

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

HMAS CONDAMINE (I)

Item number: 88/2

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AWM78-88/2

[88/2]

DUPLICATE

REPORT OF PROCEEDINGS

H.M.A.S. "CONDEMNED"

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CONFIDENTIAL

H.M.A.S. "CONDAMINE"
at Sydney.
9th May, 1952.

Flag Officer Commanding,
H.M. Australian Fleet,
C/- G.P.O.

(Through Senior Officer, First Frigate Squadron).

REPORT OF PROCEEDINGS - APRIL, 1952.

Sir,

I have the honour to submit the following Report of Proceedings for the month of April, 1952.

2. The ship remains alongside Cruiser Wharf, continuing the refit commenced in March. Progress has been, on the whole, satisfactory, and the fullest co-operation is being received to have the refit completed on the due date.

3. The health, conduct and morale of the Ship's Company has been satisfactory.

4. STEAMING FIGURES.

Total distance steamed during the month.....Nil.
Hours under way during the month.....Nil.
Average distance per ton of fuel.....Nil Miles.
Total distance steamed since commissioning.....87,410.9 miles.
Total hours under way since commissioning.....8,630.8 hours.

*= Total to December 51
Total to March 52 = 89,602.3*

I have the honour to be

Sir

Your obedient servant.

aw Dalish
Lieutenant Commander, R.A.N.
COMMANDING OFFICER.

CONFIDENTIAL

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. C89/673

H.M.A.S. "CONDAMINE"
at Sea.
1st. October, 1951

Sir,

REPORT OF PROCEEDINGS FOR THE MONTH OF SEPTEMBER 1951

I have the honour to submit the following Report of Proceedings for the month of September, 1951 of H.M.A. Ship under my command.

2. For the first two weeks of September CONDAMINE continued refitting, basin trials being carried out on the 11th., and upon the satisfactory completion of which, fuel was embarked to full capacity.

3. The first classes of Stoker trainees joined from AUSTRALIA A.M. 14th. On completion of storing the ship slipped from the berth and proceeded to number four buoy in readiness for ammunitioning on Monday 17th. September. Ammunitioning commenced at 0815 and was completed at 1000 the following day. Two officers joined from AUSTRALIA on Tuesday 18th., Sub Lieutenant McGRANE R.A.N.R.(S) for three months training and Sub Lieutenant (E) KING R.A.N. as instructor for the Stokers' Training Class.

4. CONDAMINE remained at number four buoy until 1020/20th. September when, in company with AUSTRALIA, the ship departed Sydney for a Training Cruise in Queensland waters. On clearing Port Jackson the ship participated in an S.M.X. 11 with AUSTRALIA, BARCOO, and H.M. Submarine TELEMACHUS. Steering Engine trouble was experienced during the first few hours at sea but this was soon rectified, the defect proving to be of a minor nature.

5. In company with AUSTRALIA, CONDAMINE anchored in Platypus Bay, Great Sandy Island at 0628/23rd. Instruction in boatwork and sailing was given to the Training Classes whilst in Hervey Bay. Recreational parties were landed on Fraser Island on Sunday 23rd. September. Excellent catches of fish being made from the beaches and the ship.

6. At 2153/24th. anchor was weighed and in company with AUSTRALIA course was laid for Cid Harbour in the Whitsunday Group. Whales were as numerous on this stage of the voyage as en route from Sydney to Hervey Bay. The Ship's Company being most impressed by the sight of a whale and calf surfacing close to the ship. Evening Quarters and Seaboats were exercised, weather on passage being as per handbook for Barrier Reef Tourists.

7. Whitsunday passage was entered 1000/26th. and at 1102 CONDAMINE anchored in nine fathoms 180 degrees 2.5 cables of AUSTRALIA in Cid Harbour. Recreational leave was granted the same day, fishing and oyster parties making good hauls in these prolific grounds.

8. At 0438/28th. anchor was weighed and the ship proceeded independently to MACKAY in accordance with F.O.C.A.F.'s 030714Z for stores and mail, berthing port side to the Brest Wharf at 0925 the same day. Leave to two watches was granted from 1230, a bus being provided by the Town Clerk. Regret was expressed by the townsfolk that no arrangements had been made to welcome the ship as they were completely unaware of our visit, the Sub Collector of Customs only being notified by R.N.O. Brisbane. The ship slipped at 1145/29th. for the return trip to Cid Harbour. The passage between Goldsmith and Linne Islands was negotiated at near high water, a current of approximately half a knot being experienced. An uncharted rock in approximate position 317.5 degrees Locksmith Island 1.1 miles was observed whilst negotiating the channel between Goldsmith and Linne Islands. This information has been forwarded in detail to the Hydrographic branch, Sydney, on form H 395. At 1720 the ship anchored in her previous billet in Cid Harbour.

The/

9. The health, morale, and conduct of the Ship's Company is satisfactory, the prospect of further trips away from Sydney being eagerly anticipated by all.

10. STEAMING FIGURES:-

Total distance steamed during month.....	1217.9 miles
Hours under way during month.....	116 hours 32 minutes
Average distance per ton of fuel.....	8.39 miles
Total distance steamed since commissioning.....	83217.6 miles
Total hours under way since commissioning.....	8227.26/60 hours

I have the honour to be

Sir,

Your obedient servant

aw L. L. L.
Lieutenant Commander R.A.N.
Commanding Officer.



Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. C.89/26/69

H.M.A.S. "CONDAMINE"
AT SYDNEY
1st. September 1951.

REPORT OF PROCEEDINGS - AUGUST 1951

Sir,

I have the honour to submit the following Report of Proceedings of His Majesty's Australian Ship under my command for the month of August 1951.

2. On the first of August "CONDAMINE" was in Captain Cook Dock Sydney, continuing the refit commenced in July. At 0842/ 15th. August the ship was undocked and berthed by tugs alongside the Cruiser Wharf, Garden Island.

3. Fumigation took place on Saturday, 25th. August, the ship's company being accommodated in H.M.A.S. "SHOALHAVEN" overnight. S34 training class continued instruction throughout the month including two afternoons per week school on board "AUSTRALIA".

4. The refit is progressing satisfactorily the usual co-operation being received from the dockyard.

5. The health, conduct and morale of the ship's company is good, All long leave was completed by the twenty seventh of the month.

6. STEAMING FIGURES

Total Distance Steamed during month.....	NIL
Hours Under Way during month.....	NIL
Average Distance per Ton of Fuel.....	NIL
Total Distance Steamed Since Commissioning.....	81,999.7 miles
Total Hours Under Way Since Commissioning.....	8,110.54/60 hours

I have the honour to be

Sir,

Your obedient servant



[Signature]
LIEUTENANT COMMANDER R.A.N.
COMMANDING OFFICER

89/6/66.

ENCLOSURE No. 10 To

A.F. 1343/1140/38
H.M.A.S. CONDAMINE,
At Sydney,

1st August, 1951.

REPORT OF PROCEEDINGS - JULY, 1951.

Sir,

I have the honour to submit the following Report of Proceedings of His Majesty's Australian Ship under my command for the month of July, 1951.

2. On the first of July the ship completed her escort duties with H.M.A.S. LABUAN, both ships entering Port Phillip Heads in company and anchoring off Portsea Quarantine Station at 0635. S.39 Training class, Borne for passage only to Albany and the return to Melbourne, was transferred to H.M.A.S. LABUAN for discharge to Flinders Naval Depot. On completion, at 0740, the ship proceeded direct to Sydney, entering harbour at 0640 on 3rd July. Seamanship instruction was given to this class throughout the passage and it is thought that they benefited greatly from this experience and additional time spent at sea outside their normal training syllabus. Every effort was made to keep these recruits constantly employed, and they were placed in three watches whilst at sea, apparently a somewhat rude awakening to life at sea for a number of them. Considering their inexperience, their performance whilst at sea was creditable.

3. The fourteen days spent at sea in company with H.M.A.S. LABUAN was of benefit to the Ship's Company in general in that it was the first opportunity for some time that everyone on board had a chance to work as a team. Daily running from Sydney is not particularly conducive to a good team spirit in a ship.

4. Shortly after clearing Wilson's Promontory the new Orient Liner R.M.S. Oronsay, homeward bound on her maiden voyage, was sighted and identities exchanged at dusk. The two ships passed half a mile clear of each other on opposite courses, the Oronsay illuminating her name and funnel when abeam for our benefit. Although not fitted with similar equipment, our shortcomings in this direction were made good by illuminating our own funnel with 10 inch signalling projectors. Oronsay made no comment, remaining aloof and proceeding on her way.

5. The remainder of the voyage was without incident and good weather was experienced throughout.

6. On arrival in Sydney the ship berthed at Kurraburra Oil Wharf for fuelling, slipping four hours later and berthing alongside Cruiser Wharf.

7. On the 5th, 6th, 9th, 10th, and 11th. July A/S exercises were carried out with H.M. Submarine TELEMACHUS. During this period several whales were sighted off North Head (see attached report). On completion of A/S exercises on 11th July, the ship secured to No. 4 buoy in preparation for de-ammunitioning ship. De-ammunitioning commenced on 12th July, and was completed by 1000, 13th July. The ship was moved from No. 4 buoy to Cruiser Wharf, Garden Island, by tugs after de-ammunitioning had been completed. Leave started from this date and preparations for the refit period commenced. For the period 14th July to 31st July, the ship was refitting. The ship entered Captain Cook Dock on 14th July.

...../The.

2.

8. The undermentioned Reserve Officers completed twenty eight days sea training during the month:-

Lieutenant D.J. McDonald, R.A.N.R.(S)
Lieutenant W. Halliwell R.A.N.R.

9. The health, conduct and morale of the Ship's Company is good.

10. Steaming figures:-
Total distance steamed during month 1037.7 miles
Hours under way during month. 94hrs. 54mins.
Average distance per Ton of Fuel. 7.74 miles.
Total distance Steamed since Commissioning. 81,999.7 miles.
Total hours under way since commissioning. 8110hrs. 54mins.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) A.W. SALISBURY.

Lieutenant Commander R.A.N.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. C/89/4/60

H.M.A.S. "CONDAMINE"
At Twofold Bay,
1st. June, 1951.

Sir,

REPORT OF PROCEEDINGS FOR THE MONTH MAY, 1951.

I have the honour to submit the following Report of Proceedings of H.M.A. Ship under my command for the month of May, 1951.

2. From the 1st. to the 3rd. May "CONDAMINE" carried out daily A/S exercises with H.M. Submarine "TACTICIAN" in exercise area NT, slipping from No. 7 Buoy at 0830 daily and returning to harbour at 1600. On return to harbour on the 3rd. May, the ship secured alongside "HOBART" at the Oil Wharf, Garden Island, remaining there until 0830/8th. May, when A/S exercises were resumed with H.M. Submarine "TELEMACHUS" in area NT, ship berthing on "HOBART" 1615.
3. On the 10th. May, "CONDAMINE" again proceeded to A/S exercises with a training class from "RUSHCUTTER" and on completion at 1335 stood by the sinking of the hulk "MARRAWAH" by R.A.A.F. aircraft. Demolition party and stores party to ensure the sinking were embarked from "RUSHCUTTER" prior to sailing. On return to harbour, the ship berthed on "HOBART" and remained alongside until 0830/21st. May when further A/S exercises were carried out with "CULGOA" and "TELEMACHUS" in area NT. Exercises continued daily until the 25th. May, "CONDAMINE" slipping at 0830 and returning to harbour at 1600 (approx.) on each occasion, and securing to No. 2 Buoy.
4. "CONDAMINE" remained in harbour on the 25th. May, refuelling, watering and storing ship. Ship was dressed on the occasion of Queen Mary's Birthday on the 26th. May. Seven Able Seamen from Submarines joined on the 27th. May for the training cruise, the remaining higher rate candidates from various ships and establishments in the Sydney Command at 0800 Monday 28th. May. The ship proceeded in execution of previous orders on a training cruise to Twofold Bay at 1050. Weather conditions proving unsuitable for anchoring in Crookhaven Bight, it was decided to proceed direct to Twofold Bay, a course being set to pass 12 miles off Montague Island. On passage identities were exchanged with S.S. "BEECHWOOD" and "KIMBERLEY". At 0810/29th. May, the ships anchored in Twofold Bay (in 15 fathoms) Boyd's Tower bearing 120 degrees, distant 4 cables.
5. Training classes were exercised in anchoring and boatwork, berth being shifted as necessary. Ship was finally anchored at 1530 in 8 fathoms off Tororaga Point. On the following day the hedge was laid out by the training classes using the motor cutter and whaler for laying and recovery respectively. Lectures were given in the dog watches by various ratings under instruction followed by night flashing exercises.
6. Lieutenant Roberts R.A.N.V.R. and Lieutenant Farr R.A.N.R. joined on 25th. May to carry out annual sea training of twenty eight and fourteen days respectively.
7. The health, conduct and morale of the ship's company is satisfactory.
8. STEAMING FIGURES.

Total Distance Steamed During Month.....908.7 miles.
 Hours Under Way During Month.....96 14/60 hr.
 Average Distance per Ton of Fuel.....5.57 miles.
 Total Distance Steamed Since Commissioning.....77402.5 miles.
 Total Hours Under Way Since Commissioning.....7607 21/60 hr.

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

W. Salisbury
 LIEUTENANT COMMANDER R.A.N.
 COMMANDING OFFICER.



Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. C.89/12/58

H.M.A.S. "CONDAMINE"
At Sydney
10th. May, 1951

Sir,

REPORT OF PROCEEDINGS FOR THE MONTH, APRIL, 1951

I have the honour to submit the following Report of Proceedings of H.M.A.Ship under my command for the month of April, 1951.

2. On the 1st. April "CONDAMINE" was at anchor in Jervis Bay with the Combined Commonwealth Fleet including H.M.C.S. "ONTARIO". At 1230 on the 2nd., the ship proceeded to sea towing a Patt.2 Target for sub calibre firings by H.M.C.S. "ONTARIO" returning to Jervis Bay on completion.

3. On Tuesday, 3rd. April, "CULGOA" AND "CONDAMINE" carried out A/S exercises on completion of which the ships joined the remainder of the Combined Fleet for screening exercises. The ship anchored in Jervis Bay at 1830, remaining at anchor until the 5th. April, when the Patt.2 Target was again towed for a full calibre shoot by "ONTARIO". On completion of the shoot the ship returned to Jervis Bay as ordered by "ONTARIO" in order to transfer the rake party to that ship. Advantage was taken of this time to secure the Targets for the tow to Sydney. At 0533/6th. the ship secured to No.7 Buoy. A Dockyard tug removed the targets at 0800, the ship proceeding to Kurraba Point for fuel. On completion of fuelling "CONDAMINE" berthed on "CULGOA" at Watson's Bay for the weekend.

4. Berth was shifted to No.7 Buoy at 1345 on the 9th. April, On the 13th. and 14th. A/S Training was carried in company with "ANZAC", the ship securing to No.7 Buoy on each occasion.

5. At 0700/21st. "CONDAMINE" slipped and proceeded to Port Kembla in order to participate in the Anzac ceremonies at that port. An unarmed party of 18 file was landed on Sunday, 22nd. to take part in the Commemoration March and Service. A very warm welcome was extended to the ship, especially by the Returned Servicemen's organisation. A cocktail party was given on board for the leading citizens on Sunday evening after which officers were entertained ashore.

6. Port Kembla was cleared at 0710 Monday, and a rendezvous made with "ANZAC" at 1000 in position 151 deg. 20 min. E., 34deg. 62 min. S., for radar calibration tests which were completed at 1425. The ship berthed on "HOBART" at the Oil Wharf at 1600, remaining at this berth until the 26th. April, when A/S training was resumed. Further A/S training with classes from "RUSHCUTTER" was carried out on the 27th. and 30th. the ship berthing on "HOBART" on completion.

7. The health, conduct and morale of the ship's company are satisfactory and hopes were held for a period of duty in Korean waters. When this did not eventuate a measure of disappointment was exhibited by a number of ratings preferring requests for drafts to operational ships.

8. STEAMING FIGURES

Total Distance Steamed During Month.....	740*3 miles
Total Hours Under Way During Month.....	92 51/60 hrs.
Average Distance per Ton of Fuel	4*94 miles
Total Distance Steamed since Commissioning 22/2/46.....	76,493*8 miles
Total Hours Under since Commissioning 22/2/46.....	7,511 7/60 hrs.

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



aw Dalishup
LIEUTENANT COMMANDER R.A.N.
COMMANDING OFFICER

Ref. No. C.89/28/54.

H.M.A.S. "CONDAMINE",
At Jervis Bay,
2nd. April 1951/

Sir,

REPORT OF PROCEEDINGS FOR THE MONTH OF MARCH 1951

I have the honour to submit the following Report of Proceedings of H.M.A. Ship under my command for the month of March 1951.

2. From 1st. to 5th. March "CONDAMINE" was in Hobart in company with other units of the Combined Fleet. The Fleet Regatta was held on 1st. March, the ship gaining fourth place in Regatta "Baker". On 2nd. March "CONDAMINE" secured alongside the North End of McQuarie Wharf at 0740, "MURCHISON" securing outboard.

3. On 5th. March the ship proceeded to sea in company with "AUSTRALIA" the remainder of the First Frigate Flotilla, H.M.P.S. "SHAMSHER" and "SIND". Screening manoeuvres were carried out with "AUSTRALIA" during the day, units anchoring in Great Taylor Bay at 1655. Screening exercises were again carried out on 6th. and 7th., this time H.M.N.Z.S. "BELLONA" acting as Senior Officer. Ships anchored in North West Bay at 1445 on 7th. March.

4. At 2100 on 7th. "CONDAMINE" embarked "AUSTRALIA'S" landing party which opposed "BELLONA'S" Royal Marines in Operation "Slaughter" at Port Arthur. The landing party was ferried ashore at Port Arthur the following day by motor cutter and whaler, the disembarkation being completed at 1200, when the ship proceeded to join the Eleventh Frigate Flotilla for manoeuvres, anchoring in Adventure Bay at 1830 in company with "BELLONA" and the other frigates. At 0115 on 8th. March weighed and proceeded to escort "BELLONA" to Port Arthur to support the landing. An Anti-submarine Chain Search was carried out in the area until 1215 when the two submarines surfaced, and course was set for North West Bay where ships anchored at 1440.

5. The weekend of 10th. and 11th. was spent in North West Bay, the fleet proceeding to sea for screening and convoy exercises on 12th. Exercises were continued on 13th. until 1230, when "CONDAMINE" parted company with the fleet and set course for Melbourne, where the ship arrived at 0800 on 15th, and secured alongside Inner West Gellibrand Pier.

6. The 16th, 17th. and 18th. March were spent in Melbourne, and at 0830 on 19th. after embarking Gunnery School Classes from Flinders Naval Depot, "CONDAMINE" proceeded to the Exercise Area in Port Phillip Bay, in company with "LATROBE" towing a Pattern II target. Sub-calibre firings were commenced at 0955 and completed at 1230. Close Range Anti-aircraft firings against a sleeve target, and full calibre four inch firings were carried during the afternoon and evening until 2150, when course was set for Hobson's Bay, securing alongside Inner West Gellibrand Pier at 2225.

7. At 0800 on 20th. "CONDAMINE" left Melbourne and proceeded to Sydney. A full power trial was carried out between 1310 and 1600 on 21st., the ship securing alongside "WARREGO" at Cruiser Wharf at 0845 on 22nd.

8. From 22nd. to 26th. "CONDAMINE" remained in Sydney, and at 0850 27th. proceeded to sea in company with "CULGOA" to carry out Anti-submarine Exercises off Sydney. At 1130 it became necessary to return to Watson's Bay to land a rating suffering from sub-acute appendicitis, Anti-submarine Exercises being resumed at 1300, and continued until 0630 28th. when both ships returned to a position inside Sydney Heads to land training classes embarked from "RUSHCUTTER", before setting course for a rendezvous with "SHOALHAVEN" in Bass Strait.

9/After.....

9. After making the Rendezvous at 1000 on 29th, the remainder of the fleet was joined, a ^{at 1200}convoy exercise being carried out until 2040 on 30th, when "TOBRUK" and the First Frigate Flotilla set course for Jervis Bay. The 276 Warning Surface Radar was out of action during the whole of this exercise owing to a burnt out transformer, and it was necessary to close up a director's crew and use the 285 set.

10. At 0922 on 31st. "CONDAMINE" anchored in Jervis Bay in company with "TOBRUK" and the First Frigate Flotilla.

11. A number of R.A.N.R. officers and ratings from "LONSDALE" and "HUON" were borne for their annual training during the month. Their keenness and the willing manner in which they went about their work was an example to the whole of the Ship's Company, and a credit to the Reserve Force.

12. The health of the Ship's Company has been good, morale high and conduct satisfactory.

13. Economical speed was exceeded on the following occasions apart from Exercise Periods:

March 21st. - Full Power Trial

(a) No. of hours exceeded - $3\frac{1}{2}$

(b) Average Speed - 17.6 knots.

(c) Reason and authority for excess - Half Yearly Full Power Trial.

March 28th. and 29th. on passage Sydney area to Bass Strait.

(a) No. of hours exceeded - 28

(b) Average speed - 15.7 knots.

(c) Reason and authority for excess - to make rendezvous with "SHOALHAVEN" in Bass Strait.

(d) Fuel expended for all purposes per hour - 2.31 tons.

Distance run per ton of fuel - 6.6 miles

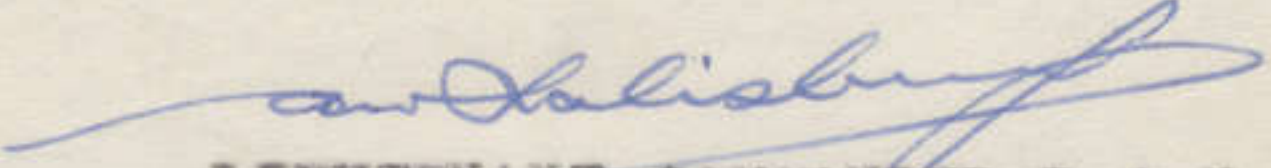
14. Steaming figures are given below:

Total distance steamed during month.....	3384.0 miles
Total hours under way during month.....	294 36/60 hrs.
Average distance per ton of fuel.....	6.49 miles.
Total distance steamed since commissioning	
22nd. February 1946.....	75,753.5 miles.
Total hours under way since commissioning	
22nd. February 1946.....	7,418 16/60 hrs.

I have the honour to be,

Sir,

Your obedient servant,


 LIEUTENANT COMMANDER R.A.N.
 COMMANDING OFFICER.

The Flag Officer Commanding
 H.M.A. Fleet (3)
 Through The Senior Officer,
 First Frigate Flotilla(1)

Ref. No.
89/13/53.

H.M.A.S. "CONDAMINE",
At Storm Bay,
5th. March, 1951.

Sir,

REPORT OF PROCEEDINGS - FEBRUARY 1951.

I have the honour to report the proceedings of H.M.A.S. "CONDAMINE" under my command for the month of February 1951.

2. On 1st. February "CONDAMINE" was at anchor in Jervis Bay in company with the Australian Fleet and H.M.P. Ships "SHAMSHER" and "SIND". At 1800 the ship came to immediate notice for steam and set anchor watch as a north easterly ^{wind} of force 5 - 6 had risen.
3. At 0715, 2nd. February, "CONDAMINE" weighed and proceeded to sea in company with "SHOALHAVEN", "SHAMSHER" and "MURCHISON". During the forenoon Anti-submarine exercises were carried out with "TACTICIAN" and in the afternoon Officer-of-the-Watch manoeuvres were conducted by the Senior Officer First Frigate Flotilla, before anchoring in Jervis Bay at 1650.
4. On 3rd. and 4th. February, the ship remained at anchor in Jervis Bay and at 0715 on 5th. proceeded to sea in company with "SHAMSHER", "SIND", "MURCHISON". A pro-submarine exercise was carried out on leaving harbour followed by a height-finding exercise. In the afternoon exercises were continued with "TACTICIAN" and "CONDAMINE" anchored in Jervis Bay on completion.
5. At 0720, 6th. February, proceeded to sea in company with "TAUPO" and "SHOALHAVEN" and a Pro-submarine exercise was carried out on leaving harbour. A surface tracking exercise followed and at 1200 set course for Jervis Bay where the ships anchored at 1250.
6. At 0730, 7th. February, the 1st. Frigate Flotilla proceeded to sea for screening exercises and returned to harbour on completion, anchoring at 1148.
7. At 1300, 8th. February, weighed and proceeded to sea to rendezvous with "TAUPO" and "TACTICIAN" for Anti-submarine exercises. A Night Encounter Exercise followed and at 2100 when completed, "CONDAMINE" joined "SHOALHAVEN", "SHAMSHER" and "SIND" proceeding north to Sydney.
8. During the forenoon of 9th. February Officer-of-the-Watch manoeuvres and Anti-submarine exercises were carried out and at 1315 all ships entered Sydney harbour. "CONDAMINE" secured alongside the Fitting Out Wharf, Garden Island, at 1432 and remained there until 12th. February.
9. At 0830, 12th. February, "CONDAMINE" proceeded to sea in company with "SHOALHAVEN", "MURCHISON" and "SIND". Anti-submarine exercises were carried out with "TACTICIAN" during the day whilst on passage to Jervis Bay.
10. At 0540, 13th. February, Anti-submarine exercises re-commenced and were completed at 0740 when course was set for Jervis Bay, the ship anchoring at 0843.
11. At 0530, 14th. February, the ship proceeded to sea and took part in Screening exercises followed by a Radar Calibration Exercise with "AUSTRALIA" and "BELLONA". "CONDAMINE" participated in a Range and Inclination Exercise in the afternoon, anchoring in Jervis Bay at 1545.

12. At 0830 the following day "CONDAMINE" proceeded to sea for Screening Exercises. On completion a Radar Calibration Exercise was carried out and during the afternoon there were close range firings at a sleeve target towed by a R.A.A.F. Beaufighter.

The Flag Officer Commanding H.M.A. Fleet conducted evolutions at 1600 followed by Officer-of-the-Watch manoeuvres. On completion, in company with "CULGOA" and "MURCHISON", "CONDAMINE" opened out for Night Encounter Exercise. This exercise was completed at 2215 and "CONDAMINE" anchored in Jervis Bay at 2330.

13. At 0915, 16th. February, the ship proceeded to sea in company with "SHOALHAVEN" and "SIND" for Bofors firings and returned to harbour at 1200.

14. The 17th., 18th., and 19th. February were spent at anchor in Jervis Bay and on the 20th. Screening exercises were carried out with "BELLONA", "SHOALHAVEN", "MURCHISON", "CULGOA" and "TAUPO", ships of the 1st. Frigate Flotilla returning to harbour at 1300 and anchoring in Montague Roads.

On 21st. a Radar Calibration exercise was undertaken in company with "TOBRUK" and on completion manoeuvres were commenced with the 1st. Frigate Flotilla, H.M.P.S. "SIND" and the Netherlands destroyer "BANCKERT". "CONDAMINE" anchored in Darling Roads in company with "SHOALHAVEN", "CULGOA" and "MURCHISON" at 1650.

15. On 22nd. February General Drill was carried out in Montague Roads in company with "TAUPO" and ships of the 1st. Frigate Flotilla in the forenoon, "TAUPO" conducting.

In the afternoon General Drill was continued, "SHOALHAVEN" conducting the ships of the 1st. Frigate Flotilla.

16. The 23rd. was spent in harbour and on 24th. at 1345 "CONDAMINE" proceeded to sea in company with "TAUPO", "SHOALHAVEN", "MURCHISON", "CULGOA" and "SIND" for screening exercises with H.M.N.Z.S. "BELLONA" and H.M.A.S. "AUSTRALIA".

17. At 0600 the following morning a rendezvous was made with H.M.A.S. "SYDNEY" wearing the flag of the Flag Officer Commanding H.M.A. Fleet and H.M.A.S. "TOBRUK". Screening and Anti-submarine exercises were continued until arrival at Storm Bay, Tasmania, on 27th. February. War routine was instituted as far as possible with the limited ship's company during the passage from Jervis Bay to Storm Bay.

18. At 0650 28th. "CONDAMINE" weighed and proceeded in company with the 1st. Frigate Flotilla, anchoring at Hobart at 0815.

19. I consider that the exercises and evolutions during the month have been of inestimable value to the Officers and senior technical ratings. The non-participation in the 4 inch Gunnery Shoots was disappointing, but with the small number of gunnery rates borne and no Gunnery Instructor it was found impossible to train a gun's crew. The lack of maintenance of Radar and Anti-submarine equipment was embarrassing at times, but the ratings concerned showed both keenness and ability in spite of long hours.

20. The health of the ship's company is good, conduct satisfactory and morale high.

21. Economical speed was exceeded only during exercise periods, when taking up station, and not for any prolonged steaming.

22. Steaming figures are given below:

Total distance steamed during month.....	2130.8 miles
Total hours under way during month.....	197 36/60 hrs.
Average distance per ton of fuel.....	6.38 miles.

3.

Total distance steamed since commissioning
22nd. February 1946..... 72,369.5 miles
Total hours under way since commissioning
22nd. February 1946..... 7,123 40/60 hrs.

I have the honour to be,

Sir,

Your obedient servant,


LIEUTENANT COMMANDER R.A.N.,
COMMANDING OFFICER.

The Flag Officer Commanding
H.M.A. Fleet (3 copies).
Through The Senior Officer,
First Frigate Flotilla (1 copy)

ENCLOSURE No. 8 To *REF 42/1140/38*

Ref. No. C.89/11/51.

Duplicate
H.M.A.S. "CONDAMINE",
At Jervis Bay,
4th. February 1951.

Sir,

REPORT OF PROCEEDINGS FOR THE MONTH OF JANUARY 1951

I have the honour to submit the following Report of Proceedings for H.M.A. Ship under my command for the month of January 1951.

2. Leave and refit continued over the New Year Period, the ship remaining alongside at the Fitting Out Wharf, Garden Island. On 6th. January "CONDAMINE" was fumigated, the Ship's Company being accommodated in "MURCHISON" during the night of 6th. and 7th. The fumigation was reasonably successful, there being no evidence of any other pest than cockroaches.
3. On 18th. January fuelling was carried out, and on 19th. "CONDAMINE" returned a salute fired to the Flag Officer-in-Charge New South Wales, by His Majesty's South African Ship "TRANSVAAL". In order to train a four inch saluting gun's crew, a Gunnery Instructor was borrowed from "CULGOA", and I consider that the crew, although consisting mainly of Torpedo Detector Ratings, did a splendid job in view of the short training received.
4. The ship was moved by tugs to Number Seven Buoy at 0915 on 22nd. January, ammunition being loaded on the 23rd. and 24th. when availability for leave and refit ended. There had been doubts as to whether ammunitioning could be completed with so small a number in two days, but by clearing lower deck the lighter was emptied by 1600 on 24th., and final stowing completed by 1900.
5. On 26th. January, "CONDAMINE" slipped from Number Seven Buoy and proceeded under own steam to a position off Athol Bight, where the ship was moored. This was the first time that most of the officers and Ship's Company had moored ship, the evolution performed being of considerable value.
6. On the nights of 26th., 27th., and 28th. the ship was illuminated for two hours, and on the 29th. a detachment from "CONDAMINE" took part in the Jubilee Cavalcade through Sydney. In order to raise the required platoon of twenty-four men dressed as seamen it was necessary for watch-keepers who had just completed a watch to march. During the evening the ship participated in the Jubilee Pyrotechnic Display, leave being granted to the Ship's Company from approximately 2200.
7. At 1230 on 30th. January "CONDAMINE" proceeded to sea in company with H.M.A.S. "TOBRUK", H.M.A.S. "SHOALHAVEN", H.M.A.S. "MURCHISON", H.M.S.A.S. "TRANSVAAL", H.M.P.S. "SIND", H.M.P.S. "SHAMSHER" and I.N.S. "RAJPUT", to clear a swept channel in preparation for the Main Body leaving harbour. On leaving Sydney a screen was formed on the heavy units, an S.M.X.11 with H.M.S. "TACTICIAN" being carried out until approximately 1630, when The Senior Officer First Frigate Flotilla took the frigates under his orders for fleet manoeuvres.
8. On completion of manoeuvres, the light craft were again formed up as a screen on H.M.A.S. "AUSTRALIA", H.M.N.Z.S. "BELLONA", and H.M.A.S. "TOBRUK", this disposition being maintained throughout the night of 30th. and 31st.

