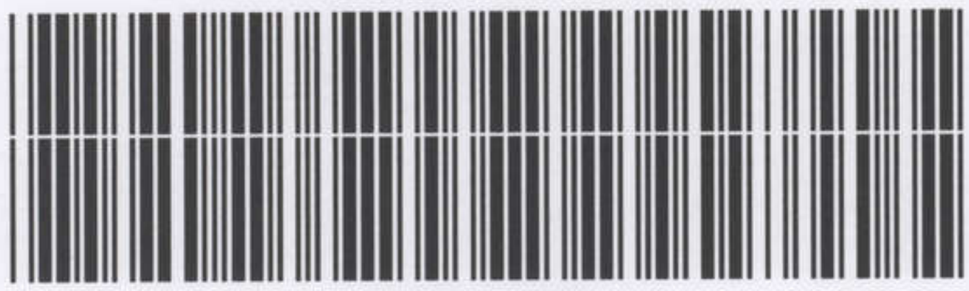
# AWM78

## Reports of Proceedings, HMA Ships and Establishments

HMAS FREMANTLE (I)

**Item number:** 114/5

**Title:** January 1956 - December 1957



AWM78-114/5

"FREMANTLE" L. of P. 1956-1957-1958

(11475)







Jan 56 – Dec 57

DEPARTMENT OF THE NAVY.

4336-12-885

MINUTE PAPER

H.M.A.S. FREMANTLE Report of Proceedings - DECEMBER, 1957

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

b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member a new file should be raised, cross-referenced to this one.

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DEPARTMENT OF THE NAVY.

4336-12-885

MINUTE PAPER.

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H.M.A.S. FREMANTLE Report of Proceedings - DECEMBER, 1957

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b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

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(H.M.A.S. "Fremantle" letter F.38/6 dated 8th January, 1958)

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NAVY REGISTRY

The Secretary,
Department of the Navy,
MELBOURNE ..... S.C.I.

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Submitted for the information of the Naval Board in accordance with C.N.O.946/55.

Commodore
NAVAL OFFICER IN CHARGE
WEST AUSTRALIAN AREA.

HN 17/1

The Office of The Naval Officer-in-Charge,
P.O. Box 58,
FREMANTLE.

15 JAN 1958

Encl

F.38/6.

H.M.A.S. FREMANTLE.
At Fremantle.
8th January, 1958.

The Naval Officer-in-Charge,
WEST AUSTRALIAN AREA.

H.M.A.S. FREMANTLE - REPORT OF PROCEEDINGS FOR THE MONTH OF DECEMBER, 1957.

Sir,

I have the honour to submit the report of proceedings of Her Majesty's Australian Ship under my command for the month of December, 1957.

2. On Sunday 1st December FREMANTLE was berthed at Albany. At 1820 FREMANTLE slipped and proceeded for Fremantle (Town), arriving at that port at 0800 on Tuesday 3rd December.

3. At 1000 on Thursday 5th December, Commodore J.C. Morrow, C.B.E., D.S.O., D.S.C., R.A.N., commenced the ship's annual inspection. After inspecting the Ship's Company and carrying out Upper Deck rounds, the ship slipped and proceeded at 1030 to Gage Roads for evolutions and general drills. On completion the ship returned to harbour at 1500 and berthed alongside No. 1 Berth, North Wharf.

4. At 0930 on Friday 6th December FREMANTLE slipped and proceeded for a 3 hours cruise in Gage Roads with the Ship's Company's families embarked; 42 adults and 56 children. Although the weather was perfect with a calm sea, the majority of the adults suffered with "mal-de-mer" but the children enjoyed the cream cakes and ice creams without any drastic results. The children were given the opportunity of manning the wheel and throttles and observed sea boat "drops" and the firing of distress rockets. The ship berthed alongside at 1210.

5. On Monday 9th December FREMANTLE reverted to 72 hours notice for steam and commenced 56 days availability for self refit and leave.

6. On Tuesday 31st December FREMANTLE was still undergoing refit and leave.

7. The health and morale of the Ship's Company during the month has been excellent. The victualling for the month has been satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant,

(SGD.) J. YULE

Lieutenant Commander, R.A.N.
CAPTAIN.

APPENDIX "A"

Distance steamed during month..... 429.4 miles.

Total distance steamed..... 86,488.25 miles.

Hours under way during month..... 44 hours 50 minutes.

Total hours under way..... 9360 hours 59 minutes.

Average distance per ton of fuel..... 11 miles.

APPENDIX "B"

NIL Whales sighted.

(SGD.) J. YULE

Lieutenant Commander, R.A.N.
CAPTAIN.

DEPARTMENT OF THE NAVY.

4336-12-877

MINUTE PAPER

H.M.A.S. FREMANTLE Report of Proceedings - NOVEMBER, 1957

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DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. FREMANTLE Report of Proceedings - NOVEMBER, 1957.

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b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

(H.M.A.S. "Fremantle" letter F.55/940 dated 6th December 1957)

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DEPT. OF NAVY
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The Secretary,
Department of the Navy,
MELBOURNE ..... S.C.I.

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NAVY REGISTRY

Submitted for the information of the Naval Board in accordance with C.N.O.946/55.

Commodore
NAVAL OFFICER IN CHARGE
WEST AUSTRALIAN AREA.

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Office of The Naval Officer-in-Charge,
Box 58,
FREMANTLE.

19 DEC 1957

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St 4539

# Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. F.55/940

H.M.A.S. FREMANTLE.
At Fremantle.
6th December, 1957.

The Naval Officer-in-Charge,
WEST AUSTRALIAN AREA.

H.M.A.S. FREMANTLE - REPORT OF PROCEEDINGS FOR THE MONTH OF NOVEMBER, 1957.

Sir,

I have the honour to submit the report of proceedings of Her Majesty's Australian Ship under my command for the month of November, 1957.

2. On Friday 1st November, FREMANTLE was secured alongside at Geraldton.

3. In the afternoon of Saturday 2nd November, the Ship's Company led a march through Geraldton arranged by the Wonthella Progress Association as an opening to the Geraldton Spring Festival.

4. At 0800 Sunday 3rd November FREMANTLE slipped and proceeded for Woodman's Point, Cockburn Sound, arriving at that port after an uneventful.passage at 0700 on Monday 4th November. On completion of the exchange of the Outfit of Explosives held on board, the ship proceeded to Fremantle, arriving at 1230 the same day.

5. At 0800 on Monday 11th November, Lieutenant Commander J.J. Pye, R.A.N.R., Lieutenant G. Summerhayes, R.A.N.R., Surgeon Lieutenant D. Bloomfield, R.A.N.R., and Sub Lieutenant A. Manfred, R.A.N.R. joined the ship for Annual Continuous Training. Sub Lieutenant H.C.D. Findlay, R.A.N. was discharged to H.M.A.S. Lonsdale.

6. At 0930 FREMANTLE slipped and proceeded for Bunbury arriving there at 1840 the same day.

7. At 0800 on Wednesday 13th November, Lieutenant M.T. Streeter, R.A.N. was discharged to H.M.A.S. Melbourne. At 0900 FREMANTLE slipped and proceeded for Officer of the Watch ship handling, laying and recovering of danbuoys and minesweeping exercises in Geographe Bay, securing alongside at Busselton at 1730 on the same day.

8. At 0900 on Thursday 14th November FREMANTLE again slipped and proceeded into Geographe Bay for further exercises and after completion at 1130, a course was shaped for Albany, arriving at that port after an uneventful passage at 1500 on Friday 15th November.

9. At 0930 Monday 18th November FREMANTLE slipped and proceeded into King George's Sound for seaboat drills and Officer of the Watch anchoring exercises. On completion of these exercises at 1500, FREMANTLE proceeded to Esperance, arriving at that port at 1300 on Tuesday 19th November.

10. At 0800 on Wednesday 20th November, Lieutenant Commander J.J. Pye, R.A.N.R., Lieutenant G. Summerhayes, R.A.N.R. and Sub Lieutenant A. Manfred, R.A.N.R. were discharged to H.M.A.S. Leeuwin. At 0900 FREMANTLE slipped and proceeded for Duke of Orleans Bay, coming to a single anchor at 1430.

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# Royal Australian Navy.

IN REPLY PLEASE QUOTE

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11. From Thursday 21st November to Tuesday 26th November, the ship carried out general drills and cleaned ship in preparation for the Annual Inspection to be held on 5th December.

12. At 1300 on Tuesday 26th November the ship weighed and proceeded for Esperance arriving there at 1815 the same day.

13. At 0800 on Wednesday 27th November, Surgeon Lieutenant D. Bloomfield, R.A.N.R. was discharged to H.M.A.S. Leeuwin.

14. At 0900 FREMANTLE slipped and proceeded for Albany arriving at that port at 0900 on Thursday 28th November.

15. On Saturday 30th November FREMANTLE was berthed at Albany.

16. The health and morale of the Ship's Company during the month has been excellent. The victualling has been satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant,

Lieutenant Commander, R.A.N.
CAPTAIN.

St 4539

# Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

APPENDIX "A"

Distance steamed during month..... 1225.9 miles.

Total Distance steamed.....86,058.85 Miles.

Hours under way during month.....132 hours 16 minutes

Total hours under way.....9316 hours 9 mins.

Average distance per ton of fuel.....10.6 miles.

APPENDIX "B"

NIL Whales sighted.

Lieutenant Commander, R.A.N.
CAPTAIN.

APPENDIX "C"

| Date | Position | Time GMT | Wind Dir. | Wind Force | Weather & Visibility | Sea | Swell Dir. | Swell Height | Pressure | Temperature deg.F. Dry | Wet | Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nov. 1. | Geraldton | 0001 | 340 | 1 | bc/7 | - | - | - | 1012 | 67 | 65 | 68 |
| | | 0600 | 340 | 1 | b/6 | - | - | - | 1010 | 65 | 63 | 69 |
| | | 1200 | 320 | 1 | bc/7 | - | - | - | 1010 | 66 | 60 | 70 |
| | | 1800 | 300 | 1 | bc/7 | - | - | - | 1014 | 68 | 61 | 70 |
| Nov. 2. | Geraldton | 0001 | 220 | 2 | bc/7 | - | - | - | 1015 | 73 | 62 | 70 |
| | | 0600 | 220 | 2 | bc/7 | - | - | - | 1015 | 66 | 59 | 70 |
| | | 1200 | Light Airs | | bc/7 | - | - | - | 1014 | 61 | 57 | 70 |
| | | 1800 | 200 | 1 | bc/7 | - | - | - | 1014.5 | 74 | 68 | 70 |
| Nov. 3. | Geraldton and at sea. | 0001 | 220 | 1 | bc/7 | - | - | - | 1014 | 72 | 64 | 70 |
| | | 0600 | 220 | 1 | bc/7 | - | - | - | 1014 | 67 | 60 | 70 |
| | | 1200 | Light Airs | | bc/7 | - | - | - | 1014 | 64 | 61 | 70 |
| | | 1800 | 190 | 2 | bc/7 | 2 | 190 | 7 | 1015 | 75 | 70 | 70 |
| Nov. 4. | At Sea. | 0001 | 180 | 2 | b/9 | 2 | 190 | 8 | 1015 | 78 | 66 | 70 |
| | | 0600 | 180 | 3 | b/9 | 3 | 190 | 6 | 1016.5 | 66 | 63 | 70 |
| | | 1200 | 180 | 4 | bc/9 | 3 | 200 | 6 | 1016.5 | 67 | 64 | 69 |
| | | 1800 | 200 | 2 | b/8 | 2 | - | - | 1018 | 66 | 66 | 69 |
| Nov. 5. | At sea and at Fremantle | 0001 | 050 | 2 | bc/8 | - | - | - | 1018.5 | 68 | 68 | 69 |
| | | 0600 | 170 | 3 | bc/7 | - | - | - | 1019 | 65 | 65 | 69 |
| | | 1200 | Light Airs | | bc/6 | - | - | - | 1020 | 62 | 60 | 68 |
| | | 1800 | 050 | 2 | bc/8 | - | - | - | 1021 | 65 | 63 | 68 |
| Nov. 6. | Fremantle | 0001 | 130 | 3 | bc/8 | - | - | - | 1020 | 75 | 71 | 68 |
| | | 0600 | 150 | 3 | bc/7 | - | - | - | 1021 | 61 | 60 | 68 |
| | | 1200 | 180 | 1 | bc/7 | - | - | - | 1021 | 60 | 58 | 68 |
| | | 1800 | 180 | 1 | b/8 | - | - | - | 1022.5 | 81 | 76 | 68 |
| Nov. 7. | Fremantle | 0001 | 160 | 1 | b/8 | - | - | - | 1021 | 75 | 74 | 68 |
| | | 0600 | 160 | 1 | b/7 | - | - | - | 1019 | 68 | 64 | 68 |
| | | 1200 | 270 | 1 | b/8 | - | - | - | 1018 | 63 | 58 | 68 |
| | | 1800 | 130 | 1 | b/9 | - | - | - | 1017 | 73 | 71 | 68 |
| Nov. 8. | Fremantle | 0001 | 130 | 2 | b/9 | - | - | - | 1015 | 80 | 79 | 68 |
| | | 0600 | 170 | 2 | b/8 | - | - | - | 1014 | 74 | 73 | 69 |
| | | 1200 | Light Airs | | b/9 | - | - | - | 1014 | 62 | 60 | 68 |
| | | 1800 | 185 | 1 | bc/7 | - | - | - | 1013 | 77 | 77 | 69 |

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| Date. | Position | Time GMT | Wind Dir. | Wind Force | Weather & Visibility. | Sea | Swell Dir. | Swell Height | Pressure | Temperature deg.F Dry | Wet | Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nov. 9. | Fremantle | 0001 | 185 | 1 | bc/7 | - | - | - | 1013 | 79 | 76 | 69 |
| | | 0600 | 185 | 1 | bc/6 | - | - | - | 1012 | 70 | 69 | 68 |
| | | 1200 | Light Airs | | b/7 | - | - | - | 1014 | 62 | 61 | 68 |
| | | 1800 | 210 | 2 | b/8 | - | - | - | 1011.5 | 73 | 72 | 68 |
| Nov.10. | Fremantle | 0001 | 210 | 2 | b/7 | - | - | - | 1010 | 75 | 75 | 70 |
| | | 0600 | 220 | 2 | bc/6 | - | - | - | 1012 | 68 | 67 | 68 |
| | | 1200 | 210 | 3 | bc/6 | - | - | - | 1012 | 60 | 60 | 68 |
| | | 1800 | 220 | 2 | bc/6 | - | - | - | 1017 | 75 | 73 | 69 |
| Nov.11. | Fremantle & at Sea | 0001 | 170 | 3 | b/8 | - | - | - | 1018 | 72 | 72 | 69 |
| | | 0600 | 170 | 4 | b/7 | - | - | - | 1018.5 | 67 | 66 | 68 |
| | | 1200 | 160 | 1 | b/8 | - | - | - | 1013 | 60 | 58 | 68 |
| | | 1800 | 170 | 2 | b/8 | - | - | - | 1019 | 68 | 67 | 69 |
| Nov.12. | Bunbury | 0001 | 210 | 4 | b/8 | 2 | 220 | 4 | 1017.5 | 72 | 72 | 69 |
| | | 0600 | 210 | 3 | b/6 | 2 | 210 | 4 | 1018 | 74 | 74 | 68 |
| | | 1200 | 210 | 2 | b/6 | 1 | 210 | 3 | 1016 | 58 | 57 | 69 |
| | | 1800 | 250 | 1 | b/9 | - | - | - | 1016 | 70 | 68 | 69 |
| Nov.13. | Busselton | 0001 | 240 | 1 | bc/8 | - | - | - | 1014.5 | 80 | 78 | 69 |
| | | 0600 | 180 | 2 | b/7 | - | - | - | 1015 | 68 | 66 | 69 |
| | | 1200 | 205 | 1 | b/5 | - | - | - | 1014 | 59 | 57 | 69 |
| | | 1800 | 230 | 2 | b/6 | 1 | 255 | 2 | 1014 | 67 | 61 | 68 |
| Nov.14. | Busselton & at sea | 0001 | 240 | 2 | b/7 | 1 | 240 | 2 | 1014.5 | 80 | 76 | 69 |
| | | 0600 | 250 | 2 | b/6 | - | - | - | 1015 | 65 | 60 | 69 |
| | | 1200 | 270 | 3 | bc/7 | - | - | - | 1013 | 65 | 61 | 68 |
| | | 1800 | 280 | 4 | bc/7 | 1 | 285 | 2 | 1015.5 | 69 | 61 | 69 |
| Nov.15. | At sea & at Albany | 0001 | 245 | 4 | b/7 | 4 | 260 | 8 | 1016 | 66 | 60 | 68 |
| | | 0600 | 250 | 3 | bc/7 | 4 | 240 | 8 | 1015 | 65 | 58 | 68 |
| | | 1200 | 270 | 5 | b/7 | 4 | 270 | 8 | 1013 | 65 | 62 | 69 |
| | | 1800 | 290 | 5 | bc/7 | 5 | 245 | 10 | 1011 | 68 | 63 | 68 |
| Nov.16. | Albany | 0001 | 290 | 5 | bc/6 | - | - | - | 1009.5 | 74 | 65 | 68 |
| | | 0600 | 280 | 6 | c/6 | - | - | - | 1010.5 | 63 | 58 | 65 |
| | | 1200 | 280 | 5 | c/6 | - | - | - | 1015 | 58 | 56 | 64 |
| | | 1800 | 260 | 3 | c/6 | - | - | - | 1018 | 65 | 58 | 65 |

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| Date | Position | Time GMT | Wind Dir. | Wind Force | Weather & Visibility | Sea | Swell Dir. | Swell Height | Pressure | Temperature deg.F Dry | Wet | Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nov.17 | Albany | 0001 | 260 | 6 | bc/6 | - | - | - | 1018 | 65 | 58 | 67 |
| | | 0600 | 260 | 5 | bc/6 | - | - | - | 1019 | 61 | 56 | 66 |
| | | 1200 | 260 | 5 | bc/6 | - | - | - | 1018 | 57 | 56 | 64 |
| | | 1800 | 280 | 4 | c/7 | - | - | - | 1020 | 70 | 63 | 67 |
| Nov.18. | At sea & | 0001 | 270 | 2 | bc/8 | - | - | - | 1020 | 64 | 63 | 67 |
| | Albany to | 0600 | 250 | 5 | bc/7 | - | - | - | 1020 | 65 | 61 | 68 |
| | Esperance | 1200 | 270 | 2 | bc/7 | - | - | - | 1022 | 68 | 60 | 66 |
| | | 1800 | 260 | 2 | bc/8 | 1 | 260 | - | 1025 | 68 | 61 | 68 |
| Nov.19. | At sea & | 0001 | 200 | 2 | bc/8 | 1 | 200 | 5 | 1025 | 69 | 62 | 68 |
| | at | 0600 | 150 | 2 | c/7 | 1 | 200 | 5 | 1027 | 62 | 59 | 67 |
| | Esperance | 1200 | 180 | 2 | bc/8 | - | 200 | 4 | 1026.5 | 62 | 59 | 67 |
| | | 1800 | 240 | 2 | c/8 | 1 | 220 | 4 | 1028 | 68 | 67 | 67 |
| Nov.20. | Duke of | 0001 | 240 | 1 | b/9 | - | - | - | 1028 | 68 | 66 | 67 |
| | Orleans | 0600 | 240 | 2 | b/6 | - | - | - | 1026.5 | 63 | 62 | 68 |
| | Bay | 1200 | 330 | 1 | c/7 | - | - | - | 1026.5 | 56 | 52 | 68 |
| | | 1800 | 120 | 1 | b/8 | - | - | - | 1020 | 71 | 70 | 68 |
| Nov.21. | Duke of | 0001 | 130 | 2 | b/7 | - | - | - | 1017 | 75 | 74 | 67 |
| | Orleans | 0600 | 340 | 2 | bc/7 | - | - | - | 1013 | 72 | 71 | 68 |
| | Bay | 1200 | 080 | 3 | bc/7 | - | - | - | 1010 | 74 | 73 | 67 |
| | | 1800 | 080 | 3 | c/6 | - | - | - | 1015 | 74 | 73 | 67 |
| Nov.22 | Duke of | 0001 | 080 | 2 | c/6 | - | - | - | 1016 | 70 | 69 | 68 |
| | Orleans | 0600 | 080 | 1 | c/6 | - | - | - | 1016 | 66 | 65 | 68 |
| | Bay | 1200 | Light airs | | b/7 | - | - | - | 1011 | 60 | 58 | 68 |
| | | 1800 | Light airs | | b/8 | - | - | - | 1015 | 74 | 72 | 68 |
| Nov.23. | Duke of | 0001 | Light airs | | B/7 | - | - | - | 1012 | 72 | 70 | 69 |
| | Orleans | 0600 | 040 | 1 | B/7 | - | - | - | 1011.5 | 71 | 68 | 68 |
| | Bay | 1200 | Light airs | | b/7 | - | - | - | 1009 | 69 | 68 | 68 |
| | | 1800 | 050 | 2 | bc/8 | - | - | - | 1010 | 72 | 69 | 68 |
| Nov.24. | Duke of | 0001 | 055 | 3 | bc/7 | - | - | - | 1010 | 74 | 73 | 68 |
| | Orleans | 0600 | 060 | 3 | b/6 | - | - | - | 1014 | 65 | 62 | 68 |
| | Bay | 1200 | 030 | 4 | b/7 | - | - | - | 1014 | 65 | 63 | 69 |
| | | 1800 | 020 | 3 | bc/8 | - | - | - | 1017.5 | 70 | 68 | 69 |

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| Date | Position | Time GMT | Wind Dir. | Wind Force | Weather & Visibility | Sea | Swell Dir. | Swell Height | Pressure | Temperature deg.F Dry | Wet | Sea |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Nov.25. | Duke of | 0001 | 010 | 3 | bc/8 | - | - | - | 1020 | 70 | 69 | 69 |
| | Orleans | 0600 | 015 | 2 | bc/7 | - | - | - | 1022.5 | 65 | 64 | 69 |
| | Bay | 1200 | 025 | 1 | bc/6 | - | - | - | 1023 | 59 | 58 | 69 |
| | | 1800 | Light airs | | bc/7 | - | - | - | 1024 | 74 | 72 | 68 |
| Nov.26. | Duke of | 0001 | 040 | 1 | b/8 | - | - | - | 1022 | 70 | 68 | 68 |
| | Orleans | 0600 | 060 | 2 | b/8 | - | - | - | 1022 | 65 | 63 | 68 |
| | Bay to | 1200 | 045 | 2 | b/8 | - | - | - | 1021.5 | 58 | 56 | 69 |
| | Esperance | 1800 | 195 | 2 | b/7 | - | - | - | 1019.5 | 74 | 69 | 69 |
| Nov.27. | Esperance | 0001 | 100 | 1 | b/7 | - | 105 | 2 | 1017 | 72 | 65 | 69 |
| | to | 0600 | 250 | 1 | b/7 | - | - | - | 1015.5 | 69 | 64 | 68 |
| | Albany | 1200 | Light airs | | b/8 | - | - | - | 1016 | 67 | 65 | 68 |
| | | 1800 | 220 | 1 | c/7 | - | 200 | 2 | 1018 | 73 | 65 | 70 |
| Nov.28 | At sea & | 0001 | 160 | 3 | bc/7 | 2 | 215 | 3 | 1016.5 | 72 | 69 | 69 |
| | at Albany | 0600 | 170 | 2 | c/7 | 1 | 190 | 2 | 1017 | 65 | 60 | 68 |
| | | 1200 | 270 | 3 | bc/7 | 2 | 220 | 3 | 1017.5 | 64 | 59 | 69 |
| | | 1800 | 250 | 3 | bc/6 | - | - | - | 1018 | 71 | 69 | 68 |
| Nov.29 | Albany | 0001 | 240 | 3 | bc/7 | - | - | - | 1016 | 70 | 68 | 69 |
| | | 0600 | 200 | 3 | bc/7 | - | - | - | 1016 | 67 | 66 | 68 |
| | | 1200 | 300 | 1 | c/6 | - | - | - | 1016 | 75 | 70 | 69 |
| | | 1800 | 285 | 1 | c/6 | - | - | - | 1016.5 | 63 | 62 | 68 |
| Nov.30. | Albany | 0001 | 285 | 1 | c/6 | - | - | - | 1016 | 66 | 68 | 69 |
| | | 0600 | Light airs | | o/7 | - | - | - | 1016 | 65 | 64 | 69 |
| | | 1200 | Light airs | | b/8 | - | - | - | 1015 | 64 | 60 | 68 |
| | | 1800 | 290 | 4 | c/6 | - | - | - | 1015.5 | 75 | 69 | 69 |

DEPARTMENT OF THE NAVY.

4336-12-864

MINUTE PAPER

H.M.A.S. FREMANTLE Report of Proceedings - OCTOBER 1957

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3RDNM )
4THNM ) Separate Report circulating.
DEPSEC )
CNPR )
HNB(N5) )
REGISTRAR )

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

b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member a new file should be raised, cross-referenced to this one.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. FREMANTLE Report of Proceedings - OCTOBER 1957

HNB

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1STNM

2NDNM

3RDNM

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DEPSEC

CNPR

HNB(N5)

REGISTRAR

DP )
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INR&C )
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DM ) Separate Report circulating.
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DME )
DNC )
DOUW )
MDG )
HNB(N5) )
REGISTRAR )

NOTE: a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

St 4539

INTD 6d
DATE 4/12/57

# Royal Australian Navy.

DEPT. OF THE NAVY
4336 | 12. | 864.

