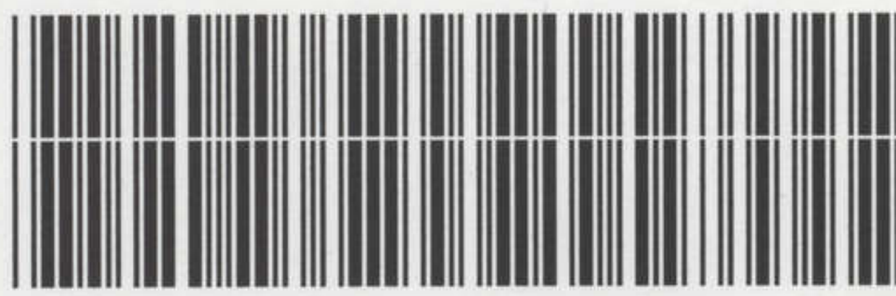
AWM78

Reports of Proceedings, HMA Ships and Establishments

HMAS COWRA

Item number: 94/1

Title: November 1943 - December 1946



AWM78-94/1

"COWRA"

L. of P. 1943 - 1946

[94/1]

RECEIVED
7 FEB 1947
D.O.T.M.

589/202/ 483

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. "Cowra" REPORT OF PROCEEDINGS.

December 1946

S.N.O.

2nd N.M.

3rd N.M.

D. of P.

D.R.E.

Ops. (N)

N.5.

D.E.(N)

D.O.T.M.

D.N.M.S.

H.P.B.

A.A.2nd N.M.

N.5.

D.N.I.

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

PART

589/202/H83

DEPARTMENT OF THE NAVY

MINUTE PAPER

C.441/45.

SUBJECT: HMAS "Cowra" Report of Proceedings December 1946

Rec HN 18/2/47

D.P.S. Rec 13/1.

DTSR 14/1/47 JHH 15/1

DOD

MM 17/1

DCNS

NS. 21/1

St 4539

RECEIVED
7 JAN 1947
NAVY DESPATCH

ORIGINAL

Royal Australian Navy.

DEPT. OF THE NAVY
589.202.483.

IN REPLY PLEASE QUOTE
No._____

H.M.A.S."COWRA",
2nd.January,1947.

TO:-
The senior officer,
20th.Minesweeping Flotilla,
H.M.A.S."SWAN".

Submitted:-
The enclosed Letter of proceedings (original) for the month of December,1946,is forwarded in accordance with C.C.N.O.97/45/.

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

TO:-
The Secretary to the Naval Board,
Navy Office,
Melbourne.

Submitted:-
The enclosed Letter of proceedings (duplicate) for the month of December,1946,is forwarded in accordance with C.C.N.O.97/45.

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

Rcnsl

St 6339

584/20/483

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

From The commanding officer, H.M.A.S."COWRA".

Date 2nd.January,1946. *Reference No.*

To The secretary to the Naval Board,Navy office,Melbourne.

Subject Letter of proceedings - December,1946.

submitted;-

The following Letter of proceedings for the month of December,1946.

Passage from Townsville to Sydney in company with G.P.V.960 was made in good weather and without incident.Sydney Heads were entered at 1400k Monday 2nd.and "Cowra" secured to No.7 buoy.

On Wednesday 4th the ship proceeded to No.17 Pyrmont to land armament stores and ammunition,"LL" tail and equipment ,S.A.hammer and victualling stores. On completion "Cowra" proceeded to"Kuttabul"Dolphin at Garden Island and shut down main engines in preparation for paying off into "F" Class Reserve.

At 0930k Thursday 5th.C.O.R.S.and staff boarded the ship and carried out a preliminery inspection and conferred on aspects of the forthcoming paying off. It was decided that the paying off of "Cowra" would take approx.3 months dependant on the number of hands available to clean and prepare the ship.

In the meantime the ship's company were sent on 14 days Christmas leave in two watches and the hands remaining commenced boiler cleaning,de-storing,cleaning bilges,double bottoms,fresh water tanks etc.

Act.Lt.Cdr.J.A.Doyle R.A.N.R.(S) was discharged to H.M.A.S."Deloraine" in command.

Eng.Sub.Lt.P.S.Parkin R.A.N.V.R.discharged to leave and then H.M.A.S."SWAN".

Sub Lieut.W.B.Jeavons R.A.N.R.(S) discharged to leave and then H.M.A.S."ECHUCA".

The health of the ship's company has been good,and the addition to the complement of an S.B.A.has contributed greatly towards this.

The discipline of the ship's company remains good and morale high due no doubtto the fact that the majority of the ship's company were able to spend Christmas at home.

A. Eyers.

.....

Lieutenant,R.A.N.V.R.
a/ Commanding Officer.

PART

589/202/ 483

HN 18/7/46

RECEIVED
1 FEB 1947
D.O.T.M.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. "Bowra" REPORT OF PROCEEDINGS.

November 1946

S.N.B. 23/12

2nd N.M. 26/12.

3rd N.M.

D. of P.

D.R.E.

Ops. (N)

N.5.

D.E.(N)

D.O.T.M. 3/2

D.N.M.S.

H.P.B.

A.A.2nd N.M.

N.5.

D.N.I.

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

24/2

25/2

DEPARTMENT OF THE NAVY

MINUTE PAPER

589/202/483 PART

18/12

C.441/45.

SUBJECT: HMAS "Cowra" Reports of Proceedings November 1946

D.P.S. 13/12

D.T.S.R. 17/12

D.P.D. 18/12

DCNS 19/12

Signm 19/12

20/12

HMS 1/7/46

St 4539

RECEIVED
- 9 DEC 1946
NAVY DESPATCH

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No._____

DEPT. OF THE NAVY
589/202/483

File
(5)
18/7/46

H.M.A.S."COWRA",
1st.December,1946.

TO:-
The senior officer,
20th.Minesweeping Flotilla,
H.M.A.S."SWAN".

Hr.

Submitted:-
The enclosed Letter of proceedings (original) for the month of November,1946,is forwarded in accordance with C.C.N.O.97/45.

J. A. Doyle.
.....
Act.Lt.Cdr.R.A.N.R.(S).
Commanding Officer.

TO:-
The Secretary to the Naval Board,
Navy Office.
MELBOURNE.

Submitted:-
The enclosed Letter of proceedings (duplicate) for the month of November,1946,is forwarded in accordance with C.C.N.O.97/45.

J. A. Doyle.
.....
Act.Lt.Cdr.R.A.N.R.(S).
Commanding Officer.

10/12/E

Commonwealth of Australia

Department of Defence

Royal Australian Navy.

From The commanding officer, H.M.A.S."COWRA".

Date 1st.December,1946. *Reference No.*

To The secretary to the Naval Board,Navy office,Melbourne.

Subject Letter of proceedings - November,1946.

Submitted:-

The following Letter of proceedings for the month of November,1946.

"Cowra" weighed and proceeded to sweep "Kilpop" area at 0630k Friday 1st.sweep was streamed by 0715k,but as the ship was approaching area the studs on the fuel pump for the Gardiner diesel generating plant sheered off so the ship slowed down and drew clear of the area in order to effect repairs.Ten minutes later the Gyro compass stopped,the motor alternator over-heating and sparking badly.This was repaired by 0815k and the Gyro was re-started.By 0845k the oil pump on the diesel generator was repaired and the ship again approached the area.The first lap in the vicinity of Popatala Island was completed at 0915k,and by 1300k this lap had been swept 8 times,and as the "LL"batteries were running very hot sweeping was completed for the day. After recovering the sweep the ship proceeded to anchorage in lee of Aiaisina Island and M.Ls.1323 and 1328 secured alongside.

At 0630k Saturday 2nd.ships proceeded to the mine-field and commenced sweeping in vicinity of Popatala Island and Erventa Island at 0845k. The M.Ls.were employed laying buoys on reefs and shoals in vicinity of islands.Sweeping was continued until 1600k when sweep was recovered.Ships anchored in Komaliai Bay at 1700k.Ships remained at anchor on Sunday 3rd.and recreational parties were landed.M.L.1323 was despatched to Tonelei Harbour to investigate reported existence of large cylindrical objects in bush. These were located and identified as three in number Japanese Torpedoes,Eighth year,type 2,mod.2. No warheads were located and report was signalled to N.O.I.C.N.G.

Ships weighed and proceeded at 0630k Tuesday 5th.and sweeping was resumed at 0730k and completed for,day at 1545k. The M.Ls.were employed working Marker buoys.Ships anchored in lee of Popatala Island at 1700k.

Sweeping in vicinity of Popatala and Erventa Islands was continued in a similar manner throughout Wednesday 6th. Thursday 7th.and Friday 8th.The ships remained at anchor in Komaliai Bay throughout Saturday 9th.and Sunday 10th. Saturday was devoted to routine overhaul and checking of the "LL" gear batteries and charging plant,and Sunday was given over to ship's Company recreation.

Ships weighed and proceeded at 0630k Monday 11th.and resumed sweeping operations anchoring overnight and continuing on Tuesday 12th. On completeion of sweeping PM Tuesday 12th. ships anchored off eastern shore of Aisie Island. As fuel stocks on anchoring were down to minimum allowable ,namely 30 tons,it was decided to remain at anchor throughout Wednesday 13th.and Thursday 14th.pending re-fuelling from "Swan".

"Cowra" weighed and proceeded at 1400k Thursday 14th. and secured on port side of "Swan" at Shortland Harbour at 1530k for fuel and provisions.H.D.M.Ls.1323 and 1328 secured on "Cowra". The ships slipped at 2210k and proceeded to anchorage in Shortland Harbour. "Cowra" and M.Ls.remained at Shortland Harbour with "Swan" throughout Friday 15th. "Cowra" proceeded to continue

Letter of proceedings - November,1946. cont'd.

sweeping for an hour - the contacts on the main switchboard burnt out, so sweeping for the day was completed and sweep recovered,and ship proceeded to Kariki Bay east coast Fauro Island,berthing on pontoon jetty at 1450k. "Cowra" was joined by M.LS.at 1715k. During the after--noon the old Australian Army Camp water installations were inspected with a view to making water available for the "LL" minesweepers operating in the Bougainville Strait area in 1947.

On Sunday 17th.Kariki Bay was roughly surveyed and chartered, showing soundings,berthing facilities,and fresh water pipe lines. The chart compiled was submitted to the Senior Officer,20th.minesweeping Flotilla for information .

The ship's staff was employed during the day overhauling the fresh water system;the catchments were cleared of mud and leaves and all valves were freed up and leaks repaired. Pipes were moved from one section and reconnected so as to bring the water within 50ft.of the ship and by connecting hoses to this the ship was able to top up with fresh water at the rate of three tons per hour. This flow could be increased by blocking off the numerous branch lines running off the main pipe. There are two entirely seperate catchments with their own system of pipes. These two systems are 150 yds.apart at their nearest point and it is considered that the present flow could be nearly doubled by joining the two lines.

The berth available consists of a steel pontoon 75ft.long connected tothe shore by Bailey bridges,the whole jetty being in excellent condition. There is thirty feet of water alongside the pontoon and ample room to berth an A.M.S.or O.F.L.but owing to projecting reefs either end a larger ship could not fit in. However if an O.F.L. were berthed on the pontoon her outside edge would be clear of the line of reefs and a ship of practically any size could berth on her with ease, this is clearly illustrated on the chart submitted by "Cowra".
It is also suggested that the pipe line extended by "Cowra" be further extended down to the platform and fitted with a Bernan Stowe Hydrant to enable ships alongside the O.F.L.to fuel and water at the time.

"Cowra" slipped from Kariki at 0630k Monday 18th.and proceeded to the mine field.Sweeping was commenced at 0900k and continued until 1540k when tail was recovered and the ship proceeded to anchorage in the lee of ASIE Island anchoring at 1730k. During the day the steam forced draft fan to the boiler room broke down so ship remained at anchor on Tuesday 19th.in order to effect repairs.A new set of piston rings were fitted on Sunday 17th.but by Tuesday they had broken down and disintergrated. These were the last set of spares carried,so the piston head was removed and the groves were turned down square on the ship's lathe and a caste brass oil fuel connection was cut and skimmed down to fit. The Chief E.R.A.was congratulated on a good job,and it is considered these rings will last at least until the ship undergoes her next refit.

At 0800k Wednesday 20th.M.Ls.1323 and 1328 were despatched to Kariki to top up with fresh water,and at 0900k "Cowra" weighed and proceeded to complete sweeping in vicinity of Popatala and Erventa Islands. The lastlap was completed by 1530k and sweep was recovered. "Cowra" departed from the area for Deboyne Lagoon at 1600k,proceeding at 8.5 knots and was rendezvoused by the two M.Ls.off Shortland Harbour at 1800k.

The Laughlan Islands were passed at 1600k Thursday 21st.and Deboyne Lagoon was entered at 0700k Friday 22nd."Cowra" anchored ½ mile west of North Nevani Island at 0750k and the M.Ls.secured on "Cowra". "Swan" anchored in Deboyne Lagoon at 0630k Saturday 23rd. and "Cowra" and the two M.Ls.proceeded alongside for fuel and provisions.

"Swan" departed Deboyne Lagoon for Townsville at 1015k Sat.23rd. with "Cowra" and M.L.1323 and M.L.1328 in Company. Passage across the Coral Sea was made at 10 knots with an uncomfortable beam sea,and the ships entered Grafton Passage at 1630k when M.Ls.1323 and 1328 were detached to proceed to Townsville independently."Swan" and "Cowra" proceeded at 12 knots .

Letter of proceedings - November,1946.

"Swan" and "Cowra" arrived Townsville at 0700k Tuesday 26th.and M.Ls.1323 and 1328 arrived at 1200k. Also during the day M.L.1326 arrived from Port Moresby and G.P.V.960 from Cairns.

"Cowra" departed Townsville for Sydney at 1400k Wednesday 27th. with G.P.V.960 in company. Just prior to "Cowra's" depature a drifting mine was reported in Cleveland Bay and on clearing the fairway channel "Cowra" carried out a search,located the mine and sank it in accordance with verbal orders from the Senior Officer,20th.Minesweeping Flotilla. "Cowra" and G.P.V.960 then proceeded to Sydney at 8 knots.

At approximately 1900k Thursday 28th.in vicinity of Pine Peak Island "Cowra" passed the S.S."Yun Tan" on a northerly course bound from Brisbane to Hong Kong. In the middle watch on Saturday 30th.identities were exchanged with S.S."Fort Providence" and S.S."British Knight",the latter bound from Brisbane to Abadan.

At 1130k Saturday 30th.H.M.A.S."Shropshire" escorted by H.M.A.S. "Arunta" were passed on the opposite course and bound for Japan. Identities were exchanged. During passage down the N.S.W.coast numerous merchant ships were encounted and identities were exchanged.

It is with some pride that I look back over the past 12 months of "Cowra's" continuous service with the 20th.Minesweeping Flotilla. She is the only ship in the Flotilla that completed the entire twelve months and I consider that her performance and that of the Officers and men who have served in her under my command has been most satisfactory. These sentiments are stated in view of the ship's forthcoming paying off into reserve,and I feel pleased and satisfied that I have had a good command.

The health,conduct and morale of the ship's Company has been good.

.....

Figures for November 1946.		Figures since commissioning.
Total Mileage.....	3047.6	.....87,676.3
Total Oil Fuel expended....	262.9 tons	.....7,498.2 tons
Total Hours under way.....	288	.....9,756.3
Miles per ton of Oil Fuel..	11.5	.....11.6
Average Speed.....	10.5 knts	.....8.9 knots.

.....

J. a. Doyle.
.....
Act.Lt.Cdr.R.A.N.R.(S).
Commanding Officer.

PART

589/202/ 483

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

23 JAN 1947

D.O.T.M.

SUBJECT: H.M.A.S. "Cowra" REPORT OF PROCEEDINGS.

October 1946.

S.N.B.

2nd N.M.

3rd N.M.

D. of P.

D.R.E.

Ops. (N)

N.5

D.E. (N)

D.O.T.M.

D.N.M.S.

H.P.B.

A.A.2nd N.M.

N.5.

D.N.I.

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

DEPARTMENT OF THE NAVY

MINUTE PAPER

589/202/483

C.431/45.

SUBJECT: HMAS "Cowra" Report of Proceedings October 1946

DPS The remarks regarding Cinema charges & a medical officer have been commented on by S.O. 20 MSP on file 589/202/485.

DTSR Torpedo Ratings are appropriated to all ships in proportion as they are available. Radar and A/s ratings are also in very short supply.

DOD Matters in the latter part of this report should be raised separately. Suggest we tell all C.O.'s again that matters requiring action should be raised separately.

H of N. 16/12

DCNS Concur D.O.D. but letter to MS 20 should suffice

C.D.N.H. Manning situation should begin to improve from about Feb 1947

H of N. action taken Jn 8/1/47

1st Trn 8/1

N5 Jn 9/1

31/12 C

JN:MF

~~403~~

JAN - 6 1947

The Senior Officer,
20th Minesweeping Flotilla,
H.M.A.S. "SWAN".

REPORT OF PROCEEDINGS - H.M.A.S. "COWRA".

With reference to the Report of Proceedings from H.M.A.S. "COWRA" for the month of October, 1946, I am directed by the Naval Board to draw your attention to the instructions relative to the rendering of Reports of Proceedings, vide Commonwealth Navy Order No. 266 of 1946.

2. In this connection, I am to add that any matters requiring action should be separately reported, to the appropriate authority, and reference should be made, if necessary, in the Report of Proceedings to the separate report.

Secretary, Naval Board.

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No._____

H.M.A.S."COWRA",
10th.November,1946.

TO:-
The senior officer,
20th.Minesweeping Flotilla,
H.M.A.S."SWAN".

Submitted:-
The enclosed Letter of Proceedings (original) for the month of October,1946,is forwarded in accordance with C.C.N.O.97/45.

J. a. Doyle.
.....
Act.Lt.Cdr. R.A.N.R.(S).
Commanding Officer.

TO:-
The Secretary to the Naval Board,
Navy Office,
MELBOURNE

Submitted:-
The enclosed Letter of Proceedings (Duplicate) for the month of October,1946,is forwarded in accordance with C.C.N.O.97/45.

J. a. Doyle.
.....
Act.Lt.Cdr.R.A.N.R.(S).
Commanding Officer.

Commonwealth of Australia

Department of Defence

Royal Australian Navy.

From The commanding officer, H.M.A.S."COWRA".

Date 10th.November,1946. *Reference No.*

To The secretary to the Naval Board,Navy office.MELBOURNE.

Subject Letter of proceedings - october,1946.

submitted -

~~that~~ The following ~~is the~~ Letter of proceedings for the month of october,1946.

"Katoomba","Warrnambool","Lithgow" and "Mildura"carried out sweeping operations in the "Kiltor" area on Tuesday 1st. and wednesday 2nd;"Ararat" and "Cowra" being employed as danlayers. All ships returned to anchorage North west of Loluei Point at night.

The field was completed PM wednesday 2nd,no mines being swept. The Flotilla weighed at 0630k Thursday 3rd.and proceeded to Rabaul at 11 knots;arriving at 1125k Friday 4th. On arrival "Warrnambool" and "Mildura" fuelled,the remainder commenced boiler cleaning. At 0900k Sunday 6th."Warrnambool" sailed for port Moresby in company with G.P.V.960,M.L.1326 and "Mildura" towing tug. "Katoomba" departed for Brisbane at 0800k wednesday 9th.with AV "Edna" in tow. "Lithgow" departed at 1123k for Madang.

"Cowra" and "Ararat" completed boiler cleaning on Sunday 13th,and after fuelling AM Monday 14th.departed for commencement of operation "Kilpop" in Bougainville Strait with M.Ls.1323 and 1328 in company. The division anchored in Little Tonelai Bay at 1800k Tuesday 15th.

Wednesday 16th.and Thursday 17th.were spent in degaussing "Cowra" and "Ararat" assisted by M.Ls. The results of the magnetometer tests showed that the two A.M.Ss.should not proceed into ground mined areas less than 10 fathoms deep,and the M.Ls. less than 4 fathoms.

On Friday 18th.both A.M.Ss.proceeded to carry out trial runs."Ararat" was held up when it was discovered that the spade terminals for connecting the tails to the ship's power were not on board;these were urgently demanded from South."Cowra's"trials went satisfactorily until a relay in the Venner Time Switch burnt out. As these are not supplied as spare parts a complete new Venner Time Switch had to be demanded. However in the mean -time after three attempts a homemade one was wound on the ship's lathe,fitted and functioned satisfactorily. This was no mean feat as it involved making a special spool and accurately winding on fifteen thousand turns of hair-fine copper wire without breaking it,and ensuring that each turn was perfectly insulated. Then it had to be electrically tested to see that it had the proper capacity and would not burn out when the full current was passed through. Fortunately the homemade job was a success.

Saturday 19th.was spent at anchor off Aiaisina Island in Bougainville Strait. The day was devoted to the routine checking and maintenance of LL batteries and charging plant and the making good of the now numerous electrical shorts and earths due to the prevailing wet weather and humid climate.

After a somewhat strenuous week Sunday 20th.was given over to recreation for the ship's Company. Following divisions and prayers the men were complimented on the continual fine

Letter of proceedings - October,1946.(cont'd)

spirit and moralethey have displayed during four months of tropical boredom,and that their uncomplaining efforts and hard work were noted and appreciated. Engineer Sub Lieutenant Parkin then gave a short talk on the job in hand,describing the magnetic ground mine and methods of destroying it. Although attendance at this lecture was purely voluntary the entire Ship's Company was present showing considerable interest and asking numerous questions. After the hands were piped down parties were organised for sailing,fishing,pigeon shooting and swimming on an excellent beach only a few hundred yards away.

At 0630k Monday 21st."Cowra" weighed and proceeded to investigate and mark shoals in the vicinity of Popotala and Erventa Islands,assisted by M.L.1323. At 0845k "Cowra" hauled clear of the area and streamed LL sweep. However owing to electrical defects pulsing could not be carried out efficiently, so "Cowra" recovered sweep and returned to anchorage in Komaliai Bay. "Ararat" completed laying and fixing datum dans.

While "Cowra" was making good defects "Ararat"proceeded AM Tuesday 22nd.to carry out single ship sweep,but after twenty minutes pulsing her Gardiner Diesel broke down,so she recovered sweep and returned to harbour.
Both "Ararat" and "Cowra" remained at anchor on Wednesday 23rd. to carry out repairs to auxiliaries etc.,and departed for Rabaul at 0630k Thursday 24th.proceeding at 11 knots on inshore route along West Coast of Bougainville. M.Ls.1323 and 1328 remained at Bougainville Strait.

"Cowra" and "Ararat" arrived Rabaul 0805k Friday 25th. and on completion of fuelling anchored in Simpson Harbour. "Cowra" took on board 30 drums of dieselene for fuelling M.Ls. "Swan" arrived Rabaul 0600k Saturday 26th.and at 0800k "Cowra" and "Ararat" berthed on her and commenced storing ship,and cast off and returned to anchorage at 1213k. "Swan" departed Rabaul at 0700k Sunday 27th.

On Monday 28th."Cowra" carried out overhauls and minor repairs to machinery,and sailed for Bougainville Strait at 1441k Tuesday 29th. At 0945k Wednesday 30th."Cowra" called in at Torakina to deliver mails for the local authorities,and anchored at Komaliai Bay Shortland Island,and was joined by M.Ls.1323 and 1328 at 1700k Wednesday 30th.
Ten minutes prior to anchoring a drifting mine was sighted and sunk by rifle fire,after having been identified as a U.S.Mark 6/3 contact mine;the fact was reported by signal.

The ship remained at anchor throughout Thursday 31st. in order to repair fuel oil heater which burnt out on passage from Rabaul.

The morale of the ship's company remains excellent in spite of the isolation and boredom of continued service in the remote tropical areas. The ship's cinema projector has proved invaluable for providing essential entertainment. It is suggested that,as the ship's operational duties have deprived the ship's company of normal recreation and entertainment available in civilised areas,the cost of insurance and hiring of films and payment of the operator should be borne by the service.
This suggested is submitted for consideration in all seriousness as it appears unfair that a rating should have to pay for the small amount of entertainment available in place of that of which he has been deprived through no fault of his own. Furthermore after having been in command of H.M.A.Ships in the New Guinea area for a number of years my personal observation is that the service benefits enormously by the added morale and happiness of a ship's company, and consider this fact should be given more recognition, particularly with regard to ships such as this on isolated service.

Letter of proceedings - october,1946.(cont'd.)

This ship with two M.Ls. attached and a total complement of approximately one hundred,continues on detached service without a Medical officer or sick berth rating of any kind. If a serious accident occured,which is ever likely in a ship carrying out minesweeping operations,the results would be drastic. The ship is operating in Bougainville strait and the nearest medical assistance is at Dreger or Rabaul,approximately two days steaming away,during which time any sudden illness,injury or hemorrhage could prove fatal without medical attention. Fortunately we have had no serious accidents and the health of the ship's company at present is good.

The ship's electrical branch consisting of one L.T.O. and one S.T.have been working exceedingly long hours in a desperate attempt to maintain the LL electrical equipment in working order. Other normal ships' electrical routine maintenance of batteries, wiring,switchboards,fittings,fans,care of motors,earths and shorts on numerous circuits etc.has had to be abandoned. In other words the electrical work has been completely beyond the capabilities of the staff.(My signal 172330 oct.refers),and as there are no Radar or Asdic personnel in the ship the maintenance and battery routines of these installations have had to be abandoned also.

The complement of an A.M.S. not fitted as a magnetic minesweeper is one L.T.O.and three S.Ts. I am decidely of the opinion that while these ships are employed as LL minesweepers their electrical branch should be maintained at full strength irrespective of demobilisation requirements,and that an additional L.T.O.should be carried for full time maintenance of LL equipment and batteries, otherwise considerable delays in the minesweeping ptogramme may be expected. However a second S.T.and a Radar Mechanic joined on the 26th.October,and an L.T.O.has been loaned by "Swan",which has considerably eased the situation.

.....

Figures for october,1946.		Figures since commissioning.
Total Mileage.....	1354.7	....84,628.7
Total Oil Fuel Expended....	163.71 tons	....7235.31 tons
Total Hours Under Way.....	141.75	....9468.36
Miles per Ton of Oil Fuel..	8.2	....11.6
Average Speed.....	9.5 knots.	....8.9 knots.

.....

J. A. Doyle

.....
Act.Lt.Cdr.R.A.N.R.(S).
Commanding Officer

589/202/ 483

PART FILE

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. "Cowra" REPORT OF PROCEEDINGS.

September 1946

HNS 18/7/46

S.N.B. 19/11

2nd N.M. 20/11

3rd N.M. 21/11/46

D. of P. 22/11 25/11

D.R.E. 27/11

Ops. (N) 29/11

N.S. 2/12

D.E. (N) 5/12

D.O.T.M. 11/12

D.N.M.S. 18/12

H.P.B.

A.A.2nd N.M.

N.S. 10/12

D.N.I.

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

20/12

2/02

DEPARTMENT OF THE NAVY

MINUTE PAPER

589/202/483

PART FILE

C.441/45.

SUBJECT: HMAS "Cowra" Reports of Proceedings September 1946

D.P.S 7/11

8/11/46

DTSR 12/XI

D.O.D

13/11

D.C.N.S

18 1STNVM 13/11

File

HW (5)

18/7/46

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

H.M.A.S."COWRA",
8th.October,1946.

TO:-
The senior officer,
20th.Mine sweeping flotilla.

Submitted:-
The enclosed Letter of proceedings (original) for the month of September 1946,is forwarded in accordance with C.C.N.O. 97/45.

J. a. Doyle.
.....
Act.Lt.Cdr. R.A.N.R.(S).
COMMANDING OFFICER.

TO:-
The secretary to the Naval Board,
Department of the Navy,
MELBOURNE.

Submitted:-
The enclosed Letter of proceedings (Duplicate) for the month of September 1946,is forwarded in accordance with C.C.N.O. 97/45.

J. a. Doyle.
.....
Act.Lt.Cdr. R.A.N.R.(S).
COMMANDING OFFICER.

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No._____

H.M.A.S."COWRA".
8th.October,1946.

LETTER OF PROCEEDINGS FOR THE MONTH OF SEPTEMBER,1946.

The following report of proceedings for the month of september 1946,is forwarded in accordance with C.C.N.O.97/45:-

"Cowra"rejoined the 20th.Mine sweeping flotilla at Torokina at 1600K sunday,1st,and at 0630K Monday,2nd.the flotilla proceeded to sweep the minefield off Cape Moltke in "K" formation ,"COWRA" and "ARARAT" being employed as mine destruction vessels. The field was completed by 1400K and the flotilla anchored in Torokina Harbour at 1500K.

At 0800K Tuesday,3rd.the flotilla weighed and proceeded to Gazelle Harbour. On passage the sweepers exercised "A"sweeping formation in Princess Augusta Bay and on completion anchored in Gazelle Harbour.At 0630K Wednesday 4th.the the flotilla weighed and proceeded to Field Bougainville Strait for further sweeping operations in a suspected mine off Moilu point.Anchorage in Komalaia Bay at 1200K.

At 0830K Thursday 5th.the flotilla weighed and proceeded to sweep the suspected area in "G"formation,"COWRA" acting as dan-layer for "KATOOMBA"sweeping the Northern half of the area,while the remainder of the flotilla carried out sweep in "A"formation of the southern area,but owing to continual fouling of the gear on the bottom the "A" sweeping had to be abandoned and "G"formation was resorted to. At 1400K "KATOOMBA" swept a mine,but it was impossible to identify it owing to the thick growth of coral which covered it. "COWRA"sank the mine by rifle fire in about five minutes. The days work was completed at 1700K and this ship returned to anchorage in Komalaia Bay. Sweeping was continued on Friday 6th.,Saturday 7th.,Monday 9th.,Tuesday 10th.,Wednesday 11th.,the flotilla remaining at anchor at night.

The flotilla weighed and proceeded to Rabaul at 0800K Thursday 12th.and arrived at 1000K Friday 13th. On arrival the flotilla fuelled and watered and remained at anchor throughout Saturday14th.,and Sunday 15th.

At 1400K Monday 16th.the flotilla weighed and proceeded to carry out further minesweeping operations off Cape Moltke,arriving at area at 1200K Tuesday 17th.when sweeping was commenced. Sweeping for the day was completed at 1500K and the flotilla anchored in Torokina Harbour at 1600K.

The flotilla remained at anchor on Wednesday 18th.as weather was unsuitable for sweeping,and proceeded at 0630K Thursday 19th.to continue sweeping. The field was completed by 1500K and the flotilla proceeded to Rabaul for fuel and stores,arriving at 1110K Friday 20th.

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No._____

On completion of fuelling ships anchored in Simpson Harbour and awaited the arrival of "WILCANNIA"with victualling stores.

"WILCANNIA" arrived Rabaul P.M.Wednesday 25th.and ships of the flotilla commenced storing,completing by P.M.Thursday 26th. "WARRNAMBOOL","LITHGOW","MILDURA"and "COWRA" departed for East Bougainville at 0830K Friday 27th.and anchored in Rorovana Bay at 1535K Saturday 28th.,proceeding again at 0830K Sunday 29th.and anchoring North west of Luluai point at 1300K Sunday 29th.

"KATOOMBA" and "ARARAT" arrived from Rabaul at 1600K Sunday 29th.and all ships proceeded at 0630K Monday 30th.to commence sweeping on the "Kiltor" area and returned to anchor at 1525K.

The health,conduct and morale of the ship's company has been good.

.....

Figures for September,1946.		Figures since commissioning.
Total Mileage.....	2009.5	.....81,688.9
Total Oil Fuel Expended.....	181.36 tons	.....6878.4 tons
Total Hours Under Way.....	202½	.....9129.61
Miles per Ton of Oil Fuel...	11.08	.....11.8
Average Speed.....	9.9	.....8.9

J. A. Doyle.

.....

Act.Lt.Cdr. R.A.N.R.(S).
COMMANDING OFFICER.

1 2 NOV 1946
D.O.T.M.

589/202/ 483

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

PART FILE

SUBJECT: H.M.A.S. "Cowra" REPORT OF PROCEEDINGS: August 1946

File
MN(5)
18/7/46

S.N.E. 21/10

2nd N.M. 23/10.