CAPTAIN: FIRST

- 7 FEB 1951

FRIGATE FLOTILLA

9. The/...

9. The Fleet anchored in Jervis Bay at 06³⁰ on 31st. January, and remained in harbour for the rest of the day. During the afternoon H.M.S. "TACTICIAN" gave a display which was enthusiastically received by the Ship's Company.

10. The health of the Ship's Company is good, conduct satisfactory, and morale high considering the present manning situation.

11. Steaming figures are given below:

Total distance steamed during the month.....	174.7 miles.
Total hours under way during month.....	19 45/60 hrs.
Average distance per ton of fuel.....	9.2 miles.
Total distance steamed since commissioning	
22nd. February 1946.....	70,238.7 miles
Total hours under way since commissioning	
22nd. February 1946.....	6,926 4/60 hrs.

I have the honour to be,

Sir,

Your obedient servant,


 LIEUTENANT COMMANDER R.A.N.
COMMANDING OFFICER

The Flag Officer Commanding
 H.M.A. Fleet (3 copies).
 Through The Senior Officer,
 First Frigate Flotilla (1 copy)
 The Flag Officer-in-Charge
 N.S.W. (1 copy)

Ref. No. C.89/12/49

H.M.A.S. "CONDAMINE",
At Sydney
1st. January 1951.

Sir,

REPORT OF PROCEEDINGS FOR THE MONTH OF DECEMBER 1950

I have the honour to submit the following Report of Proceedings for H.M.A. Ship under my command for the month of December 1950.

2. On 1st. December the ship was at sea on passage from Jervis Bay to Sydney in company with "SHOALHAVEN" and "TACTICIAN". At 0600 "CONDAMINE" proceeded outside the hundred fathom line and fired depth-charge and hedgehog projectiles, rejoining "SHOALHAVEN" on completion. At 1030 severe knocking developed in the H.P. cylinder of the port main engine, limiting the speed of the engine to approximately forty revolutions per minute. Sydney Harbour was entered at 1145, the ship securing to Number One Buoy under its own power. Subsequent investigation revealed a loose junk ring nut causing minor damage which was repaired by the dockyard.

3. The ship remained at Number One Buoy until 6th. December, de-ammunitioning being undertaken on 4th. and 5th.

4. At 0840 6th. December "CONDAMINE" entered Captain Cook Dry Dock for periodical docking refit. The refit was completed on 18th. when the ship was moved to Fitting Out Wharf, remaining there for the remainder of the month.

5. Economical speed was exceeded on 1st. December 1950

- (a) Number of hours exceeded.....18/60
(b) Average speed.....16 knots.
(c) Exceeded while firing depth charges and hedgehog projectiles.

6. The health of the ship's company is good, conduct satisfactory, and morale high.

7. Steaming figures are given below:

Total distance steamed during the month.....	98 miles
Total hours under way during month.....	12 28/60 hours.
Average distance per ton of fuel.....	7 miles.
Total distance steamed since commissioning 22nd. February 1946.....	70,064 miles.
Total hours under way since commissioning 22nd February 1946.....	6,906 19/60 hrs.

I have the honour to be,

Sir,

Your obedient servant,

W. H. Bonarke

LIEUTENANT ROYAL NAVY
for COMMANDING OFFICER (on leave)

The Flag Officer Commanding,
H.M.A. Fleet (3 copies)
Through The Senior Officer,
First Frigate Flotilla (1 copy)
The Flag Officer-in-Charge
N.S.W. (1 copy)



ENCLOSURE No. 7 To AF 26/11/40/38

H.M.A.S. CONDAMINE - REPORT OF PROCEEDINGS FOR THE MONTH
OF NOVEMBER 1950.
(Commanding Officer, H.M.A.S. CONDAMINE's No. C.89/24/47
dated 1st December 1950).

II.

No. F.33/693
THE FLAG OFFICER COMMANDING,
H.M.AUSTRALIAN FLEET.
(Copy to: The Commanding Officer,
H.M.A.S. CONDAMINE).

Forwarded.

2. The attention of the Commanding Officer,
H.M.A.S. CONDAMINE has been drawn to C.N.O. 34/49 and
C.N.O. 437/49 with regard to economical speed.

(SGD.) IAN H. McDONALD

H.M.A.S. SHOALHAVEN
11th December 1950.

COMMANDER
SENIOR OFFICER
FIRST FRIGATE FLOTILLA.



H.M.A.S. "CONDAMINE",
At Sydney,
1st. December 1950.

Sir,

REPORT OF PROCEEDINGS FOR THE MONTH OF
NOVEMBER 1950

I have the honour to submit the following report of proceedings of H.M.A. Ship under my command for the month of November 1950.

2. On 1st. November, "CONDAMINE" slipped from Number 4 Buoy, Sydney at 0830, and in company with "TACTICIAN" and "MURCHISON" carried out Anti-submarine exercises in area N.T., returning to harbour on completion and securing alongside the Oil Wharf, Garden Island at 1610.
3. The 2nd., 3rd., 4th., and 5th. November were spent in Sydney and on the 6th. the ship proceeded to sea in company with "TACTICIAN". Anti-submarine exercises en route to Jervis Bay were undertaken until 1145 on the 7th., when on receipt of instructions from The Flag Officer-in-Charge New South Wales, "TACTICIAN", "CONDAMINE", and "MURCHISON" commenced to search for two R.A.A.F. pilots whose aircraft had collided off Shell Harbour. The search was carried on for twenty-four hours with a negative result, no traces of the aircraft or pilots being sighted. Anti-submarine exercises were resumed during the afternoon of the 8th., anchoring in Jervis Bay on completion.
4. The 9th. was spent in Jervis Bay, and on the ^{NEXT} day, "CONDAMINE" and "TACTICIAN" proceeded in company to Port Kembla. The two ships secured alongside at 1110.
5. Shortly after arrival the Mayor of Greater Wollongong, Alderman C.M. Dawson, the Presidents of the R.S.S. & A.I.L.A. of both Wollongong and Port Kembla, and the Honorary Recruiting Officer, Lieutenant Commander T. Christy R.A.N.V.R., came aboard to pay official calls. These calls were repaid later during the visit.
6. At 1500 on the 10th. the Ship's Companies of "TACTICIAN" and "CONDAMINE" marched through the streets of Wollongong, the Mayor taking the salute outside the council chambers. A civic reception was held on completion of the march.
7. On the afternoon of the 11th. "CONDAMINE" supplied a Guard of Honour for the unveiling of a memorial in the grounds of the R.S.S. & A.I.L.A. Club at Port Kembla.
8. The ship was open to visitors on both the Saturday and Sunday, approximately 800 and 3500 persons coming onboard each day respectively.
9. The Mayor and prominent citizens of Greater Wollongong were entertained at a cocktail party in "CONDAMINE" on the evening of the 12th., the officers of both ships acting as hosts.
10. It is considered that this visit to Port Kembla has done much to stimulate the residents' interest in the Navy and assist Naval recruiting in the Wollongong and Port Kembla area. The warm hospitality extended by the citizens of Greater Wollongong was particularly appreciated by the Ship's Company. Special mention is made of the following Reserve Officers for their tireless assistance and advice: Lieutenant H. Wadds, D.S.C., R.A.N.V.R., Lieutenant N. Askew R.A.N.V.R., and Lieutenant J. Sykes R.A.N.V.R.
11. At 0930 13th. November "TACTICIAN" and "CONDAMINE" left Port Kembla and carried out Anti-submarine exercises en route to Sydney. "CONDAMINE" secured alongside Fitting Out Wharf, Garden Island on arrival at 1650.

12. From/.....

12. From 14th. to 20th. November the ship remained at Fitting Out Wharf, and on the 21st., 22nd., and 23rd. proceeded to sea in company with "TACTICIAN" and "MURCHISON" for Anti-submarine exercises off Sydney, returning to harbour on completion each evening. During the afternoon of 23rd. November manoeuvres took place in company with "SHOALHAVEN", "CULGOA", and "MURCHISON".

13. At 1000 on 24th. November, the annual inspection of "CONDAMINE" was carried out by Rear Admiral J.A.S. Eccles C.B.E.

14. The weekend of 25th. and 26th. was spent in Sydney, and on the 27th. "CONDAMINE" proceeded to sea in company with "SHOALHAVEN" and "TACTICIAN" for Anti-submarine exercises en route to Jervis Bay. The night of 27th.-28th. was spent at sea, anchoring in Jervis Bay at 1650 on the 28th.

15. Anti-submarine exercises were again carried out off Jervis Bay on the 29th., anchoring on completion and remaining in harbour until 1700 on the 30th, when in company with "SHOALHAVEN" and "TACTICIAN" the ship proceeded to sea for exercises en route to Sydney.

16. The health of the Ship's Company is good, conduct satisfactory, and morale high.

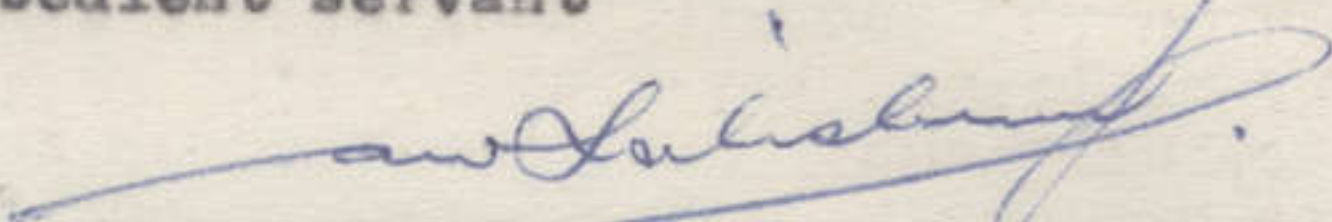
17. Steaming figures are given below:

Total distance steamed during the month.....	1296.0 miles.
Total hours under way during the month.....	152 57/60 hrs.
Average distance per ton of fuel.....	6.41 miles.
Total distance steamed since commissioning	
22nd. February 1946.....	69,966 miles.
Total hours under way since commissioning	
22nd. February 1946.....	6,893 51/60 Hrs.

I have the honour to be,

Sir,

Your obedient servant


 LIEUTENANT COMMANDER R.A.N.
 COMMANDING OFFICER.

The Flag Officer Commanding
 H.M.A. Fleet (3 copies) through
 The Senior Officer,
 First Frigate Flotilla (1 copy)
 The Flag Officer-in-Charge,
 New South Wales (1 copy)

Ref. No.
C89/3/46.



H.M.A.S. "CONDAMINE",
At Sydney,
1st November 1950.

Sir,

REPORT OF PROCEEDINGS - OCTOBER 1950.

I have the honour to report the proceedings of H.M.A.S. "CONDAMINE" under my command for the month of October 1950.

2. "CONDAMINE" was at Cruiser Wharf, Garden Island until 3rd. October when the ship proceeded to sea for Anti-submarine exercises off Sydney with "TACTICIAN". Owing to a defective Asdic Range Recorder, exercises were not carried out the following day; the ship remaining at Number One Buoy until slipping and proceeding a longside "KOALA" at Fitting Out Wharf at 1730, remaining alongside from 5th. to 8th October.

3. From the 9th. to 12th., Anti-submarine exercises off Sydney were undertaken daily, with "TACTICIAN" and "MURCHISON", returning to harbour on completion each evening, and securing to Cruiser Wharf on the 12th.

4. The Flag Officer-in-Charge, N.S.W., paid an official visit to the ship on the 13th. October.

5. Photographs in connection with the recruiting drive and Trafalgar Day display were taken of "TACTICIAN", "CONDAMINE" and "MURCHISON", when the three ships proceeded to sea on 16th October.

6. Anti-submarine exercises were again carried out on 17th. October returning to harbour and securing to Number One Buoy on completion.

7. At 0930, 20th October the ship proceed alongside "MURCHISON" at the North End, Fitting Out Wharf, in preparation for inspection by the public on Trafalgar Day. On 21st. October, "AUSTRALIA", "MURCHISON" and "CONDAMINE", were open to the public from 1330 until 1730, and from a rough count taken at each brow, it is estimated that approximately five thousand visitors came on board.

8. "CONDAMINE" proceeded to sea with "MURCHISON" in company at 0930 23rd. October, to clear a swept shannel for "AUSTRALIA", wearing the flag of the Flag Officer Commanding H.M.A.Fleet. "AUSTRALIA" left harbour at approximately 1100, and exercises and manoeuvres were carried out until 1630 when the flagship parted company and proceeded to Melbourne. Anti-submarine exercises were commenced at 1700, and carried on during the night of 23rd.-24th., until 1530, 24th when "TACTICIAN", "CONDAMINE", and "MURCHISON", anchored in Jervis Bay.

9. The Twentieth Carrier Air Group co-operated in Anti-submarine exercises off Jervis Bay on the 25th., but owing to the weather was unable to do so the following day. At 1630 on the 26th. an Asdic search for the missing Shoalhaven Bight Buoy was commenced. This search was completed with negative results at 2000 Anti-submarine exercises being resumed during the night 26th.-27th., returning to Sydney at 0800 27th. and securing to Number One Buoy.

10. The Ship/....

REPORT OF PROCEEDINGS - OCTOBER 1950.

10. The ship remained at Number One Buoy, until 0830 30th October when with "TACTICIAN"; Anti-submarine exercises off Sydney were carried out, securing to Number Four Buoy on completion, and remaining in Harbour on the 31st.

11. The health of the ship's company is good, conduct satisfactory, and morale high.

12. Steaming figures are given below:

Total distance steamed during month1036.6 miles.
 Total hours under way during month.....124 37/60 hrs.
 Average distance per ton of fuel.....5.7 miles.
 Total distance steamed since commissioning 22nd. February 1946.....68,670 miles.
 Total hours under way since commissioning 22nd. February 1946.....6,740 54/60 hrs.

I have the honour to be,

Sir
 Your obedient servant,

The Flag Officer Commanding
 H.M.A. Fleet (3 copies)
 The Flag Officer-in-Charge,
 N.S.W. (1 copy)
 The Senior Officer First
 Frigate Flotilla (1 copy)

and Salisbury
 LIEUTENANT COMMANDER R.A.N.
 COMMANDING OFFICER.

II.

No. F.33/634
 THE FLAG OFFICER COMMANDING,
 H.M.A. AUSTRALIAN FLEET.
 (Copy to: The Commanding Officer,
 H.M.A.S. CONDOMINE).

Forwarded.

(SGD.) IAN H. McDONALD

H.M.A.S. SHOALHAVEN
 24th November, 1950.

COMMANDER, R.A.N.
 SENIOR OFFICER
 FIRST FRIGATE FLOTILLA.



ENCLOSURE No. 6 To A.F. 1692/1149/38

H.M.A.S. "CONDAMINE",
At Sydney,
3rd. October 1950.

The Flag Officer Commanding,
H.M.A. Fleet (Through The Senior
Officer, 1st. Frigate Flotilla)
(Copy to: The Flag Officer-inCharge N.S.W.)

REPORT OF PROCEEDINGS - SEPTEMBER 1950

Submitted the following Report of Proceedings for the Month of September 1950, of H.M.A. Ship under my command, in accordance with C.N.O. 107/48.

2. "CONDAMINE" was at Number One Buoy, Sydney, from 1st. to 4th. September. On 4th. September the Ship proceeded to sea in company with "TACTICIAN" and "MURCHISON" and carried out Anti-Submarine Exercises off Jervis Bay, during the period to 8th. September, returning to Sydney on completion and securing to Number One Buoy. After spending approximately seven weeks in dockyard hands, the ship functioned satisfactorily during basin trials at slow speeds, but minor Engine defects arose at increased speeds which were made good by Ship's Staff.
3. On 12th. September, in addition to Anti-Submarine Exercises with "THOROUGH" and "MURCHISON", proof firings of the two recently fitted Mark 3 P Bofors were undertaken. The ship secured to Number Four Buoy on completion. Anti-Submarine Exercises were again carried out on 13th. September, once more securing to Number Four Buoy on return to harbour.
4. The 14th. to 19th. September were spent in Sydney Harbour the ship proceeding to sea at 0840 on the 19th. for Anti-Submarine Exercises with "THOROUGH" and "MURCHISON", en route to Jervis Bay. Both Anti-Submarine and Pro-Submarine Exercises were carried out, returning to harbour and anchoring each night.
5. The weekend of 22nd. to 24th. was spent in Jervis Bay, sporting fixtures with "TOBHUK" and "MURCHISON" were arranged, and recreational leave was granted until 1830 each day.
6. From 25th. to 28th. more Anti-Submarine Exercises were undertaken with "THOROUGH" and "MURCHISON", and on the 29th. "CONDAMINE" returned to Sydney and secured alongside Cruiser Wharf at 1030.
7. Two classes of T.D.3's from H.M.A.S. "RUSHCUTTER" were successfully examined during the month - each class containing approximately ten ratings.
8. The health of the Ship's Company is good, conduct satisfactory and morale high.
9. Steaming figures are given below;

Total distance steamed during the Month.....	1524 miles
Total hours under way during month.....	183 47/60hrs
Average distance per ton of fuel.....	6.71 miles.
Total distance steamed since commissioning	
22nd. February 1946.....	67633.4 m.
Total hours under way since commissioning	
22nd. February 1946.....	6616 17/60hrs


LIEUTENANT COMMANDER R.A.N.
COMMANDING OFFICER.

H.M.A.S. CONDAMINE.
5th September, 1950.

Leup

The Flag Officer Commanding,
H.M.A. Fleet.

(Copies to: The Flag Officer-in-Charge, N.S.W.
The Senior Officer, 1st Frigate Flotilla.)

REPORT OF PROCEEDINGS - AUGUST, 1950.

Submitted, the following Report of Proceedings for the month of August, 1950, of H.M.A. Ship under my command, in accordance with C.N.O.107/48.

2. CONDAMINE was alongside Garden Island undergoing refit from 1st August, to 25th August. On 28th August availability for leave and refit ended, and ship was moved by tugs to No.1 buoy. Ammunitioning was carried out on 28th and 29th August.

3. On 31st August Lieutenant Commander A.W. SALISBURY R.A.N., relieved Lieutenant Commander R.T. GUYETT, D.S.C., R.A.N., as Commanding Officer.

4. The health of the Ship's Company is good, conduct satisfactory and morale high.

5. Steaming figures are given below:-

Total distance steamed during the month.....	Nil
Total hours under way during month.....	Nil
Average per ton of fuel.....	N.A.
Total distance steamed since commissioning	
22nd February, 1946.....	66230.5 miles
Total hours under way since commissioning	
22nd February, 1946.....	6431½ hrs.

(Sgd.) A.W. SALISBURY.

LIEUTENANT COMMANDER R.A.N.
COMMANDING OFFICER.

duplicate
ENCLOSURE No. 8 To A.F. 1393/1140/38

H.M.A.S. "CONDAMINE"
2nd. August, 1950.

The Flag Officer Commanding,
H.M. Australian Fleet.
(Copies to: The Flag Officer-in-Charge, N.S.W.,
The Senior Officer, 1st. Frigate Flotilla.)

REPORT OF PROCEEDINGS - JULY, 1950.

Submitted herewith is the Report of Proceedings for H.M.A. Ship under my command for the month of July, 1950, in accordance with C.N.O. 107/48.

2. On 3rd., 4th. and 5th. July, the ship proceeded to sea in company with "Culgoa" and "Thorough" for A/S training exercises, securing to No. 2 buoy on return.

3. A.M. 6th., the ship was moved by tug to alongside Garden Island in preparation for 52 days availability for leave and refit, from 10th, July to 31st. August, 1950. This refit is proceeding satisfactorily.

4. The health of the ship's company is good and conduct has been satisfactory. There were two hospital cases during the month.

5. Steaming figures are given below:

Total distance steamed during month.....	288 miles.
Total hours under way during month.....	22½ hrs.
Average distance per ton of fuel.....	8.02 miles.
Total distance steamed since commissioning	
22nd. February, 1946.....	66,230.5 miles.
Total hours under way since commissioning	
22nd. February, 1946.....	6,431½ hrs.



Robert J. ...
Lieutenant Commander R.A.N.
COMMANDING OFFICER.

H.M.A.S. "CONDAMINE"
At Sydney.
12th. July, 1950.

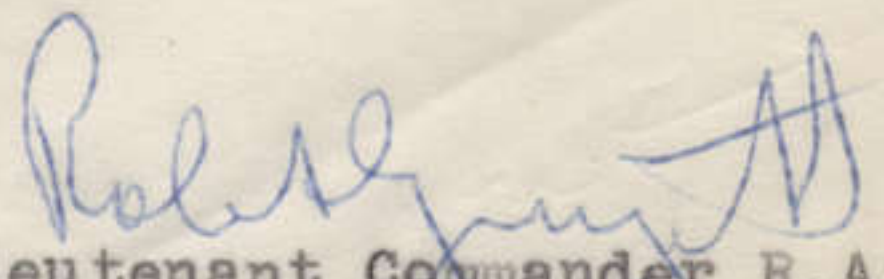
The Flag Officer Commanding,
H.M. Australian Fleet.
(Copies to: The Flag Officer-in-Charge, Sydney.
The Senior Officer, 1st. Frigate
Flotilla.

REPORT OF PROCEEDINGS FOR JUNE, 1950.

Submitted herewith in accordance with C.N.O. L07/48, the
Report of Proceedings for H.M.A.S. "CONDAMINE" for the month of June,
1950.

2. Up to 4th. of the month was spent in Sydney harbour. A.M. 5th. June, in company with "Murchison", "Culgoa" and H.M. Submarine "Thorough", "Condamine" proceeded to Jervis Bay, exercising en route and anchoring on arrival at 1725. 6th. and 7th. June were spent in exercising with the ships in company and returning to harbour at night. S.M.X.'s and A.S.P.'s were carried out and good experience was gained in fleet work and A/S procedure.
3. At 0100 8th., the ship weighed and proceeded in company with "Culgoa" to rendezvous with "Thorough" off Sydney at about 0800 for further A/S exercises, but owing to bad visibility and heavy rain squalls the exercises were cancelled and ships proceeded into harbour. "Condamine" secured alongside "Tobruk" at Cruiser Wharf at 1040.
4. The next five days were spent in harbour and on 15th. the ship re-commenced the normal A/S training programme. Proceeded to sea in company with "Culgoa" and "Thorough" for exercises in area "NT", returning at about 1700. The following days were similarly spent at sea: 19th, 20th., 27th., and 28th. The last two days of the month the ship was in harbour at No. 2 Buoy.
5. The health and welfare of the ship's company has been good. There was one hospital case during the month. The conduct of the ship's company remains satisfactory.
6. The steaming figures for June are given below:

Total distance steamed during month..	656.5 mls.
Total hours under way during month.....	81hrs. 50mins.
Average distance steamed per ton of fuel.....	5.47 mls.
Total distance steamed since commissioning 22.2.46	65,942.5 mls.
Total hours under way since 22.2.46.....	6,409hrs.


Lieutenant Commander R.A..N
COMMANDING OFFICER.

H.M.A.S. CONDAMINE,

At Sydney

May 31st 1950

The Flag Officer Commanding,
H.M. Australian Fleet,
Copies; The Flag Officer in Charge,
N.B.H., POTTS POINT.
The Senior Officer,
1st Frigate Flotilla.

REPORT OF PROCEEDINGS - CONDAMINE - FOR THE MONTH ENDING 31/5/50

Sir,

I have the Honour to submit, in accordance with Commonwealth Navy Order 107/48, the Report of Proceedings in respect of H.M.A. Ship under my Command.

2. CONDAMINE proceeded to sea daily during the following periods to carry out A/S exercises with H.M. Submarine THOROUGH - dates shown are inclusive:-

10th, 12th, 15th to 18th, and 29th May, -
the remaining days were spent in harbour.

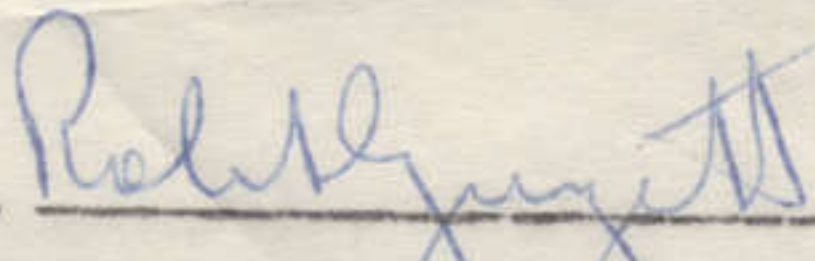
3. HEALTH AND WELFARE OF THE SHIP'S COMPANY.

The health and conduct of the Ship's Company have been very satisfactory.

The conditions of the Ship and the conditions on board remain satisfactory.

4. MONTHLY AND TOTAL FIGURES.

Total distance steamed during the month of May.....	342.3 mls.
Total hours under way during the month of May.....	41 ¹⁴ / ₆₀ hrs.
Average distance per ton fuel.....	5.48 mls.
Total distance steamed since commissioning 22.2.46....	65,286.7 mls.
Total hours under way since commissioning 22.2.46....	6,327 ¹³ / ₆₀ hrs.


Lieutenant Commander R.A.N.,
COMMANDING OFFICER.

FOE H F

H.F. 986/114 0/38

NOTICE OF ATTACHMENT TO FILE

7. 6. 50

Officer-in-Charge,
Navy Registry (

General

.....Section)

FILE

589. 202. 611

Please note that

PART FILE

589. 202. 611

has been attached to FILE

Date.....

Signature
(Not initials, please)

Branch

N.B.

To be attached by Registration Clerk to all Files (or Part Files) for which P.Ps. are not available in Registry for attachment. To be signed by the Officer who makes the attachment and returned to Registry.

H.M.A.S. CONDAMINE,

At Sydney

30th April 1950

The Flag Officer Commanding,
H.M.A. Fleet,
(Through; The Senior Officer,
1st Frigate Flotilla)

REPORT OF PROCEEDINGS FOR THE MONTH ENDING 30th APRIL 1950

Sir,

I have the honour to submit, in accordance with C.N.O. 107/48 the report of proceedings in respect of H.M.A. Ship under my command

2. CONDAMINE proceeded to sea daily to carry out A/S exercises with H.M. SUBMARINE THOROUGH, on 3rd, 11th to 14th April inclusive. The remaining days were spent alongside H.M.A.S. ARUNTA.

3. During the exercise period, one pattern of Action Hedgehog and one Pattern (five charges) of Depth Charges were fired in position $33^{\circ} 57.5' S$, $151^{\circ} 33.5' E$, on 3rd April. Another two patterns of Action Hedgehog were fired in position $33^{\circ} 57.5' S$ $151^{\circ} 34' E$ on 11th April.

3. On 12th April, Exercise "SMASHEX BOTTOM" was carried out in company with MURCHISON in accordance with The Flag Officer in Charge, New South Wales' letter 780/6/9 dated 28th March 1950. My detailed report was forwarded under my C91/10 of 18th April 1950.

4. The Ship was moved to Captain Cook Dock for Docking on 24th April 1950.

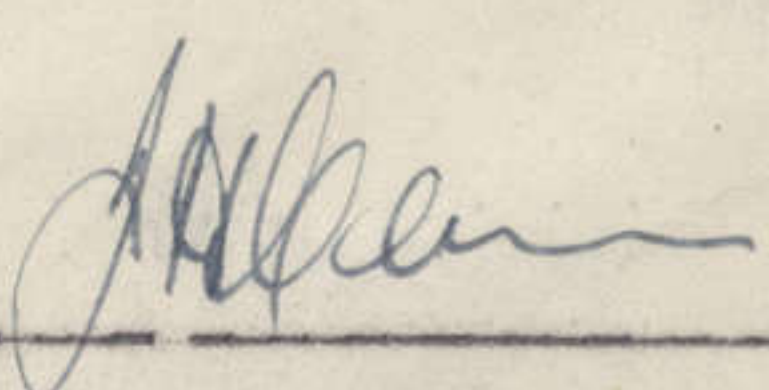
5. HEALTH AND WELFARE OF THE SHIP'S COMPANY.

The health and welfare of the Ship's Company have been satisfactory.

The conditions of the Ship and the conditions on board remain satisfactory.

MONTHLY AND TOTAL FIGURES.

Total distance steamed during April 1950..... .324 miles
Total hours under way during April 1950..... 37 $\frac{25}{60}$ hrs
Average distance per ton of fuel..... 5.4 mls
Total distance steamed since commissioning 22/2/46..... 64,944.4 m.
Total hours under way since commissioning 22.2.46..... 6,285 $\frac{59}{60}$ hrs


(J.H.W. CRAVEN)
Lieutenant Commander R.A.N.
COMMANDING OFFICER.

ENCLOSURE No. 10 To A.F. 957 956/1140/38.

Laird

H.M.A.S. CONDAMINE

At Sydney

31st March 1950

The Flag Officer Commanding,
H.M.A. Fleet,
(Through; The Senior Officer,
1st Frigate Flotilla)

REPORT OF PROCEEDINGS FOR THE MONTH ENDING 31st MARCH 1950

Sir,

I have the Honour to submit, in accordance with C.N.O. 107/48, the report of proceedings in respect of H.M.A. Ship under my command.

2. CONDAMINE proceeded to sea daily during the following periods to carry out A/S exercises with H.M. SUBMARINE - THOROUGH, dates, shown are inclusive;-

1st - 3rd, 6th - 10th, 13th only, 21 - 24th, 27th - 31st,

the remaining days were spent alongside H.M.A.S. ARUNTA.

3. The following incidents are noteworthy;-

(a) On only one day during eighteen operating days for the month, were A/S conditions poor enough to warrant the abandoning of the exercise.

(b) A Seamanship Training Class comprising 1 Petty Officer, 2 Leading Seamen, and 11 Able Seamen, was embarked on 27th. This virtual 100% increase in the Seaman complement allowed CONDAMINE to be conducted more along the lines of a fully commissioned ship. The Sea-boat has been dropped at least once daily, sometimes twice, Fire, Damage Control and Steering Gear failure have been exercised daily.