IN REPLY PLEASE QUOTE

No. W.A. 56/9/7

Naval Staff Office,
FREMANTLE .... W.A.

2810

2 - DEC 1957

RECEIVED
C 4 DEC AM
NAVY REGISTRY

The Secretary,
Department of the Navy,
MELBOURNE ..... S.C.I.

(Copy to: Commanding Officer,
H.M.A.S. "FREMANTLE".)

Submitted for the information of the Naval Board, Report of Proceedings for H.M.A.S. "Fremantle".

2. "Fremantle" has been instructed to forward direct to the Secretary, Department of the Navy, Extracts of Deck Logs in accordance with C.N.O. 646/57 paragraph 2a, and ensure that these are forwarded with Reports of Proceedings as an appendix in future.

HN 4/12

N5

Commodore
NAVAL OFFICER IN CHARGE
WEST AUSTRALIAN AREA.

Enc.
Landeg

F.55/902.

H.M.A.S. FREMANTLE.
At Sea.
2nd November, 1957.

The Naval Officer-in-Charge,
WEST AUSTRALIAN AREA.

H.M.A.S. FREMANTLE - REPORT OF PROCEEDINGS FOR THE MONTH OF OCTOBER, 1957.

Sir,

I have the honour to submit the report of proceedings of Her Majesty's Ship under my command for the month of October, 1957.

2. On Friday 1st October, FREMANTLE was at anchor in Area QD5 in company with the Japanese Pearling Fleet. The ship remained in this area until Sunday 6th October, moving short distances daily, in order to maintain the Pearling Fleet under close surveillance.

3. At 0900 on Sunday 6th October, FREMANTLE weighed and proceeded for Port Moresby, arriving at that port after an uneventful passage at 1130 on Tuesday 8th October. On completion of fuelling and provisioning, FREMANTLE slipped and proceeded at 1200 on Wednesday 9th October, arriving back in Area QD5 with the Pearling Fleet at 0700 Friday 11th October.

4. On Friday 11th October and during the forenoon of Saturday 12th October, the Pearling Fleet were loading shell into the mother ship, fuelling and securing for sea. At 1200 on Saturday 12th October, the Fleet weighed and proceeded for Japan. FREMANTLE proceeded in company with the fleet until they were well clear of Carpentaria light vessel, when the fleet altered course to the Northwest and FREMANTLE shaped a course for Darwin, arriving at that port at 0830 on Tuesday 15th October.

5. FREMANTLE remained in harbour until 1900 on Saturday 19th October, when the ship slipped and proceeded for Fremantle via Yampi Sound, Onslow, Carnarvon and Geraldton.

6. The ship berthed at Cockatoo Island, Yampi Sound, at 0700 Tuesday 22nd October. The Sub Collector of Customs boarded the ship and explained that one Indonesian fishing prau had recently been arrested and it was believed that there were two more illegally fishing in the area. At 0830 FREMANTLE slipped and proceeded to investigate all the surrounding islands and reefs. By 2100 the area had been thoroughly searched without result, so FREMANTLE proceeded to Onslow, arriving at that port at 0700 Friday 25th October for fuel, departing again for Carnarvon at 1200 the same day. After an uneventful passage FREMANTLE berthed at Carnarvon at 1620 on Saturday 26th October.

7. At 0930 on Sunday 27th October FREMANTLE slipped and proceeded for Geraldton, exercising for two days in Shark Bay en route.

8. At 1100 on Tuesday 29th October the ship commenced to work up to full power for the annual full power trial, in accordance with N.O.I.C.W.A's letter No. W.A.56/2/5 (2231) dated 9th September, 1957. Maximum revolutions of 228 was obtained by 1300, giving a speed over the ground of 12.9 knots; this is considered satisfactory as the ship had been out of dock for over 10 months. The full power trial having been completed by 1500, economical speed was resumed. My Report of Trials of Main Machinery at Sea (Form A.S. 346) dated 1st November, 1957, refers.

2/.....

9. After an uneventful passage the ship berthed alongside in Geraldton at 1230 on Wednesday 30th October.

10. FREMANTLE was still berthed in Geraldton on Thursday 31st October.

11. The conduct and health of the ship's company during the month has been satisfactory.

12. The victualling during the month has been satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant,

(SGD.) J. YULE

Lieutenant Commander, R.A.N.
CAPTAIN.

APPENDIX "A"

Distance steamed during month.....3407.6 miles.

Total distance steamed.....84,832.95 miles.

Hours under way during month.....332 hours 9 minutes.

Total hours under way.....9183 hours 53 minutes.

Average distance per ton of fuel.....11.2 miles.

APPENDIX "B"

NIL whales sighted.

(SGD.) J. YULE

Lieutenant Commander, R.A.N.
CAPTAIN.

DEPARTMENT OF THE NAVY.

A336-12-837

MINUTE PAPER

H.M.A.S. FREMANTLE Report of Proceedings - SEPTEMBER, 1957

DP 25/10

DNI 28/10

DTSR 29/X

DSD 30/10

DAWOT 31/10

HPB 1/11

DGS 4/11

NA2NM(X) 4/11

DDM 4/11

DM

INR&C 7/XI

DCNP 19/XI

D/CC 25/11

DEE

DME 26/11

DNC 28/11

DOUW 9/12

MDG 11/12

HNB(N5) 19/9

REGISTRAR 11/10/58

1. 13/12
2.

HNB )
DOD )
DCNS )
1STNM )
2NDNM )
3RDNM )
4THNM ) Separate Report circulating.
DEPSEC )
CNPR )
HNB(N5) )
REGISTRAR )

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

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22/10

DEPARTMENT OF THE NAVY. 4336-12-837

MINUTE PAPER.

H.M.A.S. FREMANTLE Report of Proceedings - SEPTEMBER

(HNB) 24/10

DCO

DCNS

1ST NM 30/10

2ND NM

3RD NM

4TH NM 13 Nov.

DEPSEC 13/11

CNPR 14/11

HNB (N5) 18/11

REGISTRAR 19/11/57.

Appendix B, para (e), approval was granted to delay docking to permit FREMANTLE to conform to her peacetime requirements 28/x.

DP )
DNI )
DTSR )
DSD )
DAWOT )
HPB )
DCNP )
DGS )
INR&C )
NA2NM(X) )
DM ) Separate Report circulating.
DDM )
D/CC )
DEE )
DME )
DNC )
DOUW )
MDG )
HNB(N5) )
REGISTRAR )

NOTE: a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

(H.M.A.S. FREMANTLE's letter No. F55/800 dated 8, October, 1957.)

INDEXED
INIT.
DATE 21/10/57

DEPT. OF THE NAVY

| | | |
|---|---|---|
| 4336 | 12. | 837. |

DEPT. OF NAVY
WA56/9/7
W.A.

2515

The Secretary,
Department of the Navy,
Navy Office,
MELBOURNE, S.C.1.

RECEIVED
C 17 OCT AM
NAVY REGISTRY

(Copy to: Commanding Officer, H.M.A.S. FREMANTLE)

Submitted for the information of the Naval Board with reference to C.N.O. 946/55.

HN 18/10.

NS

Commodore,
Naval Officer-in-Charge,
West Australian Area.

Naval Staff Office,
FREMANTLE.

15 OCT 1957

F.55/800

H.M.A.S. FREMANTLE.
At Port Moresby.
8th October, 1957.

The Naval Officer-in-Charge,
West Australian Area,
FREMANTLE.....W.A.

(Copy to:- The Naval Officer-in-Charge, North West Australian Area).

H.M.A.S. FREMANTLE - REPORT OF PROCEEDINGS FOR THE MONTH OF SEPTEMBER, 1957.

Sir,

I have the honour to submit the report of proceedings of Her Majesty's Ship under my command for the month of September, 1957.

2. On Sunday 1st September, FREMANTLE was berthed at No.9 berth, North Wharf, Fremantle.

3. At 1000 on Monday 2nd September FREMANTLE slipped and proceeded for Northern Waters Patrol duties via Geraldton, Monte Bello islands, Onslow and Broome. After an uneventful passage FREMANTLE secured alongside Geraldton wharf at 1200 on Tuesday 3rd September.

4. At 0900 on Thursday 5th September FREMANTLE slipped and proceeded for Monte Bello islands to carry out a "Radio activity check", anchoring in Parting Pool at 1100 on Sunday 8th September. The leading marks and two channel buoys having disappeared, it was not practical to proceed into the inner anchorage. At 1130, the monitoring party, headed by the Navigating Officer and Chief Air Fitter Farr, O/N R29152, were landed by the ship's motor boat. No signs of illegal landings were discovered and the warning notices were still in good order. The islands proved to be still radio active, so a recreational party could not be landed.

5. At 0001 on Monday 9th September FREMANTLE weighed and proceeded for Onslow, arriving at that port at 1030 on the same day for fuel. On completion of fuelling FREMANTLE slipped and proceeded for Broome at 1300.

6. After an uneventful passage FREMANTLE anchored in the inner channel of Broome harbour at 1130 on Wednesday 11th September.

7. At 0800 on Thursday 12th September FREMANTLE weighed and proceeded for Darwin, arriving at that port at 0800 on Sunday 15th September. Recreational leave was granted on Sunday, whilst on Monday 16th September all hands were employed fuelling and watering ship, unloading free freight stores for H.M.A.S. Melville and provisioning ship prior to its departure at 0600 on Tuesday 17th September to relieve H.M.A.S. Swan, carrying out supervision of the Japanese Pearling Fleet in area QD5 (western end of Torres strait).

8. At 0005 on Friday 20th September, a rendezvous was made with H.M.A.S. Swan 14 miles west of Booby island, where both ships anchored whilst stores and seven ratings on draft were transferred to SWAN and Mr. Prance, Pearling Inspector from the Department of Fisheries, was transferred to FREMANTLE. At 0100 SWAN weighed and proceeded for Sy

...../2

2/.....

9. At 1030 on Friday 20th September FREMANTLE weighed and proceeded to the northern part of area QD5, where the ship anchored amongst the Japanese Pearling Fleet at 1730 the same day, 15 miles west of Turu Cay.

10. On Saturday 21st September, the fleet was operating in such close proximity to FREMANTLE that it was not considered necessary to get under way, as all the observation required could be carried out with binoculars from the bridge.

11. At 1000 on Sunday 22nd September, after the fleet had settled down to pearling in a group, FREMANTLE weighed and proceeded, steaming at slow speed amongst the fleet, whilst the Pearling Inspector examined, through binoculars, the size, amount and type of shell being sent up by the divers. The ship anchored in the northern part of area QD5 on completion.

12. This same procedure was adopted on Monday 23rd September and Tuesday 24th September.

13. On completion of the inspection on Tuesday 24th September, FREMANTLE proceeded at 1645 for Port Moresby for fuel, arriving at that port at 1700 on Thursday 26th September.

14. At 1100 on Friday 27th September FREMANTLE slipped and proceeded for Area QD5, making a rendezvous with the Japanese Pearling Fleet 10 miles west of Merkara Shoal. After carrying out an inspection of the luggers by the same method as previously, FREMANTLE anchored amongst the fleet. At 1600 the same day, the fleet decided they would have a 3 day "rest period" off Cook Reef. At 1700 FREMANTLE weighed and proceeded with the fleet, anchoring 5 miles west of Cook Reef at 2015.

15. FREMANTLE was stilled anchored in the same position on Monday 30th September.

16. During the entire time spent operating with the Japanese Pearling Fleet, a South East swell of from 6 to 10 feet has been experienced. This has restricted boatwork and has made the task of the divers' tenders most unenviable.

17. The conduct of the ship's company has been satisfactory during the month. Although leave has only been granted on 6 days during the entire month, the morale has been exceptionally high. More work and more watchkeeping for the ship's company has been entailed by the cessation of National Service Training, and they appear to prefer this than to having the mess decks crowded for eating, sleeping and recreation, as was previously the case, a benefit of particular note whilst the ship is in tropical waters.

18. Considering the very limited supply of fresh provisions available during the month, I consider the victualling to have been satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

(SGD.) I. YULE

XXXXXXXXXX

APPENDIX "A"

Distance steamed during month.....4032.4 miles

Total distance steamed.....81425.35 miles.

Hours under way during month.....394 hours 16 minutes

Total hours under way.....8851 hours 44 minute

Average distance per ton of fuel.....10.89 miles.

APPENDIX "B"

NIL whales sighted.

TIME EXCEEDING ECONOMICAL SPEED.

17th to 19th September.

(a) 65 hours

(b) 11 knots

(c) 1.06 tons per hour.

(d) 10.6

(e) To make up ETA to rendezvous with SWAN so that ship could maintain her programme without leaving the Japanese Pearling Fleet unattended. As FREMANTLE has not been in dry dock for 9 months, the ship's speed has been reduced by 1½ knots.

C.N.O. 946/55 paragrapg 5 refers.

(SGD.) I. YULE

Lieutenant Commander, R.A.N.
CAPTAIN.

DEPARTMENT OF THE NAVY

4336-12-819

MINUTE PAPER

H.M.A.S. FREMANTLE Report of Proceedings - AUGUST, 1957

D. of P. 1/9

D.N.I.

D.T.S.R. 30/9

D.S.D. 30/9

D.A.W.O.T. 30 Sep

H.P.B. 1/10

D.G.S. 1/10

N.A. 2 N.M.(X). 1/10

D.D.M. 3/10

D. of M. 4/10

I.N.R. & C. 4/

D.C.N.P. 4/10

D/C. of C. 7/10

D.E.E. 7/10.

D.M.E. 9/10

D.N.C. 11/10

D.O.U.W. 28/10

M.D.G. 7/11

H.N.B.(N.5).

D.A.O. 11/10/58

H.N.B.
D.O.D.
D.C.N.S.
1st N.M.
2nd N.M.
3rd N.M.
4th N.M.
Deputy Secretary
C.N.P.R.
H.N.B.(N.5).
D.A.O.

Separate Report circulating.

Note:

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b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

27/9

DEPARTMENT OF THE NAVY. 4336-12-819

MINUTE PAPER.

H.M.A.S. FREMANTLE Report of Proceedings - AUGUST, 1957

H.N.B. 16/9

D.O.D. 18/9

D.C.N.S.

1st N.M. 12/9

2nd N.M. 24/9.

for 3rd N.M. 27/9.

for 4th N.M. 30 Sep

Deputy Secretary. 1/10

C.N.P.R. 2/10

H.N.B.(N.5). 7/10

D.A.O.

D. of P.
D.N.I.
D.T.S.R.
D.S.D.
D.A.W.O.T.
H.P.B.
D.C.N.P.
D.G.S.
I.N.R. & C.
N.A. 2 N.M.(X).
D. of M.
D.D.M.
D/C. of C.
D.E.E.
D.M.E.
D.N.C.
D.O.U.W.
M.D.G.
H.N.B.(N.5).
D.A.O.

Separate Report circulating.

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DEPT. OF THE NAVY

| 4336 | 12 | 819 |
|---|---|---|

(H.M.A.S. "Fremantle" letter F.55/742 dated
6th September, 1957)

DEPT. OF NAVY
W.A.

W.A.56/9/7 II

2251

The Secretary,
Department of the Navy,
MELBOURNE ..... S.C.I.

RECEIVED
12 SEP P.M.
NAVY REGISTRY

(Copy to: Commanding Officer,
H.M.A.S. "FREMANTLE".)

Submitted for the information of
the Naval Board with reference to C.N.O.946/55.

HN 13/9

N5

Commodore
NAVAL OFFICER IN CHARGE
WEST AUSTRALIAN AREA.

11 SEP 1957

Naval Staff Office,
FREMANTLE .... W.A.

on Reg.

F.55/742

H.M.A.S. FREMANTLE.
At Sea.
6th September, 1957.

The Naval Officer-in-Charge,
West Australian Area,
FREMANTLE....W.A.

H.M.A.S. FREMANTLE - REPORT OF PROCEEDINGS
AUGUST, 1957.

Sir,

I have the honour to submit the report of proceedings of Her Majesty's Australian Ship under my command for the month of August, 1957.

2. During the entire month FREMANTLE was undergoing availability for refit.

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

4. The victualling during the month has been satisfactory.

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

(SGD.) J. YULE

Lieutenant Commander, R.A.N.
CAPTAIN.

APPENDIX "A"

Distance steamed during month.....Nil.

Total distance steamed.....77,392.95 miles.

Hours under way during month.....Nil.

Total hours under way.....8457 28/60.

Average distance per ton of fuel.....N.A.

APPENDIX "B"

NIL whales sighted.

(SGD.) L. YULE

Lieutenant Commander, R.A.N.
CAPTAIN.

4336-12-800

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. FREMANTLE Report of Proceedings - JULY, 1957

D. ~~of~~ P. 16/8

D.N.I. 20/8

D.T.S.R. 22/8

D.S.D. 23/8

D.A.W.O.T. 26 Aug.

H.P.B. 27/8

D.G.S. 28/8

N.A. 2 N.M.(X). 28/8.

D.D.M. 30/8

D. of M. 5/ix

I.N.R. & C. 6/9

D.C.N.P. 12/ix

D/C. of C. 9/9

D.E.E. 9/9

D.M.E. 10/9.

D.N.C. 11/9

D.O.U.W. 24/9

M.D.G. 3/10

H.N.B.(N.5). 8/10

D.A.O.

H.N.B.
D.O.D.
D.C.N.S.
1st N.M.
2nd N.M.
3rd N.M.
4th N.M.
Deputy Secretary
C.N.P.R.
H.N.B.(N.5).
D.A.O.
) Separate Report circulating.

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16A/F

DEPARTMENT OF THE NAVY.

4336-12-800

MINUTE PAPER.

H.M.A.S. FREMANTLE — Report of Proceedings - JULY, 1957

H.N.B.

D.O.D. 16/viii

D.C.N.S. 16/8

1st N.M. 19

2nd N.M. 20/8.

3rd N.M. 21/8

4th N.M. 22 Aug

Deputy Secretary. 26/8

C.N.P.R. 28/8/57

H.N.B.(N.5). 29/8

D.A.O.

D. of P.
D.N.I.
D.T.S.R.
D.S.D.
D.A.W.O.T.
H.P.B.
D.C.N.P.
D.G.S.
I.N.R. & C.
N.A. 2 N.M.(X).
D. of M.
D.D.M.
D/C. of C.
D.E.E.
D.M.E.
D.N.C.
D.O.U.W.
M.D.G.
H.N.B.(N.5).
D.A.O.

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(H.M.A.S. "Fremantle" letter F.55/654 dated 5th August, 1957)

DEPT. OF NAVY
W.A.

W.A.56/9/7 II

DEPT. OF THE NAVY
4336 . 12. 800

1947

The Secretary,
Department of the Navy,
MELBOURNE ..... S.C.I.

(Copy to: Commanding Officer,
H.M.A.S. "FREMANTLE".)

Submitted for the information of the Naval Board with reference to C.N.O.946/55.

Commodore
NAVAL OFFICER IN CHARGE
WEST AUSTRALIAN AREA.

Naval Staff Office,
FREMANTLE .... W.A.

9 AUG 1957

RECEIVED 12 AUG AM NAVY REGISTRY

4336/12/800

# Royal Australian Navy.

IN REPLY PLEASE QUOTE
NO. F.55/654.

H.M.A.S. FREMANTLE.
At Fremantle.
5 August 1957.



The Naval Officer-in-Charge,
West Australian Area,
FREMANTLE.....W.A.

H.M.A.S. FREMANTLE - REPORT OF PROCEEDINGS
JULY, 1957.

Sir,

I have the honour to submit the report of proceedings of Her Majesty's Australian Ship under my command for the month of July, 1957.

2. On Monday 1st July FREMANTLE was undergoing 42 days availability for leave and refit.

3. On Thursday 18th July, Sub-Lieutenant F. Fischer, R.A.N.R., was discharged to H.M.A.S. Lonsdale after completing 5 months National Service Training.

4. On Wednesday 31st July FREMANTLE was still berthed at North Wharf nearing completion of her refit.

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

6. The victualling durihg the month has been satisfactory.

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

Lieutenant Commander. R.A.N.
CAPTAIN.

APPENDIX "A"

Distance steamed during month.....NIL.

Total distance steamed.....77,392.95. miles.

Hours under way during month.....NIL.

Total hours under way.....8457 28/60.

Average distance per ton of fuel..... N.A.

APPENDIX "B"

NIL whales sighted.

Lieutenant Commander R.A.N.
CAPTAIN.

4336-12-783

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. FREMANTLE Report of Proceedings - JUNE '57

D. of P. 12/7

D.N.I. 11/7

D.T.S.R. 7/VIII

D.S.D.

D.A.W.O.T. Bang.

H.P.B. 9/8

D.G.S. 9/8

N.A. 2 N.M.(X). 13/8.

D.D.M. 14/8

D. of M. 15/8

I.N.R. & C. 15/8.

D.C.N.P. 16/8

D/C. of C. 19/8

D.E.E. 20/8

D.M.E. 27/8.

D.N.C. 27/8

D.O.U.W.

M.D.G. 18/9

H.N.B.(N.5). 27/9

D.A.O. 1/10

H.N.B.
D.O.D.
D.C.N.S.
1st N.M.
2nd N.M.
3rd N.M.
4th N.M.
Deputy Secretary
C.N.P.R.
H.N.B.(N.5).
D.A.O.

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DEPARTMENT OF THE NAVY. 4336-12-783

MINUTE PAPER.

H.M.A.S. FREMANTLE Report of Proceedings - JUNE 57

H.N.B.

D.O.D.

D.C.N.S.

1st N.M.

2nd N.M.

for 3rd N.M.

for 4th N.M.

Deputy Secretary.

C.N.P.R.

H.N.B.(N.5).

D.A.O.

D. of P.
D.N.I.
D.T.S.R.
D.S.D.
D.A.W.O.T.
H.P.B.
D.C.N.P.
D.G.S.
I.N.R. & C.
N.A. 2 N.M.(X).
D. of M.
D.D.M.
D/C. of C.
D.E.E.
D.M.E.
D.N.C.
D.O.U.W.
M.D.G.
H.N.B.(N.5).
D.A.O.

Separate Report circulating.

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4/11/37
4/11/8

(H.M.A.S. FREMANTLE letter F55/558 dated 5th July, 1957)







W.A.56/9/7 II

1633

The Secretary,
Department of the Navy,
MELBOURNE ..... S.C.I.

(Copy to: Commanding Officer,
H.M.A.S. "FREMANTLE".)

Submitted for the information of the Naval Board with reference to C.N.O.946/55.

Lieutenant Commander
for NAVAL OFFICER IN CHARGE
WEST AUSTRALIAN AREA. (A.O.L.)

HN 10/7

N5

Naval Staff Office,
FREMANTLE .... W.A.

F55/558

H.M.A.S. FREMANTLE,

at Fremantle.

5th July, 1957.

The Naval Officer-in-Charge,
West Australian Area,
FREMANTLE .... W.A.

H.M.A.S. FREMANTLE - REPORT OF PROCEEDINGS
JUNE, 1957.

Sir,

I have the honour to submit the report of proceedings of Her Majesty's Australian Ship under my command for the month of June, 1957.

2. On Saturday 1 June FREMANTLE was on passage from Darwin to Fremantle, via Onslow for fuel.

3. At 0830 on Tuesday 4 June FREMANTLE berthed at Onslow. At 1255 FREMANTLE slipped and proceeded for Fremantle. The ship arrived at Fremantle after an uneventful passage at 1240 on Friday 7 June. National Service trainees were discharged on arrival.

4. On Monday 10 June FREMANTLE commenced 42 days' availability for leave and refit. At 1400 I called on Acting Commander M.G. Pechey, D.S.C., R.A.N., Commanding Officer of H.M.A.S. LEEUWIN, who returned my call at 1130 the following day.

5. The health and morale of the ships company have been satisfactory during the month.

6. The victualling has been satisfactory during the month.

Lieutenant, R.A.N.

for Captain, absent on leave.

## APPENDIX A.

| | |
|---|---|
| Distance steamed: | 1549.3 |
| Total distance steamed: | 77392.95 |
| Hours under way: | 148 2/60 |
| Total hours under way: | 8457 28/60 |
| Average distance per ton fuel: | 12 |

## APPENDIX B.

Nil whales sighted.

Lieutenant, R.A.N.

for Captain, absent on leave.

DEPARTMENT OF THE NAVY 4336-12-775.

MINUTE PAPER

H.M.A.S. FREMANTLE Report of Proceedings - MAY 57

D. C. P. 11/7

D.N.I.

D.T.S.R. 7/VIII

D.S.D. 8/8

D.A.W.O.T. 12 Aug.

H.P.B. 13/8

D.C.N.P. 15/8

D.G.S. 16/8

I.N.R. & C. 20/8.

N.A. & N.M.(X). 19/8.

D. of M. 26/VIII

D.D.M. 21/8

D/C. of C.

D.E.E.