3rd N.M. 25/10

D. of P. RB 30/10

D.R.E. 31/10

Ops. (N) 1/11

N.5. 4/11

D.E. (N) 11/11

D.O.T.M 15/11

D.N.M.S. 18/11

H.P. 20/11/46.

A.A.2nd N.M. 20/11

N.5. 22/11

D.N.I.

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

22/11 F

DEPARTMENT OF THE NAVY

MINUTE PAPER

589/202/483

PART FILE

C.441/45.

SUBJECT: HMAS "Bowra" Reports of Proceedings August 1946

DRS 11/10

15/10

DTSR 17/10.

10

~~DOD~~ for CNS. 17/10.

~~DCNS~~ for CNS. 17/10.

~~1STNM~~ 18/10

NPM 21/10

18/10

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 12/259

H.M.A.S."COWRA",
2nd September 1946.

TO:-
The Senior Officer,
20th Minesweeping Flotilla.

Submitted:-
The enclosed Letter of Proceedings (Original) for the Month of ~~July~~ August, 1946, is forwarded in accordance with C.C.N.O. 97/45.

H.M.

J. A. Doyle
.....
A/Lieut.Commander, R.A.N.R.(S),
Commanding Officer.

.....

TO:-
The Secretary to the Naval Board,
Department of the Navy,
Melbourne.

Submitted:-
The enclosed Letter of Proceedings (Duplicate) for the Month of August, 1946, is forwarded in accordance with C.C.N.O. 97/45.

J. A. Doyle
.....
A/Lieut.Commander, R.A.N.R.(S),
Commanding Officer.

9/10
G.

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

H.M.A.S."COWRA",
2nd september 1946.

. LETTER OF PROCEEDINGS FOR THE MONTH OF AUGUST, 1946.

The following Report of proceedings for the month of August, 1946, is forwarded in accordance with C.C.N.O. 97/45:-

Operation "KILBALL" was completed by "WARRNAMBOOL" and "LITHGOW" with "COWRA" as danlayer, a.m. Thursday, 1st, ships returning to anchorage at 1000k , in Shortland Harbour.

"KATOOMBA", "WARRNAMBOOL", "LITHGOW" and "COWRA" proceeded at 0600k Friday, 2nd, to sweep the "KILGOM" area, However, "KATOOMBA" broke down and returned to harbour at 0630k while the remainder of the Flotilla proceeded, "COWRA" acting as mine destruction vessel. The ships anchored to the westward of Shortland Island overnight, andd continued sweeping at 0630k Saturday, 3rd. The field was completed at 1200k and the three ships returned to anchorage in Shortland Harbour.

The three H.D.M.L.'S attached to the Flotilla departed for Rabaul in company with "LITHGOW" and "ARARAT" at 1400k Sunday, 4th, and "KATOOMBA" "WARRNAMBOOL" and "COWRA" departed at 0600k Monday, 5th. On arrival at Rabaul at 1230k Tuesday, 6th, "COWRA" proceeded alongside OFL "ROCKLEA" for fuel and on completion of fuelling anchored in Simpson Harbour.

At 1500k Wednesday,7th, "COWRA" proceeded alongside "WILCANNIA" for victualling stores, returning to anchorage at 1830k. Boiler cleaning was commenced a.m. Thursday, 8th, and completed a.m. Wednesday, 14th.

"ARARAT" departed Rabaul at 2400k Thursday, 15th for Dreger to collect lubricating oil for the Flotilla, returning to Rabaul a.m. Monday, 19th.

With the exception of "ARARAT", the Flotilla proceeded at 0700k Thursday, 15th to continue sweeping operations in the Bougainville area. "COWRA" was delayed for an hour due to an engine room defect, and on departure at 0800k ship had to proceed at reduced speed until 1800k. "COWRA" rejoined the Flotilla on passage to Bougainville Strait, at 0200k, Thursday, 16th.

The Flotilla came to anchor off the NW coast of Shortland Island at 1415k, Friday 16th, and on Saturday morning, "WARRNAMBOOL", "MILDURA" and "LITHGOW" proceeded to carry out a searching sweep of suspected Japanese minefield. "KATOOMBA" remained at anchor with engine trouble and "COWRA" was not required for danning. "WARNAMBOOL"s sweep fouled an uncharted shoal and "MILDURA" swept a mine. All ships returned to anchorage by 1400k, and remained at anchor until 0600k, Monday, 19th, when Flotilla proceeded to sweep the suspected minefield in "G" formation, "COWRA" being employed as a danlayer. During the forenoon both "MILDURA" and "WARNAMBOOL" fouled their sweeps on uncharted pinnacles, but no more mines

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No._____

were swept and the operation was abandoned at 1230k , the area being considered unsafe for navigation and unsuitable for minesweeping, all ships returned to their previous anchorages.

At 0600k Tuesday the 20th, the flotilla weighed and proceeded to sweep the "KILTOR" minefields, reaching the area at 0930k. "COWRA" was employed as danlayer and mine destruction vessel. The day's work was completed by 1300k owing to heavy rain, and the flotilla anchored in Tonolai Harbour at 1530k, for the night.

The flotilla weighed at 0630k Wednesday, 21st, and continued sweeping the "KILTOR" area, anchoring overnight North of Loluai point. At 0630k, Thursday, 22nd, the flotilla proceeded to carry out a clearing sweep of the "KILTOR" area, and at 0800k "COWRA" departed for Preger Harbour for electrical repairs, arriving at 1000k saturday, 25th.

"COWRA" remained at Preger until Friday, 30th, and during her stay, new field coils were fitted to the starboard main steam generator with the assistance and advice of the Electrical officer from "TARANGAU"

All electrical repairs were completed by p.m. Thursday, 29th, and after embarking personnel on draft, stores and lubricating oil for the flotilla the ship departed Preger for Rabaul at 0630k Friday, 30th, proceeding at 10.6 knots via Pampier straits. The ship arrived at Rabaul at 1630k saturday, 31st, berthing on "ROCKLEA" for fuel. Water was taken and mail for the flotilla embarked and the lubricating oil landed into G.P.V.960.

"COWRA" departed Rabaul at 1930k saturday, 31st, proceeding at 10knots to join the flotilla at Torokina.

The health,conduct and morale of the ship's company have been good.

.....

Figures for August, 1946	Figures since commissioning.
Total mileage 2009.5	81,688.9 miles.
Total oil fuel expended 181.36	6878.4 tons.
Total hours under way 202.5	9129.6 hours
Miles per ton of oil fuel 11.08	11.8 miles
Average speed 9.9	8.9 knots.

F. A. Doyle

.....
A/Lieut.Commander, R.A.N.R.(S)
Commanding Officer.

29/8

589/202/ 483

PART FILE

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. "Cowra" REPORT OF PROCEEDINGS.

July 1946

Fwd Hu(5) 18/7/46

S.N.E. 23/8

2nd N.M. 23/8

3rd N.M. 27/8

D. of P. 29/8

D.R.E. 30/8

Ops. (N) 2/9

N.5. 4/9

~~D.F.(N)~~ 6/9

D.O.T.M. 11/9

D.N.M.S. 16/9

H.P.B. 18/9

A.A.2nd N.M. 18/9

N.5. 20/9

19/9/46

D.N.I.

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

29/8 B. 19/9 F

20/2

DEPARTMENT OF THE NAVY

MINUTE PAPER

589/202/483

21/8

PART FILE

C.441/45.

SUBJECT: HMAS "Cowra" Reports of Proceedings July 1946

14/8

D.P.S. 15/8

15/8/46

D.T.S.R. 19/8

8

DOD 20/8.

DCNS 21/8

DSTNM

23/8

NS

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 12/217

H.M.A.S. "COWRA",
2nd August 1946.

TO:-
The senior officer,
20th Minesweeping Flotilla.

Submitted:-
The enclosed Letter of proceedings (original) for the month of July, 1946, is forwarded in accordance with C.C.N.O. 97/45.

H.U.

J. A. Doyle.

.....
A/Lieut.Commander, R.A.N.R.(S),
Commanding Officer.

Attached on Registration

.....

TO:-
The Secretary to the Naval Board,
Department of the Navy,
Melbourne.

Submitted:-
The enclosed copy of Letter of proceedings (Duplicate) for the month of July, 1946, is forwarded in accordance with C.C.N.O. 97/45.

J. A. Doyle.

.....
A/Lieut.Commander, R.A.N.R.(S),
Commanding Officer.

589/202/483

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No._____

H.M.A.S."COWRA",
2nd August 1946.

LETTER OF PROCEEDINGS FOR THE MONTH OF JULY, 1946.

The following Report of proceedings for the month of July, 1946 is forwarded in accordance with C.C.N.O. 97/45:-

The 20th M.S.F. weighed at 0600k on Monday, 1st, and proceeded to carry out clearing sweeps on mine fields in the Kavieng area. H.M.A.S. "ARARAT", assisted by H.D.M.L.'s was detached to destroy a Japanese mine on Nausen Island, located by H.M.A.S."COWRA".

Clearing sweeps were completed in the Kavieng area by 1145k Monday, 1st,H.M.A.S."DELORAINE" was then detached to proceed to Sydney for paying off, and H.M.A.S."ARARAT" with H.D.M.L.'s in company was detached to proceed to Rabaul to collect mails. The remainder of the Flotilla cleared Steffen Straits by1330 k and proceeded to Finschaven at 11½knots via Vitiaz Strait.

The Flotilla arrived at Finschaven at 1600k Tuesday, 2nd, secured to N 1,2,and3 berths, and commenced boiler-cleaning.

Boiler-cleaning was completed on Wednesday, 10th, and the Flotilla proceeded to Rabaul at 1700k, arriving at 0800k, Friday, 12th, Ships of the Flotilla received fuel in Rabaul and discharged drafts to "WESTRALIA" for passage to the mainland.

The Flotilla weighed and proceeded to Fauro Island at 1400k, ~~Friday~~ Saturday, 13th, to commence sweeping operations in the Bougainville area. On arrival at Bougainville Strait at 0900k Monday, 15th, "ARARAT" and "COWRA' were detached and ordered to lay dans along the Northern and Southern limits of the "KILKANA" minefield, while the remainder of the Flotilla proceeded to anchorage off the West shore of Fauro Island. On completion of dan-laying, "ARARAT" and "COWRA" rejoined the other ships at Fauro Island anchorage.

At 0600k Tuesday, 16th, the Flotilla proceeded to commence sweeping in the "KILKANA" area, returning to anchorage for the night. Sweeping was continued on Wednesday, 17th, "ARARAT" and "COWRA" acting as dan-layers. The Flotilla remained at anchorage throughout Thursday, 18th, and continued sweeping the "KILKANA" area on Friday, 19th.

The "KILKANA" area was completed Friday, 19th, and the Flotilla anchored off Fauro Island until 0830k Saturday, 20th, when all ships, with the exception of "SWAN" proceeded to Shortland Harbour, anchoring at 1020k . "SWAN" proceeded to the mainland for refitting AM Saturday, 20th.

The Flotilla remained at Shortland Harbour throughout Sunday, 21st, and weighed and proceeded to Rabaul at 0600k Monday 22nd, arriving at 1100k Tuesday, 23rd. All ships watered and fuelled while in Rabaul, and with the exception of "COWRA", the Flotilla departed at 0700k Friday, 26th, to continue minesweeping in the Bougainville area.

589/202/483

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No._____

"COWRA" remained at Rabaul in order to obtain the services of the E.A. from "SHOALHAVEN" to assist in electrical repairs. However, as "SHOALHAVEN" was ordered to Port Moresby, P.M. Friday, arrangements for repairs had to be cancelled and "COWRA" departed Rabaul at 0700k, Saturday 27th, to rejoin the Flotilla at Shortland Harbour.

"COWRA" arrived at Shortland Harbour and anchored with the Flotilla at 0700k Sunday, 28th. The sweepers proceeded at 0700k Monday, 29th, to sweep "KILSHORT" field. The danlayers were not required as the depths were too great for danning. H.M.Submarine "TALENT" with the District Commissioner on board anchored in Shortland Harbour at 0930k Monday, 29th.

The Flotilla proceeded to sweep "KILBALL" field at 0700k, Tuesday, 30th, "ARARAT" and "COWRA" being employed as danlayers. On completion of the day's work, the Flotilla returned to Shortland Harbour, and anchored at 1845k. Sweeping on "KILBALL" field was continued on Wednesday, 31st, "KATOOMBA" remaining in harbour as she had to replace an otter and sweep wire lost on Tuesday.

The health, conduct and morale of the ship's company has been good.

.....

Figures for July, 1946.		Figures since commissioning.
Total Mileage	1586.4	79679.4
Total Oil Fuel Expended	190.95	6697.04
Total Hours under way	222	8927.11
Miles Per Ton of Oil Fuel	8.3	12.02
Average Speed	7.15	8.92.

F. A. Doyle

.....
A/Lieut. Commander, R.A.N.R.(S),
Commanding Officer.

PART FILE

589/202/ 483. 2/6

File
Hul(5)
18/7/46

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. "Cowra" REPORT OF PROCEEDINGS. June, 1946

S.N.B. 25/7

2nd N.M. 25/7

3rd N.M. 30/7

D. of P. 1/8

D.R.E. 1/8

Ops. (N) 2/8

N.S. 6/8

D.E. (N) 12/8

D.O.T.M. 14/8

D.N.M.S. 15/8

H.R.H. 20/8

A.A.2nd N.M. 18

22/8/46

N.5 23/8

D.N.I.

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

1/8 B.

3/6

PART FILE

589/202/483

DEPARTMENT OF THE NAVY

MINUTE PAPER

C.441/45.

SUBJECT: Hmas "Cowra" Reports of Proceedings June 1946

18/7

D.P.S 19/7

22/7/46

D.T.S.R 23/7

D.O.D No. 24/7.

DCNS

1ST ADM.

B N5. 25/7

St 4589

RECEIVED
17 JUL AM46
NAVY REGISTRY

Royal Australian Navy.

DEPT. OF THE
589/202/483
NAVY

File
Hon. S
18/7/46

IN REPLY PLEASE QUOTE

No.

H.M.A.S."CORRA",
2nd July 1946.

TO:-
The senior officer,
20th Minesweeping Flotilla.

submitted:-
The enclosed copy of Letter of Proceedings(original) for the month of June 1946, is forwarded in accordance with C.C.N.O. 97/45.

J. A. Doyle.

.....
A/Lieut.Commander, R.A.N.R.(S),
Commanding Officer.

.....

TO:-
The Secretary to the Naval Board,
Department of the Navy,
Melbourne.

Ref:- 12/197.

submitted:-
The enclosed copy of Letter of Proceedings(Duplicate) for the month of June, 1946, is forwarded in accordance with C.C.N.O. 97/45.

J. A. Doyle.

.....
A/Lieut.Commander, R.A.N.R.(S),
Commanding Officer.

18/7/46

589/202/483

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No._____

H.M.A.S."COWRA",
2nd July 1946.

LETTER OF PROCEEDINGS FOR THE MONTH OF JUNE,1946.

The following report of proceedings for the month of June 1946,is forwarded in accordance with C.C.N.O.97/45:-

H.M.A.S."SWAN" and "COWRA" arrived at Townsville at 1000K Saturday 1st; "COWRA" berthing at No. 2 Pier.

H.M.A.S."ARARAT", "KATOOMBA" and "LITHGOW", GPV 960, HDML 1323, arrived at Townsville on Monday morning the 3rd, and the whole Flotilla departed Townsville for Rabaul at 1000 K Wednesday, 5th.

Grafton Passage was cleared at 0600 K Thursday, 6th, and an uncomfortable beam sea was experienced throughout Thursday, 6th, and Friday, 7th, while crossing the Coral Sea.

At 1000 K Friday, 7th, "ARARAT" was detached to act as additional escort for the GPV and HDML in company with "LITHGOW". "SWAN", "KATOOMBA" and "COWRA" then increased speed to 11 knots to make anchorage at Brumer Island early AM Saturday, 8th.

"SWAN", KATOOMBA" and "COWRA" arrived at Brumer Island at 0900 K Saturday, 8th, and anchored off the N.W. shore. They were joined at 1745K by "LITHGOW", "ARARAT", GPV 960 and HDML 1323.

All ships remained at anchor off Brumer Island until0600 K Monday, 10th, when,with the exception of "SWAN" with engine trouble, they proceeded through China Straits on passage to Rabaul. "SWAN" rejoined at 1700 K and the Flotilla continued in company at 8 knotsuntil 1200 K Tuesday 11th, when LITHGOW", ARARAT", HDML 1323 and GPV 960 were detached to proceed independently at 8 knots, while "SWAN", KATOOMBA" and "COWRA" increased to 10 knots in order to arrive at Rabaul at 1000 K Wednesday, 12th.

The three ships arrived at Rabaul and berthed alongside the oil-tanker "CHEPULTEPEC" for fuel at 0730 K, Wednesday12th. On completion of fuelling "COWRA" shifted to anchorage in Simpson Harbour, and remained at anchor until Thursday, 20th, danlayers not being required for clearing sweeps being carried out in the Rabaul area.

The Flotilla weighed and proceeded at 0600 K Thursday 20th, and carried out clearing sweeps to the South and West of the Duke of York Islands, the danlayers acting as mine-disposal vessels. On Thursday night the Flotilla anchored in Foul Bay, Duke of York Island Group, and proceeded at 0600 K Friday, 21st to complete clearing sweeps of fields to the West of Duke of York Islands and Wotam Islands.

The Flotilla returned to anchor in Blanch Bay at 1630 K Friday, 21st. C.C.A.S. was present afloat in H.M.A.S."ARUNTA" and departed Rabaul Monday, 24th.

The Flotilla remained at anchor until AM Tuesday, 25th, when "SWAN", "KATOOMBA", "ECHUCA" and HDML 1323 proceeded to continue sweeping in the vicinity of Wotam Island. "DELORAINE", LITHGOW","ARARAT" and "COWRA" remained in harbour to complete fuelling and proceeded to join MS20 at 0820K, Wednesday, 26th.

H.M.A.S."KANIMBLA" arrived Blanch Bay at 1030 K, Sunday, 23rd, and supplied ships of the Flotilla with fresh provisions.

589/202/483

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No._____

"SWAN", the remainderof the flotilla, negative "ARARAT", who remained Rabaul to collect mails, completed the minefields in the Rabaul area by 1410 Wednesday, 26th, formed up and proceeded to Kavieng at 8 knots.

The flotilla entered Steffen Strait at 0603 K Thursday, 27th, and the 2nd Division commenced sweeping the Allied minefield at the North entrance to Steffen Strait at 0800 K while the 1st Division proceeded to sweep the Japanese field off Kavieng. The flotilla proceeded into Kavieng Harbour and anchored at 1730 K.

Sweeping was continued on Friday 28th, "COWRA" acting as danlayer. The flotilla returned to anchorage in Kavieng Harbour, at 1230 K, and remained at anchor throughout Saturday, 29th, and Sunday, 30th.

No mines were swept during the sweeping operations off Kavieng, although a Japanese mine was discovered on the beach of Nausen Island by a recreational party from "COWRA". This mine was reported to the Senior Officer, 20th M.S.F. and a demolition party was detailed to destroy it on Monday, 1st July.

The health, conduct and morale of the ship's company has been very good..

.....

Figures for June, 1946.		Figures since commissioning.
Total Mileage	1493.1 miles	78093 miles
Total Oil Fuel Expended	136.05 tons	6506.09 tons
Total Hours Under Way	191.48 hours	8705.11 hours
Miles per Ton of Oil Fuel	10.96 miles	12.003 miles
Average Speed	10.96	8.97

J. A. Doyle

.....

A/Lieut.Commander, R.A.N.R.(S),
Commanding Officer.

PART FILE

589/202/~~483~~ 25/7

RECEIVED 22 JUL 1946 D.O.T.M.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

Title Nu(5) 18/7/46

SUBJECT: H.M.A.S. "Cowra" REPORT OF PROCEEDINGS. May 1946

S.N.B. 3/7

2nd N.M. 3/7

3rd N.M.

D. of P. 11/7

D.R.E. 12/7

Ops. (N)

N.S. later.

D.E. (N) 18/7

D.O.T.M. 22/7

D.N.M.S. 23/7

H.A.B. 25/7

A.A. 2nd N.M. 25/7

N.S. 29/7

26/7/46

D.N.I.

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

19/7 C.

26/7 F

29/5

Part file

DEPARTMENT OF THE NAVY 589/202/483

MINUTE PAPER

C.441/45.

SUBJECT: Hmas "Cowra" Reports of Proceedings May 1946

D.~~P.S~~

29/6/46

DTS.R

DDD

DCNS

ISTAM

N5.

H.M.A.S."COWRA",
2nd June 1946.

TO:-
The Senior Officer,
20th Mine Sweeping Flotilla.

Submitted:-
The enclosed copy of Letter of Proceedings (Original) for the month of May, 1946, is forwarded in accordance with C.C.N.O. 97/45.

Mr.
attached on Registration

J. A. Doyle
.....
A/Lieut.Commander, R.A.N.R.(S),
Commanding Officer.

.....

TO:-
The Secretary to the Naval Board,
Department of the Navy ,
Melbourne.

12/170

Submitted:-
The enclosed copy of Letter of Proceedings (Duplicate) for the month of May , 1946, is forwarded in accordance with C.C.N.O. 97/45.

J. A. Doyle
.....
A/Lieut.Commander, R.A.N.R.(S),
Commanding Officer.

76/6 e

H.M.A.S."COWRA",
2nd June 1946.

LETTER OF PROCEEDINGS FOR THE MONTH OF MAY, 1946.

The following Report of Proceedings for the month of May, 1946, is forwarded in accordance with C.C.N.O. 97/45:-

This ship shifted berth from No. 3 buoy, Sydney,Harbour, to No. 2 berth Wooloomooloo, at 1200K Wednesday, 1st, and reverted to 28 days availability for boiler cleaning, leave, storing ship, repairs and general preparation for operations in Northern waters.

During the month, officers and ship's company were granted 10 days home leave in two watches. Urgent defects were taken in hand by Sydney Dockyard, and boiler cleaning and routine engine overhauls were carried out by ship's staff. The Degaussing, LL, and SA minesweeping equipment was inspected by dockyard staff, was repaired and renewed as necessary, the ship being fitted with a new L.L. sweep wire and a new set of L.L. batteries.

On Tuesday, 21st, the ship was shifted by tugs to Fitzroy Dock,Cockatoo Island, remaining in dock until a.m. Friday, 24th. Whilst in dry dock the A/S dome was repaired and forward pillar replaced and damage sustained on Tuesday, 23rd, was made good. The ship's bottom was scraped and painted, both propellors removed, shafts withdrawn, and stern tube and A bracket bearings were re-wooded and zincs renewed where necessary.

The ship was undocked at 0930K Friday, 24th, and shifted by tugs to the Royal Edward Victualling Yard at No. 16 berth, Pymont, where a new L.L. sweep wire, victualling and Naval Stores were embarked.

At 0715 Saturday, 25th, the ship shifted berth to Cruiser Wharf, Garden Island, where a new set of L.L. batteries were supplied and fitted.

At 0700K Monday, 27th, the ship shifted berth to Kurraba Point Fuel Wharf and after slipping at 1430K proceeded to Townsville in company with the 20th Mine Sweeping Flotilla. Sydney Heads were cleared at 1510K and the Flotilla proceeded in Order One at 11 knots.

Good weather was experienced on passage , during which "Bunbury", "Townsville" and "Dubbo" were detached and returned to Sydney for paying off. "Katoomba" and "Lithgow" were detached at Moreton Bay. Mails,and one medical case for hospitalisation in Brisbane, were transfered to "Katoomba". "Swan" and "Cowra" then continued passage to Townsville. Both ships anchored in Cid Harbour, Whitsunday Passage, at 0930K on Friday, 31st, and a recreational party was landed on Cid Island. The two ships weighed and continued passage to Townsville at 2000K, arriving at 1000K Saturday, 1st June.

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

.....

Figures for May, 1946.		Figures Since Commissioning.
Total Mileage	1005.1 miles	76599 miles.
Total Oil Fuel Expended	66.16 ton	6370.04 ton
Total Hours Under Way	91 hours	8513.23 hours.
Miles per Ton of Fuel Oil	15.19	12.02
Average Speed	11.04	8.99

G. A. Doyle

.....
A/Lieut.Commander, R.A.N.R.(S),
Commanding Officer.

RECEIVED
11 JUL 1946
D.O.T.M.

589/202/ 483

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. "Cowra" REPORT OF PROCEEDINGS. April, 1946

S.N.B. 25/6

2nd N.M. 28/6

3rd N.M.

D. of P. 3/7

D.R.E. 4/7

Ops. (N) 5/7

N.S.

D.E. (N) 10/7

D.O.T.M. 12/7

D.N.M.Sp. 12/7

H. 17/7

A.A. 2nd N.M. 17/7

N.S. 19/7

D.N.I. 22/7

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

19/7 B

B

DEPARTMENT OF THE NAVY

MINUTE PAPER

589/202/483

C.441/45.

SUBJECT: HMAS "Cowra" Report of Proceedings April, 1946

DPS 18/6

DTSR 21/6

19/6/46

DOD

24/6

DCNS

ISPNM 24/6

B 25/6

H.M.A.S."COWRA",
2nd May 1946.

To:-
The senior officer,
20th Mine sweeping Flotilla.

Submitted:-
The enclosed copy of Letter of Proceedings (original) for the month of April, 1946, is forwarded in accordance with C.C.N.O. 97/45.

H.M.
Attached on Repatriation

J. A. Doyle.
.....
A/Lieut.Commander, R.A.N.R.(S),
Commanding Officer.

.....

To:-
The Secretary to the Naval Board,
Department of the Navy,
Melbourne.

12/15-9

Submitted:-
The enclosed copy of Letter of Proceedings(Duplicate) for the month of April, 1946, is forwarded in accordance with C.C.N.O. 97/45.

J. A. Doyle.
.....
A/Lieut.Commander, R.A.N.R.(S),
Commanding Officer.

13/6B

H.M.A.S."COWRA",
2nd May 1946.

LETTER OF PROCEEDINGS FOR MONTH OF ~~MAY~~ April 1946.

The following Report of proceedings for the month of ~~May~~ April, 1946, is forwarded in accordance with C.C.N.O. 97/45:-

The Flotilla remained in Hobart during Monday, 1st and Tuesday, 2nd and departed for the South Australian minefield at 0900K Wednesday, 3rd.

Passage to South Australia was made " West About ", round South West Cape, in good weather with a moderate Westerly swell throughout Thursday, 4th and Friday, 5th. An average speed of 10 knots was maintained on passage. Clocks were retarded 30 minutes to South Australian (IK) time at 1815 K Thursday , 4th. A landfall was made at noon Friday, 5th at Cape Northumberland.

During the afternoon of Friday, 5th, "Cowra" closed "Swan" and official mail was sent over by line. After passing through the Backstairs Passage, "Cowra" was detached at 0540 IK Saturday, 6th, and proceeded to, Adelaide to land official mail and collect personnel and mail for the Flotilla. "Cowra" berthed at Outer Harbour at 1200 IK, and departed with mail and personnel at 1700 IK, proceeding at 10 knots to rejoin the Flotillaat Thistle Island, in Spencers Gulf. The passage of 130 miles was uneventful and "Cowra" anchored 2 cables from "Swan"at 0600 IK Sunday, 7th. All ships collected their personnel and mail at 0630 IK.

The Flotilla remained at anchor off the North West shore of Thistle Island during Sunday, 7th and proceeded at 0200 IK Monday, 8th to commence sweeping operations on the "Kilnep" field . The first lap was commenced at 0800 IK and the second lap completed at 1800 IK when the Flotilla executed " in sweeps" and steamed to the ESE during the night, returning and commencing the third lap at 0800 IK Tuesday, 9th. Sweeping continued during the day , the fourth lap being completed by 1730 IK, when the Flotilla again pulled clear of the field for the night, returning and commencing the fifth lap at 0830 IK Wednesday, 10th. The fifth and last lap was completed at 1300IK when the Flotilla formed up and proceeded to Adelaide at 1400 IK.

The Flotilla arrived off Adelaide at 0800IK Thursday, 11th, and entered the Port Adelaide River. "Cowra" berthed at Outer Harbour at 0930 IK and shifted berth to the Shell Company's Wharf at Birkenhead at 0900 IK Friday 12t

The Flotilla remained at Birkenhead until 0900 IK Monday 15th when all ships slipped and proceeded at 11 knots on passage to Melbourne.

Tuesday the 16th was spent on passage. The Flotilla entered Port Phillip at 0600 IK Wednesday, 17th, and commenced berthing at Nelson's Pier, Williamstown at 0900K. This ship remained at Williamstown until Tuesday ,23rd when proceeded at 0830 K for minesweeping operations in Banks Strait. The dan-layers were detached and proceeded independently at 12 knots, to mark out field. On passage to Banks Strait a short steep sea was experienced and ships "pile-drived" heavily; speed was reduced but this ship sustained damage to the forecastle breakwater and damage the A/S Dome and lifting pillar

On arrival at Banks Strait it was decided that the weather was unsuitable for dan-laying, so the dan-layers anchored in Ringarooma Bay at 0830 K Wednesday, 24th; the minesweepers arriving later in the day.

The Flotilla weighed and proceeded to the minefield at 0430K Thursday, 25th, and commenced sweeping at 0900K . Sweeping on the Banks Strait fields continued in good weather throughout Friday, 26th and Saturday, 27th, the field being completed by 1800K Saturday when the Flotilla formed up and proceeded to Sydney at 11 knots.

Passage to Sydney was uneventful and the Flotilla entered Sydney Heads at 1000 K Monday, 29th, "Cowra" securing with "Bunbury" and "Ararat" at No.3 Buoy at 1115 K .

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

Figures for April, 1946.		Figures since Commissioning.
Total Mileage.....	2938.1 miles	75594.8 miles
Total Oil Fuel Expended.....	267.35 tons	6303.888 tons
Total Hours Under Way.....	327.55 hours	8422.23 hours
Miles per Ton of Oil Fuel....	10.98 miles	11.98 miles
Average Speed	8.9	8.97

.....
A/Lieut. Commander, R.A.N.R.(S)
Commanding Officer.

In circulation

H.M.A.S."COWRA",
2nd April 1946.

LETTER OF PROCEEDINGS FOR MONTH OF MARCH 1946.

The following Report of Proceedings for the month of March, 1946, is forwarded in accordance with C.C.N.O. 97/45:-

Minesweeping operations off Cape Otway were continued in good weather throughout Friday 1st and Saturday 2nd; the Flotilla steamed clear of the field by night, resuming sweeping at daylight each morning. This ship was employed danlaying on the northern side. The "Killmoon" area was completed at 0800K, Sunday, 3rd. when the Flotilla returned to Melbourne entering Port Phillip at 1400 K. This ship berthed at Nelson's Pier at 1700 K, and remained in port until Wednesday the 6th.

The Flotilla left Melbourne for Hobart at 1400K wednesday 6th. and cleared Port Phillip Heads at 1730K. Course was set for Banks Strait which was cleared at 1600K Thursday 7th. The Flotilla arrived off Storm Bay at 0900KFriday 8th and carried out Officer-of-the-Watch manoeuvres until 1100K, ~~and~~ proceeded up the Derwent River, and berthed at King's Pier, Hobart, at 1400K; this ship berthed astern of H.M.A.S."ARARAT" at South King's Pier.

The Flotilla remained at Hobart until 1130K Monday 11th, when it proceeded to commence Minesweeping operations South of Hobart, but owing to unfavourable weather, the Flotilla entered North West Bay and anchored at 1410K.

The Flotilla weighed anchor at 0800K Tuesday 12th and proceeded South through the D'entrecasteau Channel, and, as weather conditions were still unfavourable, came to anchor in Great Taylor Bay at 1108K.

The Flotilla remained at anchor in Great Taylor Bay throughout Wednesday 13th and weighed and proceeded at 0615K Thursday 14th. Sweeping on the minefield South of Bruny Island was commenced at 0847K and was completed at 1615K when the Flotilla returned to Great Taylor Bay , anchoring at 1841K.