(c) Wednesday, 29th March was something of Field day. THOROUGH started the day well by firing two Torpedoes fitted with blowing heads set at 40 feet and a running range of 3500 yards and scored a probable hit. CONDAMINE has been firing practice Hedgehogs almost every day, and on this particular day, scored three hits. Smoke Marker Floats were used, as they would be, under Action conditions. These proved to be particularly efficacious, burning for approximately 15 minutes, in fact, giving the A/S attacking Ship ample time to regain contact if it had been lost. The SUBMARINE was surfaced at 1300 and CONDAMINE proceeded to a position beyond the 100 fathom line to drop a five charge pattern of Depth Charges. The Sea-boat was lowered after the Depth Charge attack, but in spite of a thorough search, no signs of Fish casualties were discovered.

2/.....

2/.....

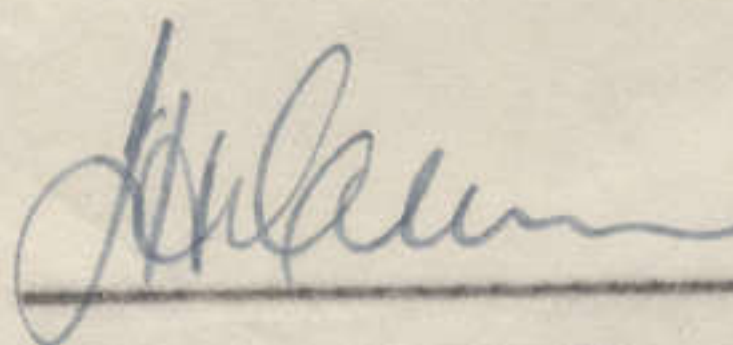
HEALTH AND WELFARE OF THE SHIP'S COMPANY.

The health and conduct of the Ship's company have been satisfactory.

The conditions of the ship and the conditions on board remain satisfactory.

MONTHLY AND TOTAL FIGURES.

Total distance steamed during March 1950.....	974 miles
	<u>36</u>
Total hours under way during March 1950.....	122 <u>60</u>
Average distance per ton fuel.....	6.12 miles
Total distance steamed since commissioning 22/2/46..	64,620.4 miles
	<u>34</u>
Total hours under way since commissioning 22/2/46	6248 <u>60</u> hours



(J.H.W. CRAVEN)
Lieutenant Commander R.N.,
COMMANDING OFFICER.

ENCLOSURE NO. 9 To A.F. 756/1140/38

H.M.A.S. CONDAKINE,

At Sydney,

1st March 1950

The Flag Officer Commanding,
H.M.A. Fleet,
(Through the Senior Officer,
1st Frigate Flotilla)

Copy to; The Flag Officer in Charge, N.S.W.

REPORT OF PROCEEDINGS FOR THE MONTH ENDING 28 FEBRUARY 1950

Sir,

I have the honour to submit in accordance with G.N.O. 107/48, the report of proceedings of H.M.A. Ship under my command.

2. On February 1st, CONDAKINE proceeded under her own power, from alongside ARUNTA and secured to No. 4 Buoy, where HUSCHUTTER'S practice allowance of Hedgehog projectiles and depth charges were embarked.
3. On the 2nd, 6th, 7th, 8th, 9th, 10th and 13th of February, CONDAKINE proceeded to sea and took part in A/S exercises conducted by MURCHISON with either H.M. Submarine TELEMACHUS or THOROUGH.
4. The 14th and 15th of February were spent with WARRAMUNGA carrying out A/S exercises in area NF. The sad lacking of WARRAMUNGA'S A/S equipment, when compared with CONDAKINE'S more modern installation, was very evident during these exercises.
5. Subsmash communications were tested in an exercise, entitled "Smashex", conducted by the Flag Officer in Charge, Sydney, on 16th February, CONDAKINE participating. The ship proceeded to sea on completion at 1130 and carried out a two hour A.S.P.
6. February 17th saw the end of CONDAKINE'S first exercise period, after a day's single Ship A.S.P.
7. The week commencing 20th February was the beginning of five days availability for Ship's staff maintenance. During the period under report, a considerable amount of difficulty had been experienced in maintaining an adequate feed water supply. In consequence, the Engineer Officer took full advantage of this period by refitting the Evaporator, which now works satisfactorily.
8. The second practice period commenced on 27th February, CONDAKINE conducting A/S exercises on this day and also on 28th February.
9. When returning alongside on 7th February, CONDAKINE caused certain damage to ARUNTA'S motor Cutter. Details of this incident were forwarded in a separate report.

2/.....


HEALTH AND WELFARE OF THE SHIP'S COMPANY.

The health and conduct of the Ship's Company have been satisfactory.

The condition of the ship and the conditions on board are satisfactory.

MONTHLY AND TOTAL FIGURES.

Total distance steamed during February 1950.....643 miles
Total hours under way during February 1950.....84 $\frac{26}{60}$ hours
Average distance per ton fuel..... 5.27 miles
Total distance steamed since commissioning 22/2/46.....63,646.4 miles
Total hours under way since commissioning 22/2/46..... 6,125 $\frac{58}{60}$ hours



(J.H.W. CRAVEN)
LIEUTENANT COMMANDER R.N.,
COMMANDING OFFICER.

The Flag Officer Commanding,
H.M.A. Fleet,

(Through The Senior Officer,
1st Frigate Flotilla)

H.M.A.S. CONDAMINE,
at Sydney,
1st February 1950

The Flag Officer Commanding,
H.M.A. Fleet.

(through the Senior Officer, 1st
Frigate Flotilla)

REPORT OF PROCEEDINGS FOR THE MONTH ENDING 31st JANUARY 1950.

Sir,

I have the honour to submit, in accordance with C.N.O. 107/48, the report of proceedings of H.M.A. Ship under my command.

2. On January 6th, Lieutenant Commander J.H.W. Craven, D.S.C., R.N. assumed command of H.M.A.S. CONDAMINE, Lieutenant G.H. Sanders, R.A.N. assumed duties of First Lieutenant and Mr. A.R. Ryan, Commissioned Engineer Officer joined the ship. From this date, the unpreserving of Main propelling and Auxiliary machinery started. At a conference held at N.B.H. and presided over by C.S.O. to F.O.I.C.(S), CONDAMINE was ordered to be ready for A/S exercises by Tuesday, 31st January. The five days commencing 23rd January could be used for independent exercises at the Commanding Officer's discretion.
3. The Commanding Officer called on F.O.C.A.F. and F.O.I.C.(S) on January 10th. F.O.I.C.(S) returned the call at 1100 on 12th January.
4. Steam was raised on Monday, 16th January and the Auxiliary machinery tested. The Main Thrust bearing on the Port shaft was found to be defective and Dockyard assistance was sought and given to make this good.
5. A satisfactory basin trial was carried out on Friday 20th January. On completion of this trial, the Engineer Officer reported that he would be ready for sea on Monday, 23rd January but, although machinery appeared to be performing satisfactorily, he had yet to train the Engine room complement. In consequence, the first two days at sea would have to be taken very gently.
6. Owing to an Oil Fuel pump failure and poor Steering Engine performance, no attempt was made to proceed to sea on the 23rd January. At 0930, 24th January, CONDAMINE proceeded to sea to carry out independent familiarisation exercises, returning alongside ARUNTA at 1515 the same day.
7. At approximately 0815, 25th January, the combined ARUNTA and CONDAMINE ships' companies formed a fire-fighting and First Aid party to assist at the TARAKAN explosion. No member played a sufficiently important part to warrant mentioning in this report. At 1000, CONDAMINE was moved to No. 3 buoy by Tugs and Naval pilot and swung for adjustment of magnetic compasses, returning alongside ARUNTA at 1430.

c o n t i n u e s .

8. The ship proceeded to sea at 0900, 26th January having embarked T.A.S. Officers and instructors from H.M.A.S. RUSHCUTTER, to carry out A/S exercise trials with H.M. Submarine THOROUGH. These were completed in the forenoon, the Submarine returned to harbour, and CONDAMINE exercised the sea boat and streamed F X R Mk.111. It is anticipated that the latter will be used shortly during A/S exercises.

9. Tuesday, 31st January, CONDAMINE slipped at 0835 proceeded to sea and rendezvoused with MURCHISON and THOROUGH in the exercise area at 0945. Two A/S practises were carried out with average success, a number of small breakdowns in the A/s equipment being experienced. The ship secured alongside ARUNTA 1635.

10. So far, the method of operation and organisation of CONDAMINE appears to be satisfactory. I feel that the time is not yet ripe for a detailed report on this subject, as more experience is required. Up to date, the aim has been wholly and solely to bring CONDAMINE to a condition where she can proceed to sea daily and carry out A/S exercises.

HEALTH AND WELFARE OF THE SHIP'S COMPANY.

The health and conduct of the Ship's company have been satisfactory.

The condition of the ship and the conditions on board are satisfactory.

MONTHLY AND TOTAL FIGURES.

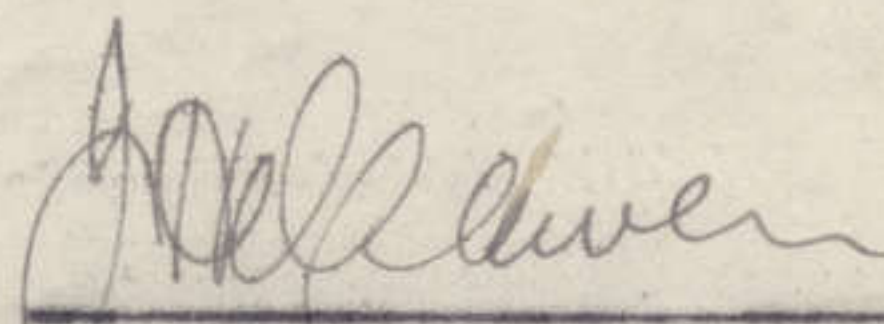
Total distance steamed during January 1950.....161 miles

Total hours under way during January 195019³²~~50~~ hours.

Average distance per ton of fuel 4.6 miles

Total distance steamed since commissioning.....63,003.4 mls
22/2/46

Total hours under way since commissioning 6,041 ³²~~60~~
22/2/46



(J.H.W. CRAVEN)
LIEUTENANT COMMANDER, R.N.,
COMMANDING OFFICER.

The Commanding Officer, H.M.A.S. "Condamine", (at Sydney)

1st. March 1949

The Secretary to the Naval Board, (through the Flag Officer
Commanding H.M. Australian Fleet) Copy to the Senior
Officer, First Frigate Flotilla.

Report of Proceedings-February 1949.

Submitted for the information of the Naval Board in
accordance with C.N.O. 107/48, Report of Proceedings for the month
of February 1949.

2 From the 1st. to the 7th. February. H.M.A.S. "Condamine"
was at Dock Pier, Williamstown, completing the refitting period.

3 At 0800 Monday 7th. February the ship slipped and
proceeded on passage to Sydney. An attempt was made to carry out a
Full Power Trial on passage but was not successful due to over-
heating of the port Thrust Block. A separate report has been forward-
ed on this matter. The ship arrived at Sydney at 0800 Wednesday
9th. February and secured alongside H.M.A.S. "Arunta" at the Fitting-
Out Wharf, Garden Island.

4 At 1300 Monday 21st. February, I assumed command of
H.M.A.S. "Arunta", superseding Commander F.M. Cook, D.S.C., R.A.N.

5 The remainder of the month was spent in getting both
ships combined as an immobilised group. A separate report on steps
taken during the month of February is being forwarded to the Flag
Officer Commanding H.M. Australian Fleet, with copies to Captain (D)
10th. Destroyer Flotilla and to the Senior Officer, First Frigate
Flotilla.

5 The health and conduct of the ship's company has been
satisfactory during the month. The condition of the ship and the
condition on board are satisfactory.

6 MONTHLY AND TOTAL FIGURES.

Total distance steamed during February 1949..588.1 miles

Total Hours under way during February 1949..... 47hrs 51mi

Average distance per ton of fuel..... 7.4 miles

REPORT OF PROCEEDINGS-FEBRUARY 1949 (cont)

Total Distance steamed since commissioning.....63540.7 miles

Total hours under way since commissioning.....6078.6 hours



(SGD.) J.H. DOWSON.

Lieutenant Commander, R.A.N.
Commanding Officer.

ENCLOSURE NO. 6 TO BF 390/1140/39 of 7/3/49
ROYAL AUSTRALIAN NAVY.

FROM: The Commanding Officer, H.M.A.S. "CONDAMINE",
(At Williamstown.)
DATE: 1st February, 1949. REF. NO. C 89/5.
TO: The Secretary to the Naval Board (through the Flag
Officer Commanding H.M. Australian Fleet. Copy to the
Senior Officer, First Frigate Flotilla.)
SUBJECT: REPORT OF PROCEEDINGS - JANUARY, 1949.

Submitted for the information of the
Naval Board in accordance with C.N.O. 107/48, Report of
Proceedings for the month of January, 1949.

2. H.M.A.S. "CONDAMINE" was in Dockyard
hands, H.M.A. Naval Dockyard, Williamstown, throughout the
month. The Ship was docked for routine underwater examination
between 19th and 26th January.

3. The health and conduct of the Ship's
Company has been satisfactory during the month and the
condition of the Ship and the conditions onboard normal for
a refitting period.

MONTHLY AND TOTAL FIGURES.

Total distance steamed during January, 1949.....	Nil
Total hours under way during January, 1949.....	Nil
Average distance per ton of fuel.....	Nil
Total distance steamed since Commissioning..... (22nd February, 1946)	62,952.6 Miles.
Total hours under way since Commissioning..... (22nd February, 1946)	6,030.8 Hours.

(SGD.) J.H. BOWSON,

Lieutenant Commander R.A.N.
Commanding Officer.



ROYAL AUSTRALIAN NAVY.

589/202/564

SENIOR OFFICER

FROM: The Commanding Officer, H.M.A.S. "CONDAMINE",
(At Williamstown).

1 JAN 1949 1st January, 1949. REF. NO. C 89/4.

1st FRIGATE FLOTILLA The Secretary to the Naval Board (through the Senior Officer,
First Frigate Flotilla and the Flag Officer Commanding
H.M. Australian Fleet.

SUBJECT: REPORT OF PROCEEDINGS - DECEMBER 1948.

Submitted for the information of the Naval Board in accordance with C.N.O. 107/48, Report of Proceedings for the month of December, 1948.

2. From 1st to 10th December inclusive H.M.A.S. "CONDAMINE" was at No. 5 buoy, Sydney. At 0900 Saturday 11th the Ship slipped and proceeded on passage to Melbourne. Nothing of event occurred during passage and at 0615 Monday, 13th, the Ship anchored 135 degrees, 6 cables, from Swan Island Point to disembark Depth Charges and Hedgehog Projectiles. On completion at 0745 "CONDAMINE" proceeded up harbour and secured alongside Middle East Nelson Pier, Williamstown, at 1100 the same day. The remainder of the Ship's outfit was disembarked during the day and a conference held between Ship's Officers and representatives of H.M.A. Naval Dockyard to discuss defects to be made good during the forthcoming period of availability.

3. The Ship was shifted by tugs at 0900 Wednesday 15th to Outer West Dock Pier and taken in hand by the Dockyard.

4. The remainder of the month was spent in Dockyard hands but the Christmas and New Year leave periods have interrupted the steady progress of the refit.

HEALTH, CONDUCT AND WELFARE OF THE SHIP'S COMPANY.

The health and conduct of the Ship's Company have been satisfactory.

The condition of the Ship and the conditions on board are satisfactory.

MONTHLY AND TOTAL FIGURES.

Total distance steamed during December, 1948.....	610.2 Miles
Total hours under way during December, 1948.....	48 $\frac{46}{60}$ Hours
Average distance per ton of fuel.....	8.6 Miles
Total distance steamed since Commissioning..... (22nd February, 1946).	62,952.6 Miles
Total hours under way since Commissioning (22nd February, 1946).	6,030.8 Hours

David L. Hols
Lieutenant R.A.N.
for Captain A.O.L.

AH
NHRS

589/202/564

(CONDAMINE'S letter C/89/4, dated 1st December, 1948)

REPORT OF PROCEEDINGS - NOVEMBER, 1948

II

F19/339
Flag Officer Commanding
H.M. Australian Squadron.

Submitted herewith Report of Proceedings
of H.M.A.S. CONDAMINE for the month of November, 1948.

W. J. J.

NHRS

J. W. Nelson
LIEUTENANT, R.A.N.
for/COMMANDER (A.O.L.)

Office of the
Senior Officer,
1st Frigate Flotilla,
H.M.A.S. CULGOA.
(At Williamstown)
6th December, 1948.



ROYAL AUSTRALIAN NAVY.

FROM: The Commanding Officer, H.M.A.S. "CONDAMINE" (At Sydney.)
DATE: 1st December, 1948. REF. NO. C 89/4.
TO: The Secretary to the Naval Board (through the Senior Officer, First Frigate Flotilla and the Flag Officer Commanding H.M. Australian Squadron). Copy to the Naval Officer-in-Charge, New Guinea.
SUBJECT: REPORT OF PROCEEDINGS - NOVEMBER, 1948.

Submitted for the information of the Naval Board in accordance with C.N.O. 107/48, Report of Proceedings for the month of November, 1948.

2. From 1st to 7th November H.M.A.S. "CONDAMINE" was alongside Buki Wharf, Dreger Harbour, the Ship being under quarantine owing to mumps. On Wednesday, 3rd November, the Flag Officer Commanding H.M.A. Squadron proposed in his signal 030047/z that "CONDAMINE" should be sailed for Sydney to disperse the Ship's Company and so help prevent further cases of mumps. Captain C.H. Brooks R.A.N., N.O.I.C.(N.G.) returned from leave on Friday, 5th November and concurred in the above proposal.
3. On Saturday, 6th November, "CONDAMINE" discharged 160 tons of oil fuel to O.F.L. 1207 and landed all available fresh and dry provisions and canteen stores. At 0800 Monday, 8th November, after embarking draft for the mainland the Ship slipped and proceeded on passage to Cairns.
4. At 1030 Tuesday 9th Kegawan Island was visited and the light inspected and cleaned. The Ship called at Samarai at 1630 the same day and picked up mails, proceeding at 1700. In order to clear the China Straits before dark the passage between Dreger and Kegawan was made at 13.5 knots.
5. The Ship berthed at the Oil Wharf, Cairns, at 0830 Thursday, 11th November, and at 1130 on completion of fuelling slipped and proceeded on passage to Sydney. Nothing of event occurred during the passage and "CONDAMINE" secured to No. 5 buoy at 0700 Tuesday, 16th November.
6. The remainder of the month was spent at Sydney. Both boilers were cleaned internally and Nos. 9 and 10 oil fuel tanks cleaned in preparation for the forthcoming refitting period at Williamstown.

HEALTH, CONDUCT AND WELFARE OF THE SHIP'S COMPANY.

One case of mumps and one of malaria occurred during the month otherwise the health of the Ship's Company, together with their conduct has been satisfactory.

The Condition of the Ship and the conditions on board have been satisfactory.

MONTHLY AND TOTAL FIGURES.

Total distance steamed during November, 1948.....	2,136.8 Miles
Total hours under way during November, 1948.....	186 $\frac{52}{60}$ Hours
Average distance per ton of Fuel.....	10.47 Miles
Total distance steamed since Commissioning..... (22nd February, 1946).	62,342.4 Miles
Total hours under way since Commissioning.....	5,982.0 Hours

SENIOR OFFICER
-3 DEC 1948
1st FRIGATE FLOTILLA

(SGD.) J.H. DOWSON.

Lieutenant Commander R.A.N.
Commanding Officer.

ROYAL AUSTRALIAN NAVY.

SENIOR OFFICER

- 5 NOV 1948

file (L.O.P.)
FROM: The Commanding Officer, H.M.A.S. "CONDAMINE" (At Dreger).
DATE: 1st November, 1948. REF. NO. 1ST FRIGATE FLOTILLA C 89/3.
TO: The Secretary to the Naval Board through the Senior Officer, First Frigate Flotilla.
Copy to the Naval Officer-in-Charge, New Guinea.
SUBJECT: REPORT OF PROCEEDINGS - OCTOBER 1948.

Submitted for the information of the Naval Board in accordance with C.N.O. 107 of 1948, Report of Proceedings for the month of October, 1948.

2. From 1st to 21st October the Ship was at Dreger, shifting berth to Langemak Bay and back on the 3rd and 4th October respectively in order to allow S.S. "Westralia" to berth at Buki Wharf.

3. Due to an outbreak of mumps, H.M.A.S. "CONDAMINE" was unable to proceed on a proposed cruise on the 11th October. Advantage was taken of the long period alongside to clean boilers externally, effect repairs to main refrigerating machinery and carry out extensive gunnery training to prepare for an exercise programme.

4. At 0900, Thursday 21st October, H.M.A.S. "CONDAMINE" slipped from Buki Wharf and proceeded out of harbour for exercises. N.O.I.C. (N.G.) supplied D.T. 933 and a Pattern VI target for L.A. Full Calibre firings which were carried out at 1030. On completion of L.A. firings, H.A. firings at Smoke Bursts and 40 m.m. firings at falling target Shell were carried out.

At 1130 an Anti Submarine attack was developed and a full pattern of 10 charges dropped, all charges functioning satisfactorily. This was immediately followed by two Hedgehog attacks, the first with H.E.S. plugged projectiles and the second with H.E. Fused projectiles. Damage Control teams were exercised at intervals during the forenoon.

5. During the dog watches all Officers of the Watch exercised Ship Handling, and at 2030 "CONDAMINE" commenced a Night Encounter Exercise with M.R.L. 251 on passage from Dreger to Lae. Starshell and Illuminating Rockets being fired and exercise enemy reports passed.

6. Throughout the day and night the Ship's Company were exercised at Cruising and Defence stations and full battle dress (negative steel helmets and antirash gear) was worn whenever the Ship was at Action Stations. These exercises are considered to have been of good value, particularly for the class of Ordinary Seaman who joined the Ship just prior to departure from Sydney.

7. On Friday 22nd from 0830 to 1030 Seaboat drills were carried out using as many crews as possible. On completion of these drills "CONDAMINE" entered harbour securing to Buki Wharf at 1100 the same day.

8. A marked tendency to "gun shyness" was noticed among the Ordinary Seaman during firings and in an attempt to iradicate this it is intended to fire a few rounds of H.A. Practice Shell on as many occasions as possible. It is hoped that this will help the ratings concerned to overcome their fear of full calibre firings.

9. At 0730, Tuesday 26th October, the Ship slipped and proceeded to Manus, securing alongside Lombrum Wharf at 0900, Wednesday 27th. As soon as stores for TARANGAU II were landed, "CONDAMINE" proceeded to anchor 040 degrees, 5 cables from RARA Island. Recreational leave to the island was given on Wednesday 27th and Thursday 28th.

10. At 0600 Friday 29th the Ship proceeded on passage to Dreger. A few rounds of H.A. practice Shell were fired the same forenoon and steering breakdowns exercised. The Ship arrived at Dreger at 0900, Saturday 30th October.

HEALTH, CONDUCT AND WELFARE OF THE SHIP'S COMPANY.

The health and conduct of the Ship's Company has been satisfactory. Six cases of mumps occurred during the month.

Numerous sporting fixtures with "TARANGAU" have helped to provide entertainment for the Ship's Company during the period of quarantine.

The condition of the Ship and the conditions on board have been satisfactory.

MONTHLY AND TOTAL FIGURES.

Total distance steamed during October 1948.....	1,095.4 Miles
Total hours under way during October 1948.....	98.0 Hours
Average distance per ton of fuel.....	9.5 Miles
Total distance steamed since Commissioning..... (22nd February, 1946).	60,205.6 Miles
Total hours under way since Commissioning..... (22nd February, 1946).	5,795.2 Hours

(Sgd.) J.H. DOWSON.

Lieutenant Commander R.A.N.
Commanding Officer.

II

No.F.19/320.

FLAG OFFICER COMMANDING, H.M. AUSTRALIAN SQUADRON.

(Copies to :- Naval Officer-in-Charge, New Guinea.
Commanding Officer, H.M.A.S. CONDAMINE.)

Forwarded.

Sgd. I. PLUNKETT COLE

Senior Officer, 1st Frigate Flotilla,
H.M.A.S. CULGOA.
10th November, 1948.

COMMANDER



Dup
ROYAL AUSTRALIAN NAVY.

DUPLICATE

FROM: The Commanding Officer, H.M.A.S. "CONDAMINE" (At Dreger).
DATE: 1st October 1948. REF.NO. C 89/2.
TO: The Secretary to the Naval Board. (through the Flag Officer Commanding H.M. Australian Squadron).
Copy to the Senior Officer, First Frigate Flotilla.
SUBJECT: REPORT OF PROCEEDINGS - SEPTEMBER 1948.

Submitted for the information of the Naval Board in accordance with C.N.O. 107/48, Report of Proceedings for the month of September 1948.

2. From the 1st to 22nd September H.M.A.S. "CONDAMINE" was at No. 5 buoy, Sydney. During this period, the Commanding Officer and A/S team carried out training at H.M.A.S. "RUSHCUTTER", one Officer attended a Signal Conversion Course arranged by F.O.I.C.(S) and two Officers carried out a fortnight's radar course.
3. On Friday 3rd and Saturday 4th September the Ship stood by whilst searches were being carried out for the Aircraft "Lutana".
4. During the last week of the period the Ship was stored and stores for N.O.I.C.(N.G.) were also loaded. Some 280 bags of mail were embarked for the New Guinea Area. An indication of the amount of stores and mail embarked is given by the fact that the handling of stores and mail for the New Guinea Area occupied approximately 600 man hours.
5. At 1000 Thursday 23rd September the Ship slipped and proceeded on passage to Cairns. Nothing of event occurred during passage and at 0800 Tuesday 28th September H.M.A.S. "CONDAMINE" secured alongside the oil fuel wharf at Cairns. On completion of fuelling at 1230 the Ship slipped and proceeded on passage to Dreger via the Grafton Passage and China Straits.
6. Mail for Samarai was off loaded there at 0800 Thursday, 30th September after which the Ship proceeded to Dreger securing alongside Buki Wharf at 1530, Friday, 1st October. During passage Samarai to Dreger "CONDAMINE" proceeded at 13 knots in order to ensure arriving Dreger before dark.
7. The condition of the Ship and the conditions on board have been satisfactory.

HEALTH, CONDUCT AND WELFARE OF THE SHIP'S COMPANY.

8. The health and conduct of the Ship's Company has been satisfactory, and to prepare for the forthcoming period in New Guinea the library has been restocked, new records obtained for the S.R.E. Unit and Sport's gear renewed.

MONTHLY AND TOTAL FIGURES.

Total distance steamed during September 1948.....	2024 Miles
Total hours under way during September 1948.....	175 $\frac{32}{60}$ Hours
Average distance per ton of Fuel.....	8.57 Miles
Total distance steamed since Commissioning..... (22nd February 1946).	59,110.2 Miles
Total hours under way since Commissioning.....	5,697.2 Hours.

(SGD.) J.H. DOWNON.

Lieutenant Commander R.A.N.
Commanding Officer.



ROYAL AUSTRALIAN NAVY.

FROM: The Commanding Officer, H.M.A.S. "CONDAMINE".
DATE: 1st September 1948. REF. No. C 89/1.
TO: The Secretary to the Naval Board. (Through the Senior Officer,
First Frigate Flotilla.)
SUBJECT: REPORT OF PROCEEDINGS - AUGUST 1948.

Submitted for the information of the Naval Board in accordance with C.N.O. 107/48, Report of Proceedings for the month of August 1948.

2. At 0600 Sunday 1st August H.M.A.S. "CONDAMINE" departed from Darnley Island on passage to Cairns wearing the flag of His Excellency, the Governor of Queensland. Nothing of event occurred during passage and at 0800 Tuesday 3rd August the Ship secured alongside No. 10 wharf, Cairns and commenced fuelling.

3. At 1000 His Excellency attended by his personal staff and myself proceeded ashore for a sight seeing tour of the district with the Mayor of Cairns, Alderman Collins; returning aboard at 1230 when the Mayor was entertained at lunch by His Excellency.

4. At 1400 the Ship slipped and proceeded out of harbour on passage to Brisbane, arriving at Brett's Wharf, Hamilton, at 1100 on Friday 6th August. At 1130 His Excellency disembarked and his flag was struck on board. Before proceeding ashore His Excellency inspected the Guard and said goodbye to the Ship's Officers. Copy of a letter received by the Commanding Officer from His Excellency is attached to this report.

5. At 1300 the same day "CONDAMINE" slipped from Brett's Wharf and proceeded upstream securing alongside Norman Wharf in Petrie Bight at 1430. H.M.A. Ships "WARRAMUNGA" (D 10) and "ARUNTA" were alongside Eagle Street Wharf having arrived on Thursday 5th August.

6. The weeks' stay in Brisbane was marked by the profuse hospitality extended to H.M.A. Ships. Every day and night were fully occupied by rounds of luncheons, cocktail parties and dances. In addition to the invitations issued to all Ships, His Excellency the Governor and Lady Lavarack dined all Officers from H.M.A.S. "CONDAMINE" at Government House on Tuesday 10th August. A return cocktail party was given by Captain and Officers of H.M.A. Ships "WARRAMUNGA", "ARUNTA" and "CONDAMINE" on board "ARUNTA" on Friday 13th August.

7. On Saturday 14th Ships slipped and proceeded down river commencing at 0800 in the order "ARUNTA", "CONDAMINE", "WARRAMUNGA". Rendezvous was made at the Pile Light and Ships proceeded in company on passage to Sydney. During passage Station keeping in various formations and seaboats were exercised. At 0630 Monday 16th August all Ships entered Port Jackson, "CONDAMINE" being detached at Bradley's Head, securing to No. 5 Buoy at 0700.

8. The remainder of the month was spent at Sydney. Classes were sent to the Damage Control and Fire Fighting School, Mindari for A.A. training and the Anti Submarine School.

HEALTH, CONDUCT AND WELFARE OF THE SHIP'S COMPANY.

9. The health and conduct of the Ship's Company has been satisfactory during the month. The condition of the Ship and the conditions on board are satisfactory.

MONTHLY AND TOTAL FIGURES.

Total distance steamed during August 1948	2056.1 Miles
Total hours under way during August 1948	167 $\frac{58}{60}$ Hours
Average distance per ton of Fuel	8.9 Miles.
Total distance steamed since Commissioning	57,086.2 Miles
(22nd February 1946.)	
Total hours under way since Commissioning	5,521.7 Hours
(22nd February 1946.)	

(SQD.) J.H. TOWNSON.

Lieutenant Commander R.A.N.
Commanding Officer.

Encl.

Government House,
Brisbane.

August 10th, 1948.

Dear

I would like you to accept and convey to the officers and members of the H.M.A.S. "Condamine", my deep appreciation of the splendid and efficient manner in which my visit to the islands was conducted, and the kindness and hospitality which was shown to me by all ranks.

I would particularly like you to convey to the Guard, my sincere congratulations on the way they carried out their duties and the smartness of their appearance.

But for the inclement weather, I thoroughly enjoyed my trip and feel that a great deal of good will come of it.

My kindest regards and best wishes go to you and members of your ship's company.

Yours sincerely,

JOHN LAVARACK.

GOVERNOR.

The Commanding Officer,
H.M.A.S. "Condamine".

ROYAL AUSTRALIAN NAVY.