D.M.E. 27/8

D.N.C. 27/8

D.O.U.W. 2/9

M.D.G. 18/9

H.N.B. (N.5). 27/9.

D.A.O. 1/10

| | |
|---|---|
| H.N.B. | ) |
| D.O.D. | ) |
| D.C.N.S. | ) |
| 1st N.M. | ) |
| 2nd N.M. | ) |
| 3rd N.M. | ) Separate Report circulating. |
| 4th N.M. | ) |
| Deputy Secretary. | ) |
| C.N.P.R. | ) |
| H.N.B.(N.5). | ) |
| D.A.O. | ) |

Note: a) This report should be dealt with and passed on promptly.
b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

DEPARTMENT OF THE NAVY. 4336-12-775

MINUTE PAPER.

H.M.A.S. FREMANTLE Report of Proceedings - MAY 57

H.N.B.

D.O.D. 11/vii (have 17 extracted & passed to Dep V)

D.C.N.S.

1st N.M.

2nd N.M.

3rd N.M.

4th N.M. 24 JUL

Deputy Secretary.

C.N.P.R.

H.N.B.(N.5).

D.A.O.

D. of P.
D.N.I.
D.T.S.R.
D.S.D.
D.A.W.O.T.
H.P.B.
D.C.N.P.
D.G.S.
I.N.R. & C.
N.A. 2 N.M.(X).
D. of M.
D.D.M.
D/C. of C.
D.E.E.
D.M.E.
D.N.C.
D.O.U.W.
M.D.G.
H.N.B.(N.5).
D.A.O.

Separate Report circulating.

NOTE: a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

(H.M.A.S. "Fremantle" letter F55/557 dated 5th June, 1957)







W.A.56/9/7 II

1570

The Secretary,
Department of the Navy,
MELBOURNE ..... S.C.I.

REPORT OF PROCEEDINGS - MAY, 1957.

Submitted for the information of the Naval Board.

James

Lieutenant Commander
for NAVAL OFFICER IN CHARGE
WEST AUSTRALIAN AREA. (A.O.L.)

HDN 8/7

NS

Naval Staff Office,
FREMANTLE .... W.A.

F55/557

H.M.A.S. FREMANTLE

at sea

5 June, 1957.

The Naval Officer-in-Charge,
West Australian Area,
FREMANTLE, W.A.

H.M.A.S. FREMANTLE - REPORT OF PROCEEDINGS
MAY, 1957.

Sir,

I have the honour to submit the report of proceedings of Her Majesty's Australian Ship under my command for the month of May, 1957.

2. On Wednesday 1 May FREMANTLE was anchored off Table Head in Port Essington carrying out harbour drills and instruction for the National Service Trainees. The Trainees became quite proficient in this knowledge of anchor work, rigging sheerlegs, boat pulling, hoisting and lowering a sea boat and D.C. exercises even to the extent of taking charge of the various evolutions without the assistance of the ships company. At 1530 a recreation party of 40 was landed for fishing, oystering, and a small party went buffalo shooting, bagging one buffalo which I strongly suspect was a brahma cow. The recreation party remained ashore for a barbecue supper of steak (supplied from the ship) returning onboard at 2030.

3. At 1100 Thursday 2nd May FREMANTLE weighed and proceeded for Darwin carrying out sea boat exercises, OOW ship handling and minesweeping en route, arriving at Darwin at 0800 Friday 3rd May.

4. On Tuesday 7th and Wednesday 8th May, FREMANTLE slipped and proceeded at 0830 for general drills off Charles Point returning to harbour at 1715 and 1530 respectively each day.

5. At 1300 Thursday 9th May, Captain F.N. Cook, D.S.C. The Naval Officer-in-Charge, North West Australian Area accompanied by Mr. Justice Ashburner embarked and FREMANTLE slipped and proceeded to sea for general drills returning to harbour at 1630.

6. On Friday 10 May FREMANTLE again proceeded to sea at 0820 for sea exercises returning to harbour at 1430.

7. At 2100 Friday 10th May Flight Lieutenant Campbell Burns R.A.A.F., Mr. E de B. Norman and Mr. F. Pearce of Department of Primary Industry, Canberra, joined ship for surveillance of the Japanese Pearling Fleet.

8. At 0600 Saturday 11 May FREMANTLE slipped and proceeded to rendezvous with the Japanese Pearling Fleet's Inspection Vessel. 167° Cape Fourcray 5 miles. On arrival at the rendezvous FREMANTLE anchored and the two Japanese inspectors came aboard for the issue of their licenses; this duty completed FREMANTLE weighed and proceeded for Darwin at 1430, arriving in Darwin at 2100.

/2...

9. At 0900 Tuesday 14th May FREMANTLE slipped and proceeded to rendezvous with the Japanese Pearling Fleet anchored in position 19° 34 S. 120° 52' E, some 800 miles distant. After an uneventful passage FREMANTLE arrived at the anchorage at 1000 on Friday 17th May.

10. At 2300 Saturday 18th May FREMANTLE weighed and proceeded to the northern boundary of the area to commence a check on the Fleet's activities the following morning when they commenced pearling operations. At 0800 Sunday 19th May FREMANTLE altered course to the south in order to steam through the fleet and check their numbers and positions. At 1935 when visibility failed FREMANTLE anchored for the night as there were approximately 30 Australian pearling luggers operating amongst the Japanese fleet and therefore visual identification was required for the Japanese.

11. At 0600 Monday 20th May FREMANTLE weighed and proceeded and by 1130 the entire Japanese Pearling Fleet (23 luggers 1 Inspection Vessel - 1 Mother ship) had been identified; FREMANTLE then proceeded to Onslow for fuel arriving at that port at 0942 on Tuesday 21st May. Fuelling completed FREMANTLE slipped and proceeded at 1300 to rejoin the Pearling fleet, arriving in the area at 1730 Wednesday 22nd May. At 0100 Thursday 23rd May FREMANTLE anchored in position 19° 38S 120.23E.

12. At 0900 Thursday 23rd May FREMANTLE weighed and proceeded but as the Fleet were now operating in a small area all the luggers had been identified by 1300 FREMANTLE anchored in a position in the centre of their drift where all luggers were visible.

13. At 1200 Saturday 25th May FREMANTLE weighed and proceeded to identify and check on six luggers who had drifted out of visual range. Mr. Norman and Mr. Pearce took this opportunity to board several luggers and check their shell as the swell which had previously been consistently 6 to 8 feet had temporarily subsided. FREMANTLE anchored again amongst the fleet at 1530.

14. At 1200 Sunday 26th May FREMANTLE weighed and proceeded and after checking the entire fleet once again, proceeded north to rendezvous with "EMU" off Adele Island. The rendezvous was made and Mr. Pearce transferred by sea boat to EMU at 1530 Monday 27th May. FREMANTLE then set course for Darwin, and after an uneventful passage arrived at that port at 1530 Wednesday 29th May. The remainder of the day was spent in handing over the duties of the Japanese Pearling Surveillance vessel to H.M.A.S. COOTAMUNDRA who sailed at 0645 the following morning.

15. At 0900 Friday 31st May H.M.A.S. FREMANTLE slipped and proceeded for FREMANTLE.

16. The health and morale of the Ships company during the month has been satisfactory.

17. The victualling during the month has been well below average; this was caused by the lack of supplies available in Darwin at this time of the year. I consider the victualling under the circumstances to be satisfactory.

Lieutenant, R.A.N.

for Captain, absent on leave.

APPENDIX "A"

| | |
|---|---|
| Distance steamed: | 3392.5 miles. |
| Total distance steamed: | 75843.65 miles. |
| Hours under way: | 300 15/60 hours. |
| Total hours under way: | 8309 26/60 hours. |
| Average distance per ton fuel: | 11.8 miles. |

APPENDIX "B"

Nil whales sighted.

Lieutenant, R.A.N.

for Captain, absent on leave.

4336-12-754

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. FREMANTLE Report of Proceedings - APRIL 1957

D. of P.

D.N.I.

D.T.S.R. Ref. para 8. Article 1301 of QR+AI does not entitle a Consul to a guard. Recommend NOICWA, (NOICNWA?) and Captain of Fremantle be so informed.

D.S.D. Concern DTSR: previously NOISNWA forwarded the report?

D.A.W.O.T. JLC 1 July.

H.P.B.

D.C.N.P.

D.G.S.

I.N.R. & C.

N.A. & N.M.(X).

D. of M.

D.D.M.

D/C. of C.

D.E.E.

D.M.E.

D.N.C.

D.O.U.W.

M.D.G.

H.N.B.(N.5)

D.A.O.

H.N.B.
D.O.D.
D.C.N.S.
1st N.M.
2nd N.M.
3rd N.M.
4th N.M.
Deputy Secretary.
C.N.P.R.
H.N.B.(N.5).
D.A.O.

Separate Report circulating.

Note: a) This report should be dealt with and passed on promptly.
b) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

Chain taken on file 3244/3/64

1/6

4336-12-754

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. FREMANTLE Report of Proceedings - APRIL '57

H.N.B. 6/6

D.O.D. 1/7

D.C.N.S. 1/6

1st N.M. 11/6

2nd N.M. 20/7

3rd N.M. 24/6

4th N.M. 25 June

Deputy Secretary. 26/6

C.N.P.R. 27/6

H.N.B. (N.5). 2/7

D.A.O.

D. of P.
D.N.I.
D.T.S.R.
D.S.D.
D.A.W.O.T.
H.P.B.
D.C.N.P.
D.G.S.
I.N.R. & C.
N.A. 2 N.M.(X).
D. of M.
D.D.M.
D/C. of C.
D.E.E.
D.M.E.
D.N.C.
D.O.U.W.
M.D.G.
H.N.B.(N.5).
D.A.O.

Separate Report circulating.

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b) The report will be given to Board Members with Director's comments if there is any matter of special interest in those comments.

(copy for 4336-12-754)

3244/3/64
~~4436/12/754.~~

The Naval Officer-in-Charge,
WEST AUSTRALIAN AREA.

(Copy to: The Commanding Officer, H.M.A.S. FREMANTLE).

GUARDS OF HONOUR.

I am directed by the Naval Board to refer to paragraph 8 of Commanding Officer H.M.A.S. FREMANTLE's Report of Proceedings for April, 1957, forwarded under cover of your memorandum 56/9/7 (1287) of 28th May, 1957.

2. It is noted that a guard was paraded at the time of the visit of the Australian Consul. This is contrary to the provisions of Q.R. & A.I. Article 1301.

Secretary.

RECEIVED
C 29 MAY P.M
NAVY REGISTRY

DEPT. OF THE NAVY

| | | |
|---|---|---|
| 4336 | 12 | 754 |

(H.M.A.S. "Fremantle" letter F.55/556 dated 19th May, 1957)

INDEXED
INIT. 66
DATE 30/5/57

W.A.56/9/7 II

1287

The Secretary,
Department of the Navy,
MELBOURNE ..... S.C.I.

REPORT OF PROCEEDINGS - APRIL, 1957.

Submitted for the information of the Naval Board.

NAVAL OFFICER IN CHARGE
WEST AUSTRALIAN AREA.

HN 30/5

N5

Naval Staff Office,
FREMANTLE .... W.A.
28 MAY 1957

Encl

# Royal Australian Navy.

IN REPLY PLEASE QUOTE
NO F.55/556

H.M.A.S."FREMANTLE".
at Sea,
19th. May 1957.

The Naval Officer in Charge,
West Australian Area,
FREMANTLE. W.A.

H.M.A.S."FREMANTLE". - REPORT OF PROCEEDING - APRIL 1957.

Sir,

I have the honour to submit the report of Proceedings of Her Majesty's Australian Ship under my command for the month of April, 1957.

2. On Monday Ist April Fremantle was on passage to Darwin to take up duties of Northern Waters Patrol vessel.

3. At 1135 on Tuesday 2nd April Fremantle berthed at Onslow for fuel, but owing to a merchant ship already fuelling, fuelling could not be commenced till 1450. At 1630 Fremantle slipped and proceeded for Darwin. The ship arrived at Darwin after an uneventful passage at 1600 on Saturday 6th April.

4. At 0900 on Monday 8th April Lieutenant D.L.Cole D.S.C. R.A.N.V.R. joined ship for 14 days annual continuous training.

5. At 1000 on Monday 8th April I called officially on The Naval Officer in Charge North West Australian Area, Captain F.N.Cook D.S.C. R.A.N., whom returned my call at 1700 the same day.

6. At 1135 on Monday 8th April H.M.A.S.Junee entered harbour to turn over the duties of Northern Waters Patrol vessel to Fremantle.

7. At 1800 on Wednesday 10th April both ships slipped and proceeded out of harbour, parting company at Charles Point Buoy; Junee proceeding to Fremantle (town) and Fremantle proceeding to Dilhi, Portuguese Timor.

After an uneventful passage Fremantle arrived at Dilhi at 0915 on Friday 12th April.

8. At 0945 on Friday 12th April, the Consul for The Commonwealth of Australia, F.J.A. Whittaker Esq, boarded Fremantle and after inspecting the National Service Trainee guard of one Petty Officer and six the proposed programme for the ships stay was discussed.

At 1015 The Consul and myself left to make my official calls on ;

(a) His Excellency the Governor of Portuguese Timor, Captain Cesar de Serpa Rosa.

(b) Lieutenant Colonel Jose Maria de A. Galvao de Melo - The Military Commander.

(c) Mr. M. Dias Peao - Administrator of Dilhi.

(d) Lieutenant Commander Almeida e Sousa - Harbour Master Dilhi.

On completion of the calls I had an excellent lunch at The Australian Consulate, returning onboard at 1500.

At 1600 the same day all my official calls were returned together. His Excellency appeared to be most impressed by the guard presented, who were all over 6ft 1 in.

9. At 0700 on Saturday 13th April 6 officers and senior Chiefs and Petty Officers flew 70 miles east to Baucau Plateau in the Governor's aircraft, a dove, for sightseeing tour in jeeps and apparently a very pleasant swim and lunch, returning onboard at 1700 the same day.

At 1800 on Saturday 13th April the Wardroom entertained 44 of the local officials and leading citizens at a cocktail party on the forecastle.

10. On Sunday afternoon a soccer match was arranged against a local team, although I informed the Portuguese the ship had a very poor team, they turned out their premiers (The Army) with the result the ship was soundly beaten 13 - 1 ; but everyone appeared to enjoy themselves and refreshments were served to the teams after the match.

11. At 0700 on Monday 15th April 2 officers and 50 of the ships company were taken by buses about 80 miles up into the mountains to Maubisse for a days sightseeing tour including a luncheon of suckling pig, prawns, chicken, etc and Portuguese wine. All concerned behaved themselves extremely well. The party returned onboard at 1830.

12. At 1900 on Monday 15th April His Excellency entertained myself and 3officers at a very excellent dinner party at the Palace.

13. At 0930 on Tuesday 16th April Fremantle weighed and proceeded for Darwin, arriving at that port at 0800 on Thursday 18th April after an uneventful passage.

14. At 0930 on Good Friday 19th April a Church Service was conducted on the forecastle by The Reverand Father Gywnn Jones. (Church of England)

15. At 0900 on Monday 22nd April Lieutenant D.L. Cole D.S.C. R.A.N.V.R. was discharged to shore after completion of his annual training.

16. At 1300 on Monday 29th April Fremantle slipped and proceeded for a five day training cruise to Port Essington anchoring off Table Head at 0845 on Tuesday 30th April. The forenoon was spent by the National Service Trainees in practical boat pulling, lead and line, anchor work and Minesweeping Lectures. At 1300 the ship went to general drills carrying out evolutions such as rigging sheer legs, repelling underwater divers, preparing for an atomic attack and Damage Control exercises.

17. The Health and morale of the Ships Company during the month has been excellent.

18. The Victualling during the month has been satisfactory.

Lieutenant Commander.R.A.N.
CAPTAIN.

H.M.A.S."FREMANTLE". - REPORT OF PROCEEDINGS - APRIL 1957

APPENDIX "A"

| | | |
|---|---|---|
| Distance Steamed. | : | 2,513 . 5 miles. |
| Total Distance Steamed. | : | 72,451 . 15 miles. |
| Hours Under Way. | : | 242 Hrs. 26/60 |
| Total Hours Under Way. | : | 8,009 Hrs. 11/60 |
| Av/ Distance Tons Fuel. | : | 10.6 Miles. |

APPENDIX "B"

Nil Whales Sighted.

Lieutenant Commander.R.A.N.
CAPTAIN.

DEPARTMENT OF THE NAVY

H336-12-734

MINUTE PAPER

H.M.A.S. Fremantle Report of Proceedings - March '57

D. of P.

D.N.I.

D.T.S.R.

D.S.D.

D.A.W.O.T.

H.P.B.

D.C.N.R.

D.G.S.

I.N.R. & C.

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

D. of M.

D.D.M.

D/C. of C.

D.E.E.

D.M.E.

D.N.C.

D.O.U.W.

M.D.G.

H.N.B.(N.5).

D.A.O.

H.N.B.
D.O.D.
D.C.N.S.
1st N.M.
2nd N.M.
3rd N.M.
4th N.M.
Deputy Secretary.
C.N.P.R.
H.N.B.(N.5).
D.A.O.
) Separate Report circulating.

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4336-12-734

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings - March '57

H.N.B. 20/5

D.O.D. 15/5

D.C.N.S. 16/5

1st N.M.

2nd N.M. 22/5

3rd N.M. 23/5

4th N.M. 30 May - Para.14. Must have a lot of married men!

Deputy Secretary 31/5

C.N.P.R. 4/5

H.N.B.(N.5) 6/6

D.A.O. 12/6

D. of P.
D.N.I.
D.T.S.R.
D.S.D.
D.A.W.O.T.
H.P.B.
D.C.N.P.
D.G.S.
I.N.R. & C.
N.A. 2 N.M.(X).
D. of M.
D.D.M.
D/C. of C.
D.E.E.
D.M.E.
D.N.C.
D.O.U.W.
M.D.G.
H.N.B.(N.5).
D.A.O.

Separate Report circulating.

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(H.M.A.S. "Fremantle" letter No.F.55/452 dated
6th April, 1957)

W.A.56/9/7 II

The Secretary,
Department of the Navy,
MELBOURNE ..... S.C.I.

REPORT OF PROCEEDINGS - MARCH, 1957.

Submitted for the information of the Naval Board.

NAVAL OFFICER IN CHARGE
WEST AUSTRALIAN AREA.

30 APR 1957

Naval Staff Office,
FREMANTLE .... W.A.

1004

Encls
/on Reg

# Royal Australian Navy.

IN REPLY PLEASE QUOTE
NO. F.55/452

H.M.A.S. Fremantle
at Sea.

6th April, 1957.

The Naval Officer in Charge,
West Australian Area,
FREMANTLE, W.A.

H.M.A.S. FREMANTLE - REPORT OF PROCEEDINGS - MARCH, 1957.

Sir,

I have the honour to submit the Report of Proceedings of Her Majesty's Australian Ship under my command for the month of March, 1957.

2. At 0800 on Friday 1st March FREMANTLE berthed at No.5 North Wharf after completing passage from Albany.

3. At 1230 on Friday 8th Sub. Lieutenant F. Fisher, R.A.N.R., joined ship for 4 months continuous training.

4. At 0730 on Saturday 9th March FREMANTLE slipped and proceeded to rendezvous with H.M.A.S. SWAN in Bunbury Harbour. The ship arrived at Bunbury after an uneventful passage, and secured to No.3 Berth at 1700 the same day.

5. At 1030 Sunday 10th March I called officially on the Commanding Officer H.M.A.S. SWAN (Commander R.C. Savage, D.S.C., R.A.N.). Owing to previous commitments and shortage of time my call was not returned.

6. At 0850 on Monday 11th FREMANTLE slipped and preceded SWAN out of harbour to make passage to Geraldton - exercising, replenishment at sea (both ships supplying gear), tow forward, tow aft, OOW manoeuvres, and general drills. All exercises were conducted without mishap and the score in general drills was 5 all. It was pleasing to see the "ship spirit" and enthusiasm displayed by the Ship's Company.

7. The following day Tuesday 12th OOW manoeuvres and general drills were again carried out during the forenoon. Much to my Ship's Company's delight the final score for general drills was FREMANTLE 8 SWAN 7. This was most creditable observing they had 60 seamen or cadets on the upper deck. Both ships berthed at Geraldton at 1600 the same day.

8. Owing to unforeseen shipping movements in the port SWAN and FREMANTLE had, unfortunately, to depart Geraldton at 1300 Wednesday. The townfolk were just as disappointed as the two Ship's Companies, having organised a civic reception dinner for the Officers, a dance for the Ship's Companies, had trips for 100 personnel and several sporting functions on Wednesday afternoon and evening, all of which had to be cancelled, but I assured the Mayor of Geraldton that I would return at the first available opportunity.

9. Both ships secured at No.3 North Wharf, Fremantle, at 1330 on Thursday 14th March.

10. At 0830 on Saturday 16th, after embarking 3 Yachting Officials from Royal Perth Yacht Club and 2 press representatives, FREMANTLE slipped and proceeded as patrol vessel for the Annual Cape Naturaliste Yacht Race. After sighting all yachts clear

Point Peron, FREMANTLE proceeded to Cape Naturaliste to act as the turning marker anchoring in position 072 Cape Naturaliste 3 miles at 2145 the same day. All the yachts had cleared the marker by 1200 on Sunday 17th when FREMANTLE weighed and proceeded after the "field". No difficulty was experienced in overtaking the yachts as by this time the light N.W. had died to a flat calm and most yachts were becalmed for lengthy periods. After reporting the positions of all yachts of the fleet (18) FREMANTLE anchored for the night at 0020 20 miles North of Bunbury.

11. At 0820 on Monday 18th FREMANTLE after sighting the 3 leading yachts proceeded to Fremantle, securing at 1215.

12. The ship remained in harbour until March 30th storing and cleaning in preparation for the embarking of 42 National Service Trainees for their sea training and to carry out the duties of the Northern Waters Patrol vessel.

13. At 0900 on Saturday 30th March FREMANTLE slipped and commenced passage to Onslow (for fuel) and Darwin. Two representatives from the C.S.I.R.O. were embarked to take plankton and bottom samples necessitating stopping every degree of latitude.

On 31st March FREMANTLE was proceeding North towards Onslow.

14. The health and morale of the Ship's Company during the month has been satisfactory. Although the Ship's Company always profess to like as much Fremantle harbour time as possible, it is amazing how their morale and cheerfulness rockets as soon as the ship proceeds on a lengthy cruise.

15. The Victualling during the month has been satisfactory.

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

Lieutenant Commander, R.A.N.
CAPTAIN.

H.M.A.S. FREMANTLE - REPORT OF PROCEEDING - MARCH 1957.

APPENDIX "A".

| | |
|---|---|
| Distance Steamed :- | 1344 . 3 Miles. |
| Total Distance Steamed :- | 71836 . 4 Miles |
| Hours Under Way :- | 137 Hrs.5/60. |
| Total Hours Under Way :- | 7729 Hrs.43/60. |
| Av/ Distance Tons Fuel :- | 11 . 2 Miles. |

APPENDIX "B".

Nil Whales Sighted.

Lieutenant Commander.R.A.N.
CAPTAIN.

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336-12-708

C.441/45.

SUBJECT: HMAS FREMANTLE - Report of Proceedings - Feb. 1957

CNPR

DNI

DAO

27/3

4336-12-708

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. FREMANTLE Report of Proceedings - FEB '57

4th N.M. com

D.A.W. ~~O.T.~~ VC 10/5

D. ~~of~~ P. 13/5.

H.P.B. 16/5

D.G.S. 16/5

N.A. 2nd N.M. (X). 17/5.

D. of M.

D.D.M.

D.N.L. 27/5

D.N.E. (N) 29/5.

D. of C. (N).

D.O.U.W. 5/6

M.D.G. 7/6

H.N.B. (N.5.). 10/6

D.A.O. 12/6

24 MAY 1957

4336-12-708

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. FREMANTLE Report of Proceedings - FEB 1957

~~C.N.P.R.~~

D.O.D. 12/iv

D.C.N.S. 15/4

for 1st N.M. 23/4

D.C.N.P.

2nd N.M. 26/4

~~D.N.I.~~

I.N.R. & C. 26/iv

D/D.P.S. 29/4

D.T.S.R. 1/V

D.N.C. 1/5

Deputy Secretary. 2/5

for 3rd N.M. 4/5

H.N.B. (N.5)

Copy circulated CNPR.
DNI
DAO

(H.M.A.S. FREMANTLE's letter F.55/392 dated
13th March, 1957).



II.

W.A.56/9/7

0641

The Secretary,
Department of the Navy,
MELBOURNE, S.C.1.

REPORT OF PROCEEDINGS - FEBRUARY, 1957.

Submitted for the information of the Naval Board.

HN 22/3
NS

Naval Officer in Charge,
WEST AUSTRALIAN AREA.



Naval Staff Office,
FREMANTLE, W.A.

# Royal Australian Navy.

IN REPLY PLEASE QUOTE
NO. F.55/392.

H.M.A.S. Fremantle.
at Sea,
13th. March,1957.

The Naval Officer in Charge,
West Australian Area,
FREMANTLE. W.A.

H.M.A.S. FREMANTLE. - REPORT OF PROCEEDINGS - FEBRUARY 1957.

