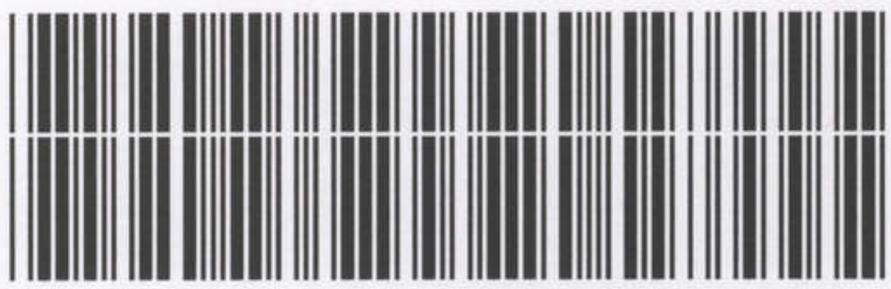
# AWM78

## Reports of Proceedings, HMA Ships and Establishments

HMAS BARCOO

**Item number:** 54/8

**Title:** January 1962 - January 1964



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BARCOO R.A.P.

1962 - 1963 - JAN. 1964.

Confidential





15/214

1285 - 3 - 583

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. BARCOO — Report of Proceedings January '62

HNB 13/2
DOD 13/2
DCNS
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2nd NM 20/2
3rd NM 23/2.
4th NM 27/2
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HNB (N5)
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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.
(b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

R85 - 3 - 583

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. BARCOO — REPORT OF PROCEEDINGS. January '62

~~DP~~ 14/-
~~DTSR~~ 15/2
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4th NM ) Separate Report Circulating.
SEC )
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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.

ROYAL AUSTRALIAN NAVY

St 6299



TELEPHONE:

IN REPLY QUOTE No. 135/2



H.M.A.S. BARCOO, 1285 3. 583.
At Investigator Strait.

1 February, 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 - JANUARY, 1962.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of January, 1962.

2. On Monday, 1st January, H.M.A.S. BARCOO was secured alongside Fitting Out Wharf, Garden Island, completing a Long Self Maintenance and seasonal leave period.

3. At 0810, Wednesday, 3 January, H.M.A.S. GASCOYNE was held off by tugs and after moving astern down the wharf to embark the Land Rover, H.M.A.S. BARCOO shifted to No.4 Buoy to embark 2 tons of ammunition for dumping.

4. The ship slipped at 1530 and proceeded for the Investigator Strait survey grounds, the ammunition being dumped at 2330 in 512 fathoms south of Jervis Bay.

5. Apart from Force 7 headwinds encountered in Bass Strait which caused a reduction in speed because of pounding, the passage was uneventful, and the ship anchored off Kingscote, Kangaroo Island, at 2343, Saturday, 6 January.

6. Arrangements were made during the day for the hire of a truck for transporting the Lambda Station to Cape Borda later in the week, and at 1300, H.M.A.S. BARCOO weighed and proceeded to anchor off Edithburgh at 1645.

7. Lines of sounding were run from the anchorage to the wharf and arrangements made for berthing alongside the following day. Due to the shallow water, this could be done only at High Water.

8. The wind increased to Force 7-8 during the night and the ship remained at anchor. The berth was unavailable on Tuesday, 9 January, so H.M.A.S. BARCOO proceeded to Stenhouse Bay.

9. Berthing was delayed until Wednesday, 10 January, when the ship proceeded alongside to disembark the Land Rover and a Slave Station.

The Wharf is owned by the Waratah Gypsum Company who were most co-operative. The berth could at best be described as uneasy due to the prevailing surge. Merchant ships usually berth stern first with an anchor out and head and stern ropes to two buoys laid off the wharf, and large cable bridles connected to their other lines.

10. On completion of disembarking the Green Slave Station, the ship proceeded to Cape Spencer, anchoring at 1406. The setting up of the camp was progressed during the day, the erection of the mast and hut being completed on Thursday, 11 January. The station crew were left to complete setting up the equipment.

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Hw. 8/2.

ROYAL AUSTRALIAN NAVY

TELEPHONE:

DEPT. OF NAVY
CANBERRA
NAVY LIBRARY

IN REPLY QUOTE No. 135/2

H.M.A.S. BARCOO,
At Investigator Strait.

1 February, 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 - JANUARY, 1962.

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1285 3 583

11. At 1815K, clocks were retarded to Zone - 930(IK).

12. H.M.A.S. BARCOO weighed at 2320, and proceeded to Adelaide to disembark the Land Rover for transport to Kangaroo Island in the new roll-on roll-off ferry M.V. TROUBRIDGE.

13. The ship passed the entrance buoy at 0622, Friday, 12 January, and secured alongside the C.O.R. Oil Wharf at 0727. On completion of fuelling, at 1006, berth was shifted to No.2 Wharf, Port Adelaide, securing alongside at 1041.

14. The Land Rover and other heavy items for the station were disembarked during the afternoon, and at 0814, Saturday, 13 January, H.M.A.S. BARCOO proceeded for Nepean Bay, anchorage being found off Kingscote at 1510.

15. The remainder of the station was disembarked by boat on Sunday, 14 January, and transported by truck to Cape Borda, 70 miles away.

16. At 0308, Monday, 15 January, the ship weighed and proceeded to Cape Borda, anchoring off the only suitable boat landing in the vicinity at 0900. The mast and one hut were erected during the day.

17. After landing a working party to complete the erection of the huts, the ship proceeded to Althorpe Island at 0933, Tuesday, 16 January, to check the sounding datum and erect the tide gauge. On completion, H.M.A.S. BARCOO anchored off Cape Spencer where the Green Station equipment was checked out, ready for calibration.

18. Calibration of the Green Slave was completed on Wednesday, 17 January, and the ship returned to Cape Borda. After recovering the working party, anchorage was found in the lee of Cape Torrens at 1941.

19. Minor faults had appeared at the Red Slave, so the L.R.E.M. was landed at Cape Borda. A heavy swell was developing, so at 0856, the ship proceeded to Western River where the calibrating parties were landed.

20. The L.R.E.M. having effected repairs to the equipment, calibration was carried out during the afternoon, but as it would have been impossible to recover the observers before nightfall, and the swell was increasing making boatwork difficult, H.M.A.S. BARCOO proceeded to Kingscote, anchoring at 2254. The calibrating parties returned to Kingscote by Land Rover.

21. Calculations were completed during Friday, 19 January. The ship remained at anchor as a gale, with gusts up to 55 knots, had developed.

22. As the weather had moderated on Saturday, 20,January, sounding was commenced and carried out during the weekend.

23. At 0149, Monday, 22 January, H.M.A.S. BARCOO proceeded to Adelaide for fuel and recreation leave, securing alongside the C.O.R. Oil Wharf at 0850. Berth was shifted to "D" Wharf on completion of fuelling at 1127.

24. The ship proceeded to the survey grounds at 0815, Thursday, 25 January, sounding being commenced on arrival at 1600, anchoring off Cape Dutton at 1800.

25. A gale developed during the night, but conditions were suitable for sounding which was continued on Friday, 26 January. At 1245 a message was received from the Slave Camp at Cape Spencer stating that a vessel had gone aground in Stenhouse Bay, and that tugs were not expected to arrive until late in the day.

26. H.M.A.S. BARCOO proceeded to Stenhouse Bay to stand by and render any possible assistance. The wind was Force 7-8 from the South East, blowing directly into Stenhouse Bay, with moderate seas. The vessel, the 3500 ton freighter KOOLIGA was broadside on to the sea, on the rocks to the North West of the wharf, with occasional seas breaking over her entire length.

...../3

27. Communications were established with her master, who confirmed that one tug would arrive at about 1700 and another at about 2300. It was obvious that no immediate assistance could be given, and a request for some boat soundings when the weather moderated was agreed to.

28. On the arrival of the tug TUSKER from Adelaide at 1730, the ship proceeded to anchor in the lee of Cape Dutton, Kangaroo Island.

29. The weather moderated during Saturday, 27 January, and sounding was continued until 1330 when a message was received that conditions in Stenhouse Bay were suitable for sounding. The ship proceeded to anchor off the wharf and the survey boat sounded on a plan given by the master of KOOLIGA. On completion, sounding was recommenced, the ship anchoring off Western River at 1955.

30. After having discharged most of her cargo, KOOLIGA was refloated by the tugs on Monday, 29 January, and towed to Adelaide. It is understood that one bilge keel was destroyed and that she will be towed to an Eastern State dry dock for repairs.

31. Sounding has been continued daily for the remainder of the month, anchoring at night as convenient in the lee of Kangaroo Island.

32. Identities were exchanged with H.M.A.S. SWAN at 1835, Tuesday, 30 January.

33. HYDROGRAPHIC. Hydrographic Instruction No.1/62 has been completed. Both stations will be moved to new sites on completion of the Investigator Strait section of the survey.

34. Over half of the Investigator Strait Section of the survey has been completed. Weather has prevented boat sounding in the vicinity of Davenport Shoal, and this may have to be left as the survey progresses westward.

35. LAMBDA. Apart from a few minor faults which have not caused any appreciable loss of surveying output, the Lambda has been satisfactory.

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

2 January. Lieutenant D.M. Davidson, (X), R.A.N., joined from H.M.A.S. BASS.

37. The appearance of the ship is good, both internally and externally. The health and conduct of the ship's company has been very good and morale is high.

I have the honour to be,

Sir,

Your obedient servant,

K Dillon

LIEUTENANT COMMANDER, R.A.N.
CAPTAIN.

1285: 3. 583

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - JANUARY, 1962.

ENCLOSURE "A"

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

| | | |
|---|---|---|
| (a) | Distance steamed during month | 2676 miles. |
| (b) | Hours under way during month | 240 hours. |
| (c) | Total distance steamed since commissioning | 47133 miles. |
| (d) | Total hours under way since commissioning | 4555 hours. |
| (e) | Exceeding economical speed | Nil |

DEPARTMENT OF THE NAVY

1285 - 3 - 602

MINUTE PAPER.

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

February, 1962

HNB 15/3
DOD 15/3
DCNS 17/3
1st NM 20/3
2nd NM 26/3
3rd NM 26/3
4th NM 30/3
SEC 5/4
CNPR 5/4
HNB (N5) 9/5
REGISTRAR 14/5

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DCNTS
DEE
DME
DNC
DW
HNB (N5)
REGISTRAR

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DEPARTMENT OF THE NAVY

1285 - 3 - 602

MINUTE PAPER

H.M.A.S. BARCOO

REPORT OF PROCEEDINGS.

February, 1962

DP
DTSR 18/3
DSD 16/3
DAWOT 19/3
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HPB 28/3
DCNP 30/3
DOA 2/4
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DBM 6/4
DPS 10/4
DGS 12/4
INR 13/4
DNES 13/4
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DME 19/4
DNC 26/4
DW 3/5
HNB (N5) 9/5.
REGISTRAR

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17 APR 1962

ROYAL AUSTRALIAN NAVY

TELEPHONE:





IN REPLY QUOTE No. 135/2

1285 3 602

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

1 March, 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 - FEBRUARY, 1962.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of February, 1962.

2. On Thursday, 1 February, H.M.A.S. BARCOO was sounding in Investigator Strait. Sounding was carried out until Saturday, 3 February, when the ship anchored off Kingscote for the weekend.

3. Boat sounding in the vicinity of Davenport Point Shoal was commenced on Monday, 5 February, and was completed on Tuesday, 6 February. The ship continued sounding at night and Hydrographic Instruction No.2 of 1962 was completed on Wednesday, 7 February.

4. The masts at both slave stations were dismantled during the day, preparatory to moving both stations to new sites. At 1700, H.M.A.S. BARCOO weighed and proceeded for Adelaide, anchoring off the Entrance Buoy at 2344.

5. At 0715, Thursday, 8 February, the ship weighed and proceeded to Port Adelaide, securing alongside the C.O.R. Oil Wharf at 0832. At 1316, berth was shifted to D Wharf, the ship securing alongside at 1352 to commence a self maintenance period.

6. H.M.A.S. BARCOO proceeded for the survey grounds at 0815, Thursday, 15 February, and anchored off Kangaroo Beach at 1741 to move the Red Slave at Cape Borda to a new site.

7. The station was re-erected apart from the installation of the actual equipment by Sunday, 18 February, and the ship proceeded to Cape Spencer to move the Green Slave, anchoring at 1948.

8. The erection of this station was completed on Tuesday, 20 February, and at 0900, the following day, the ship proceeded to Kangaroo Beach to embark an Army sergeant who was to assist with the calibrating of the slave stations. Unfortunately, the weather made embarkation over the beach impossible, so the ship proceeded to Nepean Bay for shelter and to embark the sergeant.

9. The weather had eased on Thursday, 22 February, and after landing the calibration parties at Kingscote, the ship proceeded to the Cape Borda area for calibration. Due to poor visibility the results were unacceptable, and the Green Slave at West Cape was calibrated on the following day.

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ROYAL AUSTRALIAN NAVY

TELEPHONE:

DEPT. OF NAVY
CANBERRA
In reply quote No. 135/2

RECEIVED
9 MAR P.M.
NAVY REGISTRY

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

1 March, 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. )

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Rpt Previous report

Copy to
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1285/3

12,85 3. 602

10. In much improved visibility, the Red Slave calibrations were carried out again on Saturday, 24 February, and on completion H.M.A.S. BARCOO returned to Nepean Bay, anchoring off Kingscote at 1626.

11. H.M.A.S. GASCOYNE arrived at 2130, Sunday, 25 February, and the following day both ships moved to the Cape Borda area to commence surveying operations.

12. Sounding was commenced at 0845, Tuesday, 27 February, and continued until 1533, Wednesday, 28 February when both ships proceeded to Kangaroo Beach to embark mail, and to allow the inking in to be kept up to date. Anchorage was found off Cape Torrens at 1933.

13. Opportunity has been taken whilst in company with H.M.A.S. GASCOYNE to carry out Officer of the Watch manoeuvres which should benefit my General Service Officers.

14. HYDROGRAPHIC. H.I. No.2 of 1962 has been completed and H.I. No.3 has been commenced. If there are no untoward delays, this H.I. should be completed.

15. LAMBDA. The unprecedented trouble free operation of the Lambda has continued, although there is one defective alternator. A spare alternator has been lent by H.M.A.S. WARREGO, and this should enable the surveying to be continued in the event of further failures.

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

9 February. Lieutenant I.S. PULLAR, (X), R.A.N., discharged to H.M.A.S. WARREGO.

17. The appearance of the ship is good, both internally and externally.

18. Two cricket matches were played in Adelaide, one social match against the Birkenhead Hotel team which ended sociably in a tie, and a match against H.M.A.S. SWAN where our opening bowler, takingtwo wickets in the first three balls, paved the way for a convincing victory by 10 wickets. An inter-mess quiz is being held, and films are shown frequently.

19. The conduct and health of the ships company has been good. Morale is good.

I have the honour to be,

Sir,

Your obedient servant,

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

12,85 3. 602

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - FEBRUARY, 1962.

ENCLOSURE "A"

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

| | | |
|---|---|---|
| (a) | Distance steamed during month | 2400 miles. |
| (b) | Hours underway during month | 191 hours. |
| (c) | Total distance steamed since commissioning | 49533 miles. |
| (d) | Total hours underway since commissioning | 4746 hours. |
| (e) | Exceeding economical speed | Nil. |

1285 3 623

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. Barcoo Report of Proceedings March, 1962

~~MNB~~ 12/4
~~DOD~~ 13/4
~~DCNS~~ 12/4.
~~1st NM~~ 19/4
~~2nd NM~~ 26/4 27/4
~~3rd NM~~ 3/5
~~4th NM~~ 7/5
~~SEC~~
~~CNER~~ 15/5
~~HNB (N5)~~ 8/6.
REGISTRAR 13/6.
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HNB (N5)
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1285. 3. 623

2NM 26/4/62.

DEPARTMENT OF THE NAVY

MINUTE PAPER

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

March, 62.

DP
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HPB 26/4 Mr Kenny
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DOA
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REGISTRAR

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ROYAL AUSTRALIAN NAVY



TELEPHONE:

IN REPLY QUOTE NO.



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

2nd April, 1962.

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

(Copies to: (i) The Flag Officer in Charge, East Australia Area.
(ii) Hydrographer, R.A.N.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - MARCH 1962

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of March, 1962.

2. On Thursday, 1st March, the ship was sounding in the approaches to Investigator Strait in company with H.M.A.S. GASCOYNE.

3. Sounding was interrupted on Friday, 2nd March to repair faults which had developed at both slave stations, and was recommenced at 2200, continuing until 0605, Saturday, 3rd March when the ship took station astern of H.M.A.S. GASCOYNE and proceeded to Port Lincoln.

4. At 1008, Saturday, 3rd March, H.M.A.S. BARCOO secured alongside the Main Wharf at Port Lincoln. It was obvious that the visit of the two ships had aroused great public interest.

5. A mayoral reception for officers of the two ships and visiting officials of the Naval Association of Australia was held by His Worship, the Mayor, Cr. P. Puckeridge at 1100, and in company with the Captain of H.M.A.S. GASCOYNE, Lt. Cdr. R.G. Loosli, R.A.N. I attended the Annual Dinner of the Naval Association during the evening. The Navy League also entertained other ships' officers.

6. At 0801, Monday, 5th March, H.M.A.S. BARCOO proceeded in company with H.M.A.S. GASCOYNE for the survey grounds, and sounding was carried out from 1155 until 1535, Thursday, 8th March when both ships proceeded to anchor off Kangaroo Island having carried the survey area to a point 45 miles to the Westward of Cape Borda.

7. Both ships weighed at 0900, Friday, 9th March and proceeded to carry out evolutions which included jackstay transfers, heaving line transfers by the Executive Officers, a tow forward, supplying the gear, and all officers had station-keeping practice on a buoy streamed astern. It was an invaluable day for the training of the officers and ship company on seamanship drills rarely carried out by survey ships.

8. On completion of the evolutions, Officer of the Watch manoeuvres were carried out on passage to Adelaide, and at 2151, H.M.A.S. BARCOO anchored in Semaphore Anchorage.

9. The ship proceeded to Port Adelaide at 0628, Saturday, 10th March, securing alongside the C.O.R. Wharf at 0752. On completion of fuelling at 1100, the ship moved to No. 14 Berth.

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE NO.

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

2nd April, 1962.

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

(Copies to: (i) The Flag Officer in Charge, East Australia Area.
(ii) Hydrographer, R.A.N.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - MARCH 1962

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of March, 1962.

2. On Thursday, 1st March, the ship was sounding in the approaches to Investigator Strait in company with H.M.A.S. GASCOYNE.

3. Sounding was interrupted on Friday, 2nd March to repair faults which had developed at both slave stations, and was recommenced at 2200, continuing until 0607, Saturday, 3rd March when the ship took station astern of H.M.A.S. GASCOYNE and proceeded to Port Lincoln.

4. At 1008, Saturday, 3rd March, H.M.A.S. BARCOO secured alongside the Main Wharf at Port Lincoln. It was obvious that the visit of the two ships had aroused great public interest.

5. A mayoral reception for officers of the two ships and visiting officials of the Naval Association of Australia was held by His Worship, the Mayor, Cr. P. Puckeridge at 1100, and in company with the Captain of H.M.A.S. GASCOYNE, Lt. Cdr. R.G. Loosli, R.A.N. I attended the Annual Dinner of the Naval Association during the evening. The Navy League also entertained other ships' officers.

6. At 0801, Monday, 5th March, H.M.A.S. BARCOO proceeded in company with H.M.A.S. GASCOYNE for the survey grounds, and sounding was carried out from 1155 until 1535, Thursday, 8th March when both ships proceeded to anchor off Kangaroo Island having carried the survey area to a point 45 miles to the Westward of Cape Borda.

7. Both ships weighed at 0900, Friday, 9th March and proceeded to carry out evolutions which included jackstay transfers, heaving line transfers by the Executive Officers, a tow forward, supplying the gear, and all officers had station-keeping practice on a buoy astreamed astern. It was an invaluable day for the training of the officers and ship company on seamanship drills rarely carried out by survey ships.

8. On completion of the evolutions, Officer of the Watch manoeuvres were carried out on passage to Adelaide, and at 2151, H.M.A.S. BARCOO anchored in Semaphore Anchorage.

9. The ship proceeded to Port Adelaide at 0628, Saturday, 10th March, securing alongside the C.O.R. Wharf at 0752. On completion of fuelling at 1100, the ship moved to No. 1A Berth.

1285/3

10. The Hydrographer, R.A.N., Captain A.H. Cooper, A.D.C., R.A.N. visited the ship informally during the afternoon. H.M.A.S. GASCOYNE secured astern in No.13 Berth at 1930.

11. H.M.A.S. BARCOO proceeded for the survey grounds at 0815, Monday, 12th March, and completed examinations of shoal soundings and Asdic echoes until Wednesday, 14th March.

12. Dismantling of the West Cape slave station was commenced on Thursday, 15th March, and as no berth was available at Stenhouse Bay, the gear was embarked by boat from Marion Bay Jetty, the Land Rover being despatched by road to Adelaide.

13. On Friday, 16th March, the Cape Borda slave station was dismantled ready for transporting to Kingscote.

14. The ship anchored in Nepean Bay at 1109, Saturday, 17th March and embarked the station equipment by boat. The Land Rover was sent to Adelaide by M.V. TROUBRIDGE.

15. H.M.A.S. BARCOO proceeded to Port Adelaide at 0516, Sunday, 18th March, securing alongside No.2 Berth, Outer Harbour at 1200. The Land Rovers were embarked and at 1300 the ship slipped, and after turning round an anchor in the strong southerly that was blowing, proceeded to Nepean Bay, anchoring off Kingscote at 1934.

16. Surveying data was transferred to H.M.A.S. WARREGO which was secured alongside at Kingscote, and at 0613, Monday, 19th March, the ship weighed and proceeded for Sydney.

17. The passage was uneventful and good weather prevailed. The annual full power trial was carried out on Thursday, 22nd March in excellent conditions, a speed of 18.3 knots being obtained.

18. H.M.A.S. BARCOO secured to No.4 Buoy at 1355, Thursday, 22nd March, and after de-ammunitioning on Friday, 23rd March, moved to Oil Wharf, Garden Island, remaining in this berth until the end of the month.

19. The main refit and seasonal leave period commenced at 0800, Monday, 26th March.

20. HYDROGRAPHIC. The season has been highly successful and the original H.I. No.3 of 1962 was extended 45 miles to the westwards of Cape Borda. The use of H.M.A.S. GASCOYNE as a sounding consort in conjunction with round the clock Lambda control enabled a large area to be covered very rapidly.

The drafting officer lent from the Hydrographic Office proved to be invaluable and the inking in could be kept up to date.

21. LAMBDA. The only delays of the season occurred early in the month, and faults at the Cape Borda slave station were rectified by the L.R.E.M. Generator trouble at West Cape slave station occurred simultaneously and the spare alternator loaned by H.M.A.S. WARREGO was installed. The Lambda has been highly satisfactory due, I believe, to the excellent overhaul carried out at R.A.N.E.L. during the December L.S.M. period. Two new slave operators have been trained and appear to be coping satisfactorily, although there has been little scope for fault-finding. The weather has also played a major role, as there was little rain, and the general noise level was very low.

22. The appearance of the ship is fair externally, good externally.

23. Two cricket matches were played in Port Lincoln, one against H.M.A.S. GASCOYNE resulting in a victory by 70 runs, and a combined BARCOYNE team which was soundly defeated by the local district team who requested a practice match to warm up before playing a combined Adelaide first-grade team.