~~DUPLICATE~~

FROM: The Commanding Officer H.M.A.S. "CONDAMINE".
DATE: 31st July 1948. REF. No. C/5/7.
TO: The Secretary to the Naval Board (Through the Senior Officer,
First Frigate Flotilla.)
SUBJECT: REPORT OF PROCEEDINGS - JULY 1948.

Submitted for the information of the Naval Board in accordance with C.N.O. 107/48, Report of Proceedings for the month of July 1948.

2. On Thursday 1st July "CONDAMINE" was at Jervis Bay with H.M.A.S. "SHOALHAVEN" in company. Both Ships proceeded out of harbour at 1830 that evening and at 2000 commenced a Night Encounter Exercise. Starshell and Rocket Flares were fired and gave satisfactory results. The exercise was completed at 2200, when "SHOALHAVEN" was detached to proceed independently to a position 10 miles East of Hornby Light for full calibre firings the following day. "CONDAMINE" remained in the Jervis Bay Area over-night in order to be in position to commence a full power trial at 0600 the next morning.
3. The Ship commenced working up at 0530 Friday 2nd and a full power trial was carried out between 0730 and 0930, the Ship working down by 1030. The trial generally was satisfactory, an average speed of 18.75 knots was maintained over the two hours, whilst a maximum speed of 19.5 knots was obtained over the last half hour. A full report on the trial is being forwarded.
4. At 1030 "SHOALHAVEN" joined "CONDAMINE" and both Ships carried out full calibre firings at a Pattern II target towed by tug "HEROS". On completion of these firings Ships entered harbour and secured to No. 7 Buoy.
5. From 2nd to 14th July "CONDAMINE" remained at No. 7 Buoy, storing and painting Ship. On Wednesday 14th the Ship was swung to correct compasses.
6. At 1000 Thursday 15th July H.M.A.S. "CONDAMINE" slipped and proceeded on passage to Brisbane, arriving at 1100 Saturday 17th and securing alongside No. 1 Hamilton Wharf. At 1130 I called upon His Excellency the Governor of Queensland, Sir John Lavarack K.B.E., C.B., C.M.G., D.S.O., and at 1500 His Excellency accompanied by his personal staff, Captain W. Rudder and Lieutenant J.E. Tucker R.A.N.R., embarked in H.M.A.S. "CONDAMINE" for a cruise of Northern Queensland ports. At 1515 the Ship slipped and proceeded on passage to Cairns.
7. On passage the following Ships were spoken:- H.M.A.S. "BARCOO" on passage to Darwin, H.M.A.S. "QUIBERON" and "QUICKMATCH" on passage to Sydney. "CONDAMINE" arrived Cairns at 1400 Tuesday 20th July and secured alongside No. 2 Town Wharf.
8. On securing His Excellency received the Minister for the Navy, Mr. W. Riordan, accompanied by a number of Senators, the Mayor of Cairns and local Officials connected with the Cairns Show Association. At 1830 His Excellency accompanied by his staff and myself were entertained to dinner by the President of the Cairns Show Association and afterwards visited the Showground to witness a series of dances by Murray Island natives. The following day at 1500 His Excellency attended by his staff and myself officially opened the Cairns Show, returning on board "CONDAMINE" at 1630, which completed the official commitments at Cairns. At 0630 Thursday 22nd "CONDAMINE" slipped and proceeded on passage to Thursday Island.
9. Nothing of event occurred during passage and at 0830 Saturday 24th July the Ship anchored in position 106 degrees 1.5 cables from the Thursday Island Jetty. The Mayor came on board at 0930 to call on His Excellency and at 1000 His Excellency and

personal staff went ashore to attend a Civic Reception, returning on board at 1600. They landed at 2100 to attend a Ball at the Returned Soldiers League Hall and returned aboard at 2230.

10. At 0630 Sunday 25th the Ship weighed and proceeded to Cullen Point (Batavia River) on the western coast of Cape York Peninsular, anchoring at 1630 the same day in 7 fathoms 299 degrees 4 miles from Cullen Point. Owing to scanty information about the area the Ship did not attempt to proceed closer inshore. The Motor Boat carried out soundings towards the entrance of the river on the following day and it would have been possible to have anchored about 1 mile closer in. Economical speed was exceeded between 0700 and 1120, the Ship proceeding at 14 knots. This was done to cover as much distance as possible over the well charted section of the passage in order to proceed at slow speed over the last 18 miles for which no soundings were shown.

11. His Excellency and staff landed at 0930 on Monday 26th and returned on board at 1730. At 0600 Tuesday 27th the Ship weighed and proceeded on passage to Cowal Creek. By 1000 it was seen that visibility was too bad to allow passage via the Western entrance to Endeavour Strait and speed was increased to 14 knots and the Ship proceeded via Prince of Wales Channel and the Eastern entrance to Endeavour Strait anchoring at 1730 in 7 fathoms 310 degrees 13 cables from Cowal Creek Village. His Excellency and staff proceeded ashore on arrival returning on board at 2030.

12. At 0900 Wednesday 28th "CONDAMINE" shifted anchorage to a position 325 degrees 13 cables from Red Island Point. His Excellency spent the day fishing and was dined by the Wardroom Officers in the evening.

13. The Ship proceeded at 0600 Thursday 29th on passage to Cocoanut Island via the Great North East Channel arriving at 1230 and anchoring in 12 fathoms 020 degrees 5 cables from the western extremity of the island. His Excellency and staff landed at 1315 and returned on board at 1630.

14. At 0900 Friday 30th the Ship proceeded from Cocoanut Island and anchored off Yorke Island at 1200 in position 323 degrees 5 cables from the Flagstaff. His Excellency and staff landed at 1300 and returned on board at 1600.

15. At 0800 Saturday 31st July the Ship proceeded from Yorke Island and anchored off Darnley Island in position 290 degrees 5 cables from the village on the south western extremity of the island. His Excellency and staff landed at 1315 returning aboard at 1700 at which time anchorage was shifted to Treacherous Bay for the night in order to obtain better shelter from the strong South East winds which had been prevailing for the past five days.

HEALTH, CONDUCT AND WELFARE OF THE SHIP'S COMPANY.

16. The health and conduct of the Ship's Company and the conditions on board have been satisfactory during the month.

MONTHLY AND TOTAL FIGURES.

Total distance steamed during July 1948.....	2,492.6 Miles
Total hours under way during July 1948.....	217 $\frac{35}{60}$ Hours
Average distance per ton of Fuel.....	8.47 Miles
Total distance steamed since Commissioning.....	55,030.1 Miles
(22nd February 1946.)	
Total Hours under way since Commissioning.....	5,353.8 Hours

(SGD.) J.N. DOWSON.

Lieutenant Commander R.A.N.
Commanding Officer.

ROYAL AUSTRALIAN NAVY.

FROM: The Commanding Officer H.M.A.S. "CONDAMINE".
DATE: 30th June 1948. REF. No. C/5/7. F14/176
TO: The Secretary to the Naval Board (Through the Senior Officer
First Frigate Flotilla.)
SUBJECT: REPORT OF PROCEEDINGS - JUNE 1948.

Submitted for the information of the Naval Board
in accordance with C.N.O. 107/48, Report of Proceedings for the month
of June 1948.

2. From 1st to the 15th June H.M.A.S. "CONDAMINE" was in Sydney at No. 7 Buoy. This period was used to "square off" after the refitting period and to make use of the Technical Schools.
3. At 0900 Tuesday 15th June the Ship slipped from No. 7 Buoy and proceeded on passage to Jervis Bay, arriving there at 1700 and anchoring off Captain's Point. H.M.A.S. "SHOALHAVEN" arrived at 1100 Thursday 17th and the same forenoon "CONDAMINE" shifted anchorage to Darling Roads owing to heavy South Easterly weather.
4. Harbour drills were carried out on Friday 18th and at 0900 Saturday 19th both Ships shifted back to anchorages off Captain's Point.
5. At 0830 Monday 21st both Ships weighed and proceeded for exercises. During the forenoon sub-calibre firings were carried out inside Jervis Bay at a target consisting of 3 in number 44 gallon drums lashed between two stringers. This proved a successful target for sub-calibre firings and both the 276 and 285 Radar sets succeeded in obtaining ranges. On completion of sub-calibre firings both Ships proceeded outside to carry out H.A. and Close Range weapon firings. Low cloud prevented H.A. firings taking place and on completion of Close Range firings at 1400 Ships anchored off Captain's Point.
6. Bad weather again caused a shift of anchorage on Tuesday and both Ships remained overnight in Darling Roads returning to Captain's Point at 0800 Wednesday 23rd. Exercises with Aircraft on Tuesday 22nd were cancelled, but on the following day it was possible to carry out H.F.X's and D.B.X's with a Beaufighter from Eastern Area.
7. At 0700 Thursday 24th H.M.A.S. "CONDAMINE" departed from Jervis Bay and proceeded to Port Kembla, securing at Inner East, No. 3 Wharf at 1200. On arrival the Ship was visited by the Harbour Master, representatives of the Civic authorities and the local R.S.L. Clubs. Captain, Officers and four ratings were invited to attend a Civic reception at 1600 the same day and the facilities of the R.S.L. Clubs at Wollongong and Port Kembla were extended to the Ship's Company for the period of the visit.
8. At the Civic reception nearly all sections of the Community were represented with the usual "glut" of speeches, 19 in number being recorded including three in reply by two officers and myself. It was evident that the visit by one of H.M.A. Ships, although following close upon "SHOALHAVEN'S" visit, was extremely welcome, and the hospitality extended to the ship was most generous. This included trips by parlour coach to Balli, forenoon and afternoon which provided an outing for about 60 ratings, a "smoke-oh" for 25 ratings at the Port Kembla branch of the R.S.L., and organised visits to local heavy industries. On Friday 25th I called officially on the Mayor and on both R.S.L. Clubs.
9. On Sunday evening between 1730 and 1930 the Ship's Officers entertained 30 guests, representing as many branches of the Community as possible, to cocktails on board, and the Mayor's speech

at the conclusion of the entertainment indicated that the party was an enjoyable one.

10. The visit was very successful in all respects and from conversations with the Mayor and other members of the local government I understand that a request will be made for one of H.M.A. Ships to visit Port Kembla during the Wollongong Show Week in March next year. The conduct of the Ship's Company throughout the visit was excellent.

11. At 0900 Monday 28th June the Ship slipped and proceeded to Jervis Bay, H.A. Firings at smoke burst target being carried out on passage. At 1230 H.M.A.S. "SHOALHAVEN" joined "CONDAMINE" and carried out similar H.A. firings. On completion of firings both Ships exercised Officer of the Watch manœuvres, anchoring off Captain's Point at 1430.

12. The remaining two days of the month were used for cleaning and painting ship.

HEALTH, CONDUCT AND WELFARE OF THE SHIP'S COMPANY.

13. The health and conduct of the Ship's Company have been satisfactory. Three cases of Varicella occurred during the month, all cases being discharged to Balmoral Naval Hospital.

The conditions on board and the condition of the Ship have been satisfactory.

14. Whilst at Jervis Bay leave was granted until 1800, Chief and Petty Officers 1830, except on picture nights when leave was extended to 2330. A dance held at the R.S.L. Hall was well attended and football matches were arranged with H.M.A.S. "ALBATROSS". However lack of transport available at "ALBATROSS" necessitated Ships hiring buses to take and return football teams.

MONTHLY AND TOTAL FIGURES.

Total distance steamed during June 1948.....	245.1 Miles.
Total hours under way during June 1948.....	24 ⁵⁹ / ₆₀ Hours
Average distance per ton of Fuel.....	3.03 Miles
Total distance steamed since Commissioning.....	52,537.5 Miles
(22nd February 1946.)	
Total hours under way since Commissioning.....	5,136.2 Hours
(22nd February 1946.)	

(Sgd.) J.H. DOWSON.
Lieutenant Commander R.A.N.
Commanding Officer.

ROYAL AUSTRALIAN NAVY.

DUPLICATE
Ref

FROM : The Commanding Officer, H.M.A.S. "CONDAMINE" at Sydney.

DATE : 1st June, 1948.

REF.NO. 3145/7/5.

TO : The Secretary to the Naval Board (Through the Flag Officer
Commanding H.M. Australian Squadron.).

Copy to the Senior Officer, First Frigate Flotilla.

SUBJECT : REPORT OF PROCEEDINGS - MAY, 1948.

Submitted for the information of the Naval Board in accordance with C.N.O.266/46, Report of Proceedings for the Month of May, 1948.

2. From the 1st to the 26th May the Ship was in Dockyard hands at Williamstown. During this period defects were made good and three weeks leave granted to one watch, the other watch having had three weeks leave during April.

3. The Ship was due to depart from Williamstown on Wednesday 26th May, 1948 but due to a defect developing in the Port Circulator, departure was delayed 24 hours. With Dockyard assistance the defect was made good by 0600 on Thursday 27th May and at 0800 the same day H.M.A.S. "CONDAMINE" proceeded on passage to Sydney.

4. Nothing of event occurred during passage and at 0800 Saturday 29th May the Ship secured to No 7 Buoy alongside H.M.A.S. "LACHLAN". Ammunitioning was carried out on Monday 31st May.

The Condition of the Ship and Conditions on board have been normal for a refitting period, and the Health and Conduct of the Ship's Company has been satisfactory during the past Month.

MONTHLY AND TOTAL FIGURES.

Total distance steamed during May, 1948..... 583.8 Miles

Total hours underway during May, 1948..... 48 Hours.

Average distance per ton of Fuel..... 8.7 Miles

Total distance steamed since Commissioning,
(22nd February, 1946)..... 52,292.4 Miles

Total hours under way since Commissioning,
(22nd February, 1946)..... 5111.2 Hours.

[Signature]

Lieutenant Commander RAN
Commanding Officer.

ROYAL AUSTRALIAN NAVY

DUPLICATE 1140/63

FROM: The Commanding Officer H.M.A.S. "CONDAMINE".

DATE: 28th. April 1948.

Ref. No. 3062/7/5

TO: The Secretary to the Naval Board (Through the Flag Officer Commanding H.M.A. Squadron.) Copy to the Senior Officer 1st. Frigate Flotilla.

SUBJECT: REPORT OF PROCEEDINGS --- APRIL 1948.

Submitted for the information of the Naval Board in accordance with C.N.O. 266/46, Report of Proceedings for the month of April 1948.

2. From 1st. to 3rd. April H.M.A.S. "Condamine" was at No. 4 Buoy, Sydney Harbour. At 0930 Saturday 3rd. the Flag Officer Commanding H.M.A. Squadron, Rear-Admiral H.B. Farncomb, accompanied by the Flag Lieutenant came onboard and walked round the Ship's Company at Divisions, after which the upper deck and mess decks were inspected.

Rear-Admiral Farncomb departed at 1030 and at 1200 the same day the ship slipped and proceeded on passage to Williamstown.

3. Nothing of event occurred on passage and at 1215 Monday 5th. April the ship berthed outside H.M.A.S. "Lachlan" at inner East Nelson Pier.

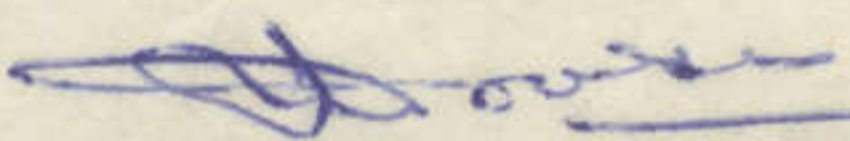
4. The Ship was taken in Dockyard hands on Wednesday 7th. April and long leave commenced. The refit has progressed satisfactorily to date and it is expected that all items in the Defect List will be completed during the period of availability.

HEALTH, CONDUCT AND WELFARE OF THE SHIP'S COMPANY

The health and conduct of the Ship's Company has been satisfactory during the month and the condition of the Ship and conditions onboard are normal for a refitting period.

MONTHLY AND TOTAL FIGURES.

Total distance steamed during April, 1948.....	574 Miles
Total hours underway during April, 1948.....	48.3 Hours
Average distance per ton of Fuel.....	8.7 Miles
Distance steamed since Commissioning, 22nd February, 1946.....	51,708.6 Miles
Total hours underway since Commissioning, 22nd February, 1946.....	5963.2 Hours


Lieutenant Commander R.A.N.
Commanding Officer.

DUPLICATE

ROYAL AUSTRALIAN NAVY.

FROM : The Commanding Officer, H.M.A.S. "CONDAMINE".

DATE : 1st April, 1948.

REF. NO. 2951/7/5

TO : The Secretary to the Naval Board (through the Flag Officer Commanding Australian Squadron.)

Copies to The Naval Officer in Charge, New Guinea.
The Senior Officer, First Frigate Flotilla.

SUBJECT : REPORT OF PROCEEDINGS - MARCH, 1948.

Submitted for the information of the Naval Board in accordance with C.N.O.266/46, Report of Proceedings for the month of March, 1948.

2. From the 1st to the 6th of March the Ship was at Dreger Harbour, painting and cleaning Ship. During the period a number of Sporting Fixtures were arranged between CONDAMINE and TARANGAU.

3. At 1700 Saturday 16th March, H.M.A.S. "CONDAMINE" proceeded to Madang arriving there at 0800 Sunday 17th March and securing alongside the main wharf. The reason for the visit was to be in a position to assist, if necessary, D.T.933, engaged in salvage operations at Kai Kai Island.

4. During the Ship's stay at Madang Cricket and Softball matches were played against the Madang Teams and the District Officer and other members of the Community entertained the Ship's Officers ashore and were in turn entertained on board.

5. The services of CONDAMINE were not required for salvage work and at 1730 Friday the 12th March, after effecting repairs to DT93, W/T equipment and transferring stores the Ship proceeded to Dreger arriving there at 0800 Saturday 13th March and secured alongside BUKI Wharf.

6. H.M.A.S. "CONDAMINE" remained at Dreger until 0900 Thursday 18th March when the Ship proceeded on passage to Cairns with O.F.L.1205 in tow.

7. The tow consisted of 150 fathoms of 5" wire, drawn Tarangau and prepared on board CONDAMINE, shackled to the O.F.L.'s cable, with two shackles veered. The inboard end was secured to a short length of Ship's cable fitted to a swivel piece and that in turn shackled to the towing pendant and slip.

8. During the first 48 hours weather conditions were ideal and a speed of advance of 6.5 knots was achieved with the Ship doing revolutions for 8 knots. However during the afternoon of Saturday 20th March the weather deteriorated rapidly and strong South-West and Westerly winds to force 6 and 7 and rough seas were experienced. Speed of advance during 20th and 21st was 3.5 knots and during 21st and 22nd was reduced to 1.5 knots.

8.(cont.) This heavy weather was caused by the Ship being on the Northern edge of a Cyclone crossing the Coral Sea, centre about 400 mile distant.

9. The Ship entered the Coral Sea at 1200 Monday the 22nd via Jomard passage, taking 6 hours to pass through the passage due to very strong tides.

10. On Tuesday 23rd and Wednesday 24th weather conditions improved and speed of advance increased to 6 knots.

11. At 1800 Thursday 25th, 20 mile off the entrance to Grafton Passage, the tow was brought to short stay, and at 0630 Friday the Ship anchored off the Fairway Beacon, Cairns, and the tow was brought alongside starboard side, preparatory to proceeding up the Harbour as no Tugs were available at Cairns, G.P.V.956 was sent to assist at the direction of the Naval Officer in Charge, Brisbane, and was valuable for running lines ashore at the Oil Wharf. The Fairway Beacon was passed at 0940 and at 1140 CONDAMINE and O.F.L.1205 secured alongside the Oil Wharf. CONDAMINE refuelled and took on water and at 1600 proceeded from Cairns on passage to Sydney.

12. Nothing of event occurred on passage and H.M.A.S. "CONDAMINE" entered Sydney Harbour at 1330 Tuesday the 30th March and secured to No 4 Buoy, The Ship de-ammunitioned the following day.

The Health and Conduct of the Ship's Company has been satisfactory during the month except for the large number of cases of Tropical Ulcers and rashes, details of which have been included in the Medical Officer's Journal for the quarter.

The Condition of the Ship and Conditions on Board have been generally satisfactory.

MONTHLY AND TOTAL FIGURES.

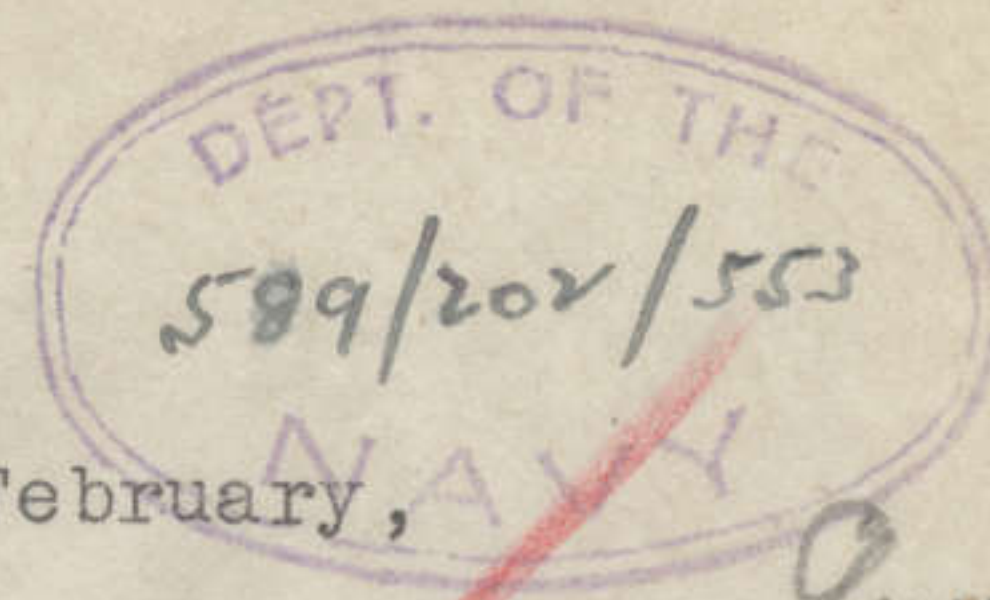
Total distance steamed during March, 1948.....	2,516.3 Miles.
Total hours under way during March, 1948.....	318.5 Hours.
Average distance per ton of Fuel.....	8.5 Miles.
Distance steamed since Commissioning, 22nd February, 1946.....	51,134.6 Miles.
Total hours under way since Commissioning, 22nd February, 1946.....	5,014.9 Hours.

(SGD.) J.H. DOWSON.

Lieutenant Commander R.A.N.
Commanding Officer.

DUPLICATE

("CONDAMINE" letter No. 2893/7/5 dated 29th February, 1948).



Quoted
File
H.M. (N.S.)
22/4/48

In circulation
14/5/48

H.M.A. SQUADRON - REPORTS OF PROCEEDINGS -
FEBRUARY, 1948.

In 14/5
H.N.
attached
on registration

II

A.F. 641/1140/38
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval Board, further to A.F. 593/1140/38 dated 27th April, 1948.

2. The original copies of this report apparently went astray in the post between the office of The Senior Officer, 1st Frigate Flotilla and my office.

Is Jarmant

REAR-ADMIRAL
FLAG OFFICER COMMANDING
H.M. AUSTRALIAN SQUADRON.

10th May, 1948.
H.M.A.S. "AUSTRALIA"
(At Sydney).

↓
D.H. (N.A.R.O.)

14/5

2/5

DUPLICATE

DEPT. OF THE
NAVY
289/202/223

"COMDAMINE" letter No. 2893/7/5 dated 23rd February, 1948.

H.M.A. SQUADRON - REPORTS OF PROCEEDINGS -
FEBRUARY, 1948.

II

NAVAL BOARD.
The Secretary,
A.V. 641/1140/38

Forwarded for the information of the Naval Board, further to A.V. 293/1140/38 dated 27th April, 1948.

2. The original copies of this report apparently went astray in the post between the office of the Senior Officer, 1st Frigate Flotilla and my office.

Robertson

REAR-ADMIRAL
FLAG OFFICER COMMANDING
H.M. AUSTRALIAN SQUADRON.

H.M.A.S. "AUSTRALIA"
(At Sydney).
10th May, 1948.

Robertson

2/2

2/2

ROYAL AUSTRALIAN NAVY

FROM : The Commanding Officer, H.M.A.S. CONDAMINE
DATE : 29th February, 1948 REF. No. 2893/7/5.
TO : The Secretary, Naval Board (Through the Senior Officer
First Frigate Flotilla).
Copy to Naval Officer-in-Charge, New Guinea.
SUBJECT : REPORT OF PROCEEDINGS - FEBRUARY, 1948

Submitted for the information of the Naval Board in accordance with C.N.O. 266/'46, Report of Proceedings for the month of February, 1948.

2. The first week of the month was spent at Dreger Harbour Boiler Cleaning. During this period as many sporting fixtures as possible, including a Boxing Tournament, were arranged between the Ship's Companies of H.M.A.S. CONDAMINE and H.M.A.S. TARANGAU.
3. At 1800 Sunday, 8th, CONDAMINE proceeded out of harbour on passage to Madang. On arrival at 0830 the following day the Ship anchored in 25 fathoms between Belian Island and Kranket Is. The District Officer, Mr. K. McCarthy, came on board on arrival.
4. Madang has grown considerably since the end of hostilities. There are now approximately 400 Europeans in the Madang - Alexishaven area, Messrs. Carpenter's coconut factory occupies Belian Island and there is little room for further building in Madang proper. The Ship remained at Madang for two days during which time the District Officer and other Officials were entertained on board, and the Ship's Officers in turn were entertained ashore.
5. At 1600 Wednesday 11th the Ship proceeded from Madang and anchored off Wewak Point at 0900 the following day. Owing to Strong N.W. winds and a heavy swell it was decided to leave Wewak before dark the same day and at 1700 the Ship proceeded on passage to Hollandia. Clocks were retarded one hour during the passage and at 1230 Item CONDAMINE secured alongside Navy Wharf 1 in Challenger Cove.
6. On arrival the ship was boarded by a representative of the Harbour Master, and also by the President of the Club both of whom extended a welcome on behalf of the community. The Ship's Officers were entertained at the Club that night and a Cinema performance was arranged for the Ship's Company.
7. At the request of the Harbour Master the Ship proceeded to sea at 0600 Saturday 14th to search for a Trawler reported adrift between Biak and Hollandia, since Tuesday 10th. No success was achieved during the day or night of Saturday, but at 1230 Sunday 15th the missing vessel was sighted in position 1° 50' S 140° 18' E and taken in tow. H.M.A.S. CONDAMINE and tow arrived at Hollandia at 2100 the same night and after transferring the tow the Ship secured alongside at 2145.
8. The Hollandia Club held a dance on Tuesday 17th for the Ship's Company which was very much enjoyed.
9. At 0600 Wednesday 18th CONDAMINE proceeded on passage to Manus arriving there at 1430 on Thursday 19th. American personnel there have been greatly reduced since the Ship's last visit in August, 1947. At Lorangau the U.S. Naval personnel have been reduced to one Chief Petty Officer, duties unknown, One Officer and 85 U.S. Engineers are at Lorengau finalising equipment and expect to leave during March.

- 2 -

10. At Momote there are 26 Officers and 165 men, all U.S. Army, engaged in closing down the Base. No Aircrews remain. Three R.A.A.F. Officers and 4 other ranks are stationed at Momote and have commenced taking over a section of that Base.

11. The U.S. Army provided trucks to transport the Ship's Company to the Cinema on Friday the 20th and also had a free Canteen on completion of the pictures. The Ship's Officers were entertained at the Officers' Club the same evening.

12. At 0830 Saturday 21st the Ship proceeded from Manus and arrived at Rabaul at 1400 Sunday 22nd.

13. At 1700 the same day CONDAMINE received orders to proceed with all despatch to assist H.M.S. AENEAS aground on Eagle Island Reef. The Ship proceeded at that time on passage to Port Moresby to re-fuel. At 0915 Monday 23rd CONDAMINE was instructed to return to Cape St. George and service the light on that point. The work was completed at 1600 Tuesday 24th February and the Ship proceeded to Dreger Harbour calling at Arawe on passage. At 0900 on Thursday 26th February CONDAMINE secured at No. 1 Buoy Dreger Harbour, the following day the Ship shifted berth to alongside Buki Wharf.

HEALTH, CONDUCT AND WELFARE OF THE SHIP'S COMPANY

The health and conduct of the Ship's Company has been satisfactory during the month, every effort has been made to have sporting fixtures arranged when ever possible at the various Ports of call and for the Ship's Company to attend Cinema performances.

The condition of the Ship and conditions on board have been satisfactory although there has been little variety in the food during the past month as stocks at TARANGAU and CONDAMINE were at a low level awaiting arrival of KANIMBLA. This condition has been rectified since the Ship's return to Dreger.

MONTHLY AND TOTAL FIGURES

Total distance steamed during February, 1948	2421.1 miles
Total hours under way during February, 1948	240.3 hours
Average distance per ton of fuel	9.4 miles
Distance steamed since Commissioning (22nd February, 1946)	48618.3 miles
Total hours under way since Commissioning (22nd February, 1946)	4696.4 hours

(Sgd) J.H. Dowson

Lieutenant Commander, R.A.N.
Commanding Officer

FROM : The Commanding Officer, H.M.A.S. "CONDAMINE".
 DATE : 31st January, 1948. REF.NO. 2815/7/5/
 TO : The Secretary to the Naval Board (through the Senior Officer,
 First Frigate Flotilla).
 Copy to the Naval Officer in Charge, New Guinea.
 SUBJECT : REPORT OF PROCEEDINGS - JANUARY, 1948.

Submitted for the information of the Naval Board in accordance with G.N.O.266/46, Report of Proceedings for the month of January, 1948.

2. At 1800 Thursday 1st January H.M.A.S. CONDAMINE proceeded from Dreger Harbour to Port Moresby arriving at 1100 Sunday 4th January and berthed alongside main Wharf. The Ship refuelled and watered and at 0630 the next day anchored in the Harbour to clear the berth for a small Tanker.

3. At 0630 Tuesday 6th His Honour the Administrator of New Guinea, Colonel J.K. Murray and his Staff came on board CONDAMINE for a 14 day cruise in the South Eastern Area of Papua. The Administrator's Flag was broken on his arrival and flown throughout the cruise.
 The Staff accompanying His Honour consisted of the following;
 Mr J. JONES.....Assistant Director.
 Mr D.B. HOGGIN.....Anthropologist.
 Mr C. MARR.....Department of Agriculture.
 Flt/Lieut S. PEARSALL.....Aide de Camp.

4. At 0750 Tuesday 6th the Ship proceeded from Port Moresby on passage to Misima Island. However due to the necessity of landing two Ratings at Samarai for admission to Hospital the Ship anchored at 1700 Wednesday 7th in Deboyne Lagoon. His Honour landed in Nivani during the Dog Watches.

5. The Ship proceeded at 0600 the following morning and arrived off Bwagoia Harbour, Misima at 0930 the same day. The Harbour was considered too small to enter and the Administrator and staff proceeded ashore in the Government Trawler.

During the period the party spent ashore CONDAMINE proceeded to investigate the main entrance on the Northern side to the Calvados Chain. This passage was marked Wari Wari on the chart and was found to be suitable for entry and the Ship anchored in 19 Fathoms in position 11° 01' S 152° 46' E on chart BA1477. The chart used proved to be extremely accurate and all Islands and Shoals were easily identified. Whaler sailing was carried out during the afternoon and fishing proved very profitable. The Ship proceeded back to Misima at 1600 and at 1930 re-embarked the Administrator's party. Mr Cowley joined the staff for the rest of the cruise.