Sir,

I have the honour to submit the report of proceedings of H.M.A.Ship under my command for the month of February,1957.

2. On Friday 1st. February, H.M.A.S. Fremantle, was anchored in Careening Cove, Cockburn Sound completing the final day of a two week workup and weapon training period. At 0600 the ship weighed and proceeded to N.Y. area for depth charge exercises. At 1005 one depth charge was dropped, detonating successfully at 150 feet. The ship them returned to harbour securing at "C" Shed Victoria Quey at 1220.

3. At 1220 Sub Lieutenant H.C. Findlay R.A.N. joined the ship.

4. On Monday 4th. February after 6 Reserve Engineroom Chief's and Petty Officers, 14 reserve ratings and one reserve officer, Lieutenant A.K. Stanton R.A.N.R. joined, the ship slipped and proceeded at 1230 for 12 days exercises in Shark Bay. An uneventful passage was experienced to Shark Bay, but the bad weather procluded the opportunity to exercise en route mainly due to almost all reserve personnel suffering from sea sickness. The ship anchored in Turtle Bay at 0700 6th.February.

5. The remainder of the 6th. and all day 7th. were taken up with numerous general drills and evolutions, including a whaler race round a danbouy in which all the Ship's Company took part as well as the trainees. To the amazement and embarrassment of the Ship's Company the race was won by the Reserve E.R.A.'s crew.

6. At 0900 on 8th. February, the ship weighed and proceeded to the middle of Shark Bay for minesweeping, danbouy laying and recovering and oow exercises in ship handling. Minesweeping and dan-laying were continued the following day and the ship anchored in Herald Bight at 1815. At 0800 on Monday 11th February. Fremantle weighed and proceeded for Geraldton recovering 3 danbouys in Shark Bay en route. Again bad weather was encountered and the ship arrived Geraldton at 1330 on 12th February.
At 1000 on Thursday 14th. February the ship slipped and proceeded to Fremantle. Once again bad weather persisted throughout the passage, the wind at times reaching gale force. However the ship eventually secured at North Wharf at 1400 on 15th. February. A period of 6 hours late on its original E.T.A.

7. On arrival in Fremantle Lieutenant A.L.Beaumont R.A.N. was discharged to H.M.A.S.Leeuwin and Lieutenant M.T.Streeter joined from H.M.A.S.Junee.

8. At 1045 on Saturday 16th.February after embarking 6 Yachting Officials from Royal Freshwater Yacht Squadron, Fremantle slipped and proceeded as patrol and reporting vessel for the annual Bunbury Yacht race, returning to harbour at 0930 on Monday 18th. Although the race proved interesting it became a little boring due to the lack of wind and most yachts became ~~became~~ becalmed for several lengthy periods.

9. At 0845 ? 19th Fremantle slipped and proceeded for Bunbury arriving at that port at 1700 the same day. At 1100 the following day I officially called upon the Mayor of Bunbury Mr.P.C. Paine whom returned my call at 1500 the following day.

10. At 0800 on Friday 22nd. Fremantle slipped and proceeded for Albany, and after an uneventful passage arrived there at 1200 on Saturday 23rd.

11. On Monday 25th. February at 1100 I officially called on the Mayor of Albany and his council, who returned my call at 1300 the same day.

12. At 1000 on Wednesday 27th. February the ship slipped and proceeded for Fremantle after a very pleasant stay in Albany where the local citizens went out of their way to entertain the Officers and Ships Company.

13. On 28th. February H.M.A.S. Fremantle en route to Fremantle was exercising minesweeping, danbouy laying and seaboat in Geographe Bay.

14. The health and morale of the Ships Company is satisfactory. the victualling has been satisfactory during the month.

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

Lieutenant Commander R.A.N.
CAPTAIN.

H.M.A.S.FREMANTLE.- REPORT OF PROCEEDINGS - FEBRUARY 1957.

APPENDIX " A ".

| | |
|---|---|
| Distance Steamed :- | 2038 . 7 Miles. |
| Total Distance Steamed :- | 70,492 . 1 Miles. |
| Hours Under Way :- | 229 Hrs. 17/60. |
| Total Hours Under Way :- | 7592 Hrs. 38/60. |
| Av/ Distance . Tons Fuel :- | 10.4 Miles. |

APPENDIX " B ".

Nil whales sighted.

Lieutenant Commander. R.A.N.
CAPTAIN.

4336-12-688

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. FREMANTLE Report of Proceedings - JAN 1957

4th N.M. 10 Apr.

D.A.W.O.T. 10/4.

D. of P. 11/4

H.P.B. 15/4

D.G.S. 16/4

N.A. 2nd N.M. (X). 16/4.

D. of M. 17/4

D.D.M. 17/4

D.N.L. 26/4.

D.E. (N) 8/5

for D. of C. (N). 10/5

D.O.U.W. 20/5

M.D. 15/5

D.D.A. 20/5

H.N.B. (N.5.) 21/5

D.A.O.

13. 20/5/57

17 MAR 1958

2/640

21/-

A336-12-688

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings - January 1957

C.N.P.R.

D.O.D. 21/ii

D.C.N.S. Working up satisfactorily 27/2

1st N.M. 5/3

D.C.N.P. 5/3

2nd N.M. 6/3

D.N.I.

I.N.R. & C. 7/3.

D/D.P.S. 7/3.

D.T.S.R. 13/III

D.N.C. 14/3

Deputy Secretary. 2/4

for 3rd N.M. 5/4.

H.N.B. (N.5) 8/4

Note the attention should be drawn to the poor standard of grammar and spelling shown in Fremantle's R of P Jan 57, adding that it is assumed that steps are being taken to ensure that reports are checked for such obvious errors

See Note of 24/3/57

X

Duplicate copy circulated to C.N.P.R.
D.N.I.
D.A.O.

24/5/13

TMC:JKI

DEPT. OF THE NAVY
4336/12/688.

7149 27MAR57

The Naval Officer-in-Charge,
WEST AUSTRALIAN AREA.

H.M.A.S. FREMANTLE REPORT OF PROCEEDINGS - JANUARY, 1957.

With reference to the Commanding Officer, H.M.A.S. FREMANTLE's, Report of Proceedings for January, 1957, forwarded under cover of your memorandum No. 0366 dated 19th February, 1957, I am directed by the Naval Board to draw your attention to the poor standard of grammar and spelling used in the report.

2. It is assumed that action is being taken to ensure that reports are checked for such obvious errors before despatch to Navy Office.

Secretary.

(H.M.A.S. "FREMANTLE's" Letter F.55/332
dated 7th February, 1957)

11.





The Secretary,
Department of the Navy,
MELBOURNE S.C.I.

0366

Submitted for the information of the Naval Board.

NAVAL OFFICER IN CHARGE
WEST AUSTRALIAN AREA.

19 FEB 1957

HN 21/2

N5

Naval Staff Office,
FREMANTLE.



enclosed

Enclosed

# Royal Australian Navy.

IN REPLY PLEASE QUOTE

NO. F.55/332.

H.M.A.S. FREMANTLE,
at Shark Bay,
7th.February, 1957.

The Naval Officer in Charge,
West Australian Area,
FREMANTLE. W.A.

H.M.A.S. FREMANTLE - REPORT OF PROCEEDINGS - JANUARY 1957

Sir,

I have the honour to submit the report of proceedings of H.M.A. Ship under my command for the month of January 1957.

2. On Ist January H.M.A.S.Fremantle was berthed at Victoria Quay Fremantle carrying out 42 days availability for leave and self refit. This availability was scheduled to expire on Monday 21st. January, but owing to the bricklayers not having completed work in the boilers, the ship was not ready for sea till A.M. Wednesday 23rd. January.

3. At 1100 on Wednesday 23rd, January, H.M.A.S. Fremantle proceeded to Cockburn Sound for a 4 day work up and clean ship period. All Seaman and Engine Room Ratings were instructed in stearing breakdown procedures and stearing by main engins. The ship anchored in Careening Cove at 1630.

4. H.M.A.S. Fremantle remained at anchor, cleaning ship and carrying out general drills till 0900 Saturday 26th. January when the ship weighed and proceeded to Fremantle for week - end leave.

5. At 1100 29th. January 1957, H.M.A.S. Fremantle slipped and proceeded for weapom training in Cockburn Sound and Gage Roads. The ship proceeded into Cockburn Sound and during the afternoon laid and weighed 8 dans, 2 sets of 4. On completion the seaboat was dropped twice with the seamen branch without misshap. The ship came to a buoy in Careening Cove at 1630.

6. At 1000 30th. January, Fremantle slipped and proceeded into Cockburn Sound for further exercises. The entire Ships Company except the Seamans Branch was dropped in a seaboat whilst underway, all branches performing creditable. At 1330 three "O" sweeps were streamed and recovered successfully. Fremantle anchored in Careening Cove at 1515. at 1630 Hands went to Action Stations and an assimilated Atomic Attack including pre wetting was carried out.

7. At 0045 the ship commenced to drag slightly, another shackle was veered and an anchor watch was set. At 0145 the ship appeared still to be dgagging even though there were 4 shackles ( 15 Fathoms) out in 7 Fths. of Water. I weighed anchor and proceeded out into the middle of Cockburn Sound for the remainder of the night.

8. The fore noon of Thursday 31st. January was spent in cleaning ship and preparing danbouys and sweeping gear. At 1325 Fremantle weighed anchor and proceeded to lay 4 dans and stream single "O" sweeps three times which was completed by 1645. The ship anchored off Rockingham Jetty at 1705 to collect bread. No leave was granted.

Cont. 2.

9. Night sweeping and danlaying has not been carried out as yet because during the period only one officer besides myself has been borne. The previous First Lieutenant being reappointed and his relief has not yet joined and I consider it essentual to have 2 officers on the bridge and one on the sweep deck for night sweeping operations. However night sweeping will be carried out in the first week of February in Shark Bay.

10. The health and morale of the Ships Company during the month has been excellent. The Victualling has been satisfactory.

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

Lieutenant Commander. R.A.N.
CAPTAIN.

H.M.A.S.FREMANTLE - REPORT OF PROCEEDINGS - JANUARY 1957.

APPENDIX "A"

| | |
|---|---|
| Distance Steamed : | 143.3 miles. |
| Total Distance Steamed : | 68,458.4 miles. |
| Hours under way : | 25.48/60. |
| Total hours under way : | 7363 21/60. |
| Av/Dist. ton fuel : | 5.0 miles. |

APPENDIX "B"

Nil whales sighted.

Lieutenant Commander. R.A.N.
CAPTAIN.

4336-12-669

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Shrewsbury Report of Proceedings - December 1918

4th N.M. 25 Feb.

D.A.W.O.T. 20/2.

D. of P. 26/2

H.P.B. 28/2

D.G.S. 1/3

N.A. 2nd N.M. (X). 4/3.

D. of M. 4/3

D.D.M. 4/3

D.N.L. 5/3

D.E. (N) 6/3.

D. of C. (N). 7/3

D.O.U.W. 11/3

M.D.G. 15/3

D.N.A. 15/3 — 26/3.

H.N.B. (N.5.). 27/3

D.A.O.

30/1

4336-12-667

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings - December 1916

C.N.P.R.

D.O.D. 30/1

D.C.N.S.

1st N.M. 30/1

D.C.N.P. 2

2nd N.M.

D.N.I.

I.N.R. & C. M.A.M. 5/2.

D/D.P.S. 5/2.

D.T.S.R. 8/11

D.N.C. 12

Deputy Secretary. 12/2

for 3rd N.M. 15/2

H.N.B. (N.5)

Duplicate copy circulated to C.N.P.R.
D.N.I
D.A.O.

II.

W.A. 56/9/7

0147



The Secretary,
Department of the Navy,
MELBOURNE, S.C.1.

REPORT OF PROCEEDINGS, H.M.A.S. FREMANTLE
DECEMBER, 1956.

Submitted for the information of the Naval Board.

HN 28/1

NS

Naval Officer in Charge,
WEST AUSTRALIAN AREA.

23 JAN 1957

Naval Staff Office,
FREMANTLE, W.A.

Encls

an Reg.

# Royal Australian Navy.

IN REPLY PLEASE QUOTE
No F/55/310

H.M.A.S. FREMANTLE.
at Fremantle,
16th January, 1957.

Sir,

H.M.A.S. FREMANTLE - REPORT OF PROCEEDINGS - DECEMBER, 1956.

I have the honour to submit the report of proceedings for H.M.A.Ship under my command for the month of December, 1956.

2. On 1st December H.M.A.S. FREMANTLE was underway en route Darwin to Fremantle with 23 National Service Trainees embarked.

3. At 1445 on 1st December, the ship berthed port side to at Onslow Jetty to embark fuel and fresh provisions. A heavy swell was running but with the use of plenty of fenders and manilla springs the ship lay alongside in reasonable comfort. At 1700, fuelling having been completed FREMANTLE slipped and proceeded on her passage.

4. At 2130 on 2nd December FREMANTLE anchored in Turtle Bay near Cape Inscription and at about 0600 the following morning after an early breakfast, all hands turned to to touch up the ship's side and generally clean ship prior to the Annual Inspection on arrival in Fremantle. The ship weighed and proceeded at 1200.

5. At 0900 on 4th December, FREMANTLE rendezvoused with H.M.A.S. JUNEE and H.M.A.S. KARANGI off Geraldton for day and night minesweeping exercises. During the forenoon "O" sweeping in formation was carried out with KARANGI acting as Danlayer. At 1430 JUNEE closed the Starboard side and transferred mail by a light jackstay; this transfer was completed satisfactorily by 1445. Owing to a heavy swell running "A" sweeping and night sweeping were cancelled, and both ships proceeded to Fremantle arriving at 1000 on 5th December.

6. At 1000 on 6th December, The Naval Officer-in-Charge, West Australian Area, Commodore J.C.Morrow, C.B.E., D.S.O., D.S.C., with his staff called ceremonially to carry out the Annual Inspection of FREMANTLE. After inspecting the Ship's Company, messdecks, and storerooms and books, The Naval Officer-in-Charge departed at 1145.

The Naval Officer-in-Charge and his Staff returned on board at 1315 at which time the ship slipped and proceeded to Gage Roads for general drills and evolutions; returning to harbour on completion at 1540 the same day.

7. At 1700 on 6th December FREMANTLE reverted to 48 hours notice for steam and commenced 42 days availability for leave and self-refit.

8. On 13th December at 1000 FREMANTLE was slipped on the South Slipway to check all underwater fittings; this task being satisfactorily completed by Monday 17th December, FREMANTLE was unslipped and reberthed at Victoria Quay.

9. On 31st December FREMANTLE was still secured at Victoria Quay at 48 hours notice for steam.

10. The health and morale of the Ship's Company during the month has been excellent. The victualling has been satisfactory.

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

Lieutenant Commander R.A.N.
CAPTAIN.

The Naval Officer-in-Charge,
WEST AUSTRALIAN AREA.

## APPENDIX "A".

| | |
|---|---|
| Distance steamed during the month | 924.8 miles |
| Hours under way during the month | 90 $\frac{22}{60}$ hours |
| Total distance steamed since commissioning | 68,315.1 miles |
| Total hours underway since commissioning | 7337 $\frac{33}{60}$ hours. |
| Average distance per ton of fuel | 12.7 ~~kmsx~~ miles |

## APPENDIX "B"

NIL WHALES SIGHTED.

4336-12-652

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings November 1936

4th N.M. 4 Feb.

D.A.W.O.T. 4/2

D. of P. 6/2

H.P.B. 14/2

D.G.S. 15/2

N.A. 2nd N.M. (X) 18/2.

D of V — Re para 19 Noted

D. of M. 3/3

Director of Victualling 1-3-37

D.D.M. 3

D.N.L. 13/3

D.E. (N) 15/3.

D. of C. (N). 19 Para 12 & 13

D.O.U.W.

D.M.D.G. 10/4 1934

D.N.A. 1/3/4

H.N.B. (N.S.) 17/4

D.A.O.

71.

4/336-12-652

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings - November 1916

~~C.N.P.R.~~

D.O.D. 21/1

D.C.N.S. 11/1

1st N.M. 14/1

D.C.N.P. 14/1

2nd N.M. 15/1.

~~D.N.I.~~

I.N.R. & C. 16/1.

D/D.P.S. 16/1.

D.T.S.R. 17/1 21/1

D.N.C. 22/1

Deputy Secretary. 23/1

3rd N.M. 19/1

H.N.B. (N.S.) 31/1

Duplicate copy circulated to C.N.P.R.
D.N.I.
D.A.O.

(ii)



The Secretary,
Department of the Navy,
MELBOURNE, S.C.1.

3500

REPORT OF PROCEEDINGS, H.M.A.S. "FREMANTLE" -
NOVEMBER, 1956.

Submitted for the information of the Naval Board.

Attached on reg

Naval Officer in Charge
WEST AUSTRALIAN AREA.

Naval Staff Office,
FREMANTLE, W.A.



W.A.56/9/7.

# Royal Australian Navy.

IN REPLY PLEASE QUOTE

NO.....

H.M.A.S. "FREMANTLE"
FREMANTLE, W.A.

10 December, 1956.

Sir,

H.M.A.S. "FREMANTLE" REPORT OF PROCEEDINGS - NOVEMBER 1956.

I have the honour to submit the Report of Proceedings for the month of November, 1956 of H.M.A. Ship under my command.

2. On 1st November H.M.A.S. "FREMANTLE" was berthed at the Boom Jetty, Darwin, with the hands employed provisioning and cleaning ship and handing over free freight stores to H.M.A.S. "MELVILLE" from D.N.S.O., Fremantle.

3. At 0830 2nd November "FREMANTLE" slipped and proceeded for Manus via Port Moresby. At 0955 on 3rd November one depth charge was dropped in 53 fathoms of water, set to explode at 150 feet for instructional purposes; both boats were lowered with N.S.T. crews and a good haul of fish was picked up, mainly of the red emperor variety, weighing on an average of about 10 lbs.

4. On the night of 4th one Recruit M(E) National Service trainee complained of pains and illness plus a temperature. He was turned in for the night, and as he still had the same symptoms in the morning I decided to put in to Thursday Is. where he was admitted to the local hospital with appendicitis. The ship anchored in Thursday Island channel at 0900 on 5th and weighed and proceeded at 1015. As the ship was ahead of E.T.A. the opportunity was taken to anchor in the Great North Eastern Channel off Long Island for dog watch instruction and general drills such as sea boats, dan buoys, sheerlegs, cable work and damage control exercises. A cinema show was shown in the evening, and the ship weighed ~~on~~ proceeded on her passage at 0530 the following morning. During the day a single-double "O" sweep was streamed and the ship arrived at Port Moresby at 1115 on 7th. As the berth was not clear "FREMANTLE" anchored in the roads to touch up the ship's side before proceeding alongside the main jetty at 1430.

5. The following morning after topping up with fresh water the ship proceeded for Manus, arriving there after an uneventful passage at 1100 on 12th November; firstly berthing on O.F.L. 1205 for fuel and then proceeding alongside at 1400.

6. I called unofficially on the Naval Officer in Charge, North Eastern Area, Acting-Captain M. J. Clark, D.S.C., R.A.N. at 1130 and remained at his residence for lunch. The Naval Officer in Charge, accompanied by his wife and daughter, returned my call at 1730 the same day.

7. On the morning of 13th "FREMANTLE" shifted berth out to an anchorage, as the wharf was required for a full dress rehearsal of a war canoe parade, consisting of over 100 canoes. This parade was to take place the following day in honour of His Royal Highness the Duke of Edinburgh, and I considered all aboard "FREMANTLE" were extremely fortunate to have such a "grandstand" view of the final rehearsal of this most spectacular parade. The speed attained by these canoes was amazing,

and the accuracy of close order station keeping during turns and wheels would put many an Officer of the Watch to shame. In the afternoon I took all the National Service trainees and as many of the Ship's Company as could be spared over to Nutt Point, about 2 miles from the Naval Depot, to witness a demonstration by the Papuan Infantry; this included team relay races up and down cocoanut palms, camouflage for jungle warfare, etc. At 2145 "FREMANTLE" weighed and proceeded for the rendezvous position some 100 miles east of Manus, arriving there at 0900 14th. As the visibility was almost zero the Royal aircraft was not sighted, but at 1205 N.O.I.C., N.E.A. stated the aircraft had landed at Manus, and instructed me to proceed in execution of previous orders, namely to return to Darwin via Port Moresby and Thursday Island.

8. An uneventful passage was encountered to Port Moresby arriving there at 0700 18th November. As the Ship's Company had already been granted leave in Port Moresby on the passage north I considered it would be more beneficial to them, especially the National Service trainees, to proceed as soon as possible for Thursday Island, where, if time permitted, leave would be granted so that they then would see one extra place on their cruise. This decision seemed popular with the Ship's Company, and I proceeded after receiving fuel and fresh water at 1130.

9. Again an uneventful passage was experienced, and "FREMANTLE" arrived at Thursday Island at 1650 on 19th November. To my surprise the ship was boarded by Customs representatives, and all concerned had to make out Customs declaration forms. However there were very few purchases made during the cruise, so everyone was quickly cleared. The local population had organised a dance for the Ship's Company, which officially commenced at 2200 when the hotels shut, so with the concurrence of the police I granted leave till 0200.

10. Recruit M(E) MEAKINS of the National Service trainees' class who had been landed with appendicitis on the passage north returned to the ship looking very healthy and happy. He stated that the locals had looked after him extremely well.

11. The following morning the ship again went to general drills with the following drills being exercised:

weigh by deck tackle; sea boats; preparing to replenish at sea; repel underwater divers; rig jury aerials; point ship.

12. Originally I intended to weigh and proceed at 1130, but during the forenoon a signal was received stating H.M.A.S. "EMU" had broken down 110 miles inside the Barrier Reef and had asked for assistance. As "FREMANTLE" was the only H.M.A. Ship in the area I remained at anchor off Thursday Island completing a full day's general drills, awaiting instructions from N.O.I.C., N.E.A. At 1730 instructions were received to proceed to "EMU's" assistance and tow her to Darwin.

13. "FREMANTLE" rendezvoused with "EMU" off Hannibal Island at 0215, but because of very poor visibility caused by bushfire smoke, I anchored till 0430 when visibility had increased, and I proceeded alongside "EMU" passing a 3½" towing wire. No difficulty was experienced in passing the tow and the ship proceeded at 0500. I found that with the perfect weather conditions encountered revolutions for 10 knots could be maintained throughout the passage to Darwin. On passage two grass transfers were made satisfactorily without reducing speed; one to pass a walkie-talkie set to "EMU" for R/T communication, and one to pass some cigarettes and soap to "EMU." "FREMANTLE"

with tow arrived Darwin at 2000 on 24th November. On arrival "FREMANTLE" anchored and heaved "EMU" up alongside then weighed and proceeded alongside the Boom Jetty. A sudden and very strong squall caused difficulty in manoeuvring, and at times I was steaming full ahead on one engine and full astern on the other, yet the ship would not turn. However, I eventually secured alongside at 2100 without any mishaps.

14. "FREMANTLE" had now completed over 2500 miles of towing in the last 40 days, which no doubt is a record for O.M.S. At the commencement of the O.F.L. tow from Fremantle the previous month, it took the First Lieutenant, Chief Bos'uns Mate and four or five seamen to "freshen the nip" of the tow, but when nearing the end of the "EMU" tow a Leading Seaman and a couple of National Service trainees could carry out the task efficiently and calmly.

15. On Monday, 26th the ship fueled, watered and stored in preparation for its passage south to Fremantle on the following day. At 0930 27th November, "FREMANTLE" slipped and proceeded for Fremantle via Onslow for fuel and rendezvous with "JUNEE" and "KARANGI" for minesweeping exercises.

16. On Friday, 30th November, H.M.A.S. "FREMANTLE" was still at sea en route to Onslow.

17. Since H.M.A.S. "FREMANTLE" departed Fremantle with three classes of National Service trainees embarked for training, the following drills have been carried out:

1. A damage control exercise almost every day.
2. One minesweeping exercise and numerous lectures and films on the subject.
3. 2,500 miles of towing, including slipping and picking up the tow four times.
4. Two transfers to the tow by grass lines.
5. Preparing for replenishment at sea (twice).
6. Weigh by deck tackle.
7. Rig sheerlegs.
8. Sea boat drills
9. Repel underwater divers
10. Rig jury aerials
11. Point ship
12. Hands to stations to abandon ship
13. Prepare for an atomic attack
14. Exercise steering breakdown, almost every day.

18. The health and morale of the Ship's Company during the month has been excellent.

19. Although the victualling for the month has been satisfactory it has not been extravagant, except possibly the consumption of fresh fruit has been higher than normal, but I consider this item an essential in the tropics. Nevertheless the current debt has not been reduced, due, no doubt, to the great number of days at sea - (all in calm weather with no seasick cases). An organisation will be brought into force on arrival in Fremantle, when the debt will be reduced considerably during the time the ship will be operating in southern climes.

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

Lieutenant Commander R.A.N.
CAPTAIN.

The Naval Officer in Charge,
WEST AUSTRALIAN AREA.