The Flotilla weighed and proceeded at 0615K Friday 15th and commenced sweeping the minefield South of Port Arthur, at 0900K. Sweeping for the day was completed at 1425K when the Flotilla proceeded to Port Arthur and anchored at 1535K.

The Flotilla remained at anchor in Port Arthur throughout Saturday 16th, and weighed and proceeded to Hobart at 0600K Sunday 17th, berthing at Ocean Pier at 1030K.

This ship remained in Hobart with the Flotilla from Sunday 17th to Monday 25th during which time a boiler clean was carried out and numerous sporting fictures were held, including football, cricket, royal tennis and whaler sailing. The ship won all games of football and cricket in which it took part, but was unplaced in the whaler sailing races.

The Flotilla proceeded from Hobart at1100K Monday 25th, and anchored in Port Arthur at 1650K remaining at anchor throughout Tuesday 26th and Wednesday 27th owing to unfavourable weather.

At 0615k Thursday 28th the Flotilla weighed and proceeded to the "Kilpil" area and carried out a day's sweeping, returning to anchorage in Port Arthur at 1727K . This ship was employed laying dans. The Flotilla proceeded at 0615K Friday 29th, but returned to anchorage shortly afterwards due to unfavourable weather conditions, and ermained at anchor through the day.

The Flotilla weighed and proceeded at 0615K Saturday30th and continued sweeping operations an "Kilpil" area. "Cowra" and "Ararat" remained in Port Arthur, not being required for danlaying. The Flotilla returned to anchorage in Port Arthur at 1700K and proceeded at 0615K Sunday 31st, to continue sweeping operations. "Cowra" remained in harbour not being required for dan-laying.

"Cowra" proceeded at 1400K Sunday 31st and rejoined the Flotilla in Storm Bay at 1600K and proceeded to Hobart, berthing at Ocean Pier, at 1800K.

Health and conduct of the ship's company has been most satisfactory.

Leave breaking offences for the month have been light considering the amount of leave that has been granted.

The ship's company has done well in recreational sport, winning the only cricket match played, all of three Australian Rules matches, and losing only one Rugby match.

D.N.I
(NARO)

TELLER OF PROCEEDINGS FOR MONTH OF MARCH 1944.

H.M.A.S."COMBA",
Port Adelaide.

The following report of proceedings for the month of March, 1944, is forwarded in accordance with C.C.N.O. 96\42:-

Minesweeping operations off Cape Otway were continued in good weather throughout Friday 1st and Saturday 2nd; the flotilla swept clear of the field by night, resuming sweeping at daylight each morning. This ship was employed daily on the northern side. The "Killmoon" stes was completed at 0800K, Sunday, 3rd. when the flotilla returned to Melbourne entering Port Phillip at 1400 K. This ship berthed at Nelson's Pier at 1700 K, and remained in port until Wednesday the 8th.

The flotilla left Melbourne for Hobart at 1400K Wednesday 8th. and cleared Port Phillip Heads at 1730K. Course was set for Banks Strait and cleared Port Phillip Heads at 1730K Thursday 9th. The flotilla arrived off Hobart at 0800K Friday 10th. when the flotilla commenced sweeping the minefield South of Port Arthur, at 0900 K. Sweeping for the day was completed at 1425K when the flotilla proceeded to Port Arthur and anchored at 1525K.

The flotilla remained at anchor in Port Arthur throughout Saturday 11th and Sunday 12th, and weighed and proceeded to Hobart at 0800K Monday 13th. when the flotilla entered Hobart and anchored at 1430K.

The flotilla weighed anchor at 0800 Tuesday 15th and proceeded South through the D'entrecasteaux Channel, and, as weather conditions were owing to unfavourable weather, the flotilla entered North West Bay and anchored at 1430K.

The flotilla remained at anchor throughout Tuesday 16th. and Wednesday 17th owing to unfavourable weather.

The flotilla weighed and proceeded to Hobart at 0800K Friday 18th and proceeded at 0815K Friday 18th, but returned to anchorage shortly after. This ship was employed daily on the northern side. The "Killmoon" stes was completed at 1815K when the flotilla returned to Hobart at 1730K. This ship berthed at Nelson's Pier at 1700 K, and remained in port until Wednesday the 22nd.

The flotilla left Melbourne for Hobart at 1400K Wednesday 22nd. and cleared Port Phillip Heads at 1730K. Course was set for Banks Strait and cleared Port Arthur Heads at 1730K Thursday 23rd. The flotilla arrived off Hobart at 0800K Friday 24th, and berthed at King's Pier.

The flotilla remained at Hobart until 1130K Monday 27th, when it proceeded to commence Minesweeping operations South of Hobart, but owing to unfavourable weather, the flotilla entered North West Bay and anchored at 1430K.

The flotilla weighed anchor at 0800 Tuesday 28th and proceeded South through the D'entrecasteaux Channel, and, as weather conditions were good in Bay at 0800KTuesday 28th and carried out officer-of-the-watch manoeuvres and berthed at King's Pier at 1700K Tuesday 28th. This ship berthed at Nelson's Pier at 1700 K. and remained in port until Wednesday the 29th.

The flotilla left Melbourne for Hobart at 1400K Wednesday 29th. and cleared Port Phillip Heads at 1730K. Course was set for Banks Strait and berthed at King's Pier at 0800K Thursday 30th. The flotilla arrived off Hobart at 0800K Friday 31st. when the flotilla resumed to Melbourne completed at 0800K, Sunday, 3rd. when the flotilla returned to Melbourne entering Port Phillip at 1400 K. This ship berthed at Nelson's Pier at 1700 K, and remained in port until Wednesday the 5th.

The following report of proceedings for the month of March, 1944, is forwarded in accordance with C.C.N.O. 96\42:-

Minesweeping operations off Cape Otway were continued in good weather throughout Friday 1st and Saturday 2nd; the flotilla swept clear of the field by night, resuming sweeping at daylight each morning. This ship was employed daily on the northern side. The "Killmoon" stes was completed at 1815K, Sunday, 3rd. when the flotilla returned to Melbourne and berthed at King's Pier.

The flotilla remained at anchor in Port Arthur throughout Saturday 4th and Sunday 5th, and weighed and proceeded to Hobart at 0800K Sunday 6th, and berthed at King's Pier.

The flotilla left Melbourne for Hobart at 1400K Wednesday 12th. and cleared Port Phillip Heads at 1730K. Course was set for Banks Strait and berthed at King's Pier at 0800K Thursday 13th. The flotilla arrived off Hobart at 0800K Friday 14th. when the flotilla commenced sweeping the minefield South of Port Arthur, at 0900 K. Sweeping for the day was completed at 1425K when the flotilla proceeded to Port Arthur and anchored at 1525K.

The flotilla remained at anchor in Port Arthur throughout Saturday 15th and returned to anchorage in Port Arthur at 1500K and proceeded up the Derwent River, and berthed at King's wharf 1800K, and proceeded to H.M.A.S."TAMAR" at Pier, Hobart, at 1400K; this ship berthed astern of King's South Pier.

The flotilla remained at Hobart until 1130K Monday 17th, when it proceeded to commence Minesweeping operations South of Hobart, but owing to unfavourable weather, the flotilla entered North West Bay and anchored at 1430K.

The flotilla weighed anchor at 0800 Tuesday 18th and proceeded South through the D'entrecasteaux Channel, and, as weather conditions were good in Bay at 0800KTuesday 18th and carried out officer-of-the-watch manoeuvres and berthed at King's Pier at 1700K Tuesday 18th. This ship berthed astern of H.M.A.S."TAMAR" at Pier, Hobart, at 1400K; this ship berthed astern of King's South Pier.

The flotilla remained at Hobart until 1130K Monday 17th, when it proceeded to commence Minesweeping operations South of Hobart, but owing to unfavourable weather, the flotilla entered North West Bay and anchored at 1430K.

The flotilla weighed anchor at 0800 Tuesday 18th and proceeded South through the D'entrecasteaux Channel, and, as weather conditions were good in Bay at 0800KTuesday 18th and carried out officer-of-the-watch manoeuvres and berthed at King's wharf 1800K, and proceeded up the Derwent River, and berthed at

Figures for March, 1946.		Figures Since Commissioning.
Total Mileage	1345.7 miles.	72656.7 miles.
Total oil fuel expended	125.52 ton	6036.538 ton.
Total Hours Under Way	167.12 hours	8094.28 hours.
Average Speed	8.05	8.98
Miles per Ton of Fuel Oil.	10.72 miles	12.04 miles.

J. A. Doyle.

.....

A/Lieut,Commander, R.A.N.R.(S),
Commanding Officer,
H.M.A.S."COWRA".

CONFIDENTIAL

2026/7/1412

DEPARTMENT OF THE NAVY

MINUTE PAPER.

SUBJECT HMAS "Cowra" REPORT OF PROCEEDINGS. February 1946

S.N.B. 13/3

S.N.M.

D.N.I.

D. of P.

D.R.

D.N.T.

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165[13]

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026-7-1412

441/45.

SUBJECT: HMAS "Cowra" Report of Proceedings February 1946

D.P.S 7/3

D.T.S.

D D/D 11/3

FD C/NS 11/3

C/of N 13/3

8/3 C. 13/3

St 4539

RECEIVED
WAR DIARIES
HISTORY

Royal Australian Navy.

Orig.

DEPT. OF NAVY
2026. 7. 1412
SECRET

IN REPLY PLEASE QUOTE

No. ——

H.M.A.S."COWRA"
2nd. March 1946.

To. Senior Officer,
20th. Mine-Sweeping Flotilla.

Submitted:-
The enclosed copy of Letter of Proceedings(Origonal) for the month of February, 1946, is forwarded in accordance with C.C.N.O. 97/45.

J. A. Doyle

.....
A/Lieut.Commander, R.A.N.R.(S).
Commanding Officer.

To. The Secretary to the Naval Board,
Melbourne.

Submitted:-
The enclosed copy of Letter of Proceedings(Duplicate) for the month of February, 1946, is forwarded in accordance with C.C.N.O. 97/45.

J. A. Doyle

.....
A/Lieut.Commander, R.A.N.R.(S).
Commanding Officer,
H.M.A.S."COWRA".

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. ____

H.M.A.S."COWRA",
2nd February 1946.

LETTER OF PROCEEDINGS FOR MONTH OF FEBRUARY ,1946.

The following Report of Proceedings for the month of February, 1946, is forwarded in accordance with C.C.N.O. 97/45:-

The Flotilla weighed and departed from Waterloo Bay at 1600 K on the 1st of February, Friday, and arrived at Port Phillip Heads at 0330 K, Saturday, the 2nd, berthing at Nelson's Pier Williamstown at 0630 K.

The ship commenced boiler cleaning on arrival and remained at Nelson's Pier, Williamstown until 1200 K Thursday, 14th, when she was docked with H.M.A.S."ROCKHAMPTON" in the Royal Australian Naval Dockyardat Williamstown for periodical under-water inspections,etc.

During the week ending Tuesday the 12th, numerous public functions,receptions, etc were held in Melbourne on the occasion of the visit of ships of the Australian Squadron. Personnel of the Royal Australian Navy marched through the city streets of Melbourne on Friday, 8th, ship's companies of all Royal Australian Naval Ships in Port taking part.

During the ship's stay in Dry-dock,routine under-water inspections and work was carried out, and the A-bracket bearing on Starboard sharft was re-wooded. The condition of the ship's bottom generally was considered to be quite satisfactory, and there was not an excessive amount of growth,

H.M.A.S."COWRA" and "ROCKHAMPTON" undocked at 1530 K, Tuesday 19th, and berthed at Nelson's Pier, Williamstown, sailing being deferred due to cyclonic conditions in Bass Strait. However both ships departed Williamstown at 1200K, Wednesday 20th, to rejoin the 20th Mine-Sweeping Flottila in Bass Strait, and cleared Port Phillip Heads at 1520 K.

H.M.A.S."COWRA" and "ROCKHAMPTON" rejoined the Flotilla off the Kent Group at 0630K, Thursday 21st and sweeping was commenced in calm weather at 0730 K,"COWRA" acting as Mine Destruction Ship. Sweeping was continued until sunset when the Flotilla anchored to Northward of the Field in 25 fathoms, and was continued at daylight Friday 22nd. The field was completed at 1200 K , when the Flotilla formed up and proceeded to Melbourne. "COWRA" was employed as Mine-destructor and assisted in recovering dan buoys.

The 20th Mine-Sweeping Flotilla entered Port Phillip Heads at 0300K Saturday the 23rd and Berthed at Station Pier, Port Melbourne at 0700K.

The ship's companies of the Flotilla were inspected by His Excellency theGovernor of Victoria at 1100K Monday 25th . His Excellency was introduced to the Wardroom Officers during his inspection. After the inspection of ship's companies, His Excellency visited H.M.A.S. "COWRA" and stated that he was pleased and impressed with the cleanliness of the ship; he then inspected H.M.A.S."SWAN" and met the Commanding Officers of the Flotilla in the Senior Officer's quarters.

The Flotilla sailed from Port Melbourne for Mine-sweeping operations off Cape Otway at 1800K Wednesday 27th and arrived at the "KILIMOON" Area at 0600K Thursday 28th when sweeping was commenced, this ship being employed as dan-layer on the Northern side of the field.

Health and conduct of the Ship's company has been most satisfactory.

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. _____

Figures for February, 1946.		Figures Since Commissioning.
Total Mileage.	812 miles	71311·0 miles
Total Oil Fuel Expended.	83·27 ton	5911·018
Total Hours Under Way.	102 hrs 17 min	7927 hrs 16 min
Average Speed.	8·9	8·99
Miles per Ton of Fuel Oil.	10·95 miles	12·06 miles

G. A. Doyle

.....
A/Lieut.Commander, R.A.N.R.(S)
Commanding Officer,
H.M.A.S."COWRA".

CONFIDENTIAL

2026/7/ 1412

DEPARTMENT OF THE NAVY

MINUTE PAPER.

SUBJECT H.M.A.S. "Cowra" REPORT OF PROCEEDINGS. January 1946

S.N.O. 26/2

S.N.M.

S.N.O.

D. of P.

D.R.P.

D.N.I. later.

Ops. (N)

N.E.

D.E. (N).

D.O.T.M.

D.N.M.S.

H.

N.A.2.N.M.

N.

D.N.I. N.H.R.O.

27/3

18/2

CONFIDENTIAL

C.441/45.

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026-7-1412

144A

SUBJECT: HMAS "Cowra" Report of Proceedings January 1946

18/2

D.P.S. 19/2

D.T.S.R. 21/2

D.O.D. 21/2

C.N.S. 22/2

N5

Q

Orig.

H.M.A.S. "COWRA",
5th. February, 1946.

To. Senior Officer,
20 Mine-Sweeping Flotilla.

Submitted:--

The enclosed copy of Letter of Proceedings (Original) for the month of January, 1946, is forwarded in accordance with C.C.N.O. 97/45.

H/N

G. A. Doyle.
.....
A/Lieut.Commander, R.A.N.R.(S),
Commanding Officer,
H.M.A.S. "COWRA".

To. Secretary to the Naval Board,
Melbourne.

Submitted:--

The enclosed copy of Letter of Proceedings (Duplicate) for the month of January, 1946, is forwarded in accordance with C.C.N.O. 97/45.

G. A. Doyle.
.....
A/Lieut.Commander, R.A.N.R.(S),
Commanding Officer,
H.M.A.S. "COWRA".

15/2 F.

DUPLICATE.

H.M.A.S. "COWRA",
5th. February, 1946.

The following Report of Proceedings for the month of January, 1946, is forwarded in accordance with C.C.N.O. 97/45:-

The Ship remained berthed at Watson's Bay, Sydney, on Tuesday, 1st. and Wednesday, 2nd. January, and proceeded in company with the 1st. Division of the 20th. Mine-Sweeping Flotilla at 2000K Wednesday.
The area of Operation "Killcastle Two" was reached at 0400K Thursday 3rd. January, and dan-layers proceeded to relay datum buoys as directed by M.S.20.
Friday, 4th., and Saturday, 5th. January, were spent by the Flotilla sweeping the remainder of the "Killcastle Two" area, the dan-layers being employed pointing datum buoys. The Operation was completed at 1430K Saturday, when all datum buoys were weighed, and the Flotilla formed up and carried out Officer-of-the-Watch manoeuvres until 1830; course was then set for Sydney.
Flotilla arrived at Sydney and berthed at Watson's Bay at 0700K Sunday, 6th., remaining in harbour until Wedensday, 9th. January. This Ship proceeded to Kurraba Point for fuel during forenoon and departed Sydney with the 20th. Mine-Sweeping Flotilla at 1400K on Wednesday 9th. for mine-sweeping operations in Bass Strait.
Thursday 10th. was spent at Sea on passage, and the Flotilla arrived at Wilson's Promontory at 0915K, Friday, 11th. January, and anchored in Waterloo Bay.
Flotilla remained at anchor in Waterloo Bay until 1330K Monday,14th., when course was set for mine-field off Hogan Islands. Work was commenced on Operation Chaliapin One at 0700K, Monday 14th. "Cowra" was employed as dan-layer on East end of field and completed day's work at 2000K, when course was set for Refuge Cove, Wilson's Promontory.
"Cowra" anchored in Refuge Cove at 0530K on Tuesday, 15th. January, where it was intended to grant recreational leave to the Ship's company during the afternoon, the Ship having been given Tuesday as a stand-down day. However, by 1500K a strong easterly wind was blowing with a rising sea, so it was decided to move to a more sheltered anchorage. Ship anchored in Norman Bay on west side of Wilson's Promontory, at 1730K, and was joined by "Bunbury" and "Ararat" at 1950K. The mone-sweepers anchored in Oberon Bay at 2000K. During the night a very fresh easterly wind blew, at times reaching force 7 in squalls. A continuous anchor watch and steam on boilers was maintained throughout the night.
On the morning of Wednesday 16th., the weather had moderated, and Flotilla proceeded to "Chaliapin One" area at 0615K. However, on reaching Bass Strait, the weather conditions were considered unsuitable, and the Flotilla returned to its previous anchorages in Oberon and Norman Bay, anchoring at 0330K.
The Flotilla weighed anchor at 0100K on Thursday, 17th. to continue sweeping operations in Chaliapin One area. At Anser Island, "Cowra" was detached to proceed independently to the East end of the field to check positions of buoys, and await arrival of sweepers. An ESE wind was blowing early in the morning; this increased during the day, with lowering visibility, necessitating the suspension of sweeping operations for the day. The mine-sweepers proceeded to anchorage NW of Dover Island, about 1100K, "Cowra" remaining to complete work on dans, rejoining Flotilla at 1850K. Wind increased considerable during night, and a continuous anchor watch and steam on main engines had to be maintained during night.
Strong Easterly winds to Force 8, continued throughout Friday 18th. and Saturday 19th. January, and Flotilla remained at anchorage in the Kent Group. This Ship dragged anchor slightly a.m. Saturday, and shifted to new anchorage.
The Flotilla weighed at 1300K on Sunday 20th., and proceeded to Melbourne entering Port Phillip Bay at 0520K Monday, 21st. January, and berthed at Nelson Pier, Williamstown, at 0900K.
This Ship remained in company with the Flotilla at Williamstown from Monday to Thursday. It was assumed that all dan gear left on the "Chaliapin One" mine-field was lost during the gale, and the gear was brought up to establishment on return to harbour. All Melbourne personnel were granted 36 hours' home leave during the Ship's stay in port.
The Flotilla slipped and proceeded from Williamstown at 1400K on Thursday 24th., and cleared Port Phillip Heads at 1830K, when the dan-layers were detached and proceeded to the "Chaliapin One" mine-field.

DUPLICATE.

Departed and proceeded independently to the Eastern end of the [illegible] at 0530K on Friday 25th, arriving at 0630K. During the day on Fr[illegible] "Cowra" laid the end lap and datum buoys at the Eastern end of the [illegible] recovered a few of the scattered buoys remaining from the last sweep. [illegible] 1700K the wind had freshened considerably from the West, and a rough sea was rising, so it was decided to rejoin the Flotilla at anchor in Waterloo Bay, Wilson's Promontory, where "Cowra" arrived at 2100K Friday, 25th. January.

The Flotilla was to have sailed to resume mine-sweeping operations at 0230K Saturday, 26th., but owing to unfavourable weather conditions, sailing was deferred and ships remained at anchor in Waterloo Bay until Sunday, 27th., when Flotilla proceeded at 0230K and continued sweeping operations in good weather on "Chaliapin" area mine-field. The Flotilla anchored in the Kent Group on Sunday and Monday nights, and continued sweeping ~~and~~ on Monday and Tuesday, until the area was completed at 1130K on Tuesday, 29th. January. The dan-layers then proceeded to recover all remaining dan-buoys, the last two rows of which were cut by the sweepers. Recovery of dan-buoys was completed by 1700K, when course was set for Sealer's Cove, Wilson's Promontory, anchoring in company with Flotilla at 2100K.

The Ship remained at anchor at Wilson's Promontory on Wdenesday, 30th., and Thursday, 31st., shifting berth to Waterloo Bay p.m. Thursday.

Health and conduct of Ship's company has been most satisfactory.

Figures for January, 1946.		Figures Since Commissioning.
Total Mileage.	2104.5	70399.0
Total Oil Fuel Expended.	210.35	5827.748
Total Hours Under Way.	275.16	7824.59
Average Speed.	7.26	8.99
Miles per Ton of Fuel Oil.	9.96	13.79

J. A. Doyle.

.....
A/Lieut.Commander, R.A.N.R.(S),
Commanding Officer,
H.M.A.S. "COWRA".

H.M.A.S. "COWRA",
3rd. January, 1946.

Dep 2026.7:1412.

DEPT. OF NAVY SECRET

NS 18/9/46

Information Attn 17/1/46

To. Senior Officer,
20th. Mine-Sweeping Flotilla,

Submitted:--

The enclosed copy of Letter of Proceedings (Original) for the month of December, 1945, is forwarded in accordance with C.C.N.O. 97/45.

J. A. Doyle
Lieutenant R.A.N.V.R.(S)
for Commanding Officer,
H.M.A.S. "COWRA".

17/1

To. Secretary to the Naval Board,
MELBOURNE.

Submitted:--

The enclosed copy of Letter of Proceedings (Duplicate) for the month of December, 1945, is forwarded in accordance with C.C.N.O. 97/45.

SENIOR OFFICER 11 JAN 1946 20th MINESWEEPING FLOTILLA

J. A. Doyle
Lieutenant R.A.N.V.R.(S)
for Commanding Officer,
H.M.A.S. "COWRA".

D:N.1
(N.H.R.O)

17/1 B

D.N.I

(N.M.K.O.)*

Lieutenant R.A.N.V.R.(S)
for Commanding Officer,
H.M.A.S. "COMBA".

To: Secretary to the Naval Board,
MELBOURNE.

Submitted:--

The enclosed copy of letter of Proceedings (Duplicate) for the month of December, 1944, is forwarded in accordance with C.C.N.O. 24\45.

Lieutenant R.A.N.V.R.(S)
for Commanding Officer,
H.M.A.S. "COMBA".

To: Senior Officer,
South Mine-Sweeping Flotilla.

Submitted:--

The enclosed copy of letter of Proceedings (original) for the month of December, 1944, is forwarded in accordance with C.C.N.O. 24\45.

Sqn. Leader, 1944.
H.M.A.S. "COMBA".

ORIGINAL

H.M.A.S. "COWRA",
3rd. January, 1946.

The following "Report of Proceedings" for the month of December, 1945, is forwarded in accordance with C.C.N.O. 97/45:--

Ship remained at Watson's Bay Pier, Sydney, from Saturday, 1st. December, until 0900K Monday, 3rd. December, when 20th. Mine-Sweeping Flotilla put to sea to carry out mine clearance operation Killcastle One off Newcastle. The Flotilla in Order One cleared Sydney Heads at 1025K, ships in company being "Swan","Warrnambool", "Rockhampton", "Lithgow", "Deloraine", "Townsville", "Bunbury", "Ararat" and "Cowra". At 1330K, the danlayers, "Bunbury", "Ararat" and "Cowra", comprising the third Division, were detached from the Flotilla to carry out danlaying and recovery exercises. These exercises were completed at 1510K, when the danlayers formed Order One and rejoined the Flotilla at 1530K, setting course for Broken Bay. The Flotilla entered Broken Bay at 1700K in Order Two, and anchored in this formation in the Naval anchorage at 1715K.
At 1700K, Tuesday 4th. December, the Flotilla weighed anchor and proceeded to sea in Order One for exercises. At 1000K the danlayers detached and carried out danlaying exercises until 1730K, when the Third Division returned to harbour, anchoring in Broken Bay at 1815K.
On Wednesday, 5th. December, and Thursday, 6th. December, the Flotilla put to sea at 0700K for exercises as on Tuesday 4th., returning to anchorage in Broken Bay at 1630K. At the conclusion of these exercises the efficiency of danlaying and recovery had improved considerably.
At 0400K on Friday, 7th. December, the three danlayers weighed and proceeded in company with "Swan" to mark out the field for operation "Killcastle One". "Cowra" laid Z1 datum buoy in position indicated by "Swan" with calcium flare. This buoy sank as soon as laid, and it was assumed that the mooring wire had fouled one of the joining shackles (120 fathoms of wire was used in 82 fathoms of water). Another buoy was then laid in the same position, but it also sank; it was then assumed that the current (approximately 4 knots) was much stronger than had been estimated, and that the buoys had been forced under. "Ararat" was then ordered to lay Z1, using 170 fathoms of wire and six pimples, but this buoy also sank. Meanwhile "Cowra" was pointing A1 datum buoy laid by "Bunbury"; during the afternoon the strength of current increased, finally forcing A1 buoy under at 1615K. "Cowra" laid another in its place, using 200 fathoms of wire and nine floats; this buoy watched well. At 1655K, the Third Division formed up on "Swan" and returned to anchorage in Broken Bay by 2000K.
On Saturday 8th. "Swan" and "Bunbury" proceeded to sea to fix the position of the datum buoys laid yesterday by taut wire measuring gear. The remainder of the Flotilla remained at anchor in Broken Bay throughout Saturday 8th. and Sunday 9th.
At 0400K on Monday 10th. the Flotilla weighed anchor and proceeded to "Killcastle One" area, where sweeping commenced at 0900K. The danlayers were employed as mine destruction vessels and laying and weighing dans, eight buoys being used on each lap. The excessive current caused considerable difficulties, necessitating the use of long moorings and cumbersome floats, which considerably slowed down and hampered the process of recovery. Some of the buoys drifted and had to be swept up by the sweepers; these were lost entirely. The current varied in speed and direction during the day and ran at between two and six knots, being strongest in the late afternoon and near the 100-fathom line. The average direction of the set was 220 degrees. In fact the current appeared to be a surface drift caused by the prevailing NE winds, and increased in strength as the force of the wind increased towards evening. The day's work ceased at 1830K when the Flotilla formed in Order One and steamed at slow speed throughout night. Sweeping was re-commenced at 0430K on Tuesday 11th. and continued throughout the day until 1830K, when Flotilla reformed in Order One and steamed throughout the night at slow speed.
On Wednesday 12th., the Flotilla carried out a clearing sweep of the area, using double orepesa sweeps. No danlaying was required, "Cowra" being detailed to point Z8 datum buoy. "Bunbury" pointed A1, and "Ararat" acted as mine destruction vessel astern of sweepers. On completion of sweep at 1730K, "Cowra" weighed Z8 buoy and Flotilla formed in Order One, setting course for Sydney Heads.
The Flotilla entered Sydney Heads at 0545K on Thursday 13th., and "Cowra" berthed on "Ararat" at Village Point Jetty, Watson's Bay at 1730K. Thursday 13th. to Saturday 15th. was spent in harbour working on danlaying gear. At 2100K on Saturday 15th., "Swan", "Bunbury", "Ararat" and "Cowra"

ORIGINAL.

comprising the First Division slipped and proceeded to the "Killcastle Two" area off Newcastle in order to measure off distances and lay datum dans. This work was commenced at 0620K on Sunday 16th, when "Cowra" was detailed to point Z A1 buoy, while "Bunbury" and "Ararat" laid A2 to 6, "Swan" fixing positions by taut wire measuring gear. This work was completed by 1500K, when the First Division formed Order One and steamed at slow speed throughout the night.
The Second and Third Divisions left Sydney for the "Killcastle Two" area at 2000K on Sunday 16th., and commenced sweeping at 0634K on Monday 17th. "Cowra", "Ararat" and "Bunbury" were detailed to point A2, A4, and A6 respectively. The day's sweeping concluded at 1945K when the Flotilla formed Order One and steamed at slow speed throughout the night.
Sweeping was resumed at 0600K on Tuesday 18th., the danlayers carrying out the same duties as yesterday. The wind changed to South when the day's work commenced and increased during the day, necessitating the suspension of operations at 1700K, when the Flotilla formed Order One and steamed at slow speed into the wind throughout the night. The wind increased and the sea rose considerably before dawn, this Ship experiencing a most uncomfortable night, pitching and pile-driving heavily, and rolling up to 38 degrees was recorded by the Engine Room Inclinometer; this is the heaviest rolling recorded in this Ship since commissioning.
Owing to heavy weather, sweeping was abandoned Wednesday 19th., and Flotilla entered Broken Bay, anchoring at 1225K.
The Flotilla put to sea at 0400K Thursday 20th. and resumed sweeping. Most of the datum buoys had drifted or were demolished by the heavy southerly weather; these were repaired or replaced by the danlayers. The day's work concluded at 1730K, when the Flotilla formed Order One and proceeded to Sydney, berthing at Watson's Bay at 0700K Friday 21st.
During the Christmas period, from Friday 21st. to Monday 31st. December, a periodical boiler clean was carried out, and four days' Christmas leave was granted to Victorian and Queensland ratings.

Lieutenant H.C.Eyers, R.A.N.V.R. assumed duties of First Lieutenant from Lieutenant R.A.Franklin, R.A.N.V.R. on 14th. December, 1945.

Health and conduct of Ship's company has been most satisfactory.

Figures for December, 1945.		Figures Since Commissioning.
Total Mileage.	1601.1	68294.5
Total Oil Fuel Expended.	126.02	5617.398
Total Hours' Under Way.	235.29	7549.43
Average Speed.	6.8	9.04
Miles per Ton of Fuel Oil.	12.7	12.1

J. A. Doyle
.....
Lieutenant R.A.N.V.R.(S)
for Commanding Officer,
H.M.A.S. "COWRA".

CONFIDENTIAL

2026/7/ 1411

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Cowra" REPORT OF PROCEEDINGS. November 1945.

S.N.B.

2 N.M.

3 N.M.

D. of P.

D.R.E.

D.N.I. (Later)

Ops. (N)

N.5.

D.E. (N)

D.O.T.M.

D.N.M.S.

H.P.B.

N.A.2.N.M.

N.5.

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

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19/12

190

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/1411

.441/45.

SUBJECT: Amas "Cowra" Report of Proceedings November 1945.

RK 19/12

D.P.S 19/12

D.T.S.R 24/12

D.O.D 21/12

for D.C.N.S 7/1

for 1st N.M. 7/1

21/12 G. N.S. for 8/1

St 4539

RECEIVED
17 DEC 1945
NAVY REGISTRY

Royal Australian Navy.

DEPT. OF NAVY
2026-7-1411
SECRET

Orig

IN REPLY PLEASE QUOTE

No. ——

N517/9/45

H.M.A.S. "COWRA",
30th. November, 1945.

To. Senior Officer,
20th. Mine-Sweeping Flotilla.

Submitted:--

The enclosed copy of Letter of Proceedings (original) for the month of November, 1945, is forwarded in accordance with C.C.N.O. 97/45.

H.M.

J. a. Doyle.
.....
Lieutenant R.A.N.R.(S),
Commanding Officer,
H.M.A.S. "COWRA".

To. Secretary to the Naval Board,
MELBOURNE.

Submitted:--

The enclosed copy of Letter of Proceedings (duplicate) for the month of November, 1945, is forwarded in accordance with C.C.N.O. 97/45.

J. a. Doyle
.....
Lieutenant R.A.N.R.(S),
Commanding Officer,
H.M.A.S. "COWRA".

18/12 F

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. ——

DUPLICATE.