The final of the inter-mess quiz resulted in a win for the POM(E)s mess after a three-way tie between the PO's mess, the POM(E)s mess and the Wardroom.

24. The conduct and health of the Ship's company has been very 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

MARCH, 1962

ENCLOSURE "A"

MONTHLY STEAMING FIGURES

(Date of commissioning, 7th December, 1959)

| | | |
|---|---|---|
| (a) | Distance steamed during month | 3178 miles |
| (b) | Hours underway during month | 279 hours |
| (c) | Total distance steamed since commissioning | 52711 miles |
| (d) | Total hours underway since commissioning | 5025 hours |

(e) Exceeding economical speed:

22 March - 2 hours - annual full power trial.

1285. 3. 639

DEPARTMENT OF THE NAVY

MINUTE PAPER

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

April, 1962.

HNB
DOD
DCNS
1st NM
2nd NM
3rd NM
4th NM
SEC
CNPR
HNB (N5)
REGISTRAR
DP
DTSR
DSD
DAWOT
DNI
HPB
DCNP
DOA
DMT
DDM
DPS
DGS
INR
DNES
MDG
DCNTS
DEE
DME
DNC
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.

1205 . 3 . 639

DEPARTMENT OF THE NAVY

MINUTE PAPER

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

April, 62

DP
DTSR 15/5
DSD 15/5
DAWOT 17/5
DNI
HPB 31/5
DCNP
DOA
DMT 6/6
DDM 8/6
DPS 13/6
DGS 14/6
INR 15/6
DNES 18/6
MDG 20/6/62
DCNTS
DEC 26/6
DME 27/6
DNC 27/6
DW
HNB (N5) 16/7
REGISTRAR

HNB )
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DCNS )
1st NM )
2nd NM )
3rd NM ) Separate Report Circulating.
4th NM )
SEC )
CNPR )
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.

St 6299

ROYAL AUSTRALIAN NAVY

1285 3 639

TELEPHONE:

RECEIVED
C 9 MAY A.M.
NAVY REGISTRY

IN REPLY QUOTE No. 135/2/181

Ref 623 - March 1.62

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

2 NM 26/4/62

1 May, 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 - APRIL, 1962.

Sir,

I have the honour to submit the following report of proceedings of H.M.A.S. BARCOO for the month of April, 1962.

2. On Sunday, 1 April, the ship was secured alongside Oil Wharf, Garden Island, refitting and granting seasonal leave.

3. The ship was moved by tugs at 1315, Friday 13 April, securing alongside H.M.A.S. VAMPIRE at Cruiser Wharf, and returned to Oil Wharf on Monday, 16 April.

4. At 1025, Friday 27 April, H.M.A.S. BARCOO was moved by tugs and pilot to Outer Captain Cook Dock, remaining there until the end of the month.

5. The refit is progressing satisfactorily, including the long awaited sandblasting of the hull.

6. All fair charts for the South Australian season have been completed and sailing directions are being written.

7. The appearance of the ship has deteriorated due to the absence of most of the ship's company on leave.

8. Following movements of officers took place during the month:

2 April Sub Lieutenant K.G. SMITH, (X), R.A.N. discharged to H.M.A.S. SYDNEY.

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

I have the honour to be,

Sir,

Your obedient servant,

LIEUTENANT COMMANDER, R.A.N.
CAPTAIN.

ROYAL AUSTRALIAN NAVY

IN REPLY QUOTE NO. 135/2/181

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

1 May, 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 - APRIL, 1962.

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

APRIL, 1962.

ENCLOSURE "A"

MONTHLY STEAMING FIGURES.

(Date of commissioning, 7 December, 1959.)

| | | |
|---|---|---|
| (a) | Distance steamed during month | Nil. |
| (b) | Hours underway during month | Nil. |
| (c) | Total distance steamed since commissioning | 52711 miles. |
| (d) | Total hours underway since commissioning | 5025 hours. |
| (e) | Exceeding economical speed | Nil. |

1285 3 657

DEPARTMENT OF THE NAVY

MINUTE PAPER

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

MAY. 62.

HNB 13/6
DOD 14/6
DCNS
1st NM 18/6.
2nd NM 18/6
3rd NM 21/6.
4th NM 21/6
SEC 21/6
CNHR 27/6
HNB (N5)
REGISTRAR
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DNES
MDG
DCNTS
DEE
DME
DNC
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.

18/21/6.

1285 3 657

DEPARTMENT OF THE NAVY

MINUTE PAPER

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

MAY, 1962.

DP
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3rd NM ) Separate Report Circulating.
4th NM )
SEC )
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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.

RECEIVED
C 8 JUN A.M.
TELEPHONE:
NAVY REGISTRY

ROYAL AUSTRALIAN NAVY

CANBERRA
St 6299
1285 3 657

IN REPLY QUOTE No. 135/2/287

Ref 639. Apr 62.
4WM 30/5/62 (T/S)

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

1 June, 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 - MAY, 1962.

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship BARCOO, under my command, for the month of May.

2. The month began with H.M.A.S. BARCOO in the Captain Cook Dock where she remained until Friday, 18th, when she was moved by tugs to the northern end of the Oil Wharf, where she stayed for the remainder of the month undergoing her main refit.

3. On Monday, 28th, Lieutenant Commander E.R. Whitmore, R.A.N., joined from H.M.A.S. KUTTABUL (Additional) and assumed command from Lieutenant Commander H.W.C. Dillon, R.A.N., who was discharged to H.M.A.S. BARCOO (Additional) for leave.

4. The health, conduct and welfare of the Ship's Company is satisfactory. The appearance of the ship is satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

E.R. Whitmore

(E.R. WHITMORE)
LIEUTENANT COMMANDER, R.A.N.
CAPTAIN.

ROYAL AUSTRALIAN NAVY



TELEPHONE:

IN REPLY QUOTE NO. 135/2/257

1285 3 651

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

1 June, 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 - MAY, 1962.

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I have the honour to report the proceedings of Her Majesty's Australian Ship BARCOO, under my command, for the month of May.

2. The month began with H.M.A.S. BARCOO in the Captain Cook Dock where she remained until Friday, 18th, when she was moved by tugs to the northern end of the Oil Wharf, where she stayed for the remainder of the month undergoing her main refit.

3. On Monday, 28th, Lieutenant Commander E.R. Whitmore, R.A.N., joined from H.M.A.S. KUTTABUL (Additional) and assumed command from Lieutenant Commander H.W.C. Dillon, R.A.N., who was discharged to H.M.A.S. BARCOO (Additional) for leave.

4. The health, conduct and welfare of the Ship's Company is satisfactory. The appearance of the ship is satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

(E.R. WHITMORE)
LIEUTENANT COMMANDER, R.A.N.
CAPTAIN.

1285/3
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H.M.A.S. BARCOO - REPORT OF PROCEEDINGS.

MAY, 1962.

ENCLOSURE "A"

MONTHLY STEAMING FIGURES.

(Date of commissioning, 7 December, 1959.)

| | | |
|---|---|---|
| (a) | Distance steamed during month | Nil. |
| (b) | Hours underway during month | Nil. |
| (c) | Total distance steamed since commissioning | 52711 miles. |
| (d) | Total hours underway since commissioning | 5025 hours. |
| (e) | Exceeding economical speed | Nil. |

INDEX
11
DATE 17/7/62

YEAR

DEPT. OF NAVY
CANBERRA

| 1285 | 203 | 48. |
|---|---|---|

FS/CMB A.C. NO UNCLASSIFIED REPLY OR REFERENCE

17/7/62

FROM ACNB

TO BARCOO

INFO FOIC EA HYDRO RAN

D1972

RESTRICTED

DTG 1306352 JUL 62

RESTRICTED

ROUTINE

BARCOO 135/2/402 OF 2 JUL PARA 2.

REQUEST R OF P FOR JUNE BE UPGRADED TO RESTRICTED

HNB(O)

RECS

P.A.

17/7/62

23/7/62(62)

Historian

1285/203/D
PP's. 1285/3/678
HMHS Barcoo
Report of Proceedings
June 1962
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1285 - 3 - 678

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. BARCOO REPORT OF PROCEEDINGS June 1962

HNB
DOD
DCNS
1stNM
2ndNM
3rdNM
4thNM
SECRETARY
CNPR
HNB(N5)
REGISTRAR

It is understood that the information contained in para 4 is Restricted. This copy has been up-graded accordingly and HNB is upgrading the other copy. It is recommended that Barcoo, FOICEA & the Hydrographer be informed accordingly. For action as proposed by DOD please

Action taken - vide ACNB 130635 July

DP
DTSR
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MDG
DCNTS
DEE
DME
DNC
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.

RESTRICTED

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

~~1285-3-179~~
1285-203-148

H.M.A.S. BARCOO

REPORT OF PROCEEDINGS.

June 1962

DP OR
DTSR
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DW
HNB (N5)
REGISTRAR

Upgraded to Restricted - see ACNB 130635 - July Lessender

1285/3

HNB )
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DCNS )
1st NM )
2nd NM )
3rd NM ) Separate Report Circulating.
4th NM )
SEC )
CNPR )
HNB (N5) )
REGISTRAR )

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RESTRICTED

FS/CMB A.C. NO UNCLASSIFIED REPLY OR REFERENCE

FROM ACNB

TO BARCOO

INFO FOIC EA HYDRO RAN

DTG 130635Z JUL 62

RESTRICTED

RESTRICTED ROUTINE

BARCOO 135/2/402 OF 2 JUL PARA 2.

REQUEST R OF P FOR JUNE BE UPGRADED TO RESTRICTED

HNB(O)

RECS

FS/CMB A.C. NO UNCLASSIFIED REPLY OR REFERENCE

FROM ACNB

TO BARCOO

INFO FOIC EA HYDRO RAN

RESTRICTED

DTG 130635Z JUL 62

RESTRICTED ROUTINE

BARCOO 135/2/402 OF 2 JUL PARA 2.

REQUEST R OF P FOR JUNE BE UPGRADED TO RESTRICTED

HNB(O)

RECS

RESTRICTED

ROYAL AUSTRALIAN NAVY



TELEPHONE:

IN REPLY QUOTE No. 135/2/402

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

657 Acc 22/6/62(T/S)

2 July, 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 - JUNE, 1962.

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship BARCOO, under my command, for the month of June.

2. From Friday, 1st, until Tuesday, 5th, H.M.A.S. BARCOO remained alongside the Oil Wharf at Garden Island completing her refit. At 0839, Wednesday, 6th, she proceeded under her own power to No.4 buoy where ammunition was embarked during the forenoon. At 1300 she slipped and proceeded to the D.G. Range. Ranging was completed by 1428 and at 1452 she secured again to No.4 buoy. The forenoon of Thursday, 7th, was spent swinging the compass for observations of deviation and the afternoon saw the completion of dockyard work in the wireless office and the end of the refit had arrived. At 0815, Friday, 8th, H.M.A.S. BARCOO slipped from No.4 buoy and proceeded to sea for trials. At 0910 speed was reduced as a result of overheating in the starboard M.P. bottom end bearing. The cause, a blockage in the lubricating system, was located and rectified, but speed was not increased as it was uncertain if any damage had been done to the bearing. At 1122 the ship put about and returned to harbour securing on No.4 buoy at 1417. Dockyard assistance was called in to drop the bearing to check for any damage and also to improve the port M.P. eccentric trough which was failing to hold soogee. During this day gun functioning trials and radio and radar acceptance and post refit trials had been carried out satisfactorily. At 0900, Saturday, 9th, H.M.A.S. BARCOO slipped and proceeded from No.4 buoy. On clearing Port Jackson a southerly course was laid for Twofold Bay via the thousand fathom line. By 1100, with all machinery running smoothly, it was considered that the refit was acceptable. When east of Bateman Bay the Edo deep echo sounder was operated and gave good results in 1800 fathoms. At 0314, Sunday, 10th, H.M.A.S. BARCOO came to starboard anchor in Twofold Bay.

3. At 0800, Sunday, 10th, parties were landed to proceed by landrovers to Green Cape and Narooma to progress the erection of the Lambda Slave Stations. These stations had been despatched by road from Sydney on Wednesday, 6th, but only four hands per site had accompanied them, insufficient for the erection of the site huts. The working parties had returned to the ship by 1645. On Monday, 11th, at 0600, the Red Slave working party was landed to be followed at 0700 by a similar party for Green Slave. The tellurometer and observing team followed at 0800 to measure and observe from Skelton, the new electrical centre of Green Slave - the previous one not having been recovered. All parties had returned by 1700 with erection completed and the Lambda operating. At 0730, Tuesday, 12th, anchor was weighed and the ship proceeded to Montagu Island anchoring at 1136. At 1230 tellurometer and observing teams were landed on Montagu Island to establish two co-ordinated stations on the northern and southern ends of the island. At 1350 the ship weighed and proceeded to assist H.M.A.S. KIMBLA by firing charges to test her equipment. The ship anchored at 1626 off Narooma and at 1830 observing parties returned to the ship. During the forenoon of Wednesday, 13th, two survey beacons were laid to the south south east of Montagu Island and a party was landed on the island to complete theodolite

HN 10/7

1582/810

RESTRICTED

...../2

ROYAL AUSTRALIAN NAVY



TELEPHONE:

IN REPLY QUOTE NO. 1285 3 178

135/2/H02

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

2 July, 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 - JUNE, 1962.

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship BARCOO, under my command, for the month of June.

2. From Friday, 1st, until Tuesday, 5th, H.M.A.S. BARCOO remained alongside the Oil Wharf at Garden Island completing her refit. At 0839, Wednesday, 6th, she proceeded under her own power to No.4 buoy where ammunition was embarked during the forenoon. At 1300 she slipped and proceeded to the D.G. Range. Ranging was completed by 1428 and at 1452 she secured again to No.4 buoy. The forenoon of Thursday, 7th, was spent swinging the compass for observations of deviation and the afternoon saw the completion of dockyard work in the wireless office and the end of the refit had arrived. At 0815, Friday, 8th, H.M.A.S. BARCOO slipped from No.4 buoy and proceeded to sea for trials. At 0910 speed was reduced as a result of overheating in the starboard M.P. bottom end bearing. The cause, a blockage in the lubricating system, was located and rectified, but speed was not increased as it was uncertain if any damage had been done to the bearing. At 1122 the ship put about and returned to harbour securing on No.4 buoy at 1417. Dockyard assistance was called in to drop the bearing to check for any damage and also to improve the port M.P. eccentric trough which was failing to hold scoops. During this day gun functioning trials and radio and radar acceptance and post refit trials had been carried out satisfactorily. At 0900, Saturday, 9th, H.M.A.S. BARCOO slipped and proceeded from No.4 buoy. On clearing Port Jackson a southerly course was laid for Twofold Bay via the thousand fathom line. By 1100, with all machinery running smoothly, it was considered that the refit was acceptable. When east of Bateman Bay the Edo deep echo sounder was operated and gave good results in 1800 fathoms. At 0314, Sunday, 10th, H.M.A.S. BARCOO came to starboard anchor in Twofold Bay.

3. At 0800, Sunday, 10th, parties were landed to proceed by landrovers to Green Cape and Narooma to progress the erection of the Lambda Slave Stations. These stations had been despatched by road from Sydney on Wednesday, 6th, but only four lands per site had accompanied them, insufficient for the erection of the site huts. The working parties had returned to the ship by 1645. On Monday, 11th, at 0600, the Red Slave working party was landed to be followed at 0700 by a similar party for Green Slave. The tellurometer and observing team followed at 0800 to measure and observe from Skelton, the new electrical centre of Green Slave - the previous one not having been recovered. All parties had returned by 1700 with erection completed and the Lambda operating. At 0730, Tuesday, 12th, anchor was weighed and the ship proceeded to Montagu Island anchoring at 1136. At 1230 tellurometer and observing teams were landed on Montagu Island to establish two co-ordinated stations on the northern and southern ends of the island. At 1350 the ship weighed and proceeded to assist H.M.A.S. KIMBLA by firing charges to test her equipment. The ship anchored at 1626 off Narooma and at 1830 observing parties returned to the ship. During the forenoon of Wednesday, 13th, two survey beacons were laid to the south south east of Montagu Island and a party was landed on the island to complete theodolite

1285/8/3



.....2

observations. From 1146 the remainder of the day was spent at anchor and devoted to calculations and remedying a few faults which had developed in the Lambda stations. At 0730, Thursday, 14th, observing parties were landed on Montagu Island and at Red Slave, and at 0900 the ship weighed anchor and the calibration of the Red Lambda Station commenced. This was completed by 1220. Parties had been recovered and boats hoisted by 1409 when course was set for Twofold Bay. H.M.A.S. BARCOO came to starboard anchor off Edrom at 1825. At 0700, Friday, 15th, observing parties were landed. At 0900 the ship weighed anchor and proceeded to calibrate Green Lambda station. This was completed by 1445 and at 1614 the ship came to starboard anchor off Eden, when observing parties were recovered.

4. The weekend was devoted to calculations. Afternoon shore leave was granted on both Saturday and Sunday. At 0700, Monday, 18th, the ship weighed and proceeded for Montagu Island, joining H.M.A.S. KIMBLA at anchor at 1144. During the morning watch of Tuesday, 19th, H.M.S. TABARD arrived on the scene and all was ready to commence the R.A.N.E.L. trials. The days of Tuesday, 19th, Wednesday, 20th, and Thursday, 21st, were spent in close range trials controlled by H.M.A.S. BARCOO, at anchor, to the south of Montagu Island, and her observing parties on the island. The night of Tuesday, 19th, was spent on sound propogation trials. The night of Wednesday, 20th, was spent at anchor in order to rest the observing teams. Eight hours of peering through a theodolite by day followed by a night watch was just a little too ambitious a programme. At 2150, Thursday, 21st, sound propogation trials, with H.M.A.S. BARCOO conning H.M.S. TABARD up and down the desired tracks, commenced and continued until 0117, Monday, 25th, when H.M.S. TABARD had to surface and proceed to Sydney with a defective generator, whereupon H.M.A.S. BARCOO returned to datum off Montagu Island, where she arrived at 0755. The remainder of the daylight hours of Monday were spent in obtaining H.M.A.S. BARCOO's signature at different speeds over the hydrophones, on completion of which she anchored on the western side of Montagu Island. The forenoon of Tuesday, 26th, was devoted to exercises required by R.A.N.E.L. staff; these were completed at 1320 and at 1436 beacon recovery commenced, on completion of which course was set for Twofold Bay. The ship anchored off Edrom at 2003.

5. Wednesday, 26th, and Thursday, 27th, were devoted to the tracking down of minor faults in the Green Slave station and the dismantling and crating of both Red and Green slaves. These stations were loaded on to the trucks on Friday, 29th, and the camp parties proceeded by road to Sydney, arriving on Saturday, 30th. The ship sailed from Twofold Bay at 1430, Friday 29th, and berthed on H.M.A.S. VOYAGER at Garden Island at 0800, Saturday, 30th.

6. An inspection of the ship in accordance with R.I.2902 has now been completed and she appears to be in a most satisfactory condition. Maintenance and repainting has progressed well during the past month and her internal and external appearance is satisfactory. The health, morale and conduct of the Ship's Company is satisfactory.

7. Movements of Officers.

Lieutenant Commander G.L. MAXWELL joined from H.M.A.S. KUTTABUL on 8 June for R.A.N.E.L. trials and was discharged on Saturday, 30th.

Lieutenant Wilfredo A. LLAMAS, Philippine Navy, joined from H.M.A.S. KUTTABUL on 6 June, 1962.

I have the honour to be,

Sir,

Your obedient servant,

E.R. Whitmore

(E.R. WHITMORE)
LIEUTENANT COMMANDER, R.A.N.
CAPTAIN.

RESTRICTED

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

JUNE, 1962.

ENCLOSURE "A".

MONTHLY STEAMING FIGURES.

(Date of commissioning, 7 December, 1959.)

| | | |
|---|---|---|
| (a) | Distance steamed during month | 1648 miles. |
| (b) | Hours underway during month | 190 hours. |
| (c) | Total distance steamed since commissioning | 54359 miles. |
| (d) | Total distance underway since commissioning | 5215 hours. |
| (e) | Exceeding economical speed | |

Consumption Trials in accordance with B.R.3000, Article 0307.
12 June, 1962 - 3 hours.
25 June, 1962 - 1 hour.

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

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

July 1962.

HNB
DOD
DCNS
1stNM
2ndNM
3rdNM
4thNM
SEC
CNBR
HNB(N5)
REGISTRAR

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HPB
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INR
DNES
MDG
DCNTS
DEE
DME
DNC
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.

DEPARTMENT OF THE NAVY

MINUTE PAPER

1285 - 3 - 695

BARCOO

REPORT OF PROCEEDINGS.

July 1962

DTSR
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DAWOT
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HPB
DCNP
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2nd NM )
3rd NM ) Separate Report Circulating.
4th NM )
SEC )
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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.

ROYAL AUSTRALIAN NAVY



TELEPHONE:

IN REPLY QUOTE No. 135/2/545

H.M.A.S. BARCOO,
At Port Adelaide.

3 August, 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.
Naval Officer in Charge, South Australia (for information only).

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - JULY, 1962.

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship BARCOO, under my command, for the month of July.

2. From Sunday, 1st, until Monday, 9th, the ship remained alongside H.M.A.S. VOYAGER at Garden Island, both ships being moved by tugs from the Oil Wharf to Cruiser Wharf at 0900, Monday, 2nd July. During this period various components of the Lambda Slave Stations were returned to Radio Repair Centre, Leichardt, for servicing.

3. At 0817, Monday 9th, H.M.A.S. BARCOO sailed for Port Lincoln. An attempt was made to calibrate Medium Frequency Direction Finding set Frequency Modulation 12 and obtain Polar diagrams for Wireless Telegraphy Type 692.during the forenoon whilst steaming off H.M.A.S. WATSON. One complete round of D.F. calibration was carried out, but severely reduced visibility prevented any further achievements, consequently Electrical Equipment and Trials Unit Staff were transferred to a work boat off North Head at 1157 and H.M.A.S. BARCOO set course to the south. A good passage was made to South Australia, the ship keeping ahead of the storm that travelled south down the New South Wales coast, and the depression which brought gale force winds in the Bight filled before reaching H.M.A.S. BARCOO's track. The ships of the Japanese Training Squadron were met between Gabo and Wilsons Promontory at 1215, Tuesday, 10th. At 2308, Thursday, 12th, H.M.A.S. BARCOO came to starboard anchor in Boston Bay, and secured alongside No.2 Wharf, Port Lincoln, at 0809, Friday, 13th. The arrangements made by Naval Officer in Charge, South Australia, for our arrival were excellent. The ship was connected by telephone within minutes of arrival enabling an early contact to be made with the owners of the land on which the Lambda Slaves were to be erected. The lorries ordered for the transporting of the Lambda and camp gear arrived as the ship berthed. As a result the operation of disembarking the gear and loading the trucks was carried out very smartly and all lorries, landrovers and parties were on their way to the sites by 1020. Green Slave at Tumby Bay was operational by 1600, Saturday, 14th, and Red Slave at Port Gibbon by noon on Sunday, 15th.

4. The townsfolk of Port Lincoln have excelled themselves with regard to hospitality and co-operation and the week end was spent in renewing and making friendships. On Saturday forenoon the officers were entertained at a Mayoral Reception in the Council Chambers. Many of the Ship's Company tried their skill? on the Golf Course in the afternoon and at night there were open invitations to a dance and various club socials and some of the officers were dined by the officers of the Navy League and Sea Cadets at the Tasman Hotel. On the Sunday the ship played Port Lincoln at both Australian Rules and Soccer but the entertainments of the previous day took their toll and the ship was defeated 8-10, 6-2 and 4-2 respectively. As opportunity allowed H.M.A.S. BARCOO repaid hospitality in the usual manner.