## APPENDIX "A".

| | |
|---|---|
| Distance steamed during the month | 5233.3 miles |
| Hours underway during the month | 518.37/60 |
| Total distance steamed since commissioning | 67390.3 miles |
| Total number of hours underway since commissioning | 7247.11/60 |
| Average distance per ton of fuel | 14.0 miles/ton |

## APPENDIX "B".

Nil whales sighted.

4336-12-633

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings - October 1956.

4th N.M. 30 Jan

D.A.W.O.T. 30/1.

D. of P.

H.P.B. 6/2

D.C.S. 6/2

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

D. of M. 4/ii

D.D.M.

D.N.I. 15/2 W/T!

D.E. (N). 20/2.

D. of C. (N).

D.O.U.W. 12/3

M.D.G. 13/3

D.A.A. 18/3

H.N.B. (N.S.) 20/3

D.A.O.

DAO 25/3.

19/3

1/5/59

6/12

H336-12-633

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings - October 1926

~~C.N.P.R.~~

D.O.D. 6/12

D.C.N.S. 10/XII.

1st N.M. 19/12

D.C.N.P. 24/XII

2nd N.M. 27 Dec

~~D.N.I.~~

I.N.R. & C.

D/D.P.S. 7/1.

D.T.S.R. 9/1 15/1

D.N.C. 16/1

Deputy Secretary. 18/1

3rd N.M. 19/1

H.N.B. (N.5)

Duplicate copy circulated
CNPR
DNI
DAO

II.



W.A.56/9/7

The Secretary,
Department of the Navy, 3267
MELBOURNE, S.C.1.



REPORT OF PROCEEDINGS, H.M.A.S. "FREMANTLE"
OCTOBER, 1956.

Submitted for the information of the Naval Board.

HN

Naval Officer in Charge,
WEST AUSTRALIAN AREA.



Naval Staff Office,
FREMANTLE, W.A.

Encl
orig.

# Royal Australian Navy.

IN REPLY PLEASE QUOTE
NO. F/55/240

H.M.A.S. FREMANTLE.
At Sea.

9th November, 1956.

Naval Officer in Charge,
WEST AUSTRALIAN AREA.

REPORT OF PROCEEDINGS - OCTOBER, 1956.

Sir,

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

2. On the 1st October, FREMANTLE was berthed at G & H Shed Victoria Quay on her final stage of quite an extensive refit.

3. At 0845 on the 4th, FREMANTLE shifted berth to the South Slipway by tugs for slipping in order to carry out a hull survey and inspection of underwater fittings. The ship was docked by 1100 without mishap. The ship's hull proved to be very free from marine fouling due no doubt to the fresh water coming down the Swan killing most of the growth. Whilst on the slipway the A/S Dome was inspected and it was found that the rivets around the stainless steel beading had corroded necessitating a new dome being shipped; this was done on the 8th October.

4. FREMANTLE was due to unslip on the morning of 9th October but due to a westerly wind causing a moderate swell the unslipping was postponed till 0920 on Wednesday 10th when the ship reberthed alongside D Shed, Victoria Quay at 1100. At 1200 myself and the Ship's officers entertained the various contractors and their foremen to a small party in the wardroom to show our appreciation of their efforts during the refit. I was amazed that this has not been the normal practice of ships refitting at Fremantle and the contractors were apparently pleasantly surprised by the gesture.

5. On 11th October, FREMANTLE stored and ammunitioned ship, A and X Bofor mountings, which had been refitting by the Port Gunnery Staff at H.M.A.S. LEEUWIN were re-installed. On the same day the ship fuelled and embarked 6,000 gallons of distilled water, the latter proving a very slow operation as the water came by road tanker from South Fremantle Power Station; this operation took 8 hours to complete. At 1700 one boiler was flashed up in preparation for basin trials on auxiliary machinery. At 2200 the cover plate of the suction and delivery valves of the main feed pump fractured so the boiler was shut down and a new one obtained the following morning.
— what a boiler?

6. At 0950 the Captain left the ship ceremonially to call on the Naval Officer in Charge, Western Australian Area, Commodre J.C. Morrow, D.S.O., D.S.C., CBE. R.A.N. who returned the call ceremonially at 1130 the same day.

7. At 1330 three classes of National Service Trainees were embarked (2 classes of Rct. M.(E).s and 1 class of Rct. Smn. totalling 27) for 8 weeks sea experience. During the day basin trials on both main engines were commenced but it was discovered that one of the weigh shaft brackets on the Port Engine was fractured. This defect took almost 48 hours to repair. Basin trials were continued on 13th but a fracture was discovered in the foot of the H.P. Cylinder casting of the Starboard engine. Basin trials now had to cease on both engines until repairs had been effected. On monday 15th both engines had been repaired and basin trials had been completed by 0900 and the ship proceeded to sea for sea trials at 0930. FREMANTLE returned to harbour at 1230 after completion of sea trials to top up with fuel. Having completed fuelling by 1500 Commander N.H.S. White R.A.N. was embarked and FREMANTLE proceeded to Gage Roads for compass adjustment. FREMANTLE rendezvoused with O.F.L. 1206 off Fremantle breakwater at 1730. Commander White landed in Tug S.S. "Wilga" and O.F.L. 1206 taken in tow FREMANTLE set course for Darwin at 1900 and proceeded at 7 knots.

Cont. -2-

rectifier?

8. On setting watch on the Main Transmitter the resistor valves fused. A signal was made on Port wave for spares to be flown to Carnarvon and the ship proceeded on the first leg of her passage.

9. An uneventful passage was made to Carnarvon arriving at Shark Bay at 1800/18th October. The tow was slipped and anchored on the western side of Shark Bayand as it would be dark by the time of the ship's arrival at Carnarvon some 18 miles distance and the Port Authorities did not know of the Ship's arrival it was decided to replenish the O.F.L. towing party with provisions and water on the evening of 18th then anchor in the vicinity of the O.F.L. for a "Cinema and beer issue night". This was an enjoyable break for everyone.

10. At 0515 on 19th October FREMANTLE weighed and proceeded to Carnarvon for water and fresh provisions, berthing alongside at 0745 and slipping again at 1300. Whilst in Carnarvon the spare resistor valves for the main transmitter were received and shipped but the set was found to be still unserviceable. The tow was connected and the ship proceeded on her passage by 1520 the same day.

11. At 1750 on 19th October the slipper face to the main circulator of the port engine fractured necessitating stopping the port engine; this breakdown reduced the speed of advance to approximately 4½ knots, a most monotonous speed.

12. At 1000 on 20th October M.V. KOOJARRA of the State Shipping Service passed and kindly transmitted a rather lengthy message to N.O.I.C.W.A. reporting the situation and requesting spares for the port main circulator. This message was corrupt when received by N.O.I.C.W.A. so proved to be of little value. On arrival Onslow at 0755 21st October I personally called on the Master of M.V. KOOJARRA and thanked him for passing the above message, he then informed me the only person on the bridge to "write down" for his Officer of the Watch was a German A.B. who could speak little English and most certainly could not write English; both of which are rather necessatities when taking down a message of a technical nature. However shortly before arrival in Onslow, due to the initiative and good natured hard work, in fact almost 48 hours non stop work, by Chief Engineroom Artificer J.D. Cottrell, O.N. R51022 and Mechanician 1. Spink, A.F., O.N. R36240, a spare slipper face was cannibalised from a face plate, and has proved to be as good as the original.

13. During FREMANTLE's 6 hour stay in Onslow Mr Langhan, A.W.A. Representative aboard M.V. KOOJARRA carrying out acceptance trials, came onboard and worked for the entire period attempting to repair the Main Transmitter to no avail.

14. At 1400 the ship proceeded to the roads, re-secured the O.F.L. which had been anchored and set course for Darwin at 1600.

15. An uneventful passage was made to Darwin with the exception that on the 27th October when the telegraphist was "Fiddling" with the Main Transmitter for no apparent reason it began working, which meant for the first time on the passage from Fremantle to Darwin the ship was in contact with the outside world.

16. At 0055 on 28th October FREMANTLE rendezvoused with H.M.A.S. JUNEE to transfer several drafts and FREMANTLE anchored in Darwin harbour at 0900 on 28th October. On completion of slipping the tow, harbour craft from N.O.I.C.N.W.A. took the O.F.L. to a buoy and Fremantle secured to the Boom Jetty Darwin at 0945.

17. On monday 29th October the staff from Coonawarra W/T station inspected the main transmitter and stated it was quite repairable and in fact had it repaired satisfactorily by the evening of 30th October.

18. The various breakdowns in the Engineroom Department experienced during the passage from Fremantle to Darwin are considered to be normal "Teething troubles" after an extensive refit, such as FREMANTLE had, with very little time allowed for sea trials on completion; but it is curious to note that every item of machinery that fractured was made of cast iron.

obvious

19. At 1000 on the 29th October the Captain left the ship to call ceremonially on the Naval Officer in Charge, North West Australian Area, Captain F.N. Cook, D.S.C., A.D.C., R.A.N. who returned the call at 1130 the following day.

20. The health and morale of the Ship's Company for the month has been excellent.

Cont. - 3 -

I have the honour to be,

Sir,

Your obedient servant.

Lieutenant Commander R.A.N.
CAPTAIN.

APPENDIX "A" TO OCTOBER 1956, REPORT OF PROCEEDINGS.

| | |
|---|---|
| Hours under way during the month | 272 $\frac{40}{60}$ hours |
| Distance steamed during the month | 1939.4 miles |
| Total distance steamed since commissioning | 62,157.0 miles |
| Total hours under way since commissioning | 6,728 $\frac{34}{60}$ hours |

Average distance per ton of fuel 8.7

Occassions exceeding economical speed - Nil

APPENDIX "B" TO OCTOBER, 1956, REPORT OF PROCEEDINGS.

Nil whales sighted.

H336-12-611

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings - 17th to 30th September 1956

4th N.M. 29 Nov.

D.A.W.O.T. 30/11

D. of P.

D. of P. (Q).

H.P.B. 7/12

D.G.S. 10/12

N.A. 2nd N.M. (X). 14/12

D. of M. 17/12

D.D.M. 18/12

D.N.I. 21/12

D.E. (N) 21/12

D. of C. (N). 28/12

D.O.U.W.

D.N.M.S. 7.

D.N.A. 30/1/57

H.N.B. (N.5).

D.A.O.

22 JAN 1957

24/10

4/336-12-611

DEPARTMENT OF THE NAVY

MINUTE PAPER.

23/10 H.M.A.S. Fremantle Report of Proceedings - 1/10 to 28 September 36

C.N.P.R. 23/10

D.O.D. 24/10

D.C.N.S. 24/X

for 1st N.M. 25/10

D.C.N.P. 27/10

2nd N.M. 26/10

D.N.I. 30/10

I.N.R. & C. 3/11.

D/D.P.S. 7/11

D.T.S.R. 13/XI

D.N.C. 4/11

Deputy Secretary. 15/11

for 3rd N.M. 21/11.

H.N.B. (N.5)

~~Flight~~

~~01/25/46~~

~~31/10/46~~

II.

W.A.56/9/7



19 10 56

The Secretary,
Department of the Navy,
MELBOURNE, S.C.1.

2919

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

Submitted for the information of the Naval Board.

Naval Officer in Charge,
WEST AUSTRALIAN AREA.

16 OCT 1956

HN 18/10

Encls
Cable

St 4539

# Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. F/55/142

H.M.A.S. FREMANTLE,
At Fremantle.

3 October, 1956.

Naval Officer in Charge,
WEST AUSTRALIAN AREA.

REPORT OF PROCEEDINGS FOR THE PERIOD 17TH TO 30TH SEPTEMBER, 1956.

Sir,

I have the honour to submit the report of proceedings for the period 17th to the 30th September, 1956, for H.M.A. Ship under my command.

2. Lieutenant Commander J.G. YULE, R.A.N. assumed command on the 17th September, 1956.

3. The period of availability for leave and refit continued until the end of the month and was spent secured alongside Victoria Quay.

4. The health and morale of the Ship's Company has been entirely satisfactory.

I have the honour to be,

Sir,

Your obedient servant.

Lieutenant Commander R.A.N.
CAPTAIN.

APPENDIX "A" TO SEPTEMBER, 1956 REPORT OF PROCEEDINGS.

| | |
|---|---|
| Hours under way during month | Nil |
| Distance steamed during the month | Nil |
| Total distance steamed since commissioning | 60,217.6 miles |
| Total hours under way since commissioning | 6,455 $\frac{54}{60}$ hours. |
| Average distance per ton of fuel | ------- |

Occasions of exceeding economical speed in accordance with C.N.O. 946/55

Nil

APPENDIX "B" TO SEPTEMBER, 1956, REPORT OF PROCEEDINGS.

Nil whales sighted.

4336-12-601

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings - 10th to 17th September 1956

4th N.M. 29 Nov

D.A.W.O.T. 30/11

D. of P.

D. of P. (Q). 4/12

H.P.B. 7/12

D.G.S. 10/12

N.A. 2nd N.M. (X). 10/12

D. of M. 11/12

D.D.M. 11/12

D.N.I. 13/12

D.E. (N) 10/12

D. of C. (N). 20/12

D.O.U.W. 3/1

M.D.G. 28/12

D.N.M.S.

D.M.A. 29/1

H.N.B. (N.5). 30/1

D.A.O. 1/2

1110

H336-12-601

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings 1st-17th September 36

C.N.P.R.

D.O.D. 16/10

D.C.N.S. 17/10

1st N.M. 19/10

D.C.N.P. 24/10

2nd N.M. 26/10

D.N.I. 30/10

I.N.B. & C. 2/11

D/D.P.S. 5/11

D.T.S.R. 8/11 13/11

D.N.C. 14/11

Deputy Secretary. 15/11

3rd N.M. 21/11

H.N.B. (N.5)

TELEPHONE No.

RECEIVED
C 3 - OCT P.M
NAVY REGISTRY

# Commonwealth of Australia

Department of The Navy.

DEPT. OF THE NAVY
St 6501

| 4336 | 12. | 601 |
|---|---|---|

IN REPLY PLEASE QUOTE

No. W.A.56/9/7

CHECKED FOR
TRANSFER TO
DEPT. OF NAVY

8 10 56

2773

NAVAL STAFF OFFICE
FREMANTLE, W.A.

-2 OCT 1956

The Secretary,
Department of the Navy,
MELBOURNE, S.C.1.

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

Submitted for the information of the Naval Board the attached report of proceedings of H.M.A.S. "Fremantle" for the period 1st -17th September, 1956.

on leg.

HN 5/10.

N5

Naval Officer in Charge,
WEST AUSTRALIAN AREA.

F/55/130

H.M.A.S. FREMANTLE,
At Fremantle.

20 September, 1956.

The Naval Officer in Charge,
WEST AUSTRALIAN AREA.

REPORT OF PROCEEDINGS FOR THE PERIOD 1ST - 17TH SEPTEMBER, 1956.

Sir,

I have the honour to submit the report of proceedings for the period 1st to 17th September, 1956 for H.M.A. Ship under my command.

2. H.M.A.S. FREMANTLE was secured alongside Victoria Quay for this period refitting.

3. Lieutenant Commander J.G. Yule, R.A.N. assumed command on the 17th September, 1956.

4. The health and morale of the ship's company has been very satisfactory.

(Sgd) J. CAVANAGH
Lieutenant Commander R.A.N.
CAPTAIN.

H336-12-595

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Albatross Report of Proceedings - Aug 1956

4th N.M. 26/10 30 Oct

D.A.W.O.T. 29/10.

D. of P.

D. of P. (Q).

H.P.B.

D.C.S.

N.A. 2nd N.M. (X). 9/11

D. of M.

D.D.M. 20/11

D.N.L. 27/11

D.E. (N) See below re para 25.

D. of C. (N).

D.O.U.W.

D.N.M.S.

H.N.B. (N.5). 29/11/57

D.A.O.

28/12.

28/12

26/9



DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings - August 1916

~~C.N.P.R.~~

~~D.O.D.~~ 26/9

~~D.C.N.S.~~

~~1st N.M.~~

~~D.C.N.A.~~ 2/10

~~2nd N.M.~~ 3/10

~~D.N.I.~~

~~I.N.R. & C.~~ 4/10.

~~D/D.P.S.~~ 4/10

~~D.T.S.R.~~ 11/X

~~D.N.C.~~ 12/10

~~Deputy Secretary~~ 16/10

~~3rd N.M.~~ — Para 25 18/10

~~H.N.B. (N.5)~~

~~D.N.~~ Please get report on para 25.
Action taken. 10/12.

Duplicate copy circulated to C.N.P.R
D.N.I.
D.A.O.

TELEPHONE No.

RECEIVED
C 21 SEP 1956
NAVY REGISTRY

# Commonwealth of Australia

Department of The Navy.

DEPT. OF THE NAVY St 0501

| 4336 | 12 | 595 |
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IN REPLY PLEASE QUOTE

No. W.A. 56/9/7

NAVAL STAFF OFFICE
FREMANTLE..W.A.

2675

20 SEP 1956

The Secretary,
Department of the Navy,
MELBOURNE..S.C.I.

REPORT OF PROCEEDINGS - H.M.A.S. "FREMANTLE"
AUGUST, 1956.

Submitted for the information of the Naval Board the attached Repprt of Proceedings of H.M.A.S. "Fremantle" for the month of August, 1956.

HN 24/9

NS

NAVAL OFFICER IN CHARGE.
WEST AUSTRALIAN AREA.

Encl.
1 an Reg

# Royal Australian Navy.

IN REPLY PLEASE QUOTE
NO. F/55/094

H.M.A.S. FREMANTLE,
At Fremantle.

11 September, 1956.

Naval Officer-in-Charge,
WEST AUSTRALIAN AREA.

REPORT OF PROCEEDINGS - AUGUST, 1956.

Sir,

I have the honour to submit the report of proceedings for the month of August, for H.M.A. Ship under my command.

2. On the 1st August, 1956, H.M.A.S. FREMANTLE was alongside the New Wharf at Darwin, secured ahead of H.M.A.S. QUADRANT. At 0900 QUADRANT slipped and departed Darwin for Brisbane having turned over her Pearl Fishery duties to FREMANTLE. FREMANTLE slipped some 25 minutes later but the destination was only the Boom jetty in order to re-fuel.

3. At 0940 on the same day the Captain left the ship ceremonially to call on the Naval Officer-in-Charge, North West Australian Area, Captain F.N. Cook, D.S.C.,A.D.C.,R.A.N.

4. The ship returned to the New Wharf at 1343 having re-fuelled.

5. The Naval Officer-inCharge, North West Australian Area, Captain F.N. Cook, D.S.C.,A.D.C.,R.A.N., called ceremonially at 1100 on Thursday 2nd August. Shortly afterwards the Captain landed to call on the Northern Territory Administrator, the Honourable J.C. Archer.

6. At 1430 FREMANTLE slipped and proceeded for area 9 to contact the Japanese pearling fleet.

7. The fleet was encountered at 0100 on 3rd August scattered about the centre of area 9. With a mother ship and 21 luggers at anchor they proved to be a formidable sight and without radar it was considered impracticable to manoeuvre amidst a maze of anchor lights. FREMANTLE anchored in their proximity at 0215.

8. The ship weighed at 0653 on 3rd August and closed the Inspection Vessel "Funakawa Maru". At 0722 FREMANTLE anchored close to the mother ship "Yamato Maru" and two officers were put aboard her to obtain latest data on the fleets pearling activities. Both officers returned some 25 minutes later. FREMANTLE weighed at 0749 but it was not until some 10 minutes later that it was observed that the "Funakawa Maru" was in hot pursuit, and making very little impression on our lead. After the ship was stopped a small boat from the Inspection Vessel came alongside and the monthly return of shell taken were transferred. FREMANTLE departed the pearling fleet at 0858 for Darwin, securing alongside the New Wharf at 1905

9. The next few days were spent in cleaning ship and in organised recreation for the Ship's Company. Throughout our stay in Darwin shooting parties proved to be very popular, although no great hauls were made.

Cont..... -2-.....10.

10. FREMANTLE departed Darwin on Tuesday 7th August at 0809 and returned once again to the job of perusal of the pearling fleet, anchoring in Gordon Bay to the west of Bathurst Island at 1855 the same day.

11. The day was devoted to painting ship, a task blessed by clement weather.

12. The Japanese fleet were expected to anchor in this area as diving had become impracticable due to the spring tides. Spring tides are usually periods devoted to transferring pearl shell to the mother ship and storing and victualling of the luggers.

13. At dawn the next day the Japenese fleet was sighted approaching their anchorage.

14. At 0915 the SS"Yamato Maru" secufed alongside port side to and some 15 minutes later FREMANTLE commenced discharging fresh water to her. Upon completion of watering at 1430, the "Yamato Maru" slipped and proceeded to re-join her luggers to the nostalgic strains of "Auld Lang Syne" played by a raucous Japanese band in the traditional manner. The whole evolution was carried out in an atmosphere of the utmost courtesy by all concerned.

15. FREMANTLE weighed at 0854 next morning, 9th August, and after surveyal of the pearling fleet proceeded to an anchorage off Cape Fourcroy, Bathurst Island, anchoring there at 1216.

16. S.S. "Funakawa Maru" anchored close to, at 1950 and the Japanese Fishing Inspector and Master of the vessel both came on board. They receipted for water taken by "Yamato Maru" and also transferred completed monthly returns. The Fleet Inspection Vessel weighed and departed at 2105.

17. FREMANTLE departed the area at 0403 next morning and returned to Darwin, anchoring in the Quarantine anchorage at 1140 until pratigue had been granted. FREMANTLE then proceeded alongside the fuelling jetty, outboard of the SS"Daylesford" in order to re-fuel. At 1440, fuelling having been completed, the ship slipped and at 1450 secured alongside the New Wharf.

18. On Sunday 12th August, at 1407, H.M.A.S. JUNEE entered harbour and berthed astern of FREMANTLE.

19. The Northern Territory Administrator, His Honour Mr J.C. Archer, returned the Captain's call at 1130 on Monday 13th August, leaving the ship at 1220.

20. FREMANTLE slipped at 1205 on Tuesday, 14th August, and departed Darwin for Onslow.

21. FREMANTLE anchored some 8 miles from Onslow at 0100 on Sunday 19th August. Due to a continual drizzle of light rain, the Leads to Onslow were obscured and it was not until 0804 that morning could the ship weigh and proceed alongside Onslow jetty, secured there at 0908.

22. Fuelling was completed by 1204 and at 1210, the ship departed and commenced the second stage of the passage, from Onslow to Shark Bay.

23. Fishing lines appeared almost simultaneously with the order to "let go" when the ship anchored in Turtle Bay at 1450 on 20th August. The schnapper seemed disposed to bite and a good haul was made.

24. The last stage of the passage was commenced at 0850 next morning and completed at 0825 on 23rd August, when the ship secured outboard of H.M.A.S. KARANGI at C Shed, Victoria Quay.

Air file 4284/14/90

25. Whilst on passage on the previous day, the ship had to be stopped for an hour when both feed pumps became unserviceable and a steam pipe burst in the boiler room. What could have been a serious accident was averted by the excellent drill by all concerned. Some amusement was caused during the incident by the required "long steps" being carried out by a Seaman Petty Officer who was gaining Boiler room experience.

Cont. - 3 - ... .....26.

26. A team-work method of rapid star reduction was used during the passage and proved successful, affording a fix within three minutes of taking the first sight.

27. Lieutenant Lawrance R.A.N.R. was with the ship throughout the month until 23rd August. Sub Lieutenant Cole R.A.N.R. carried out 13 days A.C.T. whilst the ship was in Darwin.

28. FREMANTLE commenced her period of availability for leave and refit on 23rd August and 1st leave party departed on 24th August.

29. The health of the Ship's Company is excellent.

30. It has been noted with pleasure, although the Ship's Company was at a reduced scale and contained no National Servicemen during the month, the morale has been at its highest, each and every man taking a personal pride in the appearance of his ship and himself. This proved the difficulties involved in acquiring the same espirit de corps from a Ship's Company comprising National Servicemen who are embarked for short periods only.

I have the honour to be,

Sir,

Your obedient servant.

Julian Cavanagh.

LIEUTENANT COMMANDER R.A.N.
CAPTAIN.

APPENDIX "A" TO AUGUST, 1956, REPORT OF PROCEEDINGS.

| | |
|---|---|
| Hours under way during the month | 231 $\frac{8}{60}$ hours |
| Distance steamed during the month | 2261.6 miles |
| Total distance steamed since commissioning | 60,217.6 miles |
| Total hours under way since commissioning | 6,455 $\frac{54}{60}$ hours. |
| Average distance per ton of fuel | 9.4 miles |

Occasions of exceeding economical speed in accordance with C.N.O. 946/55

3rd August

(a) $\frac{38}{60}$ hours

(b) 12 knots

(c) .6 tons per hour

(d) 20 miles per ton

(e) Survey Japenese pearling fleet.

APPENDIX "B" TO AUGUST, 1956, REPORT OF PROCEEDINGS.

Nil whales sighted.

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4336-12-591

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings - July 1916

4th N.M.

D.A.W.O.T. 16/10.

D. of P. 16/10

D. of P. (Q). 17/x

H.P.B. 24/10

D.G.S. 23/10

N.A. 2nd N.M. (X). 23/10

D. of M. 25/x

D.D.M. 1/11

D.N.L. 2/11

D.E. (N) 5/11

D. of C. (N). 8/11

D.O.U.W. 16/11

D.N.M.S. — PARA 18.

