER, R.A.N.

CAPTAIN.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - JUNE, 1960/

ENCLOSURE "A"

METEOROLOGICAL OBSERVATIONS.

NIL.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - JUNE, 1960.

ENCLOSURE "B"

MONTHLY STEAMING FIGURES.

(a)	Distance steamed during the month.	800.9 miles
(b)	Hours underway during the month.	84
(c)	Average distance per ton of Furnace Fuel Oil.	3.96 miles
(d)	Total distance steamed since commissioning	6172 miles
(e)	Total hours underway since commissioning. Commissioning date 7th December, 1959.	668
(f)	Exceeding economical speed	Nil.

1285. 3. 261

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. BARCOO - Report of Proceedings July 1960

HNB 25/8

DOD 22/8.

DCNS

1STNM

2NDNM

3RDNM 6/9

4THNM 15.9

DEPSEC 16/9

CNPR 16-9-60

HNB(N5) 20/9/60

N3 Both copies attached

REGISTRAR

DP
DTSR
DSD
DAWOT
DNI
HPB
DCNP
DOA
DMT
DDM
DPS
DGS
INR
MDG
DCNTS
DEE
DME
DNC
DNES
DW
HNB(N5)
REGISTRAR

Separate Report circulating.

Note : (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

(b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

5/9

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. BARCOO - Report of Proceedings July 1960

DP

DTSR 30/8

DSD 30/8

DAWOT 1/9

DNI 9/9

HPB 14/9

DCNP 13/9

DOA

DMT 19/9 So (L) 20/9

DDM 20/9

DPS 21/9

DGS 23/9.

INR 27/9

MDG 28/9

DCNTS 30/9.

DEE Question affecting LAMBDA have been dealt with separately. 24/10

DME 25/10.

DNC 31/10

DNES 9/11

DW 15/11

17/11/60 HNB(N5)

REGISTRAR

HNB
DOD
DCNS
1STNM
2NDNM
3RDNM
4THNM
DEPSEC
CNPR
HNB(N5)
REGISTRAR

Separate Report circulating.

17/23/9

Note : (a) This report should be dealt with and passed on promptly.

(b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

Sc 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. 135/2

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

2nd August, 1960.

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

(Copy to : The Flag Officer-in-Charge, East Australia Area.
The Hydrographer R.A.N., Garden Island.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - JULY, 1960.

(All times Kilo)

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of July, 1960.

2. On Friday 1st July, H.M.A.S. BARCOO was berthed alongside Fitting Out Wharf, Garden Island. Computations for making plotting sheets for the Survey were being carried out and were completed by the night of Sunday, 3rd July.

3. At 0937, on Monday 4th July, after a visit from Press and Television representatives who wished to photograph the Lambda equipment, the ship cast off and proceeded for the survey grounds. D.G. trials were carried out over the Rose Bay range on the way.

4. After clearing the Heads, H.M.A.S. GASCOYNE was sighted coming up astern so it was proposed that we should proceed in company to exercise the junior officers in Station keeping.

5. At 1100 H.M.A.S. BARCOO took station on H.M.A.S. GASCOYNE and proceeded northwards. Simple Officer of the Watch manoeuvres were carried out during the dog watches.

6. H.M.A.S. BARCOO proceeded independently at 0700, Tuesday 5th July and anchored off Coffs Harbour at 0945. Electrical Sub Lieutenant J.W. COUSINS, R.A.N., the E.E.T.U. representative was embarked for Lambda acceptance trials which were carried out during the week.

7. The results were not satisfactory owing to Ambiguous Lane Identification sector readings and the equipment was not accepted.

8. Re-triangulation of the area was carried out during the week as it was obvious that the position of the Slave Station was not accurate.

9. Further trials were carried out from Wednesday 13th July, until Saturday 16th July, when theship anchored off Port Macquarie. As results were still ambiguous, Mr. Peen, the Decca engineer had cabled for the assistance of a laboratory engineer, who arrived in Coffs Harbour on Tuesday, 19th July.

10. Mr. Crick, the new arrival, had been assisting with the R.N. acceptance trials in H.M.S. OWEN and informed us that these had been abandoned as similar trouble was being experienced. A.S.W.E. and the Decca Company had discovered that fixed errors due to the induction fields were inherent in the system. These unsuspected errors did not affect the operation of 2RD but did affect the Lambda Lane Identification System.

LTN.
N5

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HN.

Ref to June Report.

11. Further range trials were carried out by Mr. Crick and the system appeared to be functioning satisfactorily. The equipment will have to be recalibrated for the accurate calculation of these errors and this will be done immediately on return to the survey grounds.

12. At 1800, Friday 22nd July, the ship weighed and course was set for Broken Bay to prepare for the annual inspection. On arrival at 0725, Saturday 23rd July, H.M.A.S. BARCOO anchored off Pittwater.

13. On Tuesday 26th July, the ship was inspected by Captain F. STOVIN-BRADFORD, D.S.C., R.N., Chief Staff Officer to the Flag Officer in-Charge, East Australia Area. At 1215 H.M.A.S. BARCOO weighed and proceeded towards Sydney. General drills were carried out during the afternoon, the ship securing alongside North End, Fitting Out Wharf, Garden Island at 1555.

