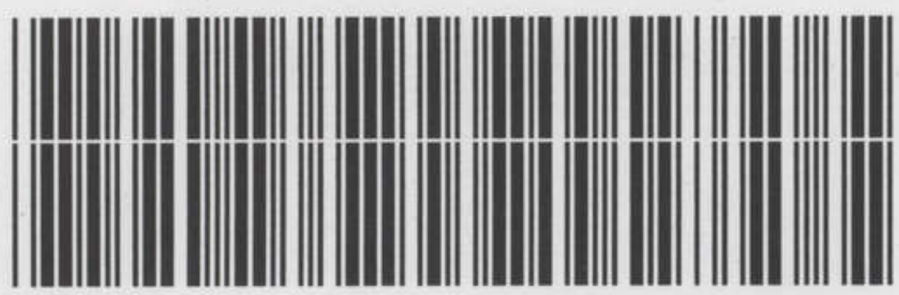
AWM78

Reports of Proceedings, HMA Ships and Establishments

HMAS COWRA

Item number: 94/3

Title: February 1951 - June 1953



AWM78-94/3

"COWRA"

1951-3 L.of P.

[94/3]

325

P/8

DEPARTMENT OF THE NAVY. 4336-12-82.

MINUTE PAPER.

SUBJECT: H.M.A.S. Cowra REPORT OF PROCEEDINGS. June 1953

S.N.B. 4/8

3rd N.M. 4/8

4th N.M. 7/8.

D.A.W.O.T. 10/8

D. of P. 10/8

N.S. 13/8

D.N.L. 14/8

H.P.B. 18/8

A.A. 2nd N.M. 19/8

N.A. 2nd N.M.(X) 19/8

D. of M. 21/8

D.D.M. 28/8.

D.E.(M). 7/9.

3/9/53

D.O.U.W. 11/9.

D.N.M.S. 15/9/53

16.9.53 N.5. 16/9

D.N.I. (N.H.R.O.) 16/9

3 Oct 78

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336-12-82

C.441/45.

SUBJECT: HMAS Cowra – Report of Proceedings – June 1953

DCNS 16/7

1 NM 17/7

2 NM 20/7.

HNB (for further circulation)

DDPS 27/7.

23/7/53

DCNP 28/7

29/7/53 DTSR 30/7.

DOD 30/7

DNCR 3/8.

HNB (N5) 4/8

(Duplicate copy to DN1)

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. 182/1/505.

4336.12.82

N5 16/4/53

226

H.M.A.S. LONSDALE.
PORT MELBOURNE.

14 JUL 1953

The Secretary,
Naval Board,
Navy Office,
MELBOURNE.

H.N

H.M.A.S. COWRA - REPORT OF PROCEEDINGS -
MONTH OF JUNE, 1953.

The attached Report of Proceedings of H.M.A.S. COWRA for the month of June, 1953, is submitted for the information of the Naval Board.

ACTING CAPTAIN, R.A.N.
NAVAL OFFICER-IN-CHARGE,
SOUTH EAST AUSTRALIAN AREA.

attached on reg

Encl.

4336.12-82

REPORT OF PROCEEDINGS - H.M.A.S. COWRA FROM 1st. JUNE TO 30th. JUNE, 1953.

H.M.A.S. COWRA,
at Williamstown.
1st. July, 1953.

Reference No. 1009/Returns

Sir,

I have the honour to forward the Report of Proceedings of H.M.A.Ship under my command for the month of June, up to the 26th. June, 1953, when Ship paid off into Dockyard Control.

2. At the commencement of the period under review, "COWRA" was secured alongside Outer East Dockyard Pier, Williamstown Dockyard.

3. "COWRA" continued to progress the "Paying Off" programme. Ship's ratings were drafted as and when they became redundant to the Ship, and de-storing was carried out swiftly due to the excellent co-operation between "COWRA" and the Naval Stores Depot, Port Melbourne.

4. On Monday 15th. June, the Ship's Company was borne on the books of H.M.A.S. GLADSTONE for Victuals only to facilitate the return of Stores and Mess Traps held onboard.

5. I assumed command from Lieutenant Commander W.G.Copeland, Royal Australian Navy, on Sunday 21st. June and Lieutenant Commander Copeland proceeded to join H.M.A.S. PENGUIN for leave and onward passage to his new Appointment.

6. On the 26th. June, all ratings with the exception of the Chief Engine Room Artificer, the Leading Stores Assistant (V) and the Stores Assistant (S) were drafted to their various new Ships and all stores had been returned.

7. At 1100K/26th. June, 1953, The General Manager, Williamstown Dockyard and his Staff inspected H.M.A.S. COWRA and accepted the Ship into Dockyard Control. By this time all audits had been completed and Forms S 256 had been forwarded to the Parent Base.

8. In order to complete the stores returns and other returns required, I have been allocated an office in Williamstown Dockyard (Telephone Extension 335.) and expect to complete all returns by the beginning of August, before I proceed to my new Appointment.

9. During the period under review, the morale, health and conduct of the Ship's Company has been very good.

I have the honour to be,

Sir,

Your obedient servant,

R.N. McIntyre

(R.N.McIntyre.)
Lieutenant, Royal Navy.

The Naval Officer in Charge,
South East Australian Area.

Enclosure. (1 in number.)
Appendix "A".

4836.12.82

APPENDIX "A" TO REPORT OF PROCEEDINGS - H.M.A.S. COWRA FROM 1st. JUNE, 1953 TO 30th. JUNE, 1953.

Total Distance steamed for the Commission..... 45851 Miles.

Total Time underway for the Commission..... 4776 26/60 Hours.

365

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

4336-12-82

SUBJECT: H.M.A.S. Cowra REPORT OF PROCEEDINGS. May 1953

S.N.B. 28/8

3rd N.M. 1/9

4th N.M. 2/9

D.A.W.O.T. 3/9

D. of P. 1/9

N.5. 7/9

D.N.L. 8/9

7.9.53

H.P.B. 11/9

9.9.53

A.A. 2nd N.M. 14/9

N.A. 2nd N.M.(X) 15/9

D. of M. 16/9

D.B.M. 16/9

D.E.(N). 17/10

7/10/53

D.O.U.W.

D.N.M.S. 4/11/53

5/11/53 N.5. 5/11

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

3 Sep 1957

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336-12-82

C.441/45.

SUBJECT: HMAS Cowra - Report of Proceedings - May 1953

DCNS 16/7

1 NM 17/7

2 NM 20/7

HNB (NS) 23/7 (for further circulation)

DNI 18/8

D/DPS 21/8

DCNP 25/8

DISR 26/8

DOD 26/8

DNC 27/8

HNB (NS)

(1 Copy only received).

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. 182/1/505.

RECEIVED
D 13 JUL P.M
NAVY REGISTRY

DEPT. OF NAVY
4336 · 12 · 82.

196

H.M.A.S. LONSDALE.
PORT MELBOURNE.

13 JUL 1953

The Secretary,
Naval Board,
Navy Office,
MELBOURNE.

REPORT OF PROCEEDINGS - H.M.A.S. COWRA -
MONTH OF MAY, 1953.

The attached Report of Proceedings of H.M.A.S. COWRA for the month of May, 1953, is submitted for the information of the Naval Board.

ACTING CAPTAIN, R.A.N.
NAVAL OFFICER-IN-CHARGE,
SOUTH EAST AUSTRALIAN AREA.

Encl. Attached as Regd

4336.12.52

REPORT OF PROCEEDINGS - H.M.A.S. COWRA FROM 1st. MAY TO 31st. MAY, 1953.

H.M.A.S. COWRA,
at Williamstown.
1st. June, 1953.

Reference No. 959/RETURNS

Sir,

I have the honour to forward the Report of Proceedings of H.M.A.Ship under my command for the month ending 31st. May, 1953.

2. At the commencement of the period under review "COWRA" was anchored off Town Jetty, Gladstone.

3. On Friday 1st. May at 1100K, anchor was weighed and the ship was secured port side to Town Jetty, Gladstone at 1122K.

4. "COWRA" proceeded at 0700K on Sunday 3rd. May and a good passage enabled a rendezvous with H.M.A.S. WAGGA to be made off Caloundra Light at 0930K on Monday 4th. May. Minesweeping Exercises in the form of two separate "A" Sweeps were successfully carried out, each ship alternating as Winch and Sweep ship. On completion both ships proceeded to an anchorage in the vicinity of Main Channel Buoy, Moreton Bay, "COWRA" anchoring at 1800K/4th.

5. During Tuesday 5th. May, "COWRA" remained at anchor and transferred Royal Australian Naval Reserve personnel to "WAGGA" for Minesweeping instruction and streaming of "LL" equipment.

6. Anchor was weighed at 0830K on Wednesday 6th. May and with an Officer borne for training in sole charge of the sweep deck and the sweeping party consisting entirely of Royal Australian Naval Reserve ratings, a fully armed Double Oropesa Sweep was satisfactorily streamed. The ship came to anchor on completion at 1200K/6th.

7. Weighing anchor at 0800K/7th. "COWRA" proceeded independantly to Brisbane, securing on arrival at 1030K at Newstead Wharf. All Royal Australian Naval Reserve ratings were disembarked at 1400K the same day.

8. At 1330K on Saturday 9th. May, "COWRA" sailed for Sydney, in accordance with The Flag Officer's in Charge, East Australian Area, signal D.T.G. 230046Z - April (Enclosure No. 1), in company with H.M.A.Ships WAGGA and COOTAMUNDRA. "COWRA" was detached by the Senior Officer in "WAGGA" at 1106K on Sunday 11th. and proceeded independently to Sydney. The ship was secured on arrival at Fitting Out Wharf, Garden Island at 1315K/11th. May.

9. On Wednesday 13th. May at 0800K, "COWRA" proceeded from Sydney and course was shaped for Melbourne. On rounding Gabo Island a South Westerly Fresh Gale was encountered and conditions were unfavourable, however, these conditions improved during the early morning of Friday 15th. enabling the ship to arrive at Port Melbourne and secure at Inner East Wing, Station Pier at 0015K on Saturday 16th. May.

The Naval Officer in Charge,
South Eastern Area.

Copy:
The Flag Officer in Charge,
East Australian Area.

4336 15 82

10. Berth was shifted at 0800K/18th. May to Outer East Nelson Pier, Williamstown securing at 0830K. The ship was completely de - ammunitioned, in preparation for paying off, by 1440K/18th. - a creditable performance by the ship's Company.

11. At 1000K/19th. berth was shifted to Outer East Dockyard Pier, Williamstown and the ship was secured at 1020K. "COWRA" commenced paying off into Dockyard Control immediately.

12. During the remainder of May, the paying off programme was progressed and the ship remained at Outer East Dockyard Pier.

13. The Ship's Company held a paying off Dance at Leonard's Cabaret, St. Kilda on the night of Thursday 28th. May. This Dance, which was attended by all Officers, was most successful.

14. During the period under review, the morale, health and conduct of the Ship's Company has been very good.

15. The Main and Auxiliary Machinery has performed satisfactorily during the month and the general condition of the ship, preparative to paying off, is considered to be very good in view of the small Ship's Company allowed by complement.

I have the honour to be,

Sir,

Your obedient servant,

W.G. Copeland

(W.G.Copeland.)
Lieutenant Commander. R.A.N.
IN COMMAND.

Enclosures. (2 in number.)
Appendix "A".
Enclosure No. 1.

4336 12 82

APPENDIX "A" TO REPORT OF PROCEEDINGS - H.M.A.S. COWRA FROM 1st. MAY, 1953 TO 31ST. MAY, 1953

Total distance steamed for the month..... 1418·1 Miles
Time underway during the month..... 154 27/60 Hours
Average fuel consumption..... 10·58 Miles/Ton
Distance steamed since Re - commissioning..... 45851 Miles
Time underway since Re - commissioning..... 4776 26/60 Hours

4336 12 82

UNCLASSIFIED MESSAGE

S1320d

ENCLOSURE NO 1

230046Z APRIL

FM - FOIC EA

TO - COOTAMUNDRA WAGGA

INFO - COWRA

IN VIEW OF EA 14/1/1 DATED 10TH FEBRUARY 1953 MY 090712 IS CANCELLED -X-

-2- WAGGA AND COOTAMUNDRA ARE TO SAIL FROM BRISBANE ON 9TH MAY FOR PORT STEPHENS AND ARE TO DEPART PORT STEPHENS SO AS TO ARRIVE

(-------) MY INSPECTION WHICH WILL NOW TAKE PLACE ON THURSDAY 14TH

MAY AT SYDNEY -X-

-3- COWRA IS TO PROCEED IN COMPANY AS FAR AS PORT STEPHENS

REF - NOT HELD

DIST - CAPT LOG

BLS 079 PL TOR 0215Z MT 23/4/53

DEPARTMENT OF THE NAVY. 4336-12-82.

MINUTE PAPER.

SUBJECT: H.M.A.S. Cowra REPORT OF PROCEEDINGS. April 1953

S.N.B. 17/7

3rd N.M.

4th N.M.

D.A.W.O.T.

D. of P. 23/7

N.5.

D.N.L.

H.P.B.

A.A. 2nd N.M.

N.A. 2nd N.M.(X) 30/7

D. of M. 31/7

D.D.M.

D.E.(N).

D.O.U.W.

D.N.M.S.

N.5.

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

3 auto

D.N.M.S. BRANCH
26 OCT 1953
NAVY

DEPARTMENT OF THE NAVY

MINUTE PAPER

H336-12-82

C.441/45.

SUBJECT: HMAS COWRA. Report of Proceedings April 1953

DCNS 1/6

1 NM 3/6

4/6/53 2 NM 4/6

HNB (for further circulation)

DNT 10/6.

10/6/53 D/DPS 12/6

15/6/53 DCNS

DTSR 17/6.

DOD 19/6.

DNC 30/6.

HNB (d5)

(1 Copy only received)

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. 182/1/505

RECEIVED
A 28 MAY P.M
NAVY REGISTRY

DEPT OF THE NAVY
4336/12/82

File
N.S
16.6.53

4867

H.M.A.S. "Lonsdale",
PORT MELBOURNE.

27 MAY 1953

H/N

The Secretary,
NAVAL BOARD.

The attached report of proceedings for H.M.A.S. "Cowra" for the month of April, 1953, is submitted for the information of the Naval Board.

attached & reg

A/Captain, R.A.N.,
NAVAL OFFICER IN CHARGE,
SOUTH EAST AUSTRALIAN AREA.

Encl.

REPORT OF PROCEEDINGS - H.M.A.S. COWRA FROM 1st. APRIL TO 30th. APRIL, 1953.

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

Reference No. 916/Returns

4th. May, 1953.

Sir,

I have the honour to forward the Report of Proceedings of H.M.A.Ship under my command for the month ending 30th. April, 1953.

2. At the commencement of the period under review "COWRA" was berthed at Kuttabul Dolphins, Garden Island, Sydney.

3. At 0730K on Thursday 2nd. April, "COWRA" proceeded to sea towing a Pattern 2 target to comply with the Flag Officer's in Charge, East Australian Area signal D.T.G. 230420Z - March (Enclosure No. 1.). The towing wire consisted of four hundred fathoms of 1¼ inch F.S.W.R. which was supplied by the Captain Superintendent, Sydney, on two reels of three hundred fathoms each. A rendezvous was made with H.M.A.S. MURCHISON off Sydney Heads at 0930K and full calibre firings were carried out. On completion of Run Three at 1030K, firings were completed and "COWRA" returned to Sydney Harbour, securing on arrival to H.M.A.S. WAGGA at Kuttabul Dolphins, Garden Island.

4. During the Easter period leave was granted to two Watches from Thursday 2nd. until 0730K on Tuesday 7th. April.

5. Having embarked a qualifying class of five U.W.3 ratings from "RUSHCUTTER", "COWRA" proceeded at 1020K Tuesday 7th. April to minesweeping exercises in company with "WAGGA". Single Oropesa Sweeps were exercised during the forenoon. "COWRA" was detailed as "WINCH" ship in the afternoon and an "A" sweep was streamed. This was successful until ships were opening to sweeping formation, when, at the critical moment, "WAGGA'S" gyro compass went "off the board" necessitating the slipping of the sweep wire to avoid "Straining the Bonds". "COWRA" then returned to Sydney Harbour leading "WAGGA" and on arrival berthed at Kuttabul Dolphins, Garden Island, securing at 1615K.

6. In accordance with The Flag Officer's in Charge, East Australian Area signal D.T.G. 190755Z - March, "COWRA" proceeded at 0800K on Thursday 9th. April for Brisbane. A good passage was made and the ship was secured at Shell Company Wharf, Brisbane at 1200K on Saturday 11th. April. On completion of fuelling, and, having embarked Royal Australian Naval Reserve personnel (One officer and thirty four ratings) from H.M.A.S. MORETON, "COWRA" proceeded at 1400K/11th. on an independant cruise. The ship came to anchor off Cowan Cowan, Moreton Bay at 1700K/11th. April.

7. Anchor was weighed at 0800K/12th. and "COWRA" proceeded to Hervey Bay, anchoring in Platypus Bay on completion of minesweeping exercises at 1400K/13th.

The Naval Officer in Charge,
South Eastern Area.

Copy:
The Flag Officer in Charge,
East Australian Area.

8. Weighing anchor at 0815K on Tuesday 14th. April, general training and seaboat drill was given to Royal Australian Naval Reserve personnel and the ship proceeded to the Percy Islands Group, arriving at an anchorage off Middle Island at 1100K on Wednesday 15th. April. The hands were sent to "Make and Mend Clothes" and recreation leave was granted. Reserve ratings showed marked interest in a ·22 inch calibre rifle shoot which was conducted on the beach.

9. At 0815K/16th. April, anchor was weighed and general training was continued, however, the weather showed marked deterioration and shelter was sought at Scawfell Island, where the ship was anchored at 1430K/16th.

10. On weighing anchor at 0815K on Friday 17th. April, "COWRA" proceeded via Whitsunday Passage and arrived at Stonehaven anchorage at 1600K/17th.

11. During the weekend recreation leave was granted daily and boat sailing instruction was carried out. Anchorage was shifted at 1530K on Sunday 19th. to a more convenient position in sixteen fathoms of water off Hayman Island and so enable the ship's company to take advantage of the use of the swimming pool at Hayman Island which was kindly offered by the management of that Island.

12. At 0600K, Monday 20th. April, anchor was weighed and "COWRA" proceeded South. A fully armed Double Oropesa Sweep was rigged and streamed entirely by Reserve personnel during the forenoon of Tuesday 21st. April. During the afternoon a Dan Buoy was laid and recovered and four practice rounds were fired from the 4 inch gun. "COWRA" came to anchor in Platypus Bay at 1900K/21st.

13. Anchor was weighed at 0815K on Wednesday 22nd. April and "COWRA" proceeded to Brisbane, securing at Newstead Wharf after an uneventful passage at 1220K on Thursday 23rd. April.

14. The Reserve ratings were disembarked to H.M.A.S. MORETON at 1430K/23rd.. Much effort and time had been given by the ship's company to the training of these ratings and it was gratifying to receive the Resident Naval Officer's, Queensland, signal D.T.G. 240650Z - April (Enclosure No. 2.).

15. Having embarked twenty seven Royal Australian Naval Reserve ratings for Annual Continuous Training from H.M.A.S. MORETON, "COWRA" proceeded at 1230K on Saturday 25th. April on an independant cruise. The ship was anchored in Platypus Bay at 1420K on Sunday 26th. April.

16. At 0815K/27th. anchor was weighed and minesweeping exercises were carried out in Hervey Bay, the ship returning to anchorage at 1540K.

17. Exercises in Hervey Bay were again carried out during Tuesday 28th., the ship weighing at 0815K and returning to anchorage at 1400K.

18. Anchor was weighed at 0700K, Wednesday 29th. April and "COWRA" arrived at anchorage off Lady Musgrave Island at 1510K/29th.

19. At 0815K/30th. April, anchor was weighed and at 0930K Motor Fishing Vessel DORIS M, having a disabled engine, was taken in tow. The towing of the "DORIS M" forms the subject of my letter No. 915/48 dated 4th. May, 1953 (Enclosure No. 3.). The "DORIS M" was towed to Gladstone and there handed over to the launch "LAKATOI" off South Trees Point. "COWRA" anchored off Town Jetty, Gladstone at 1630K/30th.

20. During the period under review, the morale, health and conduct of the ship's company has remained satisfactory.

21. The functioning of Main and Auxiliary Machinery has been satisfactory during the month.

I have the honour to be,

Sir,

Your obedient servant,

W.G.Copeland

(W.G.Copeland.)
Lieutenant Commander. R.A.N.
IN COMMAND.

Enclosures. (5 in number.)
Appendix "A"
Enclosure No. 1.
Enclosure No. 2.
Enclosure No. 3.
Press Clippings.

APPENDIX "A" TO REPORT OF PROCEEDINGS - H.M.A.S. COWRA FROM 1st. APRIL, 1953 TO 30th. APRIL, 1953.

Total distance steamed for the month.....	2174·7 Miles.
Time underway during the month.....	244 32/60 Hours
Average fuel consumption.....	9·5 Miles/Ton.
Distance steamed since Re - commissioning.....	44432·9 Miles.
Time underway since Re - commissioning.....	4620 59/60 Hours.

UNCLASSIFIED MESSAGE

S1320d

// 23Ø42Ø Z MARCH

Enclosure No. 1.

FM- FOIC EA

TO- COWRA

INFO- FOX 1 CS SYDNEY KUTTABUL MURCHISON

COWRA TOWING PATTERN 2 TARGET IS TO RENDEZVOUS WITH MURCHISON AREA NAN TARE (R) NAN TARE AT 1ØØØK THURSDAY 2ND APRIL FOR FULL CALIBRE FIRINGS BY MURCHISON

(2) CS SYDNEY IS REQUESTED TO ARRANGE DIRECTLY WITH COWRA FOR TAKING OVER AND RETURNING TARGET

(3) MURCHISON IS TO ARRANGE FURTHER PRACTICE DETAILS WITH COWRA

(4) KUTTABUL IS TO PROVIDE PORT PHOTOGRAPHER G1 AND RAKE

DIST- CAPT LOG

P/W P/L TOR Ø75ØK BW 24/3/53

UNCLASSIFIED MESSAGE S1320d

// 24Ø65ØZ

Enclosure No. 2.

FM- RNO QUEENSLAND

TO- COWRA

By?

THE THOUGHT - CARE AND ATTENTION DEVOTED TO YOU - YOUR OFFICERS AND PETTY OFFICERS TO THE TRAINING OF RANR PERSONNEL OF THE BRISBANE DIVISION RECENTLY EMBARKED IS VERY MUCH APPRECIATED

DIST- CAPT LOG

TEL P/L TOR Ø83ØK MT 25/4/53

Enclosure No. 3.

Reference No. 915/48

H.M.A.S. COWRA,
at Sea,
4th. May, 1953.

The Naval Officer in Charge,
South Eastern Area.

Copy to: The Flag Officer in Charge,
East Australian Area.

The Resident Naval Officer,
Queensland.

MOTOR FISHING VESSEL "DORIS M" - TOWAGE TO GLADSTONE.

Submitted herewith report on the towage of Motor Fishing Vessel "DORIS M" by H.M.A.Ship under my command to the port of Gladstone on Thursday 30th. April, 1953.

2. H.M.A.S. COWRA came to anchor in the lee of Lady Musgrave Island at 1500K on Wednesday 29th. April, 1953. At 2100K the "DORIS M" attempted to come alongside, but her engine failed when still thirty yards off, so a line was passed and the launch was hauled alongside.

3. The owner, Mr. McCormick of Lord Street, Gladstone, stated that due to engine defects he was five days overdue from Gladstone and requested that a message be radioed to assure the relatives of the crew that there was no need for anxiety. Mechanical assistance was given and defects in the age'd Rugby motor car engine were made good.

4. Mr. McCormick stated that he would make for Gladstone at first light, however, at 0930K/30th. in position 23° 56' South, 152° 16' East, it was found necessary to take "DORIS M" in tow. The craft appeared in such an unseaworthy state that it was necessary to rig an all round towing bridle to prevent the launch being pulled apart.

5. It was intended to inform local authorities through Bustard Head Signal Station ("COWRA'S" signal D.T.G. 300120Z - Enclosure No.1) and request that a launch be sent to the South Channel Buoy, Gladstone, to take over the tow. It was found impossible, however, to pass this message either by light or radio. On arrival at South Channel Buoy the weather was deteriorating to the South West and it was decided to tow "DORIS M" into Gladstone. The Motor Launch "LAKATOI" was met in the channel near Gatcombe Head and a local Sergeant of Police onboard informed me that he was, in fact, just proceeding to search for "DORIS M". The tow was handed over to "LAKATOI" off South Trees Point. It was later learnt that the Bustard Head light watchkeeper had in fact seen "COWRA'S" signalling and had telephoned through to Gladstone and informed local authorities that he suspected the missing launch was being towed to Gladstone by a Warship.

6. Mr. McCormick informed me that as a result of his being unable to unclutch the propellor, the shaft had broken at the universal coupling during the tow.

7. Whilst no actual expense to the Crown was incurred as "COWRA" was due at Gladstone on the following day, the towing of "DORIS M" caused a certain amount of inconvenience which it is considered was due to the complete unseaworthiness of the particular craft.

W.G. Copeland

(W.G.Copeland.)
Lieutenant Commander. R.A.N.
IN COMMAND.

UNCLASSIFIED MESSAGE S1320d

// 3ØØ12ØZ

FM- COWRA

TO- FOIC EA

INFO- ACNB NOIC SEA RNO QUEENSLAND

HAVE TAKEN IN TOW IN POSITION 23 DEGREES 56 MINUTES SOUTH 152 DEGREES 16 MINUTES EAST GLADSTONE FISHING SMACK DORIS M WITH DISABLED ENGINE -X- OWNER MC-CORMICK GLADSTONE

(2) CRAFT OVERDUE GLADSTONE BY 6 DAYS -X- LOCAL AUTHORITIES BEING ADVISED THROUGH BUSTARD HEAD SIGNAL STATION AND REQUESTED TO TAKE OVER TOW SOUTH CHANNEL BUOY AT 14ØØK/3ØTH

IST- CAPT LOG

S/S P/L TOD 12ØØK MT 3Ø/4/53

4336. 12. 82

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. COWRA REPORT OF PROCEEDINGS. March '53

S.N.B. 19/5

~~2nd N.M.~~

3rd N.M. 19/5

4th N.M. 22/5

D.A.W.O.T. 27/5

D. of P.

~~Cas. (N).~~

N.5. 29/5

D.N.L. 1/6

H.P.B. 4/6

N.A. 2nd N.M. 5/6

N.A. 2nd N.M.(X) 5/6

D. of M. 8/6

D.D.M. 11/6

D.F. (N) 18/6

D.O.U.W. 25/6

D.N.M.S. 30/7

N.5. 31/7

D.N.I. (N.H.R.O.). 31/7

13/5

DEPARTMENT OF THE NAVY

MINUTE PAPER

H336-12-82

C.441/45.