ROYAL AUSTRALIAN NAVY



TELEPHONE:

H.M.A.S. BARCOO,
At Port Adelaide.

3 August, 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.
Naval Officer in Charge, South Australia (for information only).

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4. The townsfolk of Port Lincoln have excelled themselves with regard to hospitality and co-operation and the week end was spent in renewing and making friendships. On Saturday forenoon the officers were entertained at a Mayoral Reception in the Council Chambers. Many of the Ship's Company tried their skill? on the Golf Course in the afternoon and at night there were open invitations to a dance and various club socials and some of the officers were dined by the officers of the Navy League and Sea Cadets at the Tasman Hotel. On the Sunday the ship played Port Lincoln at both Australian Rules and Soccer but the entertainments of the previous day took their toll and the ship was defeated 8-10, 6-2 and 4-2 respectively. As opportunity allowed H.M.A.S. BARCOO repaid hospitality in the usual manner.

1285/3/2

5. At 1100, Monday, 16th, after tidal information had been sought out from the harbour authorities, the ship sailed from Port Lincoln and proceeded to the vicinity of Green Slave. Calibration was carried out during the afternoon, on completion of which the ship proceeded north to the vicinity of Red Slave, anchoring off Port Gibbon at 2109. At 0730, Tuesday, 17th, observing parties were landed and calibration of Red Slave commenced at 0950. At 1416, on the recovery of observing parties, the ship proceeded to Tumby Bay, anchoring at 1756. Observing parties were landed at 0730, Wednesday, 18th; at 0815 anchor was weighed and Green Slave recalibrated, the original calibration having proved unsatisfactory when calculations had been completed. At 1300, H.M.A.S. BARCOO came to port anchor off Green Slave, where she remained until 1200, Friday, 20th, while calculations and preparation of plotting sheets and sounding boards were progressed. At 1206 anchor was weighed and she proceeded to Port Lincoln, berthing at 1529. All plotting and calculations were completed by 1000, Sunday, 22nd, and all was ready for H.M.A.S. GASCOYNE's arrival. During the week end leave was given in Port Lincoln and a sporting programme against local teams carried out.

6. At 0700, Monday, 23rd, H.M.A.S. GASCOYNE anchored off the Port Lincoln Wharf. M(E)s Training Class was transferred to H.M.A.S.BARCOO and the two captains met and carried out the briefing for surveying operations, over breakfast, At 0900, H.M.A.S. BARCOO with H.M.A.S. GASCOYNE in company sailed from Port Lincoln for the survey area. Sounding commenced at 1435 and continued until 1030, Saturday, 28th, when command of operations was turned over to GASCOYNE. On passage to Boston Bay, Officer of the Watch Manoeuvres, seaboat exercises and jackstay transfers were carried out with considerable rivalry between both ships. H.M.A.S. BARCOO berthed at No.2 Wharf, Port Lincoln, at 1533. During the remainder of the week end some much needed repairs were effected on one of the alternators at Green Slave and the usual Port Lincoln sporting and social programme fulfilled.

7. At 0800, Monday, 30th, H.M.A.S. BARCOO with H.M.A.S. GASCOYNE in company sailed from Port Lincoln for the survey grounds. The sounding commencing position was reached at 1340, but in the sea conditions produced by a north, north westerly gale the echo sounders were giving only an intermittent trace of an insufficiently high standard for a survey of a main shipping route when lines are half a mile apart: course was therefore altered for a more sheltered area. Sounding commenced in the non priority area west of the western shipping lane at 1600, Monday, 30th, and continued until 2050, Tuesday, 31st, when a halt was called due to weather conditions. The winds had blown a fairly steady 30 to 45 knots, with a maximum noted gust of 61 knots, throughout the period causing a salt encrustation on the aerial rig with a resulting loss of output and the shore camps were fighting a losing battle to keep themselves on the ground and the Lambda "on the air". The remainder of the night was spent steaming at slow speed with H.M.A.S. GASCOYNE in company, between Winceby Island and Cape Driver.

8. The Lambda lane "prick through" sheets have proved very useful, but this survey has shown a requirement for a Sheet No.1. This occurs when the survey area may be within beam compass range of the slaves, but due to the limiting size of sounding boards it is necessary to leave the slave stations off the boards to effect the most satisfactory sounding board planning. The problem was overcome on this occasion by the use of Admiralty Standard Circle "prick through" sheets, but much unnecessary calculation and plotting was caused.

9. Due to the considerable tidal time difference between the southern and northern ends of the survey area, two tide poles have been established, one at Port Lincoln and one at the Red Slave at Port Gibbon. Twenty five hour observations have been carried out to establish Indian Spring Low Water datums on the poles and the area divided as follows:-

(a) North of a line Winceby Island Light to position 34° 42' South, 37° 08' East is on Port Gibbon.

(b) South of the line is on Port Lincoln.

10. Experience in the area has shown that to carry out Hydrographic Instruction 6(c) in the priority given would be most uneconomical. The effort that has gone into the preparation of Lambda for the other areas warrants the maximum results being obtained from it. To mark and establish control in the

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Royston Head/Corny Point area will require the swinging of motor transport and personnel from the Lambda stations to the area and due to the weather conditions which have prevailed so far it is apparent that boat sounding will only be possible on certain selected days. As H.I. No.6(a) has been carried out to a line parallel to the recommended track within ¾ mile of Webb Rock, it is intended to move the priority of H.I. No.6(c) to the last item in H.I. No.6.

11. At the end of the month all the basic sounding for H.Is. No.6(a), 6(b), 6(d) north of the line mentioned in paragraph 9(a), with the exception of the southern end of Middle Bank in H.I. No.6(a) has been completed and 80 per cent of H.I. No.6(a) south of the line has been completed. The southern end of Middle Bank and all examinations having been left until H.M.A.S. GASCOYNE's assistance, which has been invaluable, is no longer available. Also a band five miles wide has been sounded immediately to the west of H.I. No.6(b) between the latitudes of Winceby Island and Port Gibbon.

12. The morale, conduct and health of the Ship's Company has been satisfactory, particularly pleasing has been the conduct ashore. The appearance of the ship internally and externally is satisfactory.

I have the honour to be,

Sir,

Your obedient servant.

E. R. Whitmore

(E.R. WHITMORE)
LIEUTENANT COMMANDER, R.A.N.
C A P T A I N.

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

JULY, 1962.

ENCLOSURE "A"

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

| | | |
|---|---|---|
| (a) | Distance steamed during month | 3219 miles. |
| (b) | Hours underway during month | 262 hours. |
| (c) | Total distance steamed since commissioning | 57,578 miles. |
| (d) | Total hours underway since commissioning | 5,477 hours. |
| (e) | Exceeding economical speed | Nil. |

1285 - 3 - 707

DEPARTMENT OF THE NAVY
MINUTE PAPER

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

August 1962

DP

DTSR 14/9

DSD 12/9

DAWOT 24/9

DNI

HPB 27/9

DCNP 3/10.

DOA 4/10

DMT 8 Oct.

DDM 8/10

DPS 9/10.

DGS 11/10.

INR

DNES 15/10.

MDG 17/10

DCNTS 18/10.

DNE 19/10.

DME 19/10

DNC PME 25/10 26/10

DW 30/10.

HNB (N5)

REGISTRAR

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| HNB | 1st NM | 4th NM | HNB (N5) | Separate Repor |
| DOD | 2nd NM | SEC | REGISTRAR | Circulating. |
| DONS | 3rd NM | CNPR | | |

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

(b) On this file comments should be brief if any mat comprehensive treatment, reference to another P approval of a Board Member, a new file shoul cross-referenced to this one.

DEPARTMENT OF THE NAVY
MINUTE PAPER



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

August 1962

HNB

DOD

DCNS

1st NM

2nd NM

3rd NM

4th NM

SEC

CNPR

HNB (N5)

REGISTRAR

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| DB | DCNP | INP | DNC |
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| DSD | DMT | MDG | HNB (N5) |
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| DNE | DGS | DEE | |
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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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ROYAL AUSTRALIAN NAVY



TELEPHONE:





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

1 September, 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.
Naval Officer in Charge, South Australia (for information only).

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - AUGUST, 1962.

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship BARCOO, under my command, for the month of August, 1962.

2. 0001, Wednesday, 1st, saw H.M.A.S. BARCOO, in company with H.M.A.S. GASCOYNE, steaming slowly up and down the western side of Spencer Gulf. Surveying had ceased some three hours earlier due to loss of performance and arcing on the Lambda aerial rigs of the shore stations and ship due to dust and salt encrustation resulting from the south westerly gale blowing. At 0814 it was obvious that no improvement in the Lambda could be obtained until the weather moderated, therefore Officer of the Watch manoeuvres were commenced and continued until 1030 when H.M.A.S. BARCOO was detached by Gascoyne. H.M.A.S. BARCOO then proceeded for the lee of Boston Island where she remained at anchor, progressing "inking in", until 0900 Thursday, 2nd, at which time she weighed and proceeded into Boston Bay to land a motor alternator, which had been on board for repairs, for Green Slave. At 1419, H.M.A.S. BARCOO was in position to commence sounding and this continued until 2105 when course was set for Adelaide.

3. At 0800, Friday, 3rd August, the ship berthed at the Colonial Sugar Refinery Wharf, Port Adelaide. At 1000, the Captain called on Naval Officer in Charge, South Australia, Commander D. Nicholls, R.A.N.; this call was returned on board at 1115. A make and mend was granted to the non duty watch on Friday afternoon to allow banks to be visited and haircuts, etc. obtained.

4. At 0800, Monday, 6th, H.M.A.S. BARCOO cast off from the C.S.R. Wharf and proceeded to the fuelling berth. Fuelling was completed by 1430 whereupon the ship sailed for Spencer Gulf, arriving on the sounding line at 0224, Tuesday 7th. Sounding continued until 1130 Saturday, 11th, when course was laid for Port Lincoln, the ship berthing at No.3 berth at 1455. During this week the output of the Lambda stations had been restored to maximum. On Monday, 6th, Red Slave, the worst affected by dust, had called on the services of the Cowell Fire Brigade, who had jumped at the chance of an exercise run, and had arrived with pumps and turntable ladder and given the aerial rig a good cleaning down for a modest fee. As usual a good sporting programme was undertaken with the local teams on Sunday 12th and now that we are beginning to get the measure of our opponents, more success is being had by the ship's teams.

NS

5. H.M.A.S. BARCOO sailed at 0800 Monday, 13th, from Port Lincoln and commenced sounding at 1129. This continued until 0810, Saturday, 18th, except for a two hour break on Thursday, 16th, when Moonta Bay was entered to land a drafted rating by boat at Wallaroo. The ship secured on No.3 berth, Port Lincoln, at 1159, Saturday 18th. Again a sporting programme was fulfilled, which culminated in a very pleasing gesture on the evening

ROYAL AUSTRALIAN NAVY



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

1 September, 1962.

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

Copies to:- Flag Officer in Charge, East Australia Area.
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3. At 0800, Friday, 3rd August, the ship berthed at the Colonial Sugar Refinery Wharf, Port Adelaide. At 1000, the Captain called on Naval Officer in Charge, South Australia, Commander D. Nicholls, R.A.N.; this call was returned on board at 1115. A make and mend was granted to the non duty watch on Friday afternoon to allow banks to be visited and haircuts, etc. obtained.

4. At 0800, Monday, 6th, H.M.A.S. BARCOO cast off from the C.S.R. Wharf and proceeded to the fuelling berth. Fuelling was completed by 1430 whereupon the ship sailed for Spencer Gulf, arriving on the sounding line at 0224, Tuesday 7th. Sounding continued until 1130 Saturday, 11th, when course was laid for Port Lincoln, the ship berthing at No.3 berth at 1455. During this week the output of the Lambda stations had been restored to maximum. On Monday, 6th, Red Slave, the worst affected by dust, had called on the services of the Cowell Fire Brigade, who had jumped at the chance of an exercise run, and had arrived with pumps and turntable ladder and given the aerial rig a good cleaning down for a modest fee. As usual a good sporting programme was undertaken with the local teams on Sunday 12th and now that we are beginning to get the measure of our opponents, more success is being had by the ship's teams.

5. H.M.A.S. BARCOO sailed at 0800 Monday, 13th, from Port Lincoln and commenced sounding at 1129. This continued until 0810, Saturday, 18th, except for a two hour break on Thursday, 16th, when Moonta Bay was entered to land a drafted rating by boat at Wallaroo. The ship secured on No.3 berth, Port Lincoln, at 1759, Saturday 18th. Again a sporting programme was fulfilled, which culminated in a very pleasing gesture on the evening

of Sunday 19th when the ship was presented with a framed reproduction of a painting of Port Lincoln by the local football clubs.

6. Lines were cast off at 0800, Monday, 20th, and the ship proceeded for Yorke Peninsula. Beacons were prepared on passage but owing to gale force winds these were not laid and the ship anchored in Hardwicke Bay in the lee of Corny Point. At 0735 Tuesday, 21st, anchor was weighed and the ship proceeded to lay and fix beacons. At 1014 Geranium proceeded boat sounding whilst the ship continued shoal examinations. At 1725 Geranium returned to the ship and was hoisted, the ship anchoring in Hardwicke Bay at 1749. Boat and ship sounding was again progressed on Wednesday, 22nd, but only ship sounding was possible due to weather conditions on Thursday 23rd. At 2132 ship sounding ceased and course was set for Port Adelaide, where H.M.A.S. BARCOO arrived at 0830 Friday, 24th, securing at Musgrave Wharf. Leave was granted over the weekend and the ship's side washed and painted.

7. Sailing on Monday, 27th, was delayed for an hour due to a tanker being late leaving the fuelling berth, but at 0900 lines were cast off and H.M.A.S. BARCOO proceeded to the C.O.R. Berth. Fuelling was completed by 1430 when H.M.A.S. BARCOO proceeded down river and so for Spencer Gulf. Force 10 westerly winds were experienced on passage and as the weather map indicated no sign of an early improvement course was laid for the lee of Boston Island, where the ship came to anchor at 0622, Tuesday, 28th. H.M.A.S. BARCOO remained sheltering throughout Tuesday and Wednesday, 29th, as a succession of depressions passed through. At 0800 Thursday, 30th, anchor was weighed and the ship proceeded to the Corny Point/Royston Head area to check the position of the beacons. All were in position but in each case, with one exception, the barling had snapped below the drum; in the case of the exception the barling had snapped immediately above the drum. It is considered that the barling fractures have been caused by the over-weight bamboos at present supplied resulting in excessively violent motion in heavy weather. All beacons were recovered that afternoon and prepared for relaying the next day. The ship anchored overnight clear of the swell, north east of Dangerous Reef. At 0530 Friday, 31st, anchor was weighed, the ship returned to the survey area, and three beacons were laid on completion of which boat and ship sounding were progressed. On completion of boat sounding one beacon was recovered and prepared for relaying, it being necessary to step the beacons down the line for each day's sounding as only three bartings remain on board. The ship anchored overnight north east of Corny Point. During Friday, 31st, the boat completed sounding around Webb Rock, but it has been impossible to pass at all close to the rock due to very heavy breakers surrounding it and on to the coast. It can be stated that Webb Rock does exist in the chartered position and is visible at certain stages of the tide and when a heavy swell is present.

8. At the end of the month the situation with regard to the survey is that the H.Is 6a, 6b and 6d are completed, H.I. 6c is about 60% complete and a certain amount of sounding in non priority areas has been completed during adverse weather conditions.

9. Lieutenant K.F. Edwards, (X), R.A.N.R.(S) joined on 3rd August from shore for six months training.

10. The morale and conduct of the Ship's Company is satisfactory. The standard of health has in general been lowered as a result of throat and nose infections, but not to any serious degree, and as these complaints appear to be prevalent throughout the country at present, the incidence gives no cause for alarm. Vitamins C and B2 are being issued regularly. The appearance of the ship is satisfactory and general maintenance is well in hand.

I have the honour to be,

Sir,

Your obedient servant,

E. R. Whitmore

(E.R. WHITMORE)
LIEUTENANT COMMANDER, R.A.N.
C A P T A I N.

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

AUGUST, 1962.

ENCLOSURE "A".

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

| | | |
|---|---|---|
| (a) | Distance steamed during month | 4207 miles. |
| (b) | Hours underway during month | 372.5 hours. |
| (c) | Total distance steamed since commissioning | 61,785 miles. |
| (d) | Total hours underway since commissioning | 5,849.5 hours. |
| (e) | Exceeding economical speed | Nil. |

1285 - 3 - 726

DEPARTMENT OF THE NAVY
MINUTE PAPER

H.M.A.S. BARCOO Report of Proceedings Sept '62.

HNB 9/10

DOD 9/10

DCNS 10/10.

1st NM 11/10.

2nd NM 12/10

3rd NM 13/10

4th NM 17/10

SEC 18/10

CNPR 22/10

HNB (N5) 3/12

REGISTRAR

| | | | | |
|---|---|---|---|---|
| DP | DCNP | INR | DNC | Separate Report |
| DTSR | DOA | DNES | DW | |
| DSD | DMT | MDG | HNB (N5) | Circulating |
| DAWOT | DPS | DCNTS | REGISTRAR | |
| DNE | DGS | DEE | | |
| HPB | DDM | DME | | |

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.

1285 - 3 - 726.

DEPARTMENT OF THE NAVY
MINUTE PAPER

H.M.A.S. BARCOO — Report of Proceedings Sept '62

DP 9/10

DTSR

DSD 12/10

DAWOT 14/10

DMT

HPB 23/10

DCNP

DOA 26/10

DMT 29 Oct

DDM 31/10

DPS 31/10.

DGS 7/11.

INR 5/11

DNESO 8/11

MDG 8/11

DCNTS 9/11

DEE 12/11

DME 14/11

DNC 19/11 19/11

DW 21/11

HNB (N5) 13/12.

REGISTRAR

| | | | | |
|---|---|---|---|---|
| HNB | 1st NM | 4th NM | HNB (N5) | Separate Report Circulating. |
| DOD | 2nd NM | SEC | REGISTRAR | |
| DCNS | 3rd NM | CNPR | | |

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(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.

1558 -

7 NOV 1962

ROYAL AUSTRALIAN NAVY



TELEPHONE:

1285 IN REPLY QUOTE No. 3 135/2/ 726

H.M.A.S. BARCOO,
At Montagu Island.
2 October, 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 - SEPTEMBER, 1962.

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship BARCOO for the month of September, 1962.

2. On Saturday, 1st, and Sunday, 2nd, ship and boat sounding were progressed, beacons being re-laid and recovered as necessary. At 1110, Sunday 2nd, sounding was completed and the ship proceeded to Boston Bay, anchoring off North Shields at 1512. At 0730, Monday 3rd, anchor was weighed and H.M.A.S. BARCOO berthed on No.1 Berth at 0812; on completion of berthing working parties were despatched by road to Tumby Bay and Port Gubbins to dismantle Lambda slave stations. Dismantling, embarking and stowing of Lambda slaves continued until the forenoon of Friday, 7th. On the evening of Wednesday, 5th, a farewell cocktail party was given by the officers in the survey chart room and on Thursday, 6th, a civic farewell in the form of a dance and buffet supper was given to H.M.A.S. BARCOO by the citizens of Port Lincoln, in the Civic Hall, suitable valedictory speeches being made by His Worship the Mayor, Mr. P.L. Puckridge, and the Captain, H.M.A.S. BARCOO. At 1600, Friday 7th, H.M.A.S. BARCOO sailed from Port Lincoln for Port Adelaide, where she arrived at 0807, Saturday 8th, berthing on Musgrave Wharf.

3. At 0756 Monday 10th, H.M.A.S. BARCOO cast off and proceeded to the B.P. Wharf where she embarked fuel. At 1439 she sailed from Port Adelaide and proceeded for Sydney. A good passage with a following wind and sea was had around the southern coast of Australia, to be followed by light westerly winds up the New South Wales coast and at 1524, Thursday 13th, H.M.A.S. BARCOO secured alongside H.M.A.S. SWAN at the North End, Fitting Out Wharf, where she remained until Thursday 27th with the exception of the periods when she was held off by tugs on Monday 17th and Friday 21st to enable H.M.A.S. MELBOURNE to berth on Fitting Out Wharf. During this period in Sydney maintenance was well progressed and all defects within the ship and on the Lambda slaves remedied.

4. At 1500, Thursday 27th, H.M.A.S. BARCOO sailed from Sydney and proceeded for Twofold Bay where she anchored at 0800 Friday 28th. By this time both Lambda stations, one at Green Cape and one at Narooma, had been erected by the camp and working parties which had proceeded south by road the previous Monday. On Saturday 29th, Green Slave was calibrated, and on Sunday 30th at 1045, on completion of Divisions and Divine Service, anchor was weighed and the ship proceeded to Montagu Island, anchoring off Narooma at 1515.

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

SUB LIEUTENANT Geoffrey William SPENCE, (X), R.A.N. to H.M.A.S. PALUMA on 27th September, 1962.

...../2

ROYAL AUSTRALIAN NAVY



TELEPHONE:

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

2 October, 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 - SEPTEMBER, 1962.

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3. At 0756 Monday 10th, H.M.A.S. BARCOO cast off and proceeded to the B.P. Wharf where she embarked fuel. At 1439 she sailed from Port Adelaide and proceeded for Sydney. A good passage with a following wind and sea was had around the southern coast of Australia, to be followed by light westerly winds up the New South Wales coast and at 1524, Thursday 13th, H.M.A.S. BARCOO secured alongside H.M.A.S. SWAN at the North End, Fitting Out Wharf, where she remained until Thursday 27th with the exception of the periods when she was held off by tugs on Monday 17th and Friday 21st to enable H.M.A.S. MELBOURNE to berth on Fitting Out Wharf. During this period in Sydney maintenance was well progressed and all defects within the ship and on the Lambda slaves remedied.

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

SUB LIEUTENANT Geoffrey William SPENCE, (X), R.A.N. to H.M.A.S. BARCOO on 27th September, 1962.

1285/3/U

...../2

6. The health, morale and conduct of the Ship's Company is satisfactory. The appearance and general state of maintenance of the ship is satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

E.R. Whitmore

(E.R. WHITMORE)
LIEUTENANT COMMANDER, R.A.N.
C A P T A I N.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - SEPTEMBER, 1962.

(Date of commissioning 7 December, 1959)

Enclosure "A".

| | | |
|---|---|---|
| (a) | Distance steamed during month | 1564 miles. |
| (b) | Distance steamed since commissioning | 63,349 miles. |
| (c) | Hours underway during month | 122 hours. |
| (d) | Hours underway since commissioning | 5971·5 hours. |
| (e) | Exceeding economical speed | Nil. |

1285 208-76.

DEPARTMENT OF THE NAVY
MINUTE PAPER

H.M.A.S. BARCOO Report of Proceedings Ord'Gr.

DP
DTSR
DSD
DA
DNI
HPB
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DOA
DMP 10 Dec.
DDM
DPS
DCS
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DCNTS
DME
DME
DNC
DW
HNB (N5)
REGISTRAR

| | | | | |
|---|---|---|---|---|
| HNB | 1st NM | 4th NM | HNB (N5) | ( |
| DOD | 2nd NM | SEC | REGISTRAR | ( Separate Report |
| DCNS | 3rd NM | CNPR | | ( Circulating. |

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(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.