H.N.B. (N.5).

D.A.O.

19/9

DEPARTMENT OF THE NAVY 4/336-12-5911

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings - July 1916.

C.N.P.R. 18/9

D.O.D. 19/9

D.C.N.S. 20/IX.

1st N.M. 24/9

D.C.N.P. 24/9

2nd N.M. 25/9

D.N.I.

I.N.R. & C. 1/10.

D/D.P.S. 2/10

D.T.S.R.

D.N.C. 5/10

Deputy Secretary 9/10

3rd N.M. 12/10.

H.N.B. (N.5)

8/10

4/10

L 6830—40M 21806/1/45

RECEIVED
C 12 SEP P.M
NAVY REGISTRY

DEPT. OF THE NAVY
4336 | 12 | 591

# ROYAL AUSTRALIAN NAVY

IN REPLY PLEASE QUOTE

NO. W.A. 56/9/7

Naval Staff Office,
FREMANTLE.....W.A.

2553

11 SEP 1956

The Secretary,
Department of the Navy,
MELBOURNE..S.C.I.

REPORT OF PROCEEDINGS - H.M.A.S. "FREMANTLE".
JULY, 1956.

Submitted for the information of the Naval Board the attached report of Proceedings of H.M.A.S. "Fremantle" for the month of July, 1956.

HN 13/9

2. With reference to the last two sentences of paragraph 18 of the report , the attention of the Commanding Officer, H.M.A.S. "Fremantle" has been drawn to the penultimate sentence of paragraph 5 of C.N.O. 248/1955. He has also been instructed to be more prompt in the rendition of Reports of Proceedings.

N5

PSM re para 7

NAVAL OFFICER IN CHARGE.
WEST AUSTRALIAN AREA.

Encl.
1 ann Reg

# Royal Australian Navy.

IN REPLY PLEASE QUOTE
NO. F/55/082

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

20 August, 1956.

Naval Officer in Charge,
WEST AUSTRALIAN AREA.

REPORT OF PROCEEDINGS - JULY, 1956.

Sir,

I have the honour to submit the report of proceedings for the month of July, for H.M.A. Ship under my command.

2. On 1st July, 1956, H.M.A.S. FREMANTLE with H.M.A.S. KARANGI, H.M.A.M.R.L. 252 and H.M.A.M.W.L. 251 in company was at Carnarvon. All ships slipped and proceeded at 0600 on 1st July, and after forming columns in line abreast, set course for Cape Inscription at 7 knots.

3. At 1540, orders were received from the Naval Officer in Charge, West Australian Area for M.R.L. 252 and M.W.L. 251 to return to Carnarvon in view of inclement weather further south, DTG 010535z. FREMANTLE and KARANGI were ordered to return to Onslow for fuel. KARANGI's fuel remaining was fairly low, but due to the weather no attempt could be made to replenish her whilst under way.

4. Weather conditions remained unchanged throughout the passage north, wind being force 3-4 from the west with a long westerly swell.

5. The ship secured alongside Onslow jetty at 1816 on Monday 2nd July and re-fuelling was commenced immediately. By 2130 fuelling had been completed and at 2158 FREMANTLE slipped and proceeded from Onslow for Carnarvon. At 2345 identities were exchanged with KARANGI which was bound independently for Onslow.

6. 0800 on 4th July saw FREMANTLE in the vicinity of Cape Inscription and at 0830 the rendezvous was made with H.M.A.M.W.L. 251. Both lighters had departed Carnarvon the previous evening and sheltered overnight in the lee of Cape Inscription. M.R.L. 252 had been ordered to await the arrival of H.M.A.S. KARANGI and proceed to Fremantle in company with her.

7. Clement weather was experienced at this time but there was a long southerly swell running which reduced the speed over the ground of both ships to about 5½ knots with revolutions for 7½. However both ships were remarkably dry and riding very comfortably.

8. Continuous weather reports were made available and the predictions for the night of 5th - 6th July indicated a worsening in weather conditions. This proved to be an extremely accurate forecast as the wind increased and veered quickly to the north-east, force 4 to 6. A following sea and swell caused considerable difficulty in steering and at times the M.W.L. was observed to be yawing about 60° either side of the course of 120°. There were no mishaps however and once off Fairway buoy, the M.W.L. was ordered to act independantly and anchor as convenient in Gage Roads.

9. At 0020 on 7th July, H.M.A.S. FREMANTLE anchored for the night in Gage Roads, preparatory to entering Fremantle harbour next morning. The M.W.L. came to anchor some 15 minutes later.

Cont. -2-

10. At 0720, FREMANTLE weighed and proceeded into harbour, Having been granted permission to enter, it was found that a large merchant vessel was still being manoeuvred in the harbour, and consequently the starboard anchor was let go underfoot, and the ship stemmed it whilst awaiting the opportunity to go alongside. No difficulty presented itself after 0820, and at 0825 FREMANTLE secured alongside at G & H ramp, Victoria Quay, port side to. Some 15 minutes later, M.W.L. 251 secured outboard, and after a further 15 minutes interval, H.M.A.S. KARANGI and M.R.L. 252 entered harbour.

11. The unloading of 250 drums of petrol embarked at Onslow, was commenced at 1030 on 7th July.

12. The ship remained alongside in Fremantle until 23rd July, the intervening period being spent on routine ships maintenance, stowing and ammunitioning.

13. Inspection of the ships ordnance was carried out on Thursday 12 July.

14. Being in all respects ready for sea, FREMANTLE slipped at 1000 on Monday 23rd July and departed Fremantle for Darwin. Immediately the ship was clear of the breakwater it became obvious that we were in for some heavy weather and we were not disappointed.

15. Force 9 south-westerly winds and rough seas made life onboard extremely unpleasant and the ship's company, almost to a man, was incapacitated by seasickness.

16. The weather abated during the forenoon of 24th but conditions were still by no means pleasant. All hands were fully employed between decks cleaning away the debris of the past 24 hours.

17. A large quantity of free freight beer for H.M.A.S. MELVILLE had been stowed in the mine-sweeping flat and after water had penetrated this stowage it was observed that a great many of the cardboard cartons, and their contents, were slowly disintergrating. Very little could be done about re-stowing the crates and for days after the intact cartons had been removed at Darwin the odour still reminded one of a brewery picnic.

18... During the turmoil of the 23rd a steward, who had been violently seasick since leaving Fremantle, complained of severe pain in the lower left portion of his abdomen. Suspecting a strained stomach, the rating was turned-in in the chart house, where he remained until the ship reached Onslow on 26th. His condition did not appear to have deteriorated during the days following his hospitalisation, but as a precaution he was landed at Onslow Jetty and taken to the hospital. He was operated on 2 hours later for acute appendicitis. There have been some five or six of these occurrences in the past 12 months, and on each occasion the ship has been in a remote area without the services of a Sick Berth Attendant. In this particular instance it was extremely fortunate for the rating concerned that the representative of the Flying Doctor Service happened to be on his fortnightly visit to Onslow. It is considered that events of this nature have a detrimental effect upon the morale of the whole ship's company, and that when acting on detached duty the services of an S.B.A. are essential. This matter has been raised officially on previous occasions but with little satisfaction.

19. H.M.A.S. FREMANTLE departed Onslow, after re-fuelling at 1637 on Thursday 26th July.

20. The remainder of the trip was uneventful, save for some minor defects developing alternately on either engine. Weather conditions were perfect and the Ship's Company could relax in warm tropical weather.

21. At 2345 on Monday 30th July, FREMANTLE exchanged identities with H.M.A.S. QUADRANT, and after being granted permission to proceed, both ships proceeded independently for Darwin.

22. The ship secured alongside Stokes Wharf at 1138 on Tuesday 31 July and the hand-over from the QUADRANT was commenced.

23. The health of the ships company remains excellent and their morale is satisfactory.

I have the honour to be,

Sir,

Your obedient servant.

A Beaumont LIEUT. R.A.N.
for
Lieut. Commander R.A.N.
CAPTAIN. A.O.L.

APPENDIX "A" TO JULY, 1956, REPORT OF PROCEEDINGS.

| | |
|---|---|
| Hours under way during the month | 299 $\frac{40}{60}$ hours |
| Distance steamed during the month | 2996.7 miles |
| Total distance steamed since commissioning | 57.956 miles |
| Total hours under way since commissioning | 6,224 $\frac{48}{60}$ hours. |
| Average distance per ton of fuel | 11.2 miles |

Occasions of exceeding economical speed in accordance with C.N.O. 946/55.

1st - 2nd July

(a) 25 $\frac{50}{60}$ hours.

(b) 12 knots

(c) .6 tons per hour

(d) 20 miles per ton

(e) Onslow to refuel - N.O.I.C.W.A'S. DTG 010535z.

24th - 26th July.

(a) 41 $\frac{39}{60}$ hours

(b) 11 knots

(c) .55 tons per hour

(d) 20 miles per ton

(e) To make ETA Onslow after heavy weather.

APPENDIX. - WHALE OBSERVATIONS.

Detached for action ex 'N' Bn

[illegible]/9.

H336-12-581

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings - June 1956

4th N.M. 8 Oct.

D.A.W.O.T. 9/10.

D. of P.

D. of P. (Q).

H.P.B.

D.G.S. 12/10.

N.A. 2nd N.M. (X). 15/10

D. of M.

D.D.M. 19/10

D.N.I. 23/10

D.E. (N) 25/10.

D. of C. (N).

D.O.U.W. 13/11

D.N.M.S. 16/11

H.N.B. (N.5). 26/11 — 3/12

D.A.O.

23 NOV 1956

para 26. Insecticidal lacquer, which has proved effective elsewhere, is now available to the fleet. Action has been taken to supply 1 gall. immediately. 26/10

2/44

1/9

H336-12-581.

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings - June 1956

C.N.P.R. 6/9

D.O.D. 6/9

D.C.N.S. 11/IX.

1st N.M. 14/9

D.C.N.P. 14/9

2nd N.M. 17/9

D.N.I.

I.N.R. & C. 21/9.

D/D.P.S. 26/9

D.T.S.R. 28/IX

D.N.C. 1/10

Deputy Secretary. 2/10

3rd N.M. 3/10.

H.N.B. (N.5)

25/9.

4512/71/171
Copy for 4336/12/581

INSECTICIDAL LACQUER - TRIALS.

D.N.A.S.

The following extract is taken from the Report of Proceedings of H.M.A.S. Fremantle for June, 1956:-

"The appearance of a large colony of cockroaches has caused considerable concern, particularly amongst the galley staff, and has been a source of discomfort and irritation to the entire ship's company. No local means has been found of combatting the menace and they continue to thrive on wholesome ship's victuals."

2. Successful trials of "Ripolac" insecticidal lacquer for the control of cockroaches and insect infestation have been carried out on several of H.M.A. Ships and its introduction into service will be put forward when initial allowances have been agreed to by Naval Paint Committee.

3. Meanwhile, it is considered that this lacquer should be made available to H.M.A.S. Fremantle.

4. It is requested that 1 gallon of "Ripolac" insecticidal lacquer be supplied to H.M.A.S. Fremantle for trial purposes and that a report on the results of this trials be forwarded in due course.

D. C. N.

October, 1956.
RRS/RNL

L 6830—40M 21806/1/45

RECEIVED C 30 AUG P.M

DEPT. OF THE NAVY 4336 12 581

# ROYAL AUSTRALIAN NAVY

IN REPLY PLEASE QUOTE

NO. W.A. 56/9/7

Naval Staff Office,
FREMANTLE.....W.A.

29 AUG 1956

39 56 2419

The Secretary,
Department of the Navy,
MELBOURNE..S.C.I.

REPORT OF PROCEEDINGS - H.M.A.S. "FREMANTLE"- JUNE, 1956.

Submitted for the information of the Naval Board the attached Report of Proceedings of H.M.A.S. "Fremantle" for the month of June, 1956.

3
HN 9

NAVAL OFFICER IN CHARGE.
WEST AUSTRALIAN AREA.

NSS

Encl. att. on reg.

# Royal Australian Navy.

IN REPLY PLEASE QUOTE
NO. F/55/986

H.M.A.S. FREMANTLE,
at Fremantle.
18th July, 1956.

REPORT OF PROCEEDINGS - JUNE, 1956.

Sir,

I have the honour to submit the report of proceedings for the month of June, 1956, for H.M.A.Ship under my command.

2. Friday 1st June, FREMANTLE was secured alongside Victoria Quay Fremantle, undergoing an internal and external boiler clean.

3. On Tuesday 5th June, at 1135, the Commanding Officer, H.M.S. NEWFOUNDLAND, Captain R.E. PORTLOCK, O.B.E., R.N., was received on board ceremonially.

4. At 0815 on Wednesday 6th June, after embarking two classes of National Service Trainees, the ship slipped and proceeded to the Gunnery Exercise Area to carry out a qualifying shoot.

5. Whilst on passage to the area, FREMANTLE rendezvoused with H.M.A.S. JUNEE, returning home from the Monte Bello Islands, and half a class of N.S.T.'s were transferred to her by boat. Both ships then continued on their way to Area November Yankee. The shoot commenced at 1050 and was completed at 1230. After lunch the afternoon was devoted to O.O.W. manoeuvres, signal exercises, and practical experience in coming to an anchorage, both for the benefit of Reserve officers and officers under training.

6. Upon completion, FREMANTLE entered harbour and secured alongside at 1640.

7. On Friday 8th June, FREMANTLE was ordered to be ready to proceed as soon as possible, and 15 minutes after receipt of the signal was on her way to Cockburn Sound. Her instructions were to take in tow O.F.L. 1206, which was secured at Rockingham jetty and transfer her to a buoy in Careening Cove. Gale force winds were considered to be imminent.

8. By 1430 a line had been passed to a transfer party aboard the O.F.L. and the tow commenced shortly afterwards. During the progress of the tow the wind continued to strengthen until it became obvious that it would be dangerous to proceed further in view of the number of ships moored to leeward in Careening Cove. The tow was therefore discontinued and attempts were made to secure alongside the O.F.L., tug-wise. These attempts were abandoned as being too hazardous when the wind increased to force 6 from the North with gusts up to force 8, and it was decided to anchor the lighter. By this time she had drifted into a position which had rendered ship handling dangerous.

9. The O.F.L. was duly anchored with 6 shackles of cable, and after anchor lights had been rigged and battening down completed, FREMANTLE retrieved the towing party and buoy jumpers and set course fro Fremantle. The ship entered at 1830 in conditions of extremely bad visibility and in gale force winds, securing outboard of H.M.A.S. JUNEE at 1940.

10. Gale force winds continued to blow until Friday 15th. June when FREMANTLE slipped and returned to Cockburn Sound to complete the task of securing O.F.L. 1206 to her buoy. Winds were still force 5 but had veered to the South West. On arrival it became apparent that the O.F.L. had dragged her anchor and was on the edge of Southern flats but was not aground. A party was put aboard her and her diesel winch started after considerable difficulty. She then weighed anchor and was allowed to, drift downwind until in a suitable position, clear of Navigational hazards. She then anchored and FREMANTLE secured alongside her, port side to, at 1320.

# Royal Australian Navy.

IN REPLY PLEASE QUOTE

NO.....



11. At 1340 the O.F.L. weighed and with FREMANTLE secured alongside, proceeded to be towed at 10 knots to Careening Cove. Thirty minutes later she was secured to her alotted buoy. The remainder of the day was spent ranging cable by hand in order to provide a second bridle for the O.F.L.

12. Her task completed, FREMANTLE departed from Careening Cove at 1610 for Fremantle, securing outboard of JUNEE at 1800.

13. Throughout the next five days, FREMANTLE was at stand by in case she was required for Operation Mosaic.

14. TThis requirement was signalled on 19th June (N.O.I.C.W.A.'s 191044z) and the ship was brought to immediate notice. At 1210 the next day she slipped and proceeded for the Monte Bellos.

15. On Saturday 23rd. June, at 0930, FREMANTLE exchanged identities with H.M.A.S. NEWFOUNDLAND and H.M.S. DIANA, anchored in Exmouth Gulf.

16. Second class mail and Safe hand mail held by FREMANTLE for both ships was transferred to H.M.S. DIANA. Attempts at passing a line with the ship manoeuvring at rest in a force 7 wind were fairly unsuccessful. FREMANTLE anchored about a cable to windward of DIANA and laid back on her cable until the two ships were practically abeam. The mail was then passed successfully by jackstay as the weather was quite unsuitable for boat work.

17. FREMANTLE weighed and proceeded at 1100 for Onslow, securing alongside the jetty at 1500. Fuel, passengers and stores for NEWFOUNDLAND and NARVIK were embarked.

18. At 1652 FREMANTLE slipped and set course for Exmouth Gulf to rendezvous with NEWFOUNDLAND. The rendezvous was made at 2018 the same evening and after anchoring the transfer took place and was completed by 2100. The ship then weighed and steamed for the remainder of the night en route for the Monte Bellos.

19. On Sunday 24th June, at 1040, FREMANTLE entered Bunsen Channel and anchored 1½ cables from H.M.S. NARVIK at 1107. The rest of the day was spent transferring stores to and from NARVIK.

20. After embarking 15officers and scientists, FREMANTLE weighed at 0715 on Tuesday 26th June and proceeded for Onslow, arriving there at 1626.

21. The final victualling and Naval stores for NARVIK were embarked plus 250 tins of free freight petrol for Fremantle, and upon completion of fuelling at 2000 FREMANTLE slipped and proceeded once more for the Monte Bellos.At 2322 FREMANTLE anchored off North Sandy Island for the night.

22. Next morning at 0515, the ship weighed and set course for the Monte Bellos, arriving in Bunsen Channel at 0915. After anchoring close to NARVIK, the final discharge of stores was completed, and at 1130 FREMANTLE weighed and proceeded for Fremantle, chopping to the operational control of the Naval Officer in Charge, West Australian Area, at noon.

23. At 1130 on Thursday 28th June, FREMANTLE rendezvoused with H.M.A.S. KARANGI, H.M.A.M.R.L.252, and H.M.A.M.W.L.251, south of Cape Vlaming, and after assuming O.T.C. proceeded southwards at 7 knots with all ships in company.

24. Off Cape Inscription, instructions were received from the Operational Authority to shelter in Shark Bay as gale force winds were expected during the weekend south of Geraldton. Just after the alteration of course had been made M.R.L.252 reported engine trouble. KARANGI and the M.W.L. were detached to proceed independently to a convenient safe anchorage whilst FREMANTLE stood by the M.R.L. The M.R.L. was able to proceed at slow speed and by 1610 both ships had anchored in company with KARANGI and the M.R.L. under the lee of Cape Levillian.

# Royal Australian Navy.

IN REPLY PLEASE QUOTE

NO.....



25. After remaining at anchor overnight, FREMANTLE, with ships,in company, departed for Carnarvon at 0903 on the 30th June. Whilst on passage, O.O.W. manoeuvres were carried out from 1000 to 1100. At 1700 FREMANTLE secured alongside Babbage Island jetty, North side, and KARANGI and M.R.L. 252 berthed on the South side. At 1730 M.W.L. 251 secured outboard of FREMANTLE and fresh water was embarked. All ships remained overnight in Carnarvon.

26 The health of the ship's company is excellent and their morale remains satisfactory. The appearance of a large colony of Cockroaches has caused considerable concern, particularly amongst the galley staff, and has been a source of discomfort and irritation to the entire ship's company. No local means has been found of combating the menace and they continue to thrive on wholesome ship's victuals.

I have the honour to be,

Sir,

Your obedient Servant,

Julian Cavanagh

Lieutenant Commander R.A.N.

CAPTAIN

The Naval Officer in Charge,

WEST AUSTRALIAN AREA.

APPENDIX "A" TO JUNE, 1956 , REPORT OF PROCEEDINGS.

| | | |
|---|---|---|
| Hours under way during the month | $187\frac{17}{60}$ | hours |
| Distance steamed during the month | 1721.1 | miles. |
| Total distance steamed since commissioning | 54,959.3 | miles. |
| Total hours under way since commissioning | $5,925\frac{2}{15}$ | hours. |
| Average distance per ton of fuel | 8.5 | miles |

Occasions of exceeding economical speed NIL

APPENDIX "B" TO JUNE, 1956 REPORT OF PROCEEDINGS.

REPORT OF WHALES SIGHTED.

| DATE. | LOCALITY | | NUMBER | SPECIES | SIZE | WITH OR WITHOUT CALVES | DIRECTION TRAVELLING |
|---|---|---|---|---|---|---|---|
| 20/6/56 | 31,40'S | 115,23'E | 3 | Sperm | 40ft | Without | North |
| 21/6/56 | 28,18'S | 114,06'E | 2 | Hump Back | 25ft | Without | South |
| 21/6/56 | 27,58'S | 113,54'E | 2 | Sperm | 35ft | Without | North |
| 29/6/56 | Turtle Bay | | 1 | Hump Back | 30ft | Without | South |

RESTRICTED

DEPT. OF NAVY
4336-112-133

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings - May 1946

4th N.M. 17-Jul

~~D.A.W.C.~~ T. 8/7.

D. of P.

D. of P. (Q).

H.P.B.

~~D.C.S.~~ 21/7

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

D. of M. 31/VII.

D.D.M.

D.N.L.

D.E. (N)

D. of C. (N). 9/8

D.O.U.W.

~~D.N.M.S.~~

H.N.B. (N.5).

D.A.O.

4336-112-133.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings - May 1936

C.N.P.R. 25/6

D.O.D. 26/6

D.C.N.S. 26/6

1st N.M. 27/6.

D.C.N.P.

2nd N.M.

29/6/36 D.N.I.

31/7/36 D/D.P.S. 5/7

6/11/36 D.T.S.R. 10/VII

D.N.C. 12.VII.

Deputy Secretary. 12/7

3rd N.M. 13/7/36

H.N.B. (N.S.)

6/7.

TELEPHONE No.

# Commonwealth of Australia

Department of The Navy.

DEPT. OF THE NAVY St 6301

| 4336 | 112 | 133 |
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RECEIVED C 19 JUN P.M NAVY REGISTRY

RESTRICTED

IN REPLY PLEASE QUOTE
No. W.A. 56/9/7

INDEXED. INS. 0200 DATE 20/6/56

NAVAL STAFF OFFICE
FREMANTLE...W.A.

18 JUN 1956

The Secretary,
Department of the Navy,
MELBOURNE..S.C.I.

1667

REPORT OF PROCEEDINGS - H.M.A.S. "FREMANTLE"
MAY, 1956.

att on reg 20/6/56

Submitted for the information of the Naval Board the attached Report of Proceedings of H.M.A.S. "Fremantle" for the month of May, 1956.

J.K. Walton

NAVAL OFFICER IN CHARGE.
WEST AUSTRALIAN AREA.

HN 20/6/56

N5

RESTRICTED

RESTRICTED.

# Royal Australian Navy.



IN REPLY PLEASE QUOTE
NO. F/55/912.

H.M.A.S. FREMANTLE,
at Fremantle.
8th June, 1956.

REPORT OF PROCEEDINGS - MAY, 1956.

Sir,

I have the honour to submit the report of proceedings for the month of May, 1956, for H.M.A. Ship under my command.

2. On May 1st, FREMANTLE was secured portside to at Geraldton wharf. A cyclonic depression north of the area required the ship to be at immediate notice for steam to proceed to sea in the event of the cyclone moving south.

3. H.M.A.S. JUNEE entered harbour at 0800 and secured astern of FREMANTLE. The turnover was completed and JUNEE slipped and proceeded at 1000 the same day for the Monte Bellos, reporting for duty to the Commodore Special Squadron prior to departing. FREMANTLE then came under the operational authority of the Naval Officer in Charge, West Australian Area, CAPTAIN J. K. WALTON, R.A.N.

4. On May 2nd the ship slipped at 1000 and proceeded for Fremantle.

5. At 1118 the same day, FREMANTLE streamed a single Oropesa Sweep for the benefit of National Service Trainees and Reserve Officers embarked. LIEUTENANT L. C. LAWRENCE, R.A.N.R., a Reserve Officer completing his annual training commitment, took charge and carried out the operation most efficiently. By 1157 the Sweep had been recovered and the ship proceeded on her way against a strong wind and short rough seas.

6. By dawn the seas had abated and a heavy bank of sea mist enshrouded the area. The ship proceeded with due caution, particularly as the radar Type 974 had been unoperative for some considerable time. By 0910 the ship had confirmed it's position and Officer of the Watch manoeuvres, steerage breakdown and seaboats crews were exercised again for the benefit of National Servicemen and Reserve Officers.

7. At 1153 FREMANTLE berthed portside to in Fremantle harbour. The ship remained in harbour at four hours notice in case of recall according to the requirements of the Commodore Special Squadron, COMMODORE H. C. MARTELL, R.N.

8. Ceremonial calls were paid upon the Commanding Officer, H.M.S. DIANA, CAPTAIN J. R. GOWER, D.S.C., R.N., and Commanding Officer, H.M.S. CONSORT, COMMANDER R. R. B. MACKENZIE, M.V.O., M.B.E., R.N., at 1400 on 8th May. These calls were repaid on 9th May at 1150.

over .... 9.