14. At 1100, Wednesday, 27th July, the Flag Officer-in-Charge, East Australia Area, Rear-Admiral G.C. OLDHAM, D.S.C., A.D.C., walked around the ship. Departmental inspections by Staff Officers continued until Friday, 29th July, 1960.

15. Following officers movements took place during the month :

23rd July. Lieutenant J.M. YATES (X) R.A.N. - H.M.A.S. CERBERUS

16. The appearance of the ship is considered to be fair externally and very good internally.

17. The health and conduct of the Ship's Company has been very good, and they worked voluntarily for long hours uncomplainingly preparing the ship for the inspection. Morale is very high and pride in their ship is now very apparent.

I have the honour to be

Sir,

Your obedient servant

LIEUTENANT COMMANDER, R.A.N.

C A P T A I N.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - JULY, 1960.

ENCLOSURE "A"

METEOROLOGICAL OBSERVATIONS.

Nil.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - JULY, 1960.

ENCLOSURE "B"

MONTHLY STEAMING FIGURES.

(Commissioning date 7th December, 1959)

(a)	Distance steamed during the month.	1355 miles
(b)	Hours underway during the month.	118
(c)	Average distance per ton of Furnace Fuel Oil.	5.84 miles
(d)	Total distance steamed since commissioning.	7427 miles
(e)	Total hours underway since commissioning.	784
(f)	Exceeding economical speed.	Nil.

1285 . 3 . 277

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. BARCOO - Report of Proceedings AUGUST 1960

DP 14/9
DTSR 14/9
DSD 19/9
DAWOT 23/9
DNI 26/9
HPB 30/9
DCNP 7/10
DOA 10/10
DMT 7/10
DDM
DPS 14/10
DGS 13/10
INR Letter 21/10 28/10
MDG 24/10
DCNTS 26/10.
DEE Maintenance of LAMBERT has been dealt with separately. 31/10
DNE 31/10
DNC 31/10
DNES 9/11
DW 15/11
HNB(N5)
REGISTRAR

① INR
② HNB (N5)

HNB
DOD
DCNS
1STNM
2NDNM
3RDNM
4THNM
DEPSEC
CNPR
HNB(N5)
REGISTRAR

Separate Report circulating.

Note : (a) This report should be dealt with and passed on promptly.

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25 OCT 1960

1285. 3. 277

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. BARCOO - Report of Proceedings.
AUGUST 1960

HNB
DOD
DCNS
1STNM
2NDNM
3RDNM
4THNM
DEPSEC
CNPR
HNB(N5)
REGISTRAR

DP
DTSR
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MDG
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DME
DNC
DNES
DW
HNB(N5)
REGISTRAR

Separate Report circulating.

Note : (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

(b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. 135/2

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

1st September, 1960.

Secretary,
Department of the Navy,
Administrative Building,
CANBERRA, A.C.T.

(Copy to: Flag Officer-in-Charge, East Australia Area.
Hydrographer, R.A.N., Garden Island, Sydney.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - AUGUST, 1960.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of August, 1960.

2. On Monday, 1st August, H.M.A.S. BARCOO was berthed alongside Fitting Out Wharf, Garden Island, carrying out self maintenance.

3. At 0845, Monday 8th August the ship cast off and proceeded for the survey grounds. D.G. trials were carried out at Rose Bay and at 1135 Port Jackson was cleared.

4. H.M.A.S. BARCOO anchored off Port Macquarie at 0203 Tuesday, 9th August and the remainder of the week was spent retriangulating and repairing defects which had arisen at the Point Plomer Slave Station. Visibility was unsuitable for calibration of the Lambda, but the White Bluff Station reported good visibility in their area.

5. Consequently the ship weighed at 1630, Monday 15th August and proceeded to Coffs Harbour, anchoring at 2237. Lambda was calibrated during the following day and computations completed on Wednesday, 17th August. Diesel defects similar to those at Point Plomer had developed and these were rectified during the day, the ship returning to Port Macquarie during the night.

6. Calibrations were attempted on Thursday, 18th Auguust but were not completed due to poor visibility caused by rain and smoke haze from the local planters burning off their property.

7. Similar conditions ~~obtained~~ prevailed on Friday, 19th August but calibrations were finally completed and the computations completed over the weekend. It was gratifying to note that the corrections obtained agreed closely with the theoretical corrections calculated by the Decca Company.

8. Sounding was commenced on Monday, 22nd August, a goal that had seemed far distant during all the frustrations of trying to make the Lambda operational. The equipment appeared to be satisfactory.

9. At 0800, Tuesday 23 August, the ship proceeded to Brisbane, securing alongside No.3 Newstead at 0940 Wednesday 24th August. Fuel consumption trials and Lambda Range trials were carried out en route.

10. H.M.A.S. BARCOO departed Brisbane at 0800 Friday 25th August for the survey ground. On arrival at Coffs Harbour at 0800 Saturday 26th August an E.R.A. was embarked and sounding commenced immediately.

11. The organisation for round the clock soundingwas put into operation and worked smoothly, the ship anchoring off Port Macquarie at 1840 Sunday 27th

...../11 cont.

August, after 32 hours continuous sounding during which the Lambda worked very well.