6. At 2100 the Ship proceeded on passage to Rossel Island arriving at 0830 Friday the 9th. The party landed for a short while and at 1030 the Ship proceeded to lie off Rabuso Harbour on the Northern Side of Tagula Island (Sudest Island) where the party went ashore until 1730. At 1800 CONDAMINE proceeded and anchored in Deboyne Lagoon at 0630 Saturday 10th January.

7. A further inspection of Deboyne Island was carried out by the Administrator's party until 1030 when the Ship proceeded to the Conflict Group and lay off the North Western end of the Islands while the party landed on Panasesa Island returning aboard at 1730. The Ship proceeded at 1800 and arrived off Gawa Island at 0630 Sunday 11th.

8. The Administrator's party landed on arrival and returned aboard at 1100 the same day when CONDAMINE proceeded to Kiriwina, anchoring in 10 fathoms off Boli Point at 1800 the same day.

9. I accompanied the Administrator's party ashore on the following day when all sections of the community were visited. The party returned on board at 1830 and that night the District Officer Mr R. Turner and his wife were entertained at dinner.

Sup

10. At 0630 Tuesday 13th the Ship proceeded to rendezvous with D.T.933 carrying the Naval Officer in Charge, New Guinea. D.T.933 was met at 1400 and stores transferred. CONDAMINE proceeded to Esa Ala (Elrara) Normandy Island via Dobu Passage. The Ship anchored in 20 fathoms, 3.5 cables from the shore at 1830.

11. The Administrator's party accompanied by the First Lieutenant and myself visited the Esa Ala District during the forenoon and also visited the Methodist Mission at Dobu Island where the party were entertained at lunch. The Ship played the natives soccer during the forenoon and cricket during the afternoon, the soccer match unfortunately coming to an abrupt end just before half time due to the only ball splitting open. The Methodist Missionary, The Reverend Guy Mrs Guy and Mr Rich, District Officer, were entertained at Dinner on Board.

12. At 0530 Thursday 15th the Ship proceeded on passage to Tufi Harbour, Cape Nelson, arriving at 1430 and laying off whilst the Administrator's party landed. The Ship proceeded at 1700 arriving at Baniara the following morning at 0630 where the party landed again. At 0900 CONDAMINE proceeded to Bartle Bay anchoring at 1100.

13. The Ship left Bartle Bay at 2300 Friday 16th and arrived at Samarai at 1300 Saturday 17th calling at East Cape.

14. At 1000 Sunday 18th H.M.A.S. "CONDAMINE" proceeded from Samarai and arrived Port Moresby at 1000 the following day and secured alongside.

15. On passage both 4" Mountings carried out close range barrage firings at a target smoke burst. 4 Rounds per gun were fired and 48 rounds per gun from the Bofors. All guns functioned satisfactorily. Two in No Depth Charges set at 150 feet and 100 feet were dropped in an anti-submarine exercise. Smoke floats and Funnel Smoke were used and proved effective.

16. His Honour the Administrator was received by a Guard and Band on arrival and landed at 1015. I accompanied him on an inspection of the Guard and Band after which he proceeded to Government House.

17. His Honour and Mrs Murray entertained the Ship's Officers at Cocktails on Wednesday the 21st and at 1330 Thursday 22nd the Ship Proceeded on passage to Dreger.

18. Mails for Samarai were dropped the following day and at 0630 Saturday CONDAMINE met D.T.933 with the Naval Officer in Charge aboard off Kitava Island and transferred stores and personnel. The Ship arrived at Dreger Harbour at 0800 Sunday 25th and secured alongside Buki Wharf.

19. On Monday 26th January the Ship was dressed overall on the occasion of Australia Day. The remainder of the Month was spent at Dreger Boiler cleaning and painting Ship.

HEALTH, WELFARE AND CONDUCT OF THE SHIP'S COMPANY.

The Health and Conduct of the Ship's Company has been satisfactory.

Various competitions such as Cribbage, Darts, Deck Tennis, etc have been held during the month and have become very popular.

The condition of the Ship and the conditions on board have been satisfactory.

MONTHLY AND TOTAL FIGURES.

Total distance steamed during January.....3,150.7 Miles.

Average distance per ton of Fuel.....8.9 Miles.

Hours under way during January.....323.9 Hours.

Total distance steamed since Commissioning
(22nd February, 1946.).....46,197.2 Miles

Total Hours under way since Commissioning
(22nd February, 1946).....4,456.1 Hours.

(SGT.) J.H. DOWSON.

Lieutenant Commander R.A.N.
Commanding Officer.

DUPLICATE
ROYAL AUSTRALIAN NAVY.

FROM : The Commanding Officer, H.M.A.S. "CONDAMINE".

DATE : 1st January, 1948. REF. NO. 2648/7/5.

TO : The Secretary to the Naval Board. (Through the Senior Officer First Frigate Flotilla.) Copy to the Naval Officer-in-Charge, New Guinea.

SUBJECT : REPORT OF PROCEEDINGS - DECEMBER, 1947.

Submitted for the information of the Naval Board in accordance with C.N.O. 266/46, Report of Proceedings for the Month of December, 1947.

2. From the 1st to the 3rd December H.M.A.S. CONDAMINE was at Howard Smith's Wharf Brisbane in Company with H.M.A.S. SHOALHAVEN and U.S. Submarine STERLET. During this period conferences were held in conjunction with the forthcoming exercises between H.M.A. Frigates and U.S.S. STERLET.

3. On Monday 1st and Tuesday 2nd I called ~~up~~ on the Senior Officer, First Frigate Flotilla and the Naval Officer-in-Charge, Brisbane and the Commanding Officer of U.S.S. STERLET.

4. At 1330 on Thursday 4th H.M.A.S. SHOALHAVEN SLIPPED and proceeded down River followed by CONDAMINE and STERLET, all Ships anchoring in the N.W. Channel at 1845 the same evening.

5. At 1730 Friday the 6th December the Ship proceeded to Sea in company with H.M.A.S. SHOALHAVEN to carry out A/S exercises with U.S.S. STERLET. The following exercises were carried out:-

Friday 5th	A.S.P. No 8	0900 - 1000.
	A.S.P. No 21	1530 - 1630.

Saturday 6th	A.S.P. No 8	0900 - 1000.
	A.S.P. No 9	1000 - 1445.

All Ships anchored in the N.W. Channel on the night of the 5th.

6. Personnel embarked in CONDAMINE for the duration of the exercises consisted of Lieutenant Commander J. McAdam, Commanding Officer H.M.A.S. MURCHISON and an A/S Team from H.M.A.S. RUSHCUTTER. In addition 9 R.A.A.F. Officers and other Ranks witnessed the exercises. One Officer and 10 Ratings from CONDAMINE were accommodated in STERLET each day and 6 Ratings from STERLET were on board CONDAMINE for each days exercises.

7. On completion of the exercises on Saturday the 7th CONDAMINE transferred all passengers to SHOALHAVEN and at 1530, in company with STERLET, proceeded on passage to Port Moresby.

8. On Sunday the 8th CONDAMINE and STERLET carried out the following practices whilst on passage:-

0800 - 1000	A.S.P. 21,
1030 - 1230	Surface Tracking.

At 1330 Ships parted company, STERLET proceeding en route to Guam and CONDAMINE to Port Moresby.

9. During passage the following H.M.A. Ships were met. At 1330 Monday 9th, H.M.A.S. AUSTRALIA and H.M.A.S. BATAAN, at 1430 Monday 9th H.M.A.S. CULGOA. At 1030 Wednesday 10th, 8 in No Depth Charges forming Charges 2 to 9 inclusive of a 10 Charge Pattern, were fired in deep water, all Charges fired satisfactory. The Ship secured alongside at Port Moresby at 1500 the same day.

10. On Thursday 11th I called on His Honour Colonel Murray to arrange a tentative cruise for himself and his staff during January, 1948.

11. Colonel and Mrs Murray entertained the Wardroom Officers and myself at Cocktails at 1730 the same day.

12. Fuelling and watering were completed during Thursday and at 0600 Friday the 12th the Ship proceeded to Samarai anchoring at 0800 Saturday 13th December.
13. On Sunday 14th the Ship dressed overall on the occasion of the Birthday of His Majesty the King. The Bishop of New Guinea came onboard and conducted the morning Service.
14. During the short period at Samarai two cricket matches were played and the Ship's Company also had use of the Tennis Courts and Swimming Pool. H.M.A.S. CONDAMINE proceeded at 1400 Sunday 14th on passage to Dreger Harbour.
15. Seaboats were exercised on Monday 15th and Officers of the Watch carried out Ship handling exercises, picking up lifebuoys.
16. The Ship berthed at Buki Wharf, Dreger Harbour at 0800 on Tuesday 16th, and unloaded stores.
17. At 0830 Wednesday 17th the Ship proceeded to Lae arriving at 1400 the same day and secured alongside.
18. The Ship remained at Lae until 22nd December during which period trips were made to Bulolo as arranged by N.O.I.C. New Guinea and local authorities. At 0800 22nd H.M.A.S. CONDAMINE proceeded to Dreger Harbour securing alongside at 1300 the same day.
19. The remainder of the month of December was spent at Dreger, and a Christmas programme was drawn up by N.O.I.C. New Guinea to cover the period 22nd December, 1947 to 1st January, 1948. All types of sporting competitions were organised and the Ship's Company took part in all games. Picnic trips were also arranged and proved very popular.

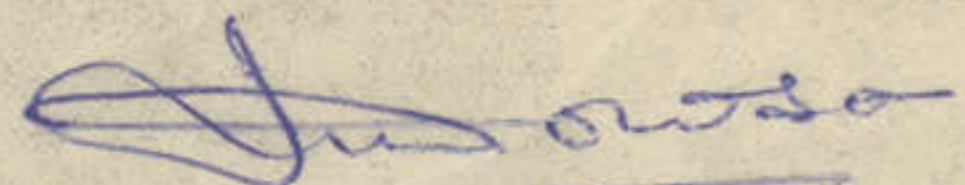
HEALTH CONDUCT AND WELFARE OF THE SHIP'S COMPANY.

The Health and Conduct of the Ship's Company has been satisfactory during the month.

The Condition of the Ship and Conditions on board have been satisfactory except for defects in the Diesel Dynamo details of which are being reported by separate letter.

MONTHLY AND TOTAL FIGURES.

Total distance steamed during December, 1947.....	2,108 Miles
Average distance per Ton of Fuel.....	9.32 Miles
Hours under way during December, 1947.....	207 Hours
Total distance steamed since Commissioning, (22nd February, 1946.).....	43,046.5 Miles
Total Hours under way since commissioning, (22nd February, 1946.).....	4,132.2 Hours



Lieutenant Commander R.A.N.
Commanding Officer.

FROM : The Commanding Officer, H.M.A.S. "CONDAMINE".

DATE : 1st December, 1947 REF.NO. 2566/5/7.

TO : The Secretary to the Naval Board (through the Senior Officer,
First Frigate Flotilla.)

SUBJECT : REPORT OF PROCEEDINGS - NOVEMBER, 1947

Submitted for the information of the Naval Board in accordance with C.N.O.266/46, Report of Proceedings for the month of November, 1947.

2. From the 1st to the 10th November the Ship was alongside Nelson Pier, Williamstown completing refitting. Painting and Storing Ship were carried out during this period.

3. All Dockyard work was completed Monday 10th and at 0900 Tuesday 11th H.M.A.S. CONDAMINE slipped and proceeded out of Harbour on passage to Sydney.

4. Nothing of event occurred during the passage and at 0915 the Ship secured to No 1 Buoy, Farm Cove.

5. H.M.A.S. CONDAMINE remained in Harbour until 0930 Monday 17th when the Ship proceeded to Broken Bay for a working up period of five days, anchoring in Flint and Steel Bay at 1215 the same day.

6. The following exercises and drills were carried out during this period;

Monday 17th ; General Quarters and Gun drill.

Tuesday 18th ; General Quarters and Gun drill.
H.F.X. D.B.X. in co-operation with the R.A.A.F.
Boat work for Junior Ratings.
Night Action Stations including Darkening Ship.

Wednesday 19th; Gun drills and Harbour drills.

Thursday 20th ; H.F.X. D.B.X. Gun drill, Night Action Stations.

Friday 21st ; At Sea, H.F.X. D.B.X. T.B.X.
Sub Calibre L.A. firings at Pattern II Target.

The Ship entered Harbour at completion of the firings and secured to No 1 Buoy at 1530.

7. During the period 21st to 28th November H.M.A.S. CONDAMINE completed Storing Ship and prepared for Sea. Close Range Weapon's Crews and the A/S Team carried out courses at the Gunnery and A/S Schools respectively. A class of Junior Ratings from the Seaman and Stoker Branch did a course in Fire Fighting at the Damage Control School. The Ship's Plotting and Radar Control Ratings received instruction on board during the same period.

8. At 0930 Saturday 29th November H.M.A.S. CONDAMINE slipped and proceeded on passage to Brisbane. Full Calibre firings were carried out at a Pattern II Target towed by the Tug HEROS off Sydney Heads at 1100 the same day.

9. Nothing of event occurred during the passage and the Ship proceeded up the Brisbane River at 0830 on Monday 1st December, 1947 securing at Howard Smith's Wharf at 1030.

HEALTH, CONDUCT AND WELFARE OF THE SHIP'S COMPANY.

The Health and Conduct of the Ship's Company has been satisfactory during the month.

Christmas Fare was drawn before sailing from Sydney and the Ship's Company Library re-stocked. An endeavour was made to obtain a number of 16MM films but these were not available. It is understood they will be despatched to H.M.A.S. "TARANGAU" when available.

CONDITIONS ON BOARD AND CONDITION OF THE SHIP.

The conditions on board and the condition of the Ship has been satisfactory and all equipment is now operating correctly after the refitting period.

MONTHLY AND TOTAL FIGURES.

Total distance steamed during November, 1947.....	1,135.9 Miles
Average distance per ton of fuel.....	10.1 Miles
Hours under way during November, 1947.....	95.7 Hours.
Total distance steamed since commissioning, (22nd February, 1946.).....	40,938.5 Miles
Total hours under way since commissioning, (22nd February, 1946.).....	3925.2 Hours

(SGD.) J.N. DOWSON.

Lieutenant Commander R.A.N.
Commanding Officer.

DUPLICATE

ROYAL AUSTRALIAN NAVY.

FROM: The Commanding Officer, H.M.A.S. "CONDAMINE".

DATE: 23rd October, 1947.

REF. NO. 2452/5/7.

TO: The Secretary to the Naval Board, (Through the Flag Officer Commanding H.M.A. Squadron) (Copy to: the Senior Officer, First Frigate Flotilla).

SUBJECT: REPORT OF PROCEEDINGS - SEPTEMBER, 1947.

Submitted for the information of the Naval Board in accordance with C.N.O. 266/46, report of Proceedings for the month of September, 1947.

2. At 0630 Tuesday 2nd September, H.M.A.S. "CONDAMINE" proceeded from Port Moresby on passage to Newcastle via Grafton Passage.

3. Nothing of event occurred during passage, ships spoken to being listed in Appendix "A".

4. At 0630 Monday 8th September H.M.A.S. "CONDAMINE" secured alongside No 1 Kings Wharf, Newcastle, H.M.A.S. "MURCHISON" secured alongside "CONDAMINE" at 1500 the same day.

5. At 1200 on Monday 8th September I attended a Civic reception at the City Hall in honour of the arrival of His Excellency, The Governor of New South Wales, Lieutenant General Northcott, C.B., M.V.O.

6. On Tuesday 9th September, one armed and two unarmed platoons from H.M.A.S. "CONDAMINE" and "MURCHISON" were landed and led the Services contingent of a procession through the streets of Newcastle. His Excellency The Governor took the salute.

7. On Wednesday 10th September the Commanding Officer of "MURCHISON" and myself paid an official call on the Mayor of Newcastle, Alderman Guinlan. This call was returned on Sunday 14th September.

8. On Friday 12th and Saturday 13th September, respectively, the Captain and Officers of "CONDAMINE" and "MURCHISON" entertained approximately 75 guests at Cocktails on board.

9. The Ship's Company of both ships entertained their friends onboard on Tuesday 9th and both ships were open to visitors between 1400 and 1700 on Saturday 13th and Sunday 14th September. The number of visitors was estimated to be about 300 per ship per day.

10. His Excellency The Governor was unable to visit either ship owing to his many other commitments but his daughter Miss Elizabeth Northcott and the Aide-de-camp in waiting Flight Lieutenant Nash were entertained onboard H.M.A.S. "CONDAMINE" on Sunday 14th September.

11. The Ship's Companies of both Ships enjoyed the visit and with the exception of two cases of conviction by Civil Power their behaviour was good. There were no cases of leave breaking during the period at Newcastle.

12. At 0630 Wednesday 17th September the Flag Officer Commanding H.M.A. Squadron arrived onboard to inspect the Ship. During the forenoon the Ship's Company were inspected at Divisions followed by an inspection of the Upper Deck and Armament, Mess-Decks, Store-rooms and Engine and Boiler rooms.

During the afternoon the Ship was inspected at General Drill and General Quarters, the Flag Officer Commanding H.M.A. Squadron leaving the Ship at 1530.

14. Thursday 18th September was spent de-ammunitioning ship and taking in stores and at 1400 Friday 19th September H.M.A.S. CONDAINE slipped and proceeded to Williamstown securing alongside Gelibrand Pier at 1215 on Sunday 21st September.

Ships spoken to on passage are listed in Appendix "A".

15. At 0630 Tuesday 23rd September the Ship shifted ~~back~~ to Middle East Nelson Pier and was taken in hand by H.M.A. Naval Dockyard for refitting.

HEALTH, CONDUCT AND WELFARE OF THE SHIP'S COMPANY.

The health and conduct of the Ship's Company has been satisfactory during the month.

Conditions onboard and the condition of the Ship have been satisfactory.

Monthly and total figures.

Total distance Steamed. (September).....2,190 Miles.

Average distance per ton of Fuel.....10.4 Miles.

Hours under way.....195 Hours.

Total distance steamed since
Commissioning (22nd February, 1946).....39,802.6 Miles.

Total hours under way since
Commissioning (22nd February, 1946).....3839.5 Hours



Lieutenant Commander R.A.N.
Commanding Officer.

APPENDIX "A"

LIST OF MERCHANT VESSELS WITH WHOM "CONDAMINE" HAS COMMUNICATED
SINCE DEPARTING PORT MORESBY 1ST SEPTEMBER 1947

DATE	NAME OF VESSEL	REMARKS
4/9/47	PORT MACQUARIE	V/S GOOD
6/9/47	WHOOLOO	FAIR
6/9/47	GLEBE	GOOD
6/9/47	PIONEER GLEN	FAIR
6/9/47	WYANGARIE	GOOD
6/9/47	MUNDALLA	GOOD
19/9/47	RIVER FITZROY	FAIR
19/9/47	GATINEAU PARK	V-G
19/9/47	TALUNE	FAIR
19/9/47	EDWARD F JOHNSON	FAIR
20/9/47	VITO	FAIR
20/9/47	WAITAKI	POOR
20/9/47	COLAC	FAIR
20/9/47	PERIM	GOOD
20/9/47	ALDINGTON COURT	FAIR
21/9/47	KOORALYA	FAIR
21/9/47	MILDURA	FAIR
21/9/47	HAUFU	V-G

FROM : The Commanding Officer, H.M.A.S. "CONDAMINE".

DATE : 6th September, 1947. REF. NO. 2365/5/7

TO : The Secretary to the Naval Board, (Through the Senior Officer, First Frigate Flotilla) Copy to the Naval Officer-in-Charge, New Guinea.

SUBJECT : Report of Proceedings - August, 1947.

Submitted for the information of the Naval Board in accordance with C.N.O. 266/46, Report of Proceedings for the month of August, 1947.

2. From the 1st to the 5th August, H.M.A.S. "CONDAMINE" was at Dreger Harbour carrying out routine maintenance.
3. At 0700 Wednesday 6th August, having embarked N.O.I.C. New Guinea H.M.A.S. "CONDAMINE" slipped and proceeded to Manus in order to fuel H.M.A.S. HOBART, arriving at 0900 Thursday 7th and proceeding alongside H.M.A.S. HOBART anchored off LOMBRUN Point.
4. At 1530 the same day fuelling was completed, H.M.A.S. HOBART received 300 tons of fuel. H.M.A.S. CONDAMINE slipped from H.M.A.S. HOBART at 1600 and proceeded alongside NABU Wharf at LONENGAU where the Ship remained over-night.
5. At 0730 Friday 8th August H.M.A.S. CONDAMINE departed from MANUS and arrived at Dreger Harbour at 1030 the following day. H.M.A.S. BATAAN was present in Harbour re-fuelling. At 1500 H.M.A.S. BATAAN proceeded at 1830. After embarking 60 tons of fuel H.M.A.S. CONDAMINE slipped and proceeded on passage to Port Moresby.
6. Nothing of event occurred during the passage and the Ship arrived at Port Moresby at 0900 Tuesday 12th August. Re-fuelling was completed on the following day.
7. At 0900 Thursday 14th August H.M.A.S. CONDAMINE received instructions from N.O.I.C. New Guinea to proceed with despatch to render assistance to M.V. CYRENA aground on KITAVA Island. The Ship proceeded at 1200 at 13 knots arriving at SAMARAI at 0900 the following day and after embarking Mr GLATWORTHY R.M.S.O. New Guinea proceeded at 16 knots to KITAVA arriving there at 1800 Friday the 15th August.
8. After discussion with The Master it was decided that no attempt would be made to tow CYRENA off until the arrival of D.T.933 and G.P.V.955 from Dreger.
9. At 0630 Saturday 16th CYRENA requested assistance of CONDAMINE in cutting out a number of blank flanges to be fitted to ventilation pipes of double bottoms and holds for the purpose of sealing prior to Air-pressure being applied to these compartments to control flooding. When these were completed the Engineer Officer of H.M.A.S. CONDAMINE accompanied by two E.R.A.'s went onboard CYRENA and assisted in fitting flanges and testing joints. They remained onboard CYRENA until 2000 that night.
10. D.T.933 and G.P.V.955 arrived at 1600 Saturday 16th August and an attempt was made at their arrival to pass the tow to CYRENA. D.T.933 was used to keep H.M.A.S. CONDAMINE's bows up with the wind, whilst the G.P.V. was employed in running lines aft.
11. H.M.A.S. CONDAMINE approached parallel to the fore-shore and then turned so as to bring the Ship's stern close under the stern of the CYRENA. However the attempt was unsuccessful and at dark the operation was abandoned for the night. Ships patrolled off KITAVA during the night.

12. At 0730 on Sunday 17th another attempt was made to pass the tow using the same method as the day before. On this occasion the attempt was successful and a 4 $\frac{1}{2}$ " P.S.W.R. from Cyrena was secured inboard and the towing commenced at slow speed. After two hours CONDAMINE was doing revolutions for 12 knots and half an hour later the tow parted at Cyrena's bollards.
13. A further attempt was made at 1600 the same day but was unsuccessful owing to the heavy seas and strong S.E. winds. D.T. 933 and GPV 955 were sent to anchor in the lee of the island for the night. H.M.A.S. CONDAMINE remained on patrol.
14. At 0615 on Monday 18th M.V. REYNELLA was spoken, South bound from LANGEMAK BAY. At 1630 the same day the tow was again passed using a 3 $\frac{1}{2}$ " S.F.W.R. from CONDAMINE. It was decided to wait for high water before commencing towing and at 0230 H.M.A.S. CONDAMINE commenced working up. By 0400 the ship was doing revolutions for 8 knots and continued at that speed until 0500 when Cyrena decided to abandon the attempt. Tow was slipped and D.T. 933 and G.P.V. 955 despatched to anchor.
15. At 1400 Tuesday 19th H.M.A.S. CONDAMINE was ordered to rendezvous with a Catalina Aircraft two miles west of Cape DENNIS on the North-West of KIRAWINA and embark Captain T'HART of the Shell Company and take him to Cyrena. He was embarked at 1630 and CONDAMINE proceeded back to KITAVA and Captain T'HART sent onboard Cyrena by G.P.V. 955.
16. At 2030 CONDAMINE was ordered by A.C.N.B. to proceed with despatch to assist M.V. REYNELLA aground on JOMARD Island. At 2155 course was set for JOMARD after embarking towing gear from Cyrena, and the ship proceeded at 16 knots arriving at JOMARD Island at 0930 the following day. S.S. DUNTROON was spoken during the passage. D.T. 933 was ordered to follow at best speed.
17. After discussion with the Master it was decided that CONDAMINE should attempt to tow the ship off at slack water about midday. At 1130 a 4 $\frac{1}{2}$ " F.S.W.R. was passed from REYNELLA but this parted almost immediately and a 5" F.S.W.R. was passed, towing commenced and by 1430 CONDAMINE was doing revolutions for 11 knots. At 1500 it was found impossible to keep CONDAMINE in position without assistance of a tug and the tow was slipped. During the operation REYNELLA was slewed 23 degrees to starboard.
18. D.T. 933 joined at 1630 and was sent alongside REYNELLA. It was decided with a further conference with the Master, that the R.M.S.O. should try and blast some of the reef away and the following morning before any further attempt to tow off was made.
19. At 0700 Thursday 21st Mr. CLATWORTHY and Ship's staff went over to REYNELLA to investigate possibilities of blasting. At 0930 a 25lb charge was fired which destroyed about 12 feet of Coral to a depth of 8 feet. However the Master of REYNELLA decided against further blasting and at 1130 CONDAMINE assisted by D.T. 933 again passed the tow. After working up to 11 knots and then towing for 2 hours at that speed the tow parted at CONDAMINE'S towing pendant at 1500.
20. Instructions had been received that should towing operations be unsuccessful by the 21st August, CONDAMINE was to leave JOMARD and proceed to TOROKINA and RABAU, CONSEQUENTLY at 1700 after topping up D.T. 933 with water and provisions CONDAMINE proceeded for KITAVA to tend to G.P.V. 955 before going on to TOROKINA.
21. At 0715 on Friday 22nd August the Ship anchored in the lee of Kitava and G.P.V. 955 berthed alongside. Whilst at anchor it was decided to inspect the Starboard Engine which was suspected of having a worn Piston Ring and Valve Liner of the H.P. Valve Chest. This was found to be so and the H.P. Piston and valve were withdrawn, the Engine being compounded. CONDAMINE'S 220642z refers.
22. At 1300 the same day the Ship proceeded and anchored at TOROKINA on 1100 Saturday 23rd August. The following personnel were embarked 2AMP Officers, 6 other ranks, 8 police boys and 32 Japanese prisoners of War. At 1300 the Ship weighed and proceeded on passage to Rabaul arriving there at 0900 Sunday 24th and berthing alongside COPRA Wharf.

Duplicate.

From.....The Commanding Officer H.M.A.S. "Condamine".

Date.....4th August 1947.

Ref. No.. 2288/5/7

To.....The Secretary of the Naval Board (through the Senior Officer First Frigate Flotilla) Copy to The Naval Officer in Charge New Guinea.

Subject..Report of Proceedings - July 1947.

1. Submitted for the information of the Naval Board in accordance with C.N.O.266/46. Report of proceedings for the month of July 1947.
2. On Thursday 3rd July 1947, I assumed command of H.M.A.S. "Condamine", the ship being berthed alongside Cruiser Wharf, Garden Island.
3. On Friday 4th July, I called upon Rear Admiral H.B. Farncomb C.B. D.S.O. M.V.O., Flag Officer Commanding His Majesty's Australian Squadron.
4. During the week end mails and stores for the New Guinea Area were embarked and the ship prepared for sea.
5. At 1400 on Monday 7th July, H.M.A.S. "Condamine" slipped and proceeded out of harbour on passage to Port Moresby. Nothing of event occurred throughout the passage except the following ships were spoken: "Glan Macaulay" and "Yunnan".
6. The ship arrived at Port Moresby at 0900 on Sunday 13th July and secured alongside the wharf. D.T.933 was present in harbour.
7. On Monday 14th July, I paid an official call on Colonel J.K.Murray, Administrator of New Guinea. His A.D.C. returned my call later the same day.
8. Colonel and Mrs. Murray entertained the Ship's Officers that evening and we witnessed a detachment of the New Guinea Constabulary and Band, parading for sunset. The drill and bearing of these men was most impressive. After the sunset ceremony Colonel Murray asked me to take the salute as the Guard and Band marched past his residence.
9. The following day Colonel and Mrs. Murray paid an un official visit to H.M.A.S. "Condamine" and walked round the ship.
10. Additional stores and mails were embarked during the afternoon and the ship prepared for sea.
11. At 1200 on Tuesday 15th July H.M.A.S. "Condamine" slipped and proceeded to Samarai arriving at 1000 on Wednesday 16th and anchoring to the north ward of and in the lee of the island, 2 point 4 cables from the Jetty.
12. On arrival the District Officer, Mr.P. Middleton sent his representative to call, I landed later and returned the call. The same night Mr. and Mrs. Middleton entertained the Ships Officers at dinner.
13. H.M.A.S. "Condamine" departed Samarai at 0800 Thursday 17th July for passage to DOGURA Mission, BATTLE BAY, via the Raven Channel, arriving at 1630 that afternoon and anchoring in 35 fathoms 1 and a half cables off shore.
The only incident on passage was to pick up an empty native canoe complete with nets, which was presented to the mission.

14. Whilst on passage from Samarai arrangements were made direct with Dean BODGER of the mission on R/T for a cricket match to be played on arrival, the entertainment of the Ships Company at tea, a special evensong Service to be held in the Cathedral and for the Ships Officers to have supper at the mission.
15. In addition to the above I called on the Bishop of New Guinea, Bishop STRONG who was in residence at Dogura for a conference of missionaries throughout the area.
16. The whole layout and working of this mission is of great interest and the efficiency of the station is unmistakable.
17. A number of missionaries, mission boys and innumerable school children visited the ship and were delighted at the opportunity. After embarking Arch Deacon GILL for passage to Membare, H.M.A.S. "Condamine" weighed and proceeded at 2100 on Thursday 17th July.
18. At 1600 on Friday 18th July H.M.A.S. "Condamine" anchored 1 and a half miles west of Mitre Rock in 16 fathoms. Arch Deacon GILL was landed and a number of officers and ratings paid a visit to his mission. At 2100 the ship weighed and proceeded to Dreger Harbour, arriving at 0800 on Saturday 19th July and secured alongside BUKI wharf where stores etc were off loaded.
19. I called on Acting Captain C.H. BROOKS R.A.N. at 1030 and it was decided that external boiler cleaning should be carried out and ~~the ship~~ the ship be prepared for sea to sail for Manus at 1400 on Wednesday 23rd July.
20. Routine maintenance and cleaning were carried out during the Ship's stay at Dreger.
21. H.M.A.S. "Quiberon" arrived Dreger at 1830 on Tuesday 22nd July to fuel and depart for Cairns at 1430 Wednesday 23rd July.
22. On Wednesday 23rd July, N.O.I.C. and party including one civil administration passenger, embarked in H.M.A.S. "Condamine". Two jeeps were also taken aboard, and at 1400 the ship slipped and proceeded to Manus.
23. The ship arrived at Manus at 1430 on Thursday 24th July and proceeded alongside NABU Wharf at LORENGAU. U.S.S. Leo was berthed on the eastern side of the wharf.
24. The Ships stay in Manus was marked by the cordial relations between the officers and ships company of H.M.A.S. "Condamine" and those of the Naval Base and U.S.S. Leo. All amenities were made available including clubs, canteens, cinemas, sports grounds, recreation islands etc.
25. During the visit I exchanged calls with the following U.S. Officers : Captain Baker U.S.N. Captain Naval Base, Captain S.F. Oden U.S.N. Commanding Officer U.S.S. Leo, and Colonel D. Hazeltine, Commanding Officer U.S. Army Air Force Squadron, Monote.
All the above Commanding Officers together with their Officers and wives in the case of the U.S. Army Air Force were entertained on board together with representatives of the Navy Office Committee and the civil administration. These entertainments were in turn reciprocated.
26. At 1230 on Monday 26th July N.O.I.C. New Guinea and the majority of his staff disembarked to take passage to Dreger by Air in company with Navy Office Committee.

