

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

HMAS COWRA

Item number: 94/2

Title: August 1946 - October 1951



AWM78-94/2

[94/2]

DUPLICATE

REPORT OF PROCEEDINGS

H.M.A.S. "COWRA"

Declassification Authority—Defence Records
This record has been reviewed and has been
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Reviewed: LCDR R. L. Smith (RANEM)

Signature: *R. Smith* Date: 1 NOV 90

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H.M.A.S. Cowra
At Burnie,
6th November, 1951.

The Commodore Superintendent of Training,
Flinders Naval Depot.

H.M.A.S. Cowra - Report of Proceedings, October, 1951.

Submitted herewith in accordance with C.N.O. 107 of 1948 and C.N.O. 34 of 1949 the following report of proceedings for H.M.A. Ship under my command for the month of October, 1951.

Monday 1st October was spent alongside West Wing Station Pier. The RANR (NS) ratings being grated make and mend leave to conform with Flinders Naval Depot routine.

At 0830K on Tuesday 2nd October H.M.A.S. Cowra cast off and proceeded joining H.M.A.S. Colac off Gellibrand Pier. Gladstone and Latrobe joined the first division at 0900K and flotilla exercises were carried out during the passage to West Channel. The flotilla anchored off Hann's Inlet at 1530K. A conference with the Training Commander, Commander R.T. Power R.A.N. was held in H.M.A.S. Culgoa at 1700K.

At 0600K on Wednesday 3rd October H.M.A.S. Culgoa weighed and proceeded. At 0700K H.M.A.S. Cowra in company with H.M.A.S. Colac weighed and proceeded for a cruise in South Australian waters.

At 0955K on Thursday 4th October, H.M.A.S. Colac and H.M.A.S. Cowra, for the first time streamed sweeps in company. This was a valuable evolution particularly for the communication staff and the Captain.

Both ships were brought to anchor off Port Adelaide at 0610K on Friday 5th October. At 0800IK H.M.A.S. Cowra weighed and preceded H.M.A.S. Colac up the Adelaide River to the Shell Company berth securing at 0945IK. H.M.A.S. Colac secured on H.M.A.S. Cowra at 0955IK. A call in company with the Senior Officer First Training Flotilla Lieutenant Commander C.T. Thompson R.A.N. was paid on the Resident Naval Officer Adelaide Acting Commander A.J. Travis R.A.N. after arrival.

Berth was shifted to number 2 Birkenhead at 1315IK. While alongside the fuelling berth the first of the National Servicemen to suffer a serious illness was landed. This rating was operated on for appendicitis at about 1600IK and his condition on completion was satisfactory.

At 0220IK on Saturday 6th October a fire was discovered in the Minesweeping Flat. This was quickly extinguished by the Ship's fire party. A full report of this is contained in my submission number 232/7 dated 1st November, 1951. Forms AS 228 have now also been rendered.

Rounds of the mess decks were held at 1045IK and were very satisfactory.

Divisions and upper deck rounds were carried out at 1000IK on Sunday 7th October. The ship was open to visitors from 1400IK to 1700IK.

At 0900IK on Monday 8th October H.M.A.S. Cowra cast off and proceeded ahead of H.M.A.S. Colac down the river. After clearing the Fairway Buoy the wire sweep was again streamed being recovered some 30 minutes later.

At 1400IK a series of passing and crossing runs by a flight of 3 Mustangs from a C.A.F. squadron based at Mallala commenced. This was a very valuable exercise for the Bofors gun crew, who until now have had no opportunity to operate against aircraft. On completion of this exercise at 1415IK course was set for Stenhouse Bay, both ships anchoring at 1955IK.

H.M.A.S. Colac and H.M.A.S. Cowra weighed and proceeded at 0630IK on Tuesday 9th October. Course was set for M.N.E. Rock which was to be used as a target for 4 inch and Bofors firings. H.M.A.S. Cowra went to stations at 0855IK and after dropping a depth charge, commenced rifle firings. The ship's company crew fired ten rounds in oil, achieving quite fair results considering the lack of opportunity to work together as a gun's crew.

(2)

Ten rounds were then fired by National Service crew's. The Bofors crew fired fifteen rounds at the target and on completion a salvo of six illuminant rockets were fired for demonstration purposes.

H.M.A.S. Colac carried out a four inch surface firing on completion of H.M.A.S. Cowra's shoot. On completion course was set for Boston Bay where both ships came to anchor at 1332IK. Boat pulling was carried out by National Servicemen during the afternoon and dog watches.

At 0800IK on Wednesday 6th October H.M.A.S. Cowra weighed and proceeded for sea boat exercises. The exercises were completed by 1130IK when the ship was anchored. During the forenoon, whilst the boat was alongside preparatory to hoisting, the pin holding the wire strop of the fore and after to the lower part of the disengaging gear parted. This necessitated the replacement of the disengaging gear.

The ship weighed at 1300IK and was carrying out exercises preparatory to laying a Dan Buoy when a signal was received from H.M.A.S. Colac ordering H.M.A.S. Cowra to close the township and ascertain if any diver was available. The Navigating Officer Lieutenant C.L. Baldwin R.A.N.R. landed and contacted the Harbour Master Captain N.R. Carr. No divers were available locally. H.M.A.S. Cowra returned to H.M.A.S. Colac and took her in tow using the starboard sweep wire. No difficulty was found in passing the tow or in actual towing. The tow was secured at 120 fathoms and speed worked up to 4 knots over the ground. With a longer tow a much higher speed could have been obtained, but it was not considered necessary. H.M.A.S. Colac anchored off Town Pier at 1650IK having slipped the tow. H.M.A.S. Cowra came to anchor in the vicinity at 1715IK.

Thursday 11th October was spent at anchor with National servicemen undergoing boat pulling drills. Chief Engineer Artificer C.F. Porter O/N 28914 assisted by Chief Petty Officer Stoker Mechanic C. Flint O/NN22577 and Leading Stoker Mechanics McLaren and Vickers cleared the Dan Buoy wire on the starboard screw of H.M.A.S. Colac. This is fully reported in H.M.A.S. Colac's submission 6/48 dated 15th October, 1951.

At 1700IK H.M.A.S. Cowra weighed and proceeded to Port Pirie anchoring at Eastern Shoal Pile Light at 0607IK on Friday 12th October after a very quick and uneventful passage.

At 0900IK the ship weighed and proceeded, securing at Queen's wharf at 1130IK. The passage up the channel was uneventful but a little difficulty was experienced in turning the ship against a force 5-6 North Westerly wind when abreast the berth. The Harbour Master Captain J.H. Fewings met the ship and shortly after arrival the mayor Mr. C.L. Davis M.P. called. This call was returned at 1500IK after which the Mayor was kind enough to drive the Commanding Officer around the town. A function given by the Town Council and the Ex Navalmen's Association was held in the supper room of the Town Hall at 2000IK.

Mess deck, storeroom and machinery space rounds were carried out on Saturday 13th October.

The Mayor and a small official party were entertained to cocktails by the Commanding Officer prior to an informal dinner party given by the Mayor at a local hotel.

Upper deck rounds and divisions were held at 1000IK Sunday 14th October and the ship was open to visitors from 1400IK to 1700IK. During the afternoon the Ex Navalmen's Association entertained members of the ship's company to a chop picnic. A dance for National Servicemen and ship's company was held at the Seaman's Mission in the evening.

H.M.A.S. Cowra cast off at 0800IK on Monday 15th October and after clearing the Port Pirie channel rendezvoused with H.M.A.S. Colac at 1045IK.

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The Passage to Adelaide was uneventful but unpleasant with a force 6-7 westerly blowing continuously. The ship was brought to anchor off the Fairway Buoy at 0630IK on Tuesday 16th October, weighing at 0800IK and proceeding up the Port Adelaide river to the Shell Company Berth. H.M.A.S. Cowra completed fuelling at 1250IK, cast off at 1315IK and secured to number 1 wharf Port Adelaide at 1335IK. The wind by this time was blowing a steady force 7 with gusts to 60 knots. In view of this a small tug was ordered for 0800IK on Wednesday 17th October.

At 0750IK the tug "Chesterford" secured. At 0755IK H.M.A.S. Cowra cast off and was turned and under way at 0759IK. The wind had dropped completely during the middle watch but as the tug had been ordered it was used. After clearing the channel H.M.A.S. Cowra proceeded to Melbourne.

The passage was uneventful but unfortunately too rough to stream the sweeps as had been intended. H.M.A.S. Cowra anchored off Falkner Beacon at 0415K on Friday 19th October. H.M.A.S. Latrobe (TF 1) was at anchor in the vicinity.

At 0830K H.M.A.S. Cowra weighed and proceeded, anchoring off Breakwater Pier at 0848K. A call was paid on the Senior Officer First Training Flotilla Lieutenant Commander W.F. Evans R.A.N. at 0930K. Mess deck rounds were carried out at 1100K and H.M.A.S. Cowra proceeded to O.P.L. 1203 at 1130K. H.M.A.S. Cowra shifted ship and secured on H.M.A. Latrobe at Inner West Wing Station Pier at 1459K. Weekend leave was granted to all watches of National Servicemen.

At 1015K on Saturday 20th October while shifting berth under tow H.M.A.S. COWRA came into contact with H.M.A.S. Woomera slightly damaging a stanchion and the boat deck. My signal D.T.G. 200158Z October and form S228 "Report of Collision" fully report this incident.

H.M.A.S. Cowra remained at Outer West Wing Station Pier during Sunday 21st October.

At 0830K H.M.A.S. Cowra cast off and joined H.M.A.S. Colac off Breakwater Pier. The passage to Flinders Naval Depot was uneventful and both ships anchored off Hann's Inlet at 1512K. The classes one and eleven of National Servicemen were discharged on arrival and classes fifteen and sixteen joined.

At 0830K H.M.A.S. Cowra in company with H.M.A.S. Colac weighed and proceeded. The two ships anchored in Waterloo Bay at 1708K.

On Wednesday 24th October the second division first training flotilla weighed and proceeded at 0600K, course being set for Pyramid Rock. Four inch and Bofors surface firings were commenced at 1050K and completed 1122K. A depth charge was dropped prior to the firings. The shoot was successful and it was noted that the ship's company gun's crew had improved. H.M.A.S. Colac having completed her shoot before H.M.A.S. Cowra, course was set for Banks Strait at 1205K.

At 2126K when off Eddystone Light T.F. 1's signal D.T.G. 241055Z October was received ordering H.M.A.S. Cowra to carry out the purport of R.N.O. Hobart's signal D.T.G. 240850Z October (Copies attached). In company with H.M.A.S. Colac, H.M.A.S. Cowra remained off Eddystone Light.

At 0530K on Thursday 25th October H.M.A.S. Cowra closed the indicated position of "Neptune". A search to the North West and to seaward revealed no trace of the wreck. However at about 0900K two fishing vessels were seen to leave shelter near Eddystone Light. These were contacted and pointed out the submerged wreck. All subsequent action is reported in my letter 221/48 dated 30th October, 1951 copy of which is attached with all copies of relevant signals. At 1500K both H.M.A.S. Colac and H.M.A.S. Cowra left the area and set course for Hobart.

At 0925K while approaching One Tree Point it was reported that the condition of a National Service recruit with suspected appendicitis

(4)

had worsened. Maximum available power was ordered and a signal to R.N.O. Hobart passed through the signal station on Mount Nelson. H.M.A.S. Cowra secured at Elizabeth Street Pier at 1001K. The ratin was landed at 1015K and operated on during the afternoon.

At 1445K berths were exchanged with H.M.A.S. Colac alongside Ocean Pier, fuelling commenced immediately. H.M.A.S. Culgoa was secured at Elizabeth Street Pier.

H.M.A.S. Cowra remained in this berth during the weekend. Mess deck rounds being carried out on Saturday 27th October. H.M.A.S. Culgoa left harbour at 0800K returning alongside at 1600K, and sailed for South Australia at 2359K.

Sunday 28th saw the ship open to visitors from 1400K to 1700K

At 0830K on Monday 29th October H.M.A.S. Cowra cast off and followed H.M.A.S. Colac down harbour. Both ships anchored in the North West Bay at 1032K. The weather was poor, force 6-7 westerly making conditions thoroughly unpleasant. A further 2 shackles of cable was veered at 1920K and the 2nd anchor let go, under foot. The time at anchor was utilised in lectures and practical seamanship for the national servicemen and maintenance by the ships company.

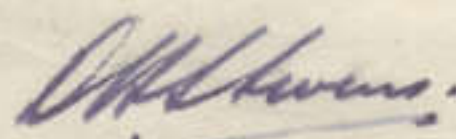
At 0800K on Tuesday 30th October, H.M.A.S. Cowra weighed and followed H.M.A.S. Colac out of harbour. When clear of North West Bay the wire sweep was streamed and exercise sweeping carried out in "H" formation. The sweep was recovered and streamed again. The two watches of National Servicemen were able to gain experience as part of the crew of the sweep deck. On completion of the sweeping exercises the two ships proceeded to Port Arthur anchoring at 1340K. The weather which had been perfect at 0800K was gradually deteriorating.

It had been intended to exercise sea boat drills during Wednesday 31st October, but again the weather prevented this. Instead lectures and instructions took place. The second anchor was let go under foot at 1330K. This was done to minimise the yaw, which throughout the forenoon had been up to 130 degrees.

The material condition of the ship is quite good. During October with nearly 300 hours with steam on the main engines there have been no breakdowns of auxiliary machinery. The oil fuel pumps have given a little trouble but have generally behaved well.

The conduct of the ships company has been very good and their health certainly gives no cause for concern. The behaviour of the National Servicemen has also been good but their proneness to being very seasick at times worrying. The two cases of appendicitis were considerate enough to leave time for the ship to arrive in harbour before they arrived at the acute stage.

| | |
|---|------------------|
| Total distance steamed during October | 2306-8 Miles |
| Total hours under way during October | 236 Hours 3 Mins |
| Average distance per ton of fuel | 11-9 Miles |
| Total distance since recommissioning | 11478-6 Miles |
| Total hours under way since recommissioning | 1246Hrs 15 Mins |


(D.H. Stevens)
Lieutenant Commander.

IN COMMAND.

The Commanding Officer H.M.A.S. Cowra

30th October, 1951

221/48

The Resident Naval Officer, Hobart

H.M.A.S. Cowra - Salvage of Fishing Boat "Neptune"

Submitted herewith for your consideration report of operations in connection with the attempted salvage of the fishing boat "Neptune".

After patrolling during the night of Wednesday 24th October off Eddystone Light H.M.A.S. Cowra was taken in toward the last known position of the "Neptune". A search was carried out by radar and visually but no trace of the craft was found.