SUBJECT: HMAS Cowra Report of Proceedings March 1953

DCNS m 13/5

1st NN

2nd NM 13/5

SFO/N (For further circulation)

Only one copy received.

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. 182/1/505

File N.5 16/4/53

Report of Proceedings, H.M.A.S. "COWRA" - March, 1953.
- - - - - - - - - - -
II.

H.M.A.S. "Lonsdale",
PORT MELBOURNE.

4567

The Secretary,
NAVAL BOARD.

H.N

Submitted for the information of the Naval Board.

A.Captain, R.A.N.,
NAVAL OFFICER IN CHARGE,
SOUTH EAST AUSTRALIAN AREA.

Attached On req

Encl.

182/1/505

4336/12/82

REPORT OF PROCEEDINGS - H.M.A.S. COWRA FROM 1st.MARCH TO 31st. MARCH, 1953.

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

Reference No. 893/Reference

6th. April, 1953.

Sir,

I have the honour to forward the Report of Proceedings of H.M.A.Ship under my command for the month ending 31st. March, 1953.

2. At the commencement of the period under review, "COWRA" was anchored off Woodbridge Pier in the D'Entrecasteaux Channel. Anchor was weighed at 0900K on Sunday 1st. March, and, after a rough passage, the ship arrived at anchorage off Hanns Inlet at 0530K/ 3rd. March. The recruit training class of eleven seamen which had been onboard since the 14th. February was disembarked to Flinders Naval Depot immediately and the ship proceeded to Port Melbourne, securing on completion of fuelling at Inner West Wing, Station Pier at 1600K/ 3rd. March.

3. "COWRA" sailed at 1030K on Wednesday 4th. March and proceeded to Sydney. It was intended to carry out Annual Full Power Trials en - route, however, this intention was abandoned due to unfavourable weather. On rounding Gabo Island, the ship transferred to the operational control of The Flag Officer in Charge, East Australian Area in accordance with your signal D.T.G. 040040Z - March and I reported for duty accordingly. The ship secured alongside "COOTAMUNDRA" at Kuttabul Dolphins at 2130K on Friday 6th. March.

4. As the number of Royal Australian Naval Reserve personnel in Sydney volunteering for Annual Continuous Training did not warrant special cruises (Enclosure No. 1 - "RUSHCUTTER'S" signal D.T.G. 040532Z - March) the ship's programme vide Navy Office Letter No. 4006/6/77 (86190) dated 30th. December, 1952 was not adhered to. "COWRA" proceeded at 0800K/ 9th. March to fuel at Chowder Bay and on completion to Minesweeping Exercises with "COOTAMUNDRA", securing at Kuttabul Dolphins the same day at 1615K.

5. At 0830K/ 10th. March the ship again proceeded to Minesweeping Exercises off Sydney Harbour in company with "COOTAMUNDRA". Both "O" and "A" sweeps were carried out. Ship was secured alongside "COOTAMUNDRA" at Kuttabul Dolphins at 1600K the same day.

6. The Flag Officer in Charge, East Australian Area received my call at 0930K on Monday, 11th. March and a return call was made at 1030K the same day.

7. "COWRA" remained berthed at Kuttabul Dolphins until the 19th. March. On this day the ship had been detailed to tow a Pattern 2 target for Gunnery firings by ships of the First Frigate Flotilla, however, this was cancelled due to unfavourable weather conditions. "COWRA" sailed at 1125K/ 19th. in accordance with The Flag Officer's in Charge, East Australian Area signal D.T.G. 190044Z - March (Enclosure No. 2.) but weather proved unsuitable for such a small target as the tow line parted and the Army type splash target had to be recovered. "COWRA" returned to harbour and secured alongside "COOTAMUNDRA" at 1400K the same day.

The Naval Officer in Charge,
South Eastern Area.

? 23rd

8. At 0800K on Monday, 28th. March, a U.W.2. qualifying class of ten ratings and one Chief Petty Officer Instructor joined from "RUSHCUTTER" and the ship proceeded at 0830K to Jervis Bay to carry out Minesweeping Exercises and sweep a Practice Minefield. Minesweeping in the Jervis Bay area forms the subject of my letter No. 872/65 dated 26th. March to The Flag Officer in Charge, East Australian Area (Enclosure No. 3.).

9. At 0830K on Wednesday 25th. March, "COWRA" proceeded to Sydney securing at 1708K/ 25th. at Kuttabul Dolphins.

10. During the last week of the month of March the ship remained berthed at Kuttabul Dolphins, opportunity being taken to clean ship and touch up ship's side.

11. The general morale, health and conduct of the ship's company has been satisfactory throughout the month.

12. The performance of Main and Auxiliary Machinery has been satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

W.G. Copeland

(W.G.Copeland.)
Lieutenant Commander. R.A.N.
IN COMMAND.

Enclosures. (4 in number.)
Appendix "A".
Enclosure No. 1.
Enclosure No. 2.
Enclosure No. 3.

APPENDIX "A" TO REPORT OF PROCEEDINGS - H.M.A.S. COWRA FROM 1st. MARCH, 1953 TO 31st. MARCH, 1953.

Total distance steamed for the month..... 1456·8 Miles.
Time underway during the month..... 152 Houres.
Average fuel consumption..... 10·64 Miles/Ton.
Distance steamed since Re - commissioning..... 42258·2 Miles.
Time underway since Re - commissioning..... 4376 27/60 Houres.

UNCLASSIFIED MESSAGE S1320d

ENCLOSURE NO 1

// Ø4Ø532--MARCH

FM- RUSHCUTTER

TO- FOIC EA INFO-- COWRA ACNB

THE NUMBER OF RANR RATINGS AVAILABLE FOR A C T IN COWRA STARTING 21ST MARCH IS SMALL AND DOES NOT WARRANT A SPECIAL CRUISE

(2) RATINGS VOLUNTEERING FOR A C T CAN BE ACCOMODATED IN SHIPS OF 1ST FRIGATE SQUADRON -X- NOL 8619Ø OF 3ØTH DECEMBER 1952 AND FOX ONE"S F63/2/86 OF 1ØTH JANUARY 1953 REFER

BLS P/L TOR 2Ø43K MT 4/3/53

UNCLASSIFIED MESSAGE S1320d

ENCLOSURE NO 2

PRIORITY
// 19ØØ44Z----MARCH

FM- FOIC EA

TO- COWRA INFO- CS SYDNEY 25TH COASTAL REG

HAVING EMBARKED SPLASH TARGET TOWING WIRE AND COMMUNICATIONS UNIT FROM ARMY FAIRMILE PROCEED WHEN READY TO TOW TARGET FOR ARMY 6 INCH HALF CHARGE FIRING FROM HORNBY BATTERY

(2) YOU WILL BE REQUIRED TO TOW ON A N/S LINE PASSING THROUGH BLUEFISH POINT (NORTH POINT) NORTHERN LIMIT WHEN NORTH HEAD IS ABEAM - SOUTHERN POINT WHEN ORDERED BY ARMY

(3) SUBJECT TO SATISFACTORY COMMUNICATIONS AND YOUR DISCRETION ACT AS REQUIRED BY ARMY AUTHORITIES CONTROLLING THE EXERCISE

TEL P/L TOR 11ØØK KBM 19/3/53

Enclosure No. 3.

Reference No.....

H.M.A.S. COWRA.
at Sydney.
26th. March, 1953.

The Flag Officer in Charge,
East Australian Area.

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

MINESWEEPING EXERCISE - JERVIS BAY.

Submitted herewith in accordance with your signal D.T.G. 230620Z - March, Report on Minesweeping Exercise carried out in Practice Minefield, Jervis Bay by H.M.A.Ship under my command.

2. On arrival in Jervis Bay at 1715K on Monday 23rd. March, a Dan Buoy marker was laid in a position 284° from Dart Point, distant 6 cables, in preparation for the following days sweeping.

3. Tuesday 24th. March proved to be most unfavourable for exercising in Jervis Bay, the visibility during the forenoon being limited to 1 - 2 miles due to persistent torrential rain. The weather cleared sufficiently however to weigh anchor at 1300K and a run over the intended sweeping course was carried out with Asdic and Echo Sounder in operation. The least depth recorded was 13½ fathoms. Two non - sub contacts, suggesting mines, were made in position previously reported by "COOTAMUNDRA" and a similar contact was also obtained in a position 2½ cables clear of the minefield to the Southard. These positions are shown on the accompanying track plot.

4. A single Port Oropesa Sweep was streamed to 150 fathoms using a 10 fathom Float wire and with 18½ fathoms of Kite wire veered. The sweep was armed with 4 in No. "V" type cutters and 1 in No. "L" type end cutter. Three laps in all, as shown, were carried out, sweeping from the Southern end of the field on a course of 332° at a speed made good of 8½ knots. Three mines were cut in positions as plotted, and, on subsequent recovery, examination of the mooring wires suggested that in each case they were cleanly cut by the "V" type cutters approximately 1 fathom below the actual mine.

5. It is considered that a sweep to a depth of at least 12 fathoms will be required to cut the suggested mines at the Southern end of the field, however, without a Dan Layer, it can not be definitely stated that these positions were actually covered. A spread of 110 yards, which is considered conservative, was allowed for in each consecutive lap, ranges from Dan marker being taken to ascertain ship's track. This however does not allow for any leeway which may or may not have been made.

6. At the end of each lap the Kite was hove in but the sweep wire was left at 150 fathoms. Although the turn was slightly tight due to necessity to avoid crossing the 10 fathom line, no difficulty was experienced and the wire at no time snagged, but, on recovery, there was evidence that the wire had fouled sea weed.

4336/12/82

7. Impression gained from the exercise was that considerable experience was obtained by the U.W.2 qualifying class which expressed satisfaction on the whole operation, and, in particular, the fact that mines had been cut in their presence.

Signed. W.G.Copeland.

(W.G.Copeland.)
Lieutenant Commander. R.A.N.
IN COMMAND.

4336-12-82

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. Cowra REPORT OF PROCEEDINGS. February 1953

S.N.B. 27/5

~~2nd N.M.~~

3rd N.M. 29/5

~~4th N.M.~~ 3/6.

D.A.W.O.T. 3/6

D. of P. 5/6

~~Ops. (N).~~

N.5. 5/6

D.N.L. 12/6

H.P.B. 15/6

A.A. 2nd N.M. 16/6.

N.A. 2nd N.M.(X) 16/6

D. of M. 17/6

D.D.M. 19/6

D.E.(N). 3/7

D.O.U.W. 18/7

D.N.M.S. 23/7

N.5. 28/7

28/7/53

D.N.I. (N.H.R.O.). 28/7

23 JUN 1953

3/15

DEPARTMENT OF THE NAVY
MINUTE PAPER

H336-12-82

C.441/45.

SUBJECT: Amas Cowra Reports of Proceedings February 1953

DCNS 11/4

1st N 20/4

2nd N 22/4

27/4/53 1st N (For further circulation)

DNT 18/5.

19/5/53 DIDPS 19/5

DLNP 20/5

21/5/53 DISR 22/5.

DOD 22/5

DNC 27/5.

HNB (NS)

One copy only received.

29/4

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. 182/1/505.

File
NG
16/4/53

Report of proceedings - H.M.A.S. "COWRA" from 1st February to 28th February, 1953.

- - - - - - - - - - -

II.

H.N

The Secretary,
NAVAL BOARD.

Submitted for the consideration of the Naval Board.

Encl. ATTACHED OFF. REG.

A/Captain, R.A.N.,
NAVAL OFFICER IN CHARGE,
SOUTH EAST AUSTRALIAN AREA.

U336/12/82

REPORT OF PROCEEDINGS - H.M.A.S. COWRA FROM 1st. FEBRUARY TO 28th. FEBRUARY, 1953.

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

Reference No. 851/Returns

6th. March, 1953.

Sir,

I have the honour to forward the Report of Proceedings of H.M.A.Ship under my command for the month ending 28th. February, 1953.

2. At the commencement of the period under review, "COWRA" was berthed at Inner West Wing Station Pier, Port Melbourne.

3. "COWRA" proceeded at 1000K on Monday 2nd. February, having embarked, for Annual Continuous Training, a mixed class of Royal Australian Naval Reserve Ratings. This class from Port Melbourne totalled in all thirteen. The ship was swung in the vicinity of Fawkner Beacon and compass adjustments were carried out by Lieutenant Commander J.S.Hill, Royal Navy, and on completion returned to berth at Inner West Wing Station Pier.

4. Proceeding at 0815K/3rd. February, exercises, including wheel and telegraph instruction and seaboat drills, were carried out. The ship anchored off Portsea at 1600K the same day.

5. On Wednesday 4th. February, anchor was weighed at 0800K and drills and instruction were again carried out until the ship anchored off Portsea at 1530K when practical instruction in sailing was carried out. "GLADSTONE" anchored in the vicinity at 2000K.

6. Due to a minor fuel pump defect, anchor was not weighed until 0920K on Tuesday 5th. February, when the ship proceeded to Devonport, Tasmania, and secured at Town Pier at 1345K on the following day, Friday 6th. February. On arrival, "COWRA" was dressed overall to honour the occasion of the anniversary of Her Majesty's Accession. The ship remained at Devonport during the weekend and the Ship's Company Cricket Team - a strong combination - were defeated by the local R.S.L. Eleven at a Picnic Match on the Sunday.

7. "COWRA" proceeded from Devonport at 0815K, Monday 9th. February, and shaped course for Port Phillip Bay. Arriving in the Bay area at 0800K/10th. February, a Dan Buoy was rigged and laid by the Naval Reserve class. After recovering the Dan Buoy the ship came to anchor off Dromana at 1310K and Whaler pulling instruction was given.

8. At 0815K/11th. February, anchor was weighed and instruction was given in Oropesa Sweeping. Opportunity was taken to calibrate No. 2 Kite which had apparently not been used for a considerable period. A single Oropesa sweep was streamed to two hundred fathoms using a five fathom float wire, but veering only a few fathoms of kite wire. This, in preparation for sweeping exercises outside the Bay on the following day, when it was intended the Reserve personnel would act as sweeping party. The ship came to anchor off Dromana at 1530K.

The Naval Officer in Charge,
South Eastern Area.

9. Anchor was weighed at 0815K/Thursday 12th. February, and, on clearing the Rip, a single Oropesa sweep, followed by a double Oropesa sweep, was streamed. By the time sweeps were recovered the Reserve ratings were working well as a team and were showing a keenness to learn all aspects of sweeping. "COWRA" returned to harbour and berthed at Inner West Wing Station Pier at 1640K.

10. At 0830K on Friday the Thirteenth, February, the ship proceeded to Williamstown for fuel and returned to berth at Inner West Wing Station Pier, securing at 1045K. The Royal Australian Naval Reserve ratings were discharged to "LONSDALE" P.M. Monday 13th. Without exception these ratings worked well and showed a keen interest throughout their period on board.

11. After a hurried store replenishment programme during the Friday afternoon and Saturday forenoon, "COWRA" proceeded at 1230K/14th. for Hobart, having embarked a class of eleven Recruit Seamen from Flinders Naval Depot. The original requirement of this cruise was to enable forty Reserve ratings from Hobart to carry out their Annual Continuous Training, however, on receipt of The Resident Naval Officer's, Tasmania, signal D.T.G. 120530Z - February, addressed to The Australian Commonwealth Naval Board, (Encl. No. 1) arrangements were made to embark the aforementioned Recruit Seamens class and carry out the original programme. Passage to Hobart was uneventful and the ship secured at Ocean Pier North at 1000K on Monday 16th. Four Royal Australian Naval Reserve ratings from "HUON" joined on arrival for Annual Continuous Training.

12. At 1200K on Tuesday 17th. "COWRA" took in tow Motor Boat ARCADIA - a cabin cruiser of twenty nine tons - and proceeded to the Port Phillip Bay Area via Burnie, at which port ARCADIA was to be detached. Although the estimated speed of advance was seven knots, favourable slight South Easterly weather and a Westerly set from Banks Strait enabled an average speed of ten knots to be made good. The towing wire consisted of two hundred fathoms of sweep wire and it was found to be most satisfactory. The party aboard ARCADIA consisted of two seamen and one stoker from H.M.A.S. HUON and on being detached at 1900K on Wednesday 18th. in Emu Bay, they reported "ALL WELL".

13. On arrival in Port Phillip Bay on Thursday 19th., seaboat drills were carried out before coming to anchor off Frankston at 1630K.

14. Anchor was weighed at 0815K on Friday 20th. February, and "COWRA" proceeded to fuel. On completion of fuelling, berth was shifted to Inner West Wing Station Pier, securing at 1605K. Weekend leave was granted to two Watches.

15. At 0815K on Monday 23rd. February the ship proceeded to exercises in Port Phillip Bay, arriving at an anchorage off Frankston at 1690K.

16. At 0830K on Tuesday 24th., anchor was weighed and the ship proceeded to Hobart. After an uneventful passage via Banks Strait, the ship secured at Ocean Pier South, Hobart, at 1000K on Thursday 26th. February.

17. The four Reserve ratings borne for Annual Continuous Training were discharged to H.M.A.S. HUON at 1100K on Friday 27th. To comply with Navy Office letter No. 3244/4/76 (2551) dated 27th. January, 1953, "COWRA" proceeded at 1200K and came to anchor at 1400K in the near vicinity of Woodbridge Jetty in the D'Entrecasteaux Channel. At 1800K on the same day, Vice Admiral Sir Guy N.Wyatt, KBE, CB, Royal Navy, Retired, acting as President of the Channel Regatta Association, called to welcome Her Majesty's Australian Ship COWRA and discuss arrangements for the Regatta to take place on the following day. Members of the Committee and their wives were entertained on the focs'le at Afternoon Tea.

18. During the day, Saturday 28th., "COWRA" remained at anchor and acted as Flagship for the Channel Regatta. The ship was dressed overall until sunset and full illumination circuits were switched on periodically until 2330K. Unfortunately the Regatta was not greatly successful due to most unfavourable weather conditions throughout the day. The Regatta Association greatly appreciated having one of Her Majesty's Ships present to act as Flagship. In the evening I was entertained at Dinner at the residence of the President and Lady Wyatt.

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

20. Functioning of Main and Auxiliary machinery has been satisfactory throughout the period.

I have the honour to be,

Sir,

Your obedient servant,

WGCopeland

(W.G.Copeland.)
Lieutenant Commander. R.A.N.
IN COMMAND.

Enclosures. (2 in number.)

Appendix "A"
Enclosure No. 1.

APPENDIX "A" TO REPORT OF PROCEEDINGS - H.M.A.S. COWRA FROM 1st. FEBRUARY, 1953 TO 28th. FEBRUARY, 1953.

Total distance steamed for the month..... 2384·3 Miles.
Time underway during the month..... 264 8/60 Houres.
Average fuel consumption..... 11·2 Miles/Ton.
Distance steamed since Re - commissioning..... 40801·4 Miles.
Time underway since Re - commissioning..... 4224 27/60 Houres.

UNCLASSIFIED MESSAGE S1320d

ENCLOSURE NO 1

PRIORITY

12Ø53ØZ---FEBRUARY

FM- RNO TASMANIA

TO- ACNB

INFO- CST FND NOIC SEA COWRA

COWRA Ø9Ø6Ø2 (-) HAVE FOUR REPETITION FOUR VOLUNTEERS ONLY FOR A C T IN COWRA COMMENCING MONDAY 16TH FEBRUARY //

REF--- PROPOSED PROGRAMME FOR COWRA-

COPY-

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. Bowra REPORT OF PROCEEDINGS. January 1953

S.N.B. 3/4

~~2nd N.M.~~

3rd N.M. 3/4

4th N.M. 30/4

D.A.W.O.N. 4/5

D. of P. 14/5

Ops. (N). 4/5

N.5. 18/5

18/5/53 D.N.L.

19/5/53 H.P.B. 21/5

A.A. 2nd N.M. 21/5

N.A. 2nd N.M.(X) 22/5

D. of M. 25/5

D.D.M. 27/5

1/6/53 D.E. (N). 8/6.

9/6/53 D.O.U.W. Seen by Doctors Fourth Lordships 18/6/53

D.N.M.S. 22/6/53

30/6/53 N.5. 30/6

D.N.I. (N.H.R.O.). 30/6

D.N.M.S. BRANCH
24 JUN 1953
NAVY OFFICE

DEPARTMENT OF THE NAVY

MINUTE PAPER

H336-12-82

C.441/45.

SUBJECT: HMAS Cowra Report of Proceedings January 1953

DCNS 12/3

H.N.

13/3

16/3/53 2nd NN 23/3

H.O.N (For further consideration)

DNI 1/4

1/4/53 D/DPS 2/4

DCNP 7/4

DTSR 9/4

DOD 10/4

13/4 DNCO for 13/4

DRRF

H.N 20/4/53

15/4/53

D.R.R.F 17/4

10/4 AWB (N5)

one copy only received

D. R. R. F
16 APR 1953
NAVY

26/1/4

32/1/3

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

4336/12/82

File
H.P.
27/2/53

II

3553

4 MAR 1953

182-1-505

H.N.

The Secretary,
Naval Board,
Navy Office,
MELBOURNE.

ATTACHED ON REG

Submitted for the consideration of the Naval Board in accordance with C.N.O.107/48, paragraph 4.

A/Captain, R.A.N.,
Naval Officer-in-Charge,
SOUTH EAST AUSTRALIAN AREA.

4336/12/82

REPORT OF PROCEEDINGS - H.M.A.S. COWRA FROM 1st. JANUARY TO 31st. JANUARY, 1953.

H.M.A.S. COWRA,
at Devonport.

Reference No. 793/Revenue

6th. February, 1953.

Sir,

I have the honour to forward the Report of Proceedings of H.M.A.Ship under my command for the month ending 31st. January, 1953.

2. From the commencement of the period under review until Friday 30th. January, "COWRA" remained at extended notice for steam at berth alongside "JUNEE" at Inner West Dockyard Pier, Williamstown.

3. At 0800K on Friday 30th., the ship was brought to four hours notice for steam and at 1320K the same day, "COWRA" proceeded to the Oil Fuel Lighter at Gellibrand Pier to fuel. On completion of fuelling, berth was shifted to Inner West Wing Station Pier, Port Melbourne and the ship remained alongside during the weekend.

4. During the month the ship's refit was progressed and all essential defects were made good. Lieutenant R.N.McIntyre, Royal Navy, joined on Monday 19th. and assumed the duties of Executive Officer from Lieutenant R.J.Rust, Royal Australian Navy. The general cleanliness and appearance of the ship deteriorated to small degree during the availability period, and on leaving Dockyard the ship had been painted overall.

5. The morale of the Ship's Company has been high throughout the period and conduct and health onboard has been satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

W.G.Copeland

Sgd. (W.G.Copeland.)
Lieutenant Commander. R.A.N.
IN COMMAND.

The Naval Officer in Charge,
South Eastern Area.

4336/12/82

H.M.A.S. COWRA,
at Devonport.

6th. February, 1953.

APPENDIX "A" TO REPORT OF PROCEEDINGS - H.M.A.S. COWRA FROM 1st. JANUARY, 1953 TO 31st. JANUARY, 1953.

Total distance steamed for the month..... 3·0 Miles.
Time underway during January..... 36/60 Houres.
Distance steamed since Re - commissioning ..... 38419·1 Miles.
Time underway since Re - commissioning ..... 3960 19/60 Houres.

4.

DEPARTMENT OF THE NAVY. H336-12-82

MINUTE PAPER.

SUBJECT: H.M.A.S. Cowra REPORT OF PROCEEDINGS. December 1952

S.N.B. 3/3

~~2nd N.M.~~

3rd N.M. 4/3

for 4th N.M. 5/3

~~D. of P.~~ 5/3

~~Cds. (N).~~ 6/3

N.5. 10/3

10/3/53 D.N.L. 12/3

12/3/53 H.P.B. 13/3

A.A. 2nd N.M. 12/3

D. of M.

D.D.M. } P.L.H. 18/3

19/3/53 D.E. (N). 20/3.

D.O.H.W. 21/3.

D.N.M.S. Mt Cow. 14/4/53

16/4/53 N.5.

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

DEPARTMENT OF THE NAVY

MINUTE PAPER

H336-12-82

C.441/45.

SUBJECT: HMAS Cowra Report of Proceedings December 1952

DCNS 5/2

1st NM 9/2

2nd NM 11/2

11/2 Staff (For further circulation)

17/2/53 DDPS 17/2.

DCNP 16/2

19/2/53 DISR 20/2.

DOD 24/2

25/2

DNC 26/2.

HNB (NS)

2nd Duplicate copy to DNI 5/2/1953.

5/18/2 19/12/2

St 4539

Royal Australian Navy.

DEPT OF THE NAVY 4336.12.82

IN REPLY PLEASE QUOTE
No. D5309/120/6

RECEIVED
-4 FEB A.M
NAVY REGISTRY

DRAFT 3/2/53

Flinders Naval Depot,
VICTORIA.

NJH

HN 4/2

The Secretary,
Naval Board,
MELBOURNE.

REPORT OF PROCEEDINGS - H.M.A.S. COWRA - DECEMBER, 1952.

Submitted for the information of the Naval Board, the attached Report of Proceedings of H.M.A.S. COWRA for the month of December, 1952.

Richard Peck

COMMANDER
forCOMMODORE.
A.O.D.

REPORT OF PROCEEDINGS - H.M.A.S. "COWRA" FROM 1st. DECEMBER, TO 31st. DECEMBER, 1952.

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

Reference No. 768/Returns.

10th. January, 1953.

Sir,

I have the honour to forward the Report of Proceedings of H.M.A.Ship under my command for the month ending 31st. December, 1952.

2. At 0724K on Monday 1st. December, "COWRA" shifted berth from Elizabeth Pier to Ocean Pier, Hobart to fuel. Thirty R.A.N.R. ratings and the following Reserve Officers were embarked for A.C.T. - Lieutenant Commander B.J.B.Morris R.A.N.R, Lieutenant (SP) J.J.K. Inglis R.A.N.V.R and Lieutenant (SP) A.K.Wertheimer R.A.N.R. At 1400K, the ship proceeded to Port Adelaide, anchoring at the Semaphore Anchorage at 1711K, Thursday 4th. December on completion of Minesweeping exercises and Officer of the Watch Manoeuvres.

3. Anchor was weighed at 0800IK on Friday 4th. December, and, on completion of Seaboat exercises in St. Vincents Gulf, the ship proceeded to the Shell Company Wharf Port Adelaide for fuel, securing at 1153IK.

4. The Resident Naval Officer, South Australia (Commander A.J.Travis R.A.N.) received my call at 1230IK on Friday 5th. December.