12. Sounding was continued on Monday 29th August, but defects began to appear in both the Lambda shipboard control units and the equipment was used as a 2RD system to complete the line of soundings. The ship hove to off South Solitary Island to attempt repairs but all attempts were delayed because the Red Slave transmitter also broke down and the fault was not traced for almost four hours. The ship anchored off Coffs Harbour at 2320.

13. Work was continued on the control units during the night by the Navigating Officer, Lieutenant W.E. HURST, R.N. and the R.E.M., but with no success. Operations were hampered by lack of circuit diagrams which have not yet been received. As no results had been obtained by midday on Tuesday 30th August, the assistance of Mr. J FARRELL was requested.

14. Mr. FARRELL and his assistant Mr. B. DWYER arrived during the forenoon of 31st August and they had one unit operative by evening. It was decided to sound during the night to confirm that the fault had been rectified but after a few hours sounding, the Lane Identification System again became inoperative. Sounding was again continued using the system as 2RD and the ship will anchor off Coffs Harbour again today, 1st September until both units are completely operational.

15. HYDROGRAPHIC. Approximately 650 miles of sounding have been completed in Area 1.

16. LAMBDA. Range trials were carried out on route to Brisbane. Conditions were reasonable with a high noise level during the night. At 120 miles from Green Slave, noise began to interfere and intermittent temporary loss of lock occurred, lock being lost completely at 195 miles. Red slave was closed down at 140 miles because noise level had increased and R/T communication was impossible. The Lane Identification system was very satisfactory out to the above ranges.

Defects have arisen on the Diesel Generators at both slave stations. These form the subject of a separate report.

Personnel problems still remain and the appointment of Lt. Hurst to H.M.A.S. VOYAGER is a great loss.

17. Following movements of officers took place during the month.

1st August : A/Sub. Lt. J.S. Merrillees, R.A.N. discharged to H.M.A.S NIRIMBA.

23rd August: Midshipman K.G. Smith, R.A.N. joined from H.M.A.S. LONSDALE.

18. TRAINING. The two training classes borne have been examined with the following results.

Ordinary Seamans Part 111 training - 8 examined - all passed. 2 who have been delayed by absence from the ship to be examined in a fortnight.

M(E)2 Training. 8 examined - all passed.
2 absent in hospital still to be examined.

Higher Rates Training. 3 candidates for Leading Seaman appeared before Board A at H.M.A.S. RUSHCUTTER;
2 passed in both sections
1 passed Section 2, failed Section 1.

19. The external appearance of the ship is good and internally very good.

20. The health and conduct of the Ship's Company continues to be very good and morale is high. The visit to Brisbane has been a welcome break

...../20 cont.

to our routine of fuelling in Sydney, and there appears to be a general feeling of relief that we are now doing some useful work after so long.

I have the honour to be

Sir,

Your obedient servant.

K. Dillon

LIEUTENANT COMMANDER, R.A.N.

C A P T A I N.

H.M.A.S. BARCOO- REPORT OF PROCEEDINGS - AUGUST, 1960

ENCLOSURE "A"

MONTHLY STEAMING FIGURES.

(Commissioning date 7th December, 1960)

(a)	Distance steamed during month	1734 miles
(b)	Hours underway during month.	160
(c)	Average distance per ton Furnace Fuel Oil	6.85 miles
(d)	Total distance steamed since commissioning	9161 miles
(e)	Total hours underway since commissioning	944
(f)	Exceeding economical speed.	Nil

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - AUGUST, 1960.

ENCLOSURE " B "

METEOROLOGICAL OBSERVATIONS.

Nil.

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DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. BARCOO - Report of Proceedings.
SEPTEMBER-1960

HNB 6/10
DOD 7/10.
DCNS 10/10
1STNM 11/10
2NDNM 12/10
3RDNM 25/10
4THNM 31.10
DEPSEC 9/11
CNPR 11/11/10
HNB(N5)
REGISTRAR

DP
DTSR
DSD
DAWOT
DNI
HPB
DCNP
DOA
DMT
DDM
DPS
DGS
INR
MDG
DCNTS
DEE
DME
DNC
DNES
DW
HNB(N5)
REGISTRAR

Separate Report circulating.

Note : (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

(b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

9/27/10

1285. 3. 700

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. BARCOO - Report of Proceedings SEPTEMBER - 1960

DP 7/10
DTSR 11/10
DSD 11/10
DAWOT 14/10/60
DNI 19/10.
HPB 21/10
DCNP 26/10
DOA 27/10.
DMT 28/10
DDM 1/11
DPS 2/11
DGS 2/11
DNR – Letter 25/11 2/11
MDG 8/11
DCNTS 10/11.
DEE 18/11
DME 27
DNC 30/11
DNES 21/12
DW 16/12
HNB(N5) 20/12
REGISTRAR

HNB)
DOD)
DCNS)
1STNM)
2NDNM) Separate Report circulating.
3RDNM)
4THNM)
DEPSEC)
CNPR)
HNB(N5))
REGISTRAR)

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St 4539

IN REPLY PLEASE QUOTE
No. 135/2

Royal Australian Navy.

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

1st October, 1960

The Secretary,
Department of the Navy,
Administrative Building,
CANBERRA, A.C.T.

(Copies to: Flag Officer-in-Charge, East Australia Area.
Hydrographer R.A.N., Garden Island Sydney.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - SEPTEMBER, 1960

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of September, 1960.