At about 0930K two fishing vessels were seen to proceed out from Eddystone Point. These were closed and contacted. They indicated the position of the "Neptune" which was marked by a small wooden float.

H.M.A.S. Cowra came to anchor with 6 shackles in 13 fathoms just off the wreck. The L.F.B. No. 45 then recovered the buoy which was secured by a 4" grass to the mainsail halyards of "Neptune". This was done so a line could be brought to H.M.A.S. Cowra, the wreck hauled alongside and an attempt made to heave it to the surface with the minesweeping winch and then pump out.

Unfortunately just as the mast and the boom of the mainsail appeared above water, the halyards parted and the wreck sank.

Efforts were made by the two fishing boats from 1000K until 1200K to grapple for the wreck but despite good knowledge of its position no firm contact was made.

The opinion of the fishermen is that the boat is floating vertically about 6 to 10 fathoms below the surface and is not drifting. Considering the size of the craft and the depth this would appear to be correct.

(2)

The position of the wreck was fixed and a dan buoy with red flag laid over the position by L.F.B. 45(D.J.V.)
Position of the wreck is;


40-38-10 South

148-21-30 East.

It is not considered that a Fleet Minesweeper is capable of salvaging this wreck. This could possibly be done by a diving team and a Boom Working Vessel.

The Co-operation of the two fishing boats No"s 45 and 882 was much appreciated.

Copies of all ~~relevant~~ signals are attached
relevant


(D.H. Stevens)
Lieutenant Commander.

IN COMMAND.

(THE COMMANDING OFFICER H.M.A.S. COWRA REPORT OF PROCEEDINGS
FOR SEPTEMBER, 1951 LETTER NO. 204/RETURNS
DATED 9 OCTOBER, 1951).

II

The Commodore Superintendent of Training,
Flinders Naval Depot,
VICTORIA.

Copy to:-
The Commanding Officer,
H.M.A.S. COWRA.

Submitted.


(W.F. EVANS).
LIEUTENANT COMMANDER R.A.N.

TF 6/39/3
Office of the Senior Officer,
First Training Flotilla,
H.M.A.S. LATROBE,
At Sea,
25 October, 1951.

UNCLASSIFIED MESSAGE

S1320d

OPERATIONAL PRIORITY

COWRA (R) ACNB CST FND COLAG

TF 1

241055Z

PROCEED WITH ALL DESPATCH TO THE VICINITY OF EDDYSTONE LIGHT
AND CONFORM WITH PARA 3 RNO HOBART'S 240850 -X- REPORT ETA
EDDYSTONE

//241055Z OCTOBER

REF- UNMANNED DERELECT REPORTED 1200K WEDNESDAY

BELLS

P/L

TOR 2310K

BD

24/10/51

UNCLASSIFIED MESSAGE

SI320d

PRIORITY

RNO HOBART (R) TF 1 COLAC ACNB CST FND

COWRA

250205Z

MY 250035 -X- BUOY LINE PARTED AT FIRST HEAVE BY FISHING BOAT -X-
WRECK WAS LOST AND DESPITE CREEPING BY 2 BOATS SINCE 1000K
CONTACT HAS NOT BEEN FIRMLY ESTABLISHED -X- ESTIMATE BOAT IS
FLOATING ABOUT 5 TO 10 FATHOMS BELOW SURFACE -X- AM ANCHORED
OFF EDDYSTONE LIGHT WITH COLAC IN COMPANY -X- REQUEST INSTRUCTIONS

//250205Z OCTOBER

S/S

P/L

TOD 1226K

BD

25/10/51

UNCLASSIFIED MESSAGE

SI320d

OPERATIONAL PRIORITY

COWRA (R) CST FND ACNE TF 1 COLAC

RNO HOBART

250330Z

YOUR 250035 -X- IF PRESENT EFFORT PROVES UNSUCCESSFUL ABANDON

WRECK AND PROCEED REPORTING EXACT POSITION OF WRECK AND WHETHER
MOORED OR DRIFTING

//250330Z OCT

REF- WRECK LOST -X- REQUEST INSTRUCTIONS

INTERCEPT

P/L

TOR 1339K

BD

25/10/51

UNCLASSIFIED MESSAGE

SI320d

PRIORITY

RNO HOBART (R) ACNB CST FND TF 1 COLAC

COWRA

250035Z

YOUR 240850 -X-

(A) AT PRESENT NIL

(B) SUBMERGED BUT BUOYANT

(C) OVERCAST WITH FREQUENT RAIN SQUALLS VISIBILITY IN RAIN SQUALLS

POOR -X- WIND FORCE 4 -X- LOW SEA WITH MODERATE SOUTHERLY SWELL

//250035Z OCTOBER

S/S

P/L

TOD 2052K

BD

24/10/68

UNCLASSIFIED MESSAGE

SI320d

PRIORITY

TF 1 (R) ACNB CST FND COLAC RNO HOBART

COWRA

241140Z

YOUR 241055 -X- AM PATROLLING OFF EDDYSTONE LIGHT NOW -X-
INTEND TO CONFORM WITH RNO HOBART'S 240850 AT FIRST LIGHT

// 241140Z OCTOBER

REF- 241055- REPORT ETA EDDYSTONE

240850- UNMANNED DERELICT REPORTED 1200K WEDNESDAY

S/S

P/L

TOD 2158K

BD

24/10/51

UNCLASSIFIED MESSAGE

S1320d

OPERATIONAL PRIORITY

TF 1 (R) A&NB CST FND COWRA COLAG

RNO HOBART

240850Z

UNMANNED DERELICT 54 FOOT FISHING CRAFT "NEPTUNE" REPORTED 1200K
TODAY WEDNESDAY IN POSITION 023 DEGREES EDDYSTONE LIGHT HOUSE X-

2/ DEPUTY DIRECTOR OF NAVIGATION HOBART HAS REQUESTED NAVAL
ASSISTANCE IN TOWING TO ST HELENS -X- IF WEATHER SUITABLE AT DAWN
THURSDAY 25TH INVESTIGATE REPORTING

- (A) PRACTICABILITY OF TOWING
- (B) PRESENT POSITION
- (C) WEATHER CONDITIONS AND
- (D) ACTION TA KEN

//240850Z OCTOBER

BELLS

P/L

TOR 2012K

BD

24/10/5

UNCLASSIFIED MESSAGE

S1320d

OPERATIONAL PRIORITY

RNO HOBART (R) ACNB COWRA TF 1 CST FND

C OLAC

241110Z

YOUR 240850 ACKNOWLEDGED -X- PRESENT POSITION 41 DEGREES 1 MIN
SOUTH 148 DEGREES 32 MINS EAST -X- INTEND PATROLLING IN AREA UNTIL
DAWN -X- COWRA IN COMPANY -X-

//241110Z OCTOBER

REF- UNMANNED DERELICT REPORTED 1200K TODAY WEDNESDAY

4600 KC/S

P/L

TOR 2135K

BD

24/10/51

204/Returns

H.M.A.S. COWRA.
AT PORT LINCOLN.
9th October, 1951.

The Commodore Superintendent of Training,
Flinders Naval Depot.

H.M.A.S. COWRA - REPORT OF PROCEEDINGS, SEPTEMBER 1951.

Submitted herewith in accordance with C.N.O. 107 of 1948 and C.N.O. 34 of 1948 the following report of proceedings for H.M.A. Ship under my command for the month of September, 1951.

On Saturday 1st September the ship was alongside at Oil Wharf Garden Island. At 1040K rounds of the mess decks were carried out. Leave was granted to two watches of National Service Men, the third watch going to instruction between 1315 and 1600K.

On Sunday 2nd September the hands were piped to divisions at 1000 and upper deck rounds were carried out. It was noted that the fit of the number two suits issued to the National Service men was poor, my letter number 131/71 dated 5th September, 1951 addressed to the Senior Officer First Training Flotilla refers.

At 1000K in company with the Senior Officer First Training Flotilla Lieutenant Commander C.T. Thompson R.A.N. a call was paid on the Flag Officer IN Command New South Wales, Rear Admiral H.A. Showers C.B.E. This call was returned onboard H.M.A.S. Cowra, the inboard ship at 1125K. Both classes of National Service men landed at 0815 for a tour of H.M.A.S. Rushcutter and H.M.A.S. Watson, returning onboard at 1210K.

At 0908K on Tuesday 4th September H.M.A.S. Cowra cast off and followed H.M.A.S. Colac out of harbour. Course was set for Gabo Island at 1025K, H.M.A.S. Cowra being stationed five cables on the Port beam of H.M.A.S. Colac at 1125K. The passage to Port Phillip was calm and uneventful. Officer of the Watch manœuvres were exercised between 1615 and 1730K on Wednesday 5th September.

At 0915K on Thursday 6th September the division entered Port Phillip heads. H.M.A.S. Cowra secured on O.F.L. 1202 at Gellibrand Pier at 1325K. H.M.A.S. Colac securing on H.M.A.S. Cowra at 1335K. Berth was shifted to alongside West Wing Station Pier at 1513 after embarking 40 tons furnace oil.

Friday 7th September was spent alongside West Wing Station Pier the opportunity being taken to carry out a thorough clean up of the mess decks followed by Captain's Mess Deck rounds. At 1400 rounds of all machinery spaces were carried out. All watches of the National Service men were granted week-end leave from 1600 Friday.

Saturday 8th September and Sunday 9th September were spent alongside at West Wing Station Pier. The ship was open to ship's company visitors on Sunday 9th September.

At 0830K on Monday 10th September H.M.A.S. Cowra cast off and followed H.M.A.S. Colac out of harbour. The passage to Westernport was calm and uneventful and both ships anchored off Hann's Inlet at 1450K. H.M.A.S. Culgoawas at anchor on arrival and sailed at 1630K. Classes one and eleven of National Service men were discharged to Flinders Naval Depot at 1630, their places being taken by classes eight and fifteen.

At 0715K on Tuesday 11th September H.M.A.S. Colac weighed and proceeded for Sydney. At 0830K H.M.A.S. Cowra weighed and proceeded for a cruise in South Australian waters. Instruction of the National Service men commenced immediately.

The Passage to Kingscote was uneventful and H.M.A.S. Cowra anchored off Kingscote at 0800K on Thursday 13th September. A call was paid on the Chairman of the District Council, Mr. H.D. Suter JP. at 1400 after which the Commanding Officer and Executive were entertained at a dinner and Tea. A social evening was arranged for the ship's company and National Service men by the Table Tennis Association of Kingscote.

Boat transport to and from the ship was provided by a local fishing boat.

At 0600K on Friday 14th September H.M.A.S. Cowra weighed and proceeded for Port Adelaide securing at the Shell Oil wharf at 1330K. A call was paid on the R.N.O. Commander A.J. Travis R.A.N. at 1400. This call was repaid at 1430. H.M.A.S. Cowra shifted berth to alongside the Sugar Company wharf at 1525K. The Commanding Officer and executive officer Attended an official party at the R.A.A.F. station Mallala at 1900K.

On Saturday 15th September rounds of the mess decks were carried out. A Party of approximately thirty R.A.N.R. from the local reserve depot toured the ship between 0930 and 1130.

Divisions and upper deck rounds were carried out at 1000IK Sunday 16th September. The ship was open to visitors between 1400 and 1700 and approximately 600 people came through the ship. A party of 30 National Service men was collected by the Ex Naval Mens Association and taken for a drive after which they were entertained to supper at the club rooms of the Ex Naval Mens Association.

At 0900IK on Monday 18th September H.M.A.S. Cowra cast off and proceeded. The river was cleared by 1045IK and course set for Port Lincoln.

At 0830IK on Tuesday 18th September H.M.A.S. Cowra entered the Northern end of Boston Bay. The Forenoon was spent in exercising the sea boat manned by National Service men. The ship anchored at the Northern end of Boston Bay between 1200 and 1315. H.M.A.S. Cowra weighed and proceeded at 1315 securing at south east Kirton Point Pier at 1359 IK.

The ship was met by the Harbour Master Captain N.R. Carr. The Mayor Councillor W.A. Triggs arrived onboard informally at 1445IK. A ball given by the Boy Scouts Association, was thrown open to the Shop's Company and National Service Men.

During the night of 18th - 19th September the feed heater had given trouble and had been isolated. To investigate this defect and to renew the metallic packing in the H.P. Piston Rod Stuffing Box on the Port Main engine it was decided to remain alongside until 0830IK on Thursday 20th September.

At 1100IK on Wednesday 19th September a return call was paid on the Lord Mayor at his parlour. A number of Councillors and the Town Clerk were entertained onboard at 1730IK.

At 0830IK on Thursday 20th September H.M.A.S. Cowra cast off and proceeded. It had been intended to exercise streaming and recovering the sweep but owing to adverse weather conditions this was impossible, instead the ship proceeded direct to Wallaroo Bay anchoring at 1800IK.

At 0600IK H.M.A.S. Cowra weighed and proceeded and after an uneventful passage secured at the Dolphins off the eastern end of the fitting out wharf Whyalla. The Harbour Master Captain McLuckie boarded the ship about one mile off shore. To quote his words "As a friendly gesture." On arrival the ship was met by the Superintendent Broken Hill Pty Ltd Mr Kleeman, the Works Secretary Broken Hill Pty Ltd, Mr G. Lewthwaite. A programme of entertainment was arranged for both officers, Ship's Company and RANR (NS) trainees. At 1500IK a call was paid on the chairman of the Town Commission, Mr C. Ryan.

At 0800IK on Saturday 27th September berth was shifted to alongside the centre of Blast Furnace Wharf. This was done to allow the ship to be open to visitors on Sunday. Rounds of the mess decks were carried out at 1040. At 1100IK a tour of the Blast Furnace commenced and a pouring was witnessed at 1200. A "Smoke Social" was given by the local Branch of the R.S.L. at 2000IK.

Owing to the failure of the "Iron Master" to sail at 1400IK on Saturday it was necessary for H.M.A.S. Cowra to shift berth at 0600IK on Sunday 23rd September to allow the "Iron Derby" to swing bows out. On completion of this movement, which did not commence until 0930, instead of 0630 as

originally intended, HMAS Cowra shifted back to the centre berth. Owing to these movements divisions and upper deck rounds were cancelled.

A luncheon was given by the B.H.P. Co. and the committee of the Mission to Seamen at 1300. This was attended by the Commanding Officer two Officers and forth ratings. On completion of this luncheon a bus trip left for Iron Knob for a tour of the workings. Refreshments at Iron Knob were provided by B.H.P. Co. The ship was open to visitors from 1300 to 1700 and an estimated 200 came onboard.