Aug 1922.

# MINUTE PAPER

(This side only to be written on)

DEPT. OF THE NAVY

| 1285 | 203 | 76 |
|---|---|---|

*Subject:*

Provisional Square Only

TO BE DESTROYED ON LOCATION OF ORIGINAL.

St 6299

ROYAL AUSTRALIAN NAVY

TELEPHONE:

CONFIDENTIAL

IN REPLY QUOTE No. 135/2/849

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

3 November, 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 - OCTOBER, 1962.

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship BARCOO, under my Command, for the month of October, 1962.

On Monday, 1st, calibration of the Red Lambda Slave at Nugget Point was carried out, the ship anchoring off Glasshouse Rocks on completion. At 1734, Tuesday, 2nd, on completion of calibration calculations, anchor was weighed and the ship proceeded to the sounding area for HI5b/61, but returned to the former anchorage at 2321 with a defective Edo Sounder that was defying the remedial action of the ship's staff. The ship remained at anchor throughout Wednesday, 3rd, and at 0845 on Thursday, 4th, a dockyard technician was embarked from Narooma. Improved Edo performance was obtained at 1406, so anchor was weighed and the ship proceeded for deep water trials. These, however, were unsuccessful, so course was shaped for Eden, where the dockyard technician was landed at 0800 on Friday, 5th. At 1322, anchor was weighed and the ship proceeded for Sydney, berthing on H.M.N.Z.S. OTAGO at 0730, Saturday, 6th. Edo repairs were effected by Monday, 8th, and at 1128, lines were cast off and H.M.A.S. BARCOO proceeded for Montagu Island. At 0300, Tuesday, 9th, the Lambda was lined up and the ship proceeded for the sounding area, sounding commencing at 0607 and continuing until 0508, Wednesday, 17th, when a stripped gear box in the Edo forced a return to Sydney. During this sounding period, there were two breaks; one on Saturday, 13th, when the 2 K.V.A. Rotary Converter burnt out and the Lambda had to be connected to the ship's AC supply by temporary lead. This delay made it necessary to steam 60 miles into the coast to obtain a fix to re-align the Lambda. The second occasion was on Sunday, 14th, when the ship put in to Eden to land a Rating on Compassionate Leave. H.M.A.S. BARCOO berthed on H.M.A.S. PARRAMATTA on the Cruiser Wharf, Garden Island, at 0730, Thursday, 18th, and remained there having the defects remedied until 0930, Monday, 22nd, when she sailed for Montagu Island with R.A.N.E.L. Trials Team embarked. At 0037, Tuesday, 23rd, a small Lambda controlled survey on the eastern side of Montagu Island was commenced. This was completed by 0815, when the R.A.N.E.L. Team was landed on the island and the ship proceeded to lay transit beacons to the south south east of Montagu Island. On completion, the ship anchored to the north west of Montagu Island Light. R.A.N.E.L. trials were progressed with H.M.S. TAPIR until 1700, Sunday, 28th, when the submarine was detached. On Monday, 29th, trials commenced at 0800, but, in view of the rapidly deteriorating weather, were called to a halt at 1100. The Trials Team was recovered from Montagu Island, and, at 1215, the ship proceeded for Jervis Bay, anchoring off Bristol Point at 1820. Anchor was weighed at 2315 and the passage to Sydney continued. H.M.A.S. BARCOO berthed at the Fitting Out Wharf at Garden Island at 0730, Tuesday, 30th, where she remained until the close of the month.

...../2

3. The Green Lambda fixing system has, throughout the month, behaved in a rather temperamental manner, the main troubles being a fairly regular display of a false lane identification, the error being quite inconsistent and varying from plus to minus four lanes from the lane reading, and an inability to maintain "lock" in the presence of minor static. There has been considerable evidence of "Decca Twilight" effects, to the degree where it has become routine for the L.R.E.M. to stand by the master set for the hour following sunset. However, with careful supervision, these problems have not affected the progress of the tasks in hand.

4. Maintenance of the ship is progressing satisfactorily, although somewhat hampered by the weather experienced.

5. The health, morale and conduct of the Ship's Company is satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

E. R. Whitmore

(E.R. WHITMORE.)
LIEUTENANT COMMANDER, R.A.N.
C A P T A I N.

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

1285 - 203 - 82

HMAS BARCOO Report of Proceedings Nov '62.

HNB 18/3

DOD The steaming figures appendix has been omitted and HNB is requested to initiate action to obtain this on completion of circulation. 15/3/1

DCNS 15/3/1

1st NM on return 16.3.63

2nd NM

3rd NM

4th NM

SEC

CNPR

1ST NM

HNB (N5)

REGISTRAR

| | | | |
|---|---|---|---|
| DP | DCNP | INR | DNC |
| DTSR | DOA | DNRS | DW |
| DSD | DMT | MDG | HNB (N5) |
| DAWGOT | DPS | DCNTS | REGISTRAR |
| DNE | DGS | DEE | |
| HPB | DDM | DME | |

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.

1285-203-82

DEPARTMENT OF THE NAVY
MINUTE PAPER

H.M.A.S. BARCOO — Report of Proceedings Nov '62

DP

DTSR

DSD

DAWOT

DNI

HNB

DCNP

DOA

DMP

DDM

DPS

DGS

INR

DNES

MDG

DCNTS

DEE

DME

DNC

DW

HNB (N5)

REGISTRAR

(1) DCNP
(2) HNB (N5)

| | | | | |
|---|---|---|---|---|
| HNB | 1st NM | 4th NM | HNB (N5) | Separate Report Circulating. |
| DOD | 2nd NM | SEC | REGISTRAR | |
| DCNS | 3rd NM | CNPR | | |

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CONFIDENTIAL

ROYAL AUSTRALIAN NAVY

St 6299

TELEPHONE:

DEPT. OF NAVY CANBERRA

1285 IN REPLY 203 82. QUOTE No. 135/2/1028

RECEIVED 21 DEC P.M. NAVY REGISTRY

INDEX 21/12/62

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

1 December, 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 - NOVEMBER, 1962.

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship BARCOO, under my command, for the month of November, 1962.

2. On Tuesday, 1st, the ship was alongside the Fitting Out Wharf at Garden Island. At 0937, Friday 2nd, lines were cast off and the ship proceeded for Montagu Island where she arrived at 0017, Saturday 3rd. The Lambda was lined up from shore fixes on completion of which course was set for the sounding commencement point at the northern extremity of the survey area for Hydrographic Instruction 5b/61. At 0721 sounding commenced and continued until 0245, Sunday 11th, when the survey had been completed to a north/south line 240 miles off shore. Course was then set for Montagu Island, the ship anchoring off Narooma at 2254. On Monday 12th, mail was landed and the ship then weighed and proceeded to recover beacons used in the previous R.A.N.E.L. trials, anchoring on completion at 1220. H.M.A.S. KIMBLA and H.M.S. TAPIR joined company at 0600, Tuesday 13th, and after scientists and equipment had been distributed amongst the various ships and the shore station on Montagu Island, R.A.N.E.L. trials commenced. These were completed by 1740 and at 1822 H.M.A.S. BARCOO came to port anchor to the north west of Montagu Island Light. At 0702, Wednesday 14th, anchor was weighed and in company with the other ships positions were taken up for W.R.E. trials. These trials continued with various breaks for equipment and human failures until 1800, Thursday 15th, when gear was recovered and we were detached by the Senior Officer present, whereupon course was laid for Narooma. H.M.A.S. BARCOO came to port anchor off Narooma at 0305, Friday 16th. At 0825 an officer to supervise the dismantling of the Lambda Slaves was landed at Narooma and at 1531 anchor was weighed and the ship proceeded for Sydney, berthing on the Fitting Out Wharf, Garden Island, at 0729, Saturday 17th.

3. The main task over the weekend was the final preparation for Admiral's Inspection. Leave was granted on the understanding that sufficient remained aboard to ensure that each department could cope with the tasks to be undertaken. Happily, the non-Sydney ratings and unmarried men came to the fore thus allowing the majority of the Sydney natives to have some time with their families. On Monday 19th, the ship was dealt with by the departmental Staff Officers, 400 tons of fuel oil were embarked and both boilers flashed up in readiness to be rescue ship in case misadventure fell upon His Royal Highness, the Duke of Edinburgh's plane en route from Nandi to Sydney. Leave was granted until 2359 and at 0500, Tuesday 20th, the ship came to immediate notice. At 0755, a signal was received that the Duke of Edinburgh had landed safely, but the watches were kept below as it was too close to the Admiral's arrival to allow time to shut down. At 0900, The Flag Officer in Charge, East Australia Area, Rear Admiral G.G.O. Gatacre, C.B.E., D.S.O., D.S.C*., accompanied by his Base Operations Officer, Commander F.M. Murray, R.A.N., and his Secretary, Acting Commander (S) R.J.F. Brown, R.A.N., arrived, inspected the guard and divisions on the wharf, and then inspected the ship

HN 21/12

...../2

CONFIDENTIAL

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

1 December, 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.)

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I have the honour to report the proceedings of Her Majesty's Australian Ship BARCOO, under my command, for the month of November, 1962.

2. On Tuesday, 1st, the ship was alongside the Fitting Out Wharf at Garden Island. At 0937, Friday 2nd, lines were cast off and the ship proceeded for Montagu Island where she arrived at 0017, Saturday 3rd. The Lambda was lined up from shore fixes on completion of which course was set for the sounding commencement point at the northern extremity of the survey area for Hydrographic Instruction 5b/61. At 0721 sounding commenced and continued until 0245, Sunday 11th, when the survey had been completed to a north/south line 240 miles off shore. Course was then set for Montagu Island, the ship anchoring off Narooma at 2254. On Monday 12th, mail was landed and the ship then weighed and proceeded to recover beacons used in the previous R.A.N.E.L. trials, anchoring on completion at 1220. H.M.A.S. KIMBLA and H.M.S. TAPIR joined company at 0600, Tuesday 13th, and after scientists and equipment had been distributed amongst the various ships and the shore station on Montagu Island, R.A.N.E.L. trials commenced. These were completed by 1740 and at 1822 H.M.A.S. BARCOO came to port anchor to the north west of Montagu Island Light. At 0702, Wednesday 14th, anchor was weighed and in company with the other ships positions were taken up for W.R.N. trials. These trials continued with various breaks for equipment and human failures until 1800, Thursday 15th, when gear was recovered and we were detached by the Senior Officer present, whereupon course was laid for Narooma. H.M.A.S. BARCOO came to port anchor off Narooma at 0305, Friday 16th. At 0825 an officer to supervise the dismantling of the Lambda Slaves was landed at Narooma and at 1531 anchor was weighed and the ship proceeded for Sydney, berthing on the Fitting Out Wharf, Garden Island, at 0729, Saturday 17th.

3. The main task over the weekend was the final preparation for Admiral's Inspection. Leave was granted on the understanding that sufficient remained aboard to ensure that each department could cope with the tasks to be undertaken. Happily, the non-Sydney ratings and unmarried men came to the fore thus allowing the majority of the Sydney natives to have some time with their families. On Monday 19th, the ship was dealt with by the department flashed up in readiness to be rescue ship in case misadventure fell upon His Royal Highness, the Duke of Edinburgh's plane en route from Nandi to Sydney. Leave was granted until 2359 and at 0500, Tuesday 20th, the ship came to immediate notice. At 0755, a signal was received that the Duke of Edinburgh had landed safely, but the watches were kept below as it was too close to the Admiral's arrival to allow time to shut down. At 0900, the Flag Officer in Charge, East Australia Area, Rear Admiral G.G.O. Cutsteen, C.B.E., D.S.O., D.S.C*., accompanied by his Base Operations Officer, Commander T.M. Murray, R.A.N., and his Secretary, Acting Commander (S) R.J.F. Brown, R.A.N., arrived, inspected the guard and divisions on the wharf, and then inspected the ship

and carried out drills. The inspection was completed by 1100, when Rear Admiral Gatacre and his staff left the ship. In the afternoon a Make and Mend was granted to such hands as could be spared from the tasks of storing ship and standing by for the staff electrical inspection. During the Monday and Tuesday, the lorries containing the Lambda Slave equipment arrived from the New South Wales, South Coast and these were unloaded as time and circumstances allowed. The dismantling had been carried out by two ship's ratings at each station, with a ship's officer in overall charge, plus two working parties supplied by H.M.A.S. ALBATROSS. It is reported that these working parties, though handling unfamiliar equipment, worked hard and efficiently and gave great assistance.

4. At.1700, Wednesday 21st, H.M.A.S. BARCOO sailed and proceeded for Lord Howe Island, anchoring off the northern reef entrance at 0558, Friday 23rd. At 0815, anchor was weighed and the ship moved to the eastern side of the island where marking parties were landed to mark Intermediate trig, East trig and Mutton Bird Island. The ship then proceeded to Ball's Pyramid and parties were despatched to mark Observatory Rock and an Islet close north of Ball's Pyramid. The distance, Observatory Rock to Intermediate Hill was measured and theodolite observations obtained at Observatory Rock. No observations were obtained at East of Intermediate due to haze. Another party successfully marked Mutton Bird Island with a boat hook stave, the previous day's efforts having failed, it being impossible to get a bamboo to the summit. Ship was at anchor and all parties recovered by 1845. Sunday 25th was spent playing hide and seek from the weather, anchor watch being set at 0300 and berth shifted at 1307. A party was left ashore over the week-end to observe as opportunity allowed from Intermediate and East. This party was successful.

5. Sounding of the sea mount commenced at 1038, Monday 26th, and continued until 1400, Friday 30th, the ship anchoring at nights either off Lord Howe Island or on the shoal banks in the survey area. On Tuesday 27th and Wednesday 28th, sounding commenced at first light, but, failure of the Edo, necessitating reversion to the AS767, reduced the area possible to sound to such an extent as to make these early starts unnecessary from then on. Some doubt existed as to the accuracy of the tellurometer distance from Intermediate to Observatory Rock, so the opportunity of reasonable conditions was taken on Thursday 29th to remeasure the line. Previous readings were confirmed, so, on Friday 30th, the distance, East to Intermediate, was remeasured.

6. Movements of Officers. Lieutenant Commander W.S. Robinson, R.A.N.R., and Lieutenant H.G. Levi, R.A.N.R., joined on 2nd November and were discharged on 17th November, having completed their period of Annual Continuous Training. Surgeon Lieutenant H.L. Thompson, R.A.N.R., joined from Shore on 19th.

7. The health, morale and conduct of the Ship's Company has been satisfactory. Maintenance of the ship progresses steadily and he appearance is satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

E.R. Whitmore.

(E.R. WHITMORE)
LIEUTENANT COMMANDER, R.A.N.
CAPTAIN.

DEPARTMENT OF THE NAVY
MINUTE PAPER

1285-203-89

H.M.A.S. BARCOO Report of Proceedings Dec '62.

DP
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HNB (N5)
REGISTRAR

RECEIVED
18 MAR 1963
D.A.S / C.W.

This was taken up earlier with DNT(N) and. Complement of ERP has since been adjusted.

| | | | | |
|---|---|---|---|---|
| HNB | 1st NM | 4th NM | HNB (N5) | Separate Report Circulating. |
| DOD | 2nd NM | SEC | REGISTRAR | |
| DCNS | 3rd NM | CNPR | | |

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

1285-203-89.

HMAS Barcoo. Report of Proceedings

HNB

DOD

DCNS

1st NM

The present situation is not only that we are working to keep present ships at sea but also that we want more ships at sea in the future. In any case this is a very primitive ship.

2nd NM

3rd NM

The fact that our ships are manned by insufficient competent technical personnel is a real difficulty in achieving efficiency in operating & maintaining the Fleet. It is unwise to underrate this difficulty

4th NM

SEC

CNPR

HNB (N5)

REGISTRAR

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| DP | DCNP | INR | DNC | Separate Report |
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| DNE | DGS | DEE | | |
| HPB | DDM | DME | | |

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.

8/15/2

COMMONWEALTH OF AUSTRALIA

# MINUTE PAPER

N.A. to 3 N.M. J. M.r.

3 N.M. Comments by D.M.T. hereunder. There is no real need for manning, if the CERA & his ERA's are efficient there should be able to cope. The absence of an EO. is not good, but there just aren't enough EO's to go around. J. M.r. Despite INM's comments about a 'business' ship the EO during the war was a 2½!

H.M.A.S. BARCOO - REPORT OF PROCEEDING DECEMBER 1962.

BY D.M.T.

In para 3 of the above Report of Proceedings the Captain has stated inter alia that "due to the Engineer Officer being re-appointed without relief the problem of re-organising the Engine Room and Stores Departments has been greatly aggravated by the ship being under strength in the E.R.A. rating"

2. (a) The present complement figures are as follows

| Allowed | Borne | Future |
|---|---|---|
| 1 CERA | 1 | 1 |
| 4 ERA (minimum 3 EWC) | 3 EWC | 3 EWC |
| | 2 ERA5's | 2 A/ERA4 |

(b) In the above borne figures the ERA 5's were due for advancement EA/ERA4 in January 1963. They both hold B.R.W.C.

(c) One of the EWC's at about the time of BARCOO's comment was a POM(E). This rating was replaced by MECH1 CONDIE to make the numbers borne more realistic.

M. A. Clarke

for D.M.T.

ROYAL AUSTRALIAN NAVY

TELEPHONE:





CONFIDENTIAL

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

4 January, 1963.

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 FOR DECEMBER, 1962.

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship BARCOO, under my Command, for the month of December, 1962.

2. On Saturday, 1st, and Sunday, 2nd, the ship remained at anchor off the northern reef entrance, Lord Howe Island. On the latter day, leave was granted in the afternoon and a triangular sports meeting between the islanders, the tourists and the ship was enjoyed. Sounding was carried out from 0800, Monday, 3rd, until 1500, when course was altered for Sydney, where H.M.A.S. BARCOO arrived at 0730, Wednesday, 5th, berthing on the Fitting Out Wharf, Garden Island, for Long Self Maintenance Period. At 1015, Monday, 17th, the ship was shifted by tugs to a berth on H.M.A.S. ANZAC on Cruiser Wharf and at 1330, Tuesday, 18th, she was moved by tugs into Captain Cook Dock, where she remained until the end of the month.

3. The major problem of the month has been the re-organization of the Engine Room Stores Departments due to the Engineer Officer being re-appointed without relief. The problem has been greatly aggravated by the ship being under strength in the E.R.A. rating, and the procedure that has been necessary to obtain something approaching full complement in this rating has made it very difficult to maintain the belief that the "system" exists primarily to keep seagoing ships at sea.

4. Surgeoan Lieutenant H.L. Thompson, R.A.N.R., was discharged to Shore on 10th December on completion of Annual Continuous Training.

5. The health, conduct and morale of the ship's company is satisfactory. The Long Self Maintenance period has progressed well and the appearance of the ship is satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

E. R. Whitmore

(E.R. WHITMORE.)
LIEUTENANT COMMANDER, R.A.N.
CAPTAIN.

21/1 [illegible] 22/1

N5

DEPARTMENT IF THE NAVY

MINUTE PAPER

1285-203 90

HMAS BARCOO Report of Proceedings Jan 63

HNB 13/2

DOD 14/2 On completion of circulation HNB is requested to initiate action to inform Bureau that the regulations concerning excess of economical speed are contained in RANOPS Not Navy Orders. Ref.

DCNS 14/2

1st NM 15/2

2nd NM 19/2

3rd NM 19/2

4th NM 20/2

SEC 21/2

CNP 13/2

HNB (N5) see DOD's remarks

REGISTRAR

| | | | | |
|---|---|---|---|---|
| DP | DCNP | INR | DNC | |
| DTSR | DOA | DNES | DW | |
| DSD | DMT | MDG | HNB (N5) | Separate Report |
| DAWOT | DPS | DCNTS | REGISTRAR | |
| DNE | DGS | DEE | | Circulating |
| HPB | DDM | DME | | |

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

1285·203·90

H.M.A.S. BARCOO — Report of Proceedings Jan 63

DP

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HNB (N5)

REGISTRAR

RECEIVED 27 MAR 1963 D.A.S./D.W.

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|---|---|---|---|---|
| HNB | 1st NM | 4th NM | HNB (N5) | Separate Report Circulating. |
| DOD | 2nd NM | SEC | REGISTRAR | |
| DCNS | 3rd NM | CNPR | | |

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.

~~613~~

JW/MJG



28 FEB 1963

The Commanding Officer,
H.M.A.S. BARCOO.

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

The Hydrographer, R.A.N.,
Garden Island,
SYDNEY. N.S.W.)

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS -
JANUARY 1963.

I am directed by the Naval Board to inform you that the regulations concerning excess of economical speed are detailed in RANOPS. Appendix (e) to the above Report of Proceedings incorrectly refers to Navy Orders.

~~NS 100~~

→ Registrar (M)

28/2 HMB 1/3

see distribution

Registrar 8/4

Secretary.

TELEPHONE:

INDEXED
INITIAL
DATE 12/2/63

ROYAL AUSTRALIAN NAVY

DEPT. OF NAVY
CANBERRA
St 6299
1285 IN REPLY 203. 90
QUOTE No. 135/2/01.

RECEIVED
C 7 FEB P.M.
NAVY REGISTRY

CONFIDENTIAL

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

5 February, 1963.

Flag Officer in Charge,
EAST AUSTRALIA AREA.

(Copies to:- Secretary, Department of the Navy, CANBERRA.
The Hydrographer, Garden Island, SYDNEY. )

Sir,

I have the honour to report the Proceedings of Her Majesty's Australian Ship BARCOO, under my command, for the month of January.

2. The ship was in Captain Cook Dock from Tuesday 1st until 1330 Wednesday 2nd when she undocked and was berthed by tugs on the South End of the Cruiser Wharf. Here she remained completing self refit and preparing for sea until 0900 Monday 7th when she proceeded to sea. The forenoon was devoted to obtaining polar diagrams for the Types 691 AJC and 692 AJE aerials. During the afternoon she participated with H.M.A.S. ANZAC and H.M.S. TABARD in a casex, on completion of which, at 1555, course was set for Lord Howe Island.

3. H.M.A.S. BARCOO arrived in the survey area 0123 Wednesday 9th and sounding commenced immediately. At 0940, a double moored beacon was laid and recovered to give the largely new complement of seamen experience in beaconing, on completion sounding continued. Except on Saturday 12th and Sunday 13th sounding was progressed daily until 1927 Wednesday 16th when course was laid for Montagu Island.

4. The ship arrived off Montagu Island at 1335 Friday 18th and after a transfer of RANEL personnel and stores from H.M.A.S. KIMBLA, proceeded to Eden where she anchored at 1806. The weekend was spent in adjusting and checking Lambda equipment and at 1115 Monday 21st anchor was weighed and H.M.A.S. BARCOO proceeded to Montagu Island to rejoin H.M.A.S. KIMBLA. At 0900 Tuesday 23rd the ship weighed and proceeded to join H.M.S. TABARD and the RANEL trials commenced. BARCOO participation in these trials continued until 0633 Thursday 24th when she detached and proceeded to Sydney for fuel, berthing on the Fitting Out Wharf at 1655. At 1140 Friday 25th lines were cast off, she proceeded to sea and returned to the trials area, rendezvousing with H.M.S. TABARD at 0730 Saturday 26th. After transferring stores to the submarine the trials were continued. At 2035 Tuesday 29th H.M.S.TABARD proceeded to Jervis Bay to rendezvous with H.M.A.S. KIMBLAto collect some pump spares obtained by the latter ship in Port Kembla and H.M.A.S. BARCOO proceeded to Eden to rectify defects in both Lambda Slaves. She anchored in Twofold Bay at 0805 Wednesday 30th. At 1201, Thursday 31st H.M.A.S. BARCOO sailed for a rendezvous with H.M.S. TABARD, but at 2030 a major breakdown in insulation on the Red Slave Transmitter Mast occurred so she put about and returned to Eden. The closing moments of the month saw her some 36 miles East of Twofold Bay.