2. On Thursday 1st September, H.M.A.S. BARCOO was sounding between Coffs Harbour and Port Macquarie. As the Lane Identification faults in Lambda had not been rectified the ship anchored off Coffs Harbour at 1214.

3. Mr. J. FARRELL continued working on the Lambda and both units were fully operational by a.m. Friday 2nd September. The ship weighed at 1730 and sounding was carried on until 1740, Sunday 4th September, when anchorage was obtained off Port Macquarie.

4. Sounding was commenced again at 0740 Monday 5th September and continued until 2230 Thursday 8th September with two short periods at anchor off Coffs Harbour to collect mail and discharge personnel.

5. Friday 9th September was spent refitting the shore station equipment, and when the wind increased to 40 knots at 2000, the ship weighed and stood slowly out to sea. The repair party had not returned to Coffs Harbour, by this time, and as conditions were adjudged to be unfavourable for boatwork, the motor cutter was hoisted onto the wharf at Coffs Harbour for the night.

6. Conditions had moderated somewhat by Saturday afternoon when the ship closed Coffs Harbour and recovered the boat off the harbour entrance, then returned to the sounding area.

7. Sounding was continued until 2115 Monday 12th September when course was set for Sydney, H.M.A.S. BARCOO securing alongside Fitting Out Wharf, Garden Island at 1210, Tuesday, 13th September for a week's self maintenance period. This period had been delayed for a day by non - availability of a berth.

8. At 1400, Tuesday 20th September, H.M.A.S. BARCOO proceeded for the survey grounds, completing D.G. ranging en route. On arrival off Tacking Point at 0730, Wednesday 21st September, sounding was commenced and continued until 0205 Saturday 24th September when the ship anchored off Coffs Harbour.

9. Sounding was re-commenced on Monday 26th September and continued with short breaks to collect mail and refit equipment until Friday 30th September when the ship departed the Survey grounds for Sydney.

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10. HYDROGRAPHIC. Approximately 2650 miles of sounding have been completed during the month. This has been done by carrying out " round the clock" sounding. The senior watchkeeping officers and the Captain have been organised into 5 watches with the junior officers, the Coxswain and the Petty Officer S.R.1 (with a Bridge Experience certificate) in 5 watches as 2nd O.O.W. for log writing and other duties which interfere with plotting.

11. The major problem is that this vastly increased output of sounding has also increased the inking in and paperwork which is becoming a strain as only two surveying officers are borne. Added complications were introduced when the Executive Officer and Lieut. R.S. Barrell were hospitalised prior to departure from Sydney. This, with the appointment away of the Navigating Officer, Lieut. W.E. Hurst R.N., left only two officers with experience in plotting, and until Lieut. Commander R.J. Tulip R.A.N. mastered the art, extra work was necessary for these two officers. The return of Lieutenant Barrell on Saturday 24th September eased the burden considerably and 4 watches are again in operation.

12. LAMBDA. The equipment is operating in a reasonably satisfactory manner, and P.O.El. COX who is ashore at White Bluff as general supervisor is managing to repair faults at that station and instruct the E.M.1 at Point Plomer by R/T to rectify minor faults that occur there. Faults in a control unit at Point Plomer necessitated assistance from Mr. B. Dwyer of R.A.N.E.L. The main worries are the Diesel alternators which are continuing to be troublesome and usually one at least is U/S. My report 108/9 dated 6th September, 1960 to F.O.I.C.E.A. refers.

13. EDO SONAR. This performed in a very satisfactory manner, until 28th September when the drive motor burnt out. Depths of up to 1750 fathoms have so far been recorded in adverse conditions. Any faults, apart from the defective motor, which have appeared as a result of continuous use are considered to be design faults. It is felt that this set will be most useful for normal surveying purposes, but it is perhaps not so suitable for a survey carried out in such detail as this current survey.

The spares situation is causing some concern as only a very limited outfit is held and any major item must be obtained from Sydney with consequent delay. This will form subject of separate report.

14. Following movements of officers took place during the month.

18th September	Lieut. W.E. Hurst, (X).(N),R.N. discharged to H.M.A.S. VOYAGER.
19th September	Lieut. Cdr. R.J. Tulip (X) (N), R.A.N. joined from H.M.A.S. VOYAGER.
20th September	Lieut.Cdr. K.M. Barnett (X) (P), R.A.N. discharged to Balmoral Naval Hospital.
20th September	Lieut. R.S. Barrell (X), R.A.N. discharged to H.M.A.S. KUTTABUL for post accident treatment.
24th September	Lieut. R.S. Barrell (X), R.A.N. joined from H.M.A.S. KUTTABUL.

15. TRAINING. The Ordinary Seamen whose examination was delayed have been examined and passed. The majority of the class are now on retarded mid-winter leave.

The two M(E)s who have not been examined are still in hospital, one having been medically surveyed for discharge.

16. External appearance of the ship is fair and internal appearance is good. The rust is again beginning to gain the upper hand despite strenuous efforts.

...../17

17. Morale, conduct and health of the Ship's Company continues to be good.

I have the honour to be,

Sir

Your obedient servant.

LIEUTENANT COMMANDER, R.A.N.