H.M.A.S. "COWRA",
30th. November, 1945.

To. The Secretary to the Naval Board.
MELBOURNE.

The following "Report of Proceedings" for the month of November, 1945, is forwarded in accordance with G.C.N.O. 97/45:--

November 1st, Thursday. Arrived Townsville at 1700K. Fuelled and watered Ship.

November 2nd, Friday. Provisioned Ship a.m. Slipped and proceeded to Brisbane at 1600K.

November 3rd, Saturday. Due to southerly set of current, position was three hours ahead of schedule at noon, so at 1400K anchorage was made in Battle Bay, Pine Peak Island, in the Percy Islands Group. Non-duty hands were allowed ashore for recreation. Ship weighed and proceeded at 1745K.

November 5th, Monday. Entered Moreton Bay at 0600K and berthed at the South Brisbane Ship Repair Wharf, Brisbane River, at 1232K. Ship came under direct orders of 20th. Mine-Sweeping Flotilla p.m. this day.

November 6th, Tuesday. Commenced boiler clean, and number of small defects were taken in hand by Dockyard. Fitting of gear for dan-laying operations and general preparation was commenced to-day.

November 6th, Tuesday, to November 20th, Tuesday. Period was spent alongside the Ship Repair Wharf at Brisbane fitting out for dan-laying operations.

November 20th, Tuesday. At 1300K Ship proceeded to sea to dump ammunition and ditonators outside the 100-fathom line, returning to Moreton Bay and anchoring off Redcliffe in company with H.M.A.S's. "BUNBURY" and "ARARAT" at 0100K Wednesday, November 21st.

November 21st, Wednesday. Ship proceeded to carry out independent dan-laying exercises in Moreton Bay. Eight buoys were laid satisfactorily during the forenoon and were recovered p.m. No difficulty was experienced in laying the buoys, and the main trouble in recovery was caused by the buoys and floats twisting round the mooring wire; we hope to eliminate this with practice in recovery. The staves provided for fitting flags to the dan-buoys are of very poor quality. They are slender and frail and of varying lengths and thickness, some being only eight feet long and little more than one inch in diameter. They are full of knots and splits and many broke with only normal handling. Until better staves are obtainable we will be forced to bendflags on at a minimum height. Ten fathom moorings were used, and a fresh wind was blowing although the sea was flat. Results of the exercise were considered satisfactory for a first attempt. Ship returned to anchorage off Redcliffe at 1615K.

November 22nd, Thursday. Was spent at anchor at Redcliffe in Moreton Bay making spare sets of dan-gear and revising stations and drill for dan-laying, as a result of yesterday's exercises.

November 23rd, Friday. Ship returned to Brisbane p.m., berthing at Newstead Wharf at 1600K.

November 25th, Sunday. Slipped from Newstead Wharf at 0700K, and proceeded to Pile Light where rendezvous was made at 0930K with "SWAN", "BUNBURY" and "ARARAT", and proceeded in company to Sydney at ten knots. Officer-of-the-Watch manoeuvres were carried out by the flotilla at 1630K, "SWAN" conducting.

November 26th, Monday. At 0900K, "BUNBURY", "ARARAT" and "COWRA" detached from "SWAN", and carried out dan-laying exercises inside100-fathom line. 100-fathom moorings were used, and this Ship's performance was considered far from satisfactory, avoidable delays being experienced in both laying and recovery. During the afternoon the exercises were repeated, this Ship showing 100% improvement; the whole operation of laying and recovery was carried out without a hitch, im minimum time. The results were considered most satisfactory, and the improvement was gratifying. The three dan-layers rejoined "SWAN" at 1530K and continued passage to Sydney at eleven knots.

Page 2/

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. ———

DUPLICATE.

November 27th, Tuesday. At 0845K, entered Sydney Heads and proceeded to Kurraba Oil Wharf for fuel. On completion of fuelling ship berthed North side Watson's Bay Pier.

Ship remained at Watson's Bay Pier until the end of the month.

It is suggested that consideration be given to the fitting of dan-layers with a minesweeping davit aft for handling datum buoys and sinkers. Also, in view of the large amount of wear and tear on windlass for'd, it is suggested thata small steam cargo winch be fitted on the existing bed for minesweeping winch, and connected to existing steam pipes at this position, the deck being already stengthened below. A small steam cargo winch is suggested in preference to an electric ammunition hoist because of the simplicity of fitting it to existing arrangements, also it would be more robust and would stand up to exposure to weather, rain and spray, whereas an electric hoist would give trouble if any water got in the wiring, beside being a heavy load on the Ship's generators. I would also like to suggest that, if a winch is supplied it be fitted with large circumference drums to speed up the operation of weighing den-buoy moorings.

Taken up on file 603/267/1693

Health and conduct of Ship's company has been most satisfactory.

Figures for November, 1945.		Figures Since Commissioning.
Total Mileage.	1409.7	66693.4
Total Oil Fuel Expended.	151.75	5,491.378
Total Hours Under Way.	152.	7,314.14
Average Speed.	9.34	8.16
Miles per Ton of Fuel Oil.	9.29	11.96

J. A. Doyle.
.....
Lieutenant R.A.N.R.(S)
Commanding Officer,
H.M.A.S. "COWRA".

CONFIDENTIAL

2026/7/ 16412

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Cowra" REPORT OF PROCEEDINGS. October 1945.

S.N.B. 27/11

2 N.M. 27/11

3 N.M. 29/11

D. of P.

D.R.E. 3/12

D.N.I. (Later)

Ops. (N) 5/12

N.5.

D.E. (N)

D.O.T.M. 14/12

D.N.M.S.

H.P.B. 19/12

N.A.2.N.M.

N.3.

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

Miss Jarrett

20/12

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12/11

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

20261/7/1412

C.441/45.

SUBJECT: H.M.A.S. "Cowra" Reports of Proceedings October 1945.

D.P.S

D.T.S.R. 19/11

D.O.D. 21/11

D.P.S. 23/11

D.C.N.S. 21/11

1ST A.M. 21/11

Orig.

H.M.A.S. "COWRA",
4th. November, 1945.

N5 18/9/45

To. Senior Officer,
20th. M.S.F.

Submitted:--

The enclosed copies (2) of Letter of Proceedings for the months of October, 1945, are forwarded in accordance with F.C.M. No. 1.

Ack.

J. a. Doyle.
.....
Lieutenant R.A.N.R. (S),
Commanding Officer,
H.M.A.S. "COWRA".

To. Secretary to the Naval Board,
Melbourne.

Submitted:--

The enclosed copy of Letter of Proceedings for the month of October, 1945, is forwarded in accordance with F.C.M. No. 1

J. a. Doyle.
.....
Lieutenant R.A.N.R.(S),
Commanding Officer,
H.M.A.S. "COWRA"

13/11

H.M.AS. "COWRA",
4th. November, 1945.

The Secretary to the Naval Board,
Melbourne.

The following "Report of Proceedings" for the month of October, 1945, is forwarded in accordance with C.C.N.O. 97/45.

October 1st. being six or eight hours' day in Sydney, it was declared a Make and Mend.
Tuesday, 2nd., the de-gaussing experts arrived and depermed this Ship. 0815K/3. Slipped and proceeded to make six runs across the de-gaussing ranges. 1010. Secured to No. 6 buoy and swung compasses. Captain Carter, M.N. corrected, and Tug "Hero" assisted. 1700. Slipped and proceeded at 160 revolutions for Townsville. 1746. Cleared Heads. Thence an uneventful trip to Townsville. Hands were employed painting and cleaning the Ship, with occasional exercises to maintain fighting efficiency. 0715K/8. Entered Channel. 0758. Secured alongside "Bunbury"at No. 1 Pier, Townsville.

0800K/10. Slipped. 0830. Secured TB5 (army tug) astern. 0840. Cleared Townsville Harbour and set course for Grafton Passage. 0720K/11. Cleared Grafton Passage. 0803K/14. Entered Jomard Passage. 1600. Recovered tow and inspected gear. One new splice was made. 1825. Tow parted, was recovered. Fresh tow was bent on, and at 2030 proceeded on passage to Langemak.

0900K/Tuesday 16th. Arrived off Langemak and as no fuel was available, proceeded to Madang. 0730/17. Entered Madang, delivered TB5, completed with fuel and anchored in Binnen Harbour.

October 20th. The Commanding Officer, Lieutenant A. Farquhar-Smith sent to Hospital for observation.
0900 Sunday 21st. Lieutenant J.A.Doyle R.A.N.R.(s) joined as relief for Lieutenant Farquhar-Smith.
a.m. Tuesday 23rd. Lieutenant J.A.Doyle assumed command.
p.m. Saturday 27th. Embarked thirteen Army and Naval personnel for passage to mainland and weighed and proceeded at 1730. Cleared Madang Harbour at 1800 and set course for Dreger Harbour.
Sunday 28th. 0900 Off Dreger Harbour, sent off mail for "Ping Wo", set course for Kiriwina Island.
Monday 29th. 1030. Rounded Kiriwina, set course for Jomard Entrance. Exercised ship's company at Action, Fire, and Abandon ship Stations, and carried out practice A.A. shoot at starshell burst during forenoon. Radar was used to advantage during night for making approach to Jomard Entrance.
Tuesday 30th. 0530. Cleared Jomard Passage, set course for Grafton Passage.
Wednesday 31st. The ship's company was exercised at Collision stations during the forenoon.

Health and conduct of Ship's Company has been most satisfactory.

	Figures for October, 1945.	Figures Since Commissioning.
Total Mileage.	3285.7.	65,283.7.
Total Oil Fuel Expended.	212.85 tons.	5,339.628 tons.
Total Hours under Way.	378.27.	7,162 Hrs. 14 mins.
Average Speed.	8.69.	9.1.
Miles per Ton of Fuel Oil.	15.24.	12.22.

J. A. Doyle.
.....
Lieutenant. R.A.N.R.(s)
Commanding Officer,
H.M.A.S. "COWRA".

CONFIDENTIAL
~~SECRET~~

2026/7/ 1412

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Cowra" REPORT OF PROCEEDINGS. August and September 1945.

S.N.B.

2 N.M. 29/10

3 N.M.

D. of P.

D.R.M.

D.N.I. (Later)

Ops. (N)

N.5.

D.F. (N)

D.O.T.M.

D.N.M.S.

H.P.(B)

N.A.2.N.M.

N.5.

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

D.N.S.
12 DEC 1945

{D.N.S.
D. of V.

D.N.S.
2nd N.M.

Submitted.

Enquiries made at the Distributing Depot reveal:—

(a) No garments were delivered by a Supply Assistant with a view to replacement;

(b) On being informed no new garments were available ex Depot stocks, the Supply Assistant requested the 18 No. returned be accepted on "Deposit Range" only so that their replacement could be arranged from R.A.N. Yard in due course & this was done. File 612/201/5994 attached refers.

The C.O's remarks are therefore considered to have been made without a thorough appreciation of the facts.

No further action desired re X

2nd N.M.
2/1/46

D. of V.
12 DEC 1945

Submitted
Please see report attached.
It is considered that matters of this nature should be dealt with through normal channels

21/12/45

File

31/1

18 JAN 1946

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. NG 269/33

M. Kelly
19.5.65

Dup

N5 18/9/45

SECRET

Office of the NOIC.
New Guinea, Madang.
19th October, 1945.

Secretary,
Naval Board,
MELBOURNE.

Interesting
24.10.45

H.M.A.S."COWRA" - REPORT OF PROCEEDINGS - SEPTEMBER, 1945.

Forwarded for the information of the Naval Board.

DNI
(W.N.R.O)

J.W. Banwood
A/Commander, R.A.N.
for Naval Officer in Charge,
New Guinea.
A.O.D.

Miss Finch

23/10 Q

25/10

H.M.A.S. "COWRA"
1st. October, 1945.

The Secretary to the Naval Board,
MELBOURNE.

The following "Report of Proceedings" for the months of August and September, 1945, is forwarded in accordance with C.C.N.O. 97/45.

Period 30th. July to 31st. August, 1945.

0956K/31. Slipped from Nelson Pier with Tug "Swiftness" in attendance and proceeded up River to No. 1 South Wharf.
1105. Secured, and commenced destoring. Twenty four days' leave granted to both watches.
13th. August. Victorians proceeded on leave. Care and maintenance party was supplied from Lonsdale. Allvictualling ceased in the ship.
27th. August. Shifted to No. 20 Victoria Dock under orders of Capt. Moleneux M.N. with three tugs in attendance. Bridge canopy removed and mainmast shortened. Returned to South Wharf p.m. on same day.

Period 1st. September to 27th. September, 1945.

5th. September. 1315. Slipped under orders of Capt. Moleneux. assisted by tugs Euro and Swiftness, and proceeded to Williamstown Naval Dockyard. 1445. Entered dry dock.
0820K/11. Undocked and returned to South Wharf, once again assisted by tugs and Pilot.
22nd. September. Ship's Company returned aboard and commenced victualling in Cowra.
0810K/24. Slipped and proceeded under own power to Nelson Pier, Williamstown. 0856. Secured and commenced to ammunition and store ship.
September 25. a.m. Ship carried out inclining experiment.
p.m. Completed with fuel, water and stores.
0900K/26. Slipped and proceeded to carry out gun, radar, A/S, and machinery trials.
1349K/26. Secured alongside Station Pier, Port Melbourne
0900K/27. Slipped and proceeded to swing compasses in vicinity of Fawkner Beacon. 1306K. Disembarked compass adjuster and proceeded to stream and test LL and Accoustic minesweeping gear. 1625K. Secured alongside Station Pier and reported all trials as satisfactory.

Period 28th. September to 30th. September, 1945.

0911K/28. Slipped and proceeded to sea.
1203K/28. Cleared Port Phillip Heads and set course for Sydney.
1100K/30. Entered Port Jackson. 1140K. Secured alongside Kurraba Point Wharf.

H.M.A.S. "COWRA" received a most thorough refit at Nos. 1 and 2 South Wharf, Melbourne. The work was done in an efficient and conscientious manner and was to the entire satisfaction of Heads of Departments.
Naval Stores and Victualling Stores failed to reach a similar standard. Noticable items were (a) fourteen water barricoes returned for survey were reissued to the ship in a worse state than when landed, and (b) Azimuth rings landed for survey were not touched.

Ship's company are quickly settling down to routine, and appear to find the general mess system satisfactory.
The hands aboard are in good health, and their conduct is satisfactory.

TOTAL FIGURES FOR 2 MONTHS OF AUGUST AND SEPTEMBER, 1945

Total Mileage.....660.1
Total Oil Fuel Expended.....49.2 tons.
Total Hours under Way.....61 hours 56 mins.
Average Speed.....10.65 knots.
Miles per Ton of Fuel Oil.....13.42

TOTAL FIGURES SINCE COMMISSIONING.

Total Mileage.....61,998.0
Total Oil Fuel Expended.....5,126.778
Total Hours under Way.....6,783 hours 47 mins.
Average Speed.....9.14 knots
Miles per Ton of Oil Fuel.....12.09

R. Langular Smith.
Lieutenant R.A.N.R.(S)
Commanding Officer.
H.M.A.S. "COWRA".

18/8/9

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2026/7/ 1412

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Cowra" REPORT OF PROCEEDINGS. July 1945.

S.N.O. 17/8

2 N.M. 19/8

Z N.M. 20/8

D. of P. 20/8.

I.R.M. 31/8

D.N.I. NIS 1/9

Ops. (N) 4/9

D.S. 5/9

D.F. (N) 8/9

D.O.T.M. 13/9

D.N.M.S. 15/9

H.C.B. 18/9

N.A.Z.N.M. 18/9

N.S. 19/9

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

Duplicate

9/8

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DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/1412

SUBJECT: Hmas "Cowra" Report of Proceedings July 1945.

DDS Nul 9/8

DTSR RP 13/8

DPD 14/8

14/8

DCNS

for 1STNM 15/8

VS

H.M.A.S. "COWRA",
1st August, 1945.

The Secretary to the Naval Board,
MELBOURNE.

The following "Report of Proceedings" for the month of July, 1945, is forwarded in accordance with C.C.N.O.97/45.

H14.

Period 1st July to 9th July, 1945.

July 1st. At anchor in Morotai Lagoon on patrol ABLE.
1250. Weighed and proceeded to anchor in vicinity of "PLATYPUS". This completed five days at ABLE. A/S sweep and hydrophone were maintained throughout, without any guarantee of success, as numerous shoal echoes and underwater noises made the chances of intercepting underwater craft most uncertain. Surface Radar was manned at night.
0750i 4th. Proceeded alongside "BOWEN" and transferred 32 cases of Bofors ammunition.
1110. Slipped and proceeded to patrol BAKER.
July 9th, 0545i. Weighed, collected orders, and proceeded to sea.
0650. Cleared Northern Entrance and commenced A/S sweep in company with "BOWEN" (S.O.).
0830. Sweep completed, formed astern of "HAWKESBURY", "ARARAT", "BOWEN", "LATROBE" and "MILDURA" to carry out H.A. firing. As the ship had done a similar shoot recently and is due for refit at the end of the month, all the guns' crews were changed around, to give defence watch guns' crews an opportunity of firing at a sleeve target. The shoot was of good value.
1010. Ceased firing and commenced O.O.W manoeuvers.
1200i. Entered southern entrance of Morotai lagoon, completed with fuel from "BISHOPDALE", water from "MONBAH" and then anchored in vicinity of "PLATYPUS" at 1550.

Period 10th July to 15th July.

1000i/10th July. Weighed and set course for Hollandia, first stage of trip to Melbourne for the second annual refit.
0710/13th. Transferred Dutch Chart398 to USN Tanker (A.N.Q.Y.) who was endeavouring to make Tanah Merah Bay with no plain chart.
1104. Secured alongside USN Tanker Trinity and completed with fuel. 1338i slipped and proceeded to small ships anchorage in Challenger Bay. 1700. Weighed and proceeded to Madang.
0619/15th. Entered Madang Harbour. 0644. Secured alongside "ROCKLEA" in Bannen Harbour.

Period July 15th to July 23rd.

1650k. Slipped and proceeded towards Langemak.
0717/16th. Entered Langemak Harbour, and drifted until 0940 awaiting fuelling berth. 1104. Having completed with fuel from U.S.T. Erskine M. Phelps, proceeded to sea.
1122. Cleared harbour for Townsville. 0001/18th Cleared Jamard Passage. 1800k/19th. Entered Grafton Passage.
0750/20th. Entered Townsville Harbour and secured at the seward end of Eastern Breakwater. Fuel, fresh stores and water were embarked. 1300. Slipped and proceeded.
1335. Cleared fairway beacon and set course for Brisbane via inshore route and Curtis Channel.
2251/22nd. Entered Moreton Bay. 0230/23rd. Anchored in vicinity of Pile Light. 0630. Weighed and proceeded up river.
0758. Secured Newstead Wharf and completed with fuel.

Period 23rd July to 26th July, 1945.

1200k/23rd. Slipped and proceeded down river.
1631. Cleared Moreton Bay. 1635. Stopped and transferred one signalman to H.M.A.S. "GEORGE DINSDAL" (river tug).
1645. Proceeded with "GEORGE DINSDALE" for Sydney.
0955/26th Port Stephens Light bearing 037 degs. 5 miles.
Detached tug for Newcastle and set course for Sydney.
1535. Entered Heads. 1606. Secured Kuraba wharf and completed with fuel. 1735. Slipped and proceeded to No.7 buoy, Man-of-war anchorage.

Period July 28th to July 31st.

0901k/28th. Slipped and proceeded to sea. 0935. Cleared Sydney Heads and set course as requisite for Melbourne.
H.M.Ships "ANSON", "DEVONSHIRE" and "D33" were passed during the afternoon watch.
0530/30th. Entered Port Phillip Heads.
0815. Secured Inner West Nelson Pierand commenced discharging oil fuel and de-ammunition in readiness to commence refit.

Health andconduct of Ships' Company has been most satisfactory.

TOTAL FIGURES FOR THE MONTH OF JULY.

Total Mileage	~~613379~~..4,352.8
Total Oil Fuel Expended.....	417.39 tons
Total Hours under way	415.07
Average Speed	10.48knots
Miles per Ton of Oil Fuel	10.4.

TOTAL FIGURES SINCE COMMISSIONING.

Total Mileage	6,1337.9
Total Oil Fuel Expended.....	5,677.578.
Total Hours under Way	6721hours 51ms.
Average Speed	9.1knots.
Miles per Tonnof Oil Fuel Expended	12.08miles.

W. R. Boyd.

Lieutenant,R.A.N.V.R.
for
A. FARQUAHAR-SMITH,
Lieutenant,R.A.N.R.(S).
COMMANDING OFFICER.

H.Q. 1 Aust Corps
19 June 1945.
G/177/Ops.

Commander (D),
H.M.A.S. "PLATYPUS"
C/- R.A.N.L.O.
Port Director.

1. Your co-operation in making available H.M.A.S. "COWRA" to transport critical items of ammunition and medical supplies to TARAKAN is much appreciated.

2. The prompt and efficient manner in which the commander and crew carried out their task assisted the land force at TARAKAN to continue their offensive with full effect.

(SGD) H. WELLS.

Brig,
GS 1 Aust Corps.

II

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

Forwarded with pleasure for information.

COMMANDER, R.A.N.

Office of Commander (D).
22 June 1945.
D32/9/1082

St 4539

ACK. BY. A.S. 1330Y
18 JUL 1945
UNIT. 7

Royal Australian Navy.

DEPT. OF NAVY
2026-7-1262
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N5 36/2/45

IN REPLY PLEASE QUOTE
No. NG 269/23

RESTRICTED

Office of N.O.I.C.
New Guinea. Madang.
13th July, 1945.

Information
AH 19/7/45

The Secretary,
Naval Board,
MELBOURNE.

H.M.A.S. "COWRA" - REPORT OF PROCEEDINGS - JUNE 1945.

Submitted for the information of the Naval Board.

A/Captain R.A.N.
Naval Officer in Charge
New Guinea.

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

H.S. 257

19/8/1

20/7

H.M.A.S."COWRA"
1st July 1945

The Secretary to the Naval Board,
MELBOURNE.

The Following "Report of Proceedings"for the month of June,1945,is forwarded in accordance with C.C.N.O. 97/45.

Period 1st June to 7th June.

At 0630 i, 1st June, weighed and proceeded to Stationary patrol (A/S) ABLE,in Morotai Lagoon , until 1000 i,3rd June, when "COWRA" proceeded alongside H.M.A.S."PLATYPUS", and supplied her with 70 tons of fuel oil. At 1625 slipped and proceeded alongside R.F.A."BISHOPDALE" to complete with fuel. At 1825 anchored in the vicinity of H.M.A.S." "PLATYPUS", and commenced boiler clean.

Period 8th June to 10th June.

At 1755, 8th June, weighed and proceeded alongside H.M.A.S." "PLATYPUS" and supplied 61 tons of fuel oil. At 0630, 9th June, slipped and proceeded alongside "MOMBAH" and completed with water. At 0825, slipped and proceeded alongside V.S.I.S."MERKUR" and completed with fresh, canteen and dry stores and a limited quantity of central stores. At 1100 commenced loading similar stores for transportation to H.M.A.S. "PLATYPUS". At 1500 slipped and proceeded alongside H.M.A.S."PLATYPUS", discharged stores , and moved to R.F.A."BISHOPDALE",at 1711 i,and completed with fuel. At 0630, 10th June, slipped and proceeded to anchorage in the vicinity of H.M.A.S."PLATYPUS".

Period 11th June to 13th June.

At 0610 i,11th June ,weighed and proceeded to ARMY DOCK No. 1, Morotai, and embarked 41 tons deadweight of ammunition. DOCKS OPERATING COMPANY loaded ship whilst Ship's Company assisted by handling and stowing the cases between decks. Extra ready use ammunition for the 4" was stowed abaft the funnel, approximately 20 tons of transit ammunition was stowed in forward magazine, 10 tons in after magazine and minesweeping flat and the remainder in the waists and on the after deck. Measurement of transit ammunition was 51 tons. At 1300 i slipped and proceeded at 13 knots for Tarakan. At 1619 i, 13th June, anchored in LINKAS ROADS,TARAKAN. AIF Officers boarded and made arrangements for discharge of the ammunition which was badly needed by the Brigade. At 2200 i all ammunition discharged as well as Medical Stores and mail which were also welcome.

Period 14th June to 15th June.

Took over Guard Ship from H.M.A.S."ARARAT".At 1455 i, 14th June, weighed and proceeded .At 0850 i, 15th June, entered TAWI TAWI LAGOON,and completed with fuel from U.S.S."CHIPACHIT". H.M.A.S."SHROPSHIRE","HOBART", and "ARUNTA" were also fueling and storing. At 1100 slipped and proceeded alongside V.S.I.S."MERKUR" and collected one month's beer issue and topped up with fresh stores. At 1312 i slipped from V.S.I.S."MERKUR" and anchored as convenient to embark U.S. stores and mail for U.S.S. "WACHAPRAGUE",P.T. mother ship at Tarakan.At 1745 weighed and proceeded to Tarakan. At 0917 i, 16th June, entered Linkas Roads and secured alongside U.S.S."WACHAPRAGUE", and disembarked storesand mails.At 1120 i slipped and anchored in Linkas Roads.

Period P.M. 16th June to A.M. 22nd June.

This period was spent as guard ship Tarakan. A stationary A/S patrol varing in position in the channel was carried out from sunset to sunrise, whilst Radar covered the Eastern Coast in case of Barge traffic. Tuesday 19th was spent sweeping with "LL" either side of the main channel with negative results. On Wednesday 20th completed with diesel fuel from U.S.S."WACHAPRAGUE".

Period P.M. 22nd June to 25th June.

At 1555 i,22nd June, weighed and proceeded as escort for U.S. STAR KNOT, who had 200 troops on board."Cowra" embarked for passage, 3R.A.A.F. Officers, 4 R.A.A.F. other ranks, 1 U.S.N. Petty Officer, 2 AIF Military Police and 5 Japanese Prisoners of War. An A.A. Shoot at Star Shell was carried out on passage to Tarakan, and a Low Angle Shoot at a large floating palm tree was exercised on return trip. At 1155 i, 25th June secured alongside R.F.A."BISHOPDALE" in Morotai Lagoon,and completed with fuel. At 1353 slipped and proceeded to anchorage in the vicinity of H.M.A.S."PLATYPUS".

Period 26th June to 30th June.

P.M. 26th June to 30th June was spent at Stationary Patrol ABLE Morotai Lagoon, except when "COWRA" weighed at 0600 i,28th June 28th, and closed H.M.A.S."PLATYPUS" for Gunnery Exercise orders. At 0715 i with H.M.A.S."BOWEN" in company, cleared the Northern Entrance of Morotai Lagoon and carried out an A/S sweep in that vicinity. At 0900 i joined company with H.M.A.S.s"GLENELG"(COMMANDER D),"BUNBERY","BATHURST" and"BUNDERBERG". At 0925 i, carried out an A.A. shoot with all weapons at a sleeve target, followed by O.O.W. manoeuvres. At 1145 i detached and proceeded ABLE via the Western Entrance. At 1300 i came to Port anchor at patrol ABLE.

The health and conduct of the ship's company has been satisfactory. The beer and fresh food supplied by "MERKUR" greatly assisted in that respect. Whilst in Tarakan each watch had two opportunities of a run ashore, which they appreciated as the AIF as usual welcomed the sailors with open arms and showed them around.

The Japenese Prisoners of War were most docile, and appreciated the food and soap supplied. One suspected of atrocities in Tarakan stood , bowed and saluted everybody who passed. Stoker 2s and O.D.s were most impressed.

.....

TOTAL FIGURES FOR THE MONTH OF JUNE, 1945.

Mileage	1795.2 miles.
Oil Fuel Expended	254.0 tons.
Hours Under Way	184.02 hours
Mileage Per Ton of Oil Fuel	7.06 miles

.....

TOTAL FIGURES FOR THE QUARTER ENDING 30-6-45.

Mileage	8244.2 miles.
Oil Fuel Expended	785.0 tons.
Hours Under Way	884.17 hours.
Average Speed	9.32 knots.

.....

TOTAL FIGURES SINCE COMMISSIONING.

Mileage	56,895.1 miles.
Oil Fuel Expended	4,660.188 tons.
Hours Under Way	6,306.75 hours.
Average Speed	9.03 knots.
Mileage Per Ton of Oil Fuel	10.08 miles

.....

R. Sargulan - Smith
.....
Lieutenant R.A.N.R(S)
Commanding Officer.

St 4539

SECRET

Duplicate

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. N.G.269/23.

N5 26/2/45

Office of N.O.I.C.
New Guinea. Madang.
30th June, 1945.

In circulation
10/7/45

H.R.: 10/7.

The Secretary,
Naval Board,
MELBOURNE.

H.M.A.S. "COWRA" - REPORT OF PROCEEDINGS FOR MONTH OF MAY, 1945.

Submitted for the information of the Naval Board.

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

A/Captain R.A.N.
Naval Officer-in-Charge,
New Guinea.

~~Lt A Loshe RN~~
~~A/S Stoson~~

H.S. 17/7

St 6334

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

H.M.A.S."COWRA",
1st,June,1945.

The Secretary to the Naval Board,
MELBOURNE.

The Following "Report of Proceedings" for the month of May,1945, is forwarded in accordance with C.C.N.O.97/45.

Period 1st.May to 8th.May,1945.

On Tuesday morning,1st.May,at 0530 hours received orders to detach from convoy and proceed independently escorting themU.S."GENERAL Mc.CRAE"to Morotai. Stood into Morotai Lagoon at 0800hours the same morning and at 0840 hours,on completion of escort duty,came to a single anchor off Port Directorate. Commander Walsh,R.A.N.,(COMMANDER"D"),and Lieutenant(S) Goldsmith, R.A.N.V.R.,disembarked in the forenoon for air passage South.

The ship remained at single anchor off Port Directorate until 1155hours the following morning,Wednesday the 2nd.,where ship weighed and proceeded,coming alongside the U.S."BANSHEE" for fuel at 1220hours the same day On completing with fuel at 1440hours ship slipped and proceeded to anchorage in vicinity of Patrol Baker,coming to a single anchor at 1505hours. At 1540 hours that afternoon,ship weighed and proceeded escorting,the USSS."THOMAS M.COOLEY" bound for Pollock Harbour,Mindanao.

Pollock Harbour was entered at 0910hours,Friday,the 4th.after an uneventful passage. Anchorage was made on complet-ion of escort duty at 0939hours. Orders were received ,in the afternoon,from the S.O.P.A.,borne in the USS"WASATCH",to join a convoy comprised of 5L.S.T.s escorted by a D.E.,the U.S.S. "JOBB",as additional escort. The convoy formed up and sailedat 1816 hours the same afternoon and proceeded to Morotai.

On Sunday,the 6th.May,"COWRA" received permission from Senior Officer to proceed independently to Mios Woendi,when she increased speed to 12knots,detached from convoy,and proceeded bound for Woendi. While on passage to WoendimH.M.A.S."JUNEE" escorting a convoy passed abeam to port distant5miles at 0055 hours,Mondaythe 7th.:at 2011hours,the same day,passed H.M.A.S. "BOWEN" and convoy.

Mios Woendi Lagoon was made at 1401hours on Tuesday,the 8th.,where ship came to a single anchor in A.M.S.'s anchorage at 1421hours,reverting to 4hours notice for steam.

Period 9th.May to 11th.May,1945.

During this periodW"Cowra"remained at single anchor in Mios Woendi Lagoon. On Friday the 11th.of May ship weighed and proceededin the afternoon alongside H.M.A.S."MOMBAH" and took on board fresh water. ON completing with water,slipped and proceeded alongside the US.Tanker"VILLA LOBAS" for fuel. On completing with fuel ship returned to anchorage.

Period 12th.May to 15th.May,1945.

On Saturday the 12th.,at 0538hours weighed and proceeded with one steel barge and ML."GUMLEAF" in tow bound for Morotai,where anchorage was made at 1653hours on Tuesday,the 15th.,after an uneventful passage. On coming to a single anchor,ship reverted to 4hours notice for steam.

Period 16th.May to Noon 22nd.May,1945.