5. At 1411K, fuelling was completed and the ship proceeded to Colonial Sugar Refineries Wharf Port Adelaide, securing at 1435IK.

6. At 1000IK Monday 8th. December, "COWRA" proceeded to Hobart exercising Four Inch Gun, Bofor Gun and Depth Charge firings en-route. Heavy southerly swell and moderate gale conditions were encountered after rounding Eddystone Point. "COWRA" secured alongside Ocean Pier for fuel at 1247K Thursday 11th. December.

7. On completion of fuelling "COWRA" shifted berth to Franklin Street Wharf, securing at 1455K.

8. The Resident Naval Officer, Tasmania (Commander F.D. Shaw R.A.N.) received my call at 1315K.

9. On Friday 12th. December, I called upon Mr. Parks, the Master Warden of the Marine Board of Hobart, later receiving the Master Warden, the Harbour Master (Captain Copeland) and the Resident Naval Officer, Tasmania onboard.

10. Lieutenant Commander Morris, Lieutenant Inglis and Lieutenant Wertheimer and the thirty R.A.N.R ratings were discharged 1500K Friday 12th. December to H.M.A.S. Huon.

The Senior Officer,

1st. Training Squadron,

H.M.A.S. LATROBE.

11. At 0900K Saturday 13th. December, "COWRA" proceeded to Melbourne entering Williamstown Graving Dock on arrival at 0945K, in accordance with General Manager Williamstown Dockyard's 090430Z December (enclosure number 1), and reverting to extended notice for steam. (My 150045z December - enclosure number 2.)

12. At 1000K Monday 22nd. December, the ship was refloated and secured by Tugs alongside "JUNEE" at Inner Dockyard Pier.

13. During the remainder of the period under review "COWRA" remained alongside and the refit was progressed.

14. From the commencement of the ships availability long leave was granted to as many of the Ships Company as could be spared. This leave extending over Xmas and New Year. During the month the conduct, morale and health of the Ships Company has been satisfactory.

15. The performance of the Main and Auxiliary machines has been satisfactory.

I have the honour to be,

Sir,

Your Obedient servant,

W.G.Copeland

Sgd. (W.G.Copeland.)

Lieutenant Commander R.A.N.
IN COMMAND.

Enclosures. (3 in number.)
Appendix "A".
Enclosure No. 1.
Enclosure No. 2.

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

10th. January, 1953.

APPENDIX A TO REPORT OF PROCEEDINGS - H.M.A.S. "COWRA" FROM 1st. DECEMBER 1952 TO 31st. DECEMBER 1952.

Total distance steamed for the month.....	2148.2 Miles
Time underway during December.....	203 37/60 Hours
Average fuel consumption.....	10.6 Mile / Ton.
Distance steamed since Re-commissioning.....	38416.1 Miles
Time underway since Re-commissioning	3959 43/60 Hours

A336-17-82

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. Cowra REPORT OF PROCEEDINGS. November 1952

S.N.B. 17/2

~~2nd N.M.~~

3rd N.M. 18/2

4th N.M.

D.A.W.O.T. 19/2

D. of P. 23/2

Ops. (N). 24/2

N.5. 24/2

D.N.L. 24/2

H.P.B.

A.A. 2nd N.M. 3/3

N.A. 2nd N.M.(X) 3/3

D. of M.

D.D.M. 4/2

D.E.(N) 11/3

D.O.U.W. 25/3

D.N.M.S. 15/4

N.5.

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

D.N.M.S. BRAN
26 MAR 1953

DEPARTMENT OF THE NAVY
MINUTE PAPER

H336-17-82

C.441/45.

SUBJECT: Amas Cowra Report of Proceedings November 1952

DCNS 10/1

1st NM

SHOPN (For further circulation)

21/1/53 DIDPS 22/1

DCNP 27/1

28/1/53 DTSR 29/1

DND 29/1

DNC 2½

3/2 DRRF 5/2

10/2 2nd NM 11/2

HNB (NS)

note – Duplicate copy to DNI 15/1/1953

St 4539

Royal Australian Navy.

RECEIVED 12 JAN P.M NAVY REGISTRY

DEPT. OF THE NAVY 4336 | 12 | 82

IN REPLY PLEASE QUOTE
No. 05222/120/6

P.P's 4336/12/70
N. 5. 20/11/52

Flinders Naval Depot,
VICTORIA.

9 JAN 1953

BLB

The Secretary,
Naval Board,
MELBOURNE.

REPORT OF PROCEEDINGS - H.M.A.S. COWRA - NOVEMBER, 1952.

ATTACHED ON. REG.

Submitted for the information of the Naval Board, the attached Report of Proceedings of H.M.A.S. COWRA for the month of November, 1952.

N5

COMMODORE.

UNCLASSIFIED MESSAGE

S1320d

ØØ9Ø43ØZ--DECEMBER

ENCLOSURE NO 1

FM- G M W D

TO- COLAC COWRA

INFO- NOIC SEA CST FND

MY 262325 NOVEMBER (-) REQUEST COWRA DOCK AT 11ØØK 15TH DECEMBER FOLLOWED BY COLAC ON COMPLETION OF DE- AMMUNITIONING (-) BOTH SHIPS TO ENTER DOCK UNDER OWN POWER //

REF- DOCK CLEAR FOR DOCKING COLAC COWRA PM 15TH-

COPY-

UNCLASSIFIED MESSAGE

S1320d

ENCLOSURE NO 2-

15ØØ45Z--DECEMBER

FM- COWRA

TO- CST FND NOIC SEA

INFO- ACNB GMWD TS1 1ST ~~R~~ S

ENTERED DRY DOCK WILLIAMSTOWN DOCKYARD Ø945K (-)

REVERTED TO EXTENDED NOTICE FOR STEAM (-) CONNECTED TO SHORE

TELEPHONE ML6218 DOCKYARD EXTENSION 237 //

COPY-

4336/12/82

REPORT OF PROCEEDINGS - H.M.A.S.COWRA FROM 1st. NOVEMBER, TO 30th. NOVEMBER 1952.

H.M.A.S.COWRA,
at Hobart.

Reference No. 737/RETURNS. 1st. December 1952.

Sir,

I have the honour to forward the Report of Proceedings of H.M.A.Ship under my command for the month ending 30th. November 1952.

2. From the commencement of the period under report until Monday 3rd. November, the "COWRA" remained at berth alongside the "COLAC" at Outer West Wing Station Pier.

3. At 0830K on Monday 3rd. November, H.M.A.Ships COLAC and COWRA proceeded in company to Westernport, arriving at an anchorage off Hann's Inlet at 1435K. Training classes were exchanged and both ships weighed at 1700K, and again in company proceeded to Hobsons Bay, anchoring at 2330 K.

4. Anchor was weighed at 0654K, the following day, 4th. November, and, on completion of fuelling at Williamstown, the ship proceeded to berth alongside "COLAC" at Outer West Wing Station Pier, securing at 1000K.

5. On Wednesday 5th. November at 0725K, "COWRA" proceeded in company with "COLAC" to Westernport and secured starboard side to the latter ship at Flinders Naval Depot Wharf at 1510K. An amount of 100 tons of Oil Fuel was supplied to Depot.

6. The "COWRA" proceeded at 1425K Thursday 6th. November, and anchored off West Channel Pile at 1940K the same day. On Friday 7th. November at 0630K anchor was weighed and the ship proceeded to Melbourne, securing alongside "COLAC" at 0830K. "COLAC" in turn was secured alongside an Oil Fuel Lighter and H.M.A.S. TOBRUK at Princes Pier, Port Melbourne. On completion of fuelling, berth was shifted to Outer West Wing Station Pier, securing at 1230K.

7. I assumed command P.M. 7th. November from Lieutenant Commander J.S.de M. Hill, D.S.C., Royal Navy, at Port Melbourne.

8. At 0800K on Monday 10th. November, I proceeded in company with "COLAC" to Westernport, anchoring off Hann's Inlet at 1400K.

9. The Commodore Superintendent of Training received my call at 1000K on Tuesday 11th. November.

The Senior Officer,

1st. Training Squadron,

H.M.A.S. LATROBE.

10. Weighing at 0013K on the 12th. November, "COWRA" proceeded in company with "COLAC" to make a rendezvous with H.M.A.Ships WAGGA and COOTAMUNDRA off Jervis Bay to carry out minesweeping exercises. A heavy Easterly swell was encountered from the time of rounding Gabo Is. Due to adverse weather reports "WAGGA" and "COOTAMUNDRA" were delayed in departing from Sydney, and the rendezvous was not made. "COLAC" and "COWRA" having at first been ordered to proceed direct to Sydney, (Enclosure No.1.) were then ordered to anchor in Darling Roads, Jervis Bay, (Enclosure No.2.), and both ships came to anchor accordingly at 1647K on Thursday 13th. November. H.M.A.Ships WAGGA and COOTAMUNDRA anchored in the vicinity at 1755K the same day.

11. H.M.A.Ships WAGGA, COOTAMUNDRA, COLAC, and COWRA proceeded in company at 0400K Friday 14th. to carry out minesweeping exercises en route to Sydney. At 0920K whilst passing sweepwire in preparation for "A" sweeping in "J" formation, "COLAC" fouled her port propellor and "COOTAMUNDRA" and "COWRA" were ordered to exercise "A" sweeping, which was successfully carried out. On completion of exercising sweeps "COOTAMUNDRA" and "COWRA" proceeded in company to Sydney and "COWRA" berthed at Kurraba Oil Wharf at 1355K Friday 14th. November.

12. As "COLAC" was delayed in Sydney, "COWRA" proceeded at 1400K on 17th. November in accordance with "COLAC's" D.T.G.160040K (Enclosure No.3.), and anchored in Twofold Bay at 1425K on Tuesday 18th. November. Having landed and consulted Captain Sims, Harbour Master for the port of Eden, I berthed starboard side to Eden Jetty. This berth proved to be most comfortable and with winds backing from North to North West at force 2, there was no evidence of the scend which had made previous visits of ships of the First Training Squadron unpleasant. "COLAC" arrived on Wednesday 19th. and secured on my port side at 0935K.

13. At 0005K on the 20th. November I proceeded in company with "COLAC" to Melbourne, securing at Williamstown at 1115K on the 21st. November. This passage was uneventful although a moderate gale made conditions uncomfortable for four hours after rounding Gabo Is. On completion of fuelling I shifted berth to Outer West Wing Station Pier, Port Melbourne, securing at 1340K on Friday 21st. November.

14. This berth was required for H.M.A.S.CULGOA to embark gunnery classes and ammunition. I therefore proceeded to anchor off Station Pier at 0850K on Monday 24th. November and on "LATROBE" vacating Inner West Wing Station Pier, berthed there, securing at 1204K.

15. Proceeding at 0730K on Tuesday 25th. November, I took in tow an "EXCELLENT" type target which was provided by a workboat from Williamstown, and acted as tow ship for gunnery firing by "CULGOA". The night shoot was delayed due to "CULGOA" having to proceed to Port Melbourne with an injured rating. Night firings were completed at approx. 2240K and the target was recovered in drizzling rain and a fresh breeze, and secured starboard side by 0205K on 26th. November. "COWRA" then berthed at Inner West Wing Station Pier at 0240K. Although records of the firings were not required it was observed that the standard of gunnery from the tow ship viewpoint was of a high order, and that the target was considerably damaged.

16. At 1100K on Wednesday 26th. November, I proceeded in company with "COLAC" to Westernport entering Hann's Inlet and securing alongside "COLAC" at Flinders Naval Depot Wharf at 1923K. The Depot was supplied with 100 tons of Oil Fuel during the night.

17. On Thursday 27th. November at 0712K I proceeded, in company with "COLAC", to Williamstown for fuel securing at 1400K.

18. At 0920K on Friday 28th. November I proceeded to Hobart in accordance with N.O.L. 4336/11/31. There was a strong South West breeze and the Rip was dangerous so I decided to wait for slack water, and therefore anchored off Portsea at 1225K. Anchor was weighed and the ship proceeded at 1806K, arriving at Hobart after an uneventful passage and securing at Elizabeth St. Pier at 0905K on Sunday 30th. November.

19. During the month, the conduct of the Ship's Company has been very good, morale has been high, and there has been no case of leave breaking.

20. The Main and Auxiliary Machinery performance has been satisfactory.

I have the honour to be,

Sir,

Your Obedient servant,

WGCopeland

Sgd.(W.G.Copeland.)
Lieutenant, R.A.N.

IN COMMAND.

Enclosures. (4 in number.)
Appendix A.
Enclosure No.1.
Enclosure No.2.
Enclosure No.3.

H.M.A.S.COWRA,
at Hobart.

1st. December 1952.

APPENDIX A TO REPORT OF PROCEEDINGS - H.M.A.S. COWRA FROM 1st. NOVEMBER 1952 TO 30th. NOVEMBER 1952.

Distance Steamed during November .....2281·4 Miles.
Time underway during November.....214 21/60 Hours.
Average Fuel consumption.....9·8 Miles/ Ton.
Distance Steamed since Re-Commissioning.....36267·9 Miles.
Time underway since Re-Commissioning.....3756 6/60 Hours.

W.G.Copeland

Sgd. (W.G.Copeland.)
Lieutenant, R.A.N.

IN COMMAND.

4336/12/82

UNCLASSIFIED MESSAGE

S1320d

PRIORITY

ENCLOSURE NO 1

121212Z-- NOVEMBER

FM- FOIC EA

TO- WAGGA COLAC

INFO- COOTAMUNDRA COWRA TS1 FOCAF ACNB

MY 112316 SAILING OF WAGGA AND COOTAMUNDRA IS DEFERRED IN VIEW OF WEATHER FORECAST (-) COWRA AND COLAC PROCEED DIRECT TO SYDNEY REPORTING E T A

REF SAILING INSTRUCTIONS WAGGA AND COOTAMUNDRA FOR M/S EXERCISES

BLS 874 P/L TOR 2223K KBM 12/11/52-

UNCLASSIFIED MESSAGE S1320d

ENCLOSURE NO 2

13ØØØ3Z--NOVEMBER

FM- WAGGA

TO- COLAC INFO- COOTAMUNDRA COWRA

IN VIEW OF WEATHER AND LATENESS OF RENDEZVOUS PROCEED DIRECT TO DARLING ROADS AND ANCHOR

HF COMMON P/L TOR ØØ17Z KBM 13/11/52-

UNCLASSIFIED MESSAGE

S1320d

ENCLOSURE NO 3

16ØØ4ØZ--NOVEMBER

FM- COLAC

TO- COWRA

INFO- CSTFND FOIC EA WAGGA COOTAMUNDRA TS1 ACNB
CS SYDNEY

SAIL MONDAY 17TH TO COMPLY WITH MY Ø6Ø13Ø

REF-- PROGRAMME COLAC COWRA

HAND P/L TOR 11ØØK KBM 16/11/52-

9/2

H336-17-70

24/4

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

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

13th to 31st October 1952

S.N.B. H3011

~~2nd N.M.~~

3rd N.M. 5/2

4/2

4th N.M. 13/2

D.A.W.O.T. 6/2

~~D. of P.~~

~~Ops. (M).~~

N.S. 16/2

D.N.L. 18/2

H.P.B.

A.A. 2nd N.M.

N.A. 2nd N.M.(X) 23/2

D. of M.

D.D.M. 23/2

D.N.S. a/DNS 1 - a/DNS 4

D.E.(N)

D.O.U.W. 7/5

D.N.M.S. 12/5

N.S. 14/5

13/5/53

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

3 Feb 81

I DRRF

20/1/53

II HNB (NS)

27/1/53

DEPARTMENT OF THE NAVY

MINUTE PAPER

H336-12-70

C.441/45.

SUBJECT: Amas Bowra Report of Proceedings 13th to 31st October 1952

DCNS MA 23/12

(2) 1st NSM

(1) 2nd NSM (Quantity) 31/12

Stop (For further circulation)

~~Sta (N1)~~ - Action on para 15 flse MS 23/12.

This is being arranged. JSH. 5/1

~~1st SN. (N5)~~

~~D/DPS~~ 9/1

~~DCNP~~ 9/1

14/1/53 ~~DTSR~~ 15/1

~~DOD~~ 14/1

~~DNE~~ 16/1.

SNB (N5)

Duplicate copy to DNI 22/12/52

19
9
1

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. 05/55/120/6

File
N.5.
20/11/52

Flinders Naval Depot,
VICTORIA.

BLB

17.rt

The Secretary,
Naval Board,
MELBOURNE.

REPORT OF PROCEEDINGS - H.M.A.S. COWRA - OCTOBER, 1952.

ATTACHED CH. REG

Submitted for the information of the Naval Board, the attached Report of Proceedings of H.M.A.S. COWRA for the month of October, 1952.

COMMODORE.

68b | Returns 4336/12/70

H.M.A.S. COWRA.
At Port Melbourne.
1st. November, 1952.

REPORT OF PROCEEDINGS - H.M.A.S. COWRA, from 13th. October to 31st. October, 1952.

Sir,

I have the honour to forward the Report of Proceedings of H.M.A. Ship under my command, from 13th. October to 31st. October, 1952.

2. I assumed command P.M. 13th. October, 1952 from Lieutenant Commander R. Jameson, Royal Navy, at Flinders Naval Depot. The Commodore Superintendent of training received my call the same evening.

3. At 0730 the following day, 14th. October, 1952, I proceeded to the exercise area (NAN TARE) off Sydney, to make a rendezvous there with H.M.A. Ships COLAC, WAGGA and COOTAMUNDRA A.M. 16th. October, for minesweeping exercises.

4. Various sea exercises, including streaming Oropesa Sweeps, were carried out while on passage. I had also intended to tempt providence by laying a dan buoy in Disaster Bay, with a view to exercising myself in handling the ship. In view of the possibility of a deterioration in weather conditions delaying my arrival at the rendezvous, however, I was obliged to abandon this evolution.

5. A moderate northerly gale developed during the night of 15th. - 16th. October, delaying my time of arrival by two hours. These weather conditions eventually forced the cancellation of the intended minesweeping exercises - the circumstances of which cancellation form the subject of a separate report - and I accordingly proceeded direct to Sydney, berthing at Kurraba Wharf for fuel at 1235, 16th. October. On completion of fuelling I berthed on H.M.A. Ship COLAC at Fitting-out Wharf, Garden Island.

6. The Flag - Officer - In - Charge - East Australian Area received my call at 1000, 17th. October.

7. Friday 17th. October and A.M. Saturday 18th. October were spent in preparing the ship for the Trafalgar Day Display, for which the ship was open to visitors. There was not sufficient time to obtain from the Captain Superintendent, the special information boards, detailing the particulars of the ship for the benefit of the visitors, but I was fortunate in possessing two sign-writers amongst my National Service Trainees, all of whom were Artisans, and a satisfactory makeshift was produced.

8. No incidents occured while the ship was open to visitors.

9. At 0830 on Sunday 19th. October, I proceeded into mid-stream, preparatory to escorting H.M.A.S. COLAC, with G.P.V. 952 (Sterna) in tow, to Hobart. Unfortunately, however, the tow, which "COLAC" was passing while still alongside her berth, became foul of "COLAC'S" starboard propellor shaft while the latter was turning main engines, and sailing was delayed until this was cleared at 1630.

10. The passage to Hobart was uneventful, apart from a westerly gale of force 8 which developed very suddenly on the night of 21st. - 22nd. October, to the eastward of Banks Strait. Considerable concern was felt for the safety of the G.P.V. but when, in the early hours of the morning, I closed her, I was assured that although conditions had been most uncomfortable, no damage had been sustained.

11. The force arrived at Hobart at 0700 on Thursday 23rd. October, when H.M.A.S. COLAC and I secured to Macquarie Wharf, and G.P.V. 952 to the Naval Jetty. The Commanding Officer H.M.A.S. COLAC and I called on the Resident Naval Officer, Tasmania (Commander F.D. Shaw, R.A.N.) and on the Master Warden, (Mr. Alan Johnston), and the Harbour Master (Captain Copeland) that morning. These calls were returned on board me the same morning. That evening I was a guest of the Resident Naval Officer at a Cocktail Party.

12. At 1100 the following morning, (Friday 24th. October) I sailed, in company with H.M.A.S. COLAC, for Port Melbourne, berthing on "COLAC" at West Wing Station Pier on arrival at 0800 Sunday 26th. October.

13. At 0900 Tuesday 28th. October, I sailed, again in company with H.M.A.S. COLAC, to Williamstown for fuel, and for exercises, including passing an "A" Sweep, in Port Phillip Bay, anchoring off Portsea on completion.

14. T.S.1 in "LATROBE" and "GLADSTONE" joined company at the anchorage that evening, and at 0600 the following morning, Wednesday 29th, October, all four ships sailed to make a rendezvous with H.M.A. Ships WAGGA and COOTAMUNDRA to seaward of Port Phillip Heads, for minesweeping exercises. I experienced difficulty in weighing my starboard anchor, propably due to the fact that it was foul of a steep ledge on which I was anchored. It eventually came up clear, but the excessive strain necessary to weigh it distorted several links, and it has since been found that these links will not take up properly on the snugs of the cable-holder.

15. Oropesa sweeping in "G" Formation was exercised, with "WAGGA", "COLAC" , "COWRA" and "COOTAMUNDRA" as sweepers and "LATROBE" and "GLADSTONE" as dan layers. Four laps and three different types of turn were successfully completed. During this exercise, however, and in previous conversations with other Commanding Officers, I gained the impression that insufficient emphasis in placed on the most important aspect of Oropesa sweeping - that of ensuring that successive sweepers maintain the correct overlap on the sweep of their "next ahead". In still water this can be achieved with reasonable accuracy by eye, but in conditions of "cross - set", the eye tends to deceive, with the result that, at best, the already narrow swept path is further reduced, and at worst, ships will be traversing unswept water. The only accurate means of maintaining correct overlap under these conditions is by means of a specially constructed diagram. This diagram is in existence for Algerine Class Minesweepers but not , apparently, for the "Bathurst" Class.

?

16. On completion of exercises, all six ships proceeded to the Fleet Anchorage westward of Mount Martha, anchoring in company at 1650k. H.M.A. Ships SYDNEY, wearing the flag of the Flag Officer Commanding H.M. Australian Fleet, and TOBRUK were already at anchor, and the remainder of the Fleet anchored shortly after.

17. At 0730k Thursday 30th. October, the Fleet weighed and proceeded to Port Melbourne, forming column after clearing the anchorage, to steam past the Naval Board, embarked in H.M.A. Ship CULGOA. As the column consisted of twelve ships of varying classes, some "concertina" effect was only to be expected, and I, as the last ship in the line, was obliged to stop engines three times to maintain my station, as indeed did also the three ships ahead of me.

18. When two miles north of "CULGOA", the 1st. T.S. proceeded to, anchor off Gellibrand Pile, berthing at East and West Wings Station Pier when H.M.A.S. CULGOA had disembarked the Naval Board.

19. During the period under report, the conduct of the Ship's Company has been very good, and morale has been high. There have been no cases of leave - breaking. I have been particularly impressed by the smartness and general bearing of the six National Service Trainees borne.

I have the honour to be,

Sir,

Your obedient servant,

J.S. Hill

(J.S. Hill)
Lieutenant Commander,
Royal Navy.

The Senior Officer,
1st. Training Squadron,
H.M.A.S. LATROBE.

H.M.A.S. COWRA.
At Port Melbourne.
1st. November, 1952.

APPENDIX No. 1 to REPORT OF PROCEEDINGS for the month of October, 1952.

Distance steamed during October..... 2079.5 Miles.

Time underway during October..... 234 7/60 Hours.

Average Fuel consumption..... 10.03 Miles/Tons.

Distance steamed since Re-Commissioning.....33986.5 Miles.

Time underway since Re-Commissioning.....3541 45/60 Hours.

J.S. Hill.

(J.S. Hill.)
Lieutenant Commander.
IN COMMAND.

999

10/IV

H336-12-70

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. Cowra REPORT OF PROCEEDINGS. September 1952

S.N.B. 3/12

2nd N.M. 4/12.

3rd N.M.

4th N.M.

D.A.W.O.T. 10/12

D. of P.

Ops. (N). 15/12.

N.S.

D.N.L. 17/12

H.P.B.

A.A. 2nd N.M.

N.A. 2nd N.M.(X).

D. of M. 23/12.

D.D.M. 23/12

Para. 23 noted. Every effort is being made to stabilise ship's companies.

D.E.(N).

D.O.U.W.

D.N.M.S.

N.S.

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

DEPARTMENT OF THE NAVY
MINUTE PAPER

H336-12-70

C.441/45.

SUBJECT: HMAS Cowra Reports of Proceedings September 1952

Ref. paras 12-17. These small ships certainly take a hammering working in southern waters during the gale periods. HH 10/11

DCNS

CNS

SNOR (for further circulation)

AS

Marc 18/11

14/11/52 D/DPS

DCNP Hard lying money for these ships is under consideration. HH 19/11

21/11/52 DTSR

DOD JDK 21/11

DNC 20/11

FORF

HNB (NS)

27/11/52 DRRF 2/12/52

2/12/52 HNB (NS) 1/12

Duplicate copy to DNI 7/11/52

St 4539

IN REPLY PLEASE QUOTE
No. 05009/120/56

Royal Australian Navy.

File
DE(N)
N.520/11/52

Flinders Naval Depot,
VICTORIA.

3 NOV 1952

NJH

H.N.

The Secretary,
Naval Board,
MELBOURNE.

REPORT OF PROCEEDINGS - H.M.A.S. COWRA -
SEPTEMBER, 1952.

ATTACHED ON. REG.

Submitted for the information of the Naval Board, the attached Report of Proceedings of H.M.A.S. COWRA for the month of September, 1952.

COMMODORE.

652/Returns

H.M.A.S. Cowra.
At Melbourne.
4th October, 1952.

The Senior Officer,
First Training Squadron.
H.M.A.S. Latrobe,

H.M.A.S. Cowra - Report of Proceedings - September, 1952.

Submitted hereunder in accordance with C.N.O. 107 of 1948 the report of the proceedings of Her Majesty's Australian ship under my command for the month of September, 1952.

2. Monday 1st September found "Cowra" secured at Elizabeth Pier, Hobart with thirty two National Service Recruit stokers and Electrical branch ratings embarked for part 1 training.

3. At 0830 Tuesday 2nd the ship shifted berth and fuelled at Ocean wharf. On completion of fuelling at 1100 "Cowra" proceeded to the quarantine anchorage to facilitate the painting of the ship's side.

4. On Wednesday 3rd "Cowra" proceeded at 0830, embarked a party of Hobart Sea Cadets near Naval Pier, and proceeded for exercises and drills in the D' Entrecasteaux Channel. The ship berthed at Elizabeth Pier at 1600.

5. At 0925 on Thursday 4th the ship proceeded for Devonport arriving at 1400 on Friday 5th. Minesweeping exercises were carried out en route.