C A P T A I N.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - SEPTEMBER, 1960

ENCLOSURE "B"

METEOROLOGICAL OBSERVATIONS.

NIL.

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

SEPTEMBER, 1960

ENCLOSURE "A"

MONTHLY STEAMING FIGURES.

(Commissioning date 7th December, 1959)

(a)	Distance steamed during month	4159 miles
(b)	Hours underway during the month	392
(c)	Average distance per ton of Furnace Fuel Oil	5.59 miles
(d)	Toatl distance steamed since commissioning	13320 miles
(e)	Total hours underway since commissioning	1336
(f)	Exceeding economical speed	Nil

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. BARCOO - Report of Proceedings.

October 1960

HNB 15/11

DOD 16/11.

DCNS 16/11

ISTNM 17/11

2NDNM 18/11

3RDNM 18/11

4THNM 1.12

DEPSEC

CNPR 2/12

HNB(N5) 6/1

REGISTRAR

DP
DTSR
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DNES
MDG
DCNTS
DEE
DME
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DW
HNB(N5)
REGISTRAR

Separate Report circulating.

Note : (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

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DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. BARCOO - Report of Proceedings October 1960

DP 7/11

DTSD 18/11

DSD 21/11

DAWOT 23/11

DNI 28/11

HPB 30/11

DCNP 30/11

DOA 1/12

DMT 7/12

DDM 7/12

DPS 7/12

DGS 8/12

INR 8/12

DNES 12/12

MDG 14/12

DCNTS 16/12

DEP 20/12

DME 21/12

DNC 22/12

DW 5/1

HNB(N5) 6/1

REGISTRAR

HNB
DOD
DCNS
1STNM
2NDNM
3RDNM
4THNM
DEPSEC
CNPR
HNB(N5)
REGISTRAR

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St 4539

RECEIVED C - 8 NOV 1960 NAVY REGISTRY

Royal Australian Navy.

DEPT. OF NAVY CANBERRA

1285	3	319

IN REPLY PLEASE QUOTE

No. 135/2

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

1st November, 1960

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

(Copies to: Flag Officer-in-Charge, East Australia Area.
Hydrographer R.A.N., Garden Island, Sydney.)

H.M.A.S. BARCOO,- REPORT OF PROCEEDINGS - OCTOBER,1960.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of October, 1960.

2. On Saturday 1st October, H.M.A.S. BARCOO was on passage from the North Coast Survey Grounds to Sydney for fuel and recreation leave. The ship secured alongside H.M.A.S. ANZAC at Cruiser Wharf, Garden Island at 0830.

3. At 1535, Tuesday 4th October, H.M.A.S. BARCOO proceeded for the survey grounds. On arrival at 0830 Wednesday 5th October, sounding was commenced, and was continued with short breaks to refit equipment and collect mail until Sunday 16th October when course was set for Sydney.

4. During the period 7 - 12 October, 1100 miles of sounding were completed, the legendary "Fix one thousand and six" being easily passed as 1252 fixes were plotted.

5. The ship secured alongside H.M.A.S. GASCOYNE at Cruiser Wharf, Garden Island at 0736 Monday 17th October, moving to No.1 Buoy at 0910, Wednesday 19th October to embark explosives.

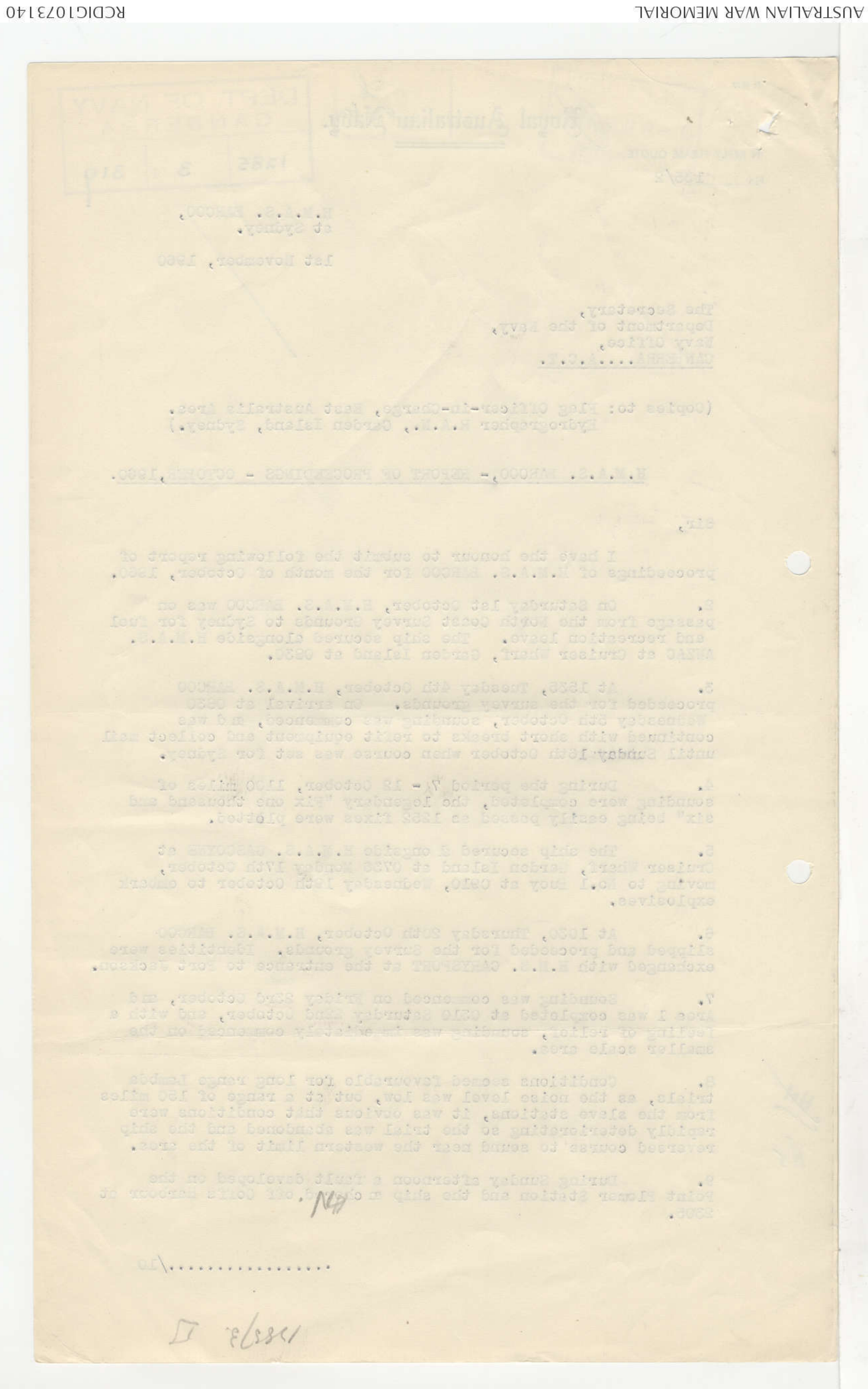
6. At 1030, Thursday 20th October, H.M.A.S. BARCOO slipped and proceeded for the Survey grounds. Identities were exchanged with H.M.S. CARYSFORT at the entrance to Port Jackson.