5. The health, morale and conduct of the ship's Company has been satisfactory; the appearance of the ship is satisfactory and maintenance progresses steadily.

6. Movements of Officers:-

Lieutenant M. French R.N. joined from H.M.A.S. GASCOYNE on 2nd January.

Lieutenant J.J. Doyle R.A.N. joined from H.M.A.S. BASS on 2nd January.

11/2
13/2
NS

CONFIDENTIAL

.....2.

6. Movements of Officers continued:-

Engineer Lieutenant J.A. Fahey R.A.N. was discharged to H.M.A.S. CERBERUS on 4th January.

Lieutenant M.R. Freeman R.N. was discharged to join S.S. ORIANA for passage to U.K. on 7th January.

Lieutenant K.F. Edwards R.A.N.R.(S) loaned to H.M.A.S. KUTTABUL from 21st January for course under Base Intelligence Officer.

I have the honour to be,

Sir,

Your obedient servant,

E.R. Whitmore

(E.R. WHITMORE)
LIEUTENANT COMMANDER, R.A.N.,
CAPTAIN.

CONFIDENTIAL

REPORT OF PROCEEDINGS - APPENDIX.

Reference:- Regulations and Instructions for the R.A.N., Appendix 29A.

| | |
|---|---|
| (a) Distance steamed during the month. | 3334.4 miles. |
| (b) Hours underway during the month. | 343 30/60 hours. |
| (c) Total distance steamed since commissioning. | 73088.2 miles. |
| (d) Total hours steamed since commissioning. | 6678 19/60 hours. |
| (e) Economical speed exceeded as detailed in ~~Navy Orders~~ RANORS. | Nil. |

(SGD) E. R. WHITMORE

(E.R. WHITMORE)
LIEUTENANT COMMANDER, R.A.N.,
CAPTAIN.

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

1285·203·99

Report of Proceedings Feb 63

H.M.A.S. BARCOO

RECEIVED 4 JUN 1963 D.A.S/D.W.

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HNB (N5)

REGISTRAR

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| HNB | 1st NM | 4th NM | HNB (N5) |
| DOD | 2nd NM | SEC | REGISTRAR |
| DCNS | 3rd NM | CNPR | |

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.T.S. 17 MAY 1963

5 7 5 63

DEPARTMENT IF THE NAVY

MINUTE PAPER

1285·203·99

HMAS BARCOO Report of Proceedings Feb 63

HMBA 15/3

DOD 18/3

DCNS 19/3

1st NM 20/3.

2nd NM 21/3

3rd NM 22/3

4th NM 25/3

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CNPR 28/3

29/3

HNB (N5)

REGISTRAR

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| DSD | DMT | MDG | HNB (N5) | Separate Report |
| DAWOT | DPS | DCNTS | REGISTRAR | |
| DNE | DGS | DEE | | Circulating |
| HPB | DDM | DME | | |

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 6299

ROYAL AUSTRALIAN NAVY

TELEPHONE:

INDEXED INIT. DATE 14/3/63

CONFIDENTIAL

DEPT. OF THE NAVY
IN REPLY
QUOTE No. 135/2/01
1285 203 99.

RECEIVED
11 MAR A.M.
NAVY REGISTRY

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

1 March, 1963.

Flag Officer in Charge,
EAST AUSTRALIA AREA.

(Copies to:- Secretary, Department of the Navy, CANBERRA.
The Hydrographer, Garden Island, SYDNEY.)

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship BARCOO, under my command, for the month of February.

2. At 0337 Friday 1st H.M.A.S. BARCOO came to starboard anchor in Twofold Bay to send a party ashore to investigate Lambda Slave defects. She was joined in the anchorage at 1010 by H.M.S. TABARD. At 1756 anchor was weighed and the ship proceeded for Lambda trials, these were satisfactory and at 1825, H.M.S. TABARD weighed and both ships proceeded for the trials area. At 2155 both vessels put about and set course for Eden to land a rating from the submarine. At 0110 Saturday 2nd H.M.A.S. BARCOO came to starboard anchor in Twofold Bay to weigh again at 0633, the night having been spent repairing the motor cutter alongside Eden Jetty after it had been holed. At 1733 RANEL trials were commenced with H.M.S. TABARD in company. Trials continued until 0810 Monday 4th when a south westerly gale of force 8 to 10 necessitated both ships returning to the coast. H.M.S. TABARD proceeded to Bateman Bay, whilst H.M.A.S. BARCOO headed on the most comfortable courses and at the best speeds without suffering storm damage for Twofold Bay, where she came to anchor at 0612 Tuesday 5th. The only damage suffered was electrically where ingress of salt water had taken its toll. The ensueing week was spent in, and in the vicinity of, Twofold Bay. Calculations for the forthcoming South Australian season were progressed, records for the past RANEL Trial completed, Lambda Slaves stations struck and gear embarked and practical seamanship training classes held. During the afternoon of Saturday 9th the ship was opened to the public.

3. At 0059 Tuesday 12th anchor was weighed and the ship proceeded to Port Phillip Bay where after an uneventful passage she arrived at 0625 Wednesday 13th. The day was spent in practical seamanship training classes and at 1641 H.M.A.S. BARCOO secured on Number 3, North Wharf, Melbourne. During the forenoon of Thursday 14th she refuelled from a lighter. At 1000 Friday 15th H.M.A.S. QUICKMATCH secured on Number 2 North Wharf.

4. At 1600 Sunday 17th lines were cast off and H.M.A.S. BARCOO proceeded for Victor Harbour. As much leave as possible was given during the Melbourne visit as it was the first real break the ship's company had had since they left Sydney on 7th January. At 0427 Tuesday 19th, the ship came to anchor off the breakwater, Granite Island, disembarkation of Lambda gear commenced at 0630 and was completed by 1140 when anchor was weighed and the ship proceeded to Hog Bay, anchoring at 1506. On Wednesday 20th, a working party cleared a road from the Penneshaw/Kingscote Road to the chosen Lambda site near Mount Thisby (Prospect Hill) and Lambda gear was disembarked and stored in a wharf shed. On Thursday 21st Lambda gear was transported to the site and erection commenced. Captain A.H. Cooper A.D.C., R.A.N., The Hydrographer of the R.A.N., joined in the early afternoon to spend a week on board seeing the ship at work. Erection of both Lambda Slaves was completed by Saturday 23rd and so Sunday 24th and Monday 25th were devoted to calibration. Tuesday 26th and Wednesday 27th were spent in drawing up plotting sheets and carrying out Lambda/Visual check fixes, the ship anchoring in Antechamber Bay on the night of the 27th. At 0727 Thursday 28th anchor was weighed and at 0830 sounding commenced and continued to the closing moment of the month.

13/3 14/3

N5

CONFIDENTIAL

.....2.

5. Movements of Officers:

Lieutenant K.F. Edwards R.A.N.R.(S) discharged to shore on completion of 6 months A.C.T. on 3rd February.

Captain A.H. Cooper A.D.C., R.A.N., joined (temporary) from H.M.A.S. KUTTABUL on 21st Februaryy.

Lieutenant(jg) B. Angeles, Phillipine Navy joined for practical surveying experience on 21st February.

6. The health, conduct and welfare of the ship's company has been satisfactory throughout the month. The maintenance of the ship has progressed steadily and her appearance is satisfactory.

I have the honour to be,

Sir,

Your obedient Servant,

E.R. Whitmore

(E.R. WHITMORE)
LIEUTENANT COMMANDER, R.A.N.,
CAPTAIN.

CONFIDENTIAL

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - FEBRUARY, 1963.
(Date of commissioning 7 December, 1959)

Enclosure "A"

| | | |
|---|---|---|
| (a) | Distance steamed during month | 2141.8 miles |
| (b) | Distance steamed since commissioning | 75230.0 miles. |
| (c) | Hours underway during month | 225 hours. |
| (d) | Hours underway since commissioning | 6903 19/60 hours |
| (e) | Exceeding economical speed as detailed in RANOPS | Nil. |

CONFIDENTIAL

DEPARTMENT IF THE NAVY

MINUTE PAPER

1285·203·105

HMAS BARCOO Report of Proceedings March 63,

HNB

DOD

DCNS

LREM GRIFFICEN appears to be doing an extremely good job.

1st NM

2nd NM

3rd NM

4th NM

SEC

D.E.E.

D.M.T.

CNPR

HNB (N5)

REGISTRAR

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| DP | DCNP | INR | DNC | |
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| DAWOT | DPS | DCNTS | REGISTRAR | |
| DNE | DGS | DEE | | Circulating |
| HPB | DDM | DME | | |

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

1285·203·105
Inc 13(6)(c)

H.M.A.S. BARCOO — Report of Proceedings March 63



DP

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HNB (N5)

REGISTRAR

| | | | | |
|---|---|---|---|---|
| HNB | 1st NM | 4th NM | HNB (N5) | Separate Report Circulating. |
| DOD | 2nd NM | SEC | REGISTRAR | |
| DCNS | 3rd NM | CNPR | | |

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.

10.5.63

27.5.63

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C 22 MAY A.M.
NAVY REGISTRY

ROYAL AUSTRALIAN NAVY

TELEPHONE: FL 0444

St 6300
~~1285-203-113~~
1285-203-105

IN REPLY QUOTE No. NC.1/16/17

RH

OFFICE OF THE
FLAG OFFICER IN CHARGE,
EAST AUSTRALIA AREA,
~~WYLDE STREET, POTTS POINT.~~
GARDEN ISLAND.

21 MAY 1963

The Secretary,
DEPARTMENT OF THE NAVY.

(Copy to: The Hydrographer, R.A.N.,
GARDEN ISLAND.

The Naval Officer-in-Charge,
SOUTH AUSTRALIA.

The Commanding Officer,
H.M.A.S. BARCOO).

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

Reference: HMAS BARCOO letter No. 135/2/01 dated 1st May, 1963. — ROP for April

Be pleased to inform the Naval Board that the difficulties being encountered by H.M.A.S. BARCOO in maintaining lambda stations in operation and the excellent work of the ship's L.R.E.M. in that effort were mentioned in BARCOO's report of proceedings for March, 1963.

Regulator

attach former please.

DTSR 24/5

Propose N.F.A.

DCNP 27/6

(G.G.O. GATACRE)
REAR ADMIRAL.

CONFIDENTIAL

D.C.N.T.S.
13 JUN 1963

CONFIDENTIAL

ROYAL AUSTRALIAN NAVY

RECEIVED
22 MAY 1963
NAVY REGISTRY

TELEPHONE:
FL 0444

IN REPLY
QUOTE NO.

MC.1/165/17

OFFICE OF THE
FLAG OFFICER IN CHARGE,
EAST AUSTRALIA AREA,
WYNDE STREET, POINT POLNT,
GARDEN ISLAND.

21 MAY 1963

RH

The Secretary,
DEPARTMENT OF THE NAVY.

(Copy to: The Hydrographer, R.A.N.,
GARDEN ISLAND.

The Naval Officer-in-Charge,
SOUTH AUSTRALIA.

The Commanding Officer,
H.M.A.S. BARCOO).

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

Reference: HMAS BARCOO letter No. 135/2/01 dated
1st May, 1963.

Sir,

I have the honour to inform the Naval Board that the difficulties being encountered by H.M.A.S. BARCOO in maintaining Lambda stations in operation and the excellent work of the ship's L.R.E.M. in that effort were mentioned in BARCOO's report of proceedings for March, 1963.

(G.G. GATACRE)
REAR ADMIRAL.

D.G. N.T.S.
13 JUN 1963

CONFIDENTIAL

COMMONWEALTH OF AUSTRALIA

1285 - 203 - 105

# MINUTE PAPER

1/5/63.

H.M.A.S. BARCOO : REPORT OF PROCEEDINGS -
COMMENDATION OF LREM GRIFFIOEN.

D.C.N.P. Under present manning difficulties I would think that there would be similar cases of devotion to duty in other ships. In the circumstance I suggest a note from F.O.I.C.E.A. might be appropriate 16/5.

2nd N.M. This matter is one for decision by F.O.I.C.E.A. and I am loath to interfere for the present

By D.E.E.

D.E.E.

Attached is an extract from H.M.A.S. BARCOO's Report of Proceedings for March, 1963, reference 135/2/01 dated 3rd April, 1963, paragraph 5, commending LREM Griffioen for good service and devotion to duty.

2. The report appears to merit action under R and I 1084(2), As it was addressed to F.O.I.C.E.A. it is proposed that he investigate and report whether in his view action by the Naval Board in accordance with Article 1084(2) is considered appropriate.

3. Attached letter is proposed.

D.E.E.
13/5/63

By DEE

Action has been taken by F.O.I.C.E.A. in this case.

31/5.

DEE 29/5

P/A.

D. C. N. T. S.
30 MAY 1963

St 6300

ROYAL AUSTRALIAN NAVY

1285-203-105

TELEPHONE: FL 0444

IN REPLY QUOTE NO. NC.1/16/17

DR. RECEIVED C = S NAVY A.M. NAVY SECRETARY

OFFICE OF THE
FLAG OFFICER IN CHARGE,
EAST AUSTRALIA AREA,
~~WYLDE STREET, POTTS POINT~~
GARDEN ISLAND.

HN 1/5/65 TB
DEE 3/5

1285
203
105

3 MAY 1963

The Secretary,
DEPARTMENT OF THE NAVY.

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

Reference: H.M.A.S. BARCOO letter No. 135/2/01 dated 3rd April, 1963.

Be pleased to inform the Naval Board that the remarks contained in paragraph 5 of the reference have been noted and L.R.E.M. Griffioen has received a personal written commendation from me.

(G.G.O. GATACRE)
REAR ADMIRAL

HN 1/5

1285-203-105

IN REPLY
QUOTE
No.

CONFIDENTIAL

COMMONWEALTH OF AUSTRALIA

TELEGRAPHIC ADDRESS:
"NAVY CANBERRA"

DEPARTMENT OF THE NAVY,
CANBERRA, A.C.T.

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

H.M.A.S. BARCOO : REPORT OF PROCEEDINGS -
COMMENDATION OF LREM GRIFFIOEN.

I am directed by the Naval Board to refer to H.M.A.S. BARCOO's Report of Proceedings for March, 1963, reference 135/2/01 dated 3rd April, 1963, paragraph 5, commending LREM Griffioen for good service and devotion to duty.

2. I am to request that the matter be investigated as opportunity permits and a report rendered whether action by the Naval Board in accordance with R.A.N. Regulations and Instructions Article 1084(2) is considered appropriate.

Cancelled

Secretary.

CONFIDENTIAL

FFL : PJN

1285 - 203 - 105

CONFIDENTIAL

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

H.M.A.S. BARCOO : REPORT OF PROCEEDINGS -
COMMENDATION OF LREM GRIFFIOEN.

---

I am directed by the Naval Board to refer to H.M.A.S. BARCOO's Report of Proceedings for March, 1963, reference 135/2/01 dated 3rd April, 1963, paragraph 5, commending LREM Griffioen for good service and devotion to duty.

2. I am to request that the matter be investigated as opportunity permits and a report rendered whether action by the Naval Board in accordance with R.A.N. Regulations and Instructions Article 1084(2) is considered appropriate.

Cancelled

Secretary.

CONFIDENTIAL

1285-203-105

Copy

Extract from H.M.A.S. BARCOO's Report of Proceedings for March, 1963.

5. Whilst the weather conditions which caused a cessation of sounding can in no way be considered as very heavy, the worst being gusts up to 35 knots two problems arose from this weather; firstly, the sea conditions were such that H.M.A.S. GASCOYNE's echo trace was only intermittent and secondly the rolling of the ship combined with effects of wind, spray and drizzle at the slave stations made it almost impossible to maintain Lamda lock. The present area is so poor from a Lambda aspect and the noise level/signal strength ratio so critical that once conditions deteriorate to moderate problems arise very quickly. However in spite of this at the end of the month the majority of Priority A area basic sounding is finished down to a line bearing 230° from Margaret Brock Light, and small sections of Priorities B and C completed where the extensions of the 135°/315° courses of area A have encroached into them. There now remains the under 20 fathom interlining around Margaret Brock Light to be completed plus a few "holidays" that have resulted from Lambda failures etc. In this regard I commend to you the ship's L.R.E.M., L.R.E.M. Griffioen, who almost solely has the responsibility of the success of this survey on his shoulders. He sees little of the ship other than the A.C.R. and the R.M.R. wherein are sited the Lambda components, there would be few nights that he would know what a longer period than three hours of unbroken sleep was, and most nights it is considerably less. In an endeavour to take full advantage of H.M.A.S. GASCOYNE's company, Griffioen has been taken completely out of ship's routine so that he can take every opportunity to obtain sleep, but even so this is really insufficient, and after the two ships part company next month, the survey's speed of progress will be very much a secondary importance compared with this rating's physical condition and welfare.

Noted

RECEIVED
C - 8 APR A.M.
NAVY REGISTRY

ROYAL AUSTRALIAN NAVY

TELEPHONE:

CANBERRA
St 6299
1285 | 203 | 105
IN REPLY
QUOTE No. 135/2/01.

CONFIDENTIAL

INDEXED
IN
DATE 9 4 63

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

3 April, 1963.

Flag Officer in Charge,
EAST AUSTRALIA AREA.

(Copies to:- Secretary, Department of the Navy, CANBERRA.
The Hydrographer, Garden Island, SYDNEY.)

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship BARCOO, under my command, for the month of March.

At 0003 Friday 1st sounding in the priority A area terminated and the ship proceeded for Adelaide, berthing at 0815 on NO. 10 Wharf, Inner Harbour. Formal calls were made that day, by the Captain on the Army Commander Central Command Brigadier W.W. Wearne M.C., and Mr. C.J. Glover the Lord Mayor of Adelaide and the Chief Justice, Sir Mellis Napier. The call of the Army Commander was returned in the afternoon by Lieut. Colonel W.B. Relf, DAD Survey, Central Command.

2 H.M.A.S. BARCOO shifted to the C.O.R. oil berth at 0745 Monday 4th and sailed for the survey grounds on completion of fuellingat 1125, however Green Lambda Slave failure during the afternoon necessitated H.M.A.S. BARCOO coming to anchor off Hog Bay, Kangaroo Island, at 1710 and the L.R.E.M. landed to remedy defects. By 0500 Tuesday 5th the slave station was again operational and after recovery of the L.R.E.M. anchor was weighed at 0800. At 1102 sounding commenced and continued until 0215 Friday 8th when course was laid for Hog Bay, where anchor was let go at 0650. Considerable difficulty had been experienced in keeping Lambda operational at ranges greater than 70 miles from the slaves and so the assistance of Leichhardt Radio Centre was sought.

3. At 0700 Saturday 9th anchor was weighed and the ship proceeded to Kingscote to embark Mr. A.V. Wood, Senior Technician, who had been flown from Sydney at BARCOO's request. The ship anchored off Hog Bay at 1111. Throughout Saturday 9th and Sunday 10th the Lambda within the ship and at Green Slave was checked, amendments to component sitings and improvements to bonding and earthing were made and at 0528 Monday 11th, H.M.A.S. BARCOO proceeded for Victor Harbour where similar checks and improvements were made to Red Slave. The ship anchored in Antechamber Bay over Monday night and at 0703 Tuesday weighed and proceeded for the survey grounds. Lambda was lined up and a series of runs were made through and around the priority A area, sounding the while. Throughout these runs signal strength tests were made every five minutes and on completion the graphs drawn up indicatedthat across the survey area there was a distinct belt about 30 miles wide, where signal strength noticeably fell, at times to a barely operational standard. This poor standard of operation is considered to be caused by:-

(a) The belt of unknown cause mentioned above.
(b) Generally poor sites for the slaves - sandy terrain, poor conductivity. There are no alternatives.
(c) Poor bonding and earthing of some components ashore. This has been improved.
(d) Ionospheric disturbance. This was ascertained from D.C.A. West Beach Airport whos tated that a disturbance warning existed at that time.

Improvements have been made where possible and so long as no electrical storms, heavy rain or strong offshore dust laden winds are experienced it is possible to progress the survey. An extra watchkeeper is required whose task is to watch the decometers and at all times to know the Red and Green readings. In the event of loss

N5

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CONFIDENTIAL

of lock the decometer(s) can then immediately be reset, and no worries are caused if poor lane identification exists. The tests and sounding continued until 0501 Friday 15th when H.M.A.S. BARCOO proceeded to Kangaroo Island to rendezvous with H.M.A.S. WARREGO. After transfer of stores and personnel and a final check at Green Slave, H.M.A.S. BARCOO returned to the survey grounds and continued sounding until 1900 Sunday 17th when course was laid for Adelaide. She anchored in Semaphore Roads at 0135 Monday 18th, proceeding up river at 0715 to secure in No. 1 Wharf, Inner Harbour, at 0831. H.M.A.S. GASCOYNE was also in harbour at this time so briefings for the forthcoming joint operations were made and, of course, the social liaison was strong too!

4. At 0800 Thursday 21st H.M.A.S. BARCOO shifted to the oil berth and at 1315 sailed down river in company with H.M.A.S. GASCOYNE. On clearing the river, O.O.W. manoeuvres, and R.A.S. approach runs were practised on passage through St. Vincents Gulf. At 2120 Lambda was lined up and at 2236 sounding commenced with H.M.A.S. GASCOYNE in company. Joint Sounding continued until 1330 Saturday 23rd when H.M.A.S. GASCOYNE was detached to proceed to Victor Harbour to land a compassionate case, H.M.A.S. BARCOO continued until 1810 when Red Slave failure caused her also to proceed to Victor Harbour where she anchored at 2142. At 1242 Sunday 24th, repairs had been effected at Red Slave and the parties recovered so anchor was weighed and the ship proceeded to the sounding area rendezvousing with H.M.A.S. GASCOYNE at 1513. At 1640 joint sounding commenced and continued until 0017 Tuesday 26th when weather and sea conditions forced a cessation and both ships retired to the lee of Kangaroo Island, anchoring off Hog Bay. During the day the opportunity was taken to visit Green Slave to check and adjust units. At 0745 Wednesday 27th both ships weighed and proceeded for the sounding area. Sounding commenced at 1100 and continued until 0939, Saturday 30th when weather again prevented accurate work and the ships returned to Hog Bay anchoring at 1311. On Friday 29th functioning trials of small arms was carried out by the landing and boarding parties from the quarterdeck. The month drew to a close with H.M.A.S. BARCOO at anchor off Hog Bay, Kangaroo Island.