6. "Cowra" left Devonport at 0930 on Saturday 6th with forty Ulverstone Sea Cadets embarked and proceeded to Beauty Point - sec uring at Beauty Point wharf at 1315.

12th Sept was a FRIDAY

7. On Sunday 12th ?7th the ship proceeded at 1000 and secured at Gellibrand Pier for fuel at 0715 on Monday 8th. Berth was shifted to West Wing Station Pier at 0950.

8. At 1000 on Tuesday 9th "Cowra" proceeded for Westernport but the weather deteriorated before Port Phillip heads were reached and the ship anchored off Portsea at 1300. Proceeding at 0730 on Wednesday 10th, "Cowra" anchored off Hann's Inlet at 1145.

9. The ship shifted berth at 0730 on Friday 12th to a position 145 degrees Stony Point Pier 5 cables. Commodore D.H. Harries R.A.N. , Commodore Superintendent of Training, arrived onboard at 1000 to carry out the ship's annual inspection. At 1319 "Cowra" weighed and proceeded for general drills in the vicinity of Grant Point. On completion the ship anchored off Hann's Inlet and the Commodore disembarked at 1710.

10. At 0730 Saturday 13th "Cowra" weighed and proceeded to carry out a double oropesa sweep to recover a dan buoy laid with insufficient wire during the inspection. The operation was abandoned at 1100 and the ship berthed on H.M.A.S. "Colac" at West Wing Station Pier at 1500.

11. On Monday 15th "Cowra" proceeded for Westernport at 0815 and anchored off Hann's Inlet at 1420. Classes were exchanged and the ship left for Kingscote in Nepean Bay (South Australia), at 1730.

12. On rounding Cape Banks at 1800 on Tuesday 16th the weather, which had been deteriorating throughout the afternoon, developed into a North Westerly wind of force 8 with very rough seas. This condition continued until 0800 on Wednesday 17th, the ship making good about six knots . The wind then backed rapidly to due West and a full gale was experienced. The ship hove to and the necessary authorities were informed (Cowra's 162305z).

13. By midnight 17th/18th the wind eased but as the estimated position relied on a fix taken 30 hours previously and as the visibility was poor it was decided to await daylight before attempting a landfall on the South coast of Kangaroo Island. Land was sighted at 0745 on Thursday 18th and a fix obtained at 0900 (110 degrees Cape Couedic Light 16 miles). Course was set for Port Lincoln.

14. At 1000 a serious loss of feed water through a fractured supply line in the boiler room was reported. This necessitated closing down the port boiler.

15. By noon full power was again available but the weather had deteriorated to such an extent that more than 8 knots might have caused damage (Cowra's 180330z). By 1830 the wind approached hurricane force and course had to be adjusted to keep head on to the sea. Revolutions were adjusted to a minimum to maintain steerage way. The wind backed until midnight by which time the course was 260 degrees. Steering was being assisted by engine movements. Although taking heavy seas over the forecastle and one particularly nasty breaker over the bridge the ship was riding well but could not have deviated course more than a few degrees with safety. Twenty six tons of fuel remained at this time. Commencing at 0001 attempts were made to inform necessary authorities but the message could not be cleared until after 3 O' clock (Cowra's 181705z).

16. The wind steadied from the West South West decreasing in force and the swell lengthened although still reaching over 30 feet in height. At 0634, with about 20 tons of fuel remaining, the ship was turned stern on to the seas and to avoid broaching it was found necessary to con the quartermaster- the O.O.W. facing aft. Revolutions were increased to 175 and the ship surfed on an approximate course of 070 degrees. Cowra's estimated position at 0700 was 36 degrees 19 mins South 135 degrees 30 mins East (Cowra's 182105z).

17. A fix was obtained by radar during heavy rain at 0940 and showed that the course could be held right up Investigator Straight into calm water. The intention of proceeding direct to Adelaide was transmitted to R.N.O. South Australia (Cowra's 190200z) and the ship secured at the Colonial Sugar Refinery wharf at 2021hk. Friday 19th.

18. On Sunday 21st the Rev. B.L. Williams of H.M.A.S. "Torrens" conducted divine service onboard after divisions.

19. At 1000 on Tuesday 23rd "Cowra" shifted berth to "H" wharf for fuel and on completion proceeded down river at 1430. After an uneventful passage the ship anchored off Portland at 1840 on Wednesday 24th.

20. At 0845 on Thursday 25th "Cowra" weighed and proceeded for Burnie carrying out gunnery practices en route. The ship secured at Mc Caw Pier, North, at 0822 on Friday 26th.

21. On Sunday 28th the Rev. K.C. Warren Lieutenant Commander R.N.R. (Retired) C.O. of the Ulverstone Sea Cadet Corps, conducted divine service onboard after divisions.

22. On Monday 29th "Cowra" proceeded from Burnie at 0830, and berthed at Devonport at 1134.

23. During the month the conduct of the ship's company has been most satisfactory. The sickness rate, which last month was quite heavy, has returned to minor isolated cases - the only serious case being a motor car accident victim, Able Seaman G.F. Jarvis, injured whilst on short leave in Burnie on the 27th, (Cowra's 270350z). The general morale of the ship's company seems lower than usual. This is is most probably due to the number of changes in complement, absence of leave in Melbourne and the rough weather during which the recruits made the mess decks most unpleasant. The number of men with compassionate requests for leave, drafts and release appears above normal.

R. Jam
Lt Cdr RN

(R.Jameson)
Lieutenant Commander.

IN COMMAND.

ENCL. (1 in number)
No 1 Appendix A.

H.M.A.S. Cowra.
At Melbourne.
4th October, 1952.

The Senior Officer,
First Training Squadron.
H.M.A.S. Latrobe.

Appendix No 1 to Report Of Proceedings for September, 1952.

Distance steamed during September	2253-1 Miles
Time underway during September	240 20/60 hours
Average fuel consumption	9-93 miles per ton
Distance steamed since re commissioning	31917-0 Miles
Time underway since re-commissioning	3307 38/60 Hours

(R.Jameson)
Lieutenant Commander.

IN COMMAND.

File No 4336:12:70

N.I.D. INTERNAL CIRCULATING CHIT.

Subject: "Cowra" - Proceedings - August.

TITLE OF OFFICER TO WHOM FORWARDED.	INITIALS.	REMARKS.
C3		
SO		
(R)		
ADNI	10/10.	
→ C3	Reference Para 13.	Have we detailed these port facilities?
NHRS		
(for retention).		

No further action. 30/10.

RECIPIENTS PLEASE SIDELINE POINTS OF INTEREST.

26 SEP 1952

ADNI

Yes. Contained in ACB 251, and 264 "Port Facilities - Australia Station". There is one 450' x 60' wharf - no handling facilities - as far as I can ascertain, no HMA Ships have visited Alwarstone.

PART

H336-12-70

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. Cowra REPORT OF PROCEEDINGS. August 1952.

S.N.O. 14/10

2nd N.M. 14/10

3rd N.M. 17/10

4th N.M.

D.A.W.O.T. 21/10.

D. of P. 22/10

4th N.M. 27/10

Ops. (N). 28/10

N.S. 30/10

D.N.I. 31/10

H.P.B. 10/11

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

N.A. 2nd N.M.(X) 13/11

D. of M. 13/11

D.P.M. 17/11

D.N.A. 19.11.52 "Colac's" troubles have been dealt with separately

D.E.(N). 26/11

D.O.U.W. Seen by Dogs 5/12

D.N.M.S. 12.11

N.S. 18/12

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

21 Nov 1953

D.N.M.S. BRANCH
19 DEC 1952
NAVY OFFICE

26/9

DEPARTMENT OF THE NAVY

MINUTE PAPER

H336-12-70

C.441/45.

SUBJECT: Amah Cowra Report of Proceedings August 1952

DCNS 26/9

1st N.M. 29/9

N5 (For further circulation)

D/DPS 30/9.

DCNP 2/10

DTSR 3/10

DOD 6/10

DNC 7/10

DRRF 9/10

7.10.52

10.10.52 HNB (N5)

31/10

Duplicate copy to DNI 26/9/1952

D.R.R.F.
7 - OCT 1952
NAVY

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. 0485-9/120/6

Flinders Naval Depot,
VICTORIA.

GD.

23 SEP 1952

H.C.P.

The Secretary,
Naval Board,
MELBOURNE.

REPORT OF PROCEEDINGS - H.M.A.S. "COWRA"
AUGUST, 1952

Submitted for the information of the Naval Board the attached (Attached on reg) Report of Proceedings of H.M.A.S. "COWRA" for the month of August, 1952.

COMMODORE.

H.M.A.S. Cowra,
At Hobart.
2nd September, 1952.
601/RETURNS

The Senior Officer,
First Training Squadron.
H.M.A.S. "Latrobe".

H.M.A.S. Cowra - Report of Proceedings - August 1952.

Submitted hereunder in accordance with C.N.O. 107 of 1948 the report of the proceedings of Her Majesty"s Australian Ship under my command for the month of August, 1952.

2. Friday 1st August found "Cowra" at Port Melbourne having completed an RANR training cruise in New South Wales waters. The clas ses were returned to H.M.A.S. "Lonsdale" at 1000 on Saturday 2nd.

3. On Monday 4th, a new class of twenty four R.A.N.R. ratings joined the ship from H.M.A.S. "Lonsdale" for thirteen days continuous training. In company with H.M.A.S. "Colac", "Cowra" proceeded at 0500 on Tuesday 5th for Port Lincoln.

4. At 1645 on Wednesday 6th, both ships anchored in Ante-Chamber Bay, but a very strong tide race made boat work impossible. "Colac" and "Cowra" proceeded at 2000 and anchored off Port Lincoln at 1008 the following morning, having spent 2 hours at sweeping exercises.

5. "Cowra" proceeded for sea boat drills in Boston Bay at 1330 and secured alongside "Colac" at Port Lincoln Wharf at 1530.

6. At 1400 on Friday 8th both ships proceeded for Adelaide. The weather deteriorated rapidly and whilst rounding the Althorpe Islands during the dog watches a most uncomfortable beam swell was encountered. "Colac" reported steering and pump troubles during this passage but in spite of several delays the ships arrived at Fairway Buoy, Port Adelaide on time on the morning of the 9th.

7. At 0707 "Cowra"s" steering shaft connecting pins in the C.O."s cabin sheered with several degrees of starboard rudder on. This was the narrowest part of the entrance channel and the ship pulled up, beam on to the leads, only a few feet from the breakwater. Manoeuvering by main engines, the ship entered the outer harbour and berthed under emergency steering at Outer Harbour wharf to effect repairs. This was completed by 1000 when the ship proceeded up river and berthed on "Colac" at number 1 wharf Port Adelaide, at 1115.

8. "Cowra" and "Colac" shifted berth to "H" wharf for fuel at 1030 on Monday 11th and proceeded down river at 1520. After "Colac" had stopped twice for feed pump repairs "Cowra" was ordered to proceed independently at 2040. "Colac" returned to Adelaide.

9. On Tuesday 12th at 0800 "Cowra" ancho red off Port Lincoln and berthed alongside at 1000.

10. At 0600 on Wednesday 13th "Cowra" slipped and proceeded. Gunnery practices were carried out at N.N.E. Rock at 1030. Rendezvous was kept with "Colac" in Back Stairs Passage at 1800 and both ships proceeded in company for Port Melbourne. At 2150 "Colac" reported serious electrical failures and ordered "Cowra" to assume duties of O.T.C.

Enclosure to Report of Proceedings - August, 1952

(a)	Distance Steamed During the Month	2194-3 Miles
(b)	Hours Underway During the Month	218 17/60 Hours
(c)	Average fuel Consumption	12-04 Miles/Ton
(d)	Distance Steamed since re-commissioning	29663 -9 Miles
(e)	Hours underway since re-commissioning	3067 18/60 Hours

R. Jameson Lt-Cdr RN

(R. Jameson)
Lieutenant Commander.

INNCOMMAND.

11. At 0530 on Friday 15th, heavy fog was encountered off the entrance to Port Phillip and it was not until 1430 that visibility was sufficient to allow the ships to enter. "Cowra" secured alongside "Colac" at Dockyard Pier, Williamstown at 1717 to commence a seven days boiler cleaning period.

12. At 0700 on Monday 25th "Cowra" shifted berth for fuel and proceeded for Westernport at 0930. Rough seas delayed the ship two hours. Thirty two initial period National Service recruits stokers and L.B."s were embarked by 1900 when "Cowra" proceeded for sea.

13. The ship secured alongside at Devonport at 1530 on Tuesday 26th. Arrangements were made with the Rev C.K. Warren, Lieutenant Commander R.N.R. (retired), C.O. of the Ulverstone Sea Cadet unit to embark 6 cadets for the passage to Hobart. The Commanding Officer called on the harbour master at Ulverstone and investigated the Port facilities.

14. At 0900 on Thursday 28th "Cowra" proceeded from Devonport and arrived at Hobart the following day, securing at Elizabeth Pier at 1530.

15. On Sunday 31st The Rev Lawrence L. Nash Chaplain R.A.N. conducted divine service onboard after divisions.

16. The conduct of the ship"s company has been satisfactory throughout the month. During the last cruise the sickness rate has increased slightly, especially amongst trainees, but this is thought to be seasonal.

R. Jameson Lt Cdr RN

(R.Jameson)
Lieutenant Commander.

IN COMMAND.

Encl. 1.
Appendix A.

4/10

DEPT. OF NAVY
4336-12-70

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. Cowra REPORT OF PROCEEDINGS. July 52

S.N.B. 1/10

2nd N.M. 2/10

3rd N.M. 3/10

4th N.M. 7/10

D.A.W.O.T. 7/10.

D. of P. 8/10

Ops. (N). 8/10

N.5. 10/10

D.N.L.

H.P.B. 14/10

A.A. 2nd N.M.

N.A. 2nd N.M.(X) 16/10

D. of M. 15/10

D.D.M. 20/10

D.N.A. 22/10

D.E.(N) 23/10

D.O.U.W. 2/11

D.N.M.S. 4.11

N.5. 21/11

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

2 Oct 1957

11/12

D.N.S. BRANCH
13 NOV 1952
NAVY OFFICE

D.N.M.S. BRANCH
11 NOV 1952
NAVY

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336/12/70

C.441/45.

SUBJECT: HMAS Cowra — Report of Proceedings — July 52

DNI — (for retention)

CS 4/9

50 16/IX.

(12) 18/9

ADNI 22/9.

NHRS

— Separate Copy in Circulation —

DEPARTMENT OF THE NAVY

MINUTE PAPER

A336/12/70

C.441/45.

SUBJECT: HMAS Cowra - Report of Proceedings - July '52

DCNS Para 20. 4/9

1st NM 5/9

~~NS~~ HN (for further circulation)

D/DPS 9/9

(DCNP) - later 26/10 A.O.L.

DTSR 12/9

DOD 12/9

for DNC 16/9

DRRF 19/9/52

HN(NS) 26/9/52

11/9

D. R. R. F.
22 SEP 1952
NAVY

Note Duplicate Copy to DNI

ACK. BY A.S. 1330 Y
-2 SEP A

Royal Australian Navy.

DEPT OF THE NAVY
84 6334

4336	12	70

PP/s 4336/12/54 DE(N) 26.8.52(DT)

IN REPLY PLEASE QUOTE
No. 0475-5/120/6 Rot.

Flinders Naval Depot,
VICTORIA.

29 AUG 1952

NJH

H.N. 3/9/52

The Secretary,
Naval Board,
MELBOURNE.

REPORT OF PROCEEDINGS - H.M.A.S. "COWRA" - JULY, 1952.

Attached on Reg

Submitted for the information of the Naval Board, the attached Report of Proceedings of H.M.A.S. "COWRA" for the month of July, 1952.

COMMODORE.

4336·12·70

H.M.A.S. "Cowra"
10th August 1952.
566/Returns

The Senior Officer,
First Training Squadron,
H.M.A.S. "Latrobe".

H.M.A.S. "Cowra" - Report of Proceedings July 1952

Submitted herewith in accordance with C.N.O. 107 of 1948 the report of the proceedings of Her Majesty's Australian Ship under my command during the month of July 1952.

2. The First of the month found "Cowra" secured at West Wing Station Pier Port Melbourne. The availability for leave period continued until Monday 7th, when 38 R.A.N.R. (National Service) Ratings were embarked from H.M.A.S. "Lonsdale".

3. At 1420 the ship proceeded to Williamstown for fuel, and from the oil lighter to sea at 2015. Thick fog was encountered in Port Phillip and "Cowra" anchored in Dromana Bay at 0105 on Tuesday 8th. Weighing at 0730, fog was again encountered at Queenscliff, and "Cowra" anchored twice more before the entrance started to clear at 1005 when the ship proceeded for Westernport. "Cowra" entered Hanns Inlet and secured to the Naval Depot Wharf at 1355.

4. At 0930 on Thursday 10th the Commodore Superintendent of Training, Commodore D.H. Harries R.A.N. paid his official return call on the Commanding Officer.

5. "Cowra" slipped at 1400 and proceeded to Port Melbourne, securing alongside Station Pier at 1955.

6. At 0830 on Friday 11th "Cowra" shifted berth to Williamstown for fuel, and returned to Port Melbourne at 1225.

7. On Saturday 12th the ship embarked a party of Scouts of the First Yallourn North Troop and proceeded for seaboat exercises in Port Phillip at 0830. Reberthing on West Wing Station Pier at 1530, the visitors were landed and "Cowra" proceeded in company with "Colac" at 1700.

8. The Tamar Entrance was reached at 1330 on Sunday 13th after an uneventful passage in continuous heavy rain. A river pilot was embarked and both ships secured at Launceston at 1730.

9. During the forenoon of Monday 14th the Commanding Officers paid calls on the Mayor and the Master Warden of the Harbour Board. Both calls were returned onboard H.M.A.S. "Colac".

10. With a party of Launceston Sea Cadets on board each ship, "Colac" and "Cowra" proceeded down river at 0830 on Tuesday 15th. Rough seas prevented the pilot cutter from calling alongside and the pilots seemed quite keen to accompany us to Devonport.

11. Gunnery Practices were carried out on passage before securing at the Overseas Wharf, Devonport, at 1530. The Sea Cadets and Pilots then returned to Launceston by road.

12. On Wednesday 16th the Commanding Officers of both ships paid calls upon the Civic Warden and the Deputy Master Warden of the Port. These calls were returned onboard both ships during the afternoon.

13. "Colac" and "Cowra" proceeded in company for Port Philip at 0900 on Thursday 17th and arrived after a rough but uneventful passage at first light on Friday 18th. "Cowra" proceeded direct to fuel and effect minor repairs at Williamstown, shifting berth to Station Pier at 1330.

14. On Saturday 19th the R.A.N.R. (N.S.) class was disembarked. A further class was embarked on Monday 21st and "Cowra" proceeded in company with "Colac" for New South Wales Waters at 2300.

15. After a delay of an hour after dropping a depth charge which failed to explode "Cowra" joined "Colac" at anchor in Jervis Bay at 1730 on Wednesday 23rd. The following day was spent carrying out boat drills in the sheltered water.

16. At 0500 Friday 24th both ships started for Sydney but "Colac" reported a serious defect, and both ships anchored off the Hole in the Wall. At 0700 anchors were weighed but on clearing Point Perpendicular very rough seas were encountered and "Cowra" followed "Colac" back to our previous anchorage. The weather moderated during Sunday afternoon and both ships proceeded at 2200 for Sydney.

17. After fueling from Kurraba Oil Wharf commencing at 0730 "Cowra" shifted berth to alongside "Colac" on "Shoalhaven" at the Cruiser Wharf, Garden Island at 1430. A call was made by the Commanding Officer on the Senior Officer, First Frigate Squadron, Captain S.H. Beattie, V.C., R.N. in "Shoalhaven".

18. At 1400 Tuesday 29th "Cowra" with "Colac" in company proceeded for Two Fold Bay and secured alongside Eden on Wednesday 30th July at 1050. A confused harbour swell made the berth uncomfortable for two ships together so "Cowra" shifted berth to the South side of the Pier at 1315. The Harbour Master met the ships as we arrived, and a call was made on the Civic representative during the afternoon.

19. At 0600 on Thursday 31st "Cowra" with "Colac" in company, proceeded for Port Philip, where, after an uneventful passage, the ships berthed on the Oil Fuel Lighter, Gelibrand Pier, at 1330 on Friday 1st August.

20. During the month the ship has rapidly regained the cleanliness which was lost during the availability for leave period. The conduct and health of the ship's company have been satisfactory. The engine-room department again merits special mention for efficiency. The R.A.N.R.(N.S.) ratings embarked were carrying out their first period of Annual Training and settled in remarkably quickly. From the way they carried out their various duties it could be seen that their previous training had not been forgotten.

Enclosures (1 in number)

1. Appendix "A".

R. Jameson, Lt Cdr RN

R.Jameson,
Lieutenant Commander

IN COMMAND.

ENCLOSURE TO REPORT OF PROCEEDINGS (JULY 1952)

APPENDIX "A"

Distance steamed during the month.	1727.7 miles.
Time under way during the month.	169 31/60 hours.
Average fuel consumption.	10.1 miles.
Total distance steamed since Recommissioning (20th February,1951)	27469.6 miles.
Time under way since Recommissioning (20th February,1951)	2849 1/60 hours.

R. Jameson Lt Cdr RN

R.Jameson,
Lieutenant Commander,
IN COMMAND.

DEPARTMENT OF THE NAVY 27/8

MINUTE PAPER

PART 4336/12/54

C.441/45.

SUBJECT: HMAS Cowra – Report of Proceedings – May – June 1952

27/8

DCNS 27/8

1st NM 28/8

HN (for further circulation)

D/DPS 4/9.

DCNP 5/9

DTSR 10/9 9/9/52

DOD WK 12/9.

DNC for 16/9.

DRRF 23/9 19/9/52

HN (NS) 26/9/52

a/a.

22/9/52

Note Duplicate Copies to DNI 26/8

DEPARTMENT OF THE NAVY.

DEPT. OF NAVY 4336-12-54

MINUTE PAPER.

SUBJECT: H.M.A.S. Cowra REPORT OF PROCEEDINGS May - June 1952

P.S.N.B. 30/9.

2nd N.M. 1/10

3rd N.M. 3/10

4th N.M. 7/10.

D.A.W.O.T. 8/10

D. of P. 8/10

Ops. (N). 8/10

N.5. 9/10

9.10.52 D.N.L. 10/10.

H.P.B. 21/10

20.10.52

A.A. 2nd N.M. 22/10

N.A. 2nd N.M.(X) 24/10

D. of M. 24/10

29 OCT 1952

D.D.M.

29.10.52 DHA 31.10.52

D.E.(N). 6/11

D.O.U.W. 12/11

D.N.M.S. 16.11

20/11/52 N.5.

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

20 Oct 217

D.N.M.S.
13 NOV 1952
NAVY

DEPARTMENT OF THE NAVY

MINUTE PAPER

H336/12/5K

C.441/45.

SUBJECT: HMAS Cowra – Report of Proceedings – May June 1952

– Separate Copy in Circulation –

Not received yet

DNI – for retention

CS

SO 9/9.

(R) 10/9

14/9. Coded signature

NHRS

4336·12·54

H.M.A.S. "Cowra",
May 1952.

537/Returns

The Commodore Superintendent of Training,
Flinders Naval Depot.

H.M.A.S."COWRA" - Report of Proceedings - May 1952.

The following report of proceedings during the month of May for Her Majesty's Ship under my command is submitted in accordance with C.N.O. 107/48 and Commodore Superintendent of Training's Confidential Letter No. 04496/120/6 dated 3rd July, 1952.

1. H.M.A.S. "COWRA" in company with H.M.A.S."COLAC" anchored off HOBART, TASMANIA, at 0320 on Saturday 3rd May. Details of our rough Tasman Sea crossing were given in the report of proceedings for April. Both Ships shifted berth to the oiling wharf at 0930 where they remained for the week-end.

2. The ships was open to public inspection between 1400 and 1700 on Saturday and Sunday. As the visit was an unexpected one no official calls were made and there was no organised entertainment.

3. At 1230 on Monday 6th both ships proceeded and after and uneventful trip arrived off Hann's Inlet at 0750 on Wednesday 7th. The previous training classes were landed and 16 C.B!s and 14 Supply Recruits were embarked. One Lieutenant Commander R.A.N.R. joined the ship for two weeks training.

4. The Commanding Officers of "Cowra" and "Colac" paid an official call on the Commodore Superintendent of Training, Commodore D.M. Harries R.A.N. at 0930.

5. At 1030 "Colac" and "Cowra" proceeded by West Channel for Port Melbourne. After fueling both ships secured at West Wing, Station Pier at 1700.

no end?

6. H.M.A.S. "Cowra" proceeded independently at 1350 on Thursday 8th and carried out seaboat drills in Port Philip. At 1700 the ship anchored in Corio Bay, 228 degrees Lascelles Wharf, 5 cables.

7. At 0700 the following morning H.M.A.S. "Cowra" weighed and commenced crepesa sweeping exercises. On completion the ship secured on H.M.A.S. "Latrobe" at West Wing, Station Pier at 1130.

8. Dense fog delayed sailing for Westernport on Monday 12th for two hours. At 1000 "Cowra" and "Colac" proceeded cautiously arriving off Hann's Inlet at 1610. After landing the Supply Recruits both ships proceeded for Burnie at 1710.

9. Officer-of-the-Watch ship handling exercises were carried out during Tuesday forenoon. Both ships secured at Ocean Wharf, Burnie at 1430. The berth proved quite uncomfortable owing to an Easterly swell.

10. At 0915 on Wednesday 13th both ships proceeded for Devenport having embarked a party of Burnie Sea Cadets for the trip. Visual signalling exercises and Bofors firings were carried out en route. The ships secured at the North end of the Overseas Wharf, Devenport at 1530. "Cowra" and"Colac" were opened for public inspection from 1600 to 1730.

11. Both ships proceeded at 0900 on Thursday 15th. During the afternoon "A" sweeps were exercised. Training Classes were exchanged whilst at anchor off Hann's Inlet, Westernport between 0840 and 1100 on Friday 16th and the ships proceeded to Port Melbourne securing at West Wing, Station Pier at 1730.

At 0745 Monday 19th "Cowra" fueled at Williamstown and proceeded at 1030 to rendezvous with "Colac" and "Latrobe" off Grant I. After an uneventful but rough passage the three ships came to anchor in Cold Bay at 1720 on Tuesday 20th.

4336·12·54

H.M.A.S. "COWRA",
May 1952.

HMA.S. "Cowra" - Report of Proceedings - May 1952

13. Wednesday 21st was spent off Eden carrying out routine harbour drills until 1700 when the Flotilla proceeded for Sydney. Officer-of-the-Watch Manoeuvres were carried out en route. On arrival, at 1518 on Thursday 22nd, "Cowra" berthed at Karraba Oil Wharf for fuel. Berth was shifted to Garden Island at 1700.