7. Sounding was commenced on Friday 23rd October, and Area 1 was completed at 0310 Saturday 22nd October, and with a feeling of relief, sounding was immediately commenced on the smaller scale area.

8. Conditions seemed favourable for long range Lambda trials, as the noise level was low, but at a range of 150 miles from the slave stations, it was obvious that conditions were rapidly deteriorating so the trial was abandoned and the ship reversed course to sound near the western limit of the area.

9. During Sunday afternoon a fault developed on the Point Plomer Station and the ship anchored off Coffs Harbour at 2305.

...../10



10. Defects on all units were made good during Monday 24th October, and sounding was again commenced early on Tuesday 25th October. Electronic conditions deteriorated during the day and finally became impossible. There were continuous electric storms with blinding rain and at one stage, the ship was surrounded by water spouts.

11. Anchorage was obtained in Trial Bay at 1740 and even here, at a range of 40 miles from the Red Slave Station, it was impossible to lock in to their signal.

12. Conditions improved gradually and sounding was re-commenced at 0240, Wednesday 26th October and was continued until the evening of Thursday 27th October, when the ship departed for Sydney, securing alongside Cruiser Wharf, Garden Island at 1430, Friday 28th October for a self maintenance period.

13. HYDROGRAPHIC. Area 1 has been completed. This area, on a scale of 1 : 100,000 was completed in just under two months, and contains over 5000 miles of soundings. 800 miles of sounding have been done in Area 2 on a scale of 1 ; 300,000. Another 4500 miles remain in this area, which will not be completed during the current surveying season.

14. LAMBDA. It is apparent that the weather will control the distance at which the equipment can be operated. The conditions encountered after our debut in Area 2 were abnormal and violent, and do not allow a true picture of the equipment capability to be drawn. During the period in Sydney in the middle of October, the set was successfully locked in to the Green Slave, over a complete land path, at a range of 180 miles. Defects during the month have been minor, and have been successfully repaired by P.O.El. Cox who is ashore at the Red Slave as general trouble shooter, and by the R.E.M. There has been no call on R.A.N.E.L. representatives to visit the sites. Whenever the ship has been in Sydney Mr. Farrell or Mr. Johnson have checked the shipboard equipment and repaired any defects found. An L.R.E.M. joined on 31st October and will be given basic instruction by Mr. Johnson during the next week and again at sea later in the month. This should greatly improve shipboard maintenance.

15. EDO SONAR. Apart from delays caused through lack of spares, the set has operated satisfactorily, depths of 2700 fathoms being recorded in bad conditions with a clear and legible trace.

16. Following movements of officers took place during the month.

18th October Lt.Cdr. K.M. Barnett (X) R.A.N. rejoined ex Balmoral Naval Hospital.

17. The external appearance of the ship is good and between decks very good.

18. Films are shown frequently and an inter mess .22 shooting competition has been held. Cricket matches have been arranged for the maintenance period in Sydney. Morale , health and conduct of the Ship's Company continues to be good.

I have the honour to be

Sir

Your obedient Servant,

K.D. Wilson

LIEUTENANT COMMANDER, R.A.N.
C A P T A I N.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - OCTOBER, 1960

ENCLOSURE "A"

MONTHLY STEAMING FIGURES.