On Wednesday,the 16th.,at 0805 hours weighed and proceeded to Patrol"Baker",Morotai Lagoon,where ship relieved H.M.A.S."BATHURST" of Stationary A/S Patrol.

The following morning H.M.A.S."ROCKHAMPTON"relieved patrol at 0640 hours. At 0659 hours weighed and proceeded coming to a single anchor in anchorage "EASY" at 0715hours.

Ship remained at a single anchor until A.M.Saturday,the 19th,MAy,when at 0720hours weighed and proceeded,coming alongside the USS"BLOUNT" for stores at 0756hours. At 0948hours having completed with stores,slipped and proceeded to anchorage off Port Directorate,and came to a single anchor at 1002hours.

Period 16th.to 22nd.May.(Continued).

The following morning Sunday,20th.May,at 0625 hours weigh -ed and proceeded to Patrol"BAKER",where ship relieved H.M.A.S. "KAPUNDA" at 0700 hours. Remaining there until 0640 hours on Tuesday,the 22nd.May,when ship weighed and proceeded,having been relieved by H.M.A.S."JUNEE",coming to a single anchor in berth "EASY" at 0706 hours.

Period Noon,22nd,May to 26th.May,1945.

AT 1327 hours on Tuesday,the 22nd,May,weighed and proceeded alongside the R.F.A."BISHOPDALE" at 1354 hours for fuel. On completing with fuel,slipped and proceeded at 1536 hours to vicin -ity of Port Directorate,where an Officer was sent inshore for orders. At 1630 hours,proceeded having received orders,and stood off H.M.A.S."STUART",while boat was sent away to embark 2 ratings ex H.M.A.S."STUART". On hoisting motor-boat ship put to sea. At 1800 hours convoy GB763 formed up and proceeded escorted byH.M.A.S "TOWNSVILLE"(S.O.) and H.M.A.S."COWRA",bound for Mios Woendi. On Wednesday,the 23rd,May,at 2055 hours investigated a Radar contact. A vessel was observed and challenged with no result ,so target was closed to 5,000yds,illuminated with starshell and recognised as RAAF cargo ship 16/17.

On Thursday,the 24th,May,at 1800 hours detached convoy in position 00 02'N. 135 22'E. At 2000 hours received orders to proceed to position 00 07'S 133 04'E to assist H.M.A.S."BATHURST" rendezvous position was made at 0300 hours Friday,the 25th.May. Every effort was made to contact "BATHURST" by R/T and Radar and she was finally met at 1225 hours the same day ,when an A/S search was carried out in vicinity of last contact by"BATHURST". At 1800 hours abandoned search and proceeded to Woendi carrying out an A/S search on convoy route. Mios Woendi Lagoon was nade at 1609 hours on Saturday.the 26th.May,where ship proceeded alongside the U.S.T."VILLA LOBAS"for fuel and water.

Period 27th.May to 28th.May,1945.

At 0701 hours the following morning,Sunday the 27th.May, slipped and proceeded alongside H.M.A.S."BATHURST" which was berth -ed on water-tanker at Mios Woendi wharf. A store party was sent inshore but only a limitrd quantity of dry provisions was available though fresh provisions wre available they were not for issue to A.M.S.s. On completing with stores ship slipped and proceeded at 1040 hours having embarked 3U.S.N.Officers.for passage.

The anchorage off Sorido Lagoon was made at1317 hours when shipcame to an single anchor,taking over duty as ready ship at one hours notice for steam.

The following day,Monday the 28th.May,at 1458 hours weighed -ed and proceeded to anchorage in Sorido Lagoon,H.M.A.S."BATHURST" having relieved as duty ship. Anchoredmat 1523 hours.

Period 29th.May to 31st.May,1945.

On Tuesday,the 29th.May,at 11410 hours weighed and proceeded -ed outside lagoon for escort duty. At 1500 hours took station ahead of ss."SWARTEN HONDT" bound for Moratai and proceededon escort duty. Morotai Lagoon was made at 1040 hours on Thursday the 31st. May,after a good passage at an average speed of 12 knots

On completion of escort duty ship proceeded alongside the R.F.A."BISHOPDALE" and fuelled. On completing with fuel slipped and proceeded to A.M.S.anchorage,coming to a single anchor bearing 090degrees,diatant 2 cables from H.M.A.S."PLATYPUS"where ship remained at single anchor over night.

The health and conduct of ships company has been satisfact -ory. Unusual trips,such as the Pollock Harbour Mindanao escort, are great morale builders and give ship company something to think ~~about~~ and talk about,and brings efficiency up to scratch. More such trips would be appreciated .

Cruising-watch Bofors and Oerlikon guns crews were excercised -ed frequently,when targets such as floating palm trees were observed -ved. Time lag in opening fire is decreasing accordingly.

TOTAL FIGURES FOR THE MONTH OF MAY,1945.

Mileage.....	3725.9miles
Oil Fuel Expended	301.0 tons
Hours under Way	378hrs.13mins.
Average Speed	9.9knots
Average Distance per Ton of Oil Fuel	12.36miles.

TOTAL FIGURES SINCE COMMISSIONING.

Mileage	55,189.9miles.
Total Oil Fuel Expended...	4,406.2tons.
Total Hours under Way	6,122.75hours.
Average Speed	9.01knots.
Mileage per Ton of Oil Fuel	12.53miles.

R. Langular Smith

Lieutenant,R.A.N.R.(S).

COMMANDING OFFICER.

St 4539

RESTRICTED

ACK. BY NAVY 24 MAY 1945 UNIT

Duplicate

DEPT. OF NAVY 2016. 7. 1262 SECRET

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. NG 269/23

RECEIVED 24 MAY 1945 NAVY RECORDS

Office of N.O.I.C.
New Guinea. Madang.
17th May, 1945.

In circulation

The Secretary,
Naval Board,
MELBOURNE.

H.M.A.S. "COWRA" - REPORT OF PROCEEDINGS
APRIL, 1945.

Submitted for the information of the Naval Board.

(C.R. Reid)
A/Commander R.A.N.
for Naval Officer in Charge
New Guinea.
A.O.D.

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

Lt Rankin
" Bennett
" Mibacher
Mrs Gleeson

H.S. 1/6.

H.M.A.S. "Cowra,"
3rd May, 1945

The Secretary to the Naval Board,
MELBOURNE

The Following "Report of Proceedings" for the month of April, 1945, is forwarded in accordance with C.C.N.O.97/45.

Period 1st April to 3rd April, 1945

On Sunday 1st April, ship weighed and proceeded at 0835 hours escorting the U.S.S. "Seabard," "Arequipa," and "Carlos Carillo" to position "UC" off Biak Island where convoy was to be dispersed. The convoy was dispersed at 0540 hours on Tuesday, 3rd of April when ship proceeded to Mios Woendi securing alongside the U.S.S. Victoria at 0935 hours for fuel. On completing with fuel, slipped and proceeded to anchorage, coming to asingle anchor at 1150 hours.

While on passage, on Monday the 2nd April, a reported submarine contact was investigated at 1417 hours. At 1432 hours an attack was carried out, a ten charge pattern being fired at 1435 hours. At 1455 hours contact was lost, and as by then the echo was determined as non-submarine the hunt was broken off, and ship proceeded to retake station ahead of convoy.

Period 3rd April to 5th April.

Ship remained at single anchor in Mios Woendi Lagoon undergoing minor repairs.

A defective rivet near the stem was discovered on going alongside the U.S.S. "Victoria" for fuel on Tuesday. This was repaired by lightening ship sufficiently for the faulty rivet head to clear the water some eighteen inches when the rivet head was built up by welding.

Period 6th April to 10th April, 1945.

Ship weighed and proceeded from Mios Woendi Lagoon on Friday, the 6th of April, at 0805 hours, coming to single anchor off Sorido Lagoon at 1029 hours the same morning. Ship remained at single anchor off Sorido Lagoon until 1235 hours the following day, Saturday the 7th, when ship weighed and proceeded to escort the U.S. "Lake Ormac" bound for Moratai. Moratai Lagoon was made at 1716 hours, on Thursday the 10th, when ship, after piloting U.S. "Lake Ormac" to the anchorage, came to a single anchor off Navy Dock, Moratai Lagoon.

Period 11th April to 13th April.

On Wednesday, the 11th of April, 1945, the ship weighed and proceeded alongside the U.S. "Banshee", and took in board fuel. On completing with fuel at 0954 hours ship slipped and returned to its anchorage. At 1600 hours the same day, weighed and proceeded to Patrol "Baker," Moratai Lagoon, where ship relieved H.M.A.S. "Kapunda" of Stationary A/S Patrol. H.M.A.S. "Bowen" relieved patrol at 1230 hours on Friday the 13th when ship weighed and proceeded to anchorage off Navy Dock.

Period 13th April to 16th April, 1945

At 1700 hours on Friday, the 13th, ship weighed and proceeded in company with H.M.A.S. "Glenelg" (S.O.), H.M.A.S. "Kapunda", escorting convoy GB-748 comprised five ships, the S.S.'s "Simon Bamberger," "Roger Sherman," "James Maguire" "SUVA" and "Charles Russell" bound for Hollandia via Northern Passage.

At 1810 hours on Saturday the 14th April, H.M.A.S. "Kapunda", escorting the S.S. "Charles Russell," routed to Hollandia via Southern Passage, detached from convoy and proceeded independently.

On Sunday, the 15th of April, the convoy was dispersed when ship in company with H.M.A.S. "Glenelg" set course for Mios Woendi, which was reached at 0646 hours the following morning, Monday, the 16th.

Period 16th April to 20th April, 1945

Ship secured alongside the U.S.S. "Vic toria" at 0727 hours on Monday, the 16th of April, and took in board fuel. On completing with fuel, ship slipped and proceeded to anchorage coming to a single anchor at 0922 hours that morning.

Lieutenant A. Farquahar-Smith, R.A.N.R.(S), relieved A/Lieutenant-Commander W. J. Gillies, R.A.N.R.(S), as Commanding Officer at 0900 on Tuesday, the 17th of April, 1945.

On the afternoon of Tuesday, the 17th, after going alongside the H.M.A.S. "Wilcannia" and taking on board stores, ship slipped and proceeded, passing through boom gate at 1645 hours. At 1840 hours that evening, ship came to a single anchor off Sorido Lagoon. The following morning at 0626 hours weighed and proceeded to anchorage insideSorido Lagoon, coming to a single anchor at 0658 hours. Ship remained at single anchor inside Lagoon until 1700 hours on Thursday, the 19th pf April, when ship weighed and proceeded to anchorage off Sorido Lagoon, where ship remained at single anchor as duty ship.

Period 21st April to 23rd April, 1945

On passage to rendezvous in position 03 00 N,137 23 E, escorting the U.S.S. "Mexico" and "Buckeye". This convoy was formed up at 0612 hours on Saturday, the 21st April, and escorted to the rendezvous with southbound convoy at the above position. Rendezvous was made at 0927 hours, when on completion of escort duty, ship set course for Mios Woendi, arriving there at 0935 hours the following morning, Monday, the 23rd. At1012 hours, ship secured alongside the U.S.S. "Villa Lobas" and commenced taking fuel in board. At 1132 hours having completed with fuel slipped and proceeded to anchorage coming to a single anchor at 1144 hours, when ship commenced boiler cleaning.

Period 24th April to 28th April, 1945

During this period ship was boiler cleaning in Mios Woendi Lagoon.

Period 28th April to 30th April, 1945.

At 0600 hours on Saturday, the 28th, ship finished boiler clean and reverted to 4 hours notice for steam. Ship weighed and proceeded to dieseline fueling point securing alongside oil-punt at 0840 hours. At 0912 hours, having completed with dieseline fuel oil ship slipped and proceeded to anchorage. While making for anchorage ship received orders to proceed and investigate a reported sono-buoy contact outside boom defence. Ship proceeded outside boomgate and commenced A/S search. The search was continued until 1220 hours with negative results, when ship returned to anchorage, coming to single anchor at 1255 hours.

At 1400 hours that day, having embarked Commander J. A. Walsh, R.A.N., (Com."B") and Lieutenant(s) C. S. Goldsmith, R.A.N.VR., ship weighed and proceeded to Biak Island, coming to a single anchor off Sorido Lagoon at 1655 hours. At 1805 hours, weighed and proceeded in company with H.M.A.S. "Cootamundra" (S.O.) and H.M.A.S. "Stawell" escorting BG 533 com-

prised of six ships--the U.S.S. "General McCrae" and the S.S.'s "Alfred M. Lunt," "Thomas Cooley," "Luna", "Charles Russel" and the "Luther Hurd".

OnMonday, the 30th, while in passage to Moratai, A.A. practise firings were carried out using practise target rockets at 1o45 hours.

Health and Discipline

The health and behaviour of the ship's company during the month has in the whole been good.

Recreation.

A reasonable amount of recreation, though mostly shipboard, was available to the ship's company during the month. Recreational shore leave was given at Woendi Beach and Moratai. Every effort is made to allow for recreation ahore as this is better appreciated than shipboard recreation, but unfortunately the opportunities afforded for doing so are infrequent. Boiler cleans, however, do allow of this and there are excellent recreational facilities available ashore at Mios Woendi Island, of which full advantage hasbeen taken.

Note.

All times are expressed in Item time.

TOTAL FIGURES FOR MONTH OF APRIL, 1945

Mileage	2,723.1 miles
Oil Fuel Expended	230.0 tons
Hours Under Way	322 hrs. 02 mins
Average Speed..	8.5 knots
Average Distance per Ton of Oil Fuel ...	11.84 miles

TOTAL FIGURES SINCE COMMISSIONING.

Mileage	51,464.0 miles
Total Oil Fuel Expended	4,105.2 tons
Total Hours Under Way...	5,744½ hours
Average Speed	8.96 knots
Mileage per Ton of Oil Fuel	12.5

A. Langham-Smith

Lieutenant,R.A.N.R.(S).
COMMANDING OFFICER.

St 4539

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2026-7-1262.
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Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. NG 269/23

ACK. BY. A.S. 13307
11 MAY 1945
INIT.

Office of N.O.I.C.
New Guinea. Madang.
20th April, 1945.

In circulation

The Secretary,
Naval Board,
MELBOURNE.

1262

H.M.A.S. "COWRA" - REPORT OF PROCEEDINGS
MARCH - 1945

Submitted for the information of the Naval Board.

A/Commander R.A.N.
for Naval Officer in Charge
New Guinea.
A.O.D.

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

2/5

H.S. 10/5

St 6334

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No.

H.M.A.S."C OWRA",
1st.April,1945.

The Secretary to the Naval Board,
MELBOURNE.

The Following "Report of Proceedings"for the month of March 1945,is forwarded in accordnance with C.C.N.O.97/45.

Period 1st.March to 3rd.March.

On Thursday,1st.March,ship was on passage to Moratai in company with H.M.A.S" Gladstone"escorting the USS."C LARENCE ROBERTS"and the "GEORGE EMBIRICOS". Moratai Lagoon was made at 0710 hours,Saturday the 3rd. of March,coming to an anchor off Port Directorate on completion of escort duty.at 0735 hours. Ship was then ordered to relieve H.M.A.S"ROC KHAMPTON"on station -ary Patrol "ABLE"in Moratai Lagoon. Ship weighed and proceeded to Patrol "ABLE" relieving H.M.A.S."ROCKHAMPTON" at 1000hours that morning.

Period 3rd.March to 6th.March.

During the period the ship was on stationary patrol"ABLE"in Moratai Lagoon.

Period 7th.March to 12th.March.

On Wednesday the 7th.of March at 1000hours having been relieved of patrol by H.M.A.S."STRAHAN" weighed and proceeded to anchorage off Port Directorate. At 1720hours ship weighed and proceeded to escort the USS."MEXICO" and "GUALALA" to Biak. H.M .A.S."GLADSTONE" WAS ordered to escort a small USS. tug until 2100 hours that evening and then rejoin convoy.H.M.A.S. "GLADSTONE" took station at 0106hours the following morning. On Friday the 9th.March at 1100 hours the USS."MEXICO" was detach -ed to proceed independently at 16 knots to Hollandia. The same day at 2300hours H.M.A.S."GLADSTONE" was detached to proceed independently to Mios Woendi for urgent A/S repairs. At position "UC" at 0900 hours On Saturday the 10th.March,detached thenUSS. "GUALALA" bound for Hollandia and set course for Mios Woendi, passing through boom-gate at 1147 hours. At Mios Woendi ship went alongside the USS."VIC TORIA"for fuel and on completion went alongside the fuelling wharf and took onboard Dieseline. At 1805 hours weighed and proceeded in execution of previous orders to rendezvous withna convoy in position 1 34'N,136 22'E at 4130 hours on Saturday the 11th.March. The position was made about one hour before rendezvous time. AT 1800 hours the same day,no rendezvous having been made,the ship set course for Mios Woendi arriving there the following midday,where ship came to an anchor and commenced boilerclean.

Period 13th.March to 18th.March.

During the above Period ship was boiler cleaning at Mios Woendi Lagoon. Boiler clean was completed at 0600 hours on Sunday the 18th.March,when ship went to 4 hours notice for steam.

Period 19th.March to 25th.March.

On Monday the 19th.March at0600 hours ship weighed and procee -ded alongside the USS"VIC TORIA"and took onboard fuel. On com -pletion of fuelling ship slipped and proceeded,coming alongside the hulk "MOMBAH" at 0817 hoursfor water. On completion ,embarked Lieutenant Hinchliffe,R.A.N. and proceeded to exercise area South of Mios Woendi to carry out A/S.exercises. A/S and Depth Charge parties were closed up for exercise and A/S Action Drills were

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carried out and two patterns were fired. On completion of exer-cise ship returned to Mios Woendi where Lieutenant Hinchliffe, R.A.N. was disembarked:ship then put to sea and set course for Sorido Lagoon,Biak. The anchorage off Sorido Lagoon was made at 1321 hours. The ship remained at single anchor at one hours notice for steam until 1800 hours on Wednesday,the 21st.March when ship weighed and proceeded escorting the "MINNIE FISK"to rendezvous with convoy GI.17 in position 00 43'N,139 10'E.,at 1700 hours on the 22nd.of March. This position was made at 1653 hours on Thursday when ship turned onto convoy route proceeding at reduced speed along convoy route. At 1700 hours Item exchan--ged identities with U.S.S."MAURICE J. MANUEL" which took over escort duty at 1745 hours Item. At 1750 hours Item ship set course for Mios Woendi, which was reached at 1053 hours Item on Friday the 23rd March, 1945..At Mios Woendi fueled from U.S.S."VICTORIA" and then proceeded to Biak arriving to anchor off Sorido Lagoon at 1619 hours Item that evening. Ship remained at single anchor at one hours notice for steam, until Sunday,the 25th.ofMarch.

over

Period 25th.March to 31st.March.

At 1600 hours on the 25th. of March weighed and proceede-ed to Moratai escorting the USS."SEA BARB" and the"AREQUIPA" After a tedious trip with the set and wind against us Morotai Lagoon was made at 0642 hours on Wednesday the 28th.March. On completion of escort duty ship anchored off Port Directorate until 0900 hours when ship weighed and proceeded to patrol "ABLE". Ship remained on stationary patrol in position "ABLE" until 1652 hours on the 31st. of March,when H.M.A.S."BUNDABERG" relieved patrol. Ship then proceeded to anchorage off Port Directorate,Moratai.

Discipline.

The general behaviour of the ship's company has been very good.

Health.

In general the health of the ship's company has been good. There were no serious cases of illness during the month.

Recreation.

A reasonable amount of recreational time was available to the ship's company this month. While in Moratai recreation-al leave for one watch to visit MetitaIsland was able to be granted on two occasions and also a visit to Kokaja Island. was made.

At Metita Island the natives were found to be keen players of Association Football possessing a ground but no ball. The recreation party fortunately had brought a ball and a hotly contested game between H.M.A.S."COWRA"and "HALMAHERA" was soon in progress,ending in a victory for the ship's team. A return match was played later on in the monthon the second visit paid to the Island,which was drawn,despite the fact that the opposing centre forward was also the referee complete with whistle ,ably assisted by the right back who also carried a whistle and acted as an auxiliary referee. Atthe end of the game a ball was presented to the local team and so a firm friendship with the natives is now established.

Nota.

All times are expressed in Item time.

St 6334

Royal Australian Navy.

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No.

TOTAL FIGURES FOR THE MONTH OF MARCH,1945.

Mileage	2,487 miles
Oil Fuel Expended	222.0tons
Hours under way	281hrs.25mins.
Average Speed	8.8knots
Average Distance per ton of oil fuel	11.2miles

TOTAL FIGURES SINCE COMMISSIONING

Total Mileage	48,740.9miles
Total Oil Fuel Expended	3,875.188 tons
Total Hours under way	5,422.5 hours
Average Speed	8.98 knots
Mileage per ton of Oil Fuel ...	12.55 miles

TOTAL FIGURES FOR QUARTER ENDING 31st,MARCH,1945.

Total Mileage	10,013.7 miles.
Total Oil Fuel EXpended	789.68 tons.
Total Hours under way	975hrs.47mins.
Average speed	10.26knots

A/Lieutenant Commander,R.A.N.R.(S).
COMMANDING OFFICER.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Cowra" -REPORT OF PROCEEDINGS. February 1945.

S.N.B.

2.N.M.

3 N.M.

D. of P.

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N.A.2.N.M.

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

Lt. Barton

Lt. McLachlan

File

DEPARTMENT OF THE NAVY.

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SUBJECT: HMAS "Bowra" Report of Proceedings February 1945.

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1262

H.M.A.S."COWRA",
1st.MARCH,1945.

The Secretary to the Naval Board,
MELBOURNE.

The following "Report of Proceedings" for the month of February, 1945, is forwarded in accordance with CCNO 97/45.

During the period Ist. February to the 4th. February, ship was in dockyard hands. Ship entered DRY DOCK, South Brisbane, on 31st January for bottom-clean and paint, and for examination of underwater fittings A.M. on the 3rd. February, when dock was flooded preparatory to undocking, a leak was discovered in the ships A/S Dome seating. It was therefore decided that the ship would undock to allow the ship ahead "HMAS WAGGA", to undock and then redockat noon. Ship undocked, but the tide at noon was missed and the ship instead proceeded to Newstead Wharf to take on board fuel, where ship secured alongside at 1422hours and completed fuelling at 1600 hours. The following day, Sunday, 4th. of February, at 1035 hours ship slipped from Newstead Wharf, having lain there all night, and proceeded upstream to the Dry Dock at South Brisbane, which was entered at 1330 hours.

On Monday, the 5th. February, at 1310 hours ship undocked and proceeded down river to Moreton Bay where both Low Angle and High Angle practice firings were carried out. At 1724 hours having completed practice firings ship proceeded bound for Milne Bay. That morning Lieut. Cdr. A.E. Feldt, RAN, was embarked for passage to Madang.

On the second day out, Wednesday the 7th of February, at 1456 hours received orders from N.O.I.C. Brisbane to proceed to the aid of L.T. 58 and tow, reported to be in distress just off Frederick Reef, about 140 miles to the Southward of the ship's position. After two days and nights of running before the storm in heavy seas the prospect of heading back into the storm area was not relished, however the ship was put about and course set for the last reported position of L.T.58 and tow. At 0530 hours the following morning the signalled position was reached but the tug and tow were not sighted. A square search was immediately initiated. This fruitless search was stopped at 0935 hours that day on receipt of L.T. 58's signal giving his position at 0855 hours, that morning as 22 30' S., 154 22' E. about 120 miles to the Southward of Frederick Reef. It was apparent from this signal that the L.T.58 and tow was under way at slow speed and making about 4 knots. L.T.58 had not made any signal to this effect, though her original distress signal stated that her main engines were broken down beyond repair. Course was then set to come up with ~~XXXXXXXXXXXXXXXX~~ L.T. 58 and tow, and instructions requested from N.O.I.C. Brisbane whether to continue the chase or to reset course for Milne Bay. At 1325 hours on receipt of orders to proceed to destination, reset course for China Straits. During the whole operation the ship behaved very well despite the heavy seas running and the strong South East wind.

On Friday the 9th. February, while on passage to Milne Bay a most interesting lecture on "Intelligence Operations behind the Japanese Lines" was given by Lieut. Cdr. A.E. Feldt, R.A.N.

Milne Bay was made on Saturday the 11th. of February, where ship proceeded alongside S.S. "ARAYAT" for fuel at 0800 hours.

After completing with fuel, ship proceeded along side R.A.N. Wharf. At 1310 hours having embarked Lieut. Cdr. F.J.Case(S) R.A.N.R. for passage to Madang, ship proceeded to Madang having taken the "LEILANI" in tow.

On Tuesday the 13th of February, Nussing Island light was raised at 0500 hours ang the anchorage off Port Directorate in Langemak was made at 0720 hours, when ship came to anchor after slipping the tow off Gagidu Point. At 1050 hours weighed and proceeded to Dreger Harbour where ship secured alongside a Norwegian tanker, the F.A.T. "BAJARA" at 1155 hours. On completing with fuel ship cast off from tanker and returned to Langemak Bay, where "LEILANI" was retaken in tow. At 1420 hours on securing tow ship proceeded for Madang.

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The following morning Wednesday the 14th February, the anchorage Madang harbour was made at 0940 hours. The "LEILANI" (Q906) was slipped inside Dallman Passage and she proceeded to the M.L. wharf under her own power. Lieut.Cdr. A.E.Feldt, r.a.n. and Lieut.Cdr.(S)F.J.Case, R.A.N.R. disembarked at Madang.

After embarking stores and personnel, weighed and proceeded en route to Mios Woendi via Hollandia at 1800 hours. On Thursday the 15th of February while on passage ship reverted to Item time. On On Friday the 16th of February ship came to anchor in Humbolt Bay at 0605 hours. At 1000 hours the same day, weighed and proceeded en route to Mios Woendi. After a twenty one hour passage Mios Woendi Lagoon was made, ship proceede alongside the U.S.S. "VICTORIA", and took on board fuel at 0855 hours. Having completed with fuel ship came to anchor in position "K" at 1047 hours.

On Sunday the 18th of February at 1120 hours weighed and proceeded to Biak where anchorage was made off Sorido Lagoon at 1336 hours. At 1803 hours, that evening weighed and proceeded in company with H.M.A.S."STRAHAN" (SO) bound for Morotai. Morotai lagoon was made on Tuesday the 20th of February, where ships came to anchor off Port Directorate at 1156 hours.

On Wednesday, the 21st of February, weighed and proceeded to A/S Patrol "B", Morotai Lagoon to releive H.M.A.S."LITHGOW". Came to anchor at 0800 hours and commenced stationary patrol in position "B". During the period 21st to 23rd of February, ship was on statioary patrol in position "B". On Saturday the 24th of February, ship was relieved of stationary patrol by H.M.A.S. "KAPUNDA", when ship weighed and proceeded at 0949 hours to anchorage off Port Directorate, coming to single anchor at 1020 hours. That evening at 1645 hours weighed and proceeded in company with H.M.A.S."STRAHAN"(SO) escorting the S.S.'s "ANHUI" and the "KATE WIGGINS".

On Monday the 26th of February, at 1745 hours received orders from the Senior Officer to take the S.S."ANHUI" under escort to Mios Woendi: speed of advance to be 12 knots. At 0345 hours on Tuesday the 27th of February detatched the S.S."ANHUI" which was bound for Hollandia and continued on to Mios Woendi, where ship came alongside the U.S.S."VICTORIA" at 0645 hours for fuel. On completing with fuel at 0840 hours cast off from the tanker and proceeded to anchorage off Mios Woendi Island coming to anchor in position "JIG" at 0900 hours. In the afternoon ship went alongside H.M.A.S."WILCANIA" for fresh provisions at 1410 hours. At 1622 hours slipped from H.M.A.S."WILCANIA" and returned to anchor in position "JIG".

The following day Wednesday the 28th of February, ship weighed anchor at 0930 hours and proceeded alongside the "MOMBAR" to take on board water at 0955 hours. Having comleted with water at 1034 hours ship cast off and proceeded to Biak. Ship came to anchor off Sorido lagoon at 1246 hours. At 2043 hours ship weighed and proceeded escorting the S.S. "CLARENCE ROBERTS" and the S.S."GEORGE EMBIRICOS bound for Morotai.

During the month the health and general behaviour of the ship's company has been very good.

16

TOTAL FIGURES FOR THE MONTH OF FEBRUARY

Mileage	3,872.7 miles
Oil Fuel Expended	283.18 tons
Hours under way	379hrs.35mins.
Average Speed	10.2knots.
Average distance per ton of oil	13.67miles.

TOTAL FIGURES SINCE COMMISSIONING.

Total Mileage	46253.8miles.
Total Oil Fuel expended.....	3,653.188tons.
Total Hours under way	5,141hours.
Average Speed	8.99knots.
Miles per ton of Oil Fuel.....	12.66

A/Lieutenant Commander R.A.N.R.(S).
COMMANDING OFFICER.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Bowra" -REPORT OF PROCEEDINGS. January 1945.

S.N.B.

2.N.M. 11/3

3 N.M. 14/3

D. of P. 17/3

D.R.M. 17/3

D.N.I.

Ops (N) 21/3

N.5. 22/3

D.E.(N) 23/3

D.O.T.M. 21/3

D.N.M.S. 28/3

H.P.B. 30/3

N.A.2.N.M. 30/3

N.5. 3/4

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

Lt Rankin 4/4

Mrs Gleeson H.S. 4/4

6/3/6

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SUBJECT: HMAS "Cowra" Report of Proceedings January 1945.

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D.P.S Copy received previously 5/3.

D.T.S.R 7/3

D.O.D 8/3

DCNS 8/3.

1ST NM 8/3

N5 6/36

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE
NG 269/23
No.

Office of N.O.I.C.
New Guinea. Madang.
21st February, 1945.

The Secretary,
Naval Board,
MELBOURNE.

H.M.A.S. "COWRA" - REPORT OF PROCEEDINGS
JANUARY, 1945.

Submitted for the information of the Naval Board.

A/Captain R.A.N.
Naval Officer in Charge
New Guinea.

St 6334

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

H.M.A. S. "COWRA".
1st.February,1945.

The Secretaryto the Naval Board,
MELBOURNE.

The following "Report of Proceedings" for the month of January,1945,is forwarded in accordance with CCN097/45.

During the period 1st.January to the 4th.January,1945, ship was boiler cleaning in Mios Woendi Lagoon.

On Friday the 5th. of January,ship weighed and proceed -ed in the afternoon alongside the SS"Victoria"for fuel. Oncompl -eting with fuel ship went alongside waterbarge and took on board water, then proceeded to anchorage where ship remained at single anchor until the following morning. At 0847 hours on Saturday the 6th. January,commenced shortening in,proceeding at 0903 hoursin company with H.M.A.S.s"SWAN","COOTAMUNDRA",and"KAPUNDA" to excer -cise area south of Mios Woendi Lagoon to carry out AA. practice firings using sleeve target. The AA. practice firings commenced a at 1008 hours and ceased at 1145 hours, guns crews having been exercised in crossing and passing runs by an aircraft towing a sleeve target. Oncompletion of practice firings, ship proceeded in company with H.M.A.S."SWAN" and H.M.A.S."KAPUNDA" to Sorido Lagoon, Biak Island, where anchorage was made at 1345 hours. At 1630 ships weighed and proceeded bound for Morotai. The anchorage off Port Directorate, Morotai Lagoon, was made at 1407 hours on Monday the 8th January, after an uneventful passage of 45 hours, at a speed of 12 knots. That night there was a short air raid Red Alert from 2325 hours to midnight, but no enemy activity was seen. This was followed by a further Red Alert at 0250 hours the follow- -ingimorning, when enemy aircraft attacked shore targets with High Explosive and Phosphorous bombs. These targets were apparently nearer than usual as some bomb blast effect was felt on board. The "all clear" was sounded at 0345 hours.

The same morning, Tuesday the 9th January, 1945 at 0645 hours, ship weighed and proceeded in company with H.M.A.S."SWAN" (S.O.) and H.M.A.S."KAPUNDA" on operations. Shortly after putting to sea "Lower Deck" was cleared and the Commanding Officer told the men that the ship was proceeding on combimed operations with units of the 1st Tactical Air Force to carry out a bombardments of enemy shore positions in Galela Bay in the Halmaheras.