5. Whilst the weather conditions which caused a cessation of sounding can in no way be considered as very heavy, the worst being gusts up to 35 knots two problems arose from this weather; firstly, the sea conditions were such that H.M.A.S. GASCOYNE's echo trace was only intermittent and secondly the rolling of the ship combined with effects of wind, spray and drizzle at the slave stations made it almost impossible to maintain Lambda lock. The present area is so poor from a Lambda aspect and the noise level/ signal strength ratio so critical that once conditions deteriorate to moderate problems arise very quickly. However in spite of this at the end of the month the majority of Priority A area basic sounding is finished down to a line bearing 230° from Margaret Brock Light, and small sections of Priorities B and C completed where the extensions of the 135°/315° courses of area A have encroached into them. There now remains the under 20 fathom interlining around Margaret Brock Light to be completed plus a few "holidays" that have resulted from Lambda failures etc. In this regard I commend to you the ship's L.R.E.M., L.R.E.M. Griffioen, who almost solely has the responsibility of the success of this survey on his shoulders. He sees little of the ship other than the A.C.R. and the R.M.R. wherein are sited the Lambda components, there would be few nights that he would know what a longer period than three hours of unbroken sleep was, and most nights it is considerably less. In an endeavour to take full advantage of H.M.A.S. GASCOYNE's company, Griffioen has been taken completely out of ship's routine so that he can take every opportunity to obtain sleep, but even so this is really insufficient, and after the two ships part company next month, the survey's speed of progress will be very much a secondary importance compared with this ratings physical condition and welfare.

6. Since Thursday 21st the ship has had the pleasure of the company of Lieutenant Colonel W.B. Relf, Royal Australian Survey Corps, DAD Survey Central Command, on board. Many interesting discussions have been had with him on problems that are shared by both services surveys, problems which will be so much more easily and quickly overcome when the day of integration of certain aspects of surveying arrives.

.....3

CONFIDENTIAL

7. The health, morale and conduct of the ship's company remains satisfactory; maintenance of the ship progresses steadily and the appearance is satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

E. R. Whitmore

(E.R. WHITMORE)
LIEUTENANT COMMANDER, R.A.N.,
CAPTAIN.

CONFIDENTIAL

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - MARCH, 1963

(Date of commissioning 7 December, 1959)

CONFIDENTIAL

Enclosure "A"

| | | |
|---|---|---|
| (a) | Distance steamed during month | 4747.5 miles |
| (b) | Distance steamed since commissioning | 79977.5 miles |
| (c) | Hours underway during month | 403 hours |
| (d) | Hours underway since commissioning | 7306 19/60 hours |
| (e) | Exceeding economical speed as detailed in RANOPS | NIL. |

CONFIDENTIAL

Date .....

Required by .....

.....

File No. 1285/203/105.

Subject Report of Proceedings - Bonne

Markings DEC 3/5

Action taken Reg. Please attach to file marked to registrar 12/7

→ ① REGISTRAR, Could you please attach to file marked to you 12/7. NFA

Part file attached.

Kelly 23/7/60

DEPARTMENT OF THE NAVY

MINUTE PAPER

1285-203-113.

H.M.A.S. BARCOO. Report of Proceedings DMT 25/6 APR 63

DP

DTSR

DSD

DAWOT

DNI

HPB

DCNP

DOA

DMP

DDM

DPS

DG

INP

DNES

MDG

DCNTS

DEP

DME

DNC

DW

HNB (N5)

REGISTRAR

| | | | |
|---|---|---|---|
| HNB | 1st NM | 4th NM | HNB (N5) |
| DOD | 2nd NM | SEO | REGISTRAR |
| DCNS | 3rd NM | CNPR | |

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 IF THE NAVY
MINUTE PAPER

1285-203-113.

HMAS BARCOO — Report of Proceedings APRIL '63.

~~HNB~~ 8/5

~~DOD~~ 8/5

~~DONS~~ 8/5

1st ~~NM~~ 14/5.

2nd ~~NM~~ 20/5

3rd ~~NM~~ 22/5

4th ~~NM~~ 24/5

~~S-E~~ 28/5

~~CNPR~~ 31/5

~~HNB (N5)~~ 31/5

REGISTRAR

| | | | | |
|---|---|---|---|---|
| ~~DP~~ | DCNP | INR | DNC | |
| DTSR | ~~DOA~~ | DNES | DW | |
| DSD | DMT | ~~MDG~~ | ~~HNB (N5)~~ | Separate Report |
| DAWOT | DPS | ~~DCNTS~~ | ~~REGISTRAR~~ | |
| DNE | ~~DGS~~ | DEE | | Circulating |
| ~~HPB~~ | DDM | DME | | |

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

TELEPHONE:

DEPT. OF NAVY CANBERRA
St 6299
1285 | 203 | 113
IN REPLY QUOTE No. 135/2/01.

CONFIDENTIAL

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

1 May, 1963.

Flag Officer in Charge,
EAST AUSTRALIA AREA.

(Copies to:- Secretary, Department of the Navy, CANBERRA.
The Hydrographer, Garden Island, SYDNEY.
Naval Officer in Charge, SOUTH AUSTRALIA.)

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship, BARCOO, under my command, for the month of April.

2. The month opened with H.M.A.S. BARCOO in company with H.M.A.S. GASCOYNE at anchor off Hog Bay, Kangaroo Island. At 0753 Monday 1st anchor was weighed and the ship proceeded to the survey grounds. Joint sounding by both ships commenced at 1135 and continued until 1412 Tuesday 2nd when H.M.A.S. GASCOYNE was detached to proceed to Antechamber Bay and H.M.A.S. BARCOO proceeded to Victor Harbour to repair a major defect at Red Slave. She anchored at 1841 and remained so until the repair party had been recovered at 1722 Wednesday 3rd, they having worked continuously throughout the previous night. At 2018 H.M.A.S. BARCOO rendezvoused with H.M.A.S. GASCOYNE and joint sounding commenced at 2025 and continued until 1033 Thursday 4th. Jackstay transfers of equipment and loan personnel then took place between the two ships and at 1110 the ships parted company, H.M.A.S. GASCOYNE proceeding for Sydney, H.M.A.S. BARCOO for Hog Bay where she anchored at 1340. Mail was collected and stores for Green Slave landed and at 1447 anchor was weighed and course laid for Semaphore Anchorage where she came to starboard anchor at 1914. At 0723, Friday 5th, anchor was weighed and the ship proceeded up river berthing on Musgrave Wharf at 0839, where she remained for the weekend.

3. At 0835, Monday 8th, berth was shifted to the Fuelling Wharf, and the ship sailed for Kangaroo Island at 1301. At 1924 she came to anchor in Eastern Cove. On Tuesday 9th at 0730 a party under the command of Lieutenant M. French and accompanied by the Captain proceeded ashore to carry out a task on a beach in Eastern Cove in accordance with N.O.I.C.S.A.'s 050020Z (info Hydro.R.A.N. only), this was completed by 1101 when anchor was weighed and the ship proceeded for the survey grounds. Sounding commenced at 1400 and continued until 1256 Thursday 11th, when Green Slave failed and the ship returned to Hog Bay anchoring at 2128. Repairs to Green Slave were made over Good Friday, and at 0719, Saturday 13th anchor was weighed and the ship commenced an examination of a shoal patch in PriorityC area at 0925. Sounding ceased at 1353 in rapidly deteriorating sea/swell conditions and the ship returned to Hog Bay anchoring at 1553, where she stayed for the remainder of the weekend. At 0725 Monday 15th she weighed and proceeded sounding which continued without any hindrance until 1820, Wednesday 17th when course was laid for Hog Bay. Mail was collected and a "caretaker" Lambda party exchanged withe operational Green Slave party at 2200 and then the ship proceeded for Semaphore Anchorage anchoring at 0205 Thursday 18th. The passage from Hog Bay to Adelaide had been made at 16½ knots (160 revolutions) as a blow in the ribs, incurred by the Executive Officer when the ship rolled two days previously had suddenly brought on Haematuria and it was considered advisable to get to a point close to good hospital facilities as quickly as possible. Howev er, nothing serious developed during the night and he was discharged to hospital after the ship berthed on No.1 Wharf, Port Adelaide, at 0758 Thursday 18th. She remained in that berth until Monday 29th undergoing a short self maintenance period. From Thursday 18th until a.m. Monday 22nd short and interstate leave was granted and leave was also granted on Anzac Day. A church service was held on board for those remaining aboard on Thursday 25th, whilst several of the ship's company with war service attended services and marched in the appropriate contingents in the march through Adelaide.

N5

CONFIDENTIAL

.....2

CONFIDENTIAL

4. At 0900, Monday 29th, berth was shifted to the fuelling wharf and on completion of fuelling H.M.A.S. BARCOO proceeded to Hog Bay, Lambda teams were exchanged on arrival at 1919 and the station switched on. At 0730 Tuesday 30th anchor was weighed and the ship proceeded for the survey grounds. Sounding commenced at 1045 in Priority Area D, weather and sea conditions making C or B unsuitable.

5. Movement of Officers:-

Lieutenant J.E. BUCHANAN, R.A.N. joined from H.M.A.S. QUICKMATCH on Sunday 28th April.

6. The health, morale and conduct of the ship's company is satisfactory. The appearance of the ship is satisfactory and the self maintenance period has been used to great advantage in the "darker corners", not so easily accessible at sea.

I have the honour to be,

Sir,

Your obedient servant,

E. R. Whitmore

(E.R. WHITMORE)
LIEUTENANT COMMANDER, R.A.N.,
C A P T A I N.

CONFIDENTIAL

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - APRIL, 1963.

(Date of commissioning 7 December, 1959.)

CONFIDENTIAL

Enclosure "A"

| | | |
|---|---|---|
| (a) | Distance steamed during month | 2767.1 miles. |
| (b) | Distance steamed since commissioning | 82744.6 miles. |
| (c) | Hours underway during month | 232 hours |
| (d) | Hours underway since commissioning | 7538 19/60 hours. |
| (e) | Exceeding economical speed as detailed in RANOPS :- | |

Between 2300 on 17 April, 1963 and 0300 on 18 April, 1963.
Medical necessity.

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

1285-203-118.

H.M.A.S. BARCOO — Report of Proceedings MAY '63.

DP 13/6

DTSR 17/6

DSD 17/6

DAWOT 19/6

DNT 20/6

HPB 27/6.

DCNP 28/6

DOA 1/7.

DNT

DBM 3/7

DPS 4/7.

DGS 5/7

DNR 9/7.

DNES 9/7.

DMPG 12/7

DCNTS 17/7

DEE 18/7

DME 18/7

DNC 19/7.

DW 30/7

DNV 1/8

CNB (N5) 6/8.

REGISTRAR 7/8

~~HNB DCNS 2 NM 4 NM CNPR REGISTRAR~~
~~DOD 1 NM 3 NM SEC HNB (N5)~~ — 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

1285-203-118.

H.M.A.S. BARCOO. Report of Proceedings MAY '63.

CNB 13/6

DOD 13/6

DCNS 13/6

1st NM 14/6.

2nd NM

3rd NM

4th NM

SEC

CNPR 25/6

HNB (N5) 26/6.

REGISTRAR

| | | | | | |
|---|---|---|---|---|---|
| DP | DNE | DMT | DNR | DEE | HNB (N5) |
| DTSR | HPE | DPS | DNES | DMF | REGISTRAR |
| DSD | DCNP | DGS | MDG | DNC | |
| DAWOT | DCA | DDM | DCNTS | DW | |

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 6300

1285.203.118

ROYAL AUSTRALIAN NAVY

RECEIVED
C 25 JUN A.M.
NAVY REGISTRY

TELEPHONE: FL 0444

BAF.

1285
203
118

IN REPLY QUOTE No. NC.1/16/17.

OFFICE OF THE
FLAG OFFICER IN CHARGE,
EAST AUSTRALIA AREA,
~~WYNDE STREET, POTTS POINT~~
GARDEN ISLAND.

Registrar 26/6.

24 JUN 1963

The Secretary,
DEPARTMENT OF THE NAVY.

(Copy to: Naval Officer in Charge,
SOUTH AUSTRALIA.

The Commanding Officer,
H.M.A.S. BARCOO).

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - MAY, 1963.

Reference: H.M.A.S. BARCOO Letter No. 135/2/01 dated 1st June, 1963.

Be pleased to lay before the Naval Board the following remarks further to the reference.

2. BARCOO was given a very large area to sound in case perfect conditions prevailed. Weather, of course, was not perfect and Lambda gave considerable trouble and was at all times below normal performance. Despite this, BARCOO has achieved over 50% of the task including almost all the higher priority work. This is a very creditable performance. Her Lambda troubles are the subject of a conference on Friday, 21st June 1963.

(G.G.O. GATACRE).
REAR ADMIRAL.

DTSR 28/6 CRG 1/7

Haven't seen the reference 2 July

DEE 3/7

DCNP 9/7.

Registrar 11/7

D.C.N.T.S. - 2 JUL 1963

ROYAL AUSTRALIAN NAVY

OFFICE OF THE
FLAG OFFICER IN CHARGE,
EAST AUSTRALIA AREA,
~~WYLDE STREET, POTTS POINT~~
GARDEN ISLAND.

IN REPLY
QUOTE No. NC.1/16/17.

RECEIVED
DATE 25 JUN A.M.

24 JUN 1963

The Secretary,
DEPARTMENT OF THE NAVY.

(Copy to: Naval Officer in Charge,
SOUTH AUSTRALIA.

The Commanding Officer,
H.M.A.S. BARCOO).

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - MAY, 1963.

Reference: H.M.A.S. BARCOO Letter No. 135/2/01 dated 1st June, 1963.

Be pleased to lay before the Naval Board the following remarks further to the reference.

2. BARCOO was given a very large area to sound in case perfect conditions prevailed. Weather, of course, was not perfect and Lambda gave considerable trouble and now at all times below normal performance. Despite this, BARCOO has achieved over 50% of the task including almost all the higher priority work. This is a very creditable performance. Her Lambda troubles are the subject of a conference on Friday, 21st June 1963.

(G.G.O. GATACRE).
REAR ADMIRAL.

D.C.N.T.S.
24 JUN 1963

CONFIDENTIAL

1285 203 118

135/2/01.

RECEIVED
C - 7 JUN A.M.
NAVY REGISTRY

12/6/63

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

1 June, 1963.

Flag Officer In Charge,
EAST AUSTRALIA AREA.

(Copies to:- Secretary, Department of the Navy, CANBERRA.
The Hydrographer, Garden Island, SYDNEY.
Naval Officer in Charge, SOUTH AUSTRALIA.)

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship, BARCOO, under my command, for the month of May.

2. From the opening moments of the month until 0125, Saturday 4th, the ship was underway sounding. At 0456 that day the ship came to port anchor in Hog Bay, where she remained until 0731 Monday 6th. On the evening of Saturday 4th the Captain and officers were entertained by the Dudley District Concillors in the Council Chambers at Penneshaw; hospitality was returned onboard on the Sunday by way of a buffet lunch and suitable beverages.

3. Sounding was progressed in the vicinity of Cape Jaffa and Robe from Monday 6th until Saturday 11th when the tide pole party at Kingston was recovered and the ship proceeded for Hog Bay where she anchored at 0637 Sunday 12th. At 1042 anchor was weighed and the ship proceeded for Semaphore Anchorage, O.O.W. exercises such as recovery of man overboard, manovering the ship, etc, were conducted on passage. The ship anchored at 1744. At 0648 the following day H.M.A.S. Barcoo weighed and steamed up river, berthing on No.2 wharf, Port Adelaide at 0815. She remained there until 0815 Thursday 16th when berth was shifted to the oil wharf. On completion of fuelling at 1347 lines were cast off and the ship returned to the survey grounds. Sounding was progressed from 0115 Friday 17th until 2025 Saturday 18th. The ship then proceeded to Hog Bay anchoring at 2245.

4. At 0730 Monday 20th the Green Slave dismantling party was landed at Penneshaw on completion of which the ship steamed over to Rapid Bay where Red Slave dismantling party was landed. H.M.A.S. Barcoo then returned to her Hog Bay anchorage. Green Lambda was embarked during Wednesday 22nd and on Thursday 23rd the ship sailed at 1315 for Semaphore Anchorage, anchoring at 1741. The following morning she proceeded up river and berthed on Musgrave wharf at 0845. Red Slave equipment arrived by lorry from Goolwa during the forenoon and the remainder of the day was devoted to embarking and stowing this equipment. The ship remained at Musgrave wharf until 0645 Tuesday 28th when lines were cast off and she proceeded for Sydney. After an uneventful passage she secured to No.4 Buoy off Kuttabul Steps, Garden Island at 0900 Friday 31st. On completion of deammunitioning at 1047 H.M.A.S. Barcoo slipped and proceeded to North End, Oil Wharf securing at 1107

5. There have been no movement of officers during the past month.

6. The health morale and conduct of the Ships Company is satisfactory. The appearance and state of maintenance of the ship is satisfactory.

I have the honour to be,
Sir,
YOur obedient Servant

N5

12/6

CONFIDENTIAL

(SGD) E. R. WHITMORE

(E.R. WHITMORE)
LIEUTENANT COMMANDER, R.A.N.
CAPTAIN

CONFIDENTIAL

ENCLOSURE 'A'

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - MAY 1963

(Date of commissioning 7 December, 1959)

| | | |
|---|---|---|
| (a) | Distance steamed during month | 3875.1 Miles |
| (b) | Distance steamed since commissioning | 86619.7 Miles |
| (c) | Hours underway during month | 403.0 Hours |
| (d) | Hours underway since commissioning | 7306.0 Hours |

(e) Exceeding economical speed as detailed in RANOPS

Between 1430 and 1630 on the 30th June, Pre Refit Full Power Trials.

CONFIDENTIAL

# NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 285/203/1

FILE TITLE AWM Barcoo

Report of Proceedings

May 1965

MARK TO AW BRANCH

OTHER DIRECTIONS Ref with 113

## INDEXING HISTORY

| | SUBJECT INDEX SYMBOLS | NAME INDEX SYMBOLS | DATE |
|---|---|---|---|
| INITIAL INDEXING | | AZ | |
| SUBSEQUENT INDEXING | | | |

CLASSIFIER [signature] DATE 7/6/68

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. BARCOO

Report of Proceedings July '63.

18-6-20.

DP

DTSR

DSD

DAWOT

DNI

HPB

DCNP

DQA

DMP

DEM

DPS

DCS

DNR

DNES

MDG

DCNTS

DEE

DME

DNC

DW

HNB (N5)

REGISTRAR

~~HNB DCNS 2 NM 4 NM CNPR REGISTRAR~~
~~DCD 1 NM 3 NM SEC HNB (N5)~~ ) 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.

RECEIVED
26 SEP 1963
D.A.S.

DEPARTMENT OF THE NAVY

MINUTE PAPER

18-6-20.

H.M.A.S. BARCOO Report of Proceedings July '63

KNB 8/8

DOD Re para 3. In order to increase Barcoo's survey capability it was approved that she should be fitted with a pair of davits from Warrego on paying off and be provided with an additional survey motor boat. Completion of the refit on 17th August represents an increase in the refit of only 5 days. It is not considered that this extension of 5 days will seriously entail the working. hp 8/8

DCNS Can do D.O.D. 11/8.

1st NM 12/8

2nd NM 14/8

3rd NM 14/8

4th NM 19/8.

SEC 21/8

CNPR 23/8

23/8 23/8.

HNB (N5)

REGISTRAR 29

| | | | | | |
|---|---|---|---|---|---|
| DP | DNE | DMT | DNR | DEE | HNB (N5) |
| DTSR | HPB | DPS | DNES | DME | REGISTRAR |
| DSD | DCNP | DGS | MDG | DNC | |
| DAWOT | DOA | DDM | DCNTS | DW | |

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

St 6299

TELEPHONE:

RECEIVED
C - 6 AUG A.M.
NAVY SECRETARY

DEPT OF NAVY
CANBERRA

IN REPLY QUOTE No. 135/2.
18 6 20

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

1st August, 1963.

8/8/63

Flag Officer in Charge,
EAST AUSTRALIA AREA.

(Copies to:- Secretary, Department of the Navy, CANBERRA.
The Hydrographer, Garden Island, SYDNEY.)

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship, BARCOO, under my command, for the month of July.

2. H.M.A.S. BARCOO was docked down in Captain Cook Dock, Garden Island at the opening of the month, where she remained until 0930 Friday 12th when she was shifted by tugs to the North End of the Fitting Out Wharf. At 0915, Monday 29th she was shifted by tugs to the North End of theOil Wharf and was in that berth until the end of the month.

3. The main refit is progressing satisfactorily as is ship maintenance by the ship's company. At the moment the only dark cloud on the horizon is the news that we sre unlikely to have the dockyard personnel out of the ship before the 17th August as the transfer of davits from H.M.A.S. WARREGO for the extra survey boat to be carried for next season, will take until that date. This means that our clean up and work up period will be seriously curtailed, but final sailing should not be affected adversely.

4. The conduct, health and morale of the ship's company is good and the appearance and general cleanliness of the ship has been of a noticeably higher standard than previous occasions in dockyard hands. Possibly due to the fact that fewer dockyard items have been undertaken.

5. Movements of Officers:-
Lieutenant Commander G.L. MAXWELL, R.A.N.R. joined 12th July from H.M.A.S. WARREGO.

Lieutenant J.E. BUCHANAN, R.A.N. discharged to leave and for H.M.A.S. LEEUWIN on 29th July.

I have the honour to be,

Sir,

Your obedient Servant,

E.R. Whitmore

(E.R. WHITMORE)
LIEUTENANT COMMANDER, R.A.N.,
CAPTAIN.

HN 8/8

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - JULY, 1963.

(Date of commissioning - 7 December, 1959.)

ENCLOSURE "A".

| | | |
|---|---|---|
| (a) | Distance steamed during the month | Nil. |
| (b) | Distance steamed since commissioning | 86619.7 miles. |
| (c) | Hours underway during the month | Nil. |
| (d) | Hours underway since commissioning | 7306.0 hours. |
| (e) | Exceeding economical speed | Nil. |

MINISTRY OF THE NAVY

MINUTE PAPER

18. 6. 46.

H.M.A.S. BARCOO

Report of Proceedings AUG '63.

DE

DTSR

DSD 18/9

DAWOT 19/9

DNI 19/9

HPB 24/9

DCNP 25/9.

DOA 26/9

DMT 1 Oct.

DPM 1/10

DPS 7/10

DGS 3/10.

DNR

DNES 9/10.

MBG 14/10

DCNPS 17/10

DEE 21/10

DME 23/10

DNC 25/10

DW 4/11

DNB (N5) 6/11/63.

REGISTRAR

D. C. N. T. S.
17 OCT 1963

~~HNB DONS 2 NM 4 NM CNPR REGISTRAR~~ )
~~DOD 1 NM 3 NM SEC HNB (N5)~~ )

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

18. 6. 46.

H.M.A.S. BARCOO Report of Proceedings Aug '63

HNB 9/9

DOD 9/9

DCNS 10/9.

1st NM

2nd NM (after 17/9/63)

3rd NM 13/9

4th NM 13/9

CEC 18/9

CNPR 20/9

HNB (N5)

REGISTRAR

(1) 2 NM

(2) HNB (N5).

| | | | | | |
|---|---|---|---|---|---|
| DP | DNE | DMT | DNR | DEE | HNB (N5) |
| DTSR | HPB | DPS | DNES | DME | REGISTRAR |
| DSD | DCNP | DGS | MDG | DNC | |
| DAWOT | DOA | DDM | DCNTS | DW | |

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 6299

ROYAL AUSTRALIAN NAVY

TELEPHONE:





IN REPLY QUOTE No. 135/2

| 18 | 6 | 46 |
|---|---|---|

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

1st September, 1963.

Flag Officer in Charge,
EAST AUSTRALIA AREA.

(Copies to:- Secretary, Department of the Navy, CANBERRA.
The Hydrographer, Garden Island, SYDNEY.
Naval Officer in Charge, WEST AUSTRALIA AREA, for information only.)

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship BARCOO, under my command, for the month of August.