14. On Monday 26th "Cowra" proceeded at 0830 in company with "Wagga" and "Cootamundra" and carried out "A" sweep exercises until 1130. "Cowra" then joined "Latrobe" and proceeded to Jervis Bay arriving at 1845. "Colac" was found at anchor.

15. At 0900 on Tuesday 27th the three ships proceeded in company to Waterloo Bay where we anchored at 1740 on Wednesday 28th after an uneventful but rough passage. Waterloo Bay gave little shelter and "Colac" and "Cowra" proceeded at 0600 on Thursday 29th.

16. After carrying out seaboat drills in Westernport, "Cowra" anchored off Hann's Inlet to land training classes at 1630.

17. On Friday 30th "Cowra" proceeded at 1020 for Williamstown where the ship entered the Dry Dock at 1750 and reverted to forty eight hours notice for steam.

18. The general health and conduct of the ship's company has been most satisfactory.

R. Jameson
Lt Cdr RN

R. Jameson
Lieutenant Commander.

IN COMMAND

Enclosures. (one in number).
(1). Appendix No. 1.

4336·12·54

H.M.A.S. "Cowra",
May 1952.

The Commodore Superintendent of Training,
Flinders Naval Depot.

Appendix No. 1 to Report of Proceedings for May 1952.

Distance steamed during May.	3012.9 miles
Hours underway during May.	285-13/60 hours
Average distance per Ton of Fuel.	10.4 miles
Total Distance since Re-commissioning (20th February 1951)	25741.9 miles
Total Hours Underway since re-commissioning (20th February 1951)	2679-13/60 hours.

R. Jameson Lt Cdr RN

R.JAMESON
Lieutenant Commander/

IN COMMAND

4336·12·54

H.M.A.S. "Cowra",
May 1952.

The Commodore Superintendent of Training,
Flinders Naval Depot.

537/Returns

H.M.A.S."COWRA" - Report of Proceedings - May 1952.

The following report of proceedings during the month of May for Her Majesty's Ship under my command is submitted in accordance with C.N.O. 107/48 and Commodore Superintendent of Training's Confidential Letter No. 04496/120/6 dated 3rd July, 1952.

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2. The ships was open to public inspection between 1400 and 1700 on Saturday and Sunday. As the visit was an unexpected one no official calls were made and there was no organised entertainment.

3. At 1230 on Monday 6th both ships proceeded and after and uneventful trip arrived off Hann's Inlet at 0750 on Wednesday 7th. The previous training classes were landed and 16 C.B!s and 14 Supply Recruits were embarked. One Lieutenant Commander R.A.N.R. joined the ship for two weeks training.

4. The Commanding Officers of "Cowra" and "Colac" paid an official call on the Commodore Superintendent of Training, Commodore D.H. Harries R.A.N. at 0930.

5. At 1030 "Colac" and "Cowra" proceeded by West Channel for Port Melbourne. After fueling both ships secured at West Wing, Station Pier at 1700.

6. H.M.A.S. "Cowra" proceeded indepently at 1350 on Thursday 8th and carried out seaboat drills in Port Philip. At 1700 the ship anchored in Corio Bay, 228 degrees Lascelles Wharf, 5 cables.

7. At 0700 the following morning H.M.A.S. "Cowra" weighed and commenced orepesa sweeping exercises. On completion the ship secured on H.M.A.S. "Latrobe" at West Wing, Station Pier at 1130.

8. Dense fog delayed sailing for Westernport on Monday 12th for two hours. At 1000 "Cowra" and "Colac" proceeded cautiously arriving off Hann's Inlet at 1610. After landing the Supply Recruits both ships proceeded for Burnie at 1710.

9. Officer-of-the-Watch ship handling exercises were carried out during Tuesday forenoon. Both ships secured at Ocean Wharf, Burnie at 1430. The berth proved quite uncomfortable owing to an Easterly swell.

10. At 0915 on Wednesday 13th both ships proceeded for Devonport having embarked a party of Burnie Sea Cadets for the trip. Visual signalling exercises and Bofors firings were carried out en route. The ships secured at the North end of the Overseas Wharf, Devenport at 1530. "Cowra" and"Colac" were opened for public inspection from 1600 to 1730.

11. Both ships proceeded at 0900 on Thursday 15th. During the afternoon "A" sweeps were exercised. Training Classes were exchanged whilst at anchor off Hann's Inlet, Westernport between 0840 and 1100 on Friday 16th and the ships proceeded to Port Melbourne securing at West Wing, Station Pier at 1730.

12. At 0745 Monday 19th "Cowra" fueled at Williamstown and proceeded at 1030 to rendezvous with "Colac" and "Latrobe" off Grant Point. After an uneventful but rough passage the three ships came to anchor in Two Fold Bay at 1720 on Tuesday 20th.

4336·12·54

H.M.A.S. "COWRA",
May 1952.

HMAS "Cowra" - Report of Proceedings - May 1952

13. Wednesday 21st was spent off Eden carrying out routine harbour drills until 1700 when the Flotilla proceeded for Sydney. Officer-of-the-Watch Manoeuvres were carried out en route. On arrival, at 1518 on Thursday 22nd, "Cowra" berthed at Karraba Oil Wharf for fuel. Berth was shifted to Garden Island at 1700.

14. On Monday 26th "Cowra" proceeded at 0830 in company with "Wagga" and "Cootamundra" and carried out "A" sweep exercises until 1130. "Cowra" then joined "Latrobe" and proceeded to Jervis Bay arriving at 1845. "Colac" was found at anchor.

15. At 0900 on Tuesday 27th the three ships proceeded in company to Waterloo Bay where we anchored at 1740 on Wednesday 28th after an uneventful but rough passage. Waterloo Bay gave little shelter and "Colac" and "Cowra" proceeded at 0600 on Thursday 29th.

16. After carrying out seaboat drills in Westernport, "Cowra" anchored off Hann's Inlet to land training classes at 1630.

17. On Friday 30th "Cowra" proceeded at 1020 for Williamstown where the ship entered the Dry Dock at 1750 and reverted to forty eight hours notice for steam.

18. The general health and conduct of the ship's company has been most satisfactory.

R. Jameson
R. Jameson
Lieutenant Commander.

IN COMMAND

Enclosures. (one in number).
(1). Appendix No. 1.

4336·12·54

H.M.A.S. "Cowra",
May 1952.

The Commodore Superintendent of Training,
Flinders Naval Depot.

Appendix No. 1 to Report of Proceedings for May 1952.

Distance steamed during May.	3012.9 miles
Hours underway during May.	285-13/60 hours
Average distance per Ton of Fuel.	10.4 miles
Total Distance since Re-commissioning (20th February 1951)	25741.9 miles
Total Hours Underway since re-commissioning (20th February 1951)	2679-13/60 hours.

R.JANESON
Lieutenant Commander/

IN COMMAND

H.M.A.S. Cowra
At Port Melbourne.
3rd July, 1952.

The Commodore Superintendent of Training,
Flinders Naval Depot.

H.M.A.S. Cowra - Report of Proceedings - June, 1952.

Submitted 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, 1952.

The entire month of June was spent at 48 hours notice for steam whilst mid-winter leave was being given. The ship was dry docked at Williamstown on the 30th May and refloated on Friday 6th June after bottom scraping had been completed. Bad weather prevented H.M.A.S. Colac and H.M.A.S. Cowra being towed to Port Melbourne the same day and this movement took place on Tuesday the 10th June. The remainder of the month was spent at West Wing Station Pier.

Exceptionally bad weather, especially prolonged South East winds made the berth quite uncomfortable for the two ships. Although no damage was sustained the expenditure of berthing wires was quite heavy.

The availability was so short that it necessitated sending almost the entire ships company on leave together. Working parties from Flinders Naval Depot assisted a little in routine jobs but there were periods when no working party was available and no work could be carried out at all. This left the ship in a deplorable state in which to commence the next month. Victualling wa s partly simplified by both ship"s companies merging and using one ship at a time for galley and refrigerator.

Electrical power proved a great problem during the Station Pier period. A.C. current was available from shore but the rotary converter supplied by H.M.A.S. Lonsdale was most unreliable and the combined loads required by H.M.A.S. Colac and H.M.A.S. Cowra made constant reversion to ship"s diesels necessary.

Defects were dealt with as far as dockyard staff could be spared to work onboard but less than a quarter of the items have been completed, meanwhile ship"s staff work has mounted in the absence of key ratings.

The general health and conduct of the ship"s company has been most satisfactory. The number of compassionate leave, draft and release requests appears to be increasing slowly.

R. Jameson Lt Cdr RN

(R.Jameson)
Lieutenant Commander.

IN COMMAND.

Enclosures. (One in number)
(1) Appendix No 1.

H.M.A.S. Cowra
At Port Melbourne.
3rd July, 1952.

The Commodore Superintendent of Training,
Flinders Naval Depot.

Appendix Number 1 to Report of Proceedings for June, 1952.

Distance steamed during during June	Nil.
Hours underway during June	Nil.
Average distance per ton of fuel	-
Total distance since re-commissioning (20th February, 1951)	25741.9 Miles.
Total hours underway since re-commissioning (20th February, 1951)	2679 30/60 Hours.

R. Jameson

(R.Jameson)
Lieutenant Commander.

IN COMMAND.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

4336/12/54

SUBJECT: H.M.A.S. Cowra REPORT OF PROCEEDINGS. April '52

S.N.O. 26/6

2nd N.M. 26/6.

27/6 3rd N.M. 27/6

4th N.M.

DAWOT

D. of P. 2/7

Ops. (N). 2/7

N.5. 7

5/7 D.N.L.

14/7 H.P.N. 15/7.

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

NA 2nd N.M. (X) 17/7

D. of M. 18/7.

D.D.M. 21/7

A/DEWT 25/7

D.E. (N) 28/7.

D.O.U.W.

D.N.M.S. 19.11

20/11/54 N.5. 21/11

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

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. 04296/120/6

Flinders Naval Depot,
VICTORIA.

27 MAY 1952

NJH

The Secretary,
Naval Board,
MELBOURNE.

HN 9/5

REPORT OF PROCEEDINGS - H.M.A.S. "COWRA"
APRIL, 1952.

Submitted for the information of the Naval Board, the attached Report of Proceedings of H.M.A.S. "COWRA" for the month of April, 1952.

COMMANDER
for COMMODORE
(Absent - Sick).

4336/12/54

449/Returns

H.M.A.S. Cowra,
At Sea.
6th May, 1952.

The Commodore Superintendant of Training,
Flinders Naval Depot.

H.M.A.S Cowra - Report of Proceedings for April, 1952.

The first of the month found H.M.A.S. Cowra alongside Flinders Naval Depot during an availability period. A working party of eighteen recruit stokers with a Petty Officer in charge was provided by Flinders Naval Depot for boiler cleaning and was responsible for the program of s hip"s staff work keeping to schedule. They were assisted by number 14 class (Recruit National Service Stokers) embarked for training, who divided their time between work below and seamanship instruction. Similarly number 15 class (Recruit Communication Ratings) divided their time between painting ship overall and training, the latter including flag hoisting, semaphore, flashing and preliminary Signal Book introduction as well as seamanship.

The Commanding Officer paid an official call on The Commodore Superintendant of Training on 1st April and saw all the heads of departments in Flinders Naval Depot connected with the ship in any way. A firm liason was established.

Training classes were exchanged P.M. on Thursday 3rd April to allow H.M.A.S. Cowra to catch the evening tide down Hann"s Inlet the same day, anchoring at Westernport at 1830. At 0800 on Friday 4th April the ship weighed and proceeded for Port Melbourne via West Cha nnel and secured in the inner berth West Wing Station Pier at 1400. The remainder of the weekend was taken up by storing, completing painting and recreation.

H.M.A.Ships "Latrobe" and "Gladstone" were berthed at West Wing on the outer side and an official call was made on T.S. One on Saturday 5th. That evening Lieutenant J. Berry R.A.N.V.R. joined for four weeks continuous training. On Sunday the ship was opened to visitors from 1300 to 1700.

H.M.A.S. Cowra shifted berth at 0800 on Monday 7th to Williamstown (O.F.L. 1203) for fuel and H.M.A.S. Colac secured alongside at 0900. It was about this time that several cases of "Measles" were reported onboard. The gangway was closed and a request for a Medical Officer despatched. Morale dropped as visions of our forthcoming New Zealand cruise faded .

Surgeon Commander D.D. Coutts R.A.N.V.R. inspected both ship"s companies and certified an outbreak of German Measles, advising the landing to Flinders Naval Depot of five "Cowra" trainees and two "Colac" trainees. Symptoms indicated at least ten days incubation and suggested an epidemic in the Naval Depot Recruit School. The Medical Officer prophesied more cases onboard but that it would not prevent our proceeding for Aukland. H.M.A.S. Colac slipped at 1330 and H.M.A.S. Cowra followed her out of Port Phillip via West Channel.

The next five days were completely uneventful. The weather remained perfect for our crossing and work in preparing the ship for visits to New Zealand Ports went on smoothly side by side with National Service training.

H.M.A.S. Culgoa was sighted at 2330 L.M. on Saturday 12th and the next afternoon all three ships formed up, entering the Bay of Islands and anchored off Russel at 1815. H.M.A.S. Colac fuelled from H.M.A.S. Culgoa and proceeded up river for water at Opua on Monday 14th but it was considered that H.M.A.S. Cowra had sufficient of both commodities to reach Aukland.

Recreational leave was granted each day in the afternoons and twenty ratings attended a dance given for them at Opua. Painting and touching up were completed and the group looked very smart in their beautiful surroundings.

The three ships weighed at 0600m on Tuesday 15th and secured at Calliope wharf, Aukland at 1730, H.M.A.S. Culgoa alongside H.M.N.Z.S. Bellona at the east end and Colac and Cowra at the extreme west. H.M.N.Z.S. Tui who is carrying out the same duties as "Colac and "Cowra" in her own Navy was our host ship for the stay and was berthed on the same jetty.

Official calls were made by all three Commanding Officers together on the Naval Officer in Charge Aukland, (Captain A E T Christie O.B.E. D.S.C. R.N.) The chairman of the Aukland Harbour Trust , The Deputy Mayor of Aukland, The Senior Officer New Zealand Squadron (Captain G.V.M. Dolphin D.S.O. R.N.) and the Mayor of Devonport. All return calls were received by the three Commanding Officers onboard H.M.A.S. Culgoa.

The entertainment program arranged for Officers kept everyone extremly busy throughout our stay and it is doubtful if they saw anything of the country side at all. The R.N.Z.N; The Navy League and the Royal New Zealand Yacht Squadron were the principal hosts. The ships company and the National Servicemen were granted as much leave as possible and were entertained in a similar lavish manner as the Officers. No definate instructional work was carried out in harbour.

The three ships proceeded at 0700 on Friday 18th for Napier. H.M.A.S. Culgoa proceeded independently to arrive early whilst "Cowra" and "Colac" made 12 knots carrying out Officer of the Watch manoeuvres at 1430 on Saturday 19th.

Some difficulty was experienced by both ships on berthing as the original requirement was alongside a jetty, bows out with the wind blowing across the jetty. Manoeuvering room was very small owing to shallow water. H.M.A.S. Cowra was later ordered to berth bows inwards on the windward side of the jetty which was extremely easy. This necessitated shifting berth at 0600 the following morning to ensure room for a large Chinese merchant ship. The wind had gone down a little during the night and the manoeuvre was completed in 15 minutes using an anchor to hold the bows into the wind. The berth was not very comfortable for two ships alongside each other owing to a short swell rounding the breakwater.

The official calls were dealt with by the Commanding Officer of H.M.A.S. Culgoa. All Officers were entertained by the Hawkes Bay Club and a clear day on Sunday gave everyone the opportunity of viewing the 1931 earthquake results which are quite phenomenal. Most of the men returned to the ship loaded with fruit of all descriptions.

On Sunday 20th H.M.A.S. Cowra provided the fifth platoon consisting of one Lieutenant and forty ratings for a parade through Napier. Lieutenant Commander A.J.Ford R.A.N. Commanding Officer of "Colac" lead the five armed platoons and two local bands through the main streets to the Cathedral and returned by the same route after the service. It is considered that the National Servicemen did extremely well and the Ship"s Company who took part were quite enthusiastic.

On the next leg of our cruise, Napier to Lyttleton, Cowra streamed and recovered wire sweeps once for each watch of National Servicemen H.M.A.S. Culgoa spent this time gaining ground for a night encounter exercise. "Colac" and "Cowra" darkened ship at sunset on Monday 21st and acted as target for the Frigates exercise.

All three ships anchored together in Akaroa Harbour at 1815 on Tuesday 22nd and remained there for the night. The next morning, with everyone admiring the pretty setting of the settlement we weighed anchor at 0900. Cowra conducted Officer of the Watch manoeuvres between 1000 and 1130 and the ships secured at number 4 wharf Port Lyttleton at 1400. The local press remarked on the speedy berthing which, for the 3 ships at the same jetty, could not have taken more than 5 minutes from H.M.A.S. Culgoa"s first heaving line to all being snug.

Official calls were again dealt with by the Senior Officer of our group. All Officers were entertained at a Cocktail Party given by the Navy League and the ship"s company were entertained at a dance later in the same lounge. The ship was open to visitors from 1300-1500 on Thursday 24th.

A Sub-Smash paper exercise was carried out by the local authorities during Thursday 24th but as the revelant signals, including exercise completed were all delivered to the ship by hand together about 1900 there was nothing "Cowra" could do in the way of taking part. It is understood that H.M.A.S. Culgoa is forwarding reports for all ships.

Cowra and Colac slipped and proceeded for Dunedin at 1400 on Friday 24th Culgoa proceeding later and caught up at 0430 the following morning. In company the 3 ships steamed up the well defined channel passed Port Chalmers and secured at Dunedin shortly after 0900.
Culgoa berthed at the Cross (Main Street) jetty whilst the two sweepers secured abreast at Victoria Wharf.

It was discovered that our usual furnace fuel was not available in the port but, after consulting the Engineer Officer of Culgoa we embarked 94 tons of Marine Dieseline (S.G. ·901). Later some of this was consumed neat at 130 degrees temperature using a pressure of 125 - 130 pounds to ensure a forward fire and safe guard the brick work. This proved quite satisfactory. Almost normal pressure and temperature were used when mixtures of Admiralty Quality and Marine Dieseline were involved.

As our stay was so short, less than 24 hours the local authorities reduced the organised entertainment to purely official calls which were carried out by the Commanding Officer of Culgoa. The freedom was welcomed by the Officers as it gave them time to see the city. Free transport on public conveyances was much appreciated by all as were the tour information provided by the Mayor with his letter of welcome to the city.

At 0800 on Sunday 27th all ships were ready to proceed but a slight delay was caused by the discovery of a suspected pneumonia case in my ship. The National Serviceman was landed and, except for Culgoa"s Medical Officer still being in Colac we left harbour for our much looked forward to visit to Milford Sound, at 0820. The Medical Officer was repatriated by whaler after clearing Otago Harbour.

At twelve knots, two above our most economical, we followed H.M.A.S. Culgoa and H.M.A.S. Colac through the Foveaux Straights and up the wes t coast of the South Island of New Zealand.

Instead of our planned visit to Milford Sound and refuelling during the night at George Sound a change of plan was soon evident as "Culgoa" entered Dusky Passage at 0800 on 28th and with a cheery "wait and see" to our plea for information, plunged into the drizzly scotch mist that filled the fiords.

After a dreary passage through Acheron Channel the ships came back to the sea via Breaksea Sound and at 1530 filed into George Sound where an even greater shock awaited me. "Culgoa" anchored in Anchorage Bay and "Colac" was called alongside for fuel, and I was invited to proceed to Milford Sound if I was keen to see it. I asked if I was fuelling but was told I wasn"t. As it would have been dark by the time we arrived at Milford I ~~asked if~~ said I would wait at the entrance to George for "Colac". We were 30 tons short of full fuel capacity at this time.

H.M.A.S. Colac completed fuelling and the two minesweepers set course at 1745 l.m. for our planned land fall - Gabo Island.

The following forenoon (29th) the barometer began to fall and half-a-gale was blowing from the northwards by noon. The swell and wind continued to increase and veered slowly round to the North North East while "Colac" conned us to meet them. Revolutions were reduced until we finally lost steerage way on occasions and had to resort to operating telegraphs to keep head on to the seas. The barometer reached a minimum at 0200 and began to rise again slowly. The wind backed to almost Westerly.

The ships behaved admirably although the seas reached 30 feet and the wind at least 100 knots. Bumping and heavy rolls were only experienced when the ships yawed either into or away from the shortening swell. Constant rounds showed dry mess decks.

During daylight on the 30th we made about 2-3 knots Westward right into the wind which remained fairly steady at force 8. During the following night the wind backed slowly until we were steering almost due South at 0700. I was seriously concerned regarding the fuel situation.

By noon on 1st May the weather had moderated sufficiently for both ships to steer for Hobart at 9 knots. Speed was gradually increased until we attained 12 knots at 1800. Although a second depression was reported following the one tha t we had experienced we anchored off Hobart at 0320K on Saturday 3rd May without further incident. On dipping tanks prior to fuelling at 0900 it was recorded we had ten tons of useable fuel remaining.

Considering the New Zealand cruise overal I think the Tasman crossings were of great value to the training cause - including the bad weather which has given Officers, ship"s company and trainees great confidence in and enthusiasm for minesweepers. The crowded program of very short stays in the different ports and the dashes between them made a large amount of routine work and left little opportunity for balanced training. A more leasurely program with longer calls at fewer places would seem more useful. The fuel problem would have been negligable had there been more sympathy between ships of different types or if each type of ship had formed a seperate squadron and routed in relation to it"s capacity.

A weak link in a good chain at the moment is the poor catering and cooking onboard which are receiving personal attention.

The behaviour of all onboard has been of an exceptionally high standard this month. The engineroom department have kept up a high standard of efficiency and the appearance of the ship inside and out has been very satisfactory at all our ports of call

Distance steamed 1st April - 3rd May	3981	[redacted] Miles
Time Underway	401 11/60	[redacted] Hours
Average Distance per Ton of Fuel		10 - 1 Miles
Total distance since re-commissioning		22729 Miles
total time underway		2394 17/60 Hours

R. Jameson Lt Cdr RN
(R. Jameson)
Lieutenant Commander.
IN COMMAND.

6/6

DEPARTMENT OF THE NAVY.

4336 - 12 - 54

MINUTE PAPER.

SUBJECT: H.M.A.S. Cowra REPORT OF PROCEEDINGS. March '52

S.N.B. 27/5

2nd N.M. 28/5

3rd N.M. 29/5

4th N.M.

DAWOT 6/6

D. of P. 6/6

Ops. (N) 6/6

N.P. 14/6

P.M.L. 12/6

H.P.B. 17/6

A.A. 2nd N.M. 18/6

NA 2nd NM (X) 15/6

D. of M.

D.D.M. 14/6

A/DE(N) 25/6

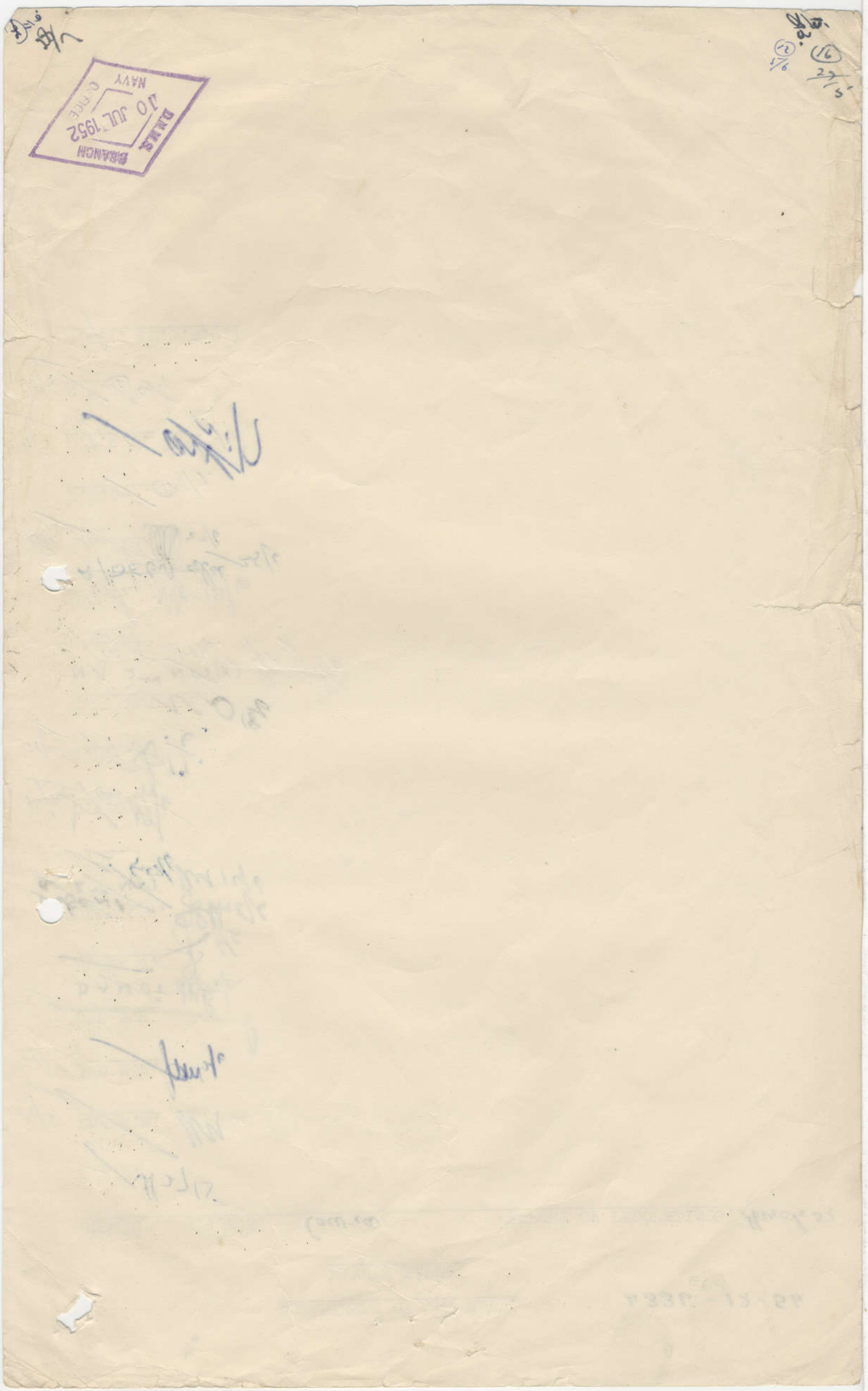
D.E. (N) 27/6

D.O.U.W. 8/7

D.N.M.S. 9/7

N.P. 24/7

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



23/5

9/5

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336/12/54

C.441/45.