At 0900IK on Monday 24th September H.M.A.S. Cowra cast off and proceeded. The weather was again unsuitable for minesweeping and these conditions prevailed right throughout the passage. H.M.A.S. Cowra came to anchor off Portarlington at 1815K on Wednesday 26th September.


At 0600K on Thursday 27th September, H.M.A.S. Cowra weighed and proceeded securing alongside H.M.A.S. Quickmatch at outer West Dockyard Pier Williamstown at 0800K. The defects already ^{reported} approved by signal were immediately taken in hand and at 1330K H.M.A.S. Cowra cast off and proceeded to O.F.L. 1205. Fuelling was completed at 1515K and H.M.A.S. Cowra secured at Inner West Wing Station Pier at 1540. H.M.A.S. Culgoa secured at Gellibrand Pier at 0900K.

The remaining three days of the month were spent alongside this berth. At 1100K Friday 28th September, Captain's rounds of the mess decks were carried out. Weekend leave was granted to the R.A.N.R. (NS) classes from P.M. Friday until A.M. Monday, the ship's company being granted the long weekend. H.M.A. Ships Gladstone and Latrobe secured at West Wing Station Pier at 1440. H.M.A.S. Colac (TF1) secured at Dockyard Pier Williamstown at 1100K on Friday 28th.

Despite the crowded conditions of the mess decks the health of the ships company and the R.A.N.R. (NS) ratings has been very good. The material condition of the ship is good, although three defects did develop during the middle stages of the cruise in South Australian waters. The heads and bathrooms have been kept in a very clean state considering the numbers at present using these spaces.

The conduct of the ships company has been extremely good and morale appears to be high. The conduct of the R.A.N.R. (NS) ratings onboard has been very good, on shore the majority have behaved perfectly and have been a credit to the service.

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| Distance run during September | 2059.5 miles |
| Hours underway during September | 215 hours 27mins |
| Average distance per ton of fuel | 11.5 Miles |
| Total distance since recommissioning | 9171.8 miles |
| Total hours underway since recommissioning | 1018Hrs 39 Mins. |


(D.H. Stevens)
Lieutenant Commander

IN COMMAND

Leaf

H.M.A.S. "COWRA"
At SYDNEY,
3rd September, 1951.

132/Returns

The Commodore Superintendent of Training,
Flinders Naval Depot.

H.M.A.S. "COWRA" - REPORT OF PROCEEDING, AUGUST, 1951.

Submitted Herewith in accordance with C.N.O. 107 of 1948 and C.N.O. 34 of 1948 the following report of proceedings for H.M.A. Ship under my command for the month of August, 1951.

1. Cowra remained in Albert Dock Williamstown until 0900k on Monday 6th August when she was taken by tug to alongside H.M.A.S. "COLAC" (T.F.1) at the Outer East Berth, Dockyard Pier. At 1100, 21 R.A.N.R. ratings joined from Lonsdale for 13 days Annual Continuous Training.
2. At 0900k on Thursday 9th August H.M.A.S. "GLADSTONE" entered harbour followed by H.M.A.S. "LATROBE" at 1000k. Both ships cast off and proceeded at 1400k.
3. Until Monday 13th August the ships company and R.A.N.R. ratings were employed cleaning and painting ship. The Engine Room staff being fully occupied completing the self refit of machinery. The assistance rendered by all dockyard departments during this period of "self refit" has been much appreciated. Without this invaluable assistance little material benefit would have been derived.
4. At 0830k on Monday 13th August "Cowra" cast off and proceeded to O.F.L. 1203 for fuel. On completion of fuelling at 1230, "Cowra" cast off and proceeded to anchor off Fawkes Beacon in preparation for swinging ship for compass correction. Lt. Cdr (N D) N. McDonald RAN embarked from "Colac" at 1245k and the swing commenced at 1340. On completion of the swing "Cowra" secured at Outer West Wing Station Pier at 1610k. On arrival at West Wing Station Pier it was reported that both oil fuel pumps had not performed satisfactorily during the run in. A spare steam chest was fitted to the after oil fuel pump and this pump then performed satisfactorily. The steam chest that had been removed was returned to N.D.W. for refit.
5. On Tuesday fitters from N.D.W., assisted by Ships Staff refitted the forward oil fuel pump. Both pumps were tested and by 1300 were running quite satisfactorily.
6. At 0830 on Tuesday 14th "Colac" (T.F.I) cast off and proceeded. To assist her, one Petty Officer Stoker Mechanic was loaned from "Cowra" to replace one Petty Officer Stoker Mechanic who had gone sick, thus reducing her complement to one Petty Officer Stoker Mechanic. It had been arranged that a Petty Officer Stoker Mechanic from Cerberus should join "Cowra" by 1200k Tuesday. This did not eventuate, as the rating concerned reported to the Medical Officer H.M.A.S. Lonsdale and was found medically unfit for sea-service. This then left "Cowra" with one Petty Officer Stoker Mechanic so at 1400k a decision was made to remain alongside until 0830k Wednesday and to spend the remainder of the week exercising in Port Phillip.
7. At 0830k Wednesday 15th "Cowra" cast off and proceeded. The day was spent exercising the sea boat, each R.A.N.R. ^{Rating} being sent away twice. Instruction in getting out the lower Boom, heaving the lead, Anchor work and duties of Bridge personnel. The ship anchored at 1800k off Port Arlington.
8. At 0830k 2 "Cowra" weighed and proceeded for exercises. The forenoon was devoted to more practical instruction and the afternoon to lectures on Minesweeping, the Echo Sounder, the Anti Submarine set

REPORT OF PROCEEDINGS (cont'd)

and a brief lecture on the use of RADAR. The ship anchored off Gellibrand Pier at 1700k.

9. At 0745 on Friday 17th August H.M.A.S. "COWRA" weighed and proceeded securing alongside O.F.L. 1203 at 0755k. On completion of coaling at 0950k, H.M.A.S. "COWRA" cast off and proceeded to West Wing Station Pier securing there at 1020k. H.M.A.S. "COLAC", after fuelling, secured at West Wing Station Pier at 1559k.
10. On Saturday 18th August the R.A.N.R. class were discharged to H.M.A.S. "LONSDALE". This class had been a little unfortunate in not going away from Port Phillip. However the class as a whole accepted their misfortune cheerfully and during the time they were on board worked extremely hard and very willingly. Their short two days of practical instruction was absorbed quickly and was of definite benefit.
11. At 1815k on Saturday 18th August a serious accident put the Gardener Diesel out of action. This incident is fully reported in my letter 121/31 addressed to The Senior Officer, First ~~Training~~ Flotilla and dated 21st August, 1951.
TRAINING
12. Sunday 19th August the ship remained at West Wing Station Pier, being open to Ship's Company visitors during the afternoon.
13. The forenoon of Monday 20th August was spent at West Wing Station Pier loading stores of various types and in preparation for the reception of the first classes of National Servicemen. At 1530 39 R.A.N.R. (N.S.) ratings joined and in company with H.M.A.S. "COLAC" (T.F.1) H.M.A.S. "COWRA" cast off and proceeded at 1630. After a singularly unpleasant passage through West Channel both ships anchored off Portsea at 1935k.
14. As the weather did not improve during the night it was decided to remain at anchor until such an improvement became evident. Berth was shifted at 0815k on Tuesday 21st August. The remainder of the day was spent at anchor, cleaning ship and generally settling in the trainees. Instruction was continued throughout the dog watches.
15. At 0600k H.M.A.S. "COWRA" in company with T.F.1 weighed and proceeded. The passage to Sydney was uneventful, the ships being formed in single line ahead during dark hours and single line abreast at five cables during daylight hours. This allows a little distance for errors by untrained helmsmen. The incidence of seasickness was quite high during the first twentyfour hours but progressively declined during the passage. At 1100k on Friday 24th August H.M.A.S. "COWRA" secured at the North East corner of Kurraba Oil Wharf, shifting berth to alongside H.M.A.S. "COLAC" at Cruiser Wharf at 1349k.
16. The weekend was spent alongside at Garden Island. Mess Deck rounds were carried out on Saturday forenoon and Divisions and Upper Deck rounds on Sunday. Saturday afternoon was devoted to instruction in boat pulling and knots and splices, while Sunday afternoon was free.
17. At 0830, Monday 27th August H.M.A.S. "COWRA" cast off and followed H.M.A.S. "COLAC" out of harbour. The passage to Jervis Bay was uneventful, H.M.A.S. ships "COLAC" and "COWRA" anchoring off Captain's Point at 1701. Further instruction was carried out during the passage and on anchoring.
18. Tuesday 28th August was spent at anchor cleaning ship and with the R.A.N.R. (N.S.) ratings employed both in part of ship and instruction. This instruction was continued during the dog watches.
19. At 0830 on Wednesday 29th August H.M.A.S. "COWRA" weighed and

REPORT OF PROCEEDINGS (cont'd)

during the forenoon exercised sea boat drills independantly of H.M.A.S. "COLAC". Each ~~mag~~ trainee was dropped once. At 1150k H.M.A.S. "COWRA" came to anchor. At 1315 the ship again got under way. This was in order to exercise the laying and recovery of a dan buoy. Both the Executive Officer and Navigating Officer were given the opportunity of handling the ship during the recovery of the dan buoy. H.M.A.S. "COWRA" returned to anchor at 1435k.

20. During the dog watches an Australian Rules football match was played between H.M.A.S. "COLAC" and H.M.A.S. "COWRA", with H.M.A.S. "COLAC" winning by a small margin.
21. On Thursday 30th August at 0715k the R.A.N.R.(N.S.) classes disembarked in an S.A.R. and after being landed were taken by bus to H.M.A.S. "ALBATROSS", where a tour of the air station had been arranged. At 1115 in company with T.F.1, Lieutenant Commander C.T. Thompson R.A.N., proceeded to H.M.A.S. "ALBATROSS". At 1200k an informal call was paid on the Captain, Captain G.N. Beale, D.S.O., O.B.E., Royal Navy. During the afternoon a tour of the air station was carried out and the ceremony of division and march past witnessed.
22. At 2200k H.M.A.S. "COWRA" in company with H.M.A.S. "COLAC" weighed and proceeded, clearing Jervis Bay at 2230. Course was set for Sydney at 2330.
23. At 0800k on Friday 31st August H.M.A. Ships "COWRA" and "COLAC" opened out to five cables and courses as requisite for exercising the streaming and recovery of the wire sweep were steered. The sweep was streamed satisfactorily at 0935. The trainees had during this period, been shown the gear in its stowage and had observed the actual preparation and final streaming. The wire sweep was recovered at 1000. Seamanship instruction including practical helmsmanship was carried out until 1200 when H.M.A.S. "COLAC" and "COWRA" formed up and proceeded through Sydney Heads, securing at Kurraba Oil Wharf at 1300. H.M.A.S. "SHOALHAVEN" with two G.P.V's in tow bound for Darwin was passed off Bradleys Head, H.M.A.S. "SYDNEY" proceeded at 1330 and H.M.A.S. "TOBRUK" at 1500. H.M.A.S. "AUSTRALIA" wearing the flag of Rear Admiral J.A.S. ECCLES C.B., O.B.E. Royal Navy was at Cruiser Wharf, Garden Island with H.M.A. Ships "CONDAMINE" and "CULGOA" also in harbour. Berth was shifted at 1500 to alongside Oil Wharf, H.M.A.S. "COLAC" securing outboard of H.M.A.S. "COWRA".
24. The health and conduct of the ship's company during August has been quite good. The health of the National Servicemen has been quite good and their conduct excellent. They have all tried hard and adapted themselves extremely well. The application shown by them is good to see and if this class is a fair average sample of the National Servicemen of 1951, I feel that the Navy will have, at the end of the present period of their training, some excellent material to build on in the event of a future emergency.
25. The material condition of the ship is good. The main cause of previous minor breakdowns, the oil fuel pumps, have, after their refit early in the month behaved most satisfactorily. The condition of the galley has been much improved by the improved steam drainage system and the hot water system has benefited by the clearing of corroded pipes.

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REPORT OF PROCEEDINGS (cont'd)

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| Distance run during August | 894.9 miles. |
| Hours underway during August | 118 hrs 17 mins. |
| Average distance per ton of fuel | 8.94 miles. |
| Total distance since commissioning | 7112.3 miles. |
| Total hours underway since commissioning | 803 hrs 12 mins. |

D.H. Stevens

(D.H. Stevens)
Lieutenant Commander,

IN COMMAND.

II

1st. T.F. No. *R/50*

The Commodore Superintendent of Training.

Forwarded.

(SGD.) J. T. THOMPSON

LIEUTENANT COMMANDER, R.A.N.

SENIOR OFFICER.

1st. Training Flotilla,
H.M.A.S. COLAC,
10th. September, 1951

From The Commanding Officer, H.M.A.S. "COWRA".
Date 6th July, 1951. Reference No. 89/Returns
To The Commodore Superintendent of Training, F.N.D.
Subject N.L.R. 24 - REPORT OF PROCEEDINGS.

Submitted herewith in accordance with C.N.O. 107 of 1948 and C.N.O. 34 of 1949 the following report of proceedings for H.M.A. ship under my command for the month of June, 1951.

1. At 0930K on Tuesday 1st June 1951, "Cowra" cast off and proceeded from Strahan. The local school children were present and cheered the ship as she left. The pilot, Captain Eglen took the ship down harbour and was disembarked at 1035 outside Hell's Gate. It was noted during both trips that a number of the beacons were not in the exact position as charted. The pilot was supplied with an echo trace of the soundings both entering and leaving. The passage to Melbourne was calm and uneventful and "Cowra" secured at West Wing Station Pier at 1400K, remaining there until Tuesday 5th June.
2. Monday 4th June was spent alongside West Wing Station Pier storing, fuelling with dieseline and carrying out general Engine Room and Upper Deck maintenance.
3. At 0645K on Tuesday 5th June "Cowra" cast off and proceeded to Nelson Pier Williamstown for fuel. Fuelling was completed by 0920K when "Cowra" cast off and proceeded to Westernport anchoring off Hanns Inlet at 1705K.
4. The R.A.N.R. ratings landed at 0810 on Wednesday 6th June for a tour of F.N.D.. At 1150K H.M.A.S. "Gladstone" came to anchor off Hanns Inlet. At 1600K "Cowra" weighed and proceeded for Hobart.
5. At 1000K on Thursday 7th June, the sweeps were streamed for the benefit of the R.A.N.R. ratings. The Executive Officer, Lieutenant L. Mushins R.A.N. having previously given a short lecture on this operation. The sweeps were recovered at 1030K.