(Commissioning date 7th December, 1959)

(a)	Distance steamed during the month	4481 miles
(b)	Hours underway during the month	397
(c)	Average distance per ton of Furnace Fuel Oil	9.7miles
(d)	Total distance steamed since commissioning	17801 miles
(e)	Total hours underway since commissioning	1733
(f)	Exceeding ecomomical speed.	Nil.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - OCTOBER, 1960

ENCLOSURE "B"

METEOROLOGICAL OBSERVATIONS.

NIL.

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. BARCOO — Report of Proceedings NOV 1968

DP 23/12

DTSR 23/12

DSD 29/12

DAWOT 30/12

DNI 4/1

HPB

DCNP 13/1

DOA

DMT

DDM 13/1

DPS D/DPS 16/1

DGS 17/1.

INR Later

DNES

MDG 27/1/69

DCNTS 31/1

DEE 2/2/69

DNE

DNC

DW 10/2

HNB(N5)

REGISTRAR

HNB
DOD
DONS
1STNM
2NDNM
3RDNM
4THNM
SEC
CNPR
HNB(N5)
REGISTRAR

Separate Report circulating

Note : (a) This report should be dealt with and passed on promptly.

(b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S BARCOO Report of Proceedings. NOV 1962

HNB 13/12
DOD 19/12.
DCNS
1STNM 20/12
2NDNM 21/12
3RDNM 28/12
4THNM 5/1
SEC
CNPR 17/1
HNB(N5) 16/2
4) REGISTRAR 27/2

1) DOA
2) DMT 23/2
3) INR 24/2

DP
DTSR
DSD
DAWOT
DNI
HPB
DCNP
DOA
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DGS
INR
DNES
MDG
DCNTS
DEE
DME
DNC
DW
HNB(N5)
REGISTRAR

Separate Report circulating.

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St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 135/2

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

1st December, 1960.

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

(Copies to: The Flag Officer-in-Charge, EAST AUSTRALIA AREA.
The Hydrographer R.A.N. Garden Island, SYDNEY.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - NOVEMBER, 1960.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of November, 1960.

2. On Tuesday, 1st November, H.M.A.S. BARCOO was berthed alongside North End, Cruiser Wharf, Garden Island carrying out self maintenance.

3. At 1315, Wednesday 2nd November the ship was shifted by tugs to alongside H.M.A.S. WARREGO at the South End, Cruiser Wharf, remaining in this berth until 0815, Monday 7th November when H.M.A.S. BARCOO was again shifted by tugs to Oil Wharf, Garden Island.

4. Alterations to the operational programme had delayed the ship's departure from Sydney, and at 1500, Tuesday 8th November, H.M.A.S. BARCOO proceeded for the survey grounds, anchoring in Trial Bay at 1240 on the following day.

5. H.M.A.S. KIMBLA secured alongside at 1615 to embark fuel, and after transferring 50 tons, the ship weighed and proceeded to the sounding area at 1930.

6. Sounding was continued until 0310, Saturday 12th November when faults developed on the shipborne Lambda. Course was set for Coffs Harbour and anchorage was obtained at 1155. Trials personel were embarked and the Lambda defects were repaired by Mr. J. Johnson of R.A.N.E.L. The slave station was also checked during the weekend.

7. Surveying was continued in the Trial Bay area during the following weeks, the sounding programme being adjusted as necessitated by the amount of fuel remaining.

8. On Saturday 26th November, the ship anchored off Coffs Harbour to dismantle the Lambda slave stations. Transport was obtained from Sydney and both stations were unrigged by Wednesday 30th November. The Point Plomer equipment was loaded on a 5 ton truck for transport to Sydney, but most of the equipment from the White Bluff station was embarked by boat from Coffs Harbour, heavy gear such as the Diesel Generators being sent to Sydney by truck.

9. The weather had been kind during this operation, but deteriorated rapidly on Wednesday 30th November. The wind was gusting to 40 knots, so at 1310, the ship weighed and proceeded for Sydney and a long self maintenance and leave period.

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10. HYDROGRAPHIC. Other commitments have necessarily curtailed sounding during the month, and only 1400 miles were completed. Since the Lambda became fully operational at the end of August, 7500 miles of sounding have been carried out. Approximately 3000 miles remain to be completed in Area 2.

11. LAMBDA. The equipment has operated in a reasonably satisfactory manner, and was adjusted and repaired by Mr. Johnson during the week he was embarked. This is the first time that either Mr. Johnson or Mr. Farrell has seen the equipment in operation for a prolonged period. Mr. R. Balfour was also embarked for shipborne instruction in maintenance, and the newly joined L.R.E.M. gained much beneficial experience and instruction. Minor faults which developed later in the month were rectified by ship's staff.

12. Following movements of officers took place during the month.
4th November. Surgeon Lt. Cdr. A.C. Cole, R.A.N.R. joined from H.M.A.S. LONSDALE.
20th November. Surgeon Lt.Cdr. A.C. Cole, R.A.N.R.discharged to H.M.A.S. LONSDALE.
20th November. Surgeon Lieut. P.F. Gill, R.A.N.R. joined from H.M.A.S. PENGUIN.