SUBJECT: HMAS Cowra – Report of Proceedings – March 1952

D C N S

1st N M 15/5

~~H N~~ (for further circulation)

D/D P S 14/5

15/5 D C N P ~~later please~~ A.O.L. 15/5 19/5

21/5 D T S R 22/5

D O D 23/5

D N C 26/5

H N (N5)

22/5

Note Duplicate Copy to D N I (9/5/52)

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. 04166/120/6

Flinders Naval Depot,
VICTORIA.

HN 18/4/16

1 MAR 1952

NJH

The Secretary,
Naval Board,
MELBOURNE.

HN7/5

REPORT OF PROCEEDINGS - H.M.A.S. COWRA
MARCH, 1952.

Submitted for ~~the~~ consideration information of the Naval Board, the attached Report of Proceedings of H.M.A.S. COWRA for the month of March, 1952.

COMMODORE
SUPERINTENDENT OF TRAINING.

4336/12/54

H.M.A.S. Cowra,
At Port Melbourne.
4th April, 1952.

The Commodore Superintendant of Training,
Flinders Na val Depot,

4B/Returns

H.M.A.S. Cowra - Report of Proceed ings to March 17th, 1952.

Saturday 1st March and Sunday 2nd March were spent alongside Fitting Out Wharf Garden Island. Rounds of the mess decks were carried out on Saturday 1st and Divisions were held on Sunday 2nd March.

At 0900k on Monday 3rd March H.M.A.S. Cowra in company with H.M.A.S. Culgoa and H.M.A.S. Colac cast off and proceeded. After a quick passage all ships anchored in Salamander Bay 1746k.

Tuesday 4th March was spent a t a nchor with the hands employed cleaning ship and the R.A.N.R (N.S.) undergoing training.

At 0845K on Wednesday 5th March H.M.A.S. Cowra weighed and proceed -ed to alongside H.M.A.S. Culgoa for fuel. Twenty one tons were embarked in one hour. H.M.A.S. Cowra cast off at 1300k and until 1510k was under way in Salamander Bay carrying out sea boat exercises. At 1830k H.M.A.S. Cowra weighed and proceeded in company with H.M.A.S. Culgoa and H.M.A.S. Colac and proceeded for Sydney.

At 0602 on Thursday 6th March H.M.A.S. Cowra secured on H.M.A.S. Colac on the Norther end of Fitting Out Wharf Garden Island. At 1200k H.M.A.S. Cowra cast off and proceeded with H.M.A.S. Culgoa and H.MA.S. Colac to the rendezvous with H.M.A.S. Cootamundra and H.M.S. Thorough for a pro - submarine exercise. The exercise commenced at 1310k and was completed by 1525k when H.M.A.S. Cowra entered harbour astern of H.M.A.S. Culgoa and H.M.A.S. Colac. H.M.A.S. Cowra secured to the Northern end of Fitting Out Wharf at 1615k, H.M.A.S. Colac secured on H.M.A.S. Cowra at 1952k.

All the R.A.N.R. (N.S.) trainees were landed at 0815k on Friday 7th March and taken to Long Bay rifle range for musketry exercises. Seven lenghts of new cable were embarked by Dockyard Pers onnel to replace the seven shackles of cable which had been condemned on survey in January 1952.

Saturday 8th March and Sunday 9th March were s pent alongside. Rounds of the mess decks were carried out at 1040 on Saturday 8th March.

At 2100k on Sunday 9th March H.M.A.S. Cowra in company with H.M.A.Ships Shoalhaven (Foxl) Condamine Culgoa Coota mundra Wagga and Colac cas t off and proceeded for a full day exercise period. The first of the exercises began on leaving harbour when the Fleet Minesweepers formed a target for a shadowing exercise by the Frigates.

After the completion of an exercise submarine attack H.M.A.S. Cowra in company with H.M.A.S. Culgoa entered Port Stephens and a nchored in Nelson Bay. At 1120k H.M.A.S. Cowra in company with H.M.A.S. Colac weig weighed and proceeded to join H.M.A.S. Condamine off Port Stephens Light House. At 1240k the 3 ships joined up with the remaining Frigates a nd screening exercises were carried out. The Task Element returned to harbour and anchored at 1836k.

At 1145k on Tuesday 11th March, 1952 H.M.A.S. Cowra in company with H.M.A.S. Condamine and H.M.A.S. Colac weighed and proceeded. The remaining ships were encountered at 1300k and single line ahead was formed in preparation of the close range firings, at a sleeve target towed by a Beaufighter. Prior to this exercise 3 Beaufighters carried out a rocket attack on a splash target towed by H.M.A.S. Cootamundra then cannon attacks at a smoke float dropped by H.M.A.S. Shoalhaven and H.M.A.S. Condamine. Unfortunately after only one round had been fired the Bofors jammed. The stoppage was not cleared until after completion of the exercise.

At 1530k a cross ways search scheme was commenced and completed at 1710k. At 1940k the Fleet Minesweepers parted company with the Frigates and between 2125 and 2225k the Port wire sweep was streamed and a sweep in "G" formation exercised. Between 2245k and 0255k the vessels lay hove to.

At 0255k on Wednesday 12th March the Fleet Minesweepers formed single line ahead and set course to join Fox 1 and Condamine. At 0530k a screen was formed on H.M.A.S. Shoalhaven and screening exercises carried out until 0730k when H.M.A.S. Cowra in company with H.M.A.S Condamine and H.M.A.S. Colac entered Port Stephens anchoring in Salamander Bay at 0836k. H.M.A.S. Colac went alongside H.M.A.S. Culgoa at 0937k for fuel.

At 1145k H.M.A.S. Cowra in company with H.M.A.S Colac weighed and proceeded. After clearing Port Stephens a line of 6 dans was layed for use during a sweeping exercise. This exercise commenced at 1228k and was completed at 1248k. On completion the dans were recovered. It is the first time since recommissioning that H.MA.S. Cowra has acted as a dan layer. It was found that the organisation evolved in the ship for both laying and recovering worked very satisfactorily.

After all the dans were recovered the Fleet Minesweepers formed up in single line ahead in preparation for a N.E.X. This was however cancelled at 2000k. At 2330 the remainder of Task Element 75-40 formed a bent line screen on H.M.A.S. Shoalhaven in preparation for a submarine attack exercise. This formation was maintained until 0700K when H.MA.S. Cowra was detached to proceed to Port Jackson to embark Lieutenant Commander R. Jameson R.N. After embarking this Officer H.M.A.S.Cowra proceeded to Karraba and embarked 60 tons of furnace oil. After clearing Sydney heads at 1340k H.M.A.S. Cowra joined H.M.A.S. Colac and both ships were detached for Wes ternport.

It is felt that the exercise period was of considerable value particularly to the Officers and is hoped that H.M.A.S. Cowra may take part in s imilar exercise periods in the future.

The pas sage to Wes ternport was uneventful and H.M.A.S.Cowra anchored off Hann"s Inlet a t 0900k on Saturday 15th March.

Classes were exchanged at 0930k on Saturday 15th and H.M.A.S. Cowra remained at a nchor until 0800K on Monday 17th March when she weighed and proceeded to Williamstown securing on O.F.L. 1203 at 1400k. H.M.A.S. Latrobe (T.S. 1) was passed off West Channel Beacon.

Lieutenant Commander R. Jameson R.N. superseded Lieutenant Commander D.H. Stevens R.A.N. in command of H.M.A.S. Cowra at 1430k.

Total Distance Steamed 1st - 17th March	1408 Miles
Total Hours Underway 1st - 17th March	143 3/60 Hours
Average Distance per Ton of Fuel	10 - 1 Tons

Signed

(D.H. ?Stevens)
Lieutenant Commander.

IN COMMAND.

H.M.A.S. Cowra.
At Flinders Naval Depot,
1st April, 1952.

The Commodore Superintendant of Training,
Flinders Naval Depot.

H.M.A.S. Cowra - Report of Proceedings - March, 1952.

At 1500k on 17th March, 1952 I, Lieutenant Commander Robert Jameson Royal Navy, assumed command of H.M.A.S. Cowra.

The ship was secured alongside O.F.L. 1203 at Williamstown, Victoriaembarking fuel and fresh water. H.M.A.S. Colac was secured outboard of H.M.A.S. COWRA and H.M.A.S. CULGOA was secured astern. Both ships were also fuelling.

Forty two National Service recruits were onboard H.M.A.S. COWRA number 14 class (Stokers) and number 15 class (Communication Ratings) This was their third day in the ship and they had settled down well.

At 1500 H.M.A.S. COLAC slipped and H.M.A.S. Cowra followed her out of Port Phillip Bay via West Channel. A departure screen exercise was carried out by the 3 ships but was most unsuccessful owing to the bad communications.

The group remained in screening formation throughout the night and a zig-zag was carried out for a short period during the forenoon of March 18th. Between 1630 and 1740 Officer of the Watch manouvres were carried out. Erroneous signal reports again spoilt the exercises.

After passing through Backstair passage at first light on 19th H.M.A.S. Culgoa parted company. Between 1000 and 1130 both minesweepers were streamed and recovered 3 times., - once by each watch of National Servicemen.

At 1745 the ship in company with H.M.A.S. Colac came to anchor off the town pier at Port Lincoln. The following day was taken up with harbour training including boat pulling. I paid an official call on the Commanding Officer H.M.A.S. Colac at 1130.

On Friday 21st H.M.A.S. Cowra weighed and carried out practical seaboat drills in Boston Bay. All trainees took their turn to be slipped and hoisted. They appeared to enjoy the instruction and seem very keen.

The ship secured alongside the "River Mitta" at the Port Lincoln commercial jetty for fresh water at 1145 and slipped again at 1345 carrying out a number of anchorings and weighings for instructional purposes before securing at Kirton Point Wharf about 1500. H.M.A.S. Colac secured on H.M.A.S. Cowra at 1627.

Saturday 22nd was spent cleaning ship including mess deck rounds. By the state of the living quarters it was judged that the trainees had learned quite a lot about ship board life.

Leave was granted in Port Lincoln to the watches each day - ship"s company and National service natives to 0730 - normal national servicemen until midnight. The standard of behaviour and dress ashore was very good.

Both ships got underway about 0500 on Sunday 23rd March and proceeded for Port Adelaide. H.M.A.S. Colac reported a suspected appendicitus case onboard and went ahead at best speed.

H.M.A.S. Cowra carried out a 4" shoot at North North East rock commencing at 0840. The ship"s comany crew fired 20 rounds in all with the trainees acting as loading numbers and ammunition supply party.

Two depth charges were dropped at 100 feet and 50 feet settings at 0908 and 0921 respectively, the ship doing 210 revolutions (14-5 knots) at the time.

at 1715 we entered Port Adelaide outer harbour and secured at Musgrave wharf north end at 1830. H.M.A.S. Culgoa and H.M.A.S. Colac were found secured at the Sugar Company wharf.

Owing to the change of commanding officers some difficulty was experienced in obtaining the ship"s companys pay as the cheque had been made out to my predecessor. After a trip to the Adelaide Commonwealth bank head office in company with the senior clerk from H.M.A.S. Torrens the cash was eventually drawn. On completion an official call was made upon the Resident Naval Officer.

Similar leave was granted in Port Adelaide as in Port Lincoln. There were no incidents. The ships naval store rating was landed as a suspected appendicitus case on Tuesday 25th and was detained for observation.

At 1430 on Wednesday 26th H.M.A.S. Cowra proceeded down river and was joined by H.M.A.S. Colac from fuelling. A departure screen was exercised at the entrance, H.M.A.S. Culgoa acting as the main body. A zig-zag was exercised from 1636, a few minutes after we had formed the screen until 1744. Officer of the watch manouvres were carried out between 1745 and 1815 and these were far more succesful than previously. On completion the ships formed single line ahead for the night passing through Backstair passage about 2115.

On Thursday a signal hoisting exercise was carried out from 1030 to 1100 after which H.M.A.S. Culgoa parted company for Hobart.

H.M.A.S. Colac had engine trouble 1400 and 1720 which delayed both ships considerably. H.M.A.S. Cowra prepared to tow aft but was not required. At 0517 on Friday 28th March H.M.A.S. Cowra proceeded independantly for Westernport anchoring at 1105.

The ship got underway again at 1400 proceeding up Hann"s Inlet and secured at Flinders Naval Depot wharf at 1449 to commence seven days availability period. Boiler cleaning, preparing for painting overall and the settling of minor queries with the depot staff started immediately on arrival.

Total Distance Steamed During March	2560-8 Miles
Total Hours Underway During March	247 36/60 Hours
Average Distance per Ton of Fuel	10-6 Miles
Total Distance steamed since recommissioning	19251-9 Miles
Total Hours Underway since recommissioning	2045 14/60 Hours.

R. James Lt Cdr RN

(R. Jameson)
Lieutenant Commander.

IN COMMAND.

H336-12-54

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

RECEIVED
6 JUN 1952
D.O.U.W.

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

February 1952

S.N.O. 13/5

2nd N.M. 13/5

3rd N.M. 13/5

4th N.M. 15/5

DAWOT 15/5

D. of P. 20/5

~~Ops. (N).~~ 21/5

~~N.S.~~ 21/5

D.N.L. 22/5

H.P.B. 23/5

A.A. 2nd N.M.

N.A. 3rd N.M. 25/5

D. of M. 27/5

D.D.M. 28/5

~~A/DEGW~~ 3/6

D.E. (N). 3/6

D.O.U.W. 16/6/52

D.N.M.S.

N.S. 9/7

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

D.N.M.S. BRANCH
20 JUN 1952
NAVY OFFICE

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336/12/54

C.441/45.

SUBJECT: HMAS Cowra – Report of Proceedings – February '52

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DCNS 17/4

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DCNP 22/4

DISR 28/4

DOD 28/4

DNC 29/4

HN(N5)

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Royal Australian Navy.

DEPT OF THE
4336/12/54
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IN REPLY PLEASE QUOTE
No. 04065/120/6

File 3NN 9/4/52

VG

Flinders Naval Depot,
VICTORIA.

9 APR 1952

The Secretary,
Naval Board,
MELBOURNE.

7/N 15/4

H.M.A.S. COWRA - REPORT OF PROCEEDINGS
FEBRUARY, 1952

Submitted for the information of the Naval Board the attached Report of Proceedings of H.M.A.S. COWRA for the month of February, 1952.

attached on negotiation

J.A. Buchanan

COMMODORE
SUPERINTENDENT OF TRAINING

24/4

TO. The Commodore Superintendant of Training, Flinders Naval Depot.

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

Date. 6th March, 1952. REF. No. 394/Returns

Subject. H.M.A.S. Cowra - Report of Proceedings - February, 1952.

Friday 1st February to Monday 4th February was spent at anchor off Portsea. This period was spent in cleaning and painting ship throughout. One watch of the R.A.N.R. ratings was kept under instructions The time at anchor proved very profitable and by Monday 4th the ship looked quite smart.

At 1400k on Monday 4th February H.M.A.S. Cowra in company with H.M.A.S. Colac weighed and proceeded. The heads were cleared at 1440 and course was set for Wilsons Promontary.?

At 0550K on Tuesday 5th February "Action Stations" were exercised and at 0600K four inch and Bofors surface firings commenced, using Pyramid Rock as a target. This shoot was completed by 0645 and course was set for Burnie. At 1335K the wire sweep was streamed, this exercise was carried out twice more until 1500K by which time all watches of R.A.N.R. ratings had acted as sweep deck crew. At 1615K H.M.A.S. Cowra secured at North side Jones Pier, Burnie.

Wednesday 6th February was spent alongside cleaning ship and with R.A.N.R. classes engaged in boat pulling instructions.

On Thursday morning the death of His Majesty King George V1 wa s confirmed and colours were half-masted. H.M.A.S. Cowra cast off and proceeded at 0730k to rendezvous with T.S. 1 in H.M.A.S. Latrobe with H.M.A.S. Colac in company. Before the rendezvous was effected H.M.A.S. Cowra requested permission to exercise sea-boat drills, commencing at 0900K. These were completed at 1100k and course was set to rejoin T.S. 1. This was effected at 1300k and course was set for Port Phillip.

Port Phillip was entered at 0410k and west channel cleared at 0520k. Between 0530 and 0705 manouvres were carried out. At 0730k H.M.A.S. Cowra was detached and proceeded to anchor off Gellibrand Pier. H.M.A.S. Latrobe and H.M.A.S. Colac proceeding to O.F.L. 1203 for fuel. At 1030k H.M.A.S. Cowra weighed and proceeded to O.F.L. 1203 , fuelling was completed by 1150k when H.M.A.S. Cowra cast off and proceeded alongside H.M.A.S. Colac at West Wing Station Pier securing at 1210k.

At 1055K Lower Deck was cleared and at 1100k Colours hoisted for the accession of Her Majesty, Queen Elizabeth 11.

Saturday 9th and Sunday 10th was spent alongside H.M.A.S. Colac at West Wing Station Pier.

At 1000k on Monday 11th February Lieutenant Commander W.F. Evans R.A.N. repaid an official call. At 1018k R.N.O. Port Melbourne"s signal D.T.G. 110010z ordering "Standby Sub-Smash" was received. At 1130k H.M.A.S. Colac and H.M.A.S. Cowra cast off and proceeded at 13 Knots. At 1449k F.O.I.C. N.S.Wales signal D.T.G. 110412z cancelling "Sub-Smash One" was received and speed reduced to 10knots. The remainder of the passage to Sydney was uneventful and H.M.A.S. Cowra secured on H.M.A.S. Colac at South side Kurraba Oil Wharf at 1448K on Wednesday 15th February Berth was shifted to alongside H.M.A.S. Colac at Fitting Out Wharf at 1630k securing at 1701k.

Thursday 14th February was spent alongside H.M.A.S. Colac at Fitting Out Wharf. The R.A.N.R. Classes were conducted through H.M.A.S. Watson and H.M.A.S. Rushcutter during the afternoon.

At 0830k on Friday 15th February H.M.A.S. Cowra cast off and proceeded forming astern of H.M.A.S. Colac. At 1059k H.M.A.S. Cowra

cleared the bar at Broken Bay and at 1140k came to anchor off Scotland Island. At 1200k two minutes silence was observed in respect for His Majesty the late King George VI.

The weekend was spent at anchor with the hands employed cleaning ship and the R.A.N.R. Classes engaged in boat pulling instruction. At 1000k on Sunday the hands went to divisions and prayers on the forecastle after which the message to the fleet from Her Majesty Queen Elizabeth II was read.

At 1240k H.M.A.S. Cowra in company with H.M.A.S. Colac weighed and proceeded, crossing the bar at 1311k. The weather on leaving the shelter of Broken Bay was most unpleasant and remained so for the next 24 hours. The four inch surface firings that had been arranged for 1330k were cancelled and the two ships ploughed south more often through than over the fifteen foot swell.

After rounding Gabo the weather improved and at 0910k on Wednesday 20th February the wire sweep was streamed to illustrate a lecture on minesweeping given by the Executive Officer. At 1515k identities were exchanged with H.M.A.S. Anzac bound for Westernport. At 1830k H.M.A.S. Cowra and H.M.A.S. Colac anchored off Port Arlington.

At 0700k on Thursday 21st February H.M.A.S. Cowra weighed and proceeded to carry out sea boat exercises. On completion H.M.A.S. Colac proceeded alongside O.F.L. 1203 and H.M.A.S. Cowra secured on her at 1015k. At 1225k H.M.A.S. Cowra cast off and proceeded, securing on H.M.A.S. Colac at West Wing Station Pier at 1257k.

Saturday 23rd and Sunday 24th February were spent alongside West Wing Station Pier. H.M.A.S. Gladstone secured on H.M.A.S. Latrobe at 0830k on Saturday 23rd.

At 0830k on Monday 25th February H.M.A.S. Cowra cast off and proceeded in company with H.M.A.S. Colac to Westernport, anchoring at 1453k. Classes 11 and 12 of R.A.N.R. (NS) were embarked and H.M.A.S. Cowra in company with H.M.A.S. Culgoa and H.M.A.S. Colac sailed to commence the first National Service cruise of 1952.

The passage to Eden was quiet and uneventful and all ships anchored in Twofold Bay. At 1948k on Tuesday 26th February. H.M.A.S. Condamine was at anchor on our arrival.

H.M.A.S. Cowra remained at anchor in Twofold Bay until 1600k on 28th February. During this period the R.A.N.R. (NS) ratings went to instruction with the emphasis being placed on boat pulling.

At 1105k on Friday 29th February after an uneventful passage H.M.A.S. Cowra secured on H.M.A.S. Colac at South end of Fitting Out Wharf, Sydney.

The health of the ship"s company has been good. There was the usual high incidence of sea sickness amongst the R.A.N.R. (NS) ratings during the first two days of their cruise. The conduct of the ship"s company has been quite good and the morale appears to remain high.

Total Distance steamed during February	2241-7 Miles
Total Hours underway during February	215 28/60 Hours
Average distance per ton of fuel	11-3 Miles
Total distance since recommissioning	16691-1 Miles
Total hours underway since recommissioning	1788 38/60 Hours

(D.H. Stevens)
Lieutenant Commander.

IN COMMAND.

(x)

9/4

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

4336-12-54

Lt DNMS 3/4/54

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

January 1952

S.N.B. 31/3

2nd N.M. 31/3

3rd N.M. 2/4

4th N.M. 8/4

DAWOT 5/4

D. of P.

Ops. (N). 15/4

N.5. 12/4

18 APR 1954

D.N.L. 23/4

H.P.B.

A.A. 2nd N.M.

NA Inspection (x) 29/4

D. of M.

D.D.M. 30/4

A/DEN 3/5

D.E. (N). 15/5.

D.O.U.W. 23/5

D.N.M.S.

N.5. 11/6

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

2 Apr 57

D.H.M.S. BRANCH
23 MAY 1952
NAVY OFFICE

DEPARTMENT OF THE NAVY

MINUTE PAPER

H336-12-54.

C.441/45.

SUBJECT: HMAS Cowra Reports of Proceedings January 1952

File HP 11-3-52

DEN 24.3.52

DCNS 12/3

1st SL 13/3

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DCNP 13/3

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24/3

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HNB CNS.

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Royal Australian Navy.

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4NM 28·2·52

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Flinders Naval Depot,
VICTORIA.

4 MAR 1952

The Secretary,
Naval Board,
MELBOURNE.

H.M.A.S. COWRA - REPORT OF PROCEEDINGS
JANUARY, 1952

HN 6

Submitted for the information of the Naval Board the attached Report of Proceedings of H.M.A.S. COWRA for the month of January, 1952.

attached on Reg

COMMODORE
SUPERINTENDENT OF TRAINING

H.M.A.S. Cowra,
At Portsea.
1st February, 1952.
348/Return

The Commodore Superintendant of Training,
Flinders Naval Depot.

H.M.A.S. Cowra - Report of Proceedings for January, 1952.

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 January, 1952.

H.M.A.S Cowra remained alongside Dockyard Pier Williamstown until Wednesday 30th January. During this time refitting was continued and the ship"s company were employed in cleaning and maintenance.

Ammunition was embarked during the forenoon of Friday 25th January.

At 1000K on Saturday 26th January, the ship was sealed down for fumigation.

At 0800K on Monday 28th January the ship was opened up and the hands employed cleaning ship.

On Tuesday 29th January, thirty one R.A.N.R. ratings and one Lieutenant R.A.N.R. were embarked for their A.C.T.

At 0900K on Wednesday 30th January H.M.A.S. Cowra cast off and proceeded to O.F.L. 1203 for fuel. After embarking 80 tons H.M.A.S. Cowra cast off and proceeded for a short steaming trial. This was satisfactory and H.M.A.S. Cowra came to anchor off Faulkner Beacon at 1155K. Lieutenant P. Doyle R.A.N. embarked at 1215K to adjust the magnetic compass. The swing commenced at 1345K. At 1510K the swing was completed and H.M.A.S. Cowra weighed and proceeded to the vicinity of Gellibrand Pier to disembark Lieutenant P. Doyle R.A.N. and Mr. F.J. Dudley Senior Commissioned Electrical Officer R.A.N.

At 1600K in company with H.M.A.S. Colac H.M.A.S. Cowra proceeded to Portsea via South Channel. Both ships came to anchor at 1928K.

Thursday 31st January was spent at anchor off Portsea. The R.A.N.R. recruits being employed both at instruction and part of ship.

The morale of the ship still appears to be high. The ship"s company have settled down welland are working with a will to clean the ship. The period in dockyard hands has been well spent and the material condition of the ship both internally and externally has been improved very considerably.

The excellent workmanship and the desire to help shown by all concerned in Williamstown Dockyard has been much appreciated by the ship"s Officers and technical staff.

Total distance steamed during January	38-3 Miles
Total hours underway during January	5 34/60 Hours
Average Distance Per Ton of Fuel	6-38 Miles
Total distance since recommissioning	14449-4 Miles
Total hours underway since recommissioning	1573 10/60 Hours

(D.H. Stevens)
Lieutenant Commander.

IN COMMAND.

DEPARTMENT OF THE NAVY. 4336-12-54

MINUTE PAPER.

SUBJECT: H.M.A.S. Cowra REPORT OF PROCEEDINGS. 1

December 1954

S.H.B. 2/4

2nd N.M. 2/4

3rd N.M. 9/4/52 9/4

4th N.M. 10/4

DAWOT 16/4

D. of P. 18/4

Ops. (N). 18/4

N.S. 21/4

23 APR 1952

DNA 08/4/52

D.N.L. 20/4

H.P.E. 30/4

19/4

A.A. 2nd N.M.

NA 2nd NM (X) 1/5

D. of M.

D.D.M. 12/5

D.N. (N) 1/5 23/5 13/5

5/5

D.O.U.W. By DOUW 23/5

D.N.M.S. 20.5

N.D. 11/6

6/6

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

2 Sep 55

12/7 26/7

DEPARTMENT OF THE NAVY

MINUTE PAPER

H336-12-54.

C.441/45.

SUBJECT: HMAS Cowra Report of Proceedings December 1951.

DCNS MWA 12/3

1st NM 13/3

SHOFN (For further circulation).

DCNP 19/3

25/3

DTSR 24/3

DOD 27/3.

DNC 28/3.

HNB (NP)

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4336 - 12. 54

3NM 9/4/52

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Flinders Naval Depot,
VICTORIA.

4 MAR 1952

The Secretary,
Naval Board,
MELBOURNE.

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

HN

N5

Submitted for the information of the Naval Board the attached Report of Proceedings of H.M.A.S. COWRA for the month of December, 1951.

attached on Reg

J. Buchanan
COMMODORE
SUPERINTENDENT OF TRAINING

B"/3

TO : The Commodore Superintendent of Training,
Flinders Naval Depot.

FROM : Commanding Officer, H.M.A.S. "COWRA".