2. On Thursday 1st, H.M.A.S. BARCOO was alongside the North End of the Oil Wharf, Garden Island, undergoing main refit, where she remained until 1030 Monday 5th, when she was shifted by tugs to the North End, Fitting Out Wharf. She remained in this berth until Monday 19th during which time the refit was completed, a set of davits transferred from H.M.A.S. WARREGO were fitted, and the ship was stored for the forthcoming season.

3. At 0825, Monday 19th, H.M.A.S. BARCOO shifted under her own power to No.4 buoy, where she embarked ammunition during the forenoon and had her magnetic compasses swung during the afternoon. The following day at 0855, she slipped from No.4 buoy and proceeded to sea for trials. These were satisfactory and at 1450 she returned to harbour and secured to North End, Fitting Out Wharf. At 0932, Wednesday 21st, she cast off lines and proceeded to sea for D.F. calibrations; this was completed by 1255 and at 1340, H.M.A.S. BARCOO secured to North End, Fitting Out Wharf, where she remained until Monday 26th.

4. At 1430, Monday 26th, lines were cast off and H.M.A.S. BARCOO proceeded for West Australia. A strong westerly blow accompanied her down the coast of New South Wales, but with the lee of the coast caused little discomfort. However out on the 100 fathom line there was just sufficient movement to cause the trainees to note the shortest distance from their messdecks to the ship's rail and to remind cooks and stewards that baking tins make less noise if properly stowed! At Gabo Island, rounded at 1025, Tuesday 27th, the ship turned into a heavy south westerly swell, but a dying sea and wind, and good time was made to Wilson's Promontory which was rounded at 0020, Wednesday 28th. From Wilson's Promontory to Cape Couedie, Kangaroo Island, the sea and wind in varying strengths up to Force 4 obligingly came from the south east. It had originally been decided upon to run up into the Bight to 33°45' South before making a direct westing, and thereby possibly avoid any Bight depressions, or at least the worst effects of them, however at 2030, Thursday 29th, the weather map looked reasonable for the coming thirty six to forty eight hours, so at 2100 plans were changed and course altered to 270; this also gave a satisfactory line for a line of soundings commenced off Cape Couedie. The sea was mirror ~~for~~ calm until 0600, Friday 30th, when a north westerly breeze sprang up and from then until Radar landfall was made on Bald Island at 0515, 1st September, the wind remained ahead from south west to north west in strengths ranging from Forve 3 to Force 6 and not above Force5 until within 150 miles of landfall.

N5

.....2

4. The health, morale and conduct of the ship's company is satisfactory, as is also the appearance and standard of maintenance of the ship.

5. Movements of officers:-

Lieutenant Commander G.L. MAXWELL, R.A.N.R. discharged to H.M.A.S. KUTTABUL for Hydrographic Office on 26 Augst, 1963.

Lieutenant E.G. STUBINGTON, R.A.N. discharged to H.M.A.S. PENGUIN for B.N.H. (Medical) on 21 August, 1963.

Lieutenant R.B. DOOLAN, R.A.N. discharged to H.M.A.S. KUTTABUL (Temporary for F.O.I.C.E.A.) on 26th August, 1963.

I have the honour to be,

Sir,

Your obedient servant,

E. R. Whitmore

(E.R. WHITMORE)
LIEUTENANT COMMANDER, R.A.N.,
CAPTAIN.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - AUGUST, 1963.

Date of commissioning - 7 December, 1959.

ENCLOSURE "A"

| | | |
|---|---|---|
| (a) | Distance steamed during the month | 1783.2 miles |
| (b) | Distance steamed since commissioning | 88402.9 miles |
| (c) | Hours underway during the month | 137.0 hours |
| (d) | Hours underway since commissioning | 7443.0 hours |
| (e) | Exceeding economical speed | Nil. |

DEPARTMENT OF THE NAVY

MINUTE PAPER

18. 6. 74.

H.M.A.S. BAREGO — Report of Proceedings SEPT '63.

DP 15/10

DTSR 16/10

By DTSR. It is considered that the contents and layout of this R of P are below an acceptable standard. CRC 18/10.

DSD 18/10.

DAWOT 18/10

DNI 23/10

HPB 28/10

DCNP 28/10.

DOA 20/10

DMP 31 Oct.

DPM 31/10

DPS 1/11

DGS 1/11

DNR 5/xi

DNES 5/xi

MDG 8/11

DCNTS 12/11

DEE 15/11 Action re. defective diesel gens. for Lambda taken on file 1224/251/340. 17/1/64

DME 21/1/64

DNC 22/1

DW 28/1

HNB (N5)

D. C. N. T. S.
12 NOV 1963

REGISTRAR

~~HNB DCNS 2 NM 4 NM CNPR REGISTRAR~~
~~DOD 1 NM 3 NM SEC HNB (N5)~~ ) 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.

1015.

RECEIVED
32 JAN 1964
D.A.S.

# MINUTE PAPER

(This side only to be written on)

DEPT. OF THE NAVY

| 18 | 6 | 74 |
|---|---|---|

*Subject:*

Provisional Squares Only

TO BE DESTROYED ON LOCATION

OF ORIGINAL.

St 6299

ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE No. 135/2

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

1st October, 1963.

Flag Officer in Charge,
EAST AUSTRALIA AREA.

(Copies to:- Secretary, Department of the Navy, CANBERRA.
The Hydrographer, Garden Island, SYDNEY.
Naval Officer in Charge, WEST AUSTRALIA AREA, for information only.)

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship BARCOO, under my command, for the month of September.

2. The month opened with H.M.A.S. BARCOO approaching her landfall after crossing The Bight. This was made at 0515 on Bald Island. The day of Sunday 1st passed as H.M.A.S. BARCOO steamed along the South Western coast of Western Australia into a Force 7 head wind and sea, the severest sea conditions experienced on the whole passage. Cape Leeuwin was rounded at 2300. At 1130 Monday 2nd Rottnest Island was sighted in poor visibility and at 1235 speed was reduced to 9 knots to make our amended E.T.A. of 1530 at Gage Roads, however at 1307 we were instructed to berth earlier so speed was increased and the ship berthed on No.2, North Wharf, Fremantle at 1505.

3. At 1030, Tuesday 3rd, the Captain called informally on Naval Officer in Charge, Western Australia, Commodore W.B.M. MARKS, C.B.E., D.S.C., R.A.N., with whom he had discussions about the forthcoming survey season. During the afternoon Commodore MARKS accompanied by the Captain had discussions with members of Public Works Department in Perth regarding surveying requirements along the North Western Coast. At 1513 Wednesday 4th, thirteen minutes after H.M.A.S. DIAMENTINA had cast off from No.10a Berth and proceeded to sea, H.M.A.S. BARCOO cast off and shifted berth onto No.10a, a most fearsome experience with the effects of the freshet coming down the Swan River and the hidden underwater obstructions 50 feet off the end of the wharf. On Thursday 5th the Captain attended a luncheon given by Commodore MARKS and on Friday 6th more discussions were had on surveying requirements off the north west coast. During the time spent in Fremantle the final "cleaning up" after the dockyard refit, namely painting the decks, was carried out; the ship's Australian Rules and Rugby League teams were severely defeated by H.M.A.S. LEEUWIN and the Rugby Unoin team by Fremantle and make and mends were granted on the Thursday and Friday, normal leave being granted on Saturday.

4. At 1454 Sunday 8th, H.M.A.S. BARCOO cast off and proceeded for the survey grounds - the season had begun. The usual monotonous passage, too close in to be able to relax to ocean passage conditions and too far off to be able to see anything, was made up the western coast until 2000 Tuesday 10th, when North West Cape and BARCOO's old survey ground of Exmouth Gulf were abeam. The night was spent taking passage through the islands and Mary Anne Passage and with the first light at 0613 H.M.A.S. BARCOO came to anchor off the Western side of Steamboat Island. The Captain, Mr. WOOD, Senior Technician Leichardt Radio Centre, and the officer to be in charge of beach unloading proceeded ashore, found the triangulation station and decided that discharging Lambda could be done in a smoother and faster manner from another anchorage, so on return to the ship, by which time all boats had been lowered, anchor was weighed and the ship

.....2

..... shifted to the north eastern side of the island. By 0800 the first wave of Lambda and camp gear was on its way inshore. By 1440 all gear was ashore and in the last of the sunset the slave transmitter mast was raised. A party of twelve in addition to the camp party was left on the island overnight to continue improving camp conditions and to move and arrange gear to its most suitable sites. At 0545 Thursday 12th the motor cutter proceeded inshore and recovered the working party and at 0705 H.M.A.S. BARCOO weighed and proceeded to Point Samson, the camp party having been left in the charge of Mr. WOOD to complete erection of the slave station. At 1445, the ship came to anchor off Point Samson Jetty and the Captain proceeded ashore to establish contacts and arrange for the next day's berthing and unloading of Green Slave equipment and the Landrovers. At 0545 Friday 13th, H.M.A.S. BARCOO weighed and proceeded to berth on the southern side of the jetty at 0603. Unloading commenced immediately and all equipment was away in the lorries by 0930, "Black Friday" had lost its opportunity! At 1755, lines were cast off and the ship shifted to her anchorage off the jetty, the berth being required for M.V. WANGARA. Erection continued throughout Saturday 14th until 1700 when the working party returned from Green Slave at Cape Lambert and at 1741 anchor was weighed and H.M.A.S. BARCOO proceeded for Steamboat Island, anchoring off the island at 0304 Sunday 15th. At 0805 anchor was weighed and the calibration of the Slave commenced. This was completed by 1040 when Mr. WOOD was recovered from the island and the ship proceeded for Point Samson anchoring at 1935. At 0710 Monday 16th anchor was weighed and calibrations of Red Slave commenced, but due to bad visibility only 50 percent of the calibration was completed that day, the theodolite observers at the false station being unable to see the ship at morethan 5 to 7 miles. H.M.A.S. BARCOO came to anchor off Point Samson at 1637. At 0615 Tuesday 17th in almost as poor conditions of visiblity as the previous day, anchor was weighed and calibrations continued. These were completed after quite a struggle by the observing teams by 1420, and at 1742 the ship anchored off Delambre Island ~~and~~ At 0700 Wednesday 18th observing teams left the ship which got underway and proceed for beacon laying in the vicinity of Bass Pass. Again the visibility was extremely poor but apparently satisfactory results were obtained and the ship returned to her Point Samson anchorage at 1630. Thursday 19th was devoted to calculations, plotting, laying boat's moorings, check levelling the tide pole and establishing the boatssounding parties in "palatial" quarters in the corner of a bulk asbestos store. Also Delambre, Bezout and Cape Lambert △ were marked with bigger marks than had been left by Australian Hydrographic Service's survey teams. At 0745 Friday 20th, having discharged the boat sounding parties, H.M.A.S. BARCOO weighed and proceeded to commence sounding the main access lane from the continental shelf to Legendre Island, two days late on the hoped for schedule, but satisfactory in the conditions encountered. However ten minutes before sounding was due to commence Red Slave at Steamboat Island decided to develop a temperamental discriminator, so passage was continued to the island and Mr. WOOD and L.R.E.M. GRIFFOIEN landed on anchoring at 1637. The fault was remedied, party recovered and anchor weighed by 2210 and at 0302 Saturday 21st, sounding commenced on the recommended track. Sounding continued until 0410 Tuesday 24th, by which time the area between the 45 fathom line, the suspected area of trouble, had been completed and all to the east of the recommended track for the remainder of the access had been completed, both at one mile intervals. At 0721, H.M.A.S. BARCOO anchored off Point Samson Jetty to collect fresh provisions, land and receive mail and check on the boat parties. The latter had a tale of woe, shifting fixes they were getting displacements, so this had to be investigated. The traverse from Point Samson Jetty through to Delambre was checked by theodolite and tellurometer and the opportunity was taken to fix Jarman Island Light. All visible beacons were reobserved and sure enough one beacon, the key beacon on which taut measurements and courses had been run was out of position. The cause was never discovered as on previous plotting two theodolite rays and a lambda distance had given a perfect cut, but the effect was certainly noticed. New positions were plotted and checked to shew no displacement on shifting fix by 1900, and after an evening meal in peace and a beer issue, H.M.A.S. BARCOO detached her

..... boat parties and weighed at 2130. Sounding commenced at 0130 Wednesday 25th and continued until 0930 Friday 27th when course was laid for Gidley Island. At 1036 H.M.A.S. BARCOO came to anchor and the motor cutter proceeded inshore with a party to mark Gidley and Angel Islands. This task was completed by 1652 when the ship weighed and proceeded to the sounding area. Sounding commenced at 1800 and continued throughout the night until 0602 Saturday 28th, when course was laid for Point Samson, starboard anchor being let go off the jetty at 0920. The day was spent in recovering the boat camp and replenishing Cape Lambert Slave Camp and at 2135 anchor was weighed and the ship proceeded to Steamboat Island, anchoring at 0545 Sunday 29th. Replenishment of the Red Slave Camp was completed by 0730 when the ship weighed and proceeded for Carnarvon where she berthed on the south side of the jetty at 1053 Monday 30th September. Fuelling commenced at 1300 and was completed by 2100.

5. The services of Mr. A WOOD Senior Technician, Dockyard Radio Centre, have been invaluable. With regard to slave erection we have been certain that despite the poor site conditions, one is pure sand, the other bare rock, the maximum output is being obtained from the slaves. His superior electronic knowledge ensuring that attention has been paid to the finer points of erection and beaming. Equipment failures, some quite major in nature, have been dealt with quickly and efficiently on some occasions with both Mr. WOOD and L.R.E.M. GRIFFOEN at the site of the failure with the advantages of "two heads being better than one" and on other occasions with the benefits of having one expert at the site of the failure whilst the other was able to remain onboard and check and monitor from the other end of the fixing system. From the welfare aspect having Mr. WOOD on board has enabled L.R.E.M. GRIFFOEN to lead a reasonable life with a proper balance of duty and relaxation as opposed to the intolerable strain he was under during the previous season in South Australia. As in the past the main criticisms of Lambda operations are that somehow competent and experienced electronic ratings must be obtained to man the slaves if wasteful and frustrating passages to slave sites are to be avoided. These passages have been necessary this season despite the talent carried on board as "radio doctoring" is only successful insofar as the "patient" can accurately describe the symptoms and apply the remedies prescribed; the other criticism is again the complete unsuitability of the diesels supplying electrical services to the slaves, for the same reasons put forward in the past of vibration, oil leaks and the impossibility of preventing the ingress of sand and dust.

6. To date the progress of the Hydrographic Instructions is as follows:-

(a) 85 bottom samples have been taken on the east and west extremities and the centre line of the continental shelf/Legendre sea lane at 1½ to 2 mile intervals in water shoaler than 60 fathoms and 5 mile intervals in deeper water.

(b) Sea lane from continental shelf (100 fm line)to a line 3 miles off Legendre completed at one mile intervals with 60 percent half mile interlines completed. All quite clear.

(c) Bass Pass 80% completed with a shoalest depth of 37 feet so far recorded. Majority of area is 8 to 10 fathoms.

(d) Main leg running from south side of Bass Pass to Jarman Island Light, 70% completed. Shoalest recorded sounding so far 28 feet but several soundings between 5 and 6 fathoms recorded. For deeper draught vessels consider a certain amount of buoyage will be necessary.

(e) Spur to Cape Lambert 40% completed and so far looks quite promising.

(f) Spur to Point Samson 5% completed and combined with navigational runs looks to be as charted.

7. So far as work has progressed and purely with regard to the tasks allocated to H.M.A.S. BARCOO it would appear that the Dampier Archipeligo has much in its favour as the

.....4

.....site for the port. With regard to my paragraph 6e above it is considered that before a marked channel is finally selected that wire sweeping would be highly desirable as many of the shoaler pinnacles are only of needle like appearance.

8. Weather and sea conditions have been perfect to date, with the exception of visibility which on many days is reduced to 8 to 10 miles and on occasions as little as 5 miles.

9. The health, morale and conduct of theship's company is satisfactory and good appearance and maintenance of the ship is being maintained,

10 There have been no movements of officers during the month other than the rejoining of Lieutenant R.B. DOOLAN from temporary loan to H.M.A.S. KUTTABUL and Lieutenant E.G. STUBINGTON from Balmoral Naval Hospital.

I have the honour to be,

Sir,

Your obedient servant,

E. R. Whitmore

(E.R. WHITMORE)
LIEUTENANT COMMANDER, R.A.N.,
CAPTAIN.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - SEPTEMBER, 1963

Date of commissioning - 7 December, 1959

ENCLOSURE "A"

| | | |
|---|---|---|
| (a) | Distance steamed during the month | 4264.8 miles |
| (b) | Distance steamed since commissioning | 92667.7 miles |
| (c) | Hours underway during the month | 365 57/60 hours |
| (d) | Hours underway since commissioning | 7808 57/60 |
| (e) | Exceeding economical speed | Nil. |

DEPARTMENT OF THE NAVY

MINUTE PAPER

18. 6. 93

H.M.A.S. BARCOO

Report of Proceedings Oct '63

DTSR

DSD

DAWOT

DNI

HPB

DSNP

DOA

DMP

DRM

DPS

DGS

DNR

DNES

MDG

DCNTS

DEE

DME

DNC

HNB (N5)

REGISTRAR

D. C. N. T. S.
17 DEC 1963

~~HNB DCNS 2 NM 4 NM CNPR REGISTRAR~~
~~DOD 1 NM 3 NM SEC HNB (N5)~~ ) 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

18. 6. 93.

H.M.A.S. BARCOO — Report of Proceedings Oct 63

HNB 13/11

DOD 14/11

DCNS 14/11

They work hard + don't get much thanks.

1st NM 15/11

2nd NM 20/11

3rd NM 21/11

4th NM 25/11.

SEC 25/11

CNPR 25/11

HNB (N5) 26/11

REGISTRAR

| | | | | | |
|---|---|---|---|---|---|
| ~~DP~~ | ~~DNE~~ | ~~DMT~~ | ~~DNR~~ | ~~DEE~~ | ~~HNB (N5)~~ |
| ~~DTSR~~ | ~~HPB~~ | ~~DPS~~ | ~~DNES~~ | ~~DME~~ | ~~REGISTRAR~~ |
| ~~DSD~~ | ~~DCNP~~ | ~~DGS~~ | ~~MDG~~ | ~~DNC~~ | |
| ~~DAWOT~~ | ~~DOA~~ | ~~DDM~~ | ~~DCNTS~~ | ~~DW~~ | |

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 6299

ROYAL AUSTRALIAN NAVY

TELEPHONE:

18 6 93

IN REPLY QUOTE No 135/2



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

1st November, 1963

Flag Officer in Charge,
EAST AUSTRALIA AREA.

(Copies to:- The Secretary, Department of the Navy, CANBERRA.
The Hydrographer R.A.N., H.M.A.S. KUTTABUL.
Naval Officer in Charge, WEST AUSTRALIA AREA, for information only.)

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship BARCOO, under my command, for the month of October.

2. On Tuesday 1st H.M.A.S. BARCOO was lying alongside the Southern side of Carnarvon Jetty where she remained until 0003 Saturday 5th undergoing a short self maintenance period. She was not due to sail until 0830 Saturday 5th, but at 2300 Friday 4th an uncomfortable surge caused by a freshening south westerly wind made it advisable to seek the comfort of an anchorage. At 0830, Saturday 5th, having recovered libertymen, H.M.A.S. BARCOO weighed and proceeded for thesurvey grounds. During the forenoon of Sunday 6th, passage was continued in quite dense fog, which suddenly cleared when about 3 miles off Steamboat Island where anchor was let go at 1319. The Lambda camp was visited and replenished by 1445 when anchor was weighed and the ship proceeded for the Dampier Archipeligo, anchoring at 1942. At 0700 Monday 7th, boat parties left the ship to mark Courtnay and Rosemary Is. and one boat commenced boat sounding around the reef off Gidley Island. These tasks were completed by 1730 when anchor was weighed and the ship proceeded to an anchorage off Legendre Island, letting go at 1911. At 0700 Tuesday 8th a boat party was sent away to mark mid and east Legendre Island and at 0705 H.M.A.S. BARCOO weighed and proceeded to Delambre Island where another boat party was detached to observe and tellurometer to the Legendre Island marks. On completion of this the ship proceeded beacon laying and taut wiring in the Depuch area, coming to anchor at 1547 off Point Samson Jetty.

3. At 0730, Wednesday 9th, both sounding boats were detached to the shore based sounding camp at Point Samson and the ship weighed and proceeded for the Dampiers where sounding commenced at 1230. Sounding in the Dampiers was carried out by visual fixing as Lambda was land locked from Red Slave and the gonio connections were uncertain and too variable; at dusk the area of operation was switched to the Continental Shelf/Legendre Sea Lane using Lambda fixing and this area was progressed throughout the night, returning to the Dampier's sounding at first light Thursday 10th. On completion of the Dampiers and the Sea lane by 1028 Sunday 13th, the whole effort was switched to the Legendre Light/Bass Pass area. Several lines were sounded using both Lambda and Visual fixing until a firm Lambda/Visual comparison was obtained. Green Slave maintained a constant correction, but Red locking constant had to be varied up to as much as 0.4 lanes throughout the whole length of the line. However this correction and where it had to be altered wasfirmly established and allowed Lambda to be used throughout the night. By day visual methods were again used in conjunction with Lambda as a further check and also to give the woefully "out of practice" anglers some practice in angling and the general service watchkeepers an introduction to sextant angle fixing and plotting. Sounding continued until 1600 Monday 14th when

N5

.....2

A13/11

..... course was shaped for Point Samson where H.M.A.S. BARCOO came to anchor at 1727. Meanwhile both boats had been employed extending Bass Pass to the east. The original Bass Pass had proved clear but an unexpected reef was discovered about 1 mile north of the northern edge of Bass Pass and running the full length of the northern edge in the 75 thousand area. However by extending Bass Pass a further two miles to the east a good, wide break through has been obtained.