9. On Thursday, 10th May, at 1215, FREMANTLE slipped and proceeded to the Monte Bellos in accordance with her instructions. (N.O.I.C.W.A.'s 070638Z May.)

10. At 1430 the first of the ship's pre-wetting trials whilst under weigh were carried out to test the efficiency of fire main spraying and the coverage afforded by such methods. The coverage obtained, other than the forecastle, was completely satisfactory. During the rest of the passage to the Monte Bellos the work of the ship's company was devoted to sealings and making canvas covers for all openings to the ship's citadels. Contamination parties, fully clothed and properly instructed, were exercised and even went to the extent of berating the Chief Bosun's Mate with scrubbing brushes for half an hour.

11. At 1200 on Sunday, May 13th, the ship assumed Damage Control State 1A. A minimum number of hands were employed in the engine room and boiler room and the ratings concerned were instructed to touch no machinary unless in an emergency. The FREMANTLE was conned from the Captain's cabin using a boat's compass (swung during the forenoon) for all navigation. Communications from the conning position to the after steering position, also a citadel, were quite satisfactory. The ship was conned in this manner for the next half hour with no person on the upper deck and wetting by the sprinkler system. An inspection of all compartments confirmed that all hands knew what to do in case of such an emergency arising.

12. There had been a considerable amount of preparation for this exercise during the previous few days and although lachrymatory grenades were not used, it was considered that the ship's company were so instilled with the idea of a mishap in the forthcoming atomic explosion that every effort was made by them to ensure their own safeguard, with the resultant satisfactory exercise.

13. At 1350 on the same day FREMANTLE came to anchor in four fathoms of water off Long Island, a notoriously fine fishing spot.

14. At 0615 on Monday, 14th May, FREMANTLE weighed and proceeded to Onslow, arriving at 0930 on the same day.

15. On Tuesday, 15th May, at 1000 FREMANTLE was secured to Onslow jetty and was ready to proceed in all respects in accordance with the Operational orders for HOTSHOT BRAVO.

16. At 1201 the executive signal was received to proceed and, having embarked V.I.P.s and press representatives, to rendevous with H.M.S. ALERT and H.M.A.S. JUNEE in the vicinity of North Sandy Island.

17. The V.I.P.s, VICE ADMIRAL R. R. DOWLING, C.B., C.B.E., D.S.O., CAPTAIN J. S. MESLEY, M.V.O., D.S.C., A.D.C., R.A.N., LIEUTENANT GENERAL SIR HENRY WELLS, C.B.E., D.S.O., LIEUTENANT GENERAL A. R. GARRETT, C.B.E., AIR VICE MARSHALL E. C. WACKETT, C.B.E., GROUP CAPTAIN B. A. EATON, D.S.O.D.F.C., and fourteen gentlemen of the press, were embarked at 1300.

18. FREMANTLE slipped and proceeded from Onslow jetty at 1310 and set course for the rendezvous position, the passage being made at 12 knots in order to arrive in the vicinity of North Sandy Island via the Mary Anne passage at 1800.

over .... 19.

19. En route a press conference was held in the wardroom in the course of which I explained in detail the contents of HOTSHOT JULIET. Some difficulty was experienced as to which of the press representatives were eligible to attend as apparently no passes had been issued. It is believed that this was due to the late arrival of the Courier aircraft. One representative had not been accredited and permission was obtained for his inclusion from the Commodore, Special Squadron.

20. At 1737 the same day FREMANTLE exchanged identities with ALERT and reported for duty shortly afterwards. The ship anchored at 1826 upon the receipt of an anchorage position. The V.I.P.s were transferred by boat to H.M.A.S. JUNEE, which had meanwhile anchored in company.

NB JUNEE report nothing of this. Probably the reference had been here to HMAS ALERT. [illegible] 14/7/01

21. At 0630 on Wednesday, 16th May, FREMANTLE weighed and proceeded in company with ALERT and JUNEE for the Monte Bellos. Officer of the Watch manoeuvres were carried out whilst on passage. H.F. silence was maintained continuously from 0830.

22. FREMANTLE was detached by ALERT at 1030 upon completion of the manoeuvres and I assumed command of T.G. 308.2 taking JUNEE under my orders.

23. At 1108 FREMANTLE and JUNEE anchored in their allocated position, 158 degrees Flag Island beacon 7,miles.

24. Immediately upon anchoring pre-wetting and closing down manoeuvres were exercised. These procedures had previously been exercised at various times whilst on passage from Fremantle to Onslow.

25. M.W.L. 251 and M.R.L. 252 reported for duty at 1120 and upon being assigned an anchorage, anchored shortly afterwards.

26. Lower deck was cleared at 1130 and hands were mustered on the quarterdeck where final instructions with regards to safety precautions were given.

27. At 1155 an atomic device was detonated.

28. By 1315 the V.I.P.s had been transferred from ALERT to FREMANTLE. JUNEE had been previously detached to proceed independently to Onslow. The rattle of typewriters had ceased and copy from the embarked press representatives had been transferred to M.R.L. 252. M.W.L. 251 and M.R.L. 252 were then detached and instructed to proceed in accordance with previous orders.

29. FREMANTLE weighed and proceeded for Onslow at 14 knots, their task having been completed.

30. The ship secured alongside Onslow jetty at 1935, a few minutes after the arrival of H.M.A.S. JUNEE. V.I.P.s and press representatives were then disembarked.

31. At 1050, 17th May, fuelling having been completed, FREMANTLE slipped and proceeded for Fremantle arriving at 0930 on Sunday, 20th May.

32. At 1145 on 21st May, the Captain left the ship ceremonially to call upon the Commanding Officer, H.M.S. COSSACK, CAPTAIN E. T. LARKIN, O.B.E., R.N. The call was repaid at 1120 the next day.

over .... 33.

33. At 1135 on 23rd May, the Captain called upon the Commanding Officer, H.M.A.S. LEEUWIN, COMMANDER N. H. S. WHITE, R.A.N.. The call was returned at 1205 on the same day.

34. During the remainder of the month FREMANTLE carried out an external and internal boiler clean and progressed repairs on her main engines, remaining at 24 hours notice for steam. Upon completion the ship stood by for further requirements in the Monte Bellos.

35. A ceremonial call was paid upon the Commanding Officer, H.M.S. NEWFOUNDLAND, CAPTAIN R. E. PORTLOCK, O.B.E., R.N., at 1155 on Tuesday, 31st May. H.M.S. NEWFOUNDLAND had entered harbour one hour previously.

36. The health of the ship's company is excellent and their morale remains satisfactory. The fact that the ship's company has been under complement during the latter part of the month has been a contributory factor in improved living conditions throughout the ship.

I have the honour to be,

Sir,

Your obedient Servant.

Julian Cavanagh

Lieutenant Commander, R.A.N.

CAPTAIN.

The Naval Officer in Charge,

WEST AUSTRALIAN AREA.

REPORT OF PROCEEDINGS - MAY, 1956.

Appendix "A" - Statistical Data.

| | |
|---|---|
| Distance steamed during the month | 1867. 5 miles. |
| Hours under way during the month | 188 $\frac{49}{60}$ hours. |
| Total distance steamed since commissioning | 53238. 2 miles. |
| Total hours under way since commissioning | 5737 $\frac{51}{60}$ hours. |
| Average distance per ton of fuel | 10. 2 miles. |

Appendix "B" - Whale Sighting Report.

Nil Whales Sighted.

Appendix "C" - Occasions of Exceeding Economical Speed. (C.N.O. 946/55.)

15th May:

(a) 5 $\frac{1}{60}$ hours.

(b) 11.5 knots.

(c) .64 tons per hour.

(d) 19.56 miles per ton.

(e) Operational requirement - MOSAIC.

16th May:

(a) 2 $\frac{15}{60}$ hours.

(b) 12 knots.

(c) .6 tons per hour.

(d) 20 miles per ton.

(e) Operational requirement - MOSAIC.

16th May:

(a) 6 $\frac{10}{60}$ hours.

(b) 13 knots.

(c) .68 tons per hour.

(d) 19.13 miles per ton.

(e) Operational requirement - MOSAIC.

4336-12-530

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings - April 1938

~~4th N.M.~~ 6 Jul

~~D.A.W.O.T.~~ 9/7.

~~D. of T.~~ 12/VII a very interesting & well compiled report.

D. of P. (Q).

H.P.B.

~~D.C.S.~~ 23/7

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

~~D. of M.~~ 30/VII

~~D.D.N.M.~~

~~D.N.L.~~

~~D.E. (N)~~ 6/8.

~~D. of C. (N).~~ 7/8

~~D.O.U.W.~~

~~D.N.M.S.~~

~~D.N.A.~~ 20/8

~~H.N.B. (N.5).~~ 7/8

D.A.O.

14/5



DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings - April 1916

8/6

C.N.P.R.

D.O.D. 13/6

D.C.N.S. 14/VI

1st N.M. 15/VI

D.C.N.P. 18/6

2nd N.M. 18/6.

D.N.I. 20/6

T.N.T.C. 26/6

D/D.P.S. 26/6

D.T.S.R. 28/vi

D.N.C. 29/6

Deputy Secretary. 29/6

3rd N.M. 3/7

H.N.B.

25/6.

28/x

TELEPHONE No.

CHECKED FOR INDEXING INITIALS ... DATE 6/6/56

# Commonwealth of Australia

Department of The Navy.

DEPT. OF THE NAVY St 6301

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IN REPLY PLEASE QUOTE

No. W.A. 56/9/7

RECEIVED C - 5 JUN A.M. NAVY REGISTRY

1487

NAVAL STAFF OFFICE
FREMANTLE..W.A.

- 1 JUN 1956

The Secretary,
Department of the Navy,
MELBOURNE..S.C.I.

REPORT OF PROCEEDINGS - H.M.A.S. "FREMANTLE"
APRIL, 1956.

HN
N5

Submitted for the information of the Naval Board the attached report of proceedings of H.M.A.S. "Fremantle" for the month of April, 1956.

2. I am pleased to observe that during this period H.M.A.S. "Fremantle" carried out excellent work in support of Operation "Mosaic". Commodore Special Squadron recorded his appreciation of this in his message D.T.G. 270300Z/April, 1956.

J.K. Walker

NAVAL OFFICER IN CHARGE.
WEST AUSTRALIAN AREA.

Encl.
1 ans leg.

# Royal Australian Navy.

IN REPLY PLEASE QUOTE
NO. F/55/896.

H.M.A.S. FREMANTLE,
at Fremantle.
1st May, 1956.

REPORT OF PROCEEDINGS - APRIL, 1956.

Sir,

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

2. April 1st, FREMANTLE was in Fremantle harbour embarking stores and provisions in preparation for the forth - coming period for Operation MOSAIC in the Monte Bello Islands.

3. After embarking 12 National Servicemen FREMANTLE departed at 1130 on April 3rd for the Operational area.

4. Turnover of orders was to be effected in Geraldton between H.M.A.S. JUNEE, south bound from the Monte Bellos, and the FREMANTLE, the duty relieving ship. At 0740, April 4th, FREMANTLE approached Geraldton in poor visibility and at 0830 she was secured outboard of JUNEE. The turnover being completed and having reported for duty to the Commodore, Special Squadron, in Command of Task Force 308, and assumming the command of Task Group 308.2, FREMANTLE slipped from outboard of JUNEE and proceeded at 1230 the same day.

5. FREMANTLE secured starboard side to Onslow Jetty at 1140 Friday, April 6th, and commenced fuelling and storing. One hour later H.M.S. ALERT under the command of COMMANDER R. F. BULLER, R.N., and wearing the broad pennant of the Commodore, Special Squadron, COMMODORE SECOND CLASS H. C. MARTELL, R.N., anchored one mile off the jetty. At his request, official calls were to be delayed to a later date at the Monte Bellos. However, the Commodore was met unofficially on FREMANTLE whilst transferring from his barge to shore. The Captain dined with the Commodore that evening.

6. On Saturday, April 7th, the ship's company continued to take on stores for the ships in the Monte Bellos. At 0905 ALERT secured alongside the east side of Onslow Jetty. By 1000 all passengers, which included 10 scientists and two British Army officers, were embarked. ALERT and FREMANTLE slipped and proceeded in company at 13 knots to the Monte Bellos.

7. Dusk at 1845, ALERT anchored in Parting Pool whilst FREMANTLE entered Bunsen Channel and secured to her allocated buoy. All passengers and stores were then transferred to H.M.S. NARVIK.

over .... 8

8. The entrance to the lagoon is worthy of description to those capable of imagining the subsequent tragedy that would occur in the event of a steerage breakdown. For 5½ cables, the width of the entrance is a half cable. The depth along this distance varies between 11 and 15 feet, whilst there are numerous patches of one fathom three feet on either side of the passage. Mean spring low water allows a further additional 1.8 feet above chart datum. Normally the Ocean Minesweepers, the Water and Refrig - erator Lighters would negotiate the entrance at any time other than mean spring low water.

9. Four cables after entering, the helm is put over hard to port to avoid a submerged niggerhead, bringing the helm back hard to starboard once the niggerhead is abeam of the bridge in order to resume the original course. Today the FREMANTLE bears still the score along her hull from stem to stern where she hit this particular niggerhead after Operation HURRICANE.

10. Five knot ebbing sets and strong prevailing winds from the same direction made steerage difficult, particularly when not steming in the tide, but it was found that the best speed to enter was at 10 to 12 knots, giving the ship optimum rudder control.

11. The entrance was well buoyed by dan-bouys but they were inclined to drag, particularly after a physical or meteorlogical blow.

12. After this five cables, the remaining passage was relatively easy to negotiate.

13. On Sunday, April 8th, the ship's company went to divisions and after piping down, the Captain paid his official calls upon the Commodore and the Commanding Officer H.M.S. ALERT.

14. Monday, April 9th, at 0730 FREMANTLE slipped her buoy and cleared Bunsen Channel for Onslow. By 1652 the same day the ship was secured alongside Onslow Jetty.

15. Tuesday, April 10th, 2500 gallons of petrol and numerous stores were embarked in the morning. The ship then waited for mail and passengers from the Courier which was being flown from Perth. S.S. DORRIGO secured to the other side of the Jetty and arrangements were made with her Captain to escort her into Parting Pool the following morning.

16. Upon embarking the passengers, which included MR. I. MADDOCK, the Scientific Superintendent, the ship slipped at 1520 coming to anchor 5 miles north of North Sandy Island Light clear of the Mary Anne passage at 1952.

17. At 0500 the next day, Wednesday April 11th, the ship weighed and proceeded, taking in company S.S. DORRIGO, the state ship carrying provisions for the Operation. Having escorted DORRIGO to Parting Pool, FREMANTLE then entered the channel and secured alongside NARVIK. By 1600 storing had been completed and FREMANTLE slipped and secured to her buoy in the channel.

18. Return calls by the Commodore and Commanding Officer of H.M.S. ALERT were made ceremonially during the late afternoon. The Commodore remained to dine with the Captain.

over ..... 19.

19. On Thursday, April 12th, the ship remained at the buoy in the Channel and a working party was landed to assist in the construction of a road on one of the islands. The ship's company appears to have enjoyed this work as it was away from normal routine. It was felt also that by such work they were inter - grated in the Operation.

20. Friday, April 13th, just after mean low water springs at 0815, the ship slipped and proceeded from the channel. In spite of the strong wind, the tidal period and the ominus day and date of the calendar year, the channel was cleared without real cause for anxiety although there were a few of those in responsibility aboard the ship who kept their fingures crossed. Such is the value of superstition.

21. By 1800 the same day the ship was secured to Onslow Jetty and commenced embarking passengers, stores and 2700 gallons of petrol in 5 gallon drums. This was completed in good time and the ship slipped and proceeded for the Monte Bellos at 2120.

22. Saturday, April 14th, FREMANTLE entered Parting Pool and anchored at 0945. As the tide began to flood after mean low water spring, the ship weighed and entered the channel at 1030 and secured to her buoy. During the afternoon a ship's company cricket team regained "the ashes" from a Royal Navy team on probably the stickiest pitch ever played upon. It was certainly the driest.

23. Sunday, April 15th, the morning was spent cleaning up the ship in preparation for the visit of the First Sea Lord, Admiral Earl Mountbatten of Burma. At 1100 all hands other than the duty watch left the ship by boats and landed on Alpha Island, one of the Monte Bello Islands groups. At 1148 the First Sea Lord flew over the ship in the lagoon by helicopter before landing on Alpha Island to meet and talk to all the officers and ship's companies engaged in the Operation. At 1215 having been introduced to the officers, the First Sea Lord gave a talk on his recent tour of Australia. Afterwards Commanding Officers of the ships adjourned to a marquee with the First Sea Lord where a buffet lunch was served. Shortly afterwards the helicopter embarked the First Sea Lord and his staff and left for the mainland.

24. During the forenoon of Monday, April 16th, H.M.S. CONSORT under the command of COMMANDER R.R.B. MACKENZIE, M.V.O., M.B.E., R.N., entered Bunsen Channel and anchored. During the afternoon a regatta took place involving 4 whalers and 6 dinghies. FREMANTLE came second in the whaler race and third in the dinghy. There was also an inter-ship tug-o-war competition held on board H.M.S. NARVIK but the ship did not excell.

25. For the next two days, the ship continued to supply labour for the shore construction of the road and train her complement of National Servicemen. Operation AWKWARD was exer - cised during one evening.

26. At 0725 Wednesday, April 18th, the ship once more slipped from her buoy and proceeded out of the channel for Onslow. It was found that each time the ship left the channel the main circulators had to be stopped and cleaned of weed, sand and coral collected from the bottom. At 0755 FREMANTLE approached ALERT, anchored in Parting Pool and after stopping main engines embarked mail and a rating on compassionate leave for Perth.

over ..... 27.

27. Also anchored in Parting Pool was the Royal Fleet Auxiliary EDDYROCK under the command of CAPTAIN R. V. WARREN, D.S.C., R.N. At about 5 miles, whilst still on the leads, from Flag Island, FREMANTLE requested permission to proceed from H.M.S. CONCORD, under the command of COMMANDER A. G. McCRUM, R.N., who was then approaching the Monte Bellos for the first time during the Operation MOSAIC. At 1715 the same day FREMANTLE secured alongside Onslow Jetty.

28. Fuelling having been completed by 1100 on Thursday, April 19th, the ship waited for the Courier with her passengers from Perth to arrive. At 1500 FREMANTLE slipped and proceeded for the Monte Bellos. At 2025 on the same day FREMANTLE anchored off North Sandy Island at the entrance to the Mary Anne passage.

29. At 0355 on Friday, April 20th, FREMANTLE weighed and continued on her way to the Monte Bellos, securing to her buoy at 0817. M.W.L. 251 secured alongside and provided 26 tons of water. During the period in the Islands strict water rationing had been in force using an average of only 4 tons per day for all domestic purposes in a ship's company of over 80 members. This restriction was found to be unnecessarily stringent as the Water Lighter was able to obtain water from Port Hedland in sufficient quantities to cope with most of the ships in the Operation.

30. The next day, Saturday April 21st, at 0630, FREMANTLE once more departed from Bunsen Channel for Onslow arriving at 1640. She commenced fuelling 2 hours later.

31. Sunday, April 23rd, FREMANTLE was preparing to slip when at the last moment orders were received to stand by at immediate notice to embark the Commodore, Special Squadron, for onward passage to Monte Bellos. The Commodore had been to Perth to meet and accompany MR. C. A. ADAMS who was the Scientific Director of the Operation and Chief of Research, A.W.R.E. Senior officers of the Royal Air Force also were passengers. The Royal Air Force helicopter which was to have been the mode of transport to the Island, had become unserviceable.

32. At 1230 after embarking the V.I.P. party, FREMANTLE slipped and proceeded at 14 knots in order to arrive at the destination before dark. The Commodore paid FREMANTLE the honour of transferring his broad pennant from shore to the ship. A senior officer's pennant was quickly modified by a dab of red paint to acquire the correct effect. The broad pennant was flown until colours the next day.

33. Owing to a 3 knot set against the ship FREMANTLE was unable to reach the Island during daylight and having requested that the dan-buoys be lit she became the first ship to enter the channel at night, securing to her buoy at 2005. The V.I.P.s were then transferred to NARVIK by barge.

34. For the next two days the ship's company continued to assist with construction ashore and in National Service Training aboard the ship.

over ..... 35.

35. On Anzac Day, Wednesday 25th April, permission was requested from the Commodore to half mast colours and to hold a small commemoration service aboard FREMANTLE. The request was approved and all ships in company complied ceremonially. At 1035 lower deck was cleared, a guard of National Servicemen paraded and hands went through divisions and prayers. It was most satisfying to note that there were officers and men from all ships in company represented at the service aboard FREMANTLE.

36. At 1155 the guard reversed arms followed by the sounding off of the Last Post from a drummer kindly loaned for the occasion by the Commanding Officer, H.M.S. ALERT, and was subsequently followed by the two minutes silence. It was a thoughtful, impressive service, made more so by the ironical purpose of this particular Operation. It appeared to effect everyone in the same way.

37. At mid-day the revellie was sounded off, hands were piped down and went to make and mend clothes.

38. During the evening a cocktail party was given by the ship's Officers as hosts to all Officers of the ships in company. This was particularly succesful even though chaos reigned whilst the officers from NARVIK reclaimed the 1948 Olympic games flame torch that had mysteriously and surreptitiously disappeared from their trophy cabinet a few days previously.

39. During the cocktail party the trophy was displayed, lashed to the bulkhead. A high tension wire connected to a fuse box with a suitable notice warning guests of the subsequent consequences of touching a circuit with 220 volts passing through it and a hand grenade, live in appearance, wired to the pin and the trophy, should have been sufficient deterent. However, no thought had been given to the activities of the Scientific guests who apparantly had no knowledge of simple electronics, high explosives or of the word "caution". Briefly, the trophy was found to be not as difficult a problem to remove as was visualised.

40. The ship's company had a cricket match ashore, followed by a barbeque and an issue of beer.

41. FREMANTLE slipped her buoy at 0630 on Thursday and proceeded to Onslow, arriving at 1630 the same day. The ship remained alongside awaiting the arrival of one of the scientists.

42. At one minute past midnight the ship departed for the Monte Bellos, entering the channel and anchoring at 0940 on Friday, April 27th. At 1000, the Captain attended a final conference aboard NARVIK and at 1310 FREMANTLE weighed and proceeded out of the channel for Geraldton.

43. At 2157 FREMANTLE anchored off Anchor Island in the centre island group of the Mary Anne Passage Group.

44. At 0820 on Saturday, April 28th, the ship weighed and proceeded off the recommended shipping lane and commenced a series of exercises for the benefit of the National Servicemen embarked.

45. At 1045 two depth charges were let go during an assimilated anti submarine exercise, set for 100 feet in deep water, but failed to fire. The ship remained in the area for another hour to ensure that no delayed action would take place. Authorities were notified immediately and a subsequent Board of Inquiry was ordered by the Naval Officer in Charge Western Area, ACTING CAPTAIN K. WALTON, R.A.N.

over ..... 46.

46. The exercise continued with a surface and anti-aircraft shoot. Each National Serviceman fired twenty rounds from the Bofor Guns.

47. During the afternnon a rifle shooting competition at a bottle towed astern cost the Training Officer an expensive afternoon paying for coca cola prizes.

48. On Monday, April 30th, FREMANTLE entered Geraldton harbour and secured alongside the jetty at 1120.

49. The health of the ship's company remains good and their morale is more than satisfactory. Victualling during the month has been of a high standard in spite of the difficulties in catering in the Monte Bello area. There has been slight over - crowding in all messes but the discomfort has been acceptable due to continuous clement weather during the period.

I have the honour to be,

Sir,

Your obedient Servant,

Julian Cavanagh

Lieutenant Commander, R.A.N.

CAPTAIN.

The Naval Officer in Charge,
West Australian Area,
FREMANTLE. W.A.

REPORT OF PROCEEDINGS - APRIL, 1956.

(Appendix "A" to Commanding Officer, H.M.A.S. FREMANTLE's letter F/55/896)
dated 1st May, 1956.

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| | |
|---|---|
| Distance steamed during the month | 2415. 3 miles. |
| Hours under way during the month | 229 $\frac{8}{60}$ hours. |
| Total distance steamed since commissioning | 51370. 7 miles. |
| Total hours under way since commissioning | 5549 $\frac{2}{60}$ hours. |
| Average distance per ton of fuel | 8. 7 miles. |

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APPENDIX "B". WHALE SIGHTING REPORT.

Nil Whales Sighted.

(Appendix "C" to the Report of Proceedings for April, 1956.)

OCCASIONS OF EXCEEDING ECONOMICAL SPEED. (C.N.O. 946/55.)

1. 4th - 6th April.

(a) 38 $\frac{45}{60}$ hours.

(b) 12 knots.

(c) .6 tons per hour.

(d) 20 miles per ton.

(e) Make E.T.A.
NOICWA's 021414Z April.

2. 7th April.

(a) 7 $\frac{40}{60}$ hours.

(b) 13 knots.

(c) .68 tons per hour.

(d) 19.13 miles per ton.

(e) In company H.M.S. ALERT.

3. 10th April.

(a) 4 $\frac{10}{60}$ hours.

(b) 12 knots.

(c) .6 tons per hour.

(d) 20 miles per ton.