H.M.A.S. "COWRA" - REPORT OF PROCEEDINGS. (cont'd).

6. At 0507K on Tuesday 8th June Tasman Island Light was abeam and course was altered for the entrance to the Derwent. A heavy fog descended at 0725 and speed was reduced to six knots. This fog didnot completely clear until 0847 when normal speed was resumed. Between 1030K and 1130K the seaboat was exercised with R.A.N.R. crews, each rating going away at least once. The ship secured at Ocean Pier at 1210K. The R.A.N.R. ratings were discharged to Huon at 1400. The class had worked hard and absorbed their training extremely well. Rough weather the ship encountered onthe south and west coasts caused a certain loss of training time and regrettably was the cause of three ratings returning to Hobart from Strahan.
7. At 0900K on Saturday 9th June "Cowra" cast off and proceeded for Melbourne. The passage was quiet and uneventful. During the passage the able seaman complement of the ship was seven. This is referred to in my letter 53/1 dated 19th June 1951 to T.S.O. 1st T.F.. With the assistance of the "auxiliary" seamen the ship secured at Inner West Wing Station Pier at 0840K. At 1020K 21 Recruits (Class S31) embarked.
8. At 0945K "Cowra" cast off and proceeded alongside OFL 1203 for fuel. At 1350 "Cowra" cast off and proceeded to West Wing Station Pier "Colac" (T.F.1) had meanwhile proceeded to 30 South Warf to unload stores.
9. At 0730K on Wednesday 13th June "Cowra" cast off anchoring in Hobsons Bay at 0745. At 0800 the "Excellent" type target was brought alongside and secured, and at 0815 "Cowra" proceeded for the initial position for gunnery firings by H.M.A.S. "Condamine". These firings commenced at 0945K and continued until 1850. "Cowra" anchored in Port Phillip at 1938K. H.M.A.S. "Colac" (T.F.1) departed for F.N.D. at 0800K.
10. At 0700K on Thursday 14th June "Cowra" weighed and proceeded to anchor off Gellibrand Pier. The target was removed by a work boat from Lonsdale 11 at 0845K. After the target was removed "Cowra" weighed and proceeded. The seaboat was exercised all recruits going away, instruction was given in helmsmanship, duties of lookouts etc. until 1400 when "Cowra" secured at West Wing Station Pier. H.M.A.S. "Gladstone" was alongside outer West Wing on arrival and "Latrobe" secured alongside her at 1630.
11. At 1230K on Friday 15th June H.M.A.S. "Colac" (T.F.1) secured alongside "Cowra" at Inner West Wing Station Pier. The day was spent cleaning ship and the Engine Room staff were employed on general maintenance.
12. "Cowra" remained alongside West Wing Station Pier during the weekend. 29 R.A.N.R. ratings were embarked for A.C.T. at 1130 Saturday 16th June.

H.M.A.S. "COWRA" - REPORT OF PROCEEDINGS. (Cont'd.)

13. At 0830 "Colac" cast off and proceeded, "Cowra" following at 0835. "Cowra" came to anchor in Hobsons Bay at 0850 as the O.F.L. had not been shifted to the fuelling berth and was blocking the berth required for "Gladstone" and "Latrobe". While waiting for the berth to clear "Colac" primed her boilers and was unable to steam. Preliminary arrangements were made for "Cowra" to tow "Colac" alongside to the O.F.L., however the tug which had shifted the O.F.L. came out and did the job. "Cowra" secured on "Colac" at the O.F.L. at 1145K. At 1335K. "Cowra" cast off and proceeded, anchoring off the Quarantine Station at 1336K.
14. At 0600K on Tuesday 19th June "Cowra" weighed and proceeded for Westernport. Hanns Inlet was entered at 1140 in some trepidation, but the weather was very calm and "Cowra" secured alongside F.N.D. Wharf without mishap at 1215K. During the afternoon 97.25 tons of oil fuel was discharged.
15. At 1240K on Wednesday 20th June "Cowra" cast off and proceeded down Hanns Inlet the channel being cleared at 1317K. Course was set for Melbourne and the ship secured alongside O.F.L. 1203 at Middle West Gellibrand Pier at 2000K. Fuelling commenced immediately and 110.83 tons was embarked by 2215.
16. At 0600K on Thursday 21st June "Cowra" cast off and proceeded for Westernport. The ship anchored off Hanns Inlet at 1120, weighing and proceeding through Hanns Inlet at 1339, securing at the Wharf at 1410. The discharge of fuel began immediately and 68.44 tons were given to F.N.D. by 1920K. It is thought that the successful fuelling of the depot is entirely due to the excellent work of the engineroom staff on Friday, Saturday and Sunday, 15th, 16th, and 17th June, when the after oil fuel pump was refitted. Although both oil, fuel and feed pumps have not been entirely satisfactory since commissioning, repairs could not be carried out until the face plates, ordered in February, arrived on board on Friday 15th June.
17. At 1430K on Friday 22nd June, H.M.A.S. "Cowra" cast off and proceeded, clearing Hanns Inlet at 1452. After leaving Westernport course was set for Burnie.
18. H.M.A.S. "Cowra" secured at the North Side McGaw Wharf at 0800K. Saturday 23rd June after a calm and uneventful trip. Captain's messdeck rounds were carried out at 1100K. The ship remained alongside McGaw Wharf during the weekend, being open to visitors from 1330-1700 on Sunday 24th June.
19. At 0900K on Monday 25th June after embarking 56 Navy League Sea Cadets, H.M.A.S. "Cowra" cast off and proceeded. The Double "O" sweep was streamed at 0915K being recovered at 0945K. At 1030K the seaboat exercises began, being continued until 1340K after which "Cowra" returned to harbour.
20. At 0900K "Cowra" cast off and proceeded for Stanley. On clearing harbour the seaboat exercises again continued and between 0930 and 1045 all R.A.N.R. ratings were again sent away. Instruction in the duties of bridge personnel continued during the passage, "Cowra" secured at Foreshore Wharf Stanley ^{at 1415K.} Captain W.E. Leggett, a resident of Stanley and a former pilot, had embarked at Burnie and his local knowledge simplified the approach. A dance was arranged for the ships company by Mr. D.G. Edwards, the Harbour Master and was thoroughly enjoyed by all who attended.
21. At 1000K on Wednesday 27th June the Warden Mr L.R. Hill paid an informal call on the ship. At 1300K "Cowra" cast off and proceeded.

H.M.A.S. "COWRA" - REPORT OF PROCEEDINGS (Cont'd).

22. At 0800K on Thursday 28th June "Cowra" secured alongside "Colac" at Inner West Wing Station Pier. The class of R.A.N. R. ratings was discharged to H.M.A.S. Lonsdale at 1400. At 1600K "Cowra" reverted to 12 hours notice for steam and commenced period of availability for urgent defects and self refit.
23. Long leave libertymen were landed at noon on Friday 29th June, the ship still being at West Wing Station Pier. The ship remained at West Wing Station Pier for the remainder of the month.
24. The health of the ships company has been fairly good, although the number of minor casualties were higher than usual. The conduct of the ships company has been quite good. The larger number of minor offences during the latter part of the month coincided with a tightening up of the early morning routine.

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| Distance run during June | 2164.8 miles |
| Hours underway " " | 219 hours 16 mins. |
| Average distance per ton of fuel | 7.73 |
| Total distance run since recommissioning | 6217.4 miles |
| Total hours underway since recommissioning | 684 hours 55 mins. |



(D.H. Stevens)
Lieutenant Commander.

IN COMMAND.

H.M.A.S. "COWRA"
AT SEA.
1st June, 1951.

The Commodore Superintendent of Training,
Flinders Naval Depot.

H.M.A.S. "COWRA" - REPORT OF PROCEEDING, MAY, 1951.

Submitted herewith in accordance with C.N.O. 107 of 1948 and C.N.O. 34 of 1949 the following report of proceedings for H.M.A. Ship under my command for the month of May, 1951.

1. At 1140k on Tuesday 1st May, 1951, "COWRA" secured alongside Ocean Wharf Burnie. The passage had been calm and uneventful and the day was perfect.
2. At 0840k on Wednesday 2nd May, Cowra cast off and proceeded for Devonport, the seaboard was sent away five times for the benefit of the R.A.N.R. ratings. Cowra secured alongside Overseas Wharf, Devonport at 1300k.
3. At 0900k on Thursday 3rd May, the ship left Overseas Wharf, Devonport and when clear of the River, course was set for Port Phillip. The starboard sweep was streamed twice during the afternoon watch to allow all R.A.N.R. ratings to see the sweep streamed and recovered.
4. "Cowra" entered Port Phillip Heads at 0435 on Friday 4th. At 0519 just after entering West Channel, a dense fog shut down the visibility to zero, ship was turned out of the Channel and brought to anchor near Tuckey Light Beacon. At 0800 the fog lifted and at 0810 the ship was underway in West Channel. West Wing Station Pier was enshrouded in a light fog when the ship secured at 1105k.
5. The class of twenty two R.A.N.R. ratings was discharged to Lonsdale during Saturday forenoon. The class had I think benefited considerably from the thirteen days training. The training was purely basic and practical as it was felt that this type of training would consolidate the training and lectures given to the R.A.N.R. by their own officers during drills on week nights. The standard of the R.A.N.R. recruits appeared to be good and their keenness was a joy to behold.
6. Australia left Williamstown at 0915 on Monday 7th May, and H.M.A.S. "Colac" (T.F.1) at 0930 on Tuesday 8th. H.M.A.S. "Gladstone" secured at West Wing Station Pier at 1345k on Tuesday 8th May.
7. At 0830 on Wednesday 9th May H.M.A.S. "Cowra" cast off and proceeded to Williamstown for fuel. Fuelling was completed at 1030, when H.M.A.S. "Cowra" cast off and proceeded for Hobart.
8. After an uneventful trip, H.M.A.S. "Cowra" secured at the North side of Ocean Pier Hobart at 1050k on Friday 11th May. At 1100k a call was paid on R.N.O. Hobart, Commander F.D. Shaw R.A.N. This call was returned at 1200. At 1530k a call was paid on the Master Warden of Hobart, Mr. Johnson.
9. At 0900k on Saturday 12th May, one officer and twenty six ratings from the Hobart R.A.N.R. joined for thirteen days annual continuous training.
10. At 1030k on Sunday 13th May, R.N.O. Hobart, Commander F.D. Shaw R.A.N. arrived onboard and inspected the ships company and the R.A.N.R. at divisions. He then walked around the ship both the upper deck and Mess decks.

H.M.A.S. "CONRA" - REPORT OF PROCEEDINGS. (cont'd)

- 11 At 0830k on Monday 14th May, H.M.A.S. "CONRA" cast off and proceeded. At 1400k the port sweep wire was streamed for rereeling. This operation was completed by 1515. The weather at this stage commenced to worsen and by 2200k a full gale was blowing. Speed was reduced to eight knots at 0230k. The following thirty hours were extremely unpleasant, the ship rolled heavily and the upper deck was completely untenable. It was with considerable relief that the calmer waters of Westernport Bay were reached at 1400k on Wednesday 16th May. The ship was brought to anchor off Hanns Inlet at 1555k, H.M.A.S. "Letrobe" was at anchor when H.M.A.S. "Conra" arrived.
- 12 At 0825k on Thursday 17th May the R.A.N.R. class was landed for a tour of Flinders Naval Depot. At 1520k H.M.A.S. "Gladstone" anchored off Hanns Inlet.
- 13 At 0630k on Friday 18th May, H.M.A.S. "CONRA" weighed and proceeded for Williamstown, securing on O.P.L. 1203 at 1400k after an uneventful passage. After the completion of fuelling H.M.A.S. "CONRA" proceeded to West Wing Station Pier.
- 14 At 0900k H.M.A.S. "CONRA" cast off and proceeded anchoring off Williamstown at 0920. At 1130k H.M.A.S. "ANZAC" emerged from the fog and secured alongside H.M.A.S. "QUICKMATCH" at Dockyard Pier. At 1300k the anchor was weighed and the ship proceeded slowly through the fog to West Channel. The fog had dissipated on arrival at West Channel and by 1630 the ship was clear of the heads and course was set for Banks Strait.
- 15 Commencing at 0930k on Tuesday 22nd May the port sweep was streamed to calibrate the kite otter. This was completed by 1120k. The Double "O" sweep was streamed at 1330 being recovered at 1400. The starboard kite otter was then recalibrated. At 1450k course was set and the speed was increased to 10 knots.
- 16 At 0900k on Wednesday 23rd May the Double "O" sweep was again streamed being recovered at 1015. At 1137 H.M.A.S. "CONRA" anchored in Port Arthur.
- 17 The ship remained at anchor during the forenoon of Thursday 24th May when mess deck and store room rounds were carried out. At 1330k H.M.A.S. "CONRA" weighed and proceeded for sea boat exercises. The boat was dropped five times during the afternoon enabling all R.A.N.R. ratings to go away at least once in the boat. H.M.A.S. "CONRA" came to anchor at 1500k. At 2030k a demonstration of fireworks was held both for the benefit of the R.A.N.R. ratings and the local populace who were celebrating Empire Day with the traditional bon fires and fireworks.
- 18 At 0700k on Friday 25th H.M.A.S. "CONRA" weighed and proceeded for Hobart securing at Ocean Pier at 1121k. The class of R.A.N.R. ratings were disembarked at 1430k. This class had a very rough start to their period of training but after recovering from the pangs of severe seasickness worked well and conscientiously. During their thirteen days they all carried out the normal duties of a seaman in a small ship and learnt a considerable amount of practical seamanship and much about living harmoniously in a small ship under adverse weather conditions. The keenness and desire to learn was most marked.
- 19 H.M.A.S. "CONRA" Remained alongside Ocean Pier Hobart until 0900k on Monday 26th May. An official cocktail party was given onboard on Sunday forenoon.