27. At 0900 on Tuesday 29th July H.M.A.S. "Condamine" with Civil Administration trawler SIRIUS in tow, slipped and proceeded on passage for Dreger.

28. The passage was marked by very strong South Easterly winds Force 5 to 7 and rough seas which made towing difficult. Revolutions for seven knots were used but on entering the Vitiaz Straits the speed of advance dropped to 3 knots.

At 1330 on Thursday 31st July the tow parted and was recovered again at 1530. The weather moderated during the night and H.M.A.S. "Condamine" arrived at Dreger at 1230 on Friday 1st August and secured alongside BUKI Wharf.

Health, Conduct and Welfare of the Ship's Company.

The health and conduct of the ships company has been satisfactory during the month.

The following games were played, and others were abandoned because of heavy rain.

Moresby..	Condamine	v	R.A.A.F.	-	Australian Rules
Degura...	"	"	v	Mission.	- Cricket
Dreger...	"	"	v	Tarangau	- Australian Rules
Manus....	"	"	v	U.S.S. Leo	- Soft Ball

A large number of Pocket Book Edition Library Books were obtained at Manus to help swell the Ships Company Library.

Conditions on board and condition of the ship

Conditions on board and condition of the ship have been satisfactory.

Monthly and Total Figures

Total Distance Steamed (July)..... 2866 point 7 miles.

Hours under way (July)..... 298 Hours.

Average distance per ton of fuel..... 11 point 96.

Total distance steamed since commissioning
(22nd Feb 1946)..... 32,921 Miles.

Total hours under way since commissioning
(22nd Feb 1946)..... 3156 Hours.

(SGD.) J.H. DOWDON.

Lieutenant Commander RAN.
Commanding Officer

Enclosure 6 to A.F. 935/1140/384/1729
1140/63

FROM.....The Commanding Officer H.M.A.S. CONDAMINE.

DATE.....1st July 1947. REF.NO. 2227/5/7

TO.....The Secretary Naval Board(through Senior Officer First Frigate Flotilla)(copy to N.O.I.C. New Guinea)

SUBJECT..Report of proceedings for June 1947.

Report of proceedings for the month ending 30th June 1947 is submitted herewith in accordance with C.N.O.266/46.

2.The month commences with the Ship at HOLLANDIA. After a pleasant two days,CONDAMINE slipped at 1700 June 1st to proceed to MANUS.

3.The expected adverse set of one knot was experienced and CONDAMINE arrived alongside at 0900 June 3rd at MANUS,where I called on the Base Commander,Captain BAKER. U.S.N.at 1030.

Although the United States Navy is moving out of MANUS,the ship was made to feel most welcome,with pictures,soft Ball and free use of the Canteen.

In addition to these amenities the Naval Doctor was most helpful in coming on board to deal with our sick list,which included one of the Japanese P.O.W's who was very ill.

On Wednesday 4th I made a call on the district officer, Mr.SAMPSON whose settlement is 6 miles to the west of LORENGAU.

4.At 0730 June 5th CONDAMINE proceeded to MASSAVA to arrive at 1030 Friday 6th where,after securing with two anchors down stern to the beach,100 tons of fresh water was embarked.

An endeavour was made to salvage the buoy and moorings but the buoy was too heavy for any of our lifting appliances. However we salvaged 9 forty foot lengths of good 5 inch copper oil hose.

5.At 0600 Saturday 7th we weighed and proceeded for RABAUl arriving alongside COPRA Wharf at 0930.I at once called on the Administrator,to find out his requirements.

6.His decision to visit BRETON harbour meant that he and his staff consisting of Colonel GRIMSHAW, Dr. GUNTHER and two others,had to be embarked by Noon Saturday 7th.

7.Whilst in RABAUl the 5 Japanese prisoners of War embarked at MADANG were handed over to the Army ,and 40 tons of stores and petrol were embarked for TOROKINA.

8.BRETON harbour was the scene of a swindle by a Frenchman,and the Administrator wished to see the place for himself.We arrived at 1700 and anchored,to proceed at 1820 for BUKA passage.

9.On Sunday 8th at 0830,we anchored South of MADEHAS island,as directed by N.O.I.C.New Guinea,for the official party to visit SAHONA island,the administrative centre for BOUGAINVILLE.Whilst the administrator was ashore,I surveyed the run through BUKA passage but decided not to use it.

10.At 1230 Sunday 8th the Administrator re-embarked and CONDAMINE proceeded north about BUKA Island for NUMA NUMA,laden with Shell Fish and fruit-a gift from the District Officer.

11.I had made a tracing of the German plan 659 of NUMA NUMA but on arrival off this port at 0700 Monday 9th found that the chart bore little relation to the harbour.

However,the fringing reefs were clearly visible and the District Officer was on the bridge giving sailing directions. CONDAMINE anchored at 0730 in the vicinity of the settlement,where the

587/100-1-119
Administrator and party landed. During the forenoon I made a sketch survey of the harbour.

As the settlement at NUMA NUMA is not extensive the Administrator re-embarked at noon and at 1230 Monday 9th CONDAMINE proceeded to KIETA to arrive at 1630 the same day.

12. KIETA is a well sheltered natural harbour with a pretty approach through high wooded hills and islands, where we remained for two nights. Large quantities of fresh fruit and vegetables were presented to the ship by the Assistant District Officer. Two officers accompanied the administrator on a tour of outlying districts.

13. At 0930 Wednesday 11th, CONDAMINE proceeded to anchor outside the minefield off BUIN, at 1530 the same day. In the South East Season, BUIN is a dead lee shore without any shelter and it seems incredible that the Japanese made it their naval headquarters.

I attended an impressive ceremony, where a guard of honour and 50 native leaders from the surrounding districts greeted the Administrator. In spite of its unfavourable situation BUIN is an attractive well cared for settlement.

A visit was paid to a Methodist mission 5 miles to the East. These hard workers were busily hewing a station out of forest and swamp.

14. At 1630 Thursday 12th, the Administrator re-embarked and CONDAMINE proceeded for TOROKINA. Two Japanese P.O.W.'s were also embarked.

15. We arrived off TOROKINA at about 0500 Friday 15th but it was well after 0900 that we anchored. The approaches to TOROKINA are difficult as the land is low lying and there are off shore dangers. Without A/S, RADAR and the echo sounder, I would not attempt the approaches.

16. At TOROKINA the forty tons of stores were unloaded by Japanese Prisoners, aided by our two passengers who were discharged.

17. At 1100 the Administrator, and staff dis-embarked. The administrator, Colonel MURRAY appeared to have enjoyed his time on board and expressed the hope that he could arrange another trip on the ship. Dr. GUNTHER, was most helpful in dealing with our sick list.

18. CONDAMINE slipped and proceeded at 1145 Friday 13th and after an un-eventful passage, arrived at MORESBY at 1245 Sunday 15th, to disembark stores and embark fuel. CULGOA Lt. Cdr. H. GUNN D.S.C. R.A.N. arrived at 1600 having completed her counter mining duties off MORESBY.

19. At 1745 Sunday 15th Condamine sailed for SYDNEY. Two days of heavy South East Wind and sea kept the speed made good down to 10 knots, but good conditions thereafter allowed the ship to secure to No. 7. Buoy SYDNEY at 0700 Saturday 21st June.

20. At 0930 on the day of arrival a Board of Enquiry, presided over by Cdr. MESLEY. D.S.C. R.A.N. assembled on board to investigate CONDAMINE touching ground in MORETON BAY on 8th May.

21. On Friday 27th June at 1430 CONDAMINE shifted berth to CRUISER WHARF, outside WARMAMBOOL and the month ends with the ship in SYDNEY.

507/1-1

HEALTH WELFARE AND CONDUCT OF THE SHIP'S COMPANY

Health. During the month under review, health has been quite good. Tropical ear and ulcers are the principle ailments. One case of Epilipsy and one case of religious mania have been discharged to hospital for treatment.

Welfare. During the first three weeks of the month the ship was almost continuously at sea. After arrival at SYDNEY normal capital city facilities were made use of.

Conduct. In the early part of the month conduct was satisfactory. Since arriving in SYDNEY, the conduct has not been satisfactory-nineteen men have been subjected to summary punishment, mostly for minor leave breaking offences.

CONDITIONS ON BOARD AND CONDITION OF THE SHIP.

Conditions on board are satisfactory, but the condition of the ship is less so. The battle against rust is continuous, and the steel deck constantly demands attention.

MONTHLY AND TOTAL FIGURES.

Distance Steamed(June).....3388 point 3 Miles.
Hours under way (June).....318 25/60 Hours.
Average distance per ton of fuel.....10 point 73 Miles.
Total distance steamed since commissioning
(22nd Feb.1946).....30,054 point 3 Miles.
Total hours under way since commissioning
(22nd Feb.1946).....2858.0 Hours.

R. A. N.
Lieutenant-Commander R.A.N.
Commanding Officer.

ROYAL AUSTRALIAN NAVY

Drye 1140/63
589/202/489

FROM : The Commanding Officer H.M.A.S. "CONDAMINE".

DATE : 4th June, 1947

REF NO. 2088/5/7

TO : The Secretary A.C.N.B. (through The Senior Officer First
Frigate Flotilla) (copy to N.O.I.C. New Guinea

SUBJECT : Report of proceedings for month of May 1947.

Report of proceedings for month of May, 1947 is submitted for the information of the Naval Board in accordance with C.N.O. 266/46.

Rear-Admiral Moore and Captain Tozer called at 1030 Thursday 1st May, 1947 to wish CONDAMINE "Bon Voyage".

3. At 1100K CONDAMINE slipped and proceeded for New Guinea, carrying mails and 20 tons of stores for that area.

4. At 0300 Saturday 3rd May a heavy knock in the Starboard H.P. Cylinder caused the ship to be stopped. By 0800 it was discovered that the H.P. Piston valve had broken up. CONDAMINE therefore proceeded up the Brisbane river, securing alongside No. 1 Hamilton wharf at 1810.

5. By 1200 Sunday 4th May, the damage had been ascertained and, by working the Ship's staff in watches until Tuesday 6th May when Contractors took over, CONDAMINE was able to slip and proceed for Port Moresby at 1200 Thursday 8th May. My letter 2024/21/5 of 8th May 1947 gives a full description of the defect.

6. During the stay in Brisbane three men broke out of the Ship, two whilst under open arrest.

7. Whilst proceeding down Moreton Bay CONDAMINE, due to an incorrect amendment to the chart, turned up around CENTRAL BANKS Buoy instead of East Knoll. The Ship touched ground at 1430 and thereafter was tide-bound until 1805.

My letter 2040/5/1 of 12th May, 1947 and form S 232 dated 8th May, 1947 give full details of this incident.

8. A two hour stop was made off Sandy Cape on Friday 9th May to examine the repaired Piston valve lining. CONDAMINE arrived in Port Moresby at 1630 Monday 12th May after an uneventful trip. The wharf was almost fully occupied, so CONDAMINE had a struggle against a strong South Easter to secure, with the stern to the jetty, lines to a Dolphin to port, and the starboard anchor out to starboard.

9. I called on the Administrator (Colonel Murray) at 1100 Tuesday 13th May, his call being returned by his A.D.C. the same day. On Wednesday 14th May at 1730 Colonel and Mrs. Murray were my guests for an hour and a half.

10. Cricket, tennis, football and pictures formed useful recreation for Officers and men and a pleasant stay terminated on Friday 16th at 1300 when CONDAMINE sailed for SAMARAI.

11. At SAMARAI, where we arrived at 1000 Saturday 17th, MALAITA was alongside the wharf which has been repaired ~~in~~. In honour of our visit, the District Officer (Mr. Middleton) put on a dance that evening. I attended until 2200, what appeared a pleasant function.

12. CONDAMINE proceeded at 0500 Sunday 18th for BARTLE BAY, via the RAVEN CHANNEL, which I always consider is most unpleasant to negotiate. Owing to inadequate sailing ~~instructions~~ ^{directions}, we did not anchor until 1300 in 37 fathoms. More accurate sailing directions have been forwarded to the Hydrographic Branch.

13. The eleven hours in BARTLE BAY were most pleasant. Ample fruit was pressed on the ship's company, a cricket match on a first class oval, and an Australian Rules match filled in the time. Then at 1730 some thirty officers and men attended an impressive service in the cathedral, followed by dinner and a picture show.

At midnight, we commenced weighing, but unfortunately dragged the anchor off the shelf so that it hung vertical at 7 shackles. I proceeded slowly to sea, and it then took 2 hours to get the anchor home.

14. At 0430 Monday 19th we were making good 12 knots and, ~~xxxx~~ after the normal tortuous negotiation of the reefs off Cape Nelson, CONDAMINE anchored at 1820 off MITRE ROCK, where Arch Deacon GILL of the Anglican mission arrived on board. At 0730 Tuesday 20th, the ship proceeded and, after an un-interesting run secured alongside at LAE at 1630 the same day.

15. With some difficulty, I won the district officer (Mr Roberts) to earth and made my call, which was not returned. After loading 15 tons of stores for FINSCHAVEN, CONDAMINE slipped at noon, to arrive at No. 1. Buoy DREGER harbour at 1635. I regard DREGER as the best and easiest port in the New Guinea AREA - the narrowest part of the deep channel being one cable, which is comfortably more than the LYTON Rocks cutting into the BRISBANE river.

When secured I called on the Naval Officer in Charge (Captain. C. BROOKS R.A.N.) and dined with him the same evening.

16. After 5 days in DREGER, where swimming, cricket and films provided useful recreation, CONDAMINE sailed at 1800 on Tuesday 27th for WENAK. Fixing at night is difficult off this coast at night, the first ~~fix~~ fix being obtained at 0600, by which time the ship had been set 15 miles 332 degrees. Course was adjusted and CONDAMINE arrived at MADANG at 0732 Wednesday 28th.

17. I called on the District Officer Lt. Col. WOODMAN, at 0930, he returning my call at 1145, remaining for lunch. In the afternoon, drives around the district were arranged for officers and men and at 1800, having embarked 5 Japanese prisoners of war for passage to RABAU, CONDAMINE proceeded for WENAK.

18. A favourable current, which set us 7 miles 315 degrees between 2040 28th to 0100/29th and 7 miles 315 degrees between 0100 and 0700 enabled CONDAMINE to anchor in WENAK at 0820, Thursday 29th where SALAMOUA was loading a full cargo of disposals equipment. The District Officer, Mr. NIAL, boarded us on arrival, and arranged for drives round the surrounding district for 30 officers and men.

At 1600 CONDAMINE proceeded South of KAIRIRU Island for HOLLANDIA. Four off lying islands, incorrectly charted, are being reported separately.

19. A favourable set of 21 miles 295 degrees forced CONDOMINE to reduce speed to 6 knots. We arrived alongside No.1. wharf, HOLLANDIA at 0916, Friday 30th the harbour master having boarded us in midstream.

20. No authorities in HOLLANDIA had been informed of our arrival, but the Supply Base Administrator (Commander BLOEM) and the Army Commander (Major de GOEDE) on whom I called, quickly made arrangements between themselves for the visit. These were confirmed by the Resident who lives at KOTTA BOROE and on whom we called at 1000. The Resident whose name I did not catch, is responsible for the whole area of Dutch New Guinea.

21. The following entertainments were arranged.

Friday 30th- Pictures Ship's company 1930.
Concert and dance for Officers and Petty Officers.

Saturday 31st- Sight seeing drives for Officers and men, at 1330.

2030- Dance for ship's company
Roulette and dining for officers.

Sunday 1st. 0830.- Sight seeing drives for remainder of officers and men.

To return hospitality, a cocktail party was held on board at 1745 Saturday 31st. In addition, I entertained at 1145 Friday 30th, and had lunch parties on Saturday 31st and Sunday 1st. These functions on board represent a considerable expense, for which no allowance is made to ships, commanded by a Lt. Cdr. on detached service.

22. The month ends with the ship at No.1. Wharf HOLLANDIA.


Lieutenant-Commander R.A.N.
Commanding Officer.

HEALTH, WELFARE AND CONDUCT OF SHIP'S COMPANY

During the month 8 men were discharged to hospital, one due to an accident, the remainder for a variety of illnesses. As the sick bay attendances have been high, mostly due to infectious such as boils and tropical ear, it is considered that the health of the ship has not been good.

2. Reasonable opportunities for cricket swimming and Australian Rules football have been enjoyed by the ship's company. In addition, films at DREGER and sight seeing tours at MADANG, WENAK and HOLLANDIA have provided good recreation. However the need for 16mm. films in small ships on detached service is most apparent. CONDAMINE has only one film, with a part missing, which has been shown fifteen times. Fortunately the many changes in the ship's company ensure that a proportion of the audience see the film for the first time.

3. During the month under review, thirteen men have been subjected to summary punishments. Of this number, three were passengers to DREGER, and all but five have been or are being discharged from the ship. With the discharge of this unsatisfactory element, I feel that the general conduct in the ship, which though basically good, will be improved. At HOLLANDIA I was pleased to note that the conduct of the ship's company was exemplary and created a most favourable impression amongst the Dutch and Eurasian community.

CONDITIONS ON BOARD AND CONDITION OF THE SHIP

Conditions on board and the condition of the ship have been satisfactory.

MONTHLY AND TOTAL FIGURES

Distance Steamed (May) 2858 point 3.

Hours under way (May) 254 and 58/60

Average distance per ton of fuel .11 point 5 miles

Total distance steamed since commissioning (22nd Feb 46) 26,666.0

Total hours underway since commissioning (22nd Feb 46) 2539.6

A. G. V. Hodge
Lt. Col.
Commanding Officer

From... The Commanding Officer, H.M.A.S. "CONDAMINE".

Date... 6th May, 1947.

Reference No. 2018/5/7.

To..... The Secretary, Naval Board (Through The Senior Officer,
First Frigate Flotilla.)

Subject.. REPORT OF PROCEEDINGS FOR MONTH OF APRIL.

Report of proceedings for the month of April 1947
is submitted for the information of the Naval Board in accordance
with C.N.O. 266/46.

2. The month commences with the ship at No. 4 Buoy
gunnery classes at "MINDARI" and fire fighting classes at "PENGUIN".

3. On Tuesday 1st, I was at NEWCASTLE to discuss the
programme of "CONDAMINE's" visit with the MAYOR and representatives
of the Lake Macquarie War Memorial appeal.

4. On Wednesday 2nd the E.R. department commenced
cleaning boilers. Due to interruptions, cleaning was not completed
until Thursday 24th.

5. On Tuesday 8th Lieut. THURM, Mr. J.E. MACDONNELL and I
commenced an interesting and valuable RADAR course, which was
completed P.M. Thursday 24th. The prolonged absence of three of
the four executive officers from the ship, during working hours, was
bad but there was no other way for officers to carry out the course.

6. On Wednesday 9th "CONDAMINE" was at 30 minutes notice
for steam from 0900 until 1920 in case "RESERVE" required our
assistance.

7. On Monday 14th "CONDAMINE" slipped from No. 4 Buoy
at 1300 and proceeded into FITZROY dock under her own power.

"CONDAMINE" undocked at 0900 Thursday 17th and was
towed to cruiser wharf where we secured outside "KOALA" and
"KANGAROO" at 1030.

8. Mr. McMINN, Warrant Engineer joined on Monday 21st
and Actg. Eng. Lieut. Cdr. McCONKEY R.A.N.V.R. was discharged on
Thursday 24th.

9. On Friday 25th at 0825 "CONDAMINE" slipped from
cruiser wharf and proceeded to NEWCASTLE, securing at KING's wharf
at 1407 the same day.

After interviewing the appeal committee, at 1500 I
made my call on the Mayor and at 1600, officers and their wives were
given a civic reception at the TOWN HALL. This consisted of 12
speeches by the MAYOR and citizens, replied to in succession by
myself, Lieut. Cdr. MARKS, Lieut. THURM and Mr. MACDONNELL, and
followed by drinks in the MAYOR's room.

At 1745 the MAYOR returned my call, and at 1800 a
reception was given on board.

This was a little difficult as we had originally
catered for 40, an additional list, given to me when we arrived
brought it up to 70 and the uninvited raised the total to more
than 110. However the guests appeared to enjoy it.

10. Although the heavy rain on Saturday 26th, reduced the
number of ship's visitors, on Friday 25th and Sunday 27th really
large numbers came on board. They were well mannered and the only
article missing from the ship is a microphone from the compass
platform.

11. The officer were very much left to their own devices, but the ship's company were well entertained and I am pleased to record that their behaviour was uniformly good.

12. On Monday 28th we slipped at 0837 and proceeded to SYDNEY securing alongside KURRARBA at 1437 to fuel, shifting to No 1. wharf WOOLLOOMOOLOO at 1655, Sub. Lt. J.P. BRENT R.A.N. joining as soon as we had secured.

13. On Tuesday 29th fresh provisions were embarked and the month ends with the ship alongside No.1.WOOLLOOMOOLOO, ready for sea but with the CHERNIKEEF log impeller and distance recorder not yet returned to the ship.

HEALTH, WELFARE AND CONDUCT OF THE SHIP'S COMPANY

Again the basic health of the Ship has been good, but 5 men have been landed for hospital treatment, including a football casualty, and two unsuitable for tropical service.

2. The hospitality of NEWCASTLE to the ship's company was remarkable. Apart from dances and socials, all forms of entertainment such as pictures, speedways and dog-races, were made free to them.

In a Rugby League match against an under 20 team, the ship's company team drew 13 all, but our cricket team was abjectly defeated.

Four men were discharged to home depots on recommendation from the base chaplains.

3. After three months in which the conduct has been good, there has been a lapse in the behaviour of the Ship's company.

During the month 15 men were absent without leave, including one of 71 hours, two break outs and one man checked to desertion. In addition 5 other minor punishments were awarded.

It has been my experience that general discipline of the ship appears to deteriorate whilst in SYDNEY.

CONDITIONS ON BOARD AND CONDITION OF THE SHIP.

Conditions on board are satisfactory.

With all defects completed, a clean bottom and both boiler cleaned, the ship is generally in good condition, but further work is necessary to combat the rust, which is an ever-present problem in these un-galvanised ships.

MONTHLY AND TOTAL FIGURES

Distance steamed(April)..... 135.2 Miles
Hours under way(April)..... 11 52/60 Hours
Distance steamed per ton of fuel. 10.34 Miles
Distance steamed since commissioning
(22nd February 1946)..... 23807.7 Miles
Hours under way since commissioning
(22nd February 1946)..... 2284.7 Hours

R. J. V. Hardy
Lieutenant-Commander R.A.N.
Commanding Officer

From.... The Commanding Officer H.M.A.S. CONDAMINE.

Date.... 6th May 1947. Reference No... 2017-5-7

To..... The Secretary, Naval Board (Through The Senior Officer
First Frigate Flotilla.)

Subject.. REPORT OF PROCEEDINGS FOR MONTH OF MARCH 1947.

Report of proceedings for the month of March 1947, is submitted for the information of the Naval Board in accordance with C.N.O. 266/46.

2. The month commences with CONDAMINE at re-fit jetty WILLIAMSTOWN dockyard.

3. Due to the continued illness of Lt.Cdr. HODGE, Lieutenant Commander T.M.SYNNOTT. D.S.C. R.A.N. assumed temporary command at 1100 Tuesday 4th.

4. On Wednesday 5th CONDAMINE was moved to Outer East Nelson pier, to fuel and embark ammunition, proceeding at 1635 for SYDNEY. As the dock at WILLIAMSTOWN could not be cleared for CONDAMINE during her period of availability, the ship sailed with a foul bottom.

5. An un-eventful trip ended at 2121 on Friday 7th when CONDAMINE secured alongside QUICKMATCH at Cruiser Wharf Garden Island.

6. The conference to discuss B.X.P. with Squadron Staff Officers, BELLONA and QUIBERON was attended by Lt.Cdr. SYNNOTT who was relieved by Lt. Cdr. HODGE. on Sunday 9th at 1100.

7. On Monday 10th at 0855, CONDAMINE slipped and proceeded with QUIBERON and MURCHISON for exercises in conjunction with HOBART and BELLONA in accordance with B.X.P. On completion of these exercises CONDAMINE returned to SYDNEY to collect the Pattern II target.

Whilst collecting the target Mr. CLAYTON Commissioned Tel R.A.N.R. embarked and at 1750 CONDAMINE slipped and proceeded to JERVIS BAY where, after an un-eventful trip, she anchored at 0310 Tuesday 11th in the vicinity of the breakwater.

8. During the week that followed CONDAMINE was cramped by the presence of the Pattern II target which was towed for firings on Tuesday 11th and Thursday 13th. However, with the target still in tow CONDAMINE took part in serial 45, a night encounter exercise, during which CONDAMINE illuminated BELLONA, before either BELLONA or QUIBERON had illuminated one another.

9. Apart from the low cloud ceiling, which spoilt our long range A.A.S.P. on Friday 14th, a valuable week was completed in JERVIS BAY, where director and rangefinder tests, drills and aiming practice at aircraft improved the general tone of the ship. On Saturday 15th RESERVE arrived to take over the Pattern II.

10. Advantage was taken over the week-end to send away fishing teams and to land recreation parties. At cricket BELLONA was too good for CONDAMINE. On Sunday 16th, the Ward Room were guests of BELLONA to supper and the pictures.

11. On Monday 17th CONDAMINE and BELLONA proceeded to sea for sub-calibre and full calibre firings. Advantage was taken of the target to carry out qualifying firings for L.R.'s 3. During the afternoon a Night Encounter exercise was carried out with BELLONA. The plotting team, which was exercised during BELLONA'S and QUIBERON'S firings, showed a great improvement.

On return to harbour CONDAMINE secured to the Northern Buoy to swing compasses.

12. On Tuesday 18th to swing compasses RESERVE was available, but, in endeavouring to tow our stern up into the wind she broke two 3 inch wires and then our hurricane hawser. The trial was abandoned until the following day, when by manoeuvring in the vicinity of the Buoy the Navigator of BELLONA adjusted our compass.

On completion, CONDAMINE carried out a small proportion of her turning trials.

13. On Thursday 20th at 1015 we proceeded to sea for exercises. Again a low cloud ceiling spoilt the long range A.A. firings. In fact for a time the aircraft lost contact with the firing ships. A night encounter exercise on passage, was to have culminated in a good day's firings off SYDNEY on Friday 21st. However a strong Southerly and rough seas made conditions unsuitable and we entered harbour at 1045.

14. To get alongside at KURRABA bows South East, with a strong Southerly blowing the ship on, I let go the Starboard Anchor at 1127 and swung on it to secure gently alongside at 1133 without a berthing party.

15. At 1030 Saturday 22nd I called on Captain D.10 and at 1100 on Rear Admiral FARNCOMB.

16. At 0850 Monday 24th CONDAMINE weighed and proceeded in company with BELLONA and BATAAN. After a good check on RADAR a successful long range A.A. firing was carried out at a winged target. In the last run BATAAN reported our bursts for range as accurate.

17. Owing to an accident in BELLONA, CONDAMINE was ordered to fire first at the B.E.T. towed by RESERVE. Although ready to open fire at 1400 the ANSON marking aircraft had not arrived. At 1425 D10 ordered us to carry on and at 1430 fire was opened a clean shoot of 10 rounds per gun.

On completion CONDAMINE joined BATAAN and, after an un-eventful passage, we anchored in JERVIS BAY, at 2153 BELLONA arriving at 2300.

18. On Tuesday 25th CONDAMINE took BELLONA in tow very comfortably and, after BELLONA'S throw off, CONDAMINE, in an N.E.X. picked up BELLONA on the 276 at 17 miles.

19. On Wednesday 26th CONDAMINE was successful in a return Cricket Match with BELLONA. Tennis, fishing and swimming parties also left the ship. The fishing parties were most successful over 200 decent sized fish being added to the diet.

20. On Thursday 27th with CONDAMINE as target, BELLONA registered a direct hit with a torpedo which was seen to pass under CONDAMINE'S bridge. BELLONA'S full calibre throw off firing, in the afternoon was less successful. Apparently her 284 does not range successfully at other than short ranges.

BATAAN arrived and anchored at 1950.

21. On Friday 28th BELLONA and CONDAMINE proceeded at 0556 for SYDNEY. During the afternoon BELLONA took CONDAMINE in tow in an efficient manner. From the time the first line was passed, only 15 minutes elapsed before the tow was made fast in CONDAMINE.

On arrival off SYDNEY firings were once again cancelled and CONDAMINE secured at No.4. Buoy at 1807.

22. The month ends with the ship in SYDNEY secured to No.4. Buoy with Fire Fighting classes at PENGUIN and L.R.'s 3 and A.A.'s 3 qualifying at MINDARI.

HEALTH WELFARE AND CONDUCT OF THE SHIP'S COMPANY.

Although the basic health is good 8 ratings were discharged for treatment, 4 due to injuries and three to Venereal Disease.

2. Apart from the facilities of MELBOURNE and SYDNEY, the ship's company took full advantage of the recreational facilities at JERVIS BAY.

3. Conduct has been most satisfactory.

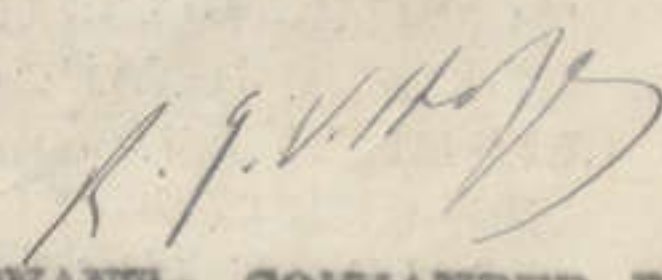
CONDITIONS ON BOARD AND CONDITION OF THE SHIP

Conditions on board are satisfactory.

The ship's bottom is foul and 13 knots is our maximum one boiler speed in her present state. Apart from this and a few defect items, the condition of the ship is good.

MONTHLY AND TOTAL FIGURES

Distance Steamed (March).....	1577.0 Miles
Hours Under Way (March).....	162 20/60 Hours
Average distance per ton of fuel.....	23672 8.3 Miles
Total Distance Steamed since commissioning (22nd February 1946)	23672.5 Miles
Total Hours under way since commissioning (22nd February 1946)	2272.9 Hours


LIEUTENANT- COMMANDER R.A.N.
Commanding Officer

FROMThe Commanding Officer H.M.A.S. CONDAMINE.