The operation to be carried out was essentially combined and the forces taking part were three ships, H.M.A.S."SWAN" (S.O.) H.M.A.S."COWRA" and H.M.A.S."KAPUNDA", and 60 P40 aircraft, 2 Beauforts, 12 Beaufighters, and 4 Spitfires, the latter to provide fighter cover throughout the operation.

The whole target area comprised a strip along the fore -shore of Galela Bay about 3,000 yards long and extending about 1,000 yards inland bounded on the North by the Itabo River and extending South to about 600 yards south of Galela proper. This area was divided into four strips of approximately the same area designated from South to North Targets Pla,Plb,Plc,Pld. Physio -graphically the target area as seen from the sea appeared to be low featureless country bounded by a narrow flat lying coastal strip, behind which Big Tarakina and Little Tarakina Mountain stood out in bold relief. The whole area was well covered in tropical vegetation which effectively barred spotting of fall of shot by the ships.

Royal Australian Navy.

REPLY PLEASE QUOTE

No.

At 0950 hours item H.M.A.S.s "COWRA" and "KAPUNDA WERE detached to proceed independently to take up bombardment stations. The Beaufighters set the ball in play by attacking the gun positions in Mount Tarakina at 0955 hours item. This was followed by a bombing and strafing attack on area Pld by 8 Kittyhawks (P40's) at 1000 hours. At 1010 hours H.M.A.S.'s "COWRA" and "KAPUNDA" opened fire independently with their 4" Q.F. Mk. XIX guns. "COWRA" opened fire at a range by radar of 7,700 yards on a closing course, having already made R/T contact with her spotting aircraft. Some opposition by enemy 20mm guns was observed, but this ceased entirely after the ship had fired some 20 rounds. At 1027 hours having expended the 100 rounds of 4" Q.F. ammunition allowed, ship altered course to a nearly parrallel but closing course to the shore, in order to bring the Bofors gun to bear on the target area, but at 1030 hours before the ship had closed sufficiently to bring the Bofors gun into range, the "Cease Fire" was ordered. At 1030 hours 20 Kittyhawks again bombed and strafed the area Pld. Then ship was ordered to close H.M.A.S."SWAN" to take up station; The group then set course for Morotai. At 1045 hours 4 Beaufighters attacked the Jetty which lay at the Southern end of the Bay, this completing the operations for the day. At about 1145 hours one Beaufighter demonstrated "Rocket Firing", firing to starboard of the ships were then in line ahead. The anchorage at Morotai Lagoon was made at 1249 hours item that afternoon.

The next day, Wednesday the 10th of January, embarked 10 R.A.A.F. Officers and one A.I.F. Officer at 0700 hours item. The group weighed at 0730 hours and proceeded to Galela Bay to carry out a bombardment of target areas Plb and Plc, again in cooperation with the R.A.A.F. the scheme and schedule of the operation was as for the previous day.

H.M.A.S.'s "COWRA" and "KAPUNDA were assigned target area Plc for bombardment, and received orders to act independently at 0948 hours item, the ships then being some six miles off the target area foreshore. At 1000 hours the aircraft commenced the first bombing and strafing attack. At 1010 hours "COWRA" and "KAPUNDA" opened fire with 4" Q.F. Mk. XIX guns. The ship opened fire at a reported radar range of 6,000 yards on a closing course. At 1025 hours the report "Ammunition Expended" Sir was made. The ship then attempted to close the range sufficiently to bring the Bofors gun into action but again the "Cease Fire" order from the Senior Officer at 1030 hours prevented this. At this time the aircraft commenced their second bombing and strafing attack of the target area. Meantime the ships had reformed and set course for Morotai. The day's operation was completed by an attack on the Jetty by Beaufighters at 1045 hours item. The anchorage at Morotai Lagoon was made that afternoon at 1249 hours

The detailed results of this operation are not known but the reports of the observers of the spotting aircraft for the ship was that on each occasion the firings were very accurate being wholly concentrated within the target area. In the two days operations H.M.A.S."COWRA" fired a total of 217 rounds of 4" Q.F. Mk. XIX H.E. rounds. In the first days bombardment 100 rounds were fired mainly in "Salvos" in 17 minutes and in the second day 117 rounds were fired in 13 minutes again principally in "Salvos". Only one stoppage occurred in the firings, this was a misfire caused by failure of the remote control trigger mechanism.

At 1500 hours item Wednesday the 10th of January, ship weighed and proceeded in company with H.M.A.S.'s "SWAN" (SO) and "KAPUNDA" bound for Mios Woendi Lagoon, which was made at 1336 hours ~~hours~~ on Friday 12th of January, the group going independently alongside U.S.S."VICTORIA" for fuel. The ship secured alongside U.S.S."VICTORIA" at 1413 hours and took on board fuel oil and Dieseline. On completing with fuel proceeded alongside H.M.A.S. "BINGERA" water barge and took on board water and mail.

Royal Australian Navy.

REPLY PLEASE QUOTE

No.

At 1807 hours the same evening having completed with water slipped and proceeded in company with H.M.A.S."LATROBE" en route to Brisbane, via Madang and Langemak.

Madang was made early on the morning of Monday the 15th of January, where Lieutenant (sp) Watson R.A.N.V.R. joined ship for passage south. At 1803 hours the same day weighed and proceeded on passage to Langemak Bay which was made at 0803 hours the following morning, Tuesday the 16th of January. As no fuel was available ship was ordered to proceed to Milne Bay to fuel. At 1330 hours the same day weighed and proceeded en route to Milne Bay. At 0557 hours on Wednesday the 17th of January turned into Tufi Leads andc the same evening at 1829 hours passed through the boom gate Milne Bay going alongside the tanker S.S. "ARAYAT" at 1845 hours. On completing with fuel slipped and proceeded to anchorage.

At 0527 hours on Thursday the 18th of January, 1945 weighed and proceeded out of Milne Bay in company with H.M.A.S. "LATROBE" en route to Brisbane. On Friday evening at about 1930 hours H.M.A.S."LATROBE" had to reduce speed as a result of engine defects caused by the heavy seas running. At 1950 hours "LATROBE" requested permission to proceed independently at her best speed, which was granted. H.M.A.S."COWRA" then increased speed to 10 knots which was the best speed that could be made against the prevailing heavy seas. After a very dirty passage Caloundra Light was raised at 0325 hours on Monday the 22nd of January and ship stood into Moreton Bay at 0500 hours. The Pile Light was made at 0804 hours and ship proceeded up Brisbane River securing alongside Milling Wharf, South Brisbane at 1016 hours. At 1145 hours Shifted ship, and secured alongside Milling Wharf in new berth at 1202 hours, and commenced boiler cleaning.

On Tuesday the 23rd of January Victorian and New South Wales ratings were sent on leave expiring P.M. on the 1st of February, 1945, and the first part for leave of the BBrisbane Natives were sent on four days leave.

During the period 23rd of January to 30th of January ship was alongside Milling Wharf, South Brisbane in Dockyard hands. On Wednesday the 31st of January at 1930 hours ship entered Dry Dock at South Brisbane for Bottom scrape and paint and examination of underwater fittings.

The health and behaviour of the Ship's Company has been good.

MONTHLY

TOTAL FIGURES FOR MONTH OF JANUARY, 1945.

Total Mileage	3,953.9 miles.
Total Oil Fuel Expended.....	284.5 tons.
Total hours under way.....	314 hours5 mins.
Average Speed.....	11.59 knots.
Miles per ton of Fuel Oil.....	12.84 miles.

TOTAL FIGURES SINCE COMMISSIONING, ON 8th OCTOBER, 1943.

Total Mileage.....	42,381.1 miles.
Total Oil Fuel Expended.....	3,370.008 miles.
Total Hours under way.....	4, 761.5 hours.
Average Speed.....	8.9 Knots.
Miles per ton of Oil Fuel.....	12.57 miles.

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SUBJECT: H.M.A.S. "Cowra" -REPORT OF PROCEEDINGS. December 1944

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D. of P.

D.R.M.

D.N.I.

Ops (N)

D.E.(N)

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H.P.B.

N.A.2.N.M.

N.5.

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

Lt Paulson
Mrs Slosson
Lt Rankin
File

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SUBJECT: HMAS "Cowra" Reports of Proceedings December 1944

D.P.S. 17/1

D.T.S.R. 20/1

D.O.D

D.C.N.S 22/1

1ST N.M. 20/1

N5

H.M.A.S. "TUTAO".
1st. January, 1945.

The Secretary to the Naval Board,
~~Naval Board,~~
Melbourne.

HN.

The following "Report of Proceedings" for the month of December, 1944, is forwarded in accordance with CCNO 97/44.

Friday, the 1st. of December, 1944, ship was on passage to Sansapor escorting the S.S's. "LAURAT VICTORY" and "JOHN D. FRANCIS" in company with H.M.A.S. "BROOME". On reporting at 1400 hours to P.D., Amsterdam Island, orders were received to proceed to Biak Island. At 1450 hours departed for Biak Island, making anchorage in Soridо Lagoon at 1240 hours, Saturday the 2nd. of December. At 1300 hours the same day, weighed and proceeded to Mios Woendi. At Mios Woendi Lagoon came alongside U.S.S. "VICTORIA" for fuel at 1623 hours. At 1750 hours cast off from U.S.S. "VICTORIA", having completed with fuel and proceeded to anchorage, coming to single anchor at 1803 hours. Ship then remained at single anchor in Mios Woendi lagoon until Monday morning.

On Monday, the 4th. of December, weighed and proceeded on escort duty, escorting the U.S.S. Submarine "GAR". Completed escort duties at 0730 hours on Tuesday, the 5th. December, returning to Mios Woendi Lagoon, a.m. Wednesday, the 6th. of December. Having fuelled from U.S.S. "VICTORIA", went alongside H.M.A.S. "BINGERA's" water barge. On completing with water, slipped and proceeded to Soridо Lagoon at 0918 hours, making anchorage at Soridо Lagoon at 1201 hours that same day, where ship remained at single anchor until P.M. the following day.

On Thursday, the 7th. of December, weighed and proceeded in company with H.M.A.S. "GLENELG" escorting the U.S.S's. "SIMON BOLIVAR" and "JONATHAN P. DOLLIVER" bound for Morotai. On completion of escort duty at 1030 hours Sunday the 10th. of December, ship proceeded to station "Able" to take up stationary A/S patrol. Came to with single anchor at station Able and commenced stationary A/S patrol in Morotai lagoon. On Tuesday, the 12th. of December at 1115 hours, weighed and proceeded having been relieved of stationary A/S patrol by H.M.A.S. "BROOME". Came to single anchor off Port Directorate, Morotai, at 1148 hours at one hour's notice for steam.

On Wednesday, the 13th. December, at 1500 hours, weighed and proceeded in company with H.M.A.S. "BROOME" (S.O.) and H.M.A.S. "GLENELG" on passage to Mios Woendi. On Friday, the 15th. of December at 1137 hours, passed through boom gate at Mios Woendi Lagoon. Came alongside U.S.S. "VICTORIA" for fuel at 1223 hours. Slipped and proceeded at 1412 hours and came to single anchor while waiting to go alongside H.M.A.S. "SWAN". At 1643 hours, came alongside H.M.A.S. "SWAN" and embarked mail, stores and comforts. Slipped from H.M.A.S. "SWAN" and proceeded to anchorage at 1745 hours, coming to single anchor at 1754 hours.

On Saturday, the 16th. of December, at 1300 hours, weighed and proceeded alongside water barge; took on board water and embarked stores and 129 bags of mail, the latter for onward passage to Morotai. At 1407 hours slipped and proceeded, coming to single anchor at 1414 hours. At 1535 hours that day, weighed and proceeded in company with H.M.A.S. "KANUNDA", bound for Biak Island. At 1807 hours came to single anchor in Soridо Lagoon, Biak Island, where ship remained at single anchor until Wednesday, the 20th. of December. On Sunday, the 17th. December, transferred 129 bags of mail for onward passage to Morotai aboard H.M.A.S. "GLADSTONE".

On Wednesday, the 20th. December, ship weighed and proceeded at 1255 hours bound for Sansapor for escort duty, making Amsterdam Island at 1050 hours on Thursday, the 21st. of December. At 1120 hours, proceeded on escort duty, escorting the S.S. "GREY LAG" bound for Morotai. Morotai Lagoon was made at 1800 hours on Friday, the 22nd. of December, where ship was ordered to take up stationary A/S patrol in the lagoon. Came to

single anchor and commenced stationary patrol in Morotai Lagoon at 1630 hours that day.

On Sunday, the 24th. of December, at 0845 hours, weighed and proceeded, coming alongside the S.S. "CAPE TRYON" for fuel at 0925 hours. At 1145 hours, having completed with fuel, slipped and proceeded to anchorage. Came to with single anchor at noon off Port Directorate. On Monday, the 25th. of December, at 0800 hours, weighed and proceeded to take up patrol "Baker". At 0840 hours came to single anchor in patrol "Baker" and commenced stationary A/S patrol. Ship remained on stationary patrol until A.M. Wednesday, the 27th. of December, at 0915 hours ship weighed and proceeded to anchorage off Port Directorate. Came to single anchor there at 1015 hours. At 1630 hours the same day, weighed and proceeded in company with H.M.A.S's. "BROOME" and "KAPUNDA", escorting the S.S. "GREY LAG" bound for Hollandia.

At 1807 hours on Friday, the 29th. of December, 1944, dispersed the S.S. "GREY LAG" in position "RG" and proceeded in company with H.M.A.S's. "BROOME" and "KAPUNDA" to Mios Woendi. Passed through boom gate at Mios Woendi lagoon at 2137 hours, coming to single anchor in lagoon in position "Home".

During the period 29th. to the 31st. of December, ship was boiler cleaning in Mios Woendi Lagoon.

While ship was in Morotai, Air raid Red Alerts were nightly occurrences, but though raiders were frequently over, the ship was not molested.

The health and behaviour of the Ship's Company has been very good. On the 19th. of December, 1944, Lieutenant W.R. Boyd, R.A.N.V.R., was discharged to 5 R.N.S. Hospital, Dick Island, suffering from chronic Sinuvitis of the right knee, and was recalled aboard on the 30th. of December, 1944.

On Tuesday, the 19th. of December, while standby ship in Sorido lagoon, the evolutions "Prepare to be taken in tow forward", Collision Stations" and "Away Hedge Anchor" were carried out. These evolutions were efficiently performed.

TOTAL FIGURES FOR THE MONTH OF DECEMBER

Mileage	3,204·3
Oil Fuel expended	271·5 tons
Hours under way	313 hrs. 28 mins.
Average Speed	10·22 knots
Average distance per ton of Oil Fuel	11·8 miles

TOTAL FIGURES SINCE COMMISSIONING

Total Mileage	38,727·2
Total Oil Fuel expended	3,085·508 tons
Total Hours under way	4,446·5
Average Speed	8·73 knots
Miles per ton of Oil Fuel	12·55

A/Lieutenant Commander R.A.N.R.(S).

Commanding Officer.

13/2

1220.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Cowra" -REPORT OF PROCEEDINGS. November 1944

S.N.B.

2.N.M.

3 N.M.

D. of P.

D.R.M.

D.N.I.

Ops (N)

D.E.(N)

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Lt Paulson

Mrs Slesson

Lt Rankin

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2026/7/1139

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SUBJECT: H.M.A.S. "Cowra" Report of Proceedings November 1944

D.P.S. 8/1

D.T.S.R. 12/1

D.O.D. 14/1

D.C.N.S. 14/1

1ST A.N. 12/1

N5 16/1

H.M.A.S."COWRA",
Ist.December,I944.

The Secretary to the Naval Board,
Naval Board,
Melbourne.

The following "Report of Proceedings" for the month of November,I944,is forwarded in accordance with CCNO 97/44.

Duplicate sig. NW 27/12/44

On the Ist.November,I944,anchored in Mios Woendi Lagoon and commenced boiler clean in accordance with orders received through Port Director,Biak Island. That afternoon these orders were cancelled and ship was ordered to report to Biak for duty. Steam, however,could not be raised until 2300 that evening,because at the time the orders cancelling boiler clean were received,the preparatory work both in the boiler and engine-room was well advanced. Early the next morning,ship weighed and proceeded alongside the U.S.S."VICTORIA" and fuelled. On completing with fuel, slipped and proceeded to Sorido Lagoon,Biak Island,anchoring there at 0942 hours.

In accordance with Port Director's,Biak,orders,weighed and proceeded at II00 hours the same day,2nd.November,on escort duty to Morotai escorting the S.S."COLUMBIA VICTORY". An excellent passage was made at an average speed of I2 knots,making anchorage in Morotai Lagoon at 0635 hours Saturday,the 4th.November,I944.

At Morotai,received orders to carry out a stationary A/S patrol. At I045 hours the same day,weighed and proceeded to station in Morotai Lagoon and commenced stationary A/S patrol at I200 hours.On Sunday,5th.November,at about 0320 hours,a small force of Japanese aircraft attacked targets in the harbour area,using what appeared to be phosphorous bombs. The ship,however,was not molested. The Red Alert lasted from 03I0 hours to 04I5 hours. A large convoy of ten merchant ships escorted by six destroyers entered the lagoon at about 0700 hours that morning,giving rise to much speculation as to whether or not the Jap. raiders had had it as their "Target for To-night". That evening at 2003 hours,weighed and proceeded to Biak Island. On Monday,the 6th.November,while on passage,passed H.M.A.S."GOULBURN" bound for Morotai at 2I45 hours. Anchorage at Sorido Lagoon was made at I5I0 hours on Tuesday the 7th.November,where orders were received to proceed to Mios Woendi at I535 hours,making anchorage there that evening at I750 hours, when boiler clean was commenced.

During the period 8th.November to I3th.November,ship was boiler cleaning in Mios Woendi Lagoon.

At I755 on Monday,the I3th.November,weighed and proceeded alongside U.S.S."VICTORIA" and took fuel. The following morning, Tuesday the I4th.November,slipped and proceeded in company with H.M.A.S's. "LITHGOW" and "KATOOMBA",making anchorage at Sorido Lagoon at 0845 hours. At I300 hours,weighed and proceeded in company with H.M.A.S."LITHGOW" to take up patrol off Sorido Lagoon.

On the morning of Wednesday,the I5th.November,put into lagoon for orders,coming to anchor at I220 hours. At I337 hours,weighed and proceeded escorting the S.S."LAURAY VICTORY" bound for Morotai. This passage to Morotai was made in 43½ hours,the anchorage being made at 0850 hours on Friday,the I7th.November,I944.

The same day at I200 hours,weighed and proceeded in company with H.M.A.S."BROOME" escorting the S.S."CASTLE PINCKENEY" bound for Bosnik,Biak Island. H.M.A.S."GOULBURN" on passage to Morotai was passed that night at 2250 hours.

On Sunday,the I9th.November,I944,having piloted the S.S. "CASTLE PINCKENEY" to anchorage off Sorido Lagoon,proceeded to Mios Woendi,coming alongside the U.S.S."VICTORIA" for fuel at I342 hours. On completing with fuel at I459 hours,cast off and proceeded to anchorage,coming to at I5I6 hours.

On Monday,the 20th.November,while in Mios Woendi Lagoon, weighed and went alongside a U.S.S. dieseline tanker to take on board dieseline,returning to anchorage on completion. On Tuesday, the 2Ist.November,weighed and proceeded to exercise area South of Mios Woendi,where A/S training exercises were carried out in

3/1

company with H.M.A.S."LATROBE".The U.S. Submarine "REDFIN" co-operated in these exercises. The exercise ceased at 1515 hours when ship returned to anchorage in Mios Woendi Lagoon.

The following midday,weighed and proceeded to Sorido Lagoon where anchorage was made at 1514 hours that day,Wednesday,the 22nd.November. On Thursday,the 23rd.November,weighed and proceeded on patrol off Sorido Lagoon. The following morning, received orders to proceed to Mios Woendi to fuel and on completion to report to Port Director for escort assignment. Mios Woendi Lagoon was made at 1110 hours. While in Mios Woendi ship fuelled and took on board water. At 1658 hours that afternoon, the 24th.November,weighed and proceeded escorting the S.S."LOUIS ARGUELLO" bound for Morotai. An uneventful passage was made to Morotai in 62 hours at an average speed of 9 knots. Anchorage at Morotai was made at 0650 hours the 27th.November,1944. While on passage passed H.M.A.S's. "LITHGOW" and "GLENELG" escorting a Southbound convoy on Sunday,the 26th.November.

On Monday,the 27th.November,weighed and proceeded to station to carry out stationary A/S patrol in Morotai Lagoon. Patrol was maintained until 0955 hours on Wednesday,the 29th. November,when H.M.A.S."COLAC" took over patrol duties. Ship proceeded to anchorage off Navy Dock,coming to at 1047 hours.

On Thursday the 30th.November,1944,at 1010 hours,weighed and proceeded,escorting in company with H.M.A.S."BROOME",the S.Ss. "LAURAY VICTORY" and "JOHN D.FRANCIS".

On each of the nights of the 27th.,28th. and 29th.November, Japanese aircraft raided Morotai. The ship,however,was not attacked,suffering only the inconvenience of lengthy Red Alerts.

The health and general behaviour of the Ship's Company has been good. One case of Chronic Malaria was reported,however,on the 29th. day. This case is to be discharged to hospital at the first available opportunity. A marked improvement in mail deliveries has been a source of general satisfaction this month.

TOTAL FIGURES FOR THE MONTH OF NOVEMBER,1944.

Mileage	3,529.
Oil Fuel Expended	278 tons.
Hours under way	336 hrs.4m.
Average Speed	10.5 knots.
Average distance per ton of fuel oil	12.69 miles

TOTAL FIGURES SINCE COMMISSIONING.

Total Mileage	35,522.9
Total oil fuel expended	2,814.01ton
Total hours under way	4,133
Average Speed	8.59 knots
Miles per ton of oil fuel	12.62

NAVAL OFFICER-IN-CHARGE,
Rochester
12 DEC 1944
NEW GUINEA.

A/Lieutenant Commander R.A.N.R.(S).
Commanding Officer.

Tuesday, 23rd May. At 0645 formed convoy consisting of P.C. 1123, Y.M.S.336, A.P.C.3, Army Transport Y-13 and S.S."Peter C. Hewett" with one L.C.T. in tow and proceeded to Langemak. At 0700 Army Transport Y-13 and A.P.C.3 escorted by Y.M.S.336 detached themselves and proceeded independently owing to the slow speed of the Army Transport. At 0730 the Tow parted and vessels were delayed one hour until the tow was re-passed. Vessels then proceeded, arriving at Langemak at 1930 on Wednesday 24th May when orders were received to proceed to Milne Bay and carry out Boiler Cleaning.

Friday, 26th May. Arrived at Milne Bay at 1110.

Saturday, 27th May.- Wednesday 31st May. At Milne Bay carrying out boiler cleaning and painting ship.

The Ship's Company was exercised at General Drill on Wednesday 31st May under the supervision of Lieutenant Gourlay R.A.N.R. of Commander "D'S" staff.

------oOo------

During the month the ship's company were exercised frequently at General Drill both at sea and in harbour. The ship's company has attained a fairly high standard of efficiency and displays a keen competitive spirit.

The health of the ship's company is very good.

------oOo------

<u>Total figures for the month of May.</u>

Mileage	2918.5
Oil fuel expended	259.0 tons
Hours under way	322hrs 31mins
Average speed	9.04
Average distance per ton of fuel oil	11.26

<u>Total figures since commisioning on October 8th, 1943.</u>

Mileage	17,375.4
Oil fuel expended	1,420.118 tons
Hours under way	2,126.25
Average speed	8.17
Average distance per ton of oil fuel	12.23.

W.J.Gillies

Lieutenant R.A.N.R.(S)
Commanding Officer.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "COWRA" - REPORT OF PROCEEDINGS.

October 1944

S.N.B. 29/11

2.N.M. 29/11

3 N.M.

~~D.O.D.~~

D. of P. 7/12

D.N.I. 8/12

DRM.

Ops (N) 11/9/12

D.E.(N) 19/12

D.O.T.M 28/12

DNMS. 28/12

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N.A.S.N.M.

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D.N.I. (N.H.R.O.) 8/1

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SUBJECT: H.M.A.S. "Cowra" - Report of Proceedings October 1944

D.P.S. 22/11

D.T.S.R 23/11

D.O.D. 24/11

D.C.N.S.

26/11

for N.S. 28/11

N.S.

28/11

H.M.A.S."COWRA",
Ist.November,I944.

The Secretary to the Naval Board,
Naval Board,
Melbourne.

The following "Report of Proceedings" for the month of October,I944,is forwarded in accordance with CCNO 97/44.

During the period Ist. to the 3rd.October,I944,the ship was boiler cleaning in Madang Harbour. During the boiler clean,competitive water sports were organised between the ships in company.These sports were much enjoyed by all and it is hoped that in future boiler cleans similar sports may be organised.

On the 4th.October,H.M.A.S."COWRA" in company with H.M.A.S's. "ROCKHAMPTON" (S.O.) and "DELORAINE" proceeded to exercise area where "LL" exercises and day and night practise firings were carried out,returning to anchorage at Madang at 2300 hours the same day.

The following morning,the 5th.October,I944,weighed and proceeded to rendezvous with convoy off Alexishaefen in company with H.M.A.S's. "ROCKHAMPTON","KIAMA" and "DELORAINE". Off Alexishaefen, rendezvoused with S.O. on board U.S.S. Frigate "PI47",and on convoy forming up,proceeded on escort duty to Hollandia. Humboldt Bay was made late in the afternoon of Saturday,7th.October,when,on completion of escort duties,ship came alongside the tanker S.S."BISHOPDALE" for fuel. After completing with fuel,cast off and proceeded to anchorage in Humboldt Bay. While on passage to Hollandia,on the afternoon of the 6th.October,the U.S.S."MONTEREY" escorted by P.C.II2I,overhauled and passed to starboard of the convoy.One defective Depth Charge was dumped in position 20° 3I·5' S.,I4I° 53·5' E. the same day.

On Sunday,the 8th.October,weighed and proceeded on passage to Mios Woendi in company with H.M.A.S's. "KIAMA" (S.O.) and "DELORAINE",entering Mios Woendi Lagoon A.M. the following morning. At Mios Woendi fuelled from the S.S."VICTORIA",then proceeded to anchorage. At I545 hours,having embarked fresh provisions and stores, weighed and proceeded to Sorido Lagoon,Biak Island,making anchorage at I82I hours,Monday,the 9th.October.

On Tuesday the I0th.October,commenced A/S patrol off Sorido Lagoon.At 0732 hours on the I2th.October,the ship proceeded to Mios Woendi for fuel and on completing with fuel,proceeded the same day on passage to Maffin Bay for escort duty.Maffin Bay anchorage was made at 0630K hours on the I3th.October. That afternoon at I407 hours weighed and proceeded on escort duties to Morotai,escorting the S.S. "JAMES H. LANE" in company with H.M.A.S's. "BURDEKIN" (S.O.) and "KIAMA". On the afternoon of the I6th.October,stood in to Morotai Lagoon,anchoring off Port Directorate at I33I hours. In the late afternoon fuelled off the S.S."ANTOINE SAUGRAIN" and returned to anchorage.

The "Line" was crossed at about II00 hours on Sunday the I4th. October. It was decided that as the majority of the ship's company had not been across the line,to hold the customary ceremony. Accordingly the following afternoon,a rather restricted ceremony,enforced by escort duties,was carried out much to the enjoyment of those participating.

On Tuesday,the I7th.October,weighed and proceeded to station for stationary A/S patrol in Morotai Lagoon. On the 2Ist.October, shifted station and recommenced stationary patrol. Weighed and proceeded to anchorage off Port Directorate,Morotai,after being relieved by H.M.A.S."BENDIGO" on Sunday,the 22nd.October.

On Monday,the 23rd.October,weighed and proceeded on escort duty in company with H.M.A.S."KIAMA" (S.O.),escorting the S.S."ISAAC STEVENS" and S.S."DRENNAN" bound for Sansapor. While on passage, carried out A.A. practise firings. Stood in to Sansapor A.M.,Wednesday the 25th.October,coming to anchor at 0903 hours. Rendezvoused with convoy of one Y.P.C. and three L.C.Ts. bound for Morotai at 0533 hours on the following morning,Thursday the 26th.October.On convoy forming up,proceeded on passage to Morotai at 0730 hours.

On Saturday, the 28th. October, made anchorage off Port Directorate, Morotai, at 0602 hours. At Morotai, proceeded alongside S.S. "JANE ADDAMS" for fuel. At 1535 hours the same afternoon, weighed and proceeded on escort duty with convoy composed of the S.S. "RICHARD DANA" and three water tankers bound for Hollandia. Made anchorage in Sorido Lagoon at 1910 hours, the 31st. October, 1944.

The health and behaviour of the ship's company has been good.

TOTAL FIGURES FOR THE MONTH OF OCTOBER.

Mileage . . .	3292·2
Oil Fuel Expended . . .	2,390·0 tons.
Hours under way . . .	414 hrs. 42 mins.
Average Speed . . .	7·94 knots.
Average distance per ton of fuel oil	13·77 miles.

TOTAL FIGURES SINCE COMMISSIONING.

Total Mileage . . .	31,993·9
Total oil fuel expended . .	2,536·01 tons.
Total hours under way . . .	3,797.
Average Speed . . .	8·4 knots.
Miles per ton of oil fuel. .	12·61

A/Lieutenant Commander R.A.N.R.(S).

COMMANDING OFFICER.

9/11

334B

RESTRICTED

DEPARTMENT OF THE NAVY. 2026/7/1139

MINUTE PAPER.

RECEIVED 3 NOV 1944

SUBJECT: H.M.A.S. "Cowra" - REPORT OF PROCEEDINGS.

September 1944

S.N.B. 19/10

2.N.M. 19/10

3.N.I.

D.O.D. 25/10

D. of P. 26/10

DRM 30/10

D.N.I. 30/10

Ops(N). 31/10

D.E.(N). 2/11

D.O.T.M. 3/11

DNMS 7/11

H.R. 9/11

N.A.2.N.M. 10/11

N.5. 13/11

D.N.I. (N.H.R.O.). 16/11

A/NHRO 16/11

Ops Messon

19/10 E. 25/10 30/10 13/11

11/10

2026/7/1139 282A

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER.

D.4520/12.43.—C.14055.

SUBJECT: Kuwao "Cowra" - Report of Proceedings - September, 1944

D. P. S. 11/10

D. T. S. 13/10.

15/10

D. O. D. 16/10.

D. C. N. S.

16/10

1st N. M. 17/10.

N.S.

H.M.A.S. "COWRA",
30th.September,1944.

File AP 19/1/44

THE SECRETARY TO THE NAVAL BOARD,
NAVAL BOARD,
MELBOURNE.

THE FOLLOWING "REPORT OF PROCEEDINGS" FOR THE MONTH OF SEPTEMBER,1944, IS FORWARDED IN ACCORDANCE WITH C.C.N.O. 97/44.

On Friday the first September while on passage to Madang, stood into Langemak to land mails and canteen stores for ships in harbour.Received instructions to proceed to Finschhafen harbour.At Finsch,landed mails and stores.Then slipped and proceeded at I650K on passage to Madang.

Anchored in Madang Harbour at I646K,on the second September,where ship remained at single anchor until early Tuesday morning.

On Monday evening orders were received to make ready for sea with all despatch.At 0030K,on Tuesday the fifth,weighed and proceeded to Saidor to investigate and render aid,if possible,to the S.S."Van der Lijn",reported aground on a reef.At about 0500K the same morning,stood into Saidor,where the ship was seen to be aground on a reef at Saidor Dock,with a heavy list to port.The Commanding Officer went ashore to investigate and ascertain the extent of the damage.On his return to the ship,a signal was made to the effect that the salvage of the S.S."Van der Lijn" was much beyond the scope of A.M.S. vessels.As one officer remarked,"This looks like a pick and shovel job to me!"