H.M.A.S. "COMRA" - REPORT OF PROCEEDINGS. (cont'd)

- 20 At 0900k H.M.A.S. "COMRA" with Resident Naval Officer, Hobart Commander F.D. Shaw R.A.N. embarked east off and proceeded for Port Davey via D'Entrecasteaux Channel anchoring for lunch off Satellite Island. The weather off the South and West Coasts was foul, a force 6-7 North Westerly and a heavy sea and swell made conditions thoroughly unpleasant.
- 21 At 0800k on Tuesday 29th May it was decided not to enter Port Davey but to carry on to Macquarie Harbour. Cape Sorell Light was raised at 1840k and kept in sight during the night.
- 22 At 1036k the ship was brought into the entrance to Macquarie Harbour and anchored off the breakwater until 1115k when the anchor was weighed and the ship taken inside the breakwater when the pilot Captain Eglen was picked up. The ship secured at Strahan Pier at 1300k, being met by the Warden Mr Able on arrival. The passage through Hell's Gate and up Macquarie Harbour was most interesting although spoilt by continuous rain squalls and a bitterly cold south westerly.
- 23 The ship remained at Strahan until Friday 1st June when she cast off and proceeded under the charge of the pilot. During the time in Strahan a dance was arranged for the ships company and the Australian Rules Football team was given a run. Resident Naval Officer, Hobart, Commander F.D. Shaw R.A.N. and Lieutenant Commander Windass Smith R.A.N.R. who had embarked for training in Hobart were discharged on Thursday and Wednesday respectively.
24. The general health of the ships company has been good, but it is noted that when any rating, particularly a specialist, does go sick and has to be put ashore it throws a extra burden on the extremely small ships company and in many cases maintenance of various types of equipment suffer. The conduct during May has been average and the number of minor offences has dropped.

| | |
|---|-----------------|
| Distance run during May | 2204.3 miles. |
| Hours underway during May | 261 hrs 26 min. |
| Average distance per ton of fuel | 9.06 miles. |
| Total Distance run since recommissioning | 4052.6 Miles. |
| Total hours underway since recommissioning. | 465 hrs 39 min. |

D.H. Stevens
 (D.H. Stevens)
 Lieutenant Commander.

IN COMMAND.

H.M.A.S. "COWRA"
AT SEA.
1st May, 1951.

The Commodore Superintendent of Training,
Flinders Naval Depot.

H.M.A.S. "COWRA" - REPORT OF PROCEEDING. APRIL 1951.

= Submitted herewith in accordance with C.N.O. 107 of 1948 and C.N.O. 34 of 1949 the following report of proceedings for H.M.A. Ship under my command for the month of April, 1951.

1. The passage to Westernport was uneventful, the weather being fairly reasonable throughout. "Cowra" in company with "Colac" anchored off Hanns Inlet at 1800k on Monday 2nd April. H.M.A. Ships "Gladstone" and "Latrobe" anchored at 1900k.
2. On Tuesday 3rd April, passage was taken to Flinders Naval Depot in "Gladstone". This was done to get a sight of the channel, later at 1130 an official call was paid on the Commodore Superintendent of Training, Commodore H.J. Buchanan D.S.O. Royal Australian Navy.
3. On Wednesday 4th April, the return passage down channel was taken in "Gladstone", who anchored off the channel at 1040k, "Cowra" remained and the class of recruits which had been embarked were employed in cleaning ship and at seamanship instruction. Lieutenant Commander C.T. Thompson R.A.N. assumed duties as Senior Officer 1st Training Flotilla on Wednesday 4th April, 1951.
4. On Thursday 5th April while "Cowra" remained at anchor cleaning ship "Colac", "Gladstone" and "Latrobe" proceeded to Melbourne.
5. It was intended that "Cowra" should proceed up Hanns Inlet at 1330 on Friday 6th, remaining alongside for the weekend. However the weather proved most uncooperative and the weekend was spent in splendid isolation off Hanns Inlet. The recruit class of 25 ratings were discharged to Flinders Naval Depot at 1330k Friday 6th.
6. At 1100k on Monday 9th April, "Cowra" after embarking 27 recruits, weighed and proceeded to Port Phillip, securing on O.F.L. 1203 at Inner West Gellibrand Pier at 1755k. H.M.A. Ships "Colac", "Latrobe" and "Gladstone" were met enroute.
7. On completion of fuelling at 0945 on Tuesday 10th April, "Cowra" shifted berth to alongside Gellibrand Pier and remained there with the Ships Company employed cleaning ship and the recruit class divided between part of ship duties and instruction.
8. At 0530 on Wednesday 11th, "Cowra" cast off and proceeded for Westernport anchoring off Hanns Inlet at 1305. Identities were exchanged with H.M.A.S. "Latrobe" at 0715k. It was intended that "Colac" (T.F.1) and "Cowra" should secure at Flinders Naval Depot wharf P.M. Wednesday. However the wind again blew and the ships remained at anchor during Wednesday night and Thursday 12th April.
9. At 0530k "Cowra" in company with "Colac" (T.F.1) weighed and proceeded for Port Phillip. This was a thoroughly unpleasant few hours passage. Ships secured alongside West Wing Station Pier at 1600.


H.M.A.S. "COWRA" - REPORT OF PROCEEDINGS. (cont'd)

10. At 0830k on Saturday 14th a party of 7 officers and 44 ratings from R.A.N.R. (Melbourne Division) embarked for instruction. At 0900 a call was paid on T.F.1 in "Colac". At 0915 "Cowra" cast off and proceeded. The remainder of the day was spent in Port Phillip. The ship was anchored on numerous occasions and all R.A.N.R. ratings were dropped in a sea boat, given a trick on the wheel etc. The ship secured at West Wing Station Pier at 1645k. It is felt that much valuable knowledge of elementary seamanship is gained by the R.A.N.R. recruits during a days steaming.
11. Sunday 15th was spent alongside, the ship being open to Ships Company visitors.
12. At 0830K on Monday 16th April, "Cowra" cast off and proceeded to O.F.L. 1203 at Gellibrand Pier securing there at 0910. "Colac" (T.F.1) secured on "Cowra" at 0925k, casting off on completion of fuelling at 1050k. On completion of fuelling and of electrical repairs "Cowra" cast off and proceeded at 1115k, anchoring off Hanns Inlet at 1825K. The class of recruits embarked on 9th and the class ex "Colac" were discharged to Flinders Naval Depot on arrival.
13. H.M.A. Ships "Gladstone" and "Latrobe" came to anchor at 0720 and 0745 on Tuesday 17th April. "Cowra" weighed and proceeded at 1330 with a class of 20 recruits embarked, to carry out a tow from Geelong to Williamstown. However after clearing Westernport, Orders were received postponing the towing operation twenty four hours and ordering the recruits to be disembarked. "Cowra" anchored off Hanns Inlet at 1630k.
14. At 0830 "Cowra" was under way in Westernport for instruction of class 8, anchoring again at 1100, when class 8 were disembarked and class 9 embarked. The anchor was weighed and course set for Port Phillip at 1125. "Cowra" anchored off Hopetoun Channel Buoy at 1750.
15. At 0900 on Thursday 19th April, "Cowra" was in position at anchor off Hopetoun Channel. The tug which had been organised to bring "Bowen" out of the channel however did not become available until noon and it was not until 1400 that the tow was under way. The towing operation was quite simple. However as the 150 fathom length of 3½" P.S.W.R. was used the speed of the towing vessel was restricted to 9 knots. The tow was handed over to tugs off Gellibrand Light at 1830, "Cowra" secured at West Wing Station Pier at 1920k, reverting to eight hours notice for steam on arrival.
16. The ship remained alongside West Wing Station Pier making good minor defects on Friday 20th, Class 9 consisting of 21 recruits were discharged to Flinders Naval Depot by the 0900k train.
17. At 0900K on Saturday 21st "Cowra" cast off and proceeded. The day was again spent in Port Phillip for the benefit of the R.A.N.R. The ship secured at West Wing Station Pier at 1700k.
18. The ship remained alongside West Wing Station Pier until Monday 23rd April, being open to ships company visitors on Sunday 23rd.
19. At 0830 "Cowra" cast off and proceeded to O.F.L. 1203 at Williamstown. After fuelling the ship returned to West Wing Station Pier where at 1200k 23 R.A.N.R. ratings for continuous training were embarked. At 1600k "Cowra" cast off and proceeded for Sealers Cove to rendezvous with "Colac" (T.F.1). This rendezvous was effected at 1140k on Tuesday 24th April.

H.M.A.S. "COWRA" - REPORT OF PROCEEDING. (cont'd)

20. The ship remained at anchor on Wednesday 25th April, when the R.A.N.R. recruits were introduced to the organised chaos that precedes Captain's Mess Deck and Store Room rounds. Boat instruction was given during the dog watches.
21. At 0500k on Thursday 26th April "Cowra" weighed and proceeded in company with "Colac" for Melbourne. "Cowra" was ordered to proceed independantly at 0800k. A thoroughly unpleasant day was spent ploughing our way to Port Phillip. The majority of R.A.N.R. recruits suffered the pangs of seasickness. The ship anchored in Hobsons Bay at 2200k, proceeding alongside "Colac" at Outer West Nelson Pier at 0700k on Friday 27th. Dockyard assistance was given with the removal of the burnt out armature of an A/c generator. On completion "Cowra" proceeded to West Wing Station Pier securing on "Colac" at 1210k.
22. At 1400k on Sunday 29th April "Cowra" cast off and proceeded. However it was reported that there was a knocking noise coming from the starboard propeller shaft about the region of the "A" bracket. The ship was stopped off Fawkes Beacon and attempts made with both Patten 230 and Salvus diving apparatus to examine the shaft. The attempts were unsatisfactory and the ship returned to West Wing Station Pier.
23. At 0900k Monday 30th April Harbour Trust divers examined both shafts but could find nothing amiss. Lt.(E.) G. WILLIAMS R.A.N. of Williamstown dockyard came to sea for trials commencing at 1345k. Nothing could be heard of the knocking noise so after disembarking Lt.(E.) G. WILLIAMS R.A.N. at 1515k "Cowra" proceeded for Burnie.
24. The health of the ship's company has been very good. Unfortunately during April there has been a larger number of offences than should be in a small ship. Most of the offences are due to inexperience and a lack of a sense of responsibility in the seaman branch. It is hoped that the first rush of offences is now over and that the ship's company are realizing their most important duties and responsibilities in connection with the training in which the ship is engaged.

| | |
|--|------------------|
| Distance run during April | 1453.8 Miles |
| Hours under way during April | 158 hours 28 min |
| Average distance per ton of fuel | 7.53 Miles |
| Total distance since recommissioning | 1848.3 miles |
| Total hours under way since recommissioning. | 204 hours 13 min |


(D.H. Stevens)
Lieutenant Commander.

IN COMMAND.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. _____

Duplicate
 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, and 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. "WARRNAMBOOL"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 "WARRNAMBOOL" fouled their sweeps on uncharted pinnacles, but no more mines.

Royal Australian Navy.

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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 Dreger Harbour for electrical repairs, arriving at 1000k Saturday, 25th.

"COWRA" remained at Dreger 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 Dreger 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 10 knots to join the Flotilla at Torokina.

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

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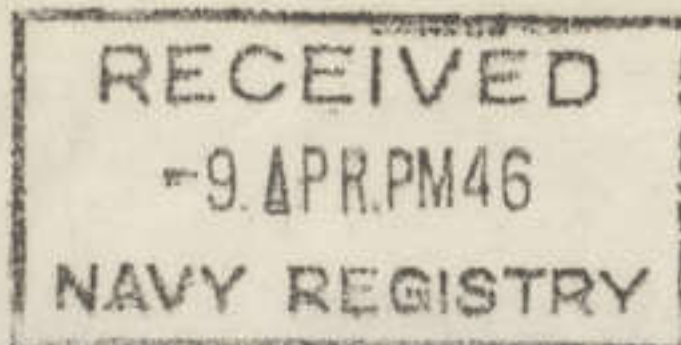
Figures for August, 1946

Total mileage 2009.5
Total oil fuel expended 181.36
Total hours under way 202.5
Miles per ton of oil fuel 11.08
Average speed 9.9

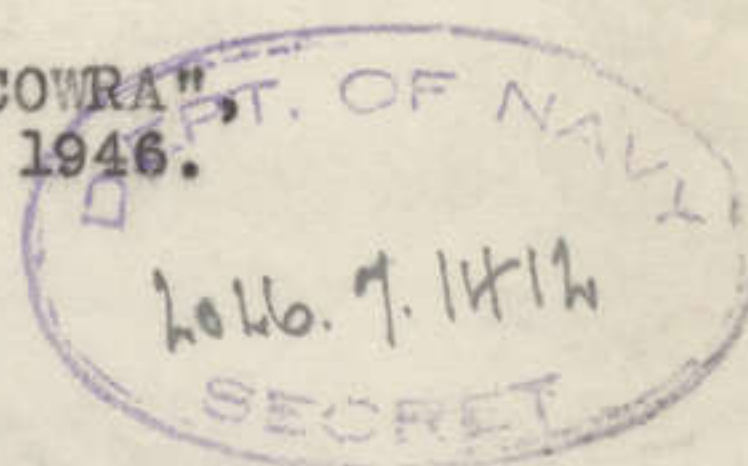
Figures since commissioning.

81,688.9 miles.
6878.4 tons.
9129.6 hours
11.8 miles
8.9 knots.

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



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



o.-
The Senior Officer,
20th Mine Sweeping Flotilla.

Orig.

Submitted:-

The enclosed copy of Letter of Proceedings (Original) for the month of March, 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.

.....

12/118

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 March, 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.

11/4A

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 0900K Friday 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 fixtures 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 at 1100K 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 remained at anchor through the day.

The Flotilla weighed and proceeded at 0615K Saturday 30th 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.

Figures for March, 1946.

| | |
|----------------------------|---------------|
| Total Mileage | 1345.7 miles. |
| Total fuel expended | 125.52 ton |
| Total Hours Under Way | 167.12 hours |
| Average Speed | 8.05 |
| Miles per Ton of Fuel Oil. | 10.72 miles |

Figures Since Commissioning.

| |
|----------------|
| 72653.7 miles. |
| 6036.538 ton. |
| 8094.28 hours. |
| 8.98 |
| 12.04 miles. |

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

Royal Australian Navy. *Dup.*

IN REPLY PLEASE QUOTE

No. _____


Incorporation 11th 22/3/46
 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 Dockyard at 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 shaft 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 1200 K, Wednesday 20th, to rejoin the 20th Mine-Sweeping Flotilla 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 0630 K, 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 0300 K Saturday the 23rd and Berthed at Station Pier, Port Melbourne at 0700 K.

The ship's companies of the Flotilla were inspected by His Excellency the Governor of Victoria at 1100 K 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 1800 K Wednesday 27th and arrived at the "KILIMOON" Area at 0600 K 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.

D.N.1
(N. & RO) x

22/3B

W. A. S. "COYNE"
2nd February 1945.

REPORT OF PROCEEDINGS IN PORT OF MELBOURNE, 1945.

The following Report of Proceedings for the month of February, 1945, is forwarded in accordance with O.S.N. 97/45:-
The "Hestia" weighed and departed from Waterloo Bay at 1500 H on the 1st of February, Friday, and arrived at Port Phillip Heads at 0830 H, Saturday, the 4th, berthing at Nelson's Pier, Williamstown at 0830 H.