13. The external appearance of the ship is fair, and internally very good.

14. The conduct of the ships company has been very good, and morale is high. Privilege leave was granted on two occasions at Coffs Harbour. The health of the ships company has been generally good. Fortuitously an R.A.N.R. Medical Officer has been borne for most of the month, as one difficult appendix case was diagnosed, and a rating was transferred from H.M.S. ANCHORITE with a severely lacerated finger, which was promptly sutured by the Medical Officer, thereby preventing the possible loss of the finger.

P.O.E.L. Cox, who has been ashore at the Coffs Harbour slave station was admitted to hospital with suspected recurrent hepatitis or suspected gall bladder colic. In view of the current hepatitis epedemic, all close contacts at the camp have been transferred to Balmoral Naval Hospital for observation. No firm diagnosis has yet been made on P.O. Cox, but the Medical Officer now considers that the possibility of the illness being hepatitis is small.

I have the honour to be

Sir

Your obedient Servant,

H.D. Dillon

LIEUTENANT COMMANDER, R.A.N.

C A P T A I N.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - NOVEMBER, 1960.

ENCLOSURE "A".

MONTHLY STEAMING FIGURES.
(Commissioning date 7th December, 1959.)

(a)	Distance steamed during the month.	3235 Miles.
(b)	Hours underway during the month.	319
(c)	Average distance per ton of Furnace Fuel Oil	9.03 Miles.
(d)	Total distance steamed since commissioning	21036 Miles.
(e)	Total hours underway since commissioning	2052
(f)	Exceeding economical speed.	Nil.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - NOVEMBER, L960.

ENCLOSURE "B"

METEOROLOGICAL OBSERVATIONS.

NIL.

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S BARCOO Report of Proceedings.

December 1960

CNAB 13

DOD 13/1.

DCNS

ISTNM 16/1

2NDNM 17/1

3RDNM 17/1

4THNM 19.1

SEC 25.1

CNPR 25/1

HNB(N5) 26/1

REGISTRAR 27-3-61

DP
DTSR
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DAWOT
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HPB
DCNP
DOA
DMT
DDM
DPS
DGS
INR
DNES
MDG
DCNTS
DEE
DME
DNC
DW
HNB(N5)
REGISTRAR

Separate Report circulating.

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(b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. BARCOO — Report of Proceedings December 1960.

DP

DTSR

DSD

DAWOT

DNI

HPB

DCNP

DOA

DMP

DPM 15 Feb

DPS

DCS

INR

DNES

MDG

DCNTS

DEE 14/3/61.

DME

DNC

DW

HNB(N5)

REGISTRAR

HNB
DOD
DUNS
1STNM
2NDNM
3RDNM
4THNM
SEC
CNPR
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REGISTRAR

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9 MAR 1961

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 135/2.

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

3rd January, 1961.

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

(Copies to: The Flag Officer-in-Charge, EAST AUSTRALIA AREA.
The Hydrographer R.A.N., Garden Island, SYDNEY.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - DECEMBER, 1960.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of December, 1960.

2. On ~~the~~ Thursday 1st December, H.M.A.S. BARCOO was on passage from Coffs Harbour to Sydney, and secured alongside Cruiser Wharf, Garden Island at 1258.

3. At 0800, Friday 2nd December seasonal leave and long self maintenance began. The Lambda slave stations were embarked from the trucks and the control units sent to R.A.N.E.L. for tests and overhaul.

4. At 1145, Monday 5th December, H.M.A.S. GASCOYNE secured alongside, both ships being moved to the Captain Cook Dock at 0915, Tuesday 13th December.

5. H.M.A.S. BARCOO was moved from the dock on Thursday 22nd December, securing alongside H.M.A.S. ANZAC at Oil Wharf, Garden Island, and remained in this berth for the remainder of the month.

6. Maintenance has been progressed by ship's staff and dockyard during the month but has been slow due to the numerous public holidays and granting of leave.

7. HYDROGRAPHIC. Drawing of fair collectors has been progressed and equipment has been prepared for the return to the North Coast Survey grounds. The shipboard control units have also been removed to R.A.N.E.L. for testing and overhaul.

8. The following movements of officers took place during the month:-

2nd December. Surgeon Lieutenant P.F. Gill, R.A.N.R. discharged to shore.
4th December. Lieutenant Commander R.J. Tulip (X) (N), R.A.N. discharged to H.M.A.S. CRESWELL.

9. The appearance of the ship is fair externally and good internally.

10. The health and conduct of the ships company has been very good. The suspected hepatitis case previously reported was found to be suffering from gall bladder colic. Morale is high.

I have the honour to be

Sir

Your obedient Servant.

LIEUTENANT COMMANDER, R.A.N.
CAPTAIN.

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H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - DECEMBER, 1960.

ENCLOSURE "A".

MONTHLY STEAMING FIGURES.

(Commissioning date 7th December, 1959.)

(a) Distance steamed during the month.	148 Miles.
(b) Hours underway during the month.	13
(c) Average distance per ton of Furnace Fuel Oil.	6.43 Miles.
(d) Total distance steamed since commissioning.	21184 Miles.
(e) Total hours underway since commissioning.	2065
(f) Exceeding economical speed.	Nil

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - DECEMBER, 1960.

ENCLOSURE "B"

METEORDLOGICAL OBSERVATIONS.

Nil.

18 JAN 1961

27/48 -

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Mrs Jeaton and Mary

MAIN

435/2