H.M.A.S. "Cowra" was ordered to stand by until the arrival of the salvage vessel,S.S."Caledonian Salvor".On the arrival of the salvage vessel,the Chief Salvage Officer,Captain McKenzie,boarded H.M.A.S. "COWRA" to receive the Commanding Officer's report of his inspection of the wreck.It was then decided that H.M.A.S. "Cowra" would stand by until Captain McKenzie had made his inspection of the wreck.On completion of this inspection,he was of the opinion that H.M.A.S. "Cowra" could not render any further assistance.H.M.A.S. " "Cowra" then proceeded to Madang,arriving in that harbour at I230K, Wednesday the sixth.

The following afternoon,Thursday the seventh,weighed and proceeded,having embarked Commander (D) Staff,to exercise area. There,an exercise in "LL" sweeping was carried out,after which an exercise High Angle shoot,using Starshell targets,was carried out in company with M.L.806 and H.D.M.L.I339.Following this,day and night Low Angle 4" Q.F. practice firings were carried out.On completion of these,the ship returned to anchorage at 2050K that night.

On Friday,the eighth of September,weighed and proceeded to Hollandia,arriving in Humboldt Bay at daylight Sunday the tenth. After fuelling from S.S."Bishopdale",vessel proceeded to anchorage and remained at Single anchor in Humboldt Bay until 0800K Tuesday the twelfth,when ship weighed and proceeded to escort U.S.S."Pyro" in company with H.M.A.S. "Townsville",to Mios Woendi Island.On completion of escort duty at Mios Woendi on Wednesday the thirteenth, proceeded to anchorage in Sorido Lagoon,Biak Island.

The following morning,vessel commenced an A/S patrol outside Sorido Lagoon,which patrol was continued until relieved by H.M.A.S."Rockhampton" on Tuesday the nineteenth at 0900K.Vessel then proceeded to Mios Woendi and fuelled from U.S.S."Victoria".On completion,vessel anchored in Mios Woendi Lagoon,remaining there until the following morning,Wednesday the twentieth,when vessel weighed and proceeded to Anchorage in Sorido Lagoon.At I700K the same afternoon,H.M.A.S."Cowra" relieved H.M.A.S."Rockhampton" on patrol outside Sorido Lagoon,and remained on this patrol until Friday the twenty second at 0845K,when orders were received to report to Port Director at Biak for orders.

10/10 G.

On Saturday 23rd. September, weighed and proceeded in execution of orders, in company with H.M.A.S's. "Rockhampton", "Deloraine", and "Glenelg", to Madang for Boiler Clean. On passage, H.M.A.S. "Cowra" was detached to collect mail at Hollandia, this being done A.M. Monday 25th.. H.M.A.S. "Cowra" rejoined flotilla early A.M. the following day, arriving in Madang in company the same day when boiler clean was commenced.

During the period 27th. September to the end of the month, ship was boiler cleaning.

During the month only a very small quantity of mail for ship's company was received. It is considered that regular mail is a very important factor in maintaining the morale. It is hoped that the difficulties in forwarding mail will be overcome in the near future.

The health and behaviour of the ship's company has been good.

TOTAL FIGURES FOR THE MONTH OF SEPTEMBER.

Mileage	3,318·6
Oil fuel expended. . . .	209·0tons.
Hours under way	374 hrs.58m.
Average speed	8·85.
Average distance per ton of oil fuel . .	15·88

TOTAL FIGURES SINCE COMMISSIONING.

Total mileage	28,701·7
Total oil fuel expended . .	2,297·1 tons
Total hours under way . .	3,382·5
Average Speed	8·48
Miles per ton of oil fuel . .	12·50

Lieutenant R.A.N.R.(S).

Commanding Officer.

RESTRICTED

RECEIVED 28 OCT 1944 D.O.T.M.

DEPARTMENT OF THE NAVY. 2026/7/1139

MINUTE PAPER.

SUBJECT: H.M.A.S. "COWRA" - REPORT OF PROCEEDINGS.

July & August 1944

S.N.R.

2.N.M.

Z.N.M.

D.O.D.

D. of A.

D.N.I.

Ops(N).

D.E.(N).

D.O.T.M.

D.N.M.S.

H.P.B.

N.A.2.N.M.

N.5.

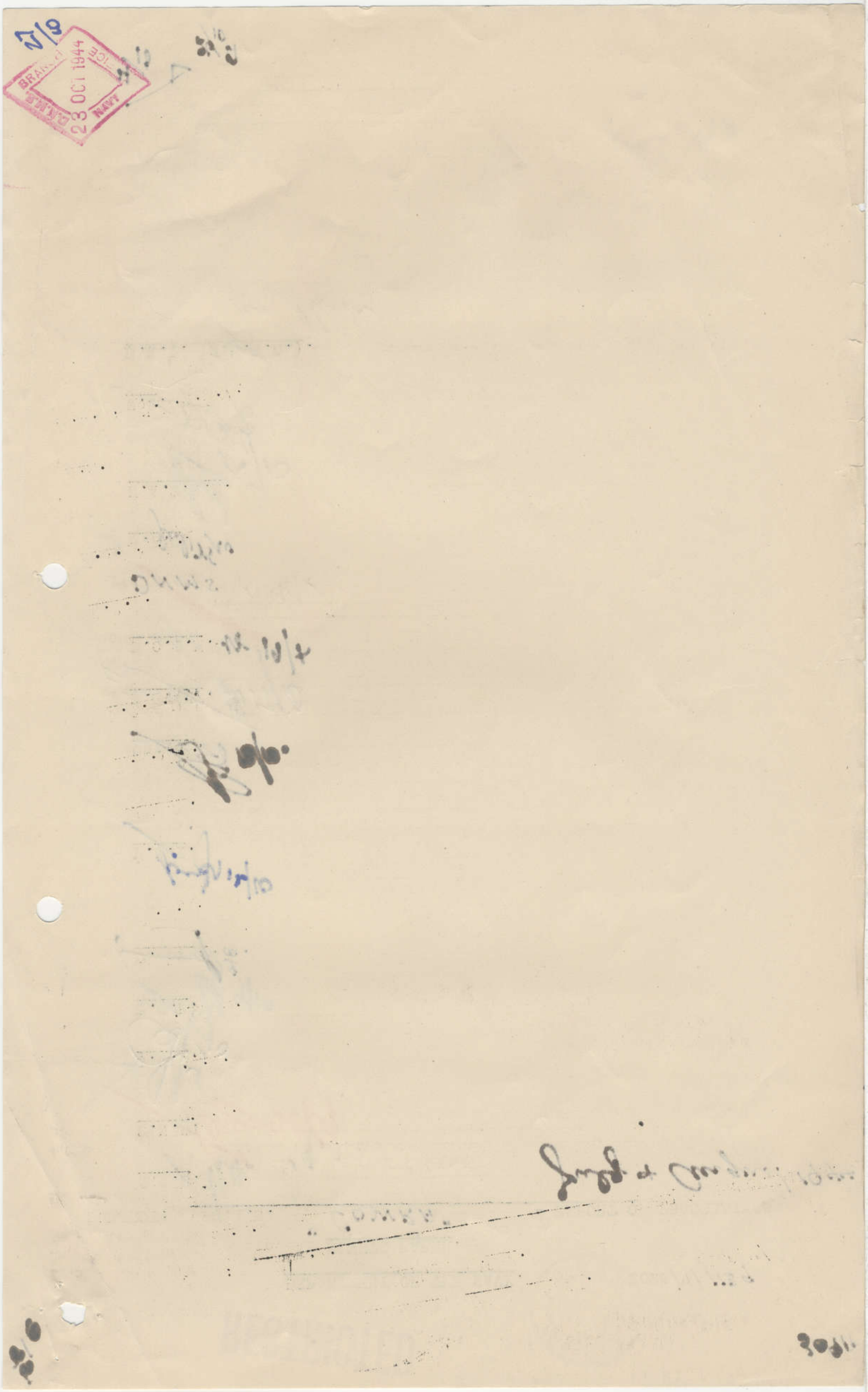
D.N.I. (N.H.R.O.).

Mrs Gleeson

17/10

4/10

26/10



July & August Proceedings

2/9.

2458.

H.M.A.S. "COWRA",
9th. September, 1944.

The Secretary,
Naval Board,
Melbourne.

Submitted:

It is regretted that the enclosed monthly letter of proceedings is a month overdue. This was an oversight arising from the refit in Port Melbourne.

D 20/9

19/9. D.P.S. 21/9

2/9 Ad.

Lieutenant R.A.N.R.(S).
Commanding Officer.

D.T.S.R. 25/9

Dcnt 22/9

per 22/9

DR(N) 26/10

20/9 F

22/9 G.

N5

H.M.A.S. "COWRA",
Ist. September,I944.

The Secretary,
Naval Board,
Melbourne.

The following "Report of Proceedings" for the month of August,I944,is forwarded in accordance with CCNO 97/43.

Tuesday Ist. August to Tuesday I5th. August berthed at Victoria Dock in dockyard hands undergoing refit.

Wednesday I6th. August cast off from No. I8 Victoria Dock and proceeded down river with tug "MARIMBA" in attendance to Williamstown and berthed at Nelson's Pier,Williamstown.Commenced ammunitioning ship P.M. (I730).Completed with fuel and water.

Thursday I7th. August slipped and proceeded to Port Phillip Bay and carried out Gunnery,Depth Charge and R.D.F. Calibration trials,the latter being unsatisfactory.Returned Nelson Pier P.M..

Friday I8th. August slipped and proceeded from Nelson Pier, Williamstown.Proceeded to Port Phillip Bay,carried out Compass adjustment A.M..Commenced streaming "LL" sweep at II55 hours.Streamed sweep and commenced pulsing at I235 hours.At I530 hours completed pulsing,commenced bringing in."LL" sweep:sweep recovered at I6I0 hours.Returned to Nelson Pier,Williamstown.Completed with fuel and water.

Saturday I9th. August ship ordered to slip and proceed at 0600 hours.Ship was delayed however nearly three hours as a result of low visibility caused by fog.0853 slipped and proceeded en passage to Brisbane,when visibility had improved.

Sunday 20th. August and Monday 2Ist. August en passage to Brisbane.

Tuesday 22nd. August anchored off Pile Light,Moreton Bay at 2309 hours.

Wednesday 23rd. August at 0630 hours weighed and proceeded up Brisbane River.0730 steamed alongside "C" Cruising Wharf and completed with fuel oil.I005 slipped and proceeded to C.O.R. Wharfto complete with Dieselene.II36 slipped from C.O.R. Wharf up river to Musgrave Wharf:at 48 hours notice.I305 H.M.A.S. "DOOMBA" steamed alongside.Sub-Lieutenant Quin R.A.N.V.R. joined ship for A/S.C.O. duties.

Thursday 24th. August and Friday 25th. August alongside Musgrave Wharf.At 0805 hours Friday H.M.A.S. "DOOMBA" slipped and proceeded en passage south.

Saturday 26th. August Sub-Lieutenant Gurand R.A.N.R.(S). and Sub- Lieutenant Morris R.A.N.V.R. joined for onward passage.Embarked I5 ratings for passage to Milne Bay.At 0800 hours slipped and proceeded to Moreton Bay to carry out Radar and R.D.F. Calibration trials.II58 completed Radar and R.D.F. Calibration trials satisfactorily and proceeded en passage to Madang via Milne Bay and Langemak.

Sunday 27th.,Monday 28th. and Tuesday 29th. August en passage.

Wednesday 30th. August anchored in Gili Gili anchorage, Milne Bay.P.M. embarked mail and stores for Langemak.

Thursday 3Ist. August at 0708 weighed and proceeded alongside S.S.Farrino to refuel.At I0I7 hours slipped and proceeded en passage to Madang via Langemak.

During the month the health and behaviour of the Ship's Company was good.

TOTAL FIGURES FOR THE MONTH OF AUGUST:

Mileage ----------	2356.
Oil Fuel Expended ----------	I86·66 tons.
Hours under way ----------	2I3 hours, I min..
Average Speed ----------	II·06 knots.
Average distance per ton of oil fuel-	I2·6 miles.

TOTAL FIGURES SINCE COMMISSIONING 8th, OCTOBER, I943:

Mileage ----------	2538I·I.
Oil fuel expended ----------	2087·008 tons.
Hours under way ----------	3007·5.
Average Speed ----------	8·43 knots.
Average distance per ton of fuel oil-	I2·I6 miles.

cc. N.O.I.C. New Guinea.
cc. COMMANDER (D) Madang.

Lieutenant R.A.N.R.(S).
Commanding Officer.

H.M.A.S."COWRA".
Ist.August,I944.

The Secretary to the Naval Board,
Melbourne.

The following "Report of Proceedings" for the month of July, I944, is forwarded in accordance with C.C.N.O.97/43.

Saturday Ist. July en passage to Melbourne via Sydney. Sunday 2nd. July, entered Sydney Harbour at 0635 hours. Slipped and proceeded at I8I9 hours,having completed with fuel and water.

Tuesday 4th. July, entered Port Phillip Bay at I309. Proceeded up west channel and set course for Pile Light. Steamed alongside after west Berth,Nelson Pier,Williamstown at I607. Commenced defuelling.Completed defuelling at 2245 hours.

Wednesday 5th. July,de-ammunitioned ship,completing at II00 I448 passed line to tug and proceeded up Bay and thence up River Yarra to Victoria Dock.I533 entered Victoria Dock & secured alongside No.I8 Berth Victoria Dock at P.M. where tug cast off. Commenced refit.

During the period 6th.July to 23rd.July berthed at No.I8 Victoria Dock,in dockyard hands undergoing refit.

Monday 24th. July slipped and proceeded down river with tug in attendance to Alfred Graving Dock,Williamstown.I255 entered Alfred Graving Dock.

During the period 25th.July to 30th. July in Alfred Graving Dock,Williamstown,undergoing refit.

Monday 3Ist. July at I330 hours slipped & proceeded up river to No.I8 Victoria Dock with tugs "Marimba"& "Cara" in attendance.I448 hours secured at No.I8 Victoria Dock.

During the period of refit,Ship's Company was in two watches for long leave.A Care & Maintenance Party was supplied by N.O.I.C. Port Melbourne thus allowing a two watch routine for care & Maintenance whilst in Dockyard hands.

The majority of Ship's Company was drafted on completion of leave. In consequence of this,on completion of refit,the ship will sail with practically new Ship's Company.

The health and behaviour of the Ship's Company were on the whole good.

Monthly.

Total Mileage:-	903.6
Total Oil Fuel Expended:-	68.23 tons.
Total Hours under way:-	79Hrs.2M.
Average Speed:-	II.43 Knots.
Miles per ton of fuel oil :-	I3.24.

Since Commissioning.

Total Mileage:-	23027.I.
Total Oil Fuel Expended:-	I900.348.
Total Hours under way:-	2794.5.
Average Speed:-	8.24.
Miles per ton of oil fuel:-	I2.II.

W.J.Gillies
Commanding Officer.

1/8

154B

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RECEIVED 27 JUL 1944 D.O.T.M.

DEPARTMENT OF THE NAVY. 2026/7/1139

MINUTE PAPER.

SUBJECT: H.M.A.S. "COWRA" - REPORT OF PROCEEDINGS.

JUNE, 1944.

S.N.P. 11/7

2.N.M.

3.N.M. 15/7

D.O.D. 18/7

D. of P. 20/7

D.A/S.D. 21/7

D.N.I. 22/7

Ops(N). 24/7

D.E.(N). 25/7.

D.O.T.M. 29/7

H.R.O.

N.A.2.N.M.

DR(N) 1/8

N.H. 3/8

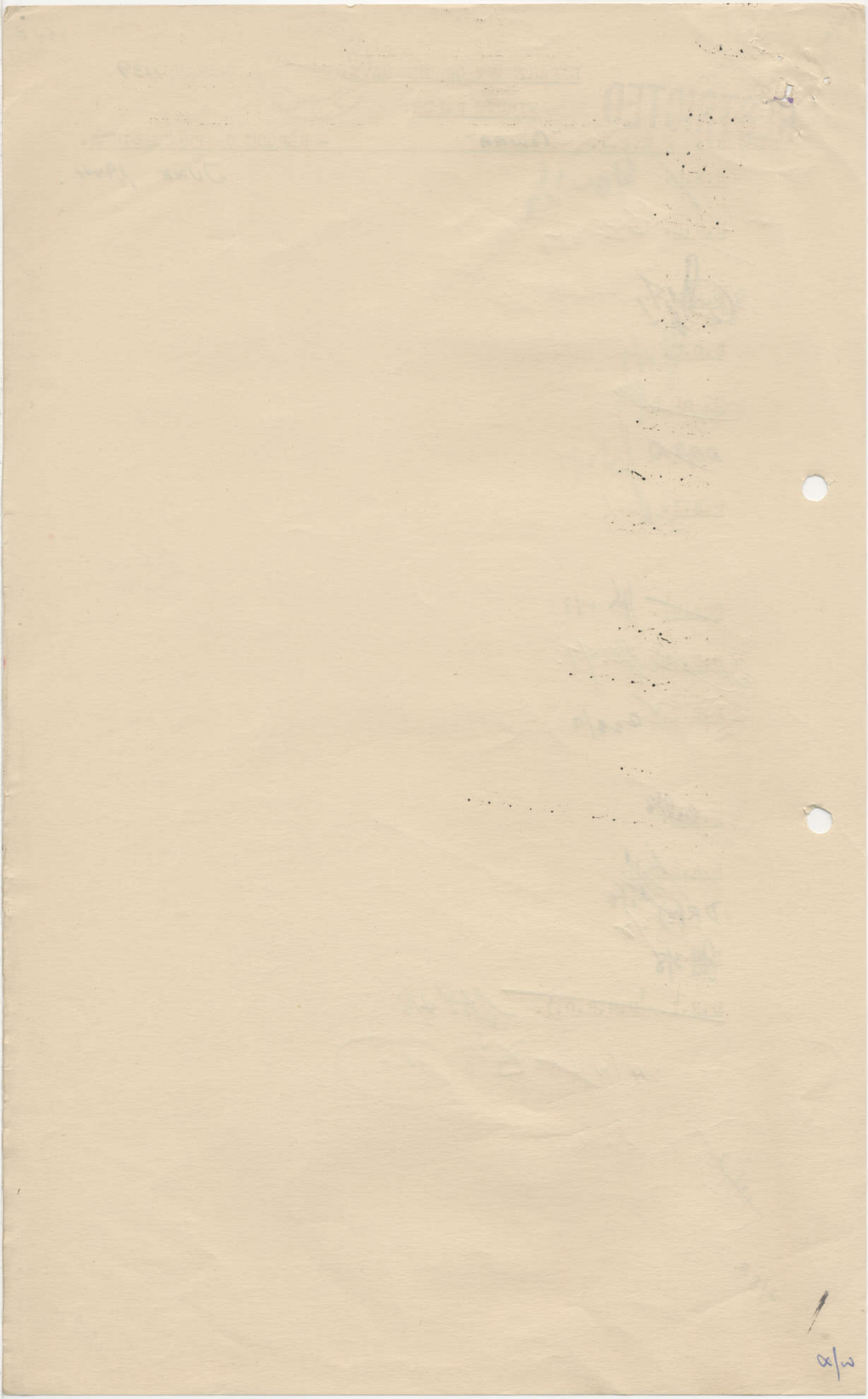
D.N.I. (N.H.R.O.). 4/8

A/N.H.R.O. 8/8 (N.1)

File

2/8B.

19/7



10/7.

2026/7/1139 117A.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

SUBJECT: H.M.A.S. "Cowra" - Report of Proceedings

K 8/7

D.N.S. 10/7

D.C.N.S. per. 10/7.

for 1st Km. 11/7.

N.S. 10/7.

H.M.A.S. "COWRA"
1st July, 1944

The Secretary,
Naval Board,
MELBOURNE.

The following "Report of Proceedings" for the month of June, 1944, is forwarded in accordance with C.C.N.O. 97/43.

Friday, 1st June. Embarked Lieutenant Commander Knox, R.A.N. and Mr. Page Warrant Officee, R.A.N.At 0600 vessel weighed and proceeded to Submarine Exercise Area in company with H.M.A.S. "KIAMA" AND "GLADSTONE" and U.S. Submarine S. 47. While proceeding to exercise area Radar tracking exercises were carried out on the submarine at surface and periscope depth. A/S attacks were carried out on the submarine on arrival at the area. During the afternoon a practice bombardment was carried out on Shortland Island off Milne Bay. At 2114 vessel entered h harbour and anchored.

Saturday, 3rd June, Embarked Lieutenant Jackson, R.A.N.V.R. and Sub-Lieutenant Wellings, R.A.N.V.R. and proceeded to submarine exercise area at 0600 in company with H.M.A.S. "KIAMA" and "GLADSTONE" and U.S. Submarine S. 47 Exercise attacks were carried out the submarine. At 1630 entered harbour and anchored.

At 1000 on Sunday vessel proceeded in company with H.M.A.S. "KIAMA" "KAPUNDA" "GLADSTONE" "DELORAINE" and "JUNEE". "Gladstone, "Deloraine" and "Junee" were detached off China Strait and proceeded independently.

At 0915 the following morning an A/S patrol was commenced in the Solomon Sea.

Tuesday, 6th June. During the afternoon practice firings were carried out with light A/A weapons at smoke bursts put up by own ship.

The following afternoon a search was carried out for an Aircraft which had been reported crashed in the vicinity of position 07° 10' 00'' South, 149° 30' 00'' East This S.O.S. message was later cancelled and patrol was r resumed.

H.N.

At 1330 on Friday, 9th June. Left patrol and proceeded to Langemak. At 0615 the following morning vessel entered Langemak Bay. At 1730, after having completed with fuel and stores, vessel proceeded to rejoin patrol.

Sunday, 11th June. Rejoined patrol at 1530 in position 07° 42' 00'' South;150° 06' 00'' East. At 1530 a doubtful Asdic contact was obtained and a pattern of Depth Charges was dropped. H.M.A.S. "Kapunda" then came in to attack and fired a pattern. A thorough search of the area was carried out until 1700. The echo proved to be non-submarine and the patrol was resumed.

Friday, 16th June. Entered Dreger Harbour at 1100 and commenced fuelling. On completion of fuelling vessel proceeded to Langemak in accordance with Naval Officer in Charge, Langemak's orders. At 1450 vessel proceeded on passage to Milne Bay in company with H.M.A.S. "Kapunda".

Saturday 17th June. Arrived at Milne Bay at 1930 and anchored.

Sunday, 18th June. At Milne Bay.

Monday, 19th June. At 0405 vessel proceeded on passage to Brisbane with M.L. 427 in tow. At 1600 speed was reduced owing to heavy sea. At 0003 the following morning the tow parted. Tow was re-passed and vessels proceeded at 0210. At 0745 the tow parted again. A delay of forty minutes was entailed before vessels proceeded again.

Wednesday 21st June. Entered Great North East Channel at 1635. At 2100 vessel anchored off Stephens Island on account of heavy weather and poor visibility. At 0540 the following morning vessel proceeded with M.L. 427 in tow.

Sunday, 25th June. Entered Townsville harbour at 1450. Vessel proceeded again at 1750 with M.L. 427 in tow after having completed with fuel, water and stores.

Thursday, 29th June. Entered Moreton Bay at 0555 and slipped tow off Fairmile Base at 1100. Vessel secured alongside Lighthouse Wharf on completion of fuelling.

During the period 19th June to 29th June boisterous weather was experienced making towing rather difficult and placing great sstrain on gear.

Friday, 30th. Vessel proceeded at 0900 on passage to Melbourne via Sydney.

During the month one Able Seaman passed professionally for Leading Seaman and two Ordinary Seamen were examined and passed for Able Seaman.
The health and behaviour of the ships company continues to be very good.

TOTAL FIGURES FOR THE MONTH JUNE.

Mileage	4748.1
Oil Fuel expended	412.0 tons
Hours under way	589 h 16 m
Average speed	8.05
Average distance per ton of oil fuel..	11.52

TOTAL FIGURES SINCE COMMISSIONING ON 8TH OCTOBER, 1943.

Mileage	22,123.5
Oil fuel expended	1,832.118 t
Hours under way	2,715.5 h
Average speed	8.14
Average distance pe r ton of oil fuel ..	12.07

Lieutenant R.A.N.R. (S)
COMMANDING OFFICER

1/8

154B

27 JUL D.O.T.

DEPARTMENT OF THE NAVY. 2026/7/1139

MINUTE PAPER.

RESTRICTED

SUBJECT: H.M.A.S. "COWRA" - REPORT OF PROCEEDINGS.

MAY, 1944.

S.N.B.

2.N.M.

3.N.M.

D.O.D.

D. of P.

D.A/S.D.

D.N.I.

Ops(N).

D.E.(N).

D.O.T.M.

H.Cal.

N.A.2.N.M.

D R(A).

N.5.

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

A/NHRO

File

(N.1)

2/8

24/7

30/6

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2026/7/1139 103A

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644. 29/6

SUBJECT: H.M.A.S. "Cowra" - Report of Proceedings

D of S 30/6

~~D.O.D.~~

D.C.N.S. Dep. 4/7.

1st N.M. 4/7.

N.S. ~~30~~ 6/7.

5/7A.

RESTRICTED

SECRET

ACK. BY. A.S. 1330Y
28 JUN 1944
INIT.

H.M.A.S."COWRA",
3rd June,1944.

DEPT. OF NAVY
2026/7/1139.
SECRET

The Secretary,
Naval Board,
MELBOURNE.

The following "Report of Proceedings" for the month of May, 1944, is forwarded in accordance with C.C.N.O. 97/43.

Monday, 1st May. Carrying out A/S patrol in company with H.M.A.S."Glenelg" off Langemak. At 0600 completed patrol and entered Langemak Bay, remaining there until 0625 on Wednesday 3rd ~~June~~ when vessel proceeded in company with H.M.A.S."Glenelg" and P.C.1134 to escort U.S.S."Octans", S.Ss."Henry T. Rainey", "Cape Kildare","Don Marquis","John Shafroth" and "J.B.McPherson" to Seeadler Harbour, Manus Island.

Thursday, 4th May. Arrived at Seeadler Harbour at 1700 and dispersed convoy. At 0758 the following morning vessel proceeded in company with H.M.A.S."Glenelg" to escort S.Ss."Thomas M. Cooley","Jose Barbosa" and "Cheif Charlot" to Langemak.

Saturday, 6th May. Dispersed convoy at 1320 and entered Langemak Bay. At 2356 vessel proceeded to sea owing to anchorage being unsafe due to heavy swell. At 0625 next morning vessel entered Langemak Bay and anchored.

Monday, 8th May, 1341 weighed and proceeded to Lae. On arrival off Lae at 1900 vessel commenced A/S patrol which was maintained until 0630 the following morning when we proceeded to escort S.S."Frank Dodd" to Langemak. At 1340 left consort and entered Langemak Bay.

Wednesday, 10th - Thursday 11th, May, At Langemak Bay.

Friday, 12th May. At 1351 vessel proceeded to Lae in company with H.M.A.S."Colac" and Y.M.S.316. At 1830 vessels in company made rendezvous with S.S."David Hughes" off Lae and proceeded to escort her to Madang.

At 1130 on Saturday, 13th May convoy entered Madang Harbour and anchored. During the afternoon 306 troops were ferried from S.S."David Hughes" to the shore.

Sunday, 14th May. Two A.IF. officers were embarked and vessel proceeded at 1725 in company with H.M.A.S"Colac" to provide escort for S.S."Edward Baker" on passage to Langemak. At 1335 the following day vessels entered Langemak Bay and a anchored. The two A.I.F. officers were disembarked.
Ship remained at Langemak on Tuesday, 16th May. At 0655 the following morning vessel left harbour in company with P.Cs.1134 and 477 and formed convoy with U.S.S."Ganymede", S.Ss."Harriet Munroe" and "Corinth" and proceeded to Seeadler Harbour, Manus Island.

The convoy entered Seeadler Harbour at 1330, Thursday, 18 th May.

The following morning at 0700 vessel proceeded out of harbour and formed convoy with P.Cs.477 and 1134, U.S.S. "Aridid", S.Ss."Don Marquis","South-west Pass" and "Azelia City"and set course for Langemak.

Saturday, 20th May. At 1524 dispersed convoy and entered Dreger Harbour. At 0528 the following morning vessel proceeded and formed convoy consisting of P.C.1123, Y.M.S.336, A.P.C.3, U.S.S."Carina" and S.S."Elisha Ferry" and proceeded to Seeadler Harbour arriving there at 1548 on Monday 22nd May.

7/4

6/B

RESTRICTED

RECEIVED 1944 D.O.T.M.

DEPARTMENT OF THE NAVY. 2026/7/ 1137

MINUTE PAPER.

SUBJECT: H.M.A.S. "COWRA" - REPORT OF PROCEEDINGS.

April, 1944

S.N.S. 19/5

2.N.M. 19/5

3.N.M. 22/5 24/5

D.O.D. 29/5

D. of P.

D.N.I.

Ops(N). 16

D.E.(N). 23/5

D.O.T.M. 7/6

H.R. 7/6

N.A.2. 7/6

9/6/44

N.R. 10/6.

D.N.I. (N.H.R.O.). 13/6

R/N H.R.O. 13/6

File

29/5/44 8/6

AUSTRALIAN WAR MEMORIAL RCDIG1073835

17/5

17/5

2026/4/1139

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

27A.

3644.

SUBJECT: H.M.A.S. "Cowra" - Report of Proceedings

D.P.S. 17/5

D.C.N.S. per 18/5

18/5

X/5

18/5

RESTRICTED

H.M.A.S. " COWRA "
4th May, 1944.

2026/7/1139

The Secretary,
Naval Board,
MELBOURNE.

The following "Report of Proceedings" for the month of April, 1944, is forwarded in accordance with C.C.N.O. 97/43.

Saturday, 1st April. Proceeded from Langemak Bay at 1000 and formed convoy with S.Ss."Melinga" and "Deutgan" and proceeded to Cape Gloucester.

HN.

At 0600 the following day the convoy was dispersed in Borgen Bay, Cape Gloucester. At 0900 vessel proceeded to escort two L.C.Ts. to Langemak, arriving there at 2310 the same day. While on passage through the Dampier Strait anative family was observed to be living on Vassee Island

Monday, 3rd April. At Langemak Bay.

Tuesday, 4th April. Left harbour at 1136 in company with H.M.A.Ss. "Bendigo" and "Ararat" and Y.M.S. 316 and S.C. 744 and proceeded to escort S.Ss. "Meldrum", "Isolator", "Stagen" and "Stephen G. Porter" to Milne Bay. At 1015 on Thursday, 6th April vessel arrived at Milne Bay with convoy.

On Friday, 7 th April, vessel proceeded at 1400 to position south of China Strait and made rendezvous with U.S.S. "Gold Star" at 0300 the following morning when course was set for return to Milne Bay. During the night ships comprising Task Force 74 and 76 were sighted carrying out exercises. Anchored in Milne Bay at 1235.

At 0819, Sunday, 9th April, vessel proceeded to escort S.S. "Weltevreden". At 0600 the following morning consort was dispersed in position 12° 35' 00" S., 152° 54' 00" E. and course was set for return to Milne Bay, arriving there at 0900.

During the period 11th April to 19th April the vessel remained at Milne Bay and carried out Boiler cleaning. The ship's company was also employed painting ship and carrying exercises and General Drill.

At 0600, Thursday, 20th April, proceeded to Submarine Exercise Area in company with H.M.A.S. "Bendigo" and "Kiama" to carry out exercises. A Radar tracking exercise was carried out using U.S. Submarine S 47 as the target. Radar personnel were exercised at holding contact on the submarine on the surface and later at periscope depth.

On completion of the Radar exercise A/S "attacks" were made on the submarine. H.M.A.S. "Orara" acted as escort to the submarine which towed Buffs during the exercise.

H.M.A.S. "Swan", "Geelong" and "Goulburn" joined company and High Angle firings were then carried out with 4-in. Q.F. and Oerlikon guns at smoke bursts put up by own ship.

Following the firings an "L.L." sweep was carried out in company with H.M.A.S "Kiama".

On the completion of the sweeping exercise the two vessels formed up with H.M.A.Ss. "Swan", "Bendigo", "Geelong" and "Goulburn" and carried Low Angle full calibre day firings at two pattern V1 targets towed by H.M.A.S. "Orara".