The ship commenced berthing on arrival and remained at Nelson's Pier, Williamstown until 1300 H Thursday, when she was docked with W.A.S. "COYNE" in the Royal Australian Naval Dockyard, Williamstown for periodic under-water inspections, etc.
During the week ending Thursday 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, 4th, 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-buoyed bearing on Standard shaft 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.

W.A.S. "COYNE" and "Hestia" undocked at 1330 H, Tuesday 12th, and berthed at Nelson's Pier, Williamstown, sailing being deferred due to typhonic conditions in Bass Strait. However both ships departed Williamstown at 1800 H, Wednesday 13th, to rejoin the 8th Mine-sweeping Flotilla in Bass Strait, and cleared Port Phillip Heads at 1830 H.

W.A.S. "COYNE" and "Hestia" rejoined the Flotilla off the West Coast at 0830 H, Thursday 14th and sweeping was commenced in calm weather at 0730 H, "COYNE" acting as Mine Sweeping Ship. Sweeping was continued until sunset when the Flotilla anchored to the westward of the light in 25 fathoms, and was continued at daylight. The Flotilla was completed at 1800 H, when the Flotilla turned up and proceeded to Melbourne. "COYNE" was employed as Mine Sweeper and assisted in recovering sea buoys.

The 8th Mine-sweeping Flotilla entered Port Phillip Heads at 0800 H, Saturday the 18th and berthed at Station Pier, Port Melbourne at 0700 H.

The ship's companies of the Flotilla were inspected by His Excellency the Governor of Victoria at 1100 H, Monday 20th. His Excellency was introduced to the Workshop Officers during his inspection. After the inspection of ship's companies, His Excellency visited W.A.S. "COYNE" and stated that he was pleased and impressed with the cleanliness of the ship; he then inspected W.A.S. "Hestia" and met the Commanding Officer of the Flotilla in the Senior Officer's quarters. The Flotilla sailed from Port Melbourne for Mine-sweeping operations off Cape Otway at 1800 H, Wednesday 22nd and arrived at the "Hestia" at 0800 H, Thursday 23rd when sweeping was recommenced. This ship being employed as anti-tank on the Western side of the field.

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

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. _____

2.

Figures for February, 1946.

| | |
|----------------------------|----------------|
| Total Mileage. | 912 miles |
| Total Oil Fuel Expended. | 83.27 ton |
| Total Hours Under Way. | 102 hrs 17 min |
| Average Speed. | 8.9 |
| Miles per Ton of Fuel Oil. | 10.95 miles |

Figures Since Commissioning.

| |
|-----------------|
| 7131.0 miles |
| 5911.018 |
| 7927 hrs 16 min |
| 8.99 |
| 12.06 miles |

J. A. Doyle

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

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



To. Senior Officer,
20 Mine-Sweeping Flotilla.

Submitted:--

HN
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.

J. 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.



J. A. Doyle

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

27/2A

ORIGINAL.

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:-p

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 Wednesday, 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 mine-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 0830K.

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. ~~and~~ 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 considerably 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. "Cowra" was

ORIGINAL.

detached and proceeded independently to the Eastern end of the mine-field at 0530K on Friday 25th, arriving at 0630K. During the day on Friday, "Cowra" laid the end lap and datum buoys at the Eastern end of the field and recovered a few of the scattered buoys remaining from the last sweep. By 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 Wednesday, 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.

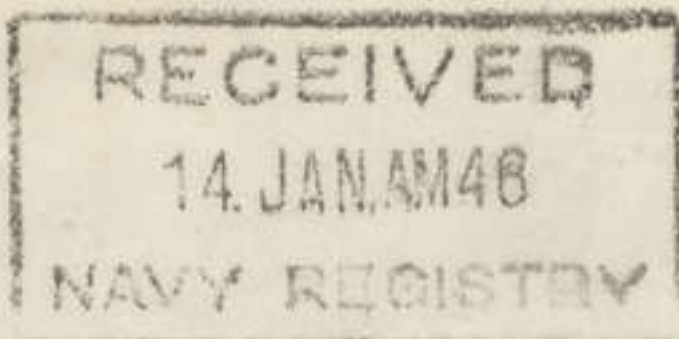
| | |
|----------------------------|--------|
| Total Mileage. | 2104.5 |
| Total Oil Fuel Expended. | 210.35 |
| Total Hours Under Way. | 275.16 |
| Average Speed. | 7.26 |
| Miles per Ton of Fuel Oil. | 9.96 |

Figures Since Commissioning.

| |
|----------|
| 70399.0 |
| 5827.748 |
| 7824.59 |
| 8.99 |
| 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.



N5.18
9
45

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".

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.

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

DUPLICATE.

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", "Towansville", "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., ~~xxx~~ 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"

DUPLICATE.

Page 2/

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 7 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 2100K 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 Inclinator; 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.

| | |
|----------------------------|--------|
| Total Mileage. | 1601.1 |
| Total Oil Fuel Expended. | 126.02 |
| Total Hours Under Way. | 235.29 |
| Average Speed. | 6.8 |
| Miles per Ton of Fuel Oil. | 12.7 |

Figures Since Commissioning.

| |
|----------|
| 68294.5 |
| 5617.398 |
| 7549.43 |
| 9.04 |
| 12.1 |

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

RECEIVED
-9.JAN.PM46
NAVY REGISTRY

Royal Australian Navy

DEPT. OF NAVY
2026-7-1412
ORIGINAL. *SECRET*

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REPLY PLEASE QUOTE

No. _____

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

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

The following "Report of Proceedings" for the month of November, 1945, is forwarded in accordance with C.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 detonators 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 bend flags 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 inside 100-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, in 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.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

ORIGINAL.

No. _____

Page 2.

November 27th, Tuesday. At 0845K, entered Sydney Heads and proceeded to Kuraba 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.

Referred to A.S. Sydney for remarks

*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 that a 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 strengthened 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 dan-buoy moorings. *

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

Figures for November, 1945.

| | |
|----------------------------|--------|
| Total Mileage. | 1409.7 |
| Total Oil Fuel Expended. | 151.75 |
| Total Hours Under Way. | 152. |
| Average Speed. | 9.34 |
| Miles per Ton of Fuel Oil. | 9.29 |

Figures Since Commissioning.

| |
|-----------|
| 66693.4 |
| 5,491.378 |
| 7,314.14 |
| 8.16 |
| 11.96 |

J. A. Doyle

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

II

Secretary, Naval Board,
Navy Office. Melbourne.

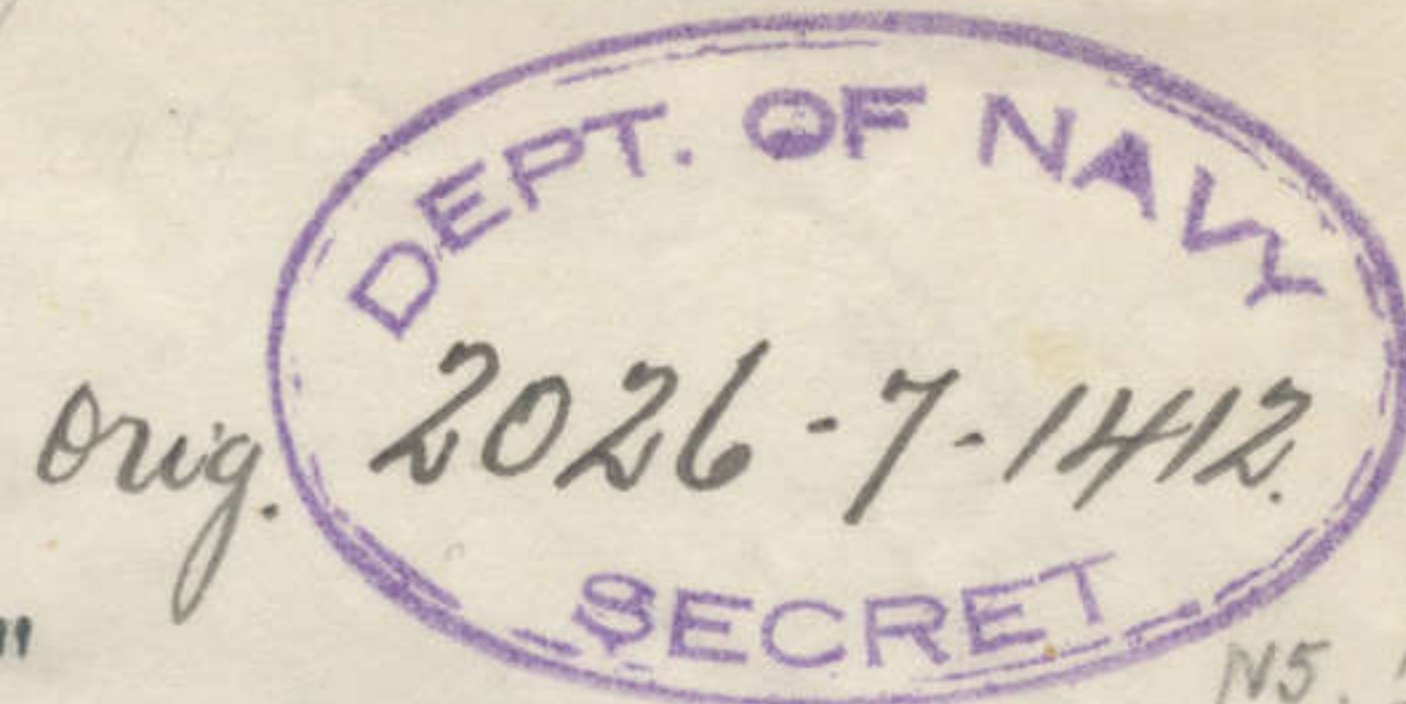
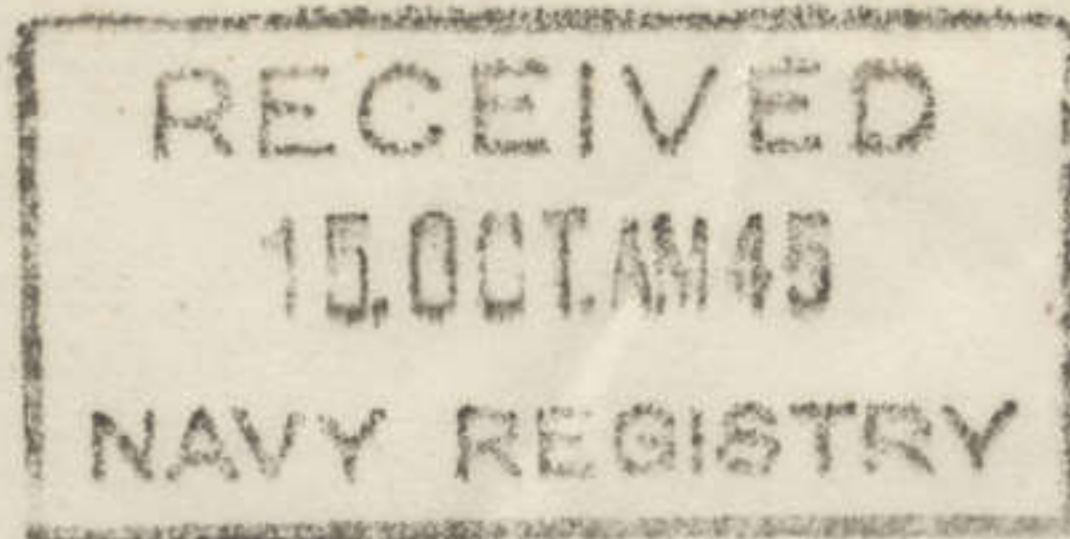
Submitted for the consideration of the Naval Board.

2. The suggestions in the last paragraph of this report form the subject of a separate letter, reference No. M.S. 3/2/1 dated 5 January, 1946.

H.M.A.S. "SWAN".
 5 January, 1946.
 M.S. 21/3/6

R. A. N. R.

 A/Captain. R.A.N.
Senior Officer, 20th Mine-sweeping
Flotilla.



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

N5. $\frac{18}{9}$
45

To. Secretary to the Naval Board.
Melbourne.

Submitted:--

HM The enclosed copy of Letter of Proceedings for the
months of August and September, 1945, is forwarded in accordance
with F.C.M. No. 1.

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

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. All victualling 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 Fawcner Beacon. 1306K. Disembarked compass adjuster and proceeded to stream and test LL and Acoustic 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.

Action
on
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we

TOTAL FIGURES FOR 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. Langdon Smith
Lieutenant R.A.N.R.(S)
Commanding Officer.
H.M.A.S. "COWRA".

M1.4.3.1.10

H.M.A.S. "COWRA",
2nd. August, 1945.

Commander (D),
H.M.A.S. "PLATYPUS"

Submitted: 22

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



..... *W.R. Boyd* Lieut. R.A.N.V.R.
for Commanding Officer.

Noic. 130/8

bay(A) ~~(S, 10, 12, 45)~~

~~(S)~~

S.O.(O)

(A) H/E

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S.O.(G)

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Duplicate



Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. _____

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.

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 manoeuvres.
1200i. Entered southern entrance of Morotai lagoon, completed with fuel from "BISHOPDALE", water from "MOMBAH" 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 Chart 398 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 Jomard Passage. 1800k/19th. Entered Grafton Passage.
0750/20th. Entered Townsville Harbour and secured at the seaward 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 Pier and commenced discharging
oil fuel and de-ammunition in readiness to commence refit.

Health and conduct of Ships' Company has been most
satisfactory.