(e) To make E.T.A. -
Operational requirement -
MOSAIC.

4. 22nd April.

(a) 6 $\frac{30}{60}$ hours.

(b) 14 knots.

(c) .73 tons per hour.

(d) 19.06 miles per ton.

(e) Operational requirement -
MOSAIC.

5. 28th April.

(a) $\frac{5}{60}$ hours.

(b) 14 knots.

(c) .73 tons per hour.

(d) 19.06 miles per ton.

(e) Depth charge attack.

4336-12-522

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings - March 16

4th N.M. 6-1

D.A.W.O.T. 17

D. of P. 12/vii

D. of P. (Q). 11.7

H.P.B.

D.C.S. 23/7

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

D. of M. 1/8

D.D.M. 1/8

D.N.L. 3/8

D.E. (N) 6/8

D. of C. (N). 7/8

D.O.U.W.

D.N.I.S. 25/8/16

D.A.A. 21/8

H.N.B. (N.O.) 21/8

D.A.O.

21 AUG

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings - March 1936

C.N.P.R. 25/5

D.O.D.

D.C.N.S. 28/5

1st N.M. 8/6

D.C.N.P. 8/6

2nd N.M. 8/6.

D.N.I.

D/D.P.S. 25/5

D.T.S.R. 27/VI

D.N.C. 29/6

Deputy Secretary. 29/6/36

3rd N.M. 3/7

H.N.B. (N.5)

27/6

22/5.

5/6

TELEPHONE No.



# Commonwealth of Australia

Department of The Navy.



IN REPLY PLEASE QUOTE

No. W.A. 56/9/7



1282

NAVAL STAFF OFFICE
FREMANTLE..W.A.



The Secretary,
Department of the Navy,
MELBOURNE...S.C.I.

an Reg

HN 17/5
N5

REPORT OF PROCEEDINGS - MARCH, 1956.

Submitted for the information of the Naval Board Report of Proceedings of H.M.A.S. "FREMANTLE" for the month of March, 1956.

2. The Commanding Officer, H.M.A.S. "Fremantle" has been directed to include in future reports a statement of conditions onboard, in accordance with C.N.O. 248/1955.

J.K. Walton

NAVAL OFFICER IN CHARGE.
WEST AUSTRALIAN AREA.

# Royal Australian Navy.



IN REPLY PLEASE QUOTE
NO. F/55/790

H.M.A.S. FREMANTLE,
at Onslow.
10th April, 1956.

REPORT OF PROCEEDINGS - MARCH 1956.

Sir,

I have the honour to submit the report of proceedings of H.M.A.Ship under my command for the month of March, 1956.

2. H.M.A.S. Fremantle slipped from the Esperance Jetty at 0840 1st March, 1956, and departed for Goose Island via the Recherche Archiapelago, taking the inner route. This passage proved to be a most interesting one, not only from the scenic views of many islands seen at close quarters but also from the navigational aspect. Many of the channels were very narrow with islands close on each side.

3. The ship anchored at 1628 in Goose Island Bay, the only suitable anchorage within the Archipelago affording protection from the strong easterlies that blew for the next two days. During this period the Ship's Company were given the opportunity to have recreational parties ashore; fishing parties in an area abundant with every type of fish, and for those few bird - lovers there was always the opportunity to search out the famous Cape Barren Geese. For those with a gourmet interest it was a tantalising sight to see these birds, of which there were only two on the island, for it was known that they are a protected bird and would therefore never see the interior of a hot oven.

4. A demolition party was landed and instruction in demolition technique was given to National Service Trainees.

5. Upon information that a cyclone was moving rapidly down the west coast past Geraldton, and a constant fall in the ship's barometer being observed, it was decided to leave the anchorage one day earlier and proceed to the sheltered lee of King George's Sound. The ship therefore weighed at 0939 on Saturday 3rd March, and proceeded from Goose Island in a Southerly direction into the Bight until well clear of the Archipelago, whence a course was set for Albany.

6. Whilst en route a dummy submarine exercise was carried out, during which two live depth charges were fired.

7. The weather remained overcast but with an ominous appearance although there was no evidence of an increase in wind force or swell. With the knowledge that in all probability the cyclone would curve either inland north of Albany or curve outward over the Indian Ocean, it was decided to secure to a wharf, choosing the most sheltered available. The ship secured alongside the Deep Water Jetty at 1603 on Sunday 4th. March.

8. Shortly after arrival the wind increased to 50 - 60 knots and continued to blow throughout the night, but the ship rode very comfortably.

9. After three pleasant days in Albany, Fremantle slipped and proceeded at 1650 on Wednesday 7th March for Fremantle. Whilst on passage Bofors crews were drilled and both sweeps streamed, opportunity being taken to calibrate both kites. At 0725 on Friday 9th March, the ship secured outboard of H.M.A.S. KARANGI at "C" Shed, Victoria Quay.

10. On Tuesday 13th March, after embarking three Army Officers, one N.C.O.,

/.....and

# Royal Australian Navy.

IN REPLY PLEASE QUOTE

NO.....



and twenty five Other Ranks, H.M.A.S. FREMANTLE slipped at 1030 and proceeded to the Exercise Area, November Yankee, for a demonstration of equipment and armament in use in the Senior Service. After a dummy submarine attack was carried out, during the course of which two live depth charges were fired, a sea-boat manned by Army personnel was lowered to recover some fourteen 40 lb. Jewfish which had risen to the surface. After hoisting and turning in the whaler, a surface and A/A shoot was carried out. The ship returned to Fremantle and secured at No. 1. North Wharf at 1546 on 13th. March.

11. Having been given the assistance of a tug, FREMANTLE shifted berth to G & H Ramp, Victoria Quay at 1640 on Thursday 15th March, securing alongside at 1702. Fuel was embarked the following day.

12. At 0833 on Saturday 17th March, the ship departed Fremantle to escort the yachts on the Cape Naturaliste Yacht Race, officials from the Royal Perth Yacht Club being embarked. A dan buoy was laid off Bunker's Bay as a marker for the yachts, and the ship then anchored in the bay at 1802 to await their arrival. Thinking that all the yachts had passed the marker, FREMANTLE weighedd and proceeded at 0910 next morning and set course for Bunbury after recovering the dan-buoy. However one straggling yacht was encountered about one hour later and the ship returned to Bunker's Bay where she anchored at 1040 and acted as a marker for the last yacht. Some five minutes later FREMANTLE weighed and resumed her interrupted passage to Bunbury.

13. The ship anchored in Koombanah Bay at 1420 on Sunday 18th March, but some four hours later a message was received that the yacht "HAZE" had been dismasted about five miles down the coast, and the ship weighed and proceeded at 1838. A speed of 14 knots was maintained until "HAZE" was sighted about 20 minutes later, close inshore and making for Bunbury under jury rig. FREMANTLE came to anchor at 1916 and a boat was sent across to take the yacht in tow. After she was secured astern the ship weighed and proceeded at a moderate speed to Bunbury, with the yacht in tow. FREMANTLE came to single anchor in Koombanah Bay at 2045 on 18th March.

14. The ship got under way at 0530 next morning and headed in a northerly direction, frequent alterations of course being necessary to observe the progress of those yachts remaining in the race. At 1527 on 19th March, the ship anchored in Gage Roads off the entrance to Fremantle Harbour. National Service Trainees were disembarked in a workboat, and the ship weighed at 1601 and departed for Cockburn Sound. At 1715 on 19th March, FREMANTLE anchored off Rockingham.

15. During the next three days the opportunity was taken to paint ship and when FREMANTLE weighed at 1421 on Thursday 22nd March, and proceeded to Fremantle, the appearance of the whole ship was of a very high standard. The ship secured alongside B&C ramp, Victoria Quay at 1603, 22nd March, 1956.

16. The ensuing nine day period kept the entire ship's company very busy, as final preparations were made for the forthcoming period in the Monte Bello Area. Paintwork was touched up, provisions and ammunition embarked, and the ship made ready for sea prior to Long week - end leave being granted over the Easter period. At the close of the month the ship was eagerly awaiting the date of departure.

17. The health of the Ship's Company is good and their morale is satisfactory.

Julian Cavanagh

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

Lieutenant - Commander R.A.N.
CAPTAIN.

ENCS. attached on page

REPORT OF PROCEEDINGS - MARCH, 1956.

(APPENDIX "A" to Commanding Officer, H.M.A.S. FREMANTLE's letter F/55/790 of 1st April, 1956. ).

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| | |
|---|---|
| Distance steamed during the month | 1074. 5 miles. |
| Hours under way during the month | 111 $\frac{41}{60}$ hours. |
| Total distance steamed since commissioning | 48955. 4 miles. |
| Total hours under way since commissioning | 5319 $\frac{54}{60}$ hours. |
| Average distance per ton of fuel | 9. 1 miles. |

Occasions for exceeding economical speed :

(a) Saturday 3rd March - 1040 to 1055 - 14 knots - Depth charge attack.

(b) Tuesday 13th March - 1230 to 1240 - 14 knots - Depth charge attack.
1340 to 1530 - 12 knots - Exercises.

(c) Saturday 17th March - 0900 to 0930 - 12 knots Cape Naturaliste
0955 to 1740 - 12 knots Yacht Race.

(d) Sunday 18th March - 1845 to 1900 - 14 knots - Assist yacht in distress.

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APPENDIX "B". WHALE SIGHTING REPORT.

Nil whales sighted.

(APPENDIX "C" TO THE REPORT OF PROCEEDINGS FOR MARCH, 1956.)

OCCASIONS OF EXCEEDING ECONOMICAL SPEED. (C.N.O. 946/55.)

1. 3rd March.

(a) $\frac{15}{60}$ hours.

(b) 14 knots.

(c) .68 tons per hour.

(d) 20.6 miles per ton.

(e) Depth charge attack.

2. 13th March.

(a) $\frac{10}{60}$ hours.

(b) 14 knots.

(c) .68 tons per hour.

(d) 20.9 miles per ton.

(e) Depth charge attack.

3. 13th March.

(a) $1\frac{50}{60}$ hours.

(b) 12 knots.

(c) .6 tons per hour.

(d) 20 miles per ton.

(e) A/S Exercises and Gunnery shoot.

4. 17th March.

(a) $\frac{30}{60}$ hours.

(b) 12 knots.

(c) .6 tons per hour.

(d) 20 miles per ton.

(e) Cape Naturaliste Yacht Race.

5. 17th March.

(a) $7\frac{45}{60}$ hours.

(b) 12 knots.

(c) .6 tons per hour.

(d) 20 miles per ton.

(e) Cape Naturaliste Yacht Race.

6. 18th March.

(a) $\frac{15}{60}$ hours.

(b) 14 knots.

(c) .68 tons per hour.

(d) 20.6 miles per ton.

(e) Assist yacht in distress.

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4336-12-494

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings February 1916

4th N.M. 12/4

D.A.W.O.T. 13/4

D. of P. 14/4

D. of P. (Q). 17/4

H.P.B. 19/4

D.G.S. 19/4

N.A. 2nd N.M. (X) 19/4

D. of M. 23/4

D.D.M. 26/4

D.N.L. 29/4

D.E. (N) 1/5

D. of C. (N). 10/5

D.O.U.W. 9/5

D.N.M.S.G. 16/5

DNA

H.N.B. (N). 31/5 11/6

D.A.O.

M. D. G. BRANCH
10 MAY 1956
NAVY OFFICE

23/3

4336-12-494

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings - February 1942

~~C.N.P.R.~~

~~D.O.D.~~ 22/3

~~D.C.N.S.~~ 23/III.

for ~~1st N.M.~~ 26/3

~~D.C.N.P.~~

~~2nd N.M.~~ 23/3

~~D.N.I.~~

~~I.N.R.T.C.~~ 28/3

~~D/D.P.S.~~ 28/3

~~D.T.S.R.~~ 3/4

~~D.N.C.~~ 3/4

for ~~Deputy Secretary.~~ 5/4

~~3rd N.M.~~ — Sarac 11. & 24

~~H.N.B. (N.5)~~

Duplicate copy circulated to CNPR, DNI, D.A.O.

3/4.

29/3

TELEPHONE No.





# Commonwealth of Australia

Department of The Navy.



IN REPLY PLEASE QUOTE

No. W.A. 56/9/7

NAVAL STAFF OFFICE
FREMANTLE...W.A.





The Secretary,
Department of the Navy,
MELBOURNE...S.C.I.

H.M.A.S. "FREMANTLE" - REPORT OF PROCEEDINGS
FEBRUARY, 1956.

HN 19/3

N5

Submitted for the information of the Naval Board Report of Proceedings of H.M.A.S. "Fremantle" for the month of February, 1956.

Encl. anbg

NAVAL OFFICER IN CHARGE.
WEST AUSTRALIAN AREA.

# Royal Australian Navy.

IN REPLY PLEASE QUOTE
NO. F/55/722.



H.M.A.S. FREMANTLE,
at Fremantle.
9th March, 1956.

REPORT OF PROCEEDINGS - FEBRUARY, 1956.

Sir,

I have the honour to submit the report of proceedings of H.M.A. Ship under my command for the month of February, 1956.

2. On 1st February, 1956, H.M.A.S. FREMANTLE was at anchor in Mangles Bay, Cockburn Sound, commencing the "working up" after the self refit period. Tropical routine was worked for the first week of the month while the ship remained in Cockburn Sound in order to provide maximum opportunity for sporting fixtures and recreational parties during each after - noon of each day. The sporting fixtures took the form of whaler pulling and sailing races, tug-o-war, and water polo, as well as recreational sailing and swimming from the ship's side.

3. The ship was dressed overall on Monday, 6th February, in honour of the anniversary of the Accession of Her Majesty, Queen Elizabeth II to the throne.

4. During the forenoon of Wednesday, 8th February, General Drills of a competitive nature were carried out with H.M.A.S. JUNEE. These drills proved beneficial to both the Ship's Company and the National Service Trainees and all hands took part with keeness and enthusiasm. FREMANTLE was the eventual winner by a large margin.

5. On completion of General Drills, both ships weighed at 1228 on 8th February and proceeded in company to Careening Cove where they anchored at 1300, 8th February.

6. The final pulling races were held during the after - noon and upon completion both Ships' Companies attended a barbecque on Garden Island.

7. The ship weighed and proceeded at 0750, 9th February, H.M.A.S. JUNEE returning to Rockingham and FREMANTLE to carry out exercises in Cockburn Sound. Sea boats were exercised upon a number of occasions during the forennon and the Ship's officers given practical ship-handling instruction. On completion of these exercises the ship departed from Cockburn Sound for Fremantle, securing outboard of the CAPE OTWAY at "C" shed at 1116 on 9th February. Two minutes after securing it was found necessary to shift berth and resecure outboard of S.S. DALVERTON. This was completed at 1140 on 9th February. The move was occasioned by a new berthing signal which was not received in the ship until 1430 on 9th February.

.... / 8.

The Naval Officer in Charge,
WEST AUSTRALIAN AREA.

8. At 0853 on 10th February, the ship shifted berth and secured outboard of H.M.A.S. JUNEE at "E" and "F" ramp, Victoria Quay.

9. The National Service Training classes were disembarked on Monday, 13th February and a new class embarked. The ship departed Fremanlte for Bunbury at 0937 on Monday, 13th February.

10. After a somewhat uncomfortable trip down the coast, during which rough seas were encountered, the ship anchored for the night in Koombanah Bay at 2045 on 13th February, weighing anchor at 0835 next morning and securing alongside Bunbury Jetty. Once again it was necessary to shift berth as the one recently occupied was required some two hours later for the loading of cargo. This was accomplished by warping the ship along the jetty, a process complicated by an angled section built into the jetty between the original berth and the one we were required to occupy. The ship was secured in her new berth at 0925 on 14th February.

11. FREMANTLE remained in Bunbury for three days and slipped and proceeded at 0850 on 16th February for Fremantle. On passage a three quarter power trial was carried out to test the starboard thrust block which had been repaired by the ship's staff. The ship anchored in Gage Roads at 1750 on Thursday, 16th February.

12. At 0817 on 17th February, the ship weighed and proceeded for exercises in Gage Roads. Steering gear break - downs were carried out and at 0945 H.M.A.S. JUNEE was in company ready for the commencement of minesweeping signal exercises. The exercises were completed at 1045 and both ship proceeded in company to Fremantle, where FREMANTLE secured alongside at "C" shed, Victoria Quay, JUNEE berthing outboard.

13. JUNEE slipped and proceeded at 0930 on 18th February and took up position at Fairway Buoy ready for the start of the Bunbury Yacht Race. FREMANTLE slipped and proceeded at 1100 on Saturday 18th after the race had started and Race officials and press reporters had been embarked. Due to the weather a number of yachts withdrew from the race at an early stage, and several others did so as the race progressed. Both ships patrolled the yachts continuously but were of little use after sunset on the 18th as by this time most of the remaining yachts were close inshore with Bouvard Reefs between them and the escort. Consequently it was decided to anchor overnight in Koombanah Bay. FREMANTLE anchored in Koombanah Bay at 0001 on 19th February.

14. The first yacht rounded the marker boat at Bunbury at 0515 and as there were a number of boats unaccounted for by 0800, the ship weighed and proceeded at 0910 on 19th February and investigated a number of sails on the horizon to the South-West of Bunbury. These proved to be fishing vessels, but shortly after this a number of yachts were sighted close inshore.

15. The ship investigated and identified these and then proceeded north to overtake the leading yachts. After transit of the South Passage the ship anchored for the night off Fairway Buoy in Gage Roads, at 1920.

16. At 0755 on Monday 20th, after all returning yachts had been accounted for, FREMANTLE weighed and proceeded to a berth alongside "H" Shed, outboard of H.M.A.S. JUNEE.

.... / 17.

17. It was necessary to shift berth at 1000 on 21st February and the ship reberthed alongside "E" Shed at 1020 on Tuesday, 21st February. This was only an overnight stay as berth was once again shifted at 0615 on Wednesday, 22nd February, to "E" and "F" Ramp, Victoria Quay.

18. Fourteen of the Ship's Company took part in the Command Athletic Championships on Wednesday 22nd, but without a great deal of success. This can be attributed to the lack of opportunity to train as the ship has had a very full programme.

19. FREMANTLE slipped at 0835 on Thursday, 23rd February, and proceeded to Gage Roads to exercise with H.M.A.S. JUNEE. At 0920 identities were exchanged with H.M.S. NARVIK and permission was given for both ships to carry out formation manoeuvres on her. These were successfully completed and with JUNEE in company, the ship proceeded towards Rottnest Island at 1209 on 23rd February.

20. FREMANTLE weighed at 1855 on Thursday 23rd, and departed the Fremantle Area for Albany.

21. Rough weather experienced all the way down the coast delayed the ship and when she secured alongside Deep Water Jetty, Albany, at 1300 on Saturday, 25th February, it was just five hours later than the estimated time of arrival.

22. Fuel was embarked during the forenoon on Monday, 27th February.

23. FREMANTLE departed Albany for Esperance at 0858 on Tuesday, 28th February.

24. At 0145 on Wednesday 29th, both feed pumps developed defects and it was necessary to stop the ship for an hour and five minutes until the repairs were effected. The ship was under way again at 0245.

25. After some difficulty, due to poor visibility, Douglas Patch was located and the ship was anchored over it at 0720 on Wednesday, 29th February. This spot yielded some good fishing before the ship weighed again at 1010 and departed for Esperance. At 1115 on 29th February, FREMANTLE berthed alongside the Jetty at Esperance, remaining alongside overnight.

26. The health of the Ship's Company is good and their morale is satisfactory.

I have the honour to be,

Sir,

Your obedient Servant,

Julian Cavanagh

Lieutenant Commander, Royal Australian Navy,

In Command.

Encl.

REPORT OF PROCEEDINGS - FEBRUARY, 1956.

(Appendix "A" to Commanding Officer, H.M.A.S. FREMANTLE's letter )
F/55/722 of 9th March, 1956.

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| | | |
|---|---|---|
| Distance steamed during the month | 1106. 9 | miles. |
| Hours under way during the month | 123 $\frac{16}{60}$ | hours. |
| Total distance steamed since commissioning | 47880. 9 | miles. |
| Total hours under way since commissioning | 5208 $\frac{13}{60}$ | hours. |
| Average distance per ton of fuel | 7. 6 | miles. |

Occasions for exceeding economical speed :

(a) Thursday 16th February - 0955 to 1400 - 12 knots - testing starboard thrust block.

(b) Saturday, 18th February - 1937 to 2300 - 12 knots - observe Bunbury Yacht Race.

(c) Thursday, 23rd February - 0935 to 1021 - 14 knots - exercising with H.M.A.S. JUNEE .

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Appendix "B". Whale Sighting Report.

Nil whales sighted.

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4336-12-1/81

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings - January 1916

4th N.M. 28/3.

D.A.W.O.T. 29/3.

D. of P.

D. of P. (Q). 29.3

H.P.B. 4/4

D.G.S. 6/4

N.A. 2nd N.M. (X). 6/4

D. of M. 9/IV

D.D.M. 10/4

D.N.L. 12/4

D.E. (N) 13/4

D. of C. (N). 16/4

D.O.U.W.

N.D.G.

D.N.M.S. - Dy of F 11/6

D.A.

H.N.B. (N.5)

D.A.O.

See I.

22 MAY

P21/4

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4336-12-481

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Fremantle Report of Proceedings - January 1916

C.N.P.R. 28/2

D.O.D. 29/2

D.C.N.S. 1/3

1st N.M. 2/3

D.C.N.P. 2/3

2nd N.M. Para b.

D.N.I. 14/3

F.N. 15/3

D/D.P.S. 15/3

D.T.S.R. 16/3

D.N.C. 16/3

Deputy Secretary. 20/3

for 3rd N.M. F.N. 23/3.

H.N.B. (N.5) 24/3

for

C.O.R., Art. 8, Clause 5, applied

why on 2nd both the officers duty and that of the Public Holiday -

16/3

TELEPHONE No.

# Commonwealth of Australia

Department of The Navy.

RECEIVED C 23 FEB P.M NAVY REGISTRY

DEPT. OF THE NAVY

St 6501

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IN REPLY PLEASE QUOTE

No. W.A. 56/9/7

NAVAL STAFF OFFICE
FREMANTLE ...W.A.
22 FEB 1956

0413

The Secretary,
Department of the Navy,
MELBOURNE...S.C.I.

HN 24/2

H.M.A.S. "FREMANTLE" - REPORT OF PROCEEDINGS
JANUARY, 1956.

Submitted for the information of the Naval Board
Report of Proceedings of H.M.A.S. "Fremantle" for month of January, 1956.

NS

J.H. Walker

NAVAL OFFICER IN CHARGE.
WEST AUSTRALIAN AREA.

Encl. on Reg.

N.S.

# Royal Australian Navy.

56 | 9 | 7

Enc. 72.

IN REPLY PLEASE QUOTE
NO. F/55/670

H.M.A.S. FREMANTLE,
at Bunbury.
14th February, 1956.

CENTRAL REGISTRY
RECEIVED.
20 FEB 1956
NAVAL STAFF OFFICE FREMANTLE

The Naval Officer in Charge,
West Australian Area.
FREMANTLE.

REPORT OF PROCEEDINGS - JANUARY 1956.

Sir,

I have the honour to submit the report of proceedings of H.M.A.Ship under my command for the month of January, 1956.

2. On 1st January, 1956, FREMANTLE was berthed alongside, continuing her period of availability for leave and refit.

3. The ship shifted berth to No.4 North Wharf on Friday 6th January, and was fumigated on Sunday 8th January. The ship remained alongside in this berth until Monday 16th January, when she was shifted with the aid of tugs and docked on the South Slipway. The self-refit continued with a depleted Ship's Company, most of whom were on leave.

4. Undocked at 0930 on Thursday, 19th January, the ship was reberthed alongside No.4 North Wharf at 1100 the same day, outboard of H.M.A.S. JUNEE.

5. Leave parties began returning to the ship during the last week of the refit period.

6. FREMANTLE dressed overall in honour of the celebration of Australia Day, on 26th and 30th January.

7. Being in all respects ready for sea, the ship departed Fremantle at 1128 on Tuesday, 31st January in company with H.M.A.S. JUNEE and proceeded to Mangles Bay, Cockburn Sound, where both ships anchored at 1309 on 31st January. Prior to departure 32 National Service Trainees and 2 Instructors were embarked from LEEUWIN.

8. Sub-Lieutenant Beaumont joined on 16th January, relieving Lieutenant G.Halley, and Lieutenant-Commander W.F.Bray R.A.N.R. joined on 30th January for 13 days A.T.C.

9. The health of the Ship's Company is good and their morale remains satisfactory.

Julian Cavanagh
Lieutenant - Commander R.A.N.
Captain.

Encs.

St 4539

# Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.....

APPENDIX A.

| | |
|---|---|
| Distance steamed during month | 15.8 miles |
| Hours under way during month | 1 $\frac{41}{60}$ hours |
| Average distance per ton of fuel | 7.6 miles |
| Total distance steamed since commissioning | 46774.0 miles |
| Total hours under way since commissioning | 5084 $\frac{57}{60}$ hours |
| Occasions of exceeding economical speed | NIL |

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APPENDIX B. REPORT OF WHALES SIGHTED.

No whales sighted.