DATE..... 6th May 1947.

REFERENCE No. 2016-5-7

TO.....The Secretary, Naval Board (Through Senior Officer First Frigate Flotilla.)

SUBJECT..H.M.A.S. CONDAMINE report of proceedings for month of February 1947.

Report of proceedings for the month of February 1947 is submitted for the information of the Naval Board, in accordance with C.N.O. 266/46.

2. For the whole of the month of February, H.M.A.S. CONDAMINE was at Refit Jetty, WILLIAMSTOWN dockyard, for the defects to be made good .

HEALTH, WELFARE AND CONDUCT OF THE SHIP'S COMPANY.

Health remains good . One officer and one rating were discharged to 115 A.G.H. with glandular fever and tropical ear respectively . A further rating was discharged to 115 A.G.H. with concussion.

2. The Ship's Company have taken full advantage of Capital City facilities .

3. Conduct has been satisfactory , one leave breaker who repeated his offence and two minor offences only are recorded .

CONDITIONS ON BOARD AND CONDITION OF THE SHIP.

Conditions on board are normal for a ship undergoing refit. The Dockyard is progressing well but is handicapped by the inability of sub-contractors to supply.

The fitting of awnings, spurnwater , and side wriggols will improve the Ship considerably .

MONTHLY AND TOTAL FIGURES

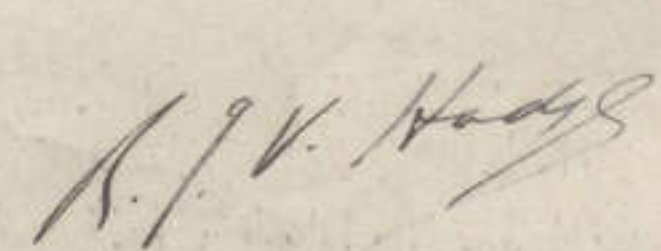
Distance Steamed (February)Nil

Hours under way (February)Nil

Average Distance per ton of fuel.....Nil

Total Distance steamed since commissioning
(22nd February 1946)22,095.5 Miles

Total Hours under way since commissioning
(22nd February 1946) 2,110.7 Hours


Lieutenant-Commander R.A.N.
Commanding Officer

ENCLOSURE NO. 3. To A.F. 297/1140/38.

Copy of Letter.

From..... The Commanding Officer H.M.A.S. "CONDAMINE".

To The Rear Admiral Commanding H.M.A. Squadron

Date..... 18th March, 1947. No..... 1533/21/3

Subject ... Report of Proceedings for month ending 31/1/47.

With reference to your letter 1140/63 of 12th March 1947, report of proceedings for January 1947 is re-submitted herewith.

(Sgd.) R.J. HODGE.

Lieutenant Commander
Commanding Officer.

Imp. Hodge

SECTION. 1 NARRATIVE

Dupe

1140763

(C.N.O. 266/46 Para .. 5 Refers)

(1) The month commences with H.M.A.S. CONDAMINE in FREMANTLE secured to No.9. North Wharf ,O.F.L/1203 . alongside.

(2) In Harbour Wednesday 1st-3rd Jan.

(a) Repairs to the O.F.L. having been completed and the new towing hawsers supplied and run, CONDAMINE intended to proceed at 0830 Thursday 2nd January.

(b) Delay in sailing

At 0630 Thursday 2nd , the Petty Officer in the O.F.L. reported that she was making water in the engine room.

Our Snorer Pump was rigged and operated , but the process of pumping out the engine room was slowed down when oil was discharged with the water ,and, to avoid pollution of the harbour ,a bilge water lighter had to be obtained .

It was discovered that the suction valves in the O.F.L. were defective and had allowed water to run through into the engine room.

The salt water damage to the O.F.L. was made good by 0330 Friday 3 rd.

(3) The Tow Friday 3 rd- SUNDAY 5 th

(a) No trouble was experienced in manoeuvring the O.F.L. in FREMANTLE Harbour which was cleared by 0912. At 0935 we stopped engines one mile from the entrance and by 1020 the tow was streamed and speed worked up gradually to 8½ Knots

(b) At first conditions were ideal but at 1330 when clear of ROTTNES the wind freshened from the South West . This somewhat reduced our speed made good but did not require a reduction in revolutions.

(c) During Saturday 4 th January , the wind and sea from the South West became more severe ,and progressive reductions in speed were made ,until at 2300 5½ Knots seemed a reasonable speed-) wind by now being force 8 . At 0015 Sunday 5th the tow parted - ~~xxxx~~ fortunately at the lighters end-in 50 fathoms, with a Coral bottom.

(4) Recovery and repassing of the tow

(a) As the tow weighs 3½ tons , the natural tendency was for the ship to lie anchored by the stern. The wind and sea were such that , had we remained anchored by the tow, we would have been badly swamped aft . I therefore turned the ship up wind , let go the port anchor and veered 6 shackles . The weight of the tow however was so great that , in the early stages of recovery , the ship's head fell off as much as 80 degrees

(b) As no risks could be taken with this violent sea , I directed that no attempt was to be made to haul the tow unless two recovery lines were secured to it. This made recovery laborious and it was 0430 before we could weigh and proceed to rejoin the O.F.L. which had drifted some 5 miles away.

(c) The tow had not parted in the ordinary sense .A bad splice made by the boom at LEEUWIN, ~~xxxx~~ had drawn , and it was 0925 before the eye of the 4½ , was respliced - the motion on the ship being a handicap.

(d) To recover the tow I passed close to the bow of the O.F.L. Good work with the heaving line, and general alertness enabled a $3\frac{1}{2}$ inch wire to be passed before the ships drew apart. The O.F.L. Deisel Winch having broken down, and the shore being steep to 4 miles away and getting closer I decided to make the $3\frac{1}{2}$ part of the tow. Remainder of the tow was passed and by 1130 we were working up to towing speed. In the meantime the other eye of the $4\frac{1}{2}$, which was seen to be yielding, was cut out and respliced.

(5) Sunday 5 th- Monday 6 th

(a) By noon, wind had eased to force 6 so I ordered the whaler to be turned out. A particularly violent sea caused the whaler to take charge and it was holed beyond the repair facilities on board. I was most thankful that the men working on it managed to remain on board. A separate letter is being raised on this subject.

(b) The wind eased gradually, but a really heavy swell remained master of the situation. Speed was gradually increased but 7 Knots was the best that we could obtain.

(c) At 1120, another splice in a $4\frac{1}{2}$ was seen to be drawing. Engines were stopped, the tow recovered and the respliced $4\frac{1}{2}$ inserted in the tow. At 1315 the tow was passed and by 1330 we were making $7\frac{1}{2}$ Knots

(6) Monday 6 th- Tuesday 7th

(a) Although the wind had dropped to force 2, from the South West, the swell remained heavy but not angry. I did not trust the $3\frac{1}{2}$ so ordered that the 2nd $4\frac{1}{2}$ should have its eyes respliced. This work was completed by 1115 Tuesday 7 th but I decided to wait until after dinner to haul and re-pass the tow.

(b) This was not a wise decision because at 1147 the $3\frac{1}{2}$ parted. No particular difficulty was experienced in recovering our end of the tow, but the O.F.L. was unable to recover the $3\frac{1}{2}$ which had parted at the far end leaving 150 fathoms ~~hanging~~ dangling vertically.

(c) We manoeuvred in what had become our usual manner, got a heavy recovery wire over to the O.F.L. and had taken the weight of the $3\frac{1}{2}$ from the lighter when a peculiarly heavy swell picked up the O.F.L. and lowered her bow onto our quarter deck, cutting a hole one foot into our stern, three feet down.

(d) No real difficulty was experienced in passing the tow and at 1450 we proceeded at 3 Knots, increasing to 7 Knots at 1630 when the stern had been suitably patched.

(7) Tuesday 7 th-Saturday 11 th

(a) By this time I was confident of the tow but the $4\frac{1}{2}$ extra special flexible steel wire towing pendant was getting a bit worn and fatigued, so it was backed up by 4 parts of the $3\frac{1}{2}$. Towing speed was adjusted between 6 and 8 Knots according to conditions, which varied from time to time.

(b) At 1100 Thursday 9th, the wind which was from the North East, was freshening and, acting against the swell, produced an unpleasant sea.

(c) At 2040 we were ordered to meet RESERVE in SAINT VINCENT'S GULF so altered course to 060. As conditions for towing on this course were not good, at 2140 I resumed the original course and asked the Naval Board to amend the rendezvous to the vicinity of PORTLAND. I was under the impression that the RESERVE was in MELBOURNE.

(d) Having discussed the question of giving up the tow to "RESERVE" opinion was unanimous that, having taken on the task at DARWIN, we would like to see it through to the bitter end. Therefore on Friday 10th I asked Naval Board's approval to continue the tow to MELBOURNE. This was not approved and at 1208 Friday 10th course was altered to 053 to make the lee of KANGAROO ISLAND. By this time the North East Wind was really strong and 6 Knots was our best towing speed.

(e) During the night Friday 10th- Saturday 11th conditions were better and by 0400 Saturday 11th we were making 8 Knots and had ordered RESERVE to meet us in D'ESTREE BAY, South of KANGAROO ISLAND. Fortunately she was late on the rendezvous because at 0820, the wind suddenly went around to North North West force 4 and increased, causing us to reduce speed until, at 1315 we were glad to make 5 Knots.

(8) D'ESTREE BAY

Saturday 11th

(a) By 1430 we were well in the lee of D'ESTREE BAY, so proceeded slowly in on the echo sounder until we were in 15 fathoms when at 1445 we anchored and hauled the tow.

(b) At 1515 RESERVE was sighted and at 1530 she had secured to the O.F.L. Fortunately we were lying at 6 shackles, as the O.F.L. together with the RESERVE put a lot of weight on the cable.

(c) By 1555 RESERVE had taken over the O.F.L. we weighed and at 1610 proceeded for MELBOURNE.

(9) D'ESTREE to WILLIAMSTOWN

Saturday 11th-Monday 13th

(a) The wind, which at 0820 was North North West backed to South West later to South and became more and more severe.

(b) By 1430 Sunday 12th it had backed to South East and reached gale force, and by midnight it had backed to East force 9 causing very steep confused seas, by which time with revolutions for 10 Knots we were making good 6.

(c) As the forecasts, which had been received from "WEATHER MELBOURNE", gave no warning of these conditions, I considered it advisable to inform the Naval Board, by signal, of the true state of the wind and sea. In a subsequent interview with a staff officer in Navy Office, I was informed that the under-estimation of conditions was notorious, and that this was due, in part, to the fact that the majority of reporting stations are situated in harbours, where the full force of the wind and sea are not appreciated.

(d) By 0900 Monday 13th we were getting some lee from the Mornington Peninsular and thereafter made good speed to Williamstown.

(e) Apart from being petrified by the appearance of the rip-an ebbing tide against a South Easterly sea-the run up to Williamstown was easy but the berth at Inner East Nelson was not. A large lighter fouled the end of the berth, so I had to let my bow in first held my stern outside 2 ships against the wind and tide, haul my bow with the winch, into a pocket which left me, two feet to spare to port, 5 feet ahead and 8 feet astern.

(10) IN WILLIAMSTOWN MONDAY 13TH-FRIDAY 31ST

(a) Thanks to the co-operation of LONSDALE and an advance from the Canteen we were able to pay and despatch our interstate libertymen on arrival .

(b) On Tuesday 14 th , I visited Navy Office and cleared 3 warrants which were read on Wednesday 15 th.

(c) On Tuesday 14 th and Wednesday 15 th COMMANDER OOM was on board interviewing witnesses in regard to the incident in SNAKE BAY on 26 th October 1946 . On Wednesday 15 th Lieut. Cdr. C. HUDSON R.A.N. was on board to obtain details of our navigation on that occasion.

(d) On Friday 17 th whilst LACHLAN was being handled by tugs the pilot , by a gross error in judgement, allowed the LACHLAN to blow down onto CONDRAMINE severely damaging one Bofors . CONDRAMINE was however handled with skill by a different pilot and we were berthed at the re-fit jetty at 1700.

(e) On Monday 20 th the re-fit of CONDRAMINE commenced . We were fortunate that Mr. McGee , the assistant constructor , was the hull overseer whilst the ship was building at NEWCASTLE .

(f) On Wednesday 22nd at 0945 information was received that I was to face a Court Martial on Friday 24th . I asked Captain Morris to assist me and, at this short notice , he accepted the task. We met at 0930 Thursday 23rd and by 1730 he had interviewed all the relevant witnesses .

(g) On Friday 24th at 0930 we entered the court and by 1500 t the court had acquitted me of the two charges of hazarding and stranding I cannot say enough in praise of Captain Morris who undertook to assist me at such short notice . On Thursday night he worked until well after midnight doing his final preparations . I did not feel that I was guilty of either charge , but it is quite another matter to convey that feeling of confidence to a court of officers . Captain Morris did do this in a convincing manner and his summing up was worth recording as a master-piece of facts , clearly but not verbosely presented .

(11) The month ends with the ship at re-fit jetty WILLIAMSTON the ship refitting and the first leave libertymen away, due to return between the 3rd and 8th of February .

SECTION .2.

Health welfare and conduct of the ship's company ,conditions on board and conditions of the ship. (G.N.O. 266/46 para 6 refers .

(1) HEALTH

The change in diet has been effective in reducing the sick list to negligible proportions .

One case of dengue fever was landed soon after we arrived at WILLIAMSTOWN and two cases of VENERAL DISEASE , contracted in FREMANTLE are responding to treatment ,

(2) WELFARE

The ship's company have been taking full advantage of capital city facilities .

(3) CONDUCT

Three men , whilst already undergoing punishment ,broke out of the ship at the end of December and beginning of January . Two of these men are really bad characters, and one so stupid that severe action had to be taken . All three were sentenced to ~~max~~ detention one for 28 days ,and the other for 21 days . One other leave breaking offence of less than three hours occurred after our arrival at WILLIAMSTOWN .

(4) CONDITIONS ON BOARD

(a) Good food and a mild climate make conditions on board most pleasant .

(b) Although work has not yet commenced I am in high hopes that, at least, a good proportion of the awnings will be fitted during the current re-fit .

(5) CONDITIONS OF THE SHIP

(a) Re-fit is progressing satisfactorily .

(b) ⁺he assault on the rust is going well . All rust patches on the starboard (or worst) side have been dealt with , the port side is coming along well and we should leave the dockyard in good condition .

SECTION 3.

7 refers) . Distance steamed and total figures (C.N.O. 266/46 para

(a) 1799.1 Miles

(b) 223 17/60 Hours

* (c) 7.25 Miles per ton

(d) 22,095.5 Miles since 22nd Feb. 1946

(e) 2110.7 Hours

* The miles per ton are low because 90% of the months steaming was spent in towing .

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer H.M.A.S. "CONDAMINE"Date 9/1/47 Reference No. 1449/5/10To The Senior Officer, First Frigate Flotilla
Copy to Naval Officer in Charge DarwinSubject Report of proceedings for month of December 1946

With reference to CNO 266/46, report of proceedings
for month of December 1946 is forwarded herewith.

[Signature]
Lieutenant-Commander R.A.N.
Commanding Officer

Section 1 Narrative

The month begins with the ship at Main Jetty, Darwin. The main tow block had been stripped down for repairs.

1. Medical aid trip to LST 3008 December 1st to December 2nd.

At noon, orders were received to raise steam for 18 knots and proceed to rendezvous with LST 3008 who had reported a very sick man.

The engineer's team did well, and from cold, were ready to proceed at 1435, but the doctor had not yet arrived.

We slipped at 1505 and, in good conditions, made 18.2 knots to sight LST 3008 at 0035. At 0145, with LST 3008 doing 4 knots, we secured alongside with breast and fore spring, transferred the patient and at 0159 slipped and proceeded to Darwin.

Again conditions were good, and we secured alongside Main Jetty at 1141 Monday 2nd.

The trip was successful as the patient's appendix burst as it was being removed one hour after arrival, and, though the man was on the danger list for five days, he is now well on the way to recovery.

2. In Darwin, 2nd to 5th December.

(a) LST 3008 arrived at 0730 Tuesday 3rd.

(b) Preparations for towing the ASR's were completed.

3. Tow of ASR's to Bird Islands and return, 5th December to 11th December.

(a) At 1155 on 5th December we slipped and proceeded to Channel Rock buoy where the ASR's, AIR MASTER, and AIR CLOUD, were taken in tow.

To make up the tow, the 6 inch manila was inserted in two 3 inch wires, one of 25, and one of 50 fathoms. This arrangement was quite satisfactory

(b) Channel Rock to Cape Don.

Good speed was made through the Clarence Strait, but on rounding up for Cape Don, a nasty short sea slowed us down to 8 knots. Conditions gradually improved and by 0200 Friday 6th we were making 10.5 knots just after passing Cape Don.

(c) Cape Don to Booby Island

Apart from a heavy rain squall accompanied by foul weather between 1100 and 1800 on Saturday 7th, good weather was experienced but the strong wind from the East kept our speed down to 11 knots.

(d) Booby Island to Bird Islands.

At 0615 Sunday 8th, conditions became really good so speed was increased to 14 knots. However we found ourselves competing with the Westerly set through the Prince of Wales Channel which, at times held us down to 9.5 knots over the ground. We eventually cleared Ince Point at 1150 and set course 120 for Alpha Rock. From there on to Bird Islands the set favoured us and we made 15 knots over the ground.

ii. The main item of interest on this trip was the sighting between 1400 and 1800 of 18 UNRRA trawlers on their way to China. A group of these were seen to be making for Albany Passage, a group making for Hannibal Island and a group which anchored off Bird Islands.

iii. At 1900 Sunday 8th we anchored off Bird Islands. The ASR's having topped up with stores and an evening meal, anchored in the lee of Bird Islands. We weighed and proceeded at 2000.

(e) Bird Islands to Booby Island.

i. A full moon made navigation easy, even though the fierce tidal stream took charge of the ship in a disconcerting manner. We had just cleared Adolphus Channel, when the total eclipse of the moon made it the darkest night I have ever seen. However, with Ince Point as a lead, gave us an easy run to Prince of Wales Channel.

ii. Having re-plotted the position of the light buoys during the day, three of which were out of position, the run to Booby Island was easy, LST 3008 being passed at 0415 December 9th just off Goods Island.

(f) Booby Island to Darwin December 9th to 11th

i. A/S exercise.

By steering a few degrees to the North of direct route, opportunity was taken to exercise A/S attacks on an 8 fathom patch. A good contact was made, but over, it was found to be 14 fathoms.

ii. On Tuesday 10th the sky was overcast from about 1100 until just before sunset, when it cleared to give good star conditions. Intercepts were obtained, but varied between 0.4 miles and 19.6 miles. However, these plotted in well to indicate that we had a favourable set of 20 miles in 9 hours. This was confirmed by the sighting of New Year Island at 2230.

iii. I allowed 5 degrees to starboard for tidal streams round Cape Croker and Port Essington. This allowance proved to be correct as we sighted Cape Don as expected at 0400 December 11th.

(c) Passing the Tow.

The seamanship manual does not lay down instructions for passing the tow, when the first end out consists of 15 fathoms of heavy cable, and the vessel to be towed has a crew of eight.

Eventually a 6 inch manila was passed to the OFL which, by careful manoeuvring, was shortened in to 5 fathoms. The cable was passed and by 1130 Monday December 16th, we were once more headed for Penguin Shoal.

(d) The night Monday 16th, Tuesday 17th December.

During the day conditions deteriorated and speed was reduced to about 5½ knots. Weather Darwin's forecast of weather included our area as "elsewhere" and forecasted "slight winds and smooth seas". This was far from the case, wind being ENE force 6, sea 42. I therefore asked for a definite forecast along our route. Apart from the storm warning received next day, forecasts of weather received were quite inaccurate until two days out of Fremantle.

(e) Tow parts a second time, Thursday 17th.

The tow, and OFL appeared to be riding comfortably at this reduced speed, but at 0815 Tuesday 17th, there was a nasty crack; the tow had parted again.

The tow was recovered quickly this time, link B having yielded.

(f) The altered tow.

We now realised that the OFL's cable was the weakest part, so so it was decided to improve the tow by inserting our 3½ inch wire between the two 7½ fathom lengths of 1 7/16 cable. This re-arrangement was most satisfactory.

By 1040 we had completed the passing of the altered tow, and by 1100 had worked up speed. An improvement in weather conditions allowed us to increase speed to 7 knots.

10. Rounding Penguin Shoal, Tuesday 17th.

Due to, our overcast conditions, no stars had been seen since leaving Darwin and until 1600 the sun was not visible.

Being sure of my longitude, I decided to use the echo sounder to get me round Penguin Shoal. To do this we steamed 280 until soundings approached 20 fathoms on the longitude of Holothuria Banks, when we altered to 325. On reaching 30 fathoms we turned to 280 until the water again shoaled towards 20 fathoms in the longitude of Penguin Shoal, when course was adjusted to 230 for five miles, then 270 to clear Bassett Smith Shoal. When well clear, course was adjusted to 233—a course we hoped to make for the next 450 miles.

11. Wednesday 18th to Friday 20th December.

The barometer, which had been steady at 1005, almost since leaving Darwin, dropped at midnight and by 0200 wind had increased to force 7, backing violently from NE through to NNW. Speed was reduced and course adjusted 10 degrees to starboard to allow for drift. As sea and wind became more violent, at 0800 course was adjusted 20 degrees to starboard. Even so, by noon we had been set 10 miles to port of our track, and had made good 4 knots.

Conditions improved slightly, and by 2100 we were able to push on at 6 knots, for a few hours, but by 0500 Wednesday 18th we were again forced to reduce speed. By evening, however, things looked better and, even though the wind was from right ahead, by 1800 Wednesday 18th, we were able to make about 6½ knots.

This speed was made all day Friday 20th, and on Friday evening, we informed the OFL that we would be able to provision them on Saturday 21st.

11. Saturday 21st December.

Weather Perth had been forecasting glorious conditions in our area. However a solid force 7 wind, which gradually backed from West to South West, by West, with very angry seas made our question of provisioning the OFL quite hopeless. However, she was riding well and we made good 6 knots.

12. Sunday 22nd to Monday 23rd December

Another ghastly day. By this time The OFL was getting desperate, for food, so at 1300 course was adjusted to make the lee of North West Cape. After making good 4½ knots throughout the night, at 0940 we slowed down to 2 knots, and transferred stores to the OFL. The stress of weather had made her steering gear a complete defect so she lashed her rudder amidships.

Having completed the storing, we had a glorious run at 8 knots until 1600 when we cleared the lee of North West Cape. Wind from SSW force 7, and angry seas, pinned us down to 4½ knots.

13. Tuesday 24th December.

As my 1st Lieutenant had gone sick, during his watch the night before, I relieved him and also kept the morning watch. The reduction to Captain and three officers, when pottering in and out of mainland ports is allright, but when a ship is steaming on long runs, it leaves an inadequate team to complete with casualties. During this watch, conditions improved and by the evening we were pressing forward at 7 knots.

The fierce wind however, had overlaid the surface of the sea with heavy spume and land, 5 miles distant was quite invisible. The 276 was working well, and we were able to skirt the islands enclosing Shark Bay with security.

14. Wednesday 25th, Christmas Day.

Until arrival in Fremantle, Friday 27th.

A most satisfactory Christmas present, in fact the best, was the improvement in the weather. Still a heavy swell which could be seen breaking heavily on Dirk Hartog's Island enabled us to press on at 8½ knots.

An interesting feature of Christmas Day was the fact that three meridian altitudes were obtained. Of Venus at 0940, the Sun at 1228, and of Achernar at 1942, an unusual navigational achievement.

These good conditions held, and coupled with a favourable set, just over 9 knots was made good to enable us to stop and haul the tow at 0645 Friday 27th.

This took almost an hour and we were just ready for the tug which collected OFL 1203 at 0800, enabling us to secure to No. 9 North Wharf at 0830.

During the hauling of the tow, a movement of the engines to keep the OFL clear parted the manila. Two turns around the starboard screw were removed after we had secured.

15. At Fremantle Friday 27th to Tuesday 31st.

(a) Fremantle had "welcome" on the mat in a practical way, for example-

i. Enough fresh provisions for the midday meal were delivered when we arrived, remaining fresh provisions being delivered at our convenience.

ii. A utility for ship's duties was placed at our disposal for our stay in Fremantle.

iii. The Base Engineer Officer, Engineer-Commander Winsor R.N., was on board to inspect the OFL, and repairs were under way at 1000.

iv. A dance had been organised by the Missions to Seamen, for Saturday 28th.

(b) Defects to OFL

i. The steering gear was in a very bad way-all the rollers were rusted up and the chain had chafed badly in several places and had parted. Repairs will be finished by 1st January.

ii. The OFL's cable, which we had been using as part of the tow, was condemned, and a length of JORDANINE's starboard cable was placed on board for the onward tow.

iii. Boom Depot Fremantle supplied two lengths of 90 fathoms of 4½ with a hard eye each end, to replace our 3½ and the 60 fathoms of 5 inch with which we had towed from Darwin.

(c) Remarks on Fremantle.

i. The ship's company Christmas dinner was served on Saturday 28th.

ii. Amongst the younger men, the dance on Saturday 28th enabled them to meet people who looked after them well for the ship's stay. The older members of the service, renewed past friendships and my impressions are that the whole ship's company, are enjoying the visit to Fremantle.

iii. As Captain Howden is away on leave, I called on Commander Kennedy on Saturday 28th. He returned my call on Monday 30th.

iv. I called on the Dutch destroyer BANCKERT on Tuesday 31st, he returning my call the same day.

v. Including officers and their wives from LESUWIN and an officer from BANCKERT, I entertained about 30 guests on board on Monday 30th from 1730 until 1930.

16. The month ends with the ship alongside No. 9 North Wharf Fremantle.

Section 2
CNO 266/46 para 6 refers

Health, Welfare, and conduct of the ship's company, conditions on board, and conditions of the ship.

1. Health. A deterioration in general health has been noticeable this month; nineteen different men requiring treatment by a medical officer. Two were discharged for treatment and have returned to the ship. One Stoker Petty Officer, with a Filomidal Cyst, has been discharged for an operation.

Generally speaking, the cases have been due to tropical conditions—such as tropical ear, skin rashes and ulcerated sores, and for cases of stomach trouble which have been attributed to diet.

2. Welfare. I was most thankful that CONDOMINE ceased being based on the soul destroying port of Darwin. Although the wet season had started, the grounds were still too parched for football. Thus cricket and swimming have been the only facilities available. The swimming was not at all pleasant, as one could only swim at high tide and, by the time the sea had come in over the sun-heated sand and mud, the water was unpleasantly hot.

Expeditions to Berry Springs were infrequent as MELVILLE was seldom able to supply transport.

In Darwin, men outnumber the women by a wide margin, and as the custom under these circumstances, officers can always obtain feminine society, Chief and Petty Officers occasionally, and junior ratings never. This left the junior ratings only the pictures, drink and half-castes as evening recreation. As far as I could observe, they avoided the latter.

3. Conduct. During the month, 8 leave offences, 2 cases of slackness in obeying orders, 2 cases of drunkenness, 2 cases of smuggling liquor on board, and 2 cases of disrespect to officers are the main offences in an unsatisfactory month from a conduct point of view, when 16 men including 2 Stoker Petty Officers, were dealt with by me. One young A.B. committed the culminating offence of a series of offences, and has been committed to cells for 10 days. He had previously been warned that this would occur.

4. Conditions on board. (a) Due to the failure of Darwin to be a supplier of fresh food, the diet has been most monotonous. The few potatoes which arrived on board during the month were in an appalling condition. I gather that shipping companies don't like sending supplies to Darwin as the wharf lopers are experts at keeping ships tied up for long periods.

(b) General I note that CNO 341/46 which makes climatic pay no longer payable, refers to improvements in conditions including the "restoration of awnings". I trust this means that H.M.A.S. "CONDOMINE" will be fitted with awnings before returning to tropical service. Should awnings not be fitted, I consider that climatic pay should continue to be payable.

5. Condition of the ship. (a) During a month in which sea time has been considerable, the ship has steamed in a satisfactory manner, 18.3 knots was sustained for the periods of 10 hours with ease and without noticeable vibration.

(b) Rust has taken charge during the last few months. It is intended to make a drive against rust whilst the ship is in Melbourne. With the aid of pneumatic tools, a man can do at least three times the cleaning up than with hand tools.

In this regard, I consider that in exposed places red lead is much more effective than chromate.

(c) This heavy tow reveals a decided weakness in the towing bollards. These have been strengthened by the insertion of a chock to keep them from bowing inwards.

Section 3
Distance steamed and total figures.
ONO 266/46 para 7 refers.

(a) 3700.8 miles

(b) 427 47/60

% (c) 7.12

(d) 20296.4

(e) 1887.4

% Miles per ton are low as 2600 miles was spent towing.



589/202/489

PART

see
H.M. 26
7/46

SUBJECT:

H.M.A.S. "Condorine"

REPORT OF PROCEEDINGS.

November 1946

S.N.B. 14/2

2nd H.M.

12/3. by 2 N.M. on 7/1/47 note minute bearing 15/2

D.R. 21/2

Ops. (H) 1M 24/2

N.S. 26

D.E. N

D.O.D. 31/3

D.P.M.S. 3/4

H.F. 4

A.A. 4

N.S. 14/4

D.N.I.

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

→ H.M. In this circulation the usual for 1M 25/2
D.O.D. yes In (N.S.) 25/2

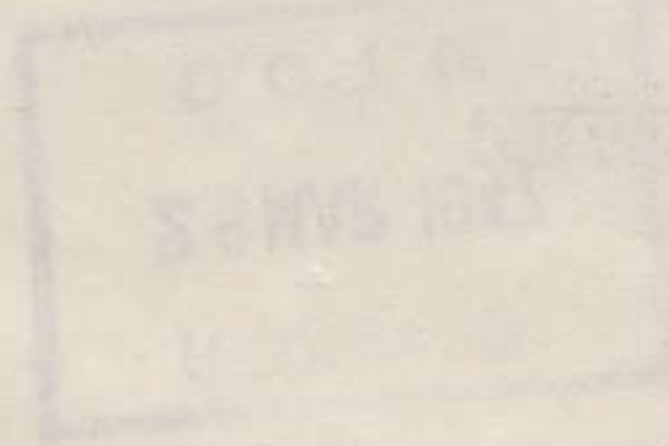
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17/4B
20/3
20/3B



Embry

[Faint, mostly illegible handwritten notes and scribbles covering the middle section of the page.]



DEPARTMENT OF THE NAVY
MINUTE PAPER

PAR
589/202/H89

C.44, 45.

SUBJECT: *Amas "Condamine" Report of Proceedings November 1946*

Cal

DPS

10/1

Lee
HN
23/9
46

DTSR

14/1

DGD

11/16/1

12. let me see chart hand 11/1

DCAS

Extract - Condamine para 10 x - y to O.C.H.B. for information remarks

hand 20/1

- dealt with on other papers
hand 30/1
v3453/204/1569

2nd NM

This has been dealt with a

Sub d: - before N.F.A.

hand 30/1

other papers - Concure N.F.A. 7/1

1st NM

NFA

11/2

14/1

1471
K26
DUPLICATE
589.202.489
("CONDAMINE's" letter No.1331/5/10 dated 1st December, 1946.)

6 JAN 1947

NAVY CONFIDENTIAL RECORDS

REPORT OF PROCEEDINGS FOR MONTH ENDING 30TH NOVEMBER, 1946.