TOTAL FIGURES FOR THE MONTH OF JULY.

| | | |
|---------------------------------|----------|-------------|
| Total Mileage | 6,133.79 | 4,352.8 |
| Total Oil Fuel Expended..... | | 417.39 tons |
| Total Hours under way | | 415.07 |
| Average Speed | | 10.48 knots |
| Miles per Ton of Oil Fuel | | 10.4. |

TOTAL FIGURES SINCE COMMISSIONING.

| | |
|--|----------------------|
| Total Mileage | 6,133.79 |
| Total Oil Fuel Expended..... | 5,077.578. |
| Total Hours under Way | 672 1/2 hours 51 ms. |
| Average Speed | 9.1 knots. |
| Miles per Ton of Oil Fuel Expended | 12.08 miles. |

W. R. Boyd.

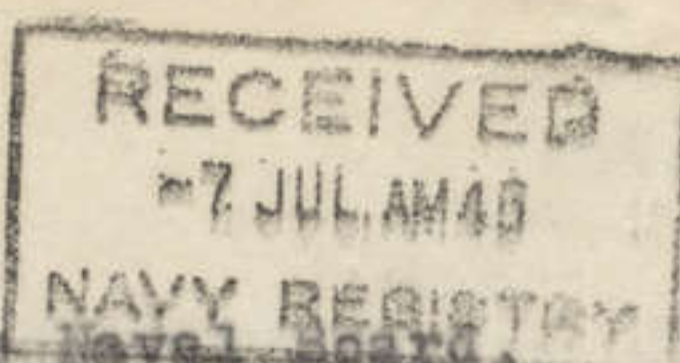
Lieutenant, R.A.N.V.R.

for

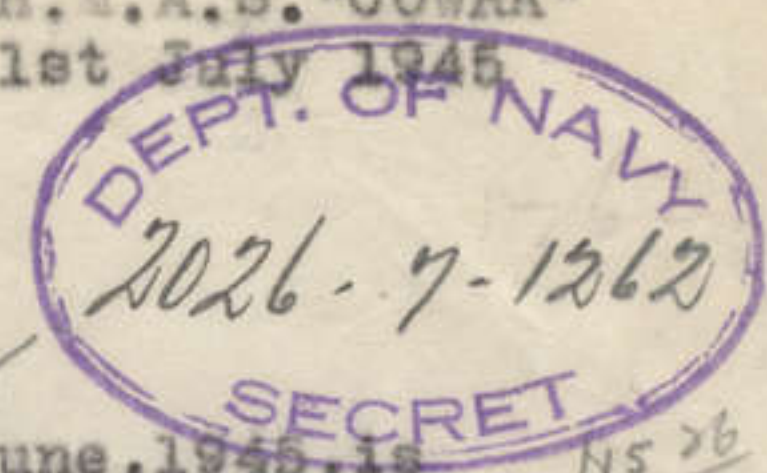
A. FARQUHAR-SMITH,

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

COMMANDING OFFICER.



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



The Secretary to the
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 stores and 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 varying 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, 3 R.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 "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. "GLENELG" (COMMANDER D), "BUNBERRY", "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 Japanese Prisoners of War were most docile, and appreciated the food and soap supplied. One suspected of atrocities in Tarakan stood up, bowed and saluted everybody who passed. Stoker 2s and O.D.s were most impressed.

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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.

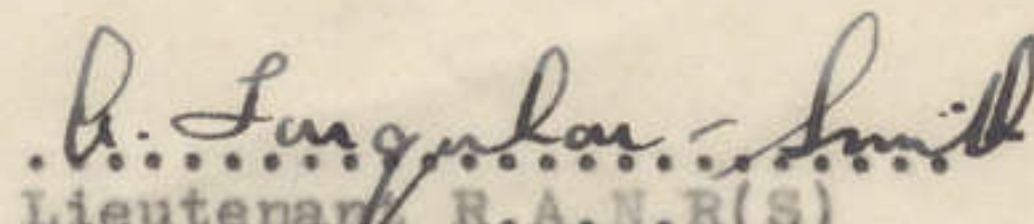
| | | | | | |
|-------------------|-----|-----|-----|-----|---------------|
| Mileage | ... | ... | ... | ... | 8244.2 miles. |
| Oil Fuel Expended | ... | ... | ... | ... | 785.0 tons. |
| Hours Under Way | ... | ... | ... | ... | 884.17 hours. |
| Average Speed | ... | ... | ... | ... | 9.32 knots.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

.....

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 |

.....


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

RECEIVED
25 JUN 1945
NAVY DESPATCH

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.O.P. 5.97/45.

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 the U.S. "GENERAL McCREA" to Morotai. Steamed into Morotai Lagoon at 0800 hours the same morning and at 0845 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., disembarked in the forenoon for air passage South.

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

Pollock Harbour was entered at 0910 hours, Friday, the 4th., after an uneventful passage. Anchorage was made on completion of escort duty at 0939 hours. Orders were received, in the afternoon, from the S.O.P.A. borne in the USS "WASATCH", to join a convoy comprised of 51 U.S.T.s escorted by a U.S.E., the U.S.S. "JOHN", as additional escort. The convoy formed up and sailed at 1816 hours the same afternoon and proceeded to Morotai.

On Sunday, the 6th. May, "COWRA" received permission from Senior Officer to proceed independently to Sios Woendi, where she increased speed to 12 knots, detached from convoy, and proceeded bound for Woendi. While on passage to Woendi, U.S.A.S. "JOHN" escorting a convoy passed ahead to port distant 5 miles at 0055 hours, Monday the 7th., at 2011 hours, the same day, passed U.S.A.S. "BOURN" and convoy.

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

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

During this period "Cowra" remained at single anchor in Sios Woendi Lagoon. On Friday the 11th. of May ship weighed and proceeded in the afternoon alongside U.S.A.S. "WASATCH" and took on board fresh water. On completing with water, slipped and proceeded alongside the US Tanker "VILLA LOBOS" for fuel. On completing with fuel ship returned to anchorage.

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

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

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

On Wednesday, the 16th., at 0806 hours weighed and proceeded to Patrol "Baker", Morotai Lagoon, where ship relieved U.S.A.S. "BATHURST" of Stationary A/S Patrol.

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

Ship remained at a single anchor until A.S. Saturday, the 19th. May, when at 0720 hours weighed and proceeded, coming alongside the USS "SLOUGH" for stores at 0756 hours. At 0945 hours having completed with stores, slipped and proceeded to anchorage off Port Directorate, and came to a single anchor at 1002 hours.

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

The following morning Sunday, 20th. May, at 0625 hours weighed 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. "JUNAK", 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 1538 hours to vicinity 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 on H.M.A.S. "STUART". On hoisting motor-boat ship put to sea. At 1800 hours convoy GB763 formed up and proceeded escorted by H.M.A.S. "TOWNVILLE" (L.C.) and H.M.A.S. "CONRA", 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 5,000 yds, 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 Woundi carrying out an A/S search on convoy route. Mios Woendi lagoon was made 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 berthed on water-tanker at Mios Woendi wharf. A store party was sent inshore but only a limited quantity of dry provisions was available though fresh provisions were available they were not for issue to A.M.S.s. On completing with stores ship slipped and proceeded at 1049 hours having embarked 30 U.S.M. Officers for passage.

The anchorage off Sorido Lagoon was made at 1317 hours when ship came 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 and proceeded to anchorage in Sorido Lagoon, H.M.A.S. "BATHURST" having relieved as duty ship. Anchored at 1523 hours.

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

On Tuesday, the 29th. May, at 1410 hours weighed and proceeded outside lagoon for escort duty. At 1500 hours took station ahead of ss. "SWARTEN HONDT" bound for Morotai and proceeded on 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 090 degrees, distant 2 cables from H.M.A.S. "PLATYPUS" where ship remained at single anchor over night.

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

TOTAL FIGURES FOR THE MONTH OF MAY, 1945.

| | | | | |
|--------------------------------------|-----|-----|-----|-----------------|
| Mileage..... | ... | ... | ... | 3725.9miles |
| Oil Fuel Expended | ... | ... | ... | 301.0 tons |
| Hours under way | ... | ... | ... | 378hrs. 13-ins. |
| 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 | ... | ... | ... | ... | 9.91knots. |
| Mileage per Ton of Oil Fuel | ... | ... | ... | ... | 12.53miles. |

R. Langdon Smith

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

COMMANDING OFFICER.

NAVY REGISTRY
RECEIVED
17 MAY AM 45
NAVY REGISTRY

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

Original

DEPT OF NAVY
2016-7-1262
SECRET

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 a single 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 stern 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 0835 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", 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," router 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. "Victoria" 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. Marquhar-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 inside Sorido Lagoon, coming to a single anchor at 0658 hours. Ship remained at single anchor inside Lagoon until 1700 hours on Thursday, the 19th of 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 00N, 137 23E, 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. At 1012 hours, ship secured alongside the U.S.S. "Villa Lobos" 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 sonar-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. "Coctamondra" (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".

On Monday, the 30th, while in passage to Moratai, A.A. practise firings were carried out using practise target rockets at 1045 hours.

Health and Discipline

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

Recreation.

A reasonable amount of recreation, though mostly ship-board, 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 ashore 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 Mies Woendi Island, of which full advantage has been taken.

Note.

All times are expressed in Item time.

TOTAL FIGURES FOR MONTH OF APRIL, 1945

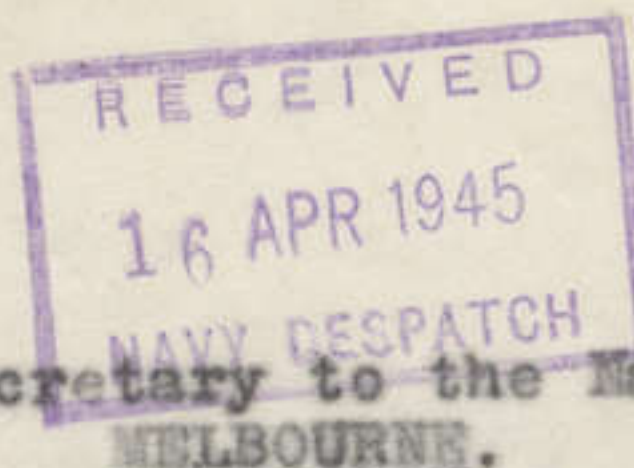
| | | | | | |
|--------------------------------------|-----|-----|-----|-----|------------------|
| Mileage | ... | ... | ... | ... | 2,723.1 miles |
| Oil Fuel Expended | ... | ... | ... | ... | 230.0 tons |
| Hours Under Way | ... | ... | ... | ... | 322 hrs. 02 mins |
| Average Speed.. | ... | ... | ... | ... | 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 |

R. Langdon-Smith

LIEUT. R.A.N.R. (S)



DEPT. OF NAVY
H.M.A.S. "C OWRA", 1046. 7-1262
1st. April, 1945.

SECRET

The Secretary to the Naval Board,
MELBOURNE.

The Following "Report of Proceedings" for the month of March 1945, is forwarded in accordance 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 LAWRENCE 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. "RDC KHAMPTON" on stationary Patrol "ABLE" in Moratai Lagoon. Ship weighed and proceeded to Patrol "ABLE" relieving H.M.A.S. "ROCKHAMPTON" at 1000 hours that morning.

Period 3rd. March to 5th. 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 1000 hours having been relieved of patrol by H.M.A.S. "STRAHAN" weighed and proceeded to anchorage off Port Directorate. At 1720 hours 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 0106 hours the following morning. On Friday the 9th. March at 1100 hours the USS. "MEXICO" was detached to proceed independently at 16 knots to Hollandia. The same day at 2300 hours 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 then USS. "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 with a 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 boiler clean.

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.

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On Monday the 19th. March at 0600 hours ship weighed and proceeded alongside the USS. "VIC TORIA" and took onboard fuel. On completion of fuelling ship slipped and proceeded, coming alongside the hulk "MOMBAH" at 0817 hours for 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

carried out and two patterns were fired. On completion of exercise 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 exchanged 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, 1942. 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. of March.

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Period 25th. March to 31st. March.

At 1600 hours on the 25th. of March weighed and proceeded to Morotai escorting the USS. "SEA BARB" and the "ARQUEIPA". After a tedious trip with the set and wind against us Morotai lagoon was made at 0642 hours on Wednesday the 25th. 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, Morotai.

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 Morotai recreation leave for one watch to visit Metita Island 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 month on 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. At the end of the game a ball was presented to the local team and so now a firm friendship is established.

Notes.

All times are expressed in item time.

TOTAL FIGURES FOR THE MONTH OF MARCH, 1945.

| | | | | | |
|--------------------------------------|-----|-----|-----|-----|------------------|
| Mileage | ... | ... | ... | ... | 2,487 miles |
| Oil Fuel Expended | ... | ... | ... | ... | 222.0 tons |
| Hours under way | ... | ... | ... | ... | 28 hrs. 25 mins. |
| Average Speed | ... | ... | ... | ... | 3.8 knots |
| Average Distance per ton of oil fuel | ... | ... | ... | ... | 11.2 miles |

TOTAL FIGURES SINCE COMMISSIONING

| | | | | | |
|-----------------------------|-----|-----|-----|-----|----------------|
| Total Mileage | ... | ... | ... | ... | 48,740.9 miles |
| 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 | ... | ... | ... | ... | 975 hrs. 47 mins. |
| Average speed | ... | ... | ... | ... | 10.26 knots |


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

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H.M.A.S. "COWRA" No.
1st. March, 1945.


Commander "D"
7/34/7

COMMANDER (D),
H.M.A.S. "PLATYPUS".

Submitted:

The enclosed copies of "Letters of Proceeding" for
the month of February, 1945, are forwarded in accordance with
F.C.M. Order No. 1.

COMMANDER (D)
12 MAR 1945


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



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 1st. 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 ship's A/S Dome seating. It was therefore decided that the ship would undock to allow the ship ahead "H.M. AS WAGGA", to undock and then redock at 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 1422 hours 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 ~~XXXXXXXXXXXX~~ 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 and 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.

The following morning Wednesday the 14th February, the anchorage Madang harbour was made at 0940 hours. The "LEILANI" (9906) 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 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 proceeded 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 relieve 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 stationary 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 detached 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 "MOMBAH" to take on board water at 0955 hours. Having completed 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.

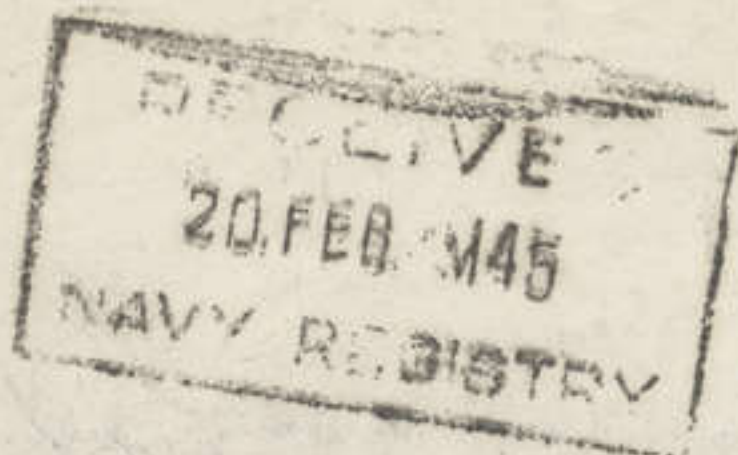
TOTAL FIGURES FOR THE MONTH OF FEBRUARY

| | |
|---------------------------------|----------------|
| 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.



✓ 1262
H.M.A.S. "COWRA".
1st. February, 1945.