All ships then proceeded to Milne Bay. On arrival off North Foreland, H.M.A.Ss. "Orara", "Kiama" and "Cowra" were detached

and commenced an Endless Chain patrol between North Foreland and Killerton Island.

The Endless Chain patrol was completed at 0100 the following morning , Friday 21st April, and the three ships returned to Milne Bay in company and anchored off Gili Gili at 0345.

One Warrant Officer and three sergeants A.I.F. and one Chief Quartermaster U.S.N. were embarked during the afternoon and the vessel proceeded at 1328 in company with H.M.A.Ss."Bendigo" and "Kiama". At 1720 convoy consisting of S.Ss. "Nobilgas","P.Donelan" and "W.Williams" was formed and course was set for Buna.

Saturday, 22nd April. At 1320 vessel left convoy and proceeded to Buna while the remaining ships carried on to the Admiralty Islands.

At 1400 the following day vessel proceeded to escort S.S."Sea Flasher" to Langemak.

Monday,24th April. Entered Langemak Bay at 0620. A.I.F. personal were discharged to shore.

Tuesday,25th April. At Langemak Bay.

At 0604 the following morning vessel proceeded in company with H.M.A.S."Glenelg", P.C.1120 and Y.M.S. 313 to rendezvous with convoy. Convoy which consisted of S.Ss."Shelton Clark" and "John Hall" was formed at 1020 and proceeded to Seeadler Harhour, Manus Island arriving there at 1351 the following day. Three Petty Officers were embarked for passage from U.S.S."Victoria".

Friday, 28th April. 0756 Proceeded with H.M.A.Ss."Glenelg" "Po Yang", P.C.1120, A.P.C.4 and Y.M.S.313 on passage to Langemak.

Saturday, 29th April. Entered Lamgemak Bay at 1600. Three U.S.N. ratings discharged to shore.

Sunday, 30th April. One Chief Quartermaster U.S.N. discharged to shore. At 1731 weighed anchor and proceeded in company with H.M.A.S."Glenelg" and commenced A/S patrol off Langemak Bay.

----oOo----

One Chief Quartermaster U.S.N. was borne in the ship for nine days for experience in pilotage waters.

No tidal set was experienced in the vicinity of Alim Island as has been reported by others ships.

On Sunday, 16th April a boat pulling regatta was held with H.M.A.Ss."Ararat" and "Kiama". The results on points were 1."Ararat" 2. "Cowra" 3. "Kiama".

During the month the Ship's Company were exercised frequently at General Drill both at sea and in harbour.

The health of the Ship's Company is very good and has shown improvement on the previous month. Personnel appear to have become acclimatised now.

----oOo----

"COWRA"

2026/7/1139

~~SECRET~~ RESTRICTED

Total figures for the month of April

Mileage	2642.4
Oil fuel expended	238.0
Hours under way	309hrs 24 mins
Average speed	8.53
Average distance per ton of oil fuel	11.1

Total figures since commissioning on

8th October, 1943.

Mileage	14,456.9
Oil fuel expended	1,161.118 tons
Hours under way	1,803.75
Average Speed	8.01
Average distance per ton of oil fuel	12.45

Lieutenant R.A.N.R.(S).
Commanding Officer.

1075.

H of N

Pse pass paragraphs enclosed by Red lines to O.C. HB. for information

Action taken on 1893/v/135

6/5

18/4

2026/7/1139

18A

RECEIVED 9 MAY 1944

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

SUBJECT: H.M.A.S. "Cowra" - Report of Proceedings March 1944

SECRET RESTRICTED

D.C.S. 18/4/44

DCNS per Cdr. 20/4

1st. Lt. 20/4

NS 18/4 2/5

SUB Lt 21/4

2nd Lt 21/4

3rd Lt 29/4

DOD 2/5

DNAP 2/5

DNSP 4/5

DOOP 5/5

Ops(N) re X

DE(N) 26/4

DOFM 10/5

10/5 DPB

NAZNM 10/5

DNI (NHRO)

Recd Journal

Ops(N) 12/5

NHRO

D for ack 14

File

N/5

RESTRICTED
SECRET

RECEIVED
14 APR 1944
NAVY CONFIDENTIAL

H.M.A.S."COWRA".
1st April, 1944.

DEPT. OF NAVY
2026.7.1139.
SECRET

The Secretary,
Naval Board.
MELBOURNE.

The following "Report of Proceedings" for the month of March, 1944, is forwarded in accordance with C.C.N.O. 97/43

Wednesday, 1st March. At Brisbane carrying out Boiler cleaning and painting ship.

During the period Thursday , 2nd March to Sunday, 5th March the ship was at Brisbane making good main engine defects, and painting and storing of ship was carried out. The following day basin trials werec carried out and main engines were passed as satisfactory. During the afternoon fourteen ratings were embarked from H.M.A.S."MORETON" for passage to Milne Bay.

At 0707 on Tuesday, 7th March the vessel proceeded to Moreton Bay and carried out compass adjustment. On completion the ship proceeded on passage to Milne Bay.

At 1305 the following day course was altered and vessel proceeded via the inshore route owing to bad weather. Weather reports warned of strong cyclonic disturbance. At 1755 sighted H.M.A.S. "STUART" proceeding south.

Thursday, 9th March. At 1415 S.S. "DUNDULA" was sighted steaming in a southerly direction.

The following day at 1450 H.M.A.S."BOWEN" was sighted proceeding south. During the afternoon A.A. firings were carried with Oerlikon and Lewis guns , using parachute rockets as targets

Sunday, 12th March. At 0820 entered Milne Bay and anchored off Gili Gili at 1730 after having completed with oil fuel and water.

Monday, 13th March. Embarked Lieutenant Elliot, U.S.N. and proceeded at 0652 in company with U.S. Submarine "FLOUNDER" to Submarine Exercise Area. Three exercises were carried out. Exercise One consisted of three runs made by the submarine carrying approaches at periscope depth using Radar. Sound famil iarisation exercises were then carried out on the submarine. The third exercise consisted of attacks made on the submarine, three runs being carried out . Hand grenades and calcium flares were used to indicate positions of depth charge patterns.

At 1520 exercises were completed and vessel returned to harbour in company with U.S.Submarine "FLOUNDER" and disembarked Lieutenant Elliot. At 1730 ship proceeded and made rendezvous with H.M.A.S. "GLENELG" at 2100 and relieved her on A/S patrol. A/S protection was provided for S.S. "PRESIDENT GRANT" aground on Uluma Reef, and other vessels in attendance during salvage operations.The vessel also acted as V/S link between S.S."PRESIDENT GRANT" and Naval Officer in Charge, New Guinea.

At 0305 the following morning a submarine contact was obtained and the Ship's Company went to action stations. The contact was doubtful and only two charges were dropped. The echo was then classified as a reef echo of small extent and plotted in position 11° 08'45" S. 150° 54' 40"E. and a sounding of approximately 8 fathoms obtained.

The trace from the Echo Sounder indicates that this is only a small pinnacle as the soundings immediately fell away to depths over 100 fathoms all round this point. This information has been passed to the Naval Officer in Charge New Guinea. No Hydrographic Note has been forwarded as there were no further opportunities of

Action on 1893/2155

 RESTRICTED ~~SECRET~~

investigating this area which gave indications of other shoals. patches.

At 1836 P.C. 1123 joined company and commenced A/S patrol East of Uluma Reef. Continuous A/S patrol was maintained until Wednesday 22nd March when vessel was relieved by H.M.A.S. "GOULBURN" at 1055, and ship proceeded and came to anchor off Gili Gili, Milne Bay at 1640.

Thursday, 23rd March- at Milne Bay embarking oil fuel, water and stores.

At 1504, Friday 24th March vessel proceeded on passage to Langemak Bay.

At 2130 the following day a hospital ship was sighted proceeding south.

Sunday , 26th March .At 0744 entered Langemak Harbour and secured alongside H.M.A.S."BARCOO" at Wiggins Wharf after embarking oil fuel.

At 1800, Monday 27th March, proceeded to escort S.S."JOHN-NNOLAN to Saidor.

AT 1020 the following day vessel anchored off Saidor and remained there until 1658 when she proceeded to escort S.S. "MILLEN GRIFFITHS" to Langemak Bay.

Wednesday 29th March. Entered Langemak Bay at 0756.

Thursday 30th March,- Friday 31st March . At Langemak Bay.

During the month the Ship's Company were exercised frequently at General Drill.

The health of the Ship's Company has been good although there have been numerous cases of fever caused by fairly sudden change of climate,and slight stomach disorders attributed to first few doses of Attabrine tablets taken.

Total for the Month of March.

Mileage	3061.2
Oil fuel expended	250.4 tons
Hours under way.....	417.88 hrs.
Average speed.....	7.32 kts.
Average distance per ton of fuel.oil.....	12.22

6Total figures since commissioning 8th October,1943.

Total mileage	11814.5
Total Oil fuel expended.....	923.118
Total hours under way.....	1494.25
Average Speed.....	7.9
Average distance per ton of oil fuel.....	12.79

W.J.Gillies

Lieutenant R.A.N.R.(S)
Commanding Officer.

30/3 21/4

31

2026/7/1139

DEPARTMENT OF THE NAVY.
MINUTE PAPER.

3644.

SECRET RESTRICTED

RECEIVED 18 APR 1944

SUBJECT: H.M.A.S. "COWRA" — REPORT OF PROCEEDINGS - FEBRUARY, 1944

D P.S. 30/3

D C.N.S. 8/6

for S.N.M. 31/3

SNB 17/4

2NM

3NM 4/4/44

DOD 14/4

DDP 14/4

DNS 14/4

Ops(NT) 17/4

DE(N) 4/4

DOM 19/4

19 APR 1944

NPB 20/4/44

NA2NM 21/4

(ONI) N.H.R.O.

N.I.

NS 31/3.

22/4 G

N.H.R.O. 28/4

Info

Info

File

24/4

H.M.A.S"COWRA".
12th March, 1944.

The Secretary,
Naval Board,
MELBOURNE.

The following "Report of Proceedings" for the month of February, 1944, is forwarded in accordance with C.C.N.O. 97/43.

Tuesday, 1st Febuary. Escorting convoy consisting of S.Ss. "Barossa", "Ben T. Osborne", and "Darvell". At 0140 on arrival off Bustard Head dispersed convoy and disembarked Lieut. Cdr. (Sp.Br.) Traynor, R.A.N.V.R. to N.A.P. launch and proceeded to escort S.S. "John Carroll" to Brisbane.

At 0145 on the 2nd February, entered Moreton Bay and secured alongside Newfarm Wharf on completion of fuelling.

While in harbour general maintenance work and exercises were carried out. The ship remained at Newfarm Wharf until 0600, Sunday, 6th February when vessel proceeded and made rendezvous with Convoy QL53 off Caloundra Head at 1600. S.Ss. "Juan Cabrillo", "William Strchan", "Luther S. Kelly" and "Phillip Brodribble", comprised the convoy which was escorted to Gladstone, arriving there at 2250 on Monday, 7th February.

On Tuesday, 8th February proceeded out of harbour at 1928 and escorted S.S. "John I. Nolan" to a position off Caloundra Head whence she proceeded to Sydney independently. Entered Moreton Bay at 1900 the following day and anchored in the North West Channel. The following morning vessel weighed and proceeded to Brisbane at 0345 and secured alongside H.M.A.S "Swan" at Milling Co. Wharf, Brisbane River, remaining there until Sunday, 13th February when ship proceeded at 0614. At 1530 the same day formed convoy QL 55 consisting of S.Ss. "Green Gables Park", "Both", "William Beaumont", "Hanyang", "Stephen G. Porter", "Dundula", and "China" and escorted them to Gladstone.

At 2300 the following day S.S. "China" left the convoy and proceeded independently.

On Tuesday, 15th February at 0145 the convoy was dispersed and convoy signalmen were embarked from the Commodore's ship. Entered Gladstone Harbour at 0513 and anchored. Ship proceeded at 1950 the same day and escorted S.Ss. "Alamo", "Chippewa", and "Ozark" to Brisbane.

Entered Moreton Bay at 0603 on Thursday, 17th February, berthed on H.M.A.S. "SWAN" AT Milling Co, Wharf, Brisbane River on completion of fuelling.

Friday, 18th February - At Brisbane.

Saturday, 19th February. Proceeded at 1236, carried out Degaussing ranging and proceeded to position off Indian Head arriving there at 0915 the following day. Relieved H.M.A.S. "Echuca" on A/S patrol at 1030. Continuous A/S patrol was maintained in the vicinity of Sandy Cape until Thursday, 24th February, when ship was relieved by H.M.A.S. "Whyalla" at 1330 in position 15 miles East of Lady Elliot Island.

On being relieved ship proceeded south and entered Moreton Bay at 0312, Friday 25th February.

Saturday 26th February - Tuesday, 29th February.

At Brisbane carrying out Boiler cleaning and general maintenance and repair work.

During the month the Ship's Company were exercised frequently at General Drill and the Communications Branch were given practice in making "Shad" and "Help" messages.

The health of the Ship's Company has been very good and their general behaviour leaves little to be desired.

Figures for Month of February, 1944.

Distance Steamed	2467
Hours under way	330 hrs 9 mins
Average distance per ton of fuel	14.29

Total figures since commissioning on 8th October, 1943.

DIStance Steamed	8753.3.
Average Speed	8.13
Hours under way	1076.25

W. J. Gillies

Lieutenant, R.A.N.R.(S).
Commanding Officer.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1139

RECEIVED 9 MAR 1944

SUBJECT: H.M.A.S. "Cowra" - Report of Proceedings Jany/44

SECRET RESTRICTED

D.P.S. 27/2 19/5/43 2NM 28/2 3/3 DOD 3/3 DDP 6/3 DNP 6/3 Opt(N) 7/3. for DE(N) 29/2. 9/3 DOTM 24.3.44. NPB NAONM 29/3 NY 27/3. PCDO

D.C.N.S. 24/2.

1st. 25/2

N.1

NY 24/2 6/3B 25/3

NAONO 29/3 Nsecretary 29/3 File

CONFIDENTIAL

ACK. BY A.S. 1330Y
21 FEB 1944
INIT.

H.M.A.S."COWRA".
12th February,1944.

DEPT. OF NAVY
2026/7/1139
SECRET

HP. 19/1/44

The Secretary,
Naval Board.
MELBOURNE.

The follow ing "Report of Proceedings" for the Month of January,1944,is forwarded in accordance with C.C.N.O. 97/43.

Saturday 1st January-Sunday 2nd January. At Brisbane.

Monday 3rd January, 0858 . Proceeded and made rendezvous with S.S."JAPARA", with one barge in tow, off Caloundra Head at 1420 and proceeded to escort her to Gladstone. 1520 Passed S.S."LANARKSHIRE" southbound.

HN. 22/2/44

At 1135, 4th January passed H.M.A.S."LATROBE" proceeding south and at 1152 S.S."HARRY P. STEINMETZ" steaming in the same direction.

At 0100 5th January arrived off Bustard Head , dispersed consort and proceeded to Brisbane,arriving at Moreton Bay at 1905 on the same day.At 2203 anchored off Pile Light. The following morning at 0600 weighed and proceeded up Brisbane River and secured alongside Norman Street Wharf.

Monday 10th January, 0730. Proceeded to Moreton Bay and Carried out full calibre firings at pattern V1 target towed by H.M.A.S."KIANGA". On completion of the firings, at 1200, entered Brisbane River and secured alongside Eagle Street wharf.

11th January- At Eagle Street Wharf.

Monday, 12th January. At 0800 proceeded to Caloundra Head, made rendezvous with S.S."VAN SPILSBERGEN"" with two barges in tow and escorted her to Gladstone.

At 0215, 14th January, arrived off Bustard Head and "VAN SPILSBERGEN" proceeded independently. At 0515 entered Gladstone Harbour and remained there until 1813 when vessel proceeded to escort S.S.'s "COLAC", "FIONA", and "ROBERT STUART" to Brisbane.

Sunday, 16th January, 0635 entered Moreton Bay. 1419 secured alongside S.S."GOULBURN" at Mary Street Wharf Brisbane River.

Monday 17th January - Tuesday 18th January at Brisbane.

Wednesday 19th January.At 0856 proceeded to Caloundra Head where ship formed convoy with S.S.'s "D. F. BARRY", "SUVA", "PERIOD" and "VAN DER LIJN", at 1740, and escorted them to Gladstone Harbour , arriving off Bustard Head at 0400 on Friday 21st January. Convoy Signalmen were embarked from the Commodore's ship , S.S."VAN DER LIJN", and the ships proceeded independently. At 0838 entered Gladstone Harbour and remained there until 1800 when the vessel proceeded and formed convoy with U.S."S.C.731" and S.S.'s "BEN T. OSBORNE" and "TAMBUA". At 2120 S.S."DARVELL" requested permission to join the convoy and proceed with us to Brisbane.

At 0600 on the 22nd January, identified S.S."TINANA", proceeding in a westerly direction. At 2200 the same day vessel entered Moreton Bay and anchored off Pile Light at 0144 the following morning. At 0605 weighed and proceeded up Brisbane River and secured alongside H.M.A.S."BERMAGUI", at Milling Company Wharf.

 CONFIDENTIAL

Monday 24th January - Saturday 29th January at Brisbane carrying out Boiler Cleaning.

Sunday 30th January proceeded and formed convoy with S.S. "BAROSSA", "BEN T. OSBORNE" AND "DARVELL" off Caloundra Head at 1630, and escorted them to Gladstone.

Monday 31st January - on passage to Gladstone.

During the month the Ship's Company were exercised frequently at General Drill and the Communications Branch were given practice in making "Shad" and "Help" messages.

The health of the Ship's Company has been very good and their general behaviour leaves little to be desired.

Figures for Month of January, 1944.

Distance Steamed	2055.3
Hours under way	286 hrs.37m
Average distance per ton of fuel	14.133

Total figures since commissioning on 8th October,1943.

Distance Steamed	6042.4
Average Speed	8.1. 1.
Hours under way	746.1

W.J. Gillies

Lieutenant R.A.N.R. (S)
Commanding Officer.

18/1

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2026/7/1139

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

SUBJECT: H.M.A.S. "Cowra" Report of Proceedings Dec '43

RESTRICTED

M. Keller 19.5.45

D.P.S. 18/1

D.O.T.M. RECEIVED 17 FEB 1944

Dec ns per Em 19/1

5/2/44

8/2/44

DNRM 7 FEB 1944

1 n. 19/1

D.N.R.M. -7. FEB. 1944 DEPT. OF NAVY

RESTRICTED

~~SECRET~~

ACK. BY A.S. 13 CY
14 JAN 1944
INIT.

H.M.A.S. "COWRA",
8th January, 1944.

The Secretary,
Naval Board,
MELBOURNE.

2026/9/1139

The following "Report of Proceedings" for the month of December, 1943, is forwarded in accordance with C.C.N.O. 97/43.

Wednesday, 1st December.

At Lighthouse Wharf, Shaftston Reach, Brisbane River.

Thursday, 2nd December.

	Staff Officer, Independent Commands and Staff embarked.
0900	Cast off and proceeded to Moreton Bay to carry out General Drill. The following drills were exercised:-
	Dan buoy laying and recovering.
	Away Whaler and Boarding Party.
	Prepare to Tow Forward.
	Exercise Action.
	Damage Control exercise and Fire Drill
	Enemy Reports and W/T Breakdown.
	Prepare to Abandon Ship.
	A/S and Radar Exercise.
	Depth Charge Drill.
	A.A. Stations - Repel Aircraft.
1530	Returned to Harbour.
1714	Secured alongside H.M.A.S. "Vendetta", at Lighthouse Wharf Brisbane River.

Friday, 3rd December.

0746	Cast Off and proceeded.
1725	Made rendezvous with H.M.A.S. "~~Vendetta~~" STUART and U.S. Submarine "Guardfish" in Submarine exercise area. Carried out Night Approach exercises.

Saturday, 4th December.

	At daylight proceeded towards Harbour.
1630	Entered Harbour, and secured alongside Lighthouse Wharf, Shafston Reach, Brisbane River.

Sunday 5th - Tuesday 7th December.

At Lighthouse Wharf, Brisbane River.

Wednesday, 8th December.

0904	Cast Off and proceeded, to escort convoy.
1630	Formed Convoy consisting, S.S.s "Mildura", "Suva", "Colorada" "Ludington" "Willis van Devanter" "Leondis Merritt", "Chas. P. Steinmitz" and S.C. 735.

Thursday, 9th December.

	On passage to Glads tone.
2215	Convoy dispersed.

Friday, 10th December.

0700	Entered Port Curtis
0827	Secured alongside Auckland Point Wharf, Gladstone Harbour
1764	Cast Off and proceeded.

Saturday, 11th December.

0035	Formed Convoy consisting of S.S.s "Admiral Halstead" "Fiona" "Time" and S.C. 741, and proceeded on passage to Brisbane.

Sunday, 12th December.

0920 Entered Harbour.
1422 Secured alongside Newstead Wharf, Brisbane River.

Monday 13th - Friday 17th December.

At Lighthouse Wharf, Shafston Reach, Brisbane River.
Carrying out Boiler cleaning and painting ship.

Saturday, 18th December.

At Lighthouse Wharf, Brisbane River.

Sunday, 19th December.

0800 Cast off and proceeded.
1900 Formed Convoy consisting of, S.S.s "Edna", "J.D.Doty", "T. Jefferson", "S.Crane", "West Texas", "W.Hume", "Van der Lijn", "Victoria", "Admiral Chase", "E.D.Baker", "George Eastman", L.C.I.s 225, 230, 430, and H.M.A.S. "Ballarat" and S.C. 741.

Monday, 20th December.

In Convoy on passage to Gladstone.

Tuesday, 21st December.

0515 Entered Port Curtis.
0645 Secured alongside Auckland Point Wharf, Gladstone Harbour.
1702 Cast Off and proceeded
1950 Formed Convoy consisting of S.S.s "Japara", "Aroona" and "Beltana", and proceeded on passage to Brisbane.

Wednesday, 22nd December.

In Convoy, on passage to Brisbane.

Thursday, 23rd December.

1010 Entered Moreton Bay.
1636 Secured alongside Eagle Street, Wharf, Brisbane River.

Friday 24th - Saturday 25th December.

At Eagle Street Wharf, Brisbane River.

Sunday 26th December.

0857 Cast off and proceeded.
1615 Formed Convoy with H.M.A.S."Mildura" and "Kalgoorlie" and S.S.s"Admiral Halstead", "Fiona", "Stony Creek", "John J. Astor", "Samuel Brannon", "Conrad Kohrs", "Ben T. Osborne", "Empire Silver", "Frank C. Emerson", L.S.T. 181, L.C.I.s 439 and 432.

Monday 27th December.

, In Convoy, on passage to Gladstone.
2106 Entered Port Curtis.
2335 Anchored off Auckland Point, Gladstone Harbour.

Tuesday, 28th December.

1710 Weighed and proceeded to escort S.S. "Magnolia".

2026/7/1139

Wednesday 29th December.

Escorting S.S. "Magnolia" on passage to Brisbane.
1800 Left convoy and proceeded towards Harbour.

Thursday 30th December.

0246 Entered Moreton Bay.
0320 Anchored off North-west Channel.
0532 Weighed and proceeded.
0800 Formed Convoy consisting of S.Ss. "David Hewes" and "Frederick Billings" .

Friday 31st December.

1215 Left convoy off Lady Elliot Island and proceeded to Brisbane.
1842 Entered Moreton Bay.
2138 Anchored off Pile Light.

The health and behaviour of the Ship's Company, generally has been very good.

Figures for Month of December, 1943.

Distance Steamed	2991.1
Hours under way	337 hrs.
Average distance per ton of fuel ...	14.6

Total figures since commissioning on 8th October, 1943.

Distance Steamed	3987.1
Average Speed	8.68
Hours under way	459h.24m.

W.J. Gillies

Lieutenant, R.A.N.R. (S)
Commanding Officer.

20/1

2026/7/1139

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

SUBJECT: Hmas "COWRA" - REPORT OF PROCEEDINGS FOR NOVEMBER, 1943

SECRET

RECEIVED 14 JAN 1944 D.O.T.M.

S.N.B. 2nd 12

2NM 26/12

3NM 3/1

D.O.D. 3/1

DA/SD 6/1

DRNS 6/1

DDP 8/1

D.N.I. 10/1

Ops Div 11/1

DS/N 11/1

DNRM

DOTM 17/1

12/1 14/1

Hp 19/1

18 JAN 1944

Ha2NM. 20/1

N.I.

D.N.R.M. 13 JAN 1944 DEPT OF NAVY

P.C.d.o.

RESTRICTED
SECRET

DEPT OF NAVY
SECRET

2026 | 7 | 1139

H.M.A.S. "COWRA"
10th December, 1943.

The Secretary, Naval Board.
MELBOURNE.

The following Report of Proceedings of H.M.A.S. "COWRA" for the month of November, 1943, is submitted in accordance with C.C.N.O. 97/43.

Monday, 1st November.

Berthed on H.M.A.S. "Bermagui" at South end Cruiser Wharf, Garden Island, Sydney.
0901 Cast off and proceeded out of harbour to carry out Gun trials.
1100 Entered harbour and secured alongside H.M.A.S. "Ballarat" at No. 7 buoy, Man-O-War anchorage.
1330 Slipped and proceeded to carry out Radar trials.
1802 Entered harbour and secured alongside H.M.A.S. "Ballarat" at No. 7 buoy.

Tuesday, 2nd November.

0927 Slipped and proceeded on D.G. trials and rangeing
1145 Completed D.G. trials and rangeing. Secured to No. 6 buoy Man-O-War Anchorage.
P.M. Carrying out Compass adjustment.

Wednesday, 3rd November.

A.M. Excercised Action Station Drills.
P.M. Carried out Depth Charge trials.
Excercised Night Action Stations.

Thursday, 4th November.

Hands to General Drill.

Friday, 5th November.

P.M. Lieut. Commander Rose, R.A.N.R. (S) embarked.
1230 Slipped and proceeded out of harbour in company with H.M.A.S. "Bendigo" "Townsville" and "Ballarat"
Carried out full calibre firings at pattern V1 Target towed by H.M.A.S. "Goolgwai".
Steamed Dan buoy for exercise.
1640 Returned to harbour and secured to No. 7 buoy, Man-O-War anchorage.

Saturday, 6th November.

Cleaning ship.

Sunday, 7th November.

At No. 7 buoy, Man-O-War anchorage.

Monday, 8th November.

1300 Slipped and proceeded.
1520 Entered Broken Bay.
1601 Entered Cowan Creek and anchored.

Tuesday, 9th November-Thursday 11th November.

At anchor Cowan Creek in Broken Bay carrying out working up programme.
During the period at Broken Bay the ships company were exercised in the following drills.

Day Action, Night, Fire and Collision stations.
Out Kedge anchor,
Tow forward, Tow aft.
Repel boarders.
Boarding and Anti-scuttling party.
Rescue Survivors,
Point ship by spring,
Boat pulling and sailing.
Rifle and pistol shooting.

Friday, 12th November.

1001 Weighed and proceeded for exercises.
1030 Sighted H.M.A.S. "Yandra" and H.M.A. Submarine K IX in company off Barrenjoey Head.
A/S and Radar personnel exercised at gaining and holding contact with "Yandra" and K IX.
Gun's crews exercised.
1131 Entered Broken Bay
1212 Entered Cowan Creek and anchored.
P.M. Exercised Action Stations, Repel boarders and Boarding and Anti-Scuttling party.
Hands away sailing in whaler.

Saturday, 13th November.

0506 Weighed and proceeded.
0725 Entered Port Jackson. Embarked Port Radar Officer.
0845 Proceeded in company with H.M.A.S. "Yandra" "Kalgoorlie" and "Broome" to carry out full calibre firings. Pattern VI target towed by H.M.A.S. "Goolgwai".
Carried out ~~five~~ two runs.
1st run - Single ship firings.
2nd run - Concentration firings.
1040 Commenced Radar trials.
1343 Entered harbour and secured to No. 9 buoy, Man-O-War anchorage.

Sunday, 14th November.

At No. 9 buoy, Man-O-War anchorage.

Monday, 15th November.

A.M. Gunnery Control party landed to Gunnery Instructional Centre, Wooloomooloo.
P.M. Damage Control, Fire and Repair Parties drilled and inspected by Base Engineer Officer's Staff.

Tuesday, 16th November.

A.M. Exercised Collision Stations, Tow forward and Sea boats crew.
1231 Slipped and proceeded.
Depth charge crews exercised at firing pattern of dummy charges.
Away sea boat to recover dummy charges.
Fired on live pattern of 5 charges.
1831 Entered harbour and secured to No. 6 buoy, Man-O-War Anchorage.

Wednesday, 17th November.

0829 Slipped and proceed on A/S exercises in company with H.M.A. Submarine K IX.
0930 Exercise abandoned owing to unsuitability of weather for Submarine.
1034 Entered harbour.
1105 Secured to N.E. side Oil wharf at Kurraba Point and embarked oil fuel.
1308 Cast off and proceeded.
1329 Secured to No. 9 buoy, Man-O-War anchorage.

Exercised Action Stations, and Boarding and Anti-Scuttling party.

Thursday, 18th November.

A.M. Hands cleaning ship and embarking stores.
1700 Slipped and proceed to carry out full calibre firings. Shoot cancelled owing to unsuitable weather conditions.
1820 Entered harbour and secured to No. 6 buoy, Man-O-War Anchorage.

Friday, 19th November.

A.M. Hands employed cleaning ship. Ordinary Seamen away boat pulling.
P.M. Red Watch landed to Gunnery Instructional Centre, Wooloomooloo for A.A. instruction.

Saturday, 20th November.

0900 Slipped and proceeded out of harbour to carry out full calibre firings.
0945 Exercised Action Stations
1000 Shoot abandoned owing to unsuitable weather conditions
1134 Entered harbour and secured to No. 6 buoy, Man-O-War anchorage.

Sunday, 21st November.

0730 Slipped and proceeded out of harbour in company with H.M.A.S. "Yandra" and "Kalgoorlie" to escort S.S.s "Montoro" and "John Carroll".
S.S. "Period" joined Convoy off Newcastle.

Monday, 22nd November.

On passage to Brisbane.
In company with H.M.A.S. "Yandra" and "Kalgoorlie" escorting S.S. s "Montoro" "John Carroll" and "Period".

Tuesday, 23rd November.

On passage to Brisbane. In company with H.M.A.S. "Yandra" and "Kalgoorlie" escorting S.S. "Montoro" "John Carroll" and "Period".
2028 Entered Moreton Bay.
2245 Left convoy and proceeded up channel.

Wednesday, 24h November.

0200 Anchored off Pile Light, Moreton Bay.
0553 Weighed and proceeded up Brisbane River.
0800 Secured alongside Newstead Wharf and embarked oil fuel.
1034 Cast off and proceeded upstream
1131 Secured alongside H.M.A.S. "Swan" at Musgrave Street Wharf Reach, Brisbane River.

Thursday, 25th November- Friday 26th November.

Berthed on H.M.A.S. "Swan" at Musgrave Street Wharf Reach, Brisbane River.
Hands employed cleaning and painting overside.

Saturday, 27th November.

1502 Cast off and proceeded to Moreton Bay to carry out full calibre firings in company with H.M.A.S. "Whyalla" Pattern VI target towed by H.M.A.S."Kianga" Carried out four runs consisting of two day-firings and two night firings.
2052 Anchored off Pile Light, Moreton Bay.

Sunday, 28th November.

At anchor off Pile Light, Moreton Bay.

Monday, 29th November.

At anchor off Pile Light, Moreton Bay
Exercised Action, Collision and Abandon Ship Stations and Point ship ~~and~~ spring.

Tuesday, 30th November

At anchor off Pile Light, Moreton Bay.
Hands to General Drill

Hands to General Drill

The health and behaviour of the ship's company generally has been very good.

Figures for month of November, 1943

Distance steamed	...	...	811.8
Hours under way	...	...	110 h. 18 m.
Average distance per ton of fuel		...	8.171

Total figures since commissioning on 8th October 1943

Distance steamed	...	...	940
Average speed	...	...	8.08
Hours under way	...	...	116 h. 21 m.

W. J. Gillies

Lieutenant, R.A.N.R. (S)

Commanding Officer.