DATE : 23.1.52 REF. NO. 315/Returns

SUBJECT : H.M.A.S. "Cowra"- Report of Proceedings - December 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 December, 1951.

2. On Saturday, 1st December, 1951, "COWRA" was underway en route Port Adelaide. Between 0900K and 1200K a fuel consumption trial at 165 revolutions was carried out.

3. After an uneventful passage "COWRA" secured at No.4 berth, No.1 dock, Port Adelaide, at 0900IK on Sunday, 2nd December.

4. At 0130IK on Monday, 3rd December, "COWRA" shifted berth to alongside the Shell Company Wharf to fuel and to embark 40 R.A.N.R. ratings for thirteen days continuous training. At 1600IK "COWRA" cast off and proceeded. After clearing the Port Adelaide river, fuel consumption trial at 120 revs. was commenced.

5. At 0910IK when off N.N.E. Rock, action stations were exercised and 4" and Bofors firings were carried out. R.A.N.R. ratings were utilised as loading and supply numbers. "COWRA" secured at Kirton Point Pier, Port Lincoln, at 1340IK.

6. Wednesday 5th and Thursday 6th were spent alongside Kirton Point Wharf with the R.A.N.R. classes undergoing elementary seamanship training with the emphasis laid on boat pulling. This activity commenced at 0530 and continued until 1730.

7. At 0830IK on Friday 7th December "COWRA" cast off and proceeded to New Pier and berthed on M.V. WAIPARA in order to embark fresh water. At 1045 IK "COWRA" cast off and proceeded back to Kirton Point. It had been intended to exercise sea boat drills but the weather was unsuitable. The weather gradually deteriorated throughout the afternoon and evening until by 0800IK on Saturday a strong gale was blowing from the West. Additional lines were laid out and one boiler brought to five minutes notice. This blow died out by 1600IK on Saturday 8th December.

8. Captains rounds of the mess decks were carried out at 1045IK on Saturday 8th December.

9. At 1000IK on Sunday 9th December, 1951, hands were piped to divisions. On completion a number of the Articles of War were read to the assembled divisions.

10. At 0830IK on Monday 10th December "COWRA" cast off and proceeded. During the passage to the northern entrance the wire sweep was prepared in slow time, each move being explained to the assembled R.A.N.R. ratings by the Executive Officer. After clearing Boston Bay the wire sweep was streamed and recovered three times, each watch of R.A.N.R. acting as sweep deck crew.

On completion of the sweeping exercises "COWRA" came to anchor in Boston Bay at 1230. At 1320 "COWRA" weighed and proceeded. Until 1600 when "COWRA" secured at Kirton Point Jetty sea boat exercises were carried out. These were the most successful ever carried out during "COWRA's" entire period of training. This is attributed to the fact that the elementary training in boat pulling was still fresh in the minds of the recruits and that they had been correctly taught from the beginning. A great deal of credit is due to P.O.W. EVANS, O.N. 40356 the Chief Boatswain's Mate who

Mate who/

had taken particular pains to see the Reserve ratings were correctly taught in the elements of boat pulling and sea boat procedure.

11. Tuesday 11th December was spent alongside with the ship's company working part of ship and the Reserve ratings carrying out further instruction in various aspects of seamanship and ship safety.

12. On Wednesday 12th December after watering alongside M.V. WAIPARA at New Pier "COWRA" exercised the R.A.N.R. ratings at the helm, hand lead, rigging of the lower boom and provision derricks etc. "COWRA" secured at Kirton Point at 1600IK.

13. At 1300IK on Thursday 13th December "COWRA" cast off and proceeded for Port Adelaide. A fuel consumption trial at 80 revs. was commenced at 1400 and completed at 1800IK.

14. "COWRA" came to anchor off the Fairway Buoy, Port Adelaide at 0556IK on Friday 14th December, weighing at 0815 and proceeding to No. 4 Berth Outer Harbour. The R.A.N.R. class was disembarked and "COWRA" proceeded at 0945IK. A consumption trial at 180 revolutions was commenced at 1200IK and completed at 1600IK. From the consumption trials carried out during December and from previous trials, it is hoped to produce up to date figures for the completion of Form A.S. 231

15. After a most uncomfortable passage from Backstairs Passage to Cape Otway, "COWRA" secured alongside H.M.A.S. QUICKMATCH at 0530K at Inner East Gellibrand Pier.

16. At 0930K on Monday 17th December "COWRA" was shifted into the dry dock Williamstown and availability for leave commenced. The first leave party left the ship at 1200K.

17. Between Monday 17th December and Thursday 27th December, 1951, "COWRA" remained in the dry dock. At 1330K on Thursday 27th December "COWRA" and "COLAC" were shifted to alongside Inner West Dockyard Pier. There both ships remained during the remainder of the month.

The material condition of the ship is still quite good. The health of theship's company has been good and the morale remains high. It is considered that the ship's company have carried out their duties during the training period efficiently and cheerfully and despite the crowded conditions morale has always been high and competitive spirit always to the fore.

It is further considered that the excellent work done by the Engine Room Branch under the charge of C.E.R.A.C.F. PORTER, O.N. 28914 in keeping the ship running and in fulfilling every commitment required of them should be recorded.

The assistance rendered by the N.S. Instructors during cruises has helped the ship considerably and is much appreciated.

All in "COWRA" feel proud they have assisted in the successful completion of the first period of National Service Training.

Total distance steamed during December	-	1150·5 miles
Total hours underway during December	-	126 35/60 hours
Average distance per ton of fuel	-	10·95 miles
Total distance since recommissioning	-	14411·1 miles
Total hours underway since recommissioning	-	1567 36/60 hours.

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

H.M.A.S. Cowra
at Williamstown
22nd January 1952

Report in Accordance with C.N.O. 34 of 1949

(A) Four Hours

(B) 11.5 Knots

(C) .86 Tons Per Hour

(D) 13. 08 Miles Per Ton of Fuel

(A) Four Hours

(B) 12.1 Knots

(C) 1.02 Tons Per Hour

(D) 11.82 Miles Per Ton of Fuel

(E) To obtain additional data for Form S231 now in course of compilation- Commanding Officer H.M.A.S. Cowra only.

H.M.A.S. Cowra
at Williamstown
22nd January 1952

Report in Accordance with C.N.O. 34 of 1949

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14/3

DEPARTMENT OF THE NAVY.

4336/12/54

MINUTE PAPER.

SUBJECT: H.M.A.S. COWRA REPORT OF PROCEEDINGS.- November '51

S.N.B. 3/3

2nd N.M. 3/4

3rd N.M. 7/3

4th N.M. 13/3

D. of P.

Ops. (N). 17/3

N.S. 17/3

D.N.L. 21/3

R.P.D.

A.A. 2nd N.M. 25/3

D. of M. 27/3

D.D.M. 28/3

D.E. (N). 3/4

D.O.U.W. 11/4

D.N.M.S. 18/4

N.S. 29/5

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

38/5

D.N.M.S. BRANCH
16 APR 1952
NAVY OFFICE

17/8

(26)
3/3

(11) 12/3

BOTTOM LEFT
SEALED

Copy 1/3

DEPARTMENT OF THE NAVY

MINUTE PAPER

H336-12-54

C.441/45.

SUBJECT: HMAS Cowra Report of Proceedings November 1951

DCNS 8/2

1st SM 11/2

HNB (NB) for further circulation.

DNPd 18/2

DCNP 21/2

DTSR 22.2 25/2

DOD 26/2

DNC 26/2

HNB (NE) 25/2

St 4539

RECEIVED
5 FEB A.M
NAVY REGISTRY

Royal Australian Navy.

4336. 12. 54

IN REPLY PLEASE QUOTE

No. 03838/120/6

18/1/52

EW.

Flinders Naval Depot,
VICTORIA.
4 FEB 1951

The Secretary,
Naval Board,
MELBOURNE.

attached as reqd

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

Submitted for the information of the Naval Board the attahced Report of Proceedings of H.M.A.S. COWRA for the month of November, 1951.

H Buchanan
COMMODORE
SUPERINTENDENT OF TRAINING.

H.M.A.S. Cowra,
At Port Lincoln,
4th December, 1951.

The Commodore Superintendent of Training,
Flinders Naval Depot.

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

At 0830 on Thursday 1st November, H.M.A.S. Cowra weighed and proceeded for Beauty Point. The passage was uneventful until Banks Strait was entered at midnight on Thursday 1st November ~~and~~ there the short steep sea forced a reduction to 8 knots and it was not possible to increase until 0630K on Friday 2nd November.

The ship was met by the Warden, Councillor G.R. Gardiner, the President of the Beaconsfield Agricultural Show Society Mr. Kelb and various other District and Show Society Officials.

On Saturday 3rd November mess deck rounds were carried out at 1040K. At 1200K the Commanding Officer and Executive Officer attended an official luncheon at the Show Ground and participated in the official opening of the show by the Attorney General of Tasmania ~~and~~ the Honorable J. Fagan. In the evening the Ship"s Company were guests at a dance in Beaconsfield.

At 1000K on Sunday 4th November divisions were held on the forecastle. The Ship"s cricket team scored their first victory over a local team during the afternoon. The ship was open for public inspection from 1400 to 1700K.

At 1015K on Monday 5th November H.M.A.S. Cowra cast off and proceeded under charge of Captain Gibson, the local pilot. The sailing was delayed from 0900 to allow mail to be collected as it was thought the pay cheque may be in the mail. This proved to be the case. At 1325 seaboat exercises were commenced. Unfortunately after only four drops had been completed a four foot split developed in one plank of the boat and the exercises had to be abandoned. To avoid wasting time it was decided to stream the wire sweep. This was carried out at 1450. The sweep was recovered at 1515K. H.M.A.S. Cowra secured at North side Jones Pier Burnie at 1552K. Despite the fact it was a public holiday the manager of the local branch of the Commonwealth Bank went out of his way to provide the necessary monies for payment. This gesture was much appreciated.

Arrangements had been made to embark a number of Navy League Sea Cadets for instruction at sea during Tuesday 6th November. However the weather was appalling and it was decided not to proceed. The Cadets were given a conducted tour and a talk by the Executive Officer and coxswain C.P.O. T. Prior. The party landed at 1315K. Instruction was given to the RANR(NS) both onboard and in one of the wharf sheds where a jackstay was rigged out of the rain for use in instructions in Knots and splices. To maintain the tradition of leave on Melbourne Cup Day the hands secured at 1445 and leave was piped from 1515K.

At 0800K on Wednesday 7th November H.M.A.S. Cowra cast off and proceeded to rendezvous with H.M.A.S. LATROBE in position Mersey Bluff 158 Degrees 10 Miles. The passage to the rendezvous was most unpleasant, a heavy beam sea and swell causing rolls of up to 32 Degrees. The rendezvous was effected at 1000K and H.M.A.S. Cowra took station astern of H.M.A.S. Latrobe.

Course was set for Port Phillip at 10 Knots. Continuous seas over the forecastle made the conditions for bridge watchkeepers most unpleasant.

At 0335K on Thursday 8th November H.M.A.S. Colac joined and took station astern of H.M.A.S. Latrobe, H.M.A.S. Cowra being stationed astern of H.M.A.S Colac.

At 0410K on Thursday 8th November special sea dutymen were closed up for the passage through Port Phillip heads. West Channel was cleared at 0450K when speed was reduced to 8 Knots and course set for Port Melbourne. Simple manoeuvres were carried out between 0630 and 0740K. H.M.A.S. Cowra secured alongside O.F.L. 1203 at Outer East Dockyard Pier at 0845K. Fuelling commenced at 0955 but was almost immediately stopped owing to pump trouble. Fuelling finally finished at 1335K. H.M.A.S. Australia wearing the flag of F.O.C.A.F. Rear Admiral J.W. Eaton DSO DSC, Anzac (D10) and H.M.A.S. Condamine were in harbour when H.M.A.S. Cowra arrived. H.M.A.S. Cowra secured at Inner East Station Pier at 1422K.

At 1000K the Commanding Officer H.M.A.S. Cowra in company with the Commanding Officers of H.M.A.Ships Colac and Condamine waited on the Chief of Naval Staff, Vice Admiral Sir J. Collins K.B.E. C.B. and at 1030K on the second Naval Member Commodore R.R. Dowling D.S.O.

At 1100K on Friday 9th November mess deck rounds were carried out.

Saturday 11th and Sunday 12th November were spent alongside Inner East Wing Station Pier, the ship being open to Ship"s Company visitors during the afternoon of Sunday 12th November. Lieutenant J.J. Dolan R.A.N.R. joined for 13 days A.C.T.

At 0800K on Monday 12th November H.M.A.S. Cowra cast off and proceeded for Williamstown, securing on O.F.L. 1203 at 0825K. The whaler which had been landed for repair was hoisted inboard and H.M.A.S. Cowra cast off and proceeded for Westernport at 0900K. The ship came to anchor off Hann"s Inlet at 1556K. H.M.A.Ships Colac and Gladstone were at anchor and sailed at 1630 for Geelong. Classes were exchanged at 1600, classes 15 and 16 being discharged and classes 7 and 17 being embarked.

At 1400K on Tuesday 13th November H.MA.S. Cowra weighed and proceeded for Devonport. After an uneventful passage H.M.A.S. Cowra secured at Overseas Wharf Devonport at 1000K on Wednesday 14th November at 1550. The Commanding Officer and Ship"s Officers were present in the official party to welcome His Excellency the Governor of Tasmania, Sir Ronald Cross and Lady Cross. The ceremony of Blessing the Plough and the official opening of the show then took place. In the evening the civic reception to His Excellency the Governor took place at the Town Hall at 2000K This also was attended by the Commanding Officer and the Ship"s Officers.

During the forenoon of Thursday 15th November the Commanding Officer formed part of the party which, after a lavish morning tea at the home of Councillor W. Williams left for a motor tour of the districts inland of Devonport. It was most unfortunate that continual rain fell during the drive. At 2000K the Devonport Club held a reception to His Excellency the Governor and the Commanding Officer and the Ship"s Officers had the honour to be present.

It is felt however, that as the ship had been officially invited to attend for the Devonport Agricultural and Pastoral Society Show that a lot more than just free admission to the show, could have been given to the Ship"s Companyand National Servicemen. At the eleventh hour the Yacht Club were kind enough to throw open a dance to the Ship"s Company which they had previously arranged.

At 0500K on Friday 16th November H.M.A.S. Cowra cast off and proceeded for the Tamar River. The Pilot, Captain Woodruff was embarked off Port Dalrymole at 0820 and H.M.A.S. Cowra secured at Kings Wharf Launceston at 1205K.

At 1700K an official call was paid on the Mayor of Launceston Alderman Thyne, the Master Warden also being present. A reception to Sir Thomas Bennett which was being given by the Mayor and Council was attended at 1725K.

Mess Deck rounds were carried out at 1040 on Saturday 17th November and at 1000K on Sunday 18th November the hands were piped to divisions. The ship was open to public inspection from 1400 to 1700.

At 0600K on Monday 19th November H.M.A.S. Cowra cast off in charge of the Pilot, Captain Woodruff and proceeded down the Tamar River. The Pilot was disembarked at 0920K. At 1030 action stations were exercised and 4" firings carried out at a target constructed onboard. Ten rounds were fired using National Servicemen as loading numbers. The target was recovered at 1110 and course set for Banks Strait.

After an uneventful passage H.M.A.S. Cowra came to anchor in North West Bay off Margate at 1300K on Tuesday 20th November. The afternoon was spent in instructions and cleaning ship.

At 0900K on Wednesday 21st November H.M.A.S. Cowra weighed and proceeded. The wire sweep had been prepared and a lecture given by the Executive Officer after the hands had fallen in at 0800K. The sweeps were streamed and recovered three times, during the forenoon, thus allowing each watch of National Servicemen to form part of the sweep deck crew.

During the afternoon all National Servicemen were dropped as members of a seaboat"s crew. Considering this was their second time at least the efforts were poor. H.M.A.S. Cowra anchored off Margate at 1515K.

At 0845K on Thursday 22nd November H.M.A.S. Cowra weighed and proceeded. At 0910 a dan buoy was laid. The next two hours were spent at coming alongside the buoy. All Officers were given opportunities to handle the ship. At 1135K H.M.A.S. Cowra anchored off Oyster Cove. The afternoon was spent in cleaning ship while the National Servicemen went to boat pulling instruction.

At 0800K on Tuesday 23rd November H.M.AS. Cowra weighed and proceeded for Hobart, securing at Ocean Pier at 1000K.

Rounds of the mess decks were carried out at 1040K on Saturday 24th November. Lieutenant J.J. Dolan R.A.N.R. was discharged to H.M.A.S Lonsdale P.M. on Saturday 24th November.

At 1330K on Sunday 25th November H.M.A.S. Cowra cast off and proceeded for Westernport.

After an uneventful passage H.M.A.S. Cowra anchored off Hann"s Inlet at 0540K On Tuesday 29th November. H.M.A.S. Gladstone was at anchor when H.M.A.S. Cowra arrived. The two classes of National Servicemen were discharged at 0730K. H.M.A.S. Cowra weighed and proceeded at 0915K for Port Phillip. The trip was extremely rough and the passage through the Rip most impressive. H.M.A.S. Cowra secured alongside Inner West Wing Station Pier at 1516K. It was reported in the press that several ships could not leave Port Phillip owing to heavy seas at the Rip., and the wind force reported to be up to 54 M.P.H. In view of this it is felt that the ship behaved remarkably well and further illustrated the magnificient sea keeping qualities of the Australian built Fleet Mine Sweepers.

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At 1100K on Thursday 29th November the Second Naval Member, Commodore R.R. Dowling D.S.O. arrived onboard to return a call paidon him on Friday 9th November. After inspecting the guard and walking round the upper deck and mess decks Commodore R.R. Dowling was piped ashore at 1145K.

At 0800K on Friday 30th November H.M.A.S. Cowra cast off and proceeded to O.F.L. 1203 at Gellibrand Pier Williamstown. When fuelling had been completed at 1040K H.M.A.S. Cowra cast off and proceeded. H.M.A.S Gladstone was passed in Port Phillip North bound. The heads were cleared at 1250 and course set for Port Adelaide.

The material condition of the ship is good. A considerable amount of unpleasant weather has been experienced but the ship remains tight and free from leaks. The main and auxiliary machinery is running well there being no major breakdowns during the month.

The health and conduct of the Ship"s Company has been very good and the morale of the ship is still high.

Total distance steamed during November	1882 Miles
Total hours under way during November	194 47/60 Hours
Average distance per ton of fuel	11-4 Miles
Total distance since recommissioning	13360-6 Miles
Total hours under way since recommissioning	1441 2/60 Hours

D.H. Stevens.

(D.H. Stevens)
Lieutenant Commander.

Enclosure.

IN COMMAND.

H.M.A.S. Cowra,
At Port Lincoln,
4th December, 1951.

Report in Accordance with C.N.O. 34 of 1949.

(A) Three Hours

(B) 14 Knots

(C) 1-30 Tons Per Hour

(D) 10-7 Miles Per Ton of Fuel

(E) To obtain additional data for Form S231 now in course of compilation - Commanding Officer H.M.A.S. Cowra only.

272/Returns

H.M.A.S. Cowra,
At Port Lincoln,
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The Commodore Superintendent of Training,
Flinders Naval Depot.

H.M.A.S. Cowra - Report of Proceedings November 1951.

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Total hours under way during November	194 47/60 Hours
Average distance per ton of fuel	11-4 Miles
Total distance since recommissioning	13360-6 Miles
Total hours under way since recommissioning	1441 2/60 Hours

(D.H. Stevens)
Lieutenant Commander.

Enclosure.

IN COMMAND.

H.M.A.S. Cowra,
At Port Lincoln,
4th December, 1951.

Report in Accordance with C.N.O. 34 of 1949.

(A) Three Hours

(B) 14 Knots

(C) 1-30 Tons Per Hour

(D) 10-7 Miles Per Ton of Fuel

(E) To obtain additional data for Form 8231 now in course of compilation - Commanding Officer H.M.A.S. Cowra only.

DEPARTMENT OF THE NAVY.

4336/12/54

MINUTE PAPER.

SUBJECT: H.M.A.S. Cowra REPORT OF PROCEEDINGS. October '51

S.N.A. 20/

2nd N.M.

3rd N.M. 27/2

4th N.M. 3/3

DAWOT 3/3

D. of P.

Ops. (N). 5/3

N.S. 6/3.

D.N.L.

H.P.B.

A.A. 2nd N.M. 14/3

NA 2nd n (+) 17/3

D. of M. 17/3

D.D.M. 19/3

A.B.E.(N) 27/3

D.E. (N). 27/3

D.O.U.W. 24/4/52

D.N.M.S. 7/4

N.S. 18/4/52

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

D.N.M.S. BRANCH
4 - APR 1952

23/1

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336/12/54

C.441/45.

SUBJECT: HMAS Cowra - Report of Proceedings - October '51

~~DCNS~~ 23/1.

1st NM

HN(N5) (for further circulation)

~~DNI~~ 4/2

~~DPS~~ 6/2

~~DISR~~ 12/2

~~DOD~~ 13/2

~~DNC~~ 19 Feb.

12/2 HN(N5)

3011.

St 4589

Royal Australian Navy.

DEPT. OF THE NAVY

4336	12	54

IN REPLY PLEASE QUOTE

No. 03782/120/6.

RECEIVED A 17 JAN P.M NAVY REGISTRY

pp's 24 HN 18/10/52

Flinders Naval Depot,
VICTORIA.

15 JAN 1952

The Secretary,
Naval Board,
MELBOURNE.

HN 18/1

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

attached on page

N5

Forwarded for the information of the Naval Board the attached Report of Proceedings of H.M.A.S. COWRA for the month of October, 1951.

Commander
f/COMMODORE
SUPERINTENDENT OF TRAINING.

234/RETURNS

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

The Commodore Superintendant 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 granted make and mend leave to conform with Flindrrs 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 Latrob 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. Acall 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 number232/7 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 N.N.E. Rock which was to be used as a target for 4 inch and Bofors firings. H.M.A.S. Cowra went to action stations at 0855IK and after dropping a depth charge, commenced four inch surface firings. The ship"s company crew fired ten rounds in O.O.Q. control, achieving quite fair results considering the lack of training and opportunity to work together as a gun"s crew.

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. — Why in daylight?

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.AS 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 Engineroom 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 Prt 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 Navalmens 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 rendezvoured with H.M.A.S. Colac at 1045IK.

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 Fawkner Beacon at 0415K on Friday 19th October. H.M.A.S. Latrobe (TF 1) was at anchore 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.F.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

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

At 1445K berths were exchanged with H.M.A.S. Colac alongsi
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 29thOctober 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 serviecmen 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 l eave time for the ship to arrive in harbour before they arrived at th
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.
(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 it"s 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.

The law of gravity can't apply in this area.

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 ~~revelant~~ relevant signals are attached

D.H. Stevens.

(D.H. Stevens)
Lieutenant Commander.

IN COMMAND.

UNCLASSIFIED MESSAGE S1320d

OPERATIONAL PRIORITY

COWRA (R) ACNB CST FND COLAC 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

S1320d

PRIORITY

RNO HOBART (R) TF 1 COLAC ACNB CST FND COWRA

25Ø2Ø5Z

MY 25ØØ35 -X- BUOY LINE PARTED AT FIRST HEAVE BY FISHING BOAT -X-
WRECK WAS LOST AND DESPITE CREEPING BY 2 BOATS SINCE 1ØØØK
CONTACT HAS NOT BEEN FIRMLY ESTABLISHED -X- ESTIMATE BOAT IS
FLOATING ABOUT 5 TO 1Ø FATHOMS BELOW SURFACE -X- AM ANCHORED
OFF EDDYSTONE LIGHT WITH COLAC IN COMPANY -X- REQUEST INSTRUCTIONS

//25Ø2Ø5Z OCTOBER

S/S P/L TOD 1226K BD 25/1Ø/51

UNCLASSIFIED MESSAGE S1320d

OPERATIONAL PRIORITY

COWRA (R) CST FND ACNB TF 1 COLAC RNO HOBART

25Ø33ØZ

YOUR 25ØØ35 -X- IF PRESENT EFFORT PROVES UNSUCCESSFUL ABANDON WRECK AND PROCEED REPORTING EXACT POSITION OF WRECK AND WHETHER MOORED OR DRIFTING

//25Ø33ØZ OCT

REF- WRECK LOST -X- REQUEST INSTRUCTIONS

INTERCEPT P/L TOR 1339K BD 25/1Ø/51

UNCLASSIFIED MESSAGE S1320d

PRIORITY

RNO HOBART (R) ACNB CST FND TF 1 COLAC COWRA

25ØØ35Z.

YOUR 24Ø85Ø -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

//25ØØ35Z OCTOBER

S/S P/L TOD 2Ø52K BD 24/1Ø/1

UNCLASSIFIED MESSAGE S1320d

PRIORITY

TF 1 (R) AGNB 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) AGNB CST FND COWRA COLAC RNO HOBART

24Ø85ØZ

UNMANNED DERELICT 54 FOOT FISHING CRAFT "NEPTUNE" REPORTED 12ØØK TODAY WEDNESDAY IN POSITION Ø23 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

//24Ø85ØZ OCTOBER

1 TOR 2Ø12K BD 24/1ØA

UNCLASSIFIED MESSAGE S1320d

OPERATIONAL PRIORITY

RNO HOBART (R) ACNB COWRA TF 1 CST FND C OLAC

241110Z

YOUR 240050 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

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H33 6/12/24

SUBJECT: H.M.A.S. Cowra REPORT OF PROCEEDINGS. September 1951.

S.N.S. 14/12

2nd N.M. 19/12

3rd N.M. 28/12

4th N.M.

DAWOT 7/1

D. of P. 11/1

Ops. (M) 11/1

N.5.

DAFA 14/1

F.N.L. 14/1

H.P.D. 22/1

N.A. 2nd N.M. (X)

D. of M. 29/1

D.D.M. 29/1

D.E. (N) 3/2

D.O.U.W. 12/2/52

D.N.M.S. 20.2

N.E. 29/3.

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

5.2.

D.N.M.S. BRANCH
12 FEB 1952
NAVY OFFICE

(33)
19/747

19/12

DEPARTMENT OF THE NAVY

MINUTE PAPER

23/11 HN 18/10

H336/12/24

C.441/45.

SUBJECT: HMAS Courra – Report of Proceedings – September '51

DCNS 23/11

1st NM 24/11

HN (NS) (for further circulation)

DNI 30/11

DPS 6/12.

DTSR 7/12/12

DOD 11/12

DNC 13 Dec.

HN (NS)

7/12.

St 4589

RECEIVED
A 21 NOV A.M
NAVY REGISTRY

Royal Australian Navy.

4336. 12. 24

IN REPLY PLEASE QUOTE
No. 03552/120/6.

Flinders Naval Depot,
VICTORIA.