The Secretary to 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 proceeded in the afternoon alongside the SS "Victoria" for fuel. On completion 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 hours in company with H.M.A.S.s "SWAN", "COOTAMUNDRA", and "KAPUNDA" to exercise area south of Mios Woendi Lagoon to carry out AA. practice firings using sleeve target. The AA. practice firings commenced 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. On completion 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 ship 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 following morning, 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 combined operations with units of the 1st Tactical Air Force to carry out a bombardment 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. Physically 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.

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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 parallel 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 10X 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 6000 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.

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 and 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 "Brisbane 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. W

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 hours 5 mins. |
| Average Speed..... | 11.59 knots. |
| Miles per ton of Fuel Oil..... | 12.84 miles. |

TOTAL FIGURES SINCE COMMISSIONING, ON 5th 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 |

M. J. Gillies

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

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

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. "LAURAY 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 Sorido 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 Sorido Lagoon at 0918 hours, making anchorage at Sorido 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. "KAPUNDA", bound for Biak Island. At 1807 hours came to single anchor in Sorido 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 1830 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 29th. 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 1507 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 "Howe".

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.M.S. Hospital, Biak Island, suffering from chronic Sinovitis 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 Kedge 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 |

M. J. Gillies

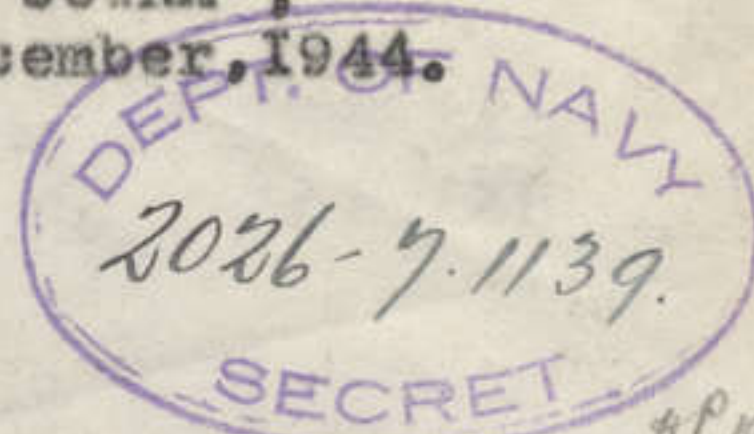
A/Lieutenant Commander R.A.N.R.(S).

Commanding Officer.





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



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

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

HN
On the 1st. November, 1944, 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 1100 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 12 knots, making anchorage in Morotai Lagoon at 0635 hours Saturday, the 4th. November, 1944.

At Morotai, received orders to carry out a stationary A/S patrol. At 1045 hours the same day, weighed and proceeded to station in Morotai Lagoon and commenced stationary A/S patrol at 1200 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 0310 hours to 0415 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 2145 hours. Anchorage at Sorido Lagoon was made at 1510 hours on Tuesday the 7th. November, where orders were received to proceed to Mios Woendi at 1535 hours, making anchorage there that evening at 1750 hours, when boiler clean was commenced.

During the period 8th. November to 13th. November, ship was boiler cleaning in Mios Woendi Lagoon.

At 1725 on Monday, the 13th. November, weighed and proceeded alongside U.S.S. "VICTORIA" and took fuel. The following morning, Tuesday the 14th. November, slipped and proceeded in company with H.M.A.S.'s. "LITHGOW" and "KATCOMBA", making anchorage at Sorido Lagoon at 0845 hours. At 1300 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 15th. November, put into lagoon for orders, coming to anchor at 1220 hours. At 1337 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 17th. November, 1944.

The same day at 1200 hours, weighed and proceeded in company with H.M.A.S. "BROOME" escorting the S.S. "CASTLE PINCKENNEY" bound for Bosnik, Biak Island. H.M.A.S. "GOULBURN" on passage to Morotai was passed that night at 2250 hours.

On Sunday, the 19th. November, 1944, having piloted the S.S. "CASTLE PINCKENNEY" to anchorage off Sorido Lagoon, proceeded to Mios Woendi, coming alongside the U.S.S. "VICTORIA" for fuel at 1342 hours. On completing with fuel at 1459 hours, cast off and proceeded to anchorage, coming to at 1516 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 21st. November, weighed and proceeded to exercise area South of Mios Woendi, where A/S training exercises were carried out in

company with H.M.A.S. "LATROBE". The U.S. Submarine "REDFIN" co-operated in these exercises. The exercise ceased at 1615 hours when ship returned to anchorage in Mies 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 Mies Woendi to fuel and on completion to report to Port Director for escort assignment. Mies Woendi Lagoon was made at 1110 hours. While in Mies 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 "GLENNELG" 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. "COLAS" 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. "LARRY 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 | ..... | 272 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 | ..... | 2,814.01 tons |
| Total hours under way | ..... | 4,133 |
| Average Speed | ..... | 8.59 knots |
| Miles per ton of oil fuel | ..... | 12.62 |

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

H.M.A.S. "COWRA",

1st. November, 1944. 4 DEC 1944



Commander (D),

Madang.

Submitted,

The enclosed copies of "Letters of Proceedings"

for the month of October, 1944, are forwarded in accordance

with F.C.M. Order No. I.

Final expenditure seems heavy!!

Just a question of mathematics and an added figure
in mistake. S.M.P. All corrected.

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

Commanding Officer.

File is
Duplicate

Cam D

Use

So A/S

So G

So R

So T

So E

So M

So L

See

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

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

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

During the period 1st. to the 3rd. October, 1944, 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.~~ "ROCKHAMPTON" (S.O.) and "DELOIRINE" 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, 1944, weighed and proceeded to rendezvous with convoy off Alexishafen in company with ~~H.M.A.S.~~ "ROCKHAMPTON", "KIAMA" and "DELOIRINE". Off Alexishafen, 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 8th. October, the U.S.S. "MONTNEY" escorted by P.C. 1121, overhauled and passed to starboard of the convoy. One defective Depth Charge was dumped in position 20° 31.5' S., 141° 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.~~ "KIAMA" (S.O.) and "DELOIRINE", entering Mios Woendi Lagoon A.M. the following morning. At Mios Woendi fuelled from the S.S. "VICTORIA", then proceeded to anchorage. At 1545 hours, having embarked fresh provisions and stores, weighed and proceeded to Sorido Lagoon, Biak Island, making anchorage at 1821 hours, Monday, the 9th. October.

On Tuesday the 10th. October, commenced A/S patrol off Sorido Lagoon. At 0732 hours on the 12th. 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 0630 hours on the 13th. October. That afternoon at 1407 hours weighed and proceeded on escort duties to Morotai, escorting the S.S. "JAMES H. LANE" in company with ~~H.M.A.S.~~ "BURDEKIN" (S.O.) and "KIAMA". On the afternoon of the 16th. October, stood in to Morotai Lagoon, anchoring off Port Directorate at 1331 hours. In the late afternoon fuelled off the S.S. "ANTOINE SAUGRAIN" and returned to anchorage.

The "Line" was crossed at about 1100 hours on Sunday the 14th. 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 17th. October, weighed and proceeded to station for stationary A/S patrol in Morotai Lagoon. On the 21st. 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 Direct-
 erate, Morotai, at 0602 hours. At Morotai, proceeded alongside S.S. "JANE
 ADAMS" for fuel. At 1535 hours the same afternoon, weighed and pro-
 ceeded 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 | . . . | 239.8 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.

H.M.A.S. "COWRA".

3rd. October, 1944.

Commander (D),

Madang.

Submitted.

The enclosed copies of "Letters of Proceedings"
for the month of September, 1944, are forwarded in accord-
ance with F.C.M. Order No. I.

| | |
|--------------|------|
| UDR (D) | 6/10 |
| S.S.O. | |
| SEC. | |
| S.O. (T) | |
| S.O. (W/T) | |
| S.O. (A/S) | 10/8 |
| S.O. (RADAR) | 11/8 |
| S.O. (E) | 12/8 |
| S.O. (I) | 13/8 |
| S.O. (S) | |
| Lo (M) | CR |


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

Commanding Officer.

Duplicate



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

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 1650K on passage to Madang.

Anchored in Madang Harbour at 1646K, 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 1230K, 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 H.L. 306 and H.D.M.L. 1339. 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 1700K 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.

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. | .. | 209.0 tons |
| 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 |

W. J. Gillies

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

Commanding Officer.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.



Commander "D",

Madang.

Submitted,

The enclosed copies of letters of Proceedings for the months of July and August, 1944 are forwarded in accordance with F.C.M. Order No. I.

| | |
|--------------|-----------------|
| CDB (D) | |
| S.S.O. | <i>CR 2/9</i> |
| SEC. | <i>CR 2/9</i> |
| S.O. (T) | |
| S.O. (W/F) | <i>CR 2/9</i> |
| S.O. (A S) | |
| S.O. (RADAR) | <i>1/6/25/9</i> |
| S.O. (R) | <i>2/1/25/9</i> |
| S.O. (C) | <i>CR 1/1/4</i> |
| S.O. (S) | |

PA 27/4

[Signature]

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

Commanding Officer.

Duplicate

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

The Secretary to the Naval Board,
Melbourne.

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

Saturday 1st. July en passage to Melbourne via Sydney.
Sunday 2nd. July, entered Sydney Harbour at 0635 hours.
Slipped and proceeded at 1819 hours, having completed
with fuel and water.

Tuesday 4th. July, entered Port Phillip Bay at 1309.
Proceeded up west channel and set course for Pile Light.
Steamed alongside after west Berth, Nelson Pier, Williamstown
at 1607. Commenced defuelling. Completed defuelling at 2245
hours.

Wednesday 5th. July, de-ammunitioned ship, completing at 1100
1448 passed line to tug and proceeded up Bay and thence up
River Yarra to Victoria Dock. 1533 entered Victoria Dock &
secured alongside No. 18 Berth Victoria Dock at P.M. where
tug cast off. Commenced refit.

During the period 6th. July to 23rd. July berthed at No. 18
Victoria Dock, in dockyard hands undergoing refit.

Monday 24th. July slipped and proceeded down river with tug
in attendance to Alfred Graving Dock, Williamstown. 1255
entered Alfred Graving Dock.

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

Monday 31st. July at 1330 hours slipped & proceeded up
river to No. 18 Victoria Dock with tugs "Marimba" & "Cara"
in attendance. 1448 hours secured at No. 18 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:- | 79 Hrs. 2 M. |
| Average Speed:- | 11.43 Knots. |
| Miles per ton of fuel oil :- | 13.24. |

Since Commissioning.

| | |
|-----------------------------|-----------|
| Total Mileage:- | 23027.1. |
| Total Oil Fuel Expended:- | 1900.348. |
| Total Hours under way:- | 2794.5. |
| Average Speed:- | 8.24. |
| Miles per ton of oil fuel:- | 12.11. |

W. J. Phillip
Commanding Officer.

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

The Secretary,
Naval Board,
Melbourne.

The following "Report of Proceedings" for the month of August, 1944, is forwarded in accordance with CCNO 97/43.

Tuesday 1st. August to Tuesday 15th. August berthed at Victoria Dock in dockyard hands undergoing refit.

Wednesday 16th. August cast off from No. 18 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. (1730). Completed with fuel and water.

Thursday 17th. 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 18th. August slipped and proceeded from Nelson Pier, Williamstown. Proceeded to Port Phillip Bay, carried out Compass adjustment A.M.. Commenced streaming "LL" sweep at 1155 hours. Streamed sweep and commenced pulsing at 1235 hours. At 1530 hours completed pulsing, commenced bringing in "LL" sweep: sweep recovered at 1610 hours. Returned to Nelson Pier, Williamstown. Completed with fuel and water.

Saturday 19th. 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 on passage to Brisbane, when visibility had improved.

Sunday 20th. August and Monday 21st. August en passage to Brisbane.

Tuesday 22nd. August anchored off File 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. 1005 slipped and proceeded to C.O.R. Wharf to complete with Dieselene. 1135 slipped from C.O.R. Wharf up river to Musgrave Wharf: at 48 hours notice. 1305 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 on passage south.

Saturday 26th. August Eng-Lieutenant Gurand R.A.N.R.(S). and Sub-Lieutenant Morris R.A.N.V.R. joined for onward passage. Embarked 15 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. 1158 completed Radar and R.D.F. Calibration trials satisfactorily and proceeded on 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 31st. August at 0708 weighed and proceeded alongside S.S. Farrino to refuel. At 1017 hours slipped and proceeded on 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 | ----- | 186.66 tons. |
| Hours under way | ----- | 213 hours, 1 min.. |
| Average Speed | ----- | 11.06 knots. |
| Average distance per ton of oil fuel- | | 12.6 miles. |

TOTAL FIGURES SINCE COMMISSIONING 8th. OCTOBER, 1943:

| | | |
|---------------------------------------|-------|----------------|
| Mileage | ----- | 25381.1. |
| Oil fuel expended | ----- | 2087.008 tons. |
| Hours under way | ----- | 3007.5. |
| Average Speed | ----- | 8.43 knots. |
| Average distance per ton of fuel oil- | | 12.16 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".
1st April, 1944.

Commander "D".
Naval Staff Office.
MILNE BAY.

Submitted:

Attached is a copy of "Report of Proceedings"
for the month of March, 1944.



W. J. Gillies
Lieutenant R.A.N.R. (S)
Commanding Officer.

N.O.I.C. J.A. 12/4.

charts - Signal made to crossby to investigate
J.A. 12/4

SSO. ✓
10 Radar R.A. 13/4
10 (D)
10 (W/T) R.P. 13/4
See

Stamp: *COMMANDER (D)*
10 APR 1944
19/4

E O P Y

~~SECRET~~

RESTRICTED

H.M.A.S. "COWRA"

1ST April, 1944

See file 72/51/50

Bailey 29/11/60

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 ship was carried out. The following day basin trials were 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 out 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 familiarisation 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 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.

Now wanted to know why this had not been reported. C.O. Cowra states that he sent his report in 8 days after. However, his report has now been asked to investigate.

yes for.

~~SECRET~~

29/11/60-2

~~RESTRICTED~~

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 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 1500, Monday 27th March, proceeded to escort S.S. "JOHN L. NOLAN" 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.

During the month the Ships' Company were exercised frequently at General Drill.

The health of the Ships Company has been good although there have been numerous cases of fever caused by the fairly sudden change of climate, and slight stomach disorders attributed to first 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 hours |
| Average Speed | ... | ... | 7.32 kts. |
| Average distance per ton of fuel oil. | ... | ... | 12.22 |

Total 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 |

[Signature]
Lieutenant R.A.N.R.(S)
Commanding Officer.