11.

A.F.2333/1140/63.
The Secretary,
Naval Board,
MELBOURNE.

Forwarded for the consideration of the Naval Board.

2. The remarks of the Commanding Officer in para.10(a) of his report are unfortunate, as they reflect on his ability to appreciate the degree of reliance which can be placed on a navigational chart.

NS
3. The chart in question, AUS. F.065, is clearly described under the title as being based on a "sketch survey" carried out in 1921.

4. From a cursory glance at the chart it can be seen that more than half the coastline is in hair line, the major portion of the water area is unsounded and that generally speaking the chart should be used with extreme caution.

5. It is further observed that Carronade Island consists of mangrove, whose outline is liable to vary in size and shape over a period of years.

6. The remarks in para.11(c) and (d) appear inappropriate in a report of proceedings, and as the grounding of "CONDAMINE" has become a matter for a Court Martial, no comment is offered regarding the availability at Darwin of a larger scale chart of Snake Bay.

Maud
CHIEF STAFF OFFICER
FOR COMMODORE.

Office of the
Commodore Commanding
H.M.A. Squadron.
(At Sydney).
31st December, 1946.

MLE

ORIGINAL.

St 6339

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

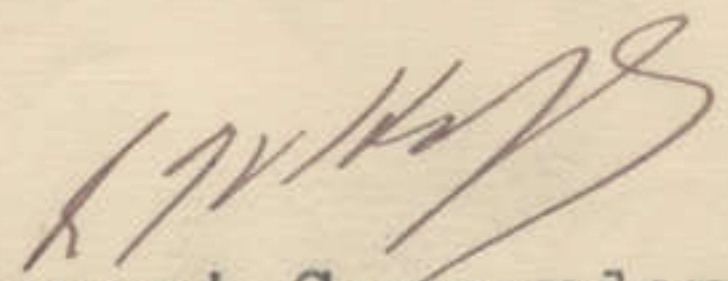
From.....Commanding Officer H.M.A.S. "CONDAMINE".....

Date.....1st December 1946.....Reference No. 1331/5/10.....

To.....Senior Officer First Frigate Flotilla.....
(Copy to Naval Officer in Charge Darwin)

Subject.....Report of Proceedings for month ending 30th November 1946.

With reference to C.N.O. 266/46, report of proceedings
for month of November 1946 is submitted herewith.


Lieutenant Commander RAN.
Commanding Officer.

SECTION 1. NARRATIVE.

(CNO 266/46 para 5 refers)

1. In harbour 1st to 7th November.

(a) The month commences with the ship in Darwin alongside Main Jetty, cleaning boilers, feed tanks and equipment to clear it of salt contamination. In addition, the Port plumber block was stripped and adjusted.

(b) On Sunday 3rd. LST 3008 arrived from Morotai, she proceeded alongside Timber Wharf on Monday 4th.. Having called on Lieutenant Commander Richards RANR(S), he returned my call at noon Monday 4th.

2. First trip to Fourcroy 7th. November.

(a) On Thursday 7th. with Lieutenant Commander Richards on board, we slipped at 0100 and proceeded to Cape Fourcroy to investigate embarkation of RAAF equipment. After an easy run we anchored off Cape Fourcroy at 0730 and proceeded ashore. As the beach on the north west corner would have been unsuitable in the North West Monsoon, we took a perilous ride by jeep to the South side.

(b) In the meantime my ships officers sounded the run in to the North West beach.

(c) Having satisfied himself that the North West beach was better, and the South beach possible, Lieutenant Commander Richards and I returned to the ship, and at 1205 weighed and proceeded. To identify the beach on the South side, we ran along the coast to the East, North of Afghan Shoal and then turned South East for Darwin, where, after an uninteresting passage, we secured at the Main Wharf at 1740.

3. In Darwin 7th. to 10th November.

(a) On Friday 8th. LST 3008, with an L.C.M. in tow, proceeded to Cape Fourcroy to load RAAF Cargo.

(b) On Sunday 10th. the First Lieutenant and myself accompanied by 30 men, attended the "Civil" Remembrance Day service. It was attended by 200 servicemen and about 30 civilians.

(c) However, on board at 1045, thanks to the presence of Captain Peterson of the Salvation Army with his cornet, we had a service of our own. It consisted of three hymns, "Holy Father in Thy Mercy", the Recessional, and "Thank we all our God" some brief remarks by myself, followed by the two minutes silence, and ending with the guard and bugle procedure.

4. Second trip to Fourcroy 11th. November.

(a) As LST 3008 was embarking RAAF stores under his operational control, Naval Officer in Charge Darwin ordered CONDAMINE to proceed to Cape Fourcroy, as that place was considered to be one of the most difficult tasks. Accordingly at 2315 Captain Tozer RAN embarked, and at 0100 Monday 11th we slipped and proceeded. After an uneventful passage, we anchored off Cape Fourcroy at 0740, LST 3008 in company.

(b) We landed after breakfast and found that LST 3008 was doing well, Fourcroy was cleared the same evening. We returned to LST 3008 for lunch.

(c) After lunch we returned to CONDAMINE, weighed and proceeded for Darwin arriving alongside Main Jetty at 1900 Monday 11th. Captain Tozer disembarked at 2015.

5. In Darwin 12th Nov. to 19th Nov.

(a) On Wednesday 13th. Mr MacDonnell Gunner was discharged to hospital with an inflamed gall bladder.

(b) On Thursday 14th. at 0930, a Board consisting of Captain Tozer RAN, Commander Gower RAN, Lieutenant Toulouse RANVR assisted by a female stenographer, arrived on board to enquire into the grounding of CONDAMINE at Snake Bay. By noon the board had taken all the evidence required on board.

(c) LST 3008 arrived at 0600 Saturday 16th, and secured at Timber Jetty. The arrival of the LST, and the prospective arrival of other ships caused us to be moved out to A1 buoy on Sunday 17th.

However the other ships did not arrive as expected and CONDAMINE returned to Main Jetty at 1215 Tuesday 19th to top up with water and stores, to proceed at 2100 to Champagny, to assist LST 3008, the latter having departed at 1130 on Monday 18th.

6. Passage to Champagny 19th to 21st. November.

(a) There was a lot of thunder, lightning and rain about, but by sheer good fortune, even though one heavy burst was observed less than a mile away, CONDAMINE had an uneventful passage, and arrived off Champagny at 1030. The Charting of the area is deplorable, so we felt our way in and anchored at the top of highwater at noon.

(b) In the meantime, the LST acting on the advice of an RAAF sergeant, felt her way in to a position between Champagny and the two islets to the East.

(c) As the tide fell, it was soon appreciated that my anchor berth was most unsafe, so we moved further out.

7. At the anchorage Champagny.

(a) In the gut where the LST anchored, the spring tide ran at up to 6 knots, but without violent changes. In our position, although the tide did not exceed $4\frac{1}{2}$ knots it changed its direction so violently that the ship was observed to swing 180 degrees in under two minutes.

(b) Having sounded out the gut where the LST lay, I had intended to proceed to that more secure billet, but that ship had done remarkably well and at 1000 Saturday 23rd we proceeded. LST was in trouble with salt water in her boilers and we intended to proceed South of Champagny to an anchorage off Slate Islands, for her to affect repairs.

8. Attempted passage to Slate Island and passage to Sir Graham Moore. 23rd to 24th November.

(a) North East of the Heywood group the water shoaled rapidly from 35 to 7 fathoms, we hauled off to the North West, refound deep water and after running half a mile, the water again shoaled, this time to 5 fathoms. I therefore went full astern and retraced my track.

(b) As LST 3008's next job was to clear the Sir Graham Moore group, I decided to make straight for them, intending to tow LST 3008 if she could not continue steaming.

(c) Having made a good run through the night 23rd. to 24th. and obtained a decent latitude from morning stars, I turned in to the East to make Troughton Passage. To find the deep water between Long Reef Spit and West Holothuria Reef is not easy navigation. I therefore kept definitely to the South and, using the echo sounder, felt my way round the North East of Long Reef Spit.

(d) Thereafter it was reasonably plain sailing except that there is a ten mile run between the North of Jones Island (BA Chart 1716) and the run into the Sir Graham Moore group (AUS F 065) which is virtually uncharted. However by proceeding along latitude 13 40 South, a minimum depth of thirty fathoms was obtained. LST 3008 anchored at 1910 off Nigger Point and CONDAMINE secured alongside.

9. In Geranium Harbour 24th to 28th. November.

(a) This saving of ten hours was most fortunate because by the morning of Monday 25th, the Captain of the LST, all but one of his officers, and 25 men were laid up with dysentery. The affect became alarming so that by the evening I had asked Darwin to send a doctor.

(b) Surgeon Lieutenant Brett RANR arrived by Catalina at 1100 Tuesday 26th. Assisted by the SBA and three ratings from CONDAMINE the epidemic was got under control by Thursday 28th. My engineer officer and his staff, assisted the LST to make good the defects, which were completed by Thursday 28th.

(c) On Wednesday 27th. I went off by motor boat to West Bay (Chart AUS F 065) to survey the area, as it is the next calling place for LST 3008. There are several beaches on the South West side of the bay. Of these, the right hand beach is connected by road to Truscott aerodrome. If the left edge of the beach is kept bearing 247 degrees, water shoaling from 7 to 5 fathoms at 7 cables from the beach is obtainable. The chart itself is not accurate, as the sides of the bay trend at least 5 cables to the west of the chartered position.

10. Passage to Darwin 28th. to 29th November.

(a) Having seen that all was well in LST 3008, CONDAMINE slipped and proceeded to Darwin at 1130 Thursday 28th. LST 3008 complained

(3)

the in-accuracy of chart AUS FO65, I agree with him entirely. The Eastern corner of Carronade Island does not fit in with any other object on the chart. One is accustomed to trust the accuracy of the surveyors, but experience in these waters and those of New Guinea, is rapidly ruining my faith in the Cartographers.

(b) An uninteresting passage saw us secured at Main Wharf Darwin at 1110 Friday 29th.

11. Darwin 29th to 30th November.

(a) Mr. MacDonnell, Gunner, rejoined from hospital, having spent a few days in the ASR's awaiting our return.

(b) On Friday 29th, at 1500 after a conference with the Naval Officer in Charge, he decided that the two ASR's were to be towed to a point 100 miles beyond Thursday Island, and there slipped to proceed under their own power to Sydney.

(c) On the same day I had the doubtful pleasure of seeing a large scale photograph's copy of the survey of Snake Bay by Commander Little. Had this chart been available to me I am quite certain that CONDAMINE would not have touched bottom in Snake Bay.

(d) This chart was kept at the boom depot and it was not till after the board of enquiry had completed its work on board CONDAMINE that the board was aware of its existence.

(e) The month ends with CONDAMINE alongside Main Wharf Darwin.

SECTION 2.

Health, Welfare and Conduct of the Ships Company, Conditions on board and Condition of Ship.

(CNO 266/46 para 6 refers)

1. HEALTH. Again health generally has been good. One stupid youngster contracted V.D. and has been discharged from the ship. My Gunner Mr. MacDonnell, was in hospital with an inflamed gall bladder, the aftermath of dysentery, two cases of Dengue Fever, and my own attack of Dysentery, which reduced my efficiency considerably during the three weeks it affected me, comprise the major ill health. Amongst the younger men an attack of boils was quickly checked by the issue of vitamin tablets to the men affected.

2. WELFARE. (a) The town cinema at 3/2 is more popular than the Naval Cinema at the boom (6d.) Cricket and bathing are the only other amenities available here for the visiting ship. However some men have made friends ashore and occasional educational shorts, screened on board with the 16mm. machine, have been popular.

(b) The ship is unable to obtain excise free supplies of beer and tobacco. Due to the lack of Naval supplies of these articles, the AACS lack of bond free supplies, and the refusal of the Customs authorities to issue on draw back, HMA Ship under my command is denied an important privilege.

3. CONDUCT. Two young men saw fit to go "Souveniring" and were punished accordingly. Two men, strongly suspected of thieving drink, were dealt with for having consumed drink on board other than on the day of issue, and two leave breakers are the only reportable offences. However too many minor offences occurred in the early part of the month for me to report that "Conduct is Satisfactory"

4. CONDITIONS ON BOARD. Nothing to report.

5. CONDITION OF THE SHIP. (a) Steam Dynamos. The starboard dynamo developed a severe knock. It was found that the piston rings in the L.P. cylinder, due to its shape (Reported previously) were heavily worn, and were replaced.

(b) Port Thrust Block. This block was noticed to be overheating. On examination it was found that corrosion of the coil allowed salt water to leak into the lubricating oil. Prompt action however prevented scoring of the thrust pads.

(c) Boilers. The brick work in No. 2 boiler requires constant attention, and will have to be renewed at the next available opportunity. It has been entered on the dockyard defect list.

SECTION 3.

Distance Steamed and total figures.
(CNO 266/46 para 7 refers)

- (a) 1214.1 miles.
- (b) 119.32/60 hours.
- (c) 10.08 miles per ton.
- (d) 16595.6 miles since 22nd. Feb. 1946.
- (e) 1459.6 hours.

ENCLOSURE NO. 5

To

H.F. 2226/11/10/38.

Commanding Officer HMAS Constance

4th. Nov. 1946

1140/5/10

Senior Officer, First Frigate Flotilla
(Copy to R.O.I.C. Darwin)

Report of Proceedings for month of October 1946

With reference to C.N.O. 266/1946, report of
Proceedings for month of October 1946 is submitted
herewith.

19/11/46
Lt. Commander R.A.N.
Commanding Officer

Duplicate

SECTION 2

HEALTH, WELFARE AND CONDUCT OF THE SHIPS COMPANY, CONDITIONS ON BOARD AND CONDITION OF THE SHIP. (C.N.O. 266/46 para 6 refers)

1. HEALTH This has been a particularly good month. One case of MALARIA of a man who had just joined is the only case worth reporting. There has been no tropical infections, only minor injuries having responded cleanly and quickly to treatment.

2. WELFARE. Naval cinema performances take place three times weekly in the boom shed. It is very hot in this building and only a small proportion of libertymen attend. They prefer to pay 3/- at the town cinema which is in the open air.

Pick up cricket matches were followed by a resounding defeat by GOONAWARRA W/T Station. A little tennis and swimming completes the recreational facilities of which use is made.

3. CONDUCT. The conduct generally has been satisfactory. Only two cases of absence without leave in the month. The majority of the offences were in matters of dress, 9 young ordinary seamen at action stations, appeared without boots in spite of their having been warned the week before.

4. CONDITIONS ON BOARD. The concentration on on training classes has caused a deterioration in the appearance of the upper deck, where a daily scrub, and chipping and patching is all that can be done. Between decks the ship is in a satisfactory state.

(7) I viewed the LACHLAN well plastered with awnings, with envy. The sun at DARWIN at this time of the year, is the fiercest I have ever met and by sunset the ship is heated like an oven. With practically no wind the ship takes hours to cool down.

5. CONDITION OF THE SHIP. (a) Furniture.: The quality of the steel furniture is most disappointing. It is sufficiently robust, but the finish is not durable. The Chromium plate of chairs and tables is peeling off rapidly, leaving rusty steel tubing, and the grey enamel finish of other furniture chips very easily. Furthermore I have noted that where the enamel chips the steel shows through rusty.

(b) Auxiliaries : (i) The Steam Dynamo engines have given no further trouble.

(ii) Air Pumps. The Air Pumps are most unsatisfactory, due to the failure of the shuttle valves to operate correctly. In the narrative I have not reported every stoppage due to air pumps, only those that have occurred in close waters.

There is apparently something radically wrong in their construction. The stoppage of a air pump causes over heating of the condensers both of which showed their resentment of this over heating on the way out of SNAKE BAY.

(iii) Condensers. In addition to the over heating, my Engineer Officer states that the looseness of the ferrules in the condensers was so consistent that, in his opinion, they were never really sufficiently well set up, and it only required a certain amount of over heating to reveal this state of affairs

Of the ferrules tightened up, less than 25% were found to be leaking when the condensor was pressure tested.

SECTION 2.3
Distance steamed and total figures
(ONO 266 para 7 refers.)

- (a) 2706.9 miles.
- (b) 235 46/60 hours
- (c) 9.91 miles per ton
- (d) 15,381.5 miles since 22nd Feb 1946.
- (e) 13,40.1 hours.

SECTION 1. NARRATIVE.
(G.N.O. 266/46 Para 5 refers)

The month commences with the ship in position 040 degrees Sugar Leaf 10 miles steering 020 degrees at 12 knots, en route for DARWIN via TOWNSVILLE and THURSDAY ISLAND, wind South East force 7.

During the day the wind backed through North East to North West and steadily increased to force 7. For the next 48 hours an unfavourable set of 2 knots was experienced.

Arrived alongside No. 1 Wharf TOWNSVILLE 0720 on Friday 4th October to embark fresh provisions and for the E.R. Department to adjust a loose eccentric tumbler block. This took 4 hours.

Slipped at 1145 but, with the ship pointed across TOWNSVILLE Harbour, at 1150, the starboard engine had to be stopped, as the adjustment of the tumbler block had not been successful. Let go the starboard anchor for further adjustment, weighed and proceeded at 1215.

The wind had gone around to the South East and a favourable set enabled us to make up lost time by the time we reached ADOLPHUS Channel.

The barrier passage on the night of 5th, and 6th, October between NOBLE ISLAND and CLARK ISLAND was a positive nightmare. The compass of the modified Frigate cannot take bearings abait Red and Green 145 so guessed bearings looking aft had to be used to clear some of the reefs. Furthermore two engine stoppages, due to air pump failures occurred during the night.

After clearing ADOLPHUS Channel we proceeded by the direct route via by ALPHA rock to the FRIGATE OF WALES channel. Although the chart showed depths of 5 fathoms, no depth of less than 9 fathoms was discovered.

On Sunday 6th, at 1630 we anchored in KENNEDY harbour, H.M.A.S. MACQUARIE (Lt. Cdr. HINGELIFFE R.A.N.) in company. I obtained some useful information from MACQUARIE and turned in early, to weigh and proceed at 0545 Monday 7th, for DARWIN.

The fact that GIBBER Reef, ~~and~~ the middle reef in KENNEDY harbour are both unmarked, make THURSDAY ISLAND an unpleasant place for the ship handler.

The run across the Gulf of CARPENTARIA and the approaches to DARWIN were quite uninteresting. Good stars, morning and evening indicated a favourable set of 1 knot W.S.W. The time so saved was utilised in exercising steering breakdowns.

At 1745 Wednesday 9th, we secured alongside the TIMBER Wharf DARWIN.

Not long before our arrival at DARWIN the Engineer Officer reported that the bearings of the Port Circulator were very hot.

After we had secured, they were opened up, and the bearings were found to have run. Further investigation revealed that the makers had painted the interior of the oil reservoir. The oil had lifted the paint, which clogged the filter and so starved the bearing of oil. All oil reservoirs were then inspected, scraped and cleaned.

The cleaning of two boilers as well as the repair to the Port Circulator were carried out by the ships staff, MELVILLE being unable to assist.

Tiaber Wharf being required for H.V. KOOLINDA, on Sunday 13th, we slipped and proceeded on the starboard engine to main jetty, a tricky manoeuvre but carried out successfully.

(2)

On Saturday 19th, repairs to the Port Circulator were completed and
 at 0730 Sunday 20th, we slipped and proceeded to 1A buoy.

On the evening of Saturday 19th. H.M.A.S. MELVILLE Officers gave a dance in the mess. All but the duty officer from CONDAMINE went to the dance, which was well organised and was one of the most pleasant dances I have attended.

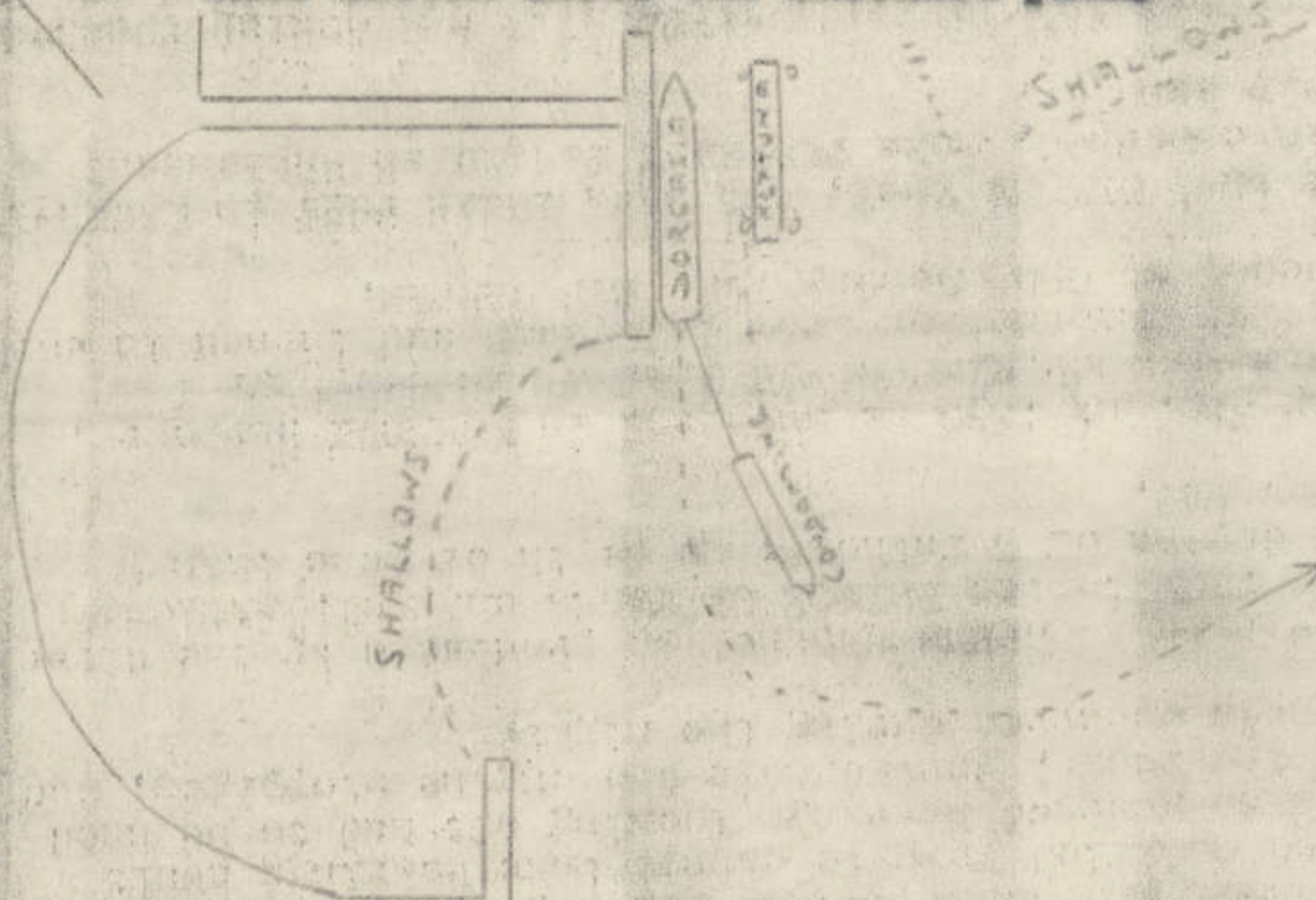
Our move from the main wharf was to enable a large single screw tanker DORGASIA to go alongside. She made a frightful mess of it the western end of the wharf receiving a bad knock.

The master of the tanker asked for a tug to tow him off, so H.M.A. Tug CONDOMINE was given the job.

At a conference with the Master the following decisions were made :- (a) CONDAMINE secure stern to wharf, with the Port anchor

- (a) CONDAMINE secure stern to wharf, with the Port anchor laid out 5 shackles on the port quarter of the tanker.
- (b) CONDAMINE to pull the Tanker astern until clear of the NEPTUNA, and then out into the stream.
- (c) CONDAMINE to continue towing until Tanker was pointed down harbour.
- (d) TANKER not to use her engines.

This sketch shows the intended plan.



At 1430 on Tuesday 22nd, we were in position, and at 1515 DORGASIA was ready to go.

All went well until the Tanker had been pulled astern for half her length, when in spite of the agreement, he went astern, with his wheel hard over to starboard. This tended to kick his stern to Port, but the pull on the tow line held it, so he went straight astern.

Seeing that he wasn't making ground to starboard, and without warning of his intentions he went full ahead, with his wheel still hard over to Starboard. We found ourselves being rapidly pulled into the shallow water between the wharves, so slipped the tow. DORCASIA continued to go ahead and swept round the shallow water to the SOUTH of NEPTUNA.

He touched once with his screws and was very lucky to get away.

CONDAMINE returned to No. 1A buoy. L.S.T. 3008 was in company from Tuesday 22nd. to Wednesday 23rd., and L.S.T. 3035 from Wednesday 23rd. to Thursday 24th.

After L. S. T. 3035 sailed, CONDAMINE secured alongside main wharf at 0910 on Thursday 24th.

During the afternoon I called on the Administrator Mr. Carver and on the Brigadier Fullerton commanding the army in Darwin.

On Friday the 25th. at 0910 we slipped and proceeded for SNAKE

(3)
BAY via CAPE DON with 14th aborigine libertymen and 2½ tons of dry provisions for the Protector of Aborigines SNAKE

BAY. We had a small parcel to deliver to CAPE DON Light house. Arrived off the Cape at 1930, where a boat was sent out. When eventually we sighted the boat, we managed to interpret their signal as S.O.S. They'd sent a small pulling boat out into a 5 knot set. and by the time we picked them up they were exhausted.

We therefore proceeded to tow them up current and, when about two miles to the south of Cape DON slipped them under tow of our motor boat. When it was seen that they were safe, rehoisted the motor boat and proceeded to SNAKE BAY at 2345.

We anchored off SNAKE BAY at 0655 on Saturday 26th. lowered the motor boat to sound our way in.

At 0742, the motor boat had cleared the outer buoy, minimum depth obtained being 4½ fathoms, so we weighed and proceeded, with the Starboard anchor trailing.

On reaching the inner buoy, we found that VEDA point, which we intended to use as a lead, bore 150 instead of 145. I therefore ordered course 155 when abreast the buoy.

The buoy proved to be one cable to the Eastward of the chartered position and the ship grounded very gently at 0826, ships head 072 degrees with the tide ebbing.

The kege was laid out on the Starboard quarter and the ship lay very comfortably to the kedge, starboard anchor and with a certain amount of weight taken against the bottom on the Port side just abaft the bridge.

The tide turned at about 1100 and at 1242 the ship floated off, and remained secured between the Starboard anchor and kedge, ships head 025 degrees.

When ready to proceed, we weighed the kedge and proceeded to an anchor berth 8 cables 205 degrees from where we had grounded.

A grounding report has been forwarded separately.

We invited the protector and his wife and daughter on board for our pictures. The wife declined, but all came on board for lunch on Sunday 27th.

I intended to sail at 1700 at the top of high water, but my Engineer Officer at 1630, reported that the shuttle valve of the Port Air pump was completely out of action. As I could not afford to wait, I decided to proceed at 1710 on one air pump, maximum speed 6 knots.

At 1745 with about 1 mile to go to deep water, the main engines were stopped with severe condensor trouble. I informed my Engineer Officer that we must proceed and 5 minutes later we crawled out, eventually anchoring in 6 fathoms at 1827, in position 099 degrees North end GARSLAKE Island 1.8 miles, where the condensers were investigated

It was found that the PORT condensor had about 100 leaky ferrules and the Starboard about 40. Repairs were completed by 0900 Tuesday 29th. and at 1300 we weighed and proceeded to DARWIN.

A completely uneventful trip ~~mmmm~~ saw us secured alongside Town Wharf DARWIN at 0600 Wednesday 30th. October.

The month ends with the ship secured alongside Town Wharf, with one boiler fouled as a result of salt water, being cleaned.

During the early part of the month, intense concentration of seamanship and general training of the forty ordinary seaman was undertaken.

On Monday 14th training of non-sub rates took precedence. Three classes were commenced, 14 for AA3, 6 for RG3 and 9 for LR3.

(4)

The discovery that the Army has a dome, which they have put entirely at our disposal is a great help to the training of AA3's.

A higher rates training class is also in progress and seamanship training continues.

SECTION 2

HEALTH, WELFARE AND CONDUCT OF THE SHIPS COMPANY, CONDITIONS ON BOARD AND CONDITION OF THE SHIP. (C.M.O. 266/46 para 6 refers)

1. HEALTH This has been a particularly good month. One case of MALARIA of a man who had just joined is the only case worth reporting. There have been no tropical infections, only minor injuries having responded cleanly and quickly to treatment.

2. WELFARE Naval cinema performances take place three times weekly in the boom shed. It is very hot in this building and only a small proportion of libertymen attend. They prefer to pay 1/- at the town cinema which is in the open air.

Pick up cricket matches were followed by a resounding defeat by GOCHAWARRA W/T Station. A little tennis and swimming completes the recreational facilities of which use is made.

3. CONDUCT The conduct generally has been satisfactory. Only two cases of absence without leave in the month. The majority of the offences were in matters of dress, 9 young ordinary seamen at action stations, appeared without boots in spite of their having been warned the week before.

4. CONDITIONS ON BOARD The concentration on on training classes has caused a deterioration in the appearance of the upper deck, where a daily scrub, and chipping and patching is all that can be done. Between decks the ship is in a satisfactory state.

I viewed the LAKELAN well plastered with awnings, with envy. The sun at DARWIN at this time of the year, is the fiercest I have ever met and by sunset the ship is heated like an oven, with practically no wind the ship takes hours to cool down.

5. CONDITION OF THE SHIP. (a) Furniture.: The quality of the steel furniture is most disappointing. It is sufficiently robust, but the finish is not durable. The Chromium plate of chairs and tables is peeling off rapidly, leaving rusty steel tubing, and the grey enamel finish of other furniture chips very easily. Furthermore I have noted that where the enamel chips the steel shows through rusty.

(b) Auxiliaries : (i) The Steam Dynamo engines have given no further trouble.

(ii) Air Pumps. The Air Pumps are most unsatisfactory, due to the failure of the shuttle valves to operate correctly. In the narrative I have not reported every stoppage due to air pumps, only those that have occurred in close waters.

There is apparently something radically wrong in their construction. The stoppage of an air pump causes over heating of the condensers both of which showed their resentment of this over heating on the way out of SHAKA BAY.

(iii) Condensers. In addition to the over heating, my Engineer Officer states that the looseness of the ferrules in the condensers was so consistent that, in his opinion, they were never really sufficiently well set up, and it only required a certain amount of over heating to reveal this state of affairs.

Of the ferrules tightened up, less than 25% were found to be leaking when the condenser was pressure tested.

SECTION 4.3.
Distance steamed and total figures
(GNO 266 para 7 refers.)

- (a) 2706.9 miles.
- (b) 235 46/60 hours
- (c) 9.91 miles per ton
- (d) 15,381.5 miles since 22nd Feb 1946.
- (e) 13,40.1 hours.