JP

20 NOV 1951

The Secretary,
Naval Board,
MELBOURNE.

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

Forwarded for the information of the Naval Board the attached Report of Proceedings of H.M.A.S. COWRA for the months of September, 1951.

.....
Commander.
f/ COMMANDER
SUPERINTENDENT OF TRAINING.

(Absent on duty)

Encl.

120/6

(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

(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.

SUPERINTENDENT OF TRAINING
29 OCT 1951
FLINDERS NAVAL DEPOT

IC:
EO:
A/Sec:

204/Returns

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

The Commodore Superintendant 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 manoeuvers 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~~ to a ~~dinner~~ afternoon 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 Ship"s Company and National Service Men.

Dealt with separately

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 toh 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 Superintendant 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 forty 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 ~~approved~~ REPORTED 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 Pierat 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.

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.

(D.H. Stevens)
Lieutenant Commander

IN COMMAND

14/11.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

4336/12/24

Nov 18/10

SUBJECT: H.M.A.S. COWRA REPORT OF PROCEEDINGS. - August '51

S.N.O. 26/10

2nd N.M. 29/10

3rd N.M. 3/11 D of C(N) 3/11 NA/3NM 3/11 A/D of C(N) CA/3NM 7/11 Lt/3NM 8/11

4th N.M. 1/11

DAWOT 12/11

D. of P.

Ops. (N). 15/11

N.D. 16/11

DNOC 19/11 20/11/51

D.N.L. 21/11

H.P.B. 22/11

A.A. 2nd N.M. 23/11

D. of M. 26/11

D.D.M. 27/11

D.E. (N). 28/11 5/12

D.O.H.W. 13/12/51

D.N.M.S. 28/12

N.D. 9/1

D.N.I. (N.H.R.O.) 14/1/52

20 NOV 1951

F 9/1

24/10

3/10

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336/12/24

C.441/45.

SUBJECT: HMAS Cowra – Report of Proceedings – August 1951

DC/HS para 24 is encouraging [illegible] 4/10

1st N/M

HN(N3) (for further circulation)

DNI 11/10

DPS [illegible] 17/10

DTSR [illegible] 23/10

DOD [illegible] 24/10

DNC [illegible] 25/10

HN(N5)

19/10

Royal Australian Nat

IN REPLY PLEASE QUOTE
No. 03339/120/6

RWL.

Flinders Naval Depot.
VICTORIA.

27 SEP 1951

The Secretary,
Naval Board,
MELBOURNE.

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

HN
10

Forwarded for the information of the Naval Board, the attached Report of Proceedings of H.M.A.S. COWRA for the month of August, 1951.

COMMANDER
for/ COMMODORE
SUPERINTENDENT OF TRAINING.
(Absent on leave).

Royal Australian Navy.

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

IN REPLY PLEASE QUOTE
No. 132/Returns

The Commodore Superintendant 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 onMonday 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 Fawkner 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 awaytwice. 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 2Cowra" 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 oiling 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 benifit.

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~~ Training Flotilla and dated 21st August, 1951.

Seen

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 r remain at anchor until such an improvement become evident. Berth was shifted at 0815k on Tuesday 21st August. The remainder of the day was spent at anchor, cleaning ship and gnerally 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.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 ~~Each~~ 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 ~~disembar~~ 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., C.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.

REPORT OF PROCEEDINGS (cont'd)

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)
Lieutenant Commander,

IN COMMAND.

II

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

The Commodore Superintendent of Training.

Forwarded.

LIEUTENANT COMMANDER, R.A.N.

SENIOR OFFICER.

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

5/11

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

4336/12/24

18/10

SUBJECT: H.M.A.S. Cowra REPORT OF PROCEEDINGS. July 51

S.N.O. 31/10

2nd N.M. 31/10

3rd N.M. 31/10

4th N.M. 2/11

DAWOT 2/11

D. of P. 6/11

Ops (M).

N.D. 8/11

D.N.A. 9-11-51.

9 NOV 1951

N.L. 14/11

H.P.B. 15/11

A.A. 2nd N.M. 16/11

D. of M. 19/11

D.D.M. 20/11

A/D(N) 26/11

D.E. (N). 26/11

D.O.U.W. 29/11/51

D.N.M.S. 3.12

N.D. 19/12

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

1 Nov 51

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336/12/24

C.441/45.

SUBJECT: HMAS Cowra — Report of Proceedings — July '51

DCNS 4/10

1st NM 4/10

HN (for further circulation)

DNT 9/10

DPS 11/10

DTSR 10/10

DCD 17/10

DNC 19/10

HN (NS)

19/10

Royal Australian Nav

IN REPLY PLEASE QUOTE
No. 03341/12016

EW.

Flinders Naval Depot,
VICTORIA.

27 SEP 1951

The Secretary,
Naval Board,
MELBOURNE.

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

AN 1/10

Submitted for the information of the Naval Board the attached Report of Proceedings of H.M.A.S. COWRA for the month of July, 1951.

Commander
f/ COMMODORE
SUPERINTENDENT OF TRAINING.
(Absent on Leave).

Commonwealth of Australia.

Department of the Navy.

St 1334

Royal Australian Navy.

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

Date 10th August, 1951. *Reference No.* 108/Returns

To The Commodore Superintendant of Training, Flinders Naval Depot

Subject N.L.R.24 - H.M.A.S."COWRA" - 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 July,1951.

1. The month of July 1951 was spent at West Wing Station Pier and Williamstown Naval Dockyard carrying out self refit and having urgent defects made good. The ship was moved by tug from West Wing Station Pier at 0815K on Wednesday 8th July and taken into dock at 1615K.

2. The health of ship's company has been good and the conduct very good, there being no offences committed during July.

3. The condition of the ship is as usual in dockyard hands but the opportunity has been taken to undertake extensive painting throughout the mess decks which has much improved their appearance.

Distance run during July	Nil
Hours under way	Nil
Average distance per ton of fuel	Nil
Total distance since recommissioning	6217.4 Miles.
Total hours under way	684 hrs 55 minutes.

(D.H.Stevens)
Lieutenant Commander,

IN COMMAND.

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

10th August, 1951.

108/ Returns

The Commodore Superintendant of Training, Flinders Naval Depot

N.L.R.24 - H.M.A.S."COWRA" - 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 July,1951.

1. The month of July 1951 was spent at West Wing Station Pier and Williamstown Naval Dockyard carrying out self refit and having urgent defects made good. The ship was moved by tug from West Wing Station Pier at 0815K on Wednesday 8th July and taken into dock at 1615K.

2. The health of ship's company has been good and the conduct very good, there being no offences committed during July.

3. The condition of the ship is as usual in dockyard hands but the opportunity has been taken to undertake extensive painting throughout the mess decks which has much improved their appearance.

Distance run during July	Nil
Hours under way	Nil
Average distance per ton of fuel	Nil
Total distance since recommissioning	6217.4 Miles.
Total hours under way	684 hrs 55 minutes.

(D.H.Stevens)
Lieutenant Commander,

IN COMMAND.

DEPARTMENT OF THE NAVY.

4336/17/24

MINUTE PAPER.

SUBJECT: H.M.A.S. Cowra REPORT OF PROCEEDINGS. - June '51

S.N.O. 27/8

2nd N.M. 28/8

3rd N.M. 30/8

4th N.M. 4/9

D. of P.

Ops. (N). 5/9

N.5. 5/9

D.N.L.

H.P.B. 11/9

A.A. 2nd N.M.

D. of M. 11/9

D.D.M. 12/9

D.E. (N). 17/9

D.O.U.W. 19/9/51

D.N.M.S. Seen by DNMS 26/9

N.5. 28/9

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

N 5/9

20/8

d/c

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336/17/24

C.441/45.

Jun 6/8 SUBJECT: HMAS Cowra – Report of Proceedings – June 51

DCNS 7/8

1st NM 7/8

HN(N5) (for further circulation)

DNI 13/viii

15/8 DPS 16/8

DTSR 17/8

DOD 22/8

DNC 23 Aug.

HN(N5)

17/8

8/8

4336/17/24

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. 03042/120/6

HPB. 3/7/51

EW.

Flinders Naval Depot,
VICTORIA.

31 JUL 1951

The Secretary,
Naval Board,
MELBOURNE.

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

N5

Submitted for the information of the Naval Board the attached Report of Proceedings of H.M.A.S. COWRA for the month of June, 1951.

H Buchanan
COMMODORE
SUPERINTENDENT OF TRAINING.

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 n 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 1636K.

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.

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.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

4336/12/24

SUBJECT: H.M.A.S. Cowra REPORT OF PROCEEDINGS. - May '51

S.M.B. 30/7

2nd N.M. 23/8

3rd N.M. 15/8

4th N.M.

DAWOT 17/8

D. of P. 24/8

Ops. (N) 21/8

N.S. 27/8

D.N.L. 24/8

H.I.B. 30/8

A.A. 2nd N.M. 31/8

D. of M. 31/8

D.D.M. 3/9

A/DE(N) 12/9

D.E. (M).

D.O.N.W. 18/9/51

D.N.M.S. 24-9

N.S.

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

4336-12-24

DEPARTMENT OF THE NAVY
MINUTE PAPER

C.441/45.

SUBJECT: HMAS Cowra - Report of Proceedings - May 1951

DCNS

1st NM

HN(NS) (for further circulation)

DNT 13/7

DPS 18/7.

DTSR 23/7

DOD 25/7

DNC 27/7

HN(N5)

RECEIVED
B-4 JUL 1951
NAVY REGISTRY

Royal Australian Navy.

4336.17.24
NAVY

IN REPLY PLEASE QUOTE
No. 02946/120/6

EW.

Flinders Naval Depot,
VICTORIA.

3- JUL 1951

The Secretary,
Naval Board,
MELBOURNE.

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

Submitted for the consideration of the Naval Board the attached Report of Proceedings of H.M.A.S. COWRA for the month of May, 1951.
attached to Reg HP.

HN 5/7

W Buchanan
COMMODORE
SUPERINTENDENT OF TRAINING.

N5

4336-12-24
St 6334

Royal Australian Navy.

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

IN REPLY PLEASE QUOTE

No. _____

The Commodore Superintendant 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 seaboat 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 Tucky 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 classhad 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 comapny and the R.A.N.R. at divisions. He then walked around the ship both the upper deck and Mess decks.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. _____

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

11 At 0830k on Monday 14th May, H.M.A.S."COWRA" 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 c calmer waters of Westernport Bay were reached at 1400k on Wedbesday 16th May. The ship was brought to anchor off Hanns Inlet at 1555k, H.M.A.S."Latrobe" was at anchor when H.M.A.S."Cowra" 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."COWRA" weighed and proceeded fpr williamstown, securing on O.F.L.1203 at 1400k after an uneventful passage. After the completion of fuelling H.M.A.S."COWRA' proceeded to West Wing Station Pier.

14 At 0900K H.M.A.S."COWRA" 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 streame being recovered at 1015. Atb1137 H.M.A.S."COWRA" 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."COWRA" weighed and proceeded for seaboat 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."COWRA" 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."COWRA" 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

19 H.M.A.S."COWRA" Remained alongside Ocean Pier Hobart until 0900k on Monday 28th May. An official cocktail party was given onboard on Sunday forenoon.

St 6334

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. _____

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

20 At 0900k H.M.A.S."COWRA" with Resident Naval Officer, Hobart Commander F.D.Shaw R.A.N. embarked cast 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 1113k 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 Harbo was most interesting although spoilt by continuous rain squalls a 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 tim 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 maintainance 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)
Lieutenant Commander.

IN COMMAND.

4336/12/24

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. Cowra REPORT OF PROCEEDINGS. April '51

S.N.O. 3017

2nd N.M. 31/8

3rd N.M. 10/8 NA/3NM 13/8

4th N.M.

DAWOT 18/8

D. of P. 24/8

Ops. (N). 21/8

N.D. 27/8

Hydrographer

D.N.E. 29/8

H.P.B. 30/8

A.A. 2nd N.M. 31/8

D. of M. 31/8.

D.D.M. 3/9

D.E. (N). 13/9

D.O.U.W. 18/9/51

D.N.M.S.

N.S. 8/11

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

2/11

(43)
30/7
(14)
16/8

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336/12/24

C.441/45.

SUBJECT: HMAS Cowra – Report of Proceedings – April 1951

DCNS 13/6

1st NM 15/6

HN (for further circulation)

DNI 16/7

DPS 19/7

DTSR 24/7

DOD 25/7

DNC 24/7

HN(N5)

24/7

1/31

24
7
57

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. 02836/120/6

EW.

Flinders Naval Depot,
VICTORIA.

6 JUN 1951

HN
N5

The Secretary,
Naval Board,
MELBOURNE.

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

Submitted for the consideration of the Naval Board the attached Report of Proceedings for H.M.A.S. COWRA for the month of April, 1951.

A D Buchanan
COMMODORE
SUPERINTENDENT OF TRAINING.

St 6334

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. .....

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

The Commodore Superintendant 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 Superintendant 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.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. _____

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 at1750.

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" F.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.

St 6334

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. ____

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 propellor shaft about the region of the "A" bracket. The ship was stopped off Fawkner Beacon and attempts made with both Pattern 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.) C. 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.) C. 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.

(D.H. Stevens)
Lieutenant Commander.

IN COMMAND.

DEPT. OF NAVY
4336/17/24

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

DEN 7/6/51

SUBJECT: H.M.A.S. Cowra REPORT OF PROCEEDINGS. - March '51

S.N.B. 2/6

2nd N.M. 4/6

3rd N.M. 19/6

4th N.M.

DAWOT 5/6

D. of P. 26/6

Ops. (N). 27/6

N.E. 29/6

D.N.L. 2/7 29/6

H.R.B.

A.A. 2nd N.M.

D. of M.

D.P.M. 7/7

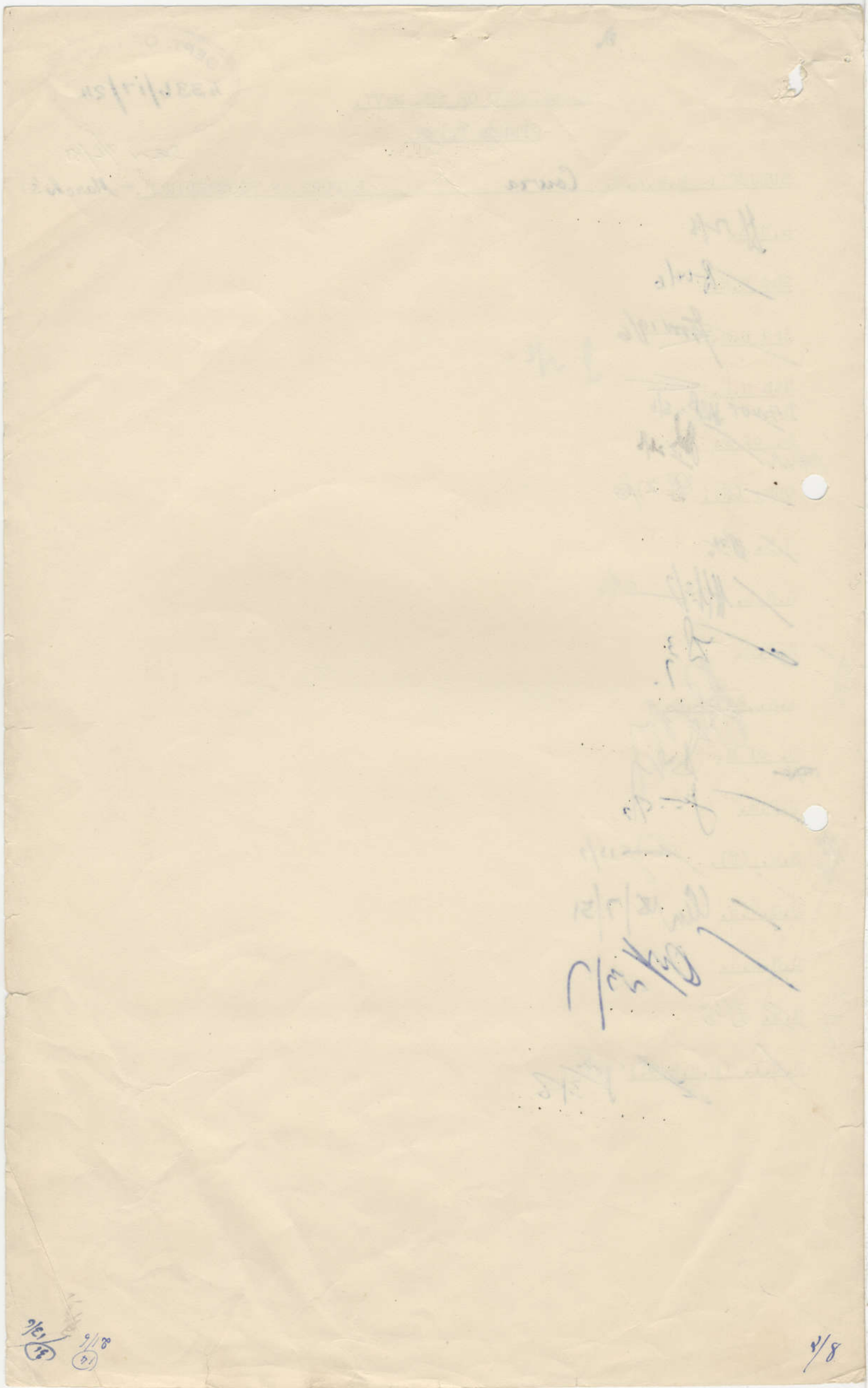
D.E. (N). 13/7

D.O.N.W. 18/7/51

D.N.M.S. 23/7

N.S. 1/8 31/7

D.N.I. (N.H.R.O.) 3/8



1/6.

23/5

DEPARTMENT OF THE NAVY
MINUTE PAPER

DEPT. OF NAVY
4336-17-24

C.441/45.

HP 31/5/51

SUBJECT: HMAS Cowra - Report of Proceedings - March 1951

23/5

DCNS 23/5

1st N.M. 23/5

~~HNS~~ (for further circulation)

DNT 30/5

DPS 1/6

~~HN~~ (DTSR) 6/6

DOD 7/6

DNC 8 June.

HN(NS)
1/6

LES.

4NM 14/5/51

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

(COWRA 's letter No. -- dated 10th April, 1951.)

II

AN

N.S.W.1119/682/2/32
THE SECRETARY, NAVAL BOARD.
(Copy to:- COWRA.)

N5

Forwarded for the information of the Naval Board in accordance with C.N.O.107/48.

2. The preparation of this ship for commissioning was severely handicapped both by the piecemeal arrival of the ship's company and by the late date at which the ship was in dockyard hands. The former is no doubt inevitable while the manning situation in the Royal Australian Navy is so difficult. Regarding the latter, the dockyard gave high priority to the training ships but shortage of yard personnel and the late authorisation of Alterations and Additions made the task difficult.

H. A. Showers
A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point, Sydney.

11th May, 1951.

21/5A

St 6334

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. _____

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

Date 10th April, 1951. Reference No.

To The Flag Officer-in-Charge, New South Wales.

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 March, 1951.

1. During the first seven days of March the ship remained at Cruiser Wharf secured on "COLAC". The process of bringing forward, storing and cleaning ship was continued during this period.

2. At 1400K on Tuesday 6th March "COWRA" was shifted from alongside "COLAC" to Fitting Out Wharf in preparation for basin trials.

3. Basin Trials were partially completed on Wednesday 7th March.

4. At 1400K on Thursday 8th March "COWRA" was shifted by tugs to Number 3 Buoy for compass adjustment, the ship secured alongside at Cruiser Wharf at 1555K.

5. A further Basin Trial was held during Friday 9th March. On completion "COWRA" was secured on "COLAC" at Cruiser Wharf. H.M.A.S. "COLAC" had proceeded for sea trials at 0800K and secured at Cruiser Wharf on completion, at 1430K.

6. The ship was fumigated on Saturday 10th March.

7. At 0800K on Monday 12th March, H.M.A.S. "COWRA" cast off and proceeded for sea trials at 80% authorised full power. This trial was partially successful and the ship secured on "COLAC" at 1655K.

8. "COWRA" remained in this berth until 0815K on Thursday 15th March when she was taken by tugs to Number 3 Buoy. Ammunitioning commenced at 1015K and was completed by 1630K. This is considered to be a good effort considering the raw state of the Ship's Company.

9. At 0800K on Friday 16th March "COWRA" cast off and proceeded to sea for a short sea trial. This trial was satisfactory and "COWRA" secured on "COLAC" at Fitting Out Wharf at 1045K. The remainder of the day was spent alongside cleaning and storing ship. The dockyard riggers were engaged in reeling on the minesweeping wires.

St 6334

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. _____

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

10. At 1330K on Saturday 17th March one Officer and 32 ratings from the Sydney Division R.A.N.R. came on board for instruction and part of ship work. This party left again at 1600K. H.M.A.S. "SHOALHAVEN" entered harbour and secured at Cruiser Wharf at 2145K.

11. The ship was open to Ship's Company visitors P.M. Sunday 18th March.

12. At 0810K on Monday 19th March, "COWRA" cast off and proceeded to allow "COLAC" to proceed for Minesweeping Trials resecuring at Fitting Out Wharf at 0825K. H.M.A.S. "BARCOO" proceeded at 0815K. H.M.A.S. "CULGOA" secured at Fitting Out Wharf at 1020K. "COWRA" was shifted by tug to alongside "LAE" at Oil Wharf at 1410K; "COLAC" secured on "COWRA" at 1715K.

13. This berth was retained until Wednesday 21st March when "COLAC" cast off and proceeded at 0820K and secured at Fitting Out Wharf. "COWRA" was shifted by tugs to alongside "COLAC" at 1030K.

14. At 0830K on Thursday 22nd March, in company with "COLAC" cast off and proceeded to sea for Minesweeping Trials. Company was parted outside Sydney Heads. The trials were only partially satisfactory and "COWRA" secured on "COLAC" at Fitting Out Wharf at 1645K. At 2030K H.M.A.S. "BARCOO" cast off and proceeded to sea.

15. The ship remained alongside for the Easter week-end, being open to Ship's Company visitors on Sunday 25th and Monday 26th March.

16. At 0825K on Tuesday 27th March, the ship cast off and proceeded to sea for gunnery functioning trials, returning alongside "COLAC" at 1245K. The remainder of the day was spent cleaning and storing ship.

17. At 0815K on Wednesday 28th March, "COWRA" was held off by tugs while "COLAC" proceeded to sea for gun trials. "COLAC" secured alongside starboard side to at 1130K.

18. Further Minesweeping Trials were carried out commencing at 0900K on Thursday 29th March, the ship having left Fitting Out Wharf at 0800K. These trials were satisfactory and "COWRA" secured on "COLAC" at 1520K.

19. On Friday 30th March storing was completed and all preparations completed preparatory to leaving Sydney on Saturday 31st March.

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Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. _____

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

20. At 0930K on Saturday 31st March, "COWRA" in company with "COLAC" cast off and proceeded for Western Port, where both ships had been instructed to report to Commodore Superintendent of Training, Flinders Naval Depot for training duties with National Servicemen, R.A.N.R. ratings and P.N.F. recruits.

The health of the Ship's Company has been excellent. There was little sea sickness during a comparatively lively passage to Western Port.

The morale of the Ship's Company seems good. The entire Ship's Company worked with a will during the disjointed month of March and they seem to be settling down well. There are still a few "teething" troubles to be overcome but these will be dealt with in due course. It is considered remarkable in view of the muddled nature of the commissioning that there has been so little trouble and so few complaints. The shortage of Officers has thrown a great burden on the Executive Officer but this has been accepted willingly.

The assistance given by H.M.A.S. "PLATYPUS", H.M.A.S. "RUSHCUTTER" and all Dockyard Departments lightened the load considerably and made it possible for the ships to leave on time, fully stored and at least externally clean.

Distance run during March	394.5 miles.
Hours underway " "	45 hours 45 minutes
Average distance per ton of fuel	7.73 miles
Total distance since recommissioning	394.5 miles
Total hours underway since recommissioning	45 hours 45 minutes.

(D. H. Stevens)
Lieutenant Commander.

IN COMMAND.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

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

February 1951.

H336-17-24

DEPT. OF NAVY

S.N.B. 3/5

2nd N.M. 8/5

3rd N.M. 12/5

4th N.M.

DAWOT 17/5

D. of P. 23/5

Ops. (N). 18/5

N.E. 24/5

D.N.E.

H.P.D. 1/6

A.A. 2nd N.M. 4/6

D. of M. 5/6

D.D.M. 6/6

D.E. (N). 15/6

D.O.U.W. 25/6/51

D.N.M.S. 2.7

N.E. 3/7

D.N.I. (N.H.R.O.) 3/7

D.N.M.S. BRANCH
27 JUN 1951
NAVY OFFICE

23/4

5/4

DEPARTMENT OF THE NAVY

MINUTE PAPER

DEPT. OF NAVY

4336 – 17 – 24

C.441/45.

SUBJECT: HMAS "Cowra" Report of Proceedings February 1951.

DCNS

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DNT 12/4.

DPS 17/4

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DNC 20/4

HN (NS)

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

(COWRA's letter dated 1st. March, 1951.)

II

HN
N5

N.S.W.748/682/2/32
THE SECRETARY, NAVAL BOARD.

Forwarded for the consideration of the Naval Board in accordance with C.N.O.107/48.

H. A. Showers
A/REAR-ADMIRAL

Naval Headquarters,
Potts Point, Sydney.

28th March, 1951.

Commonwealth of Australia.

Department of the Navy.

Royal Australian Navy.

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

Date 1st March, 1951. *Reference No.*

To The Commanding Officer, H.M.A.S. "PLATYPUS".

Subject H.M.A.S."COWRA" - REPORT OF PROCEEDINGS FEBRUARY, 1951.

Submitted 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.

2. At 0800K on Thursday, 20th February, 1951, H.M.A.S. "COWRA" recommissioned at Sydney under my command. As the ship was still in dockyard hands and not habitable the ships company remained living in H.M.A.S. "PLATYPUS". An official call was paid on Acting Rear Admiral H. A. SHOWERS, C.B.E. at 1030K.

3. At 1530K on Wednesday, 21st February the ship was shifted from Kuttabul Dolphins to alongside H.M.A.S."COLAC" at Cruiser Wharf.

4. The ship remained alongside until the end of February. Dockyard work was continued throughout and the ship's company was employed storing and cleaning ship.

5. The health of the ship's company has been good. Despite the difficulties of commissioning while still in dockyard hands, there appears to be an excellent spirit throughout the ship and the ship's company is keen to become an identity rather than to be half Reserve Ships and half "COWRA". All hands are working well and willingly.

6. No steaming figures are yet available.

Lieutenant Commander,

IN COMMAND.

II.

The Flag Officer-in-Charge,
NEW SOUTH WALES.

Submitted.

H.M.A.S. "PLATYPUS"

A/COMMANDER.