4. At 0805 Tuesday 15th anchor was weighed and theship proceeded to lay the Depuch Island survey beacons and to taut wire measure them for fixing. This was completed by 1400 and the ship anchored off Point Samson at 1603. The evening was devoted to calculations and plotting. Anchor was weighed at 0735 Wednesday 16th and sounding commenced at 0857. Sounding ceased at 1820 when the ship laid her course for Steamboat Island anchoring at 2215. At 0540 Thursday 17th Red Slave camp was replenished and at 0753 anchor was weighed and H.M.A.S. BARCOO proceeded for the sounding area, sounding commencing at 1235 and ceasing at 1800 when the ship anchored close to the Bass Pass reefs. From 0740 to 1641 Friday 18th sounding was progressed and then course set for Point Samson where she anchored at 1813. At 0605 Saturday 19th H.M.A.S. BARCOO proceeded for Port Hedland anchoring off the outer bar at 1245. During the afternoon the Captain and Navigator proceeded by boat to check the harbour against the chart. At 1103 Sunday 20th anchor was weighed and the ship proceeded into Port Hedland berthing on No.1 Berth at 1223. Fuelling commenced at 1310 and was completed by 2200. During the afternoon the ship's company played the local team a "social" cricket match and lost by 54 runs and 1½ nine gallon kegs! In the evening a basketball game was played and again lost to the locals. Despite the smallness of Port Hedland and it being a Sunday for our visit, it proved to be a very good run ashore for the ship's company. Nothing was very highly organized for them, but there were many small parties of the beer, sandwiches and steak variety which were very much enjoyed by the partakers. At 1131 Monday 21st lines were cast off and H.M.A.S. BARCOO pulled herself into midstream with her port anchor, then weighed and proceeded to the survey grounds, anchoring at Point Samson at 2024. Anchor was weighed at 0705 Tuesday 22nd, sounding commenced at 0905 and was progressed until 1530. Ship came to anchor off Point Samson at 1722. The same procedure was carried out on Wednesday 23rd and Thursday 24th except the ship anchored at night in the Depuch sounding area. Sounding was continued on Friday 25th until 1435 when course was set for Point Samson and anchor let go at 1623. A party of two were detached to recconnoitre the KAP3,KAP4, Mount Nicholson traverse area, both boats recovered, anchor weighed and course set for Steamboat Island at 1805. H.M.A.S. BARCOO anchored off Steamboat Island at 0233 Saturday 26th. At 0700 parties were landed to dismantle Red Slave and embarkation of this equipment was completed by 1600. Whilst this was taking place the ray KAP3 to Steamboat Island was observed and tellurometered. Ship remained at anchor until 0745 Sunday 27th when course was set for the Depuch Area. A two hour break was had at anchor on a reef of Legendre Island, during the afternoon and the fishermen did extremely well. Groper up to 50 lbs. each and snapper made the break really worthwhile. Ship anchored in the Depuch area at 1802. At 0730 Monday 28th one boat and the ship proceeded sounding, meeting up at 1627 in the Point Samson anchorage. Tuesday 29th the ship remained at anchor embarking fresh and frozen stores and bringing collectors up to date. Both boats progressed sounding. On Wednesday 30th both boats were away sounding by 0730 and the ship weighed anchor and proceeded sounding on completion of which beacon recovery was commenced in the Depuch Island area; boats were recovered in the Point Samson anchorage when the ship anchored at 1925. At 0730 Thursday 31st a party was sent away by road to KAP4 to carry out control investigations and another party was sent to Cape Embert to strike the Green Slave transmitter mast. The ship weighed at 1100 for beacon recovery, returning to Point Samson at

..... 1635, where she remained at anchor overnight.

5. The stage of progress at the end of the month is as follows:-

HI 6c - Good tellurometer shots and angles from KAP3 to Steamboat Island obtained.

(a) HI 7 - The sounding of all sea lanes completed and navigable routes obtained for the draught requirements laid down.

OI 1 - 148 samples obtained.

(b) Red Slave recovered and all beacons recovered.

6. Amplifying remarks on para.5 are as follows:-

(a) The continental shelf to the Dampiers and to Bass Pass, perfectly straightforward as laid down on the "pink" chart.

(b) Bass Pass had to be extended on 25 thousand 2 miles to the east and 1½ miles to the north as a reef lying east/west along and one mile north of the northern edge of Bass Pass was found. The extension gave a break through and a direct track can now be steamed 233° on Cape Lambert from the northern edge of Barcoo/Bass Pass. This track leads all the way to Cape Lambert and also allows for a spur to Point Samson, steaming 194° on Jarman Island Light.

(c) From the northern edge of Barcoo/Bass Pass the route to Depuch is as follows:-

171° for 3.7 miles
119° for 4.1 miles
102° for 7.5 miles

then as necessary in the P.W.D. survey.

These dog legs have been necessary to avoid shoal patches of 5 fathoms and under.

(d) Buoyage will be necessary at the northern edge of Barcoo/Bass Pass on turning point shoals as in bad visibility, which seems quite prevalent, visual fixing, particularly for a stranger in the area, would be extremely unreliable. Also one buoy would be advisable on the Depuch route to mark a shoal patch.

7. Further progress hoped for lies in H.I. No.8 and 9b. It is unlikely that any tidal stream observations will be undertaken nor have any supplementary lines on passage outside the survey been undertaken. The ship has always steamed the shortest route in charted soundings (which are as charted) and taking passage has for much of the timebeen our only relaxation and has been mainly carried out overnight.

8. Again we have been blessed with good weather and sea conditions and periodically cursed with poor visibility.

9. The health, morale and conduct of the ship's company has been satisfactory and the appearance and maintenance of the ship has been kept to a high standard.

I have the honour to be,

Sir,

Your obedient servant,

E. R. Whitmore

(E.R. WHITMORE)
LIEUTENANT COMMANDER, R.A.N.,
CAPTAIN.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - OCTOBER, 1963

Date of commissioning - 7 December, 1959

ENCLOSURE "A"

| | | |
|---|---|---|
| (a) | Distance steamed during the month | 3860.7 miles |
| (b) | Distance steamed since commissioning | 96,528.4 miles |
| (c) | Hours underway during the month | 342. hours |
| (d) | Hours underway since commissioning | 8,150 57/60 hours |
| (e) | Exceeding economical speed | Nil. |

Navy Registry

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18/6/-

FILE TITLE HMAS Barcoo
Report of Proceedings for Oct/1963

MARK TO HN BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

| | SUBJECT INDEX SYMBOLS | NAME INDEX SYMBOLS |
|---|---|---|
| INITIAL INDEXING | | A2 |
| | | DA TE |
| SUBSEQUENT INDEXING | | |
| | | |

CLASSIFIER [signature] DATE 11-11-63

DEPARTMENT OF THE NAVY

18 - 6 - 115.

MINUTE PAPER

H.M.A.S. BARCOO. Report of Proceedings Nov '63.

DP 12/12

DTSR 16/12

DSD 16/12

DAWOT 18/12.

DNI

HPB

DCNP 30/12.

DOA 30/12

DMT 3 Jan.

DDM 6/1.

DPS 7/1

DGS 9/1

DAP 9/1

DNR 10/1

DNES 13/1

MDG 13/1

DCNTS 17/1

DEE 21/1

DME 22/1

DNC 30/1

DN 31/1

HNB (N5) 3/2.

U.C.N.T.S.
17 JAN 1964

REGISTRAR

~~HNB DCNS 2 NM 4 NM CNPR REGISTRAR~~
~~DOD 1 NM 3 NM SEC HNB (N5)~~ — 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-references to this one.

DEPARTMENT OF THE NAVY 18-6-115.

MINUTE PAPER

H.M.A.S. BARCOO Report of Proceedings Nov '65

~~HNB~~ 11/12

~~DOD~~ 12/12

~~DCNS~~ 12/12

~~1st NM~~ 16/12.

~~2nd NM~~

~~3rd NM~~ 18/12

~~4th NM~~ 23/12

~~SEC~~

~~CNPR~~ 30/12

31/12

~~HNB (N5)~~ 31/12

REGISTRAR

| | | | | | | |
|---|---|---|---|---|---|---|
| ~~DP~~ | DNI | DMT | DNR | DEE | HNB (N5) | Separate Report Circulating |
| DTSR | HPB | DPS | DNES | DME | REGISTRAR | |
| DSD | DCNP | DGS | MDG | DNC | | |
| ~~DAWOT~~ | DOA | DAP | DCNTS | DW | | |
| | | ~~DDM~~ | | | | |

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.

135/2

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

1st December, 1963.

Flag Officer in Charge,
EAST AUSTRALIA AREA.

(Copies to:- The Secretary, Department of the Navy, CANBERRA.
The Hydrographer R.A.N., H.M.A.S. KUTTABUL.)

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship BARCOO, under my command, for the month of November.

2. At 0700 Friday 1st an observing and tellurometer party was landed at Point Samson to proceed to KAP3 and KAP4 to progress shore control observations. The ship weighed and proceeded to Steam Boat Island anchoring there at 1555. Observations were completed by 1903 when anchor was weighed and the ship proceeded for Dampier Archipelago where she anchored at 2345. Both boats were away sounding on Saturday 2nd the ship remaining at anchor whilst the motor cutter recovered bamboo marks erected in the archipelago. At 1615 anchor was weighed and the ship proceeded to Delambre Island, recovering sounding boats on passage, and anchoring at 1930. Both boats were away sounding at 0800 Sunday 3rd but achieved very little due to poor and falling visibility and at noon they were recalled. Boats were employed on mark recovery on Monday 4th the ship shifting to her Point Samson anchorage at 0730. On Tuesday 5th with the exception of the shore control party which was still away, a "public holiday" was declared and a barbecue and ships sports meeting was held on a beach between Point Samson and Cape Lambert, although there were many aching muscles that evening the day was voted as having been a great success. At 0700 Wednesday 6th the ship berthed on Point Samson Jetty, extra hands were sent to Green Slave, which was struck and embarkation of Lambda was commenced. The opportunity was also taken to commence the training class's examination for which the ship remained alongside on Thursday 7th whilst the last of the camp equipment was loaded. At 0821 Friday 8th the ship shifted to her anchorage and tellurometer and observing parties were sent ashore to obtain details for the polishing of the survey but mainly to give SR's training in the use of these instruments. At 1757 anchor was weighed and we enjoyed the view of Point Samson disappearing over the horizon astern, as we headed for Darwin. An uneventful passage to Darwin was had and anchor was let go in the harbour at 0208 Tuesday 12th. For rounding Holothuria Banks use was made of the direction station (AXA) at Troughton Island. The staff are most obliging and are only too happy to give reciprocal bearings on request. At the same time the ship took DF bearings of the beacon on FM12 with quite gratifying results.

3. At 0800 Tuesday 12th H.M.A.S. BARCOO secured on Fort Hill Wharf and fueling commenced immediately to be completed by 1205. The captain called informally on NOIC. NA, Commander N.L. Sanderson OBE, R.A.N. And On the captain H.M.A.S. SUPPLY, Cap tain G.V. Gladstone DSC'' ADC R.A.N. Make and mends were granted on Tuesday 12th and Wednesday 13th and at 0800 Thursday 14th H.M.A.S. BARCOO cast off and proceeded for Hervey Bay. An uneventful passage was had to Hervey Bay where she anchored off Burnett Heads at 0217 Thursday 21st. At 0630 the captain and erection officer proceeded ashore, recovered green slave site and at 0730 discharging of Lambda commenced.

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.....The gear was landed over the beach in a sheltered little bay just inside the Burnett River under the lighthouse. All gear was ashore by 1300 and at 1314 anchor was weighed and the ship proceeded to Sandy Cape anchoring at 1635. On arrival the captain and Mr.A.V. Wood, Technical Officer, Leichhard Radio Centre proceeded ashore and recover the Red Slave site and items of gear not vulnerable to weather were landed until darkness prevented further operations. Discharging continued on Friday 22nd and a strong team of axemen and machete wielders was sent ashore to clear the site of undergrowth and scrub. This was completed by 1817 when the erection party under Mr Wood and one officer were left ashore, anchor was weighed and the ship proceeded to Burnett River anchoring at 2128. At 1123 Saturday 23rd Green Slave was operational, the erection party recovered and the ship weighed and proceeded for calibration, this was completed by 1440 when the ship proceeded for Sandy Cape anchoring at 1739. At 0835 Sunday 24th Red Slave was operational, anchor was weighed and calibration commenced; this was completed by 1032 when anchor was at Sandy Cape let go off the Red Slave site. The tide pole had been erected as the boulder beach on the west coast was unsuitable and it was hoped to be able to select a site clear of the river and so free of any river effects. However a fresh northerly blow and resulting sea toppled the tide pole at 1400 Sunday, so it was recovered anchor weighed and course set for Burnett River, H.M.A.S. BARCOO anchoring at 1728. At 0730 Monday 25th a party proceeded ashore and secured the tide pole to the south west outer beacon, levelling was completed and the party recovered by 1045 when anchor was weighed and the ship proceeded for sounding. At 1915 a severe electrical storm prevented further Lambda fixing, reference was lost, so the ship returned to a position five miles off Green Slave and anchored for the night. At 0505 Tuesday 26th Lambda was re-aligned, anchor weighed and the ship proceeded for sounding which was progressed continuously until 0125 Friday 29th except for a two hour break to land a rating for leave and to collect mail and a safe hand bag on Wednesday 27th. Friday 29th was devoted to the accurate fixing of shore marks for boat sounding, The ship remained at anchor. At 0730, Saturday 30th anchor was weighed and ship sounding progressed until the month closed.

4. The progress of the Hervey Bay survey is as follows:-

(a) The eastern section completed including necessary interlines.

(b) The 'old' western area completed at one mile intervals from the eastern edge to a point four miles east of Burnett Head. The additional under six fathoms area has not yet been started.

(c) All tellurometer and theodolite tasks completed to fix Red E C accurately.

(d) 143 bottom samples taken for University of N.S.W.

5. The health morale and conduct of the ships company is satisfactory. The appearance and maintenance of the ship is being maintained to a satisfactory degree.

6. There have been no movements of officers during the month.

I have the honour to be,

Sir,

Your obedient Servant

E. R. Whitmore

(E.R. WHITMORE)
LIEUTENANT COMMANDER R.A.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - NOVEMBER, 1963.

Date of commissioning - 7th December 1959.

ENCLOSURE "A"

| | | |
|---|---|---|
| (a) | Distance steamed during the month | 4,399 . 2 Miles |
| (b) | Distance steamed since commissioning | 101,937 . 6 Miles |
| (c) | Hours underway during the month | 375.30/60 Hours |
| (d) | Hours underway since commissioning | 8,526.27/60 Hours |
| (e) | Exceeding economical speed | NIL |

NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18/11

FILE TITLE HMAS Barcoo
Report of Proceedings for
Nov/1963.

MARK TO NB BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

| | SUBJECT INDEX SYMBOLS | NAME INDEX SYMBOLS | |
|---|---|---|---|
| INITIAL INDEXING | | | DATE |
| SUBSEQUENT INDEXING | | | |

CLASSIFIER

DATE 10-12-63

18-6-142

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. Barcoo Report of Proceedings Dec, 63

DP

DTSR

DSD

DAWOT

DNI

HPB

DCNP

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DMT

DDM

DPSO

DGS

DAP

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DNES

MDG FEB 1964

DCNTS

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P.M.E.

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D.C.N.T.S. - 6 FEB 1964

DN

HNB (N

REGISTRAR

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| HNB | DCNS | 2 NM | 4 NM | CNPR | REGISTRAR | ) | Separate Report |
| DOD | 1 NM | 3 NM | SEC | HNB (N5) | | ) | 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-references to this one.

34

18-6-42.

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. Barcoo Report of Proceedings Dec 67

HNB 8/1

DOD 9/1.

DCNS 9/1

1st NM

2nd NM 10/1

3rd NM 13/1

4th NM 14/1

SEC

CNPR 15/1

HNB (N5) 16/1

REGISTRAR

| | | | | | | |
|---|---|---|---|---|---|---|
| DP | DNI | DMT | DNR | DEE | HNB (N5) | ) |
| DTSR | HPB | DPS | DNES | DME | REGISTRAR | ) Separate Report |
| DSD | DCNP | DGS | MDG | DNC | | ) Circulating |
| DAWOT | DOA | DAP | DCNTS | DW | | ) |
| | | DDM | | | | ) |

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 6299

ROYAL AUSTRALIAN NAVY

TELEPHONE:





18 6 142

IN REPLY QUOTE No. 135/2.

NS

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

31st December, 1963.

Flag Officer in Charge,
EAST AUSTRALIA AREA.

(Copies to:- The Secretary, Department of the Navy, CANBERRA.
The Hydrographer, R.A.N., GARDEN ISLAND.)

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship BARCOO, under my command, for the month of December.

2. The month opened with H.M.A.S. BARCOO sounding in Hervey Bay. At 0420 Sunday 1st she anchored off Red Slave, Sandy Cape, to provision the camp party and at 1235 weighed and proceeded for Brisbane, berthing on Newstead Oil Wharf at 0930 Monday 2nd. Fuelling was completed by 1300 and at 1315 lines where cast off and berth shifted under own power to Naval Depot Wharf. H.M.A.S. BARCOO remained in this berth until 0900 Monday 9th undergoing short self maintenance period. The Captain, H.M.A.S. BARCOO called on Naval Officer in Charge, Queensland, Commander J. Ferguson, D.S.C.,R.A.N., during the forenoon of Monday 2nd and on Thursday 5th was entertained to lunch by His Excellency, The Governor of Queensland, Colonel Sir Henry Abel Smith, KCMG, KCVO, D.S.O.

3. At 0900 Monday 9th. lines were cast off and H.M.A.S. BARCOO returned to the survey grounds anchoring off Red Slave, Sandy Cape at 0643 Tuesday 10th. At 0750 anchor was weighed and the ship proceeded for Lady Elliot Island where effort was devoted in fixing the position of the Lighthouse by Lambda and Tellurometer until 1530 when the ship proceeded for Burnett Heads anchoring there at 2000. Sounding and bottom sampling was progressed daily until Friday 13th, theship anchoring each evening.

4. On Saturday 14th H.M.A.S. BARCOO proceeded alongside Outer Harbour Sugar Wharf, Bundaberg, to load Green Slave Lambda and remained there overnight. At 0715, Sunday 15th, she cast off and proceeded to Sandy Cape, anchoring at 1035 off Red Slave, to load Red Slave Lambda. At 0802 Monday 16th anchor was weighed and the day and following night were spent bottom sampling except for a one hour break at Burnett Heads to land long leave libertymen and mail. At 0730, Tuesday 17th the last bottom sample was taken off Breaksea Spit and the ship proceeded for Sydney.

5. The night of 17th/18th December and Wednesday 18th until late afternoon was quite uncomfortable as the ship experienced a strong southerly gale. It was necessary to reduce speed and alter course to come to the westward of the 100 fathom line.

6. At 0600, Thursday 19th, H.M.A.S. BARCOO, having completed full power trials entered Sydney Heads and proceeded to No. 5 buoy securing at 0700. De-ammunitioning was completed by 0945 and at 1000 she slipped and proceeded alongside H.M.A.S. GASCOYNE on Cruiser Wharf. At 1025 main engines were rung off for the last time. She remained on this berth until 1330, Monday 23rd when in company with H.M.A.S. GASCOYNE she was shifted by tugs to Fitting Out Wharf where she remained until 1300 Tuesday 31st when she was shifted by tugs to South End Cruiser Wharf.

7. Since her return to Sydney the effort of the ship's

.....2

7 cont. .....company, as allowed by Christmas Leave period etc., has been devoted to paying off procedure and bringing the results of the last survey season up to date.

8. During the post Brisbane period in Hervey Bay, Dr. Alan Carter of the University of N.S.W. was embarked to conduct a marine geological survey of the bay. All on board took a great interest in his work and many were the questions with which he was plied.

9. Movements of Officers:-

Lieutenant Commander G.L. MAXWELL, R.A.N.R. joined from H.M.A.S. KUTTABUL on 3rd December, 1963.

Surgeon Lieutenant P.J. ANDERSON, R.A.N. was discharged to H.M.A.S. PENGUIN on 23rd December, 1963.

10 The health, morale, and conduct of the ship's company is satisfactory. The appearance of the ship and progress of maintenance is satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

(SGD) E. R. WHITMORE

(E.R. WHITMORE)
LIEUTENANT COMMANDER, R.A.N.,
C A P T A I N.

H.M.A.S. BARCOO - REPORT OF PROCEEDINGS - DECEMBER, 1963

Date of commissioning - 7th December, 1959

ENCLOSURE "A"

| | | |
|---|---|---|
| (a) | Distance steamed during the month | 1840.2 miles |
| (b) | Distance steamed since commissioning | 103,777.8 miles |
| (c) | Hours underway during the month | 166 hours |
| (d) | Hours underway since commissioning | 8,951 27/60 hours |

(e) Exceeding economical speed as detailed in RANOPS:-

(i) Between 0900 on 15th Dec.'63 and 1100 on 15th Dec.'63.

(ii) Between 0100 on 19th Dec.'63 and 0500 on 19th Dec.'63.

8

DEPARTMENT OF THE NAVY 18-6-184.

MINUTE PAPER

H.M.A.S. BARCOO Report of Proceedings JAN '64

DP

DTSR

DSD

DA/OT

DNT

HPB

DCNP

DOA

DMT

DDM

DPS

DGS

DAP

DNR

DNES

MDG

DCNTS

DEE

DME

DNC

DW

HNB (N5)

REGISTRAR

~~HNB DCNS 2 NM 4 NM CNPR REGISTRAR~~ ) Separate Report
~~DOD 1 NM 3 NM SEC HNB (N5)~~ ) 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-references to this one.

404

DEPARTMENT OF THE NAVY 18-6-184.

MINUTE PAPER

H.M.A.S. BARCOO Report of Proceedings JAN '64

~~HNB~~

~~DOD~~ 13 FEB 64.

~~DCNS~~ 14/2

~~1st NM~~ 17/2

~~2nd NM~~ Brop

~~3rd NM~~ 20/2

~~4th NM~~ 20/2

~~SEC~~ 25/2

~~CNPR~~ 24/2

~~HNB (N5)~~ 26/2.

REGISTRAR

| | | | | | | |
|---|---|---|---|---|---|---|
| ~~DP~~ | ~~DNI~~ | ~~DMT~~ | ~~DNR~~ | ~~DEE~~ | ~~HNB (N5)~~ | ) |
| ~~DTSR~~ | ~~HPB~~ | ~~DPS~~ | ~~DNES~~ | ~~DME~~ | ~~REGISTRAR~~ | ) Separate Report |
| ~~DSD~~ | ~~DCNP~~ | ~~DGS~~ | ~~MDG~~ | ~~DNC~~ | | ) Circulating |
| ~~DAWOT~~ | ~~DOA~~ | ~~DAP~~ | ~~DCNTS~~ | ~~DW~~ | | ) |
| | | ~~DDM~~ | | | | ) |

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

St 6299

TELEPHONE:

18 IN REPLY 6 184
QUOTE No. 135.2

RECEIVED
C 6 FEB A.M.
NAVY REGISTRY

18/6/17

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

5th February, 1964.

Flag Officer in Charge,
EAST AUSTRALIA AREA.

(Copies to:- The Secretary, Department of the Navy, CANBERRA.
The Hydrographer, R.A.N., GARDEN ISLAND.)

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship BARCOO, under my command, for the month of January.

2. H.M.A.S. BARCOO has spent the whole month at alongside berths in Garden Island, undergoing paying off procedure. Berths occupied were as follows:-

North End Cruiser Wharf until Tuesday 7th.
South End Cruiser Wharf until Thursday 16th.
North End Cruiser Wharf until Wednesday 29th.
South End Cruiser Wharf thereafter.
All moves were by tugs.

3. Paying off routines, ship cleaning and preserving, and destoring are progressing at a satisfactory rate, as is also the drawing of fair charts and compilation of data obtained during the past season's surveys.

4. The health, morale and conduct of the Ship's company is satisfactory.

5. Movements of Officers:-

Lieutenant R.B. DOOLAN, R.A.N. discharged to S.S. ORIANA for passage to U.K. (Exchange duty) on 8th January, 1964.

Sub Lieutenant (SD)(B) A.D. VODIC, R.A.N. discharged to H.M.A.S. CRESWELL on Friday 14th January.

I have the honour to be,

Sir,

Your obedient servant,

HN 2nd

N5

(SGD) E. R. WHITMORE

(E.R. WHITMORE)
LIEUTENANT COMMANDER, R.A.N.
CAPTAIN.

NAVY REGISTRY

RECORDING AND INDEXING INSTRUCTIONS

REGISTER ON CARD 18/6/D

FILE TITLE HMAS "Barcoo"

Report of Proceedings

January 1964

MARK TO HN BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

| | SUBJECT INDEX SYMBOLS | NAME INDEX SYMBOLS | DATE |
|---|---|---|---|
| INITIAL INDEXING | | | |
| SUBSEQUENT INDEXING | | | |

CLASSIFIER J

DATE 7.2.64

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# DEPARTMENT OF THE NAVY