

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

HMAS GOULBURN (I)

Item number: 123/2

Title: March-October 1945. Duplicate



AWM78-123/2

[123/2]

DUPLICATE

REPORT OF PROCEEDINGS

H.M.A.S. "GOULBURN"

AUSTRALIAN ARCHIVES
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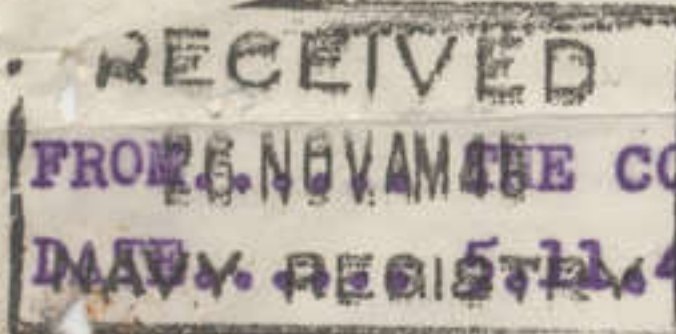
(Navy) with effect from: 1 Nov 1990

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Reviewer: LCDR R. L. Smith (RANEM)

Signature: *R. L. Smith* Date: 1 Nov 90

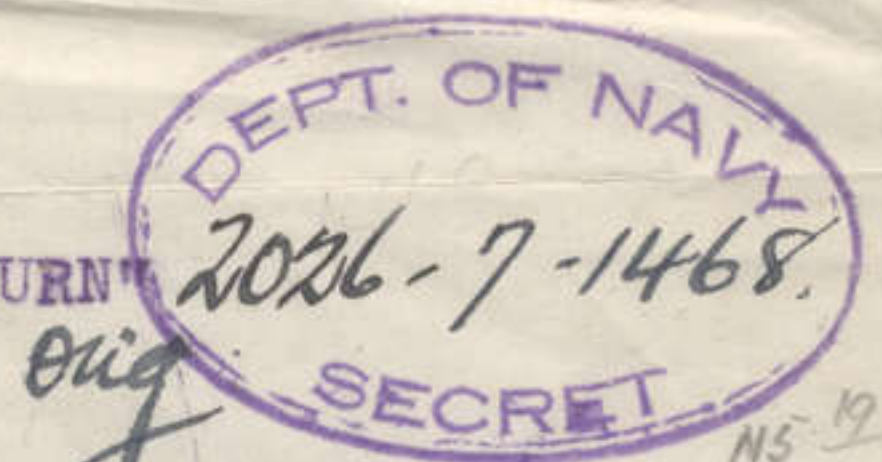
DUPLICATE.



FROM THE COMMANDING OFFICER, H.M.A.S. "GOULBURN"

NAVY REGISTRY 45.

227 D



TO THE SENIOR OFFICER 21st. M/S. FLOTILLA
(COPY TO THE SECRETARY NAVAL BOARD)

SUBJECT... LETTER OF PROCEEDINGS FOR MONTH OF OCTOBER 1945.

Submitted:-

For the information and consideration of the Naval Board the following letter of proceedings and duties performed by H.M.A.S. GOULBURN during the month of October 1945.

1945.

- October 1. At 0700 I. proceeded from Hong Kong as part of 21st. M.S.F. to sweep for moored mines at Mirs Bay. Two mines were cut adrift by Goulburn. At 1900 I. anchored in Mirs Bay.
2. Resumed sweeping, anchored at 1130 I. owing to bad weather conditions.
3. At anchor in Mirs Bay.
4. Proceeded at 0700 I to Bias Bay to carry out sweeping operations there. During the day one mine was cut adrift by Goulburn and the starboard sweep fouled the bottom and parted. At 1839 I. anchored in Bias Bay.
5. At 0700 I. weighed anchor and proceeded to manefield to continue sweeping. At 1051 I. sweeps were recovered and the flotilla proceeded to Hong Kong and anchored in the Minesweeping Anchorage at 1542 I..
- 6.0
to) At anchor in Hong Kong.
9.)
10. Weighed anchor at 0700 I. and proceeded in company with the 21st. M.S.F. for Amoy.
11. Arrived at Amoy at 1255 H. and anchored off Monkey Island in Amoy Harbour.
12. At 0600 H. weighed anchor and proceeded with Burnie and Fremantle to carry out Minesweeping operations off the entrance to Amoy Harbour, returned to anchorage at 1600 H.
13. Weighed anchor at 0600 H. and continued Minesweeping returning to anchorage at 1245.
14. At anchor in Amoy Harbour.
15. At 0630 H. proceeded with the flotilla to continue sweeping. During the forenoon a mine fouled our starboard sweep and detonated about half a cable astern of the ship. No damage to the ship was sustained. At 1530 H returned to anchorage.
- 16
&
17 At anchor in Amoy Harbour.
18. Weighed anchor at 0845 H. and continued sweeping returning to anchorage at 1352 H..
- 19)
to) At anchor in Amoy Harbour.
21)

27
11

- October 1945.
- " 22. Weighed anchor at 0630H. and continued minesweeping anchoring in Hui Tau Bay at 1800H..
 - " 23. Weighed anchor at 0700H. and continued minesweeping anchoring in Liau Ku Bay at 1705H..
 - " 24. Weighed anchor at 0630H. and continued sweeping returning to anchorage in Amoy Harbour at 1205H..
At 1413H. fuelled from Dearst Creek and returned to anchorage.
 - " 25. At anchor in Amoy Harbour.
 - " 26. Weighed anchor at 0700H. and continued minesweeping.
At 1538H detached from flotilla and proceeded to Hong Kong for boiler clean.
 - " 27. 1536 I. arrived at Hong Kong anchoring in minesweeping anchorage.
 - " 28.)
&) At anchorage cleaning one boiler.
29.)
 - " 30. At 0700 I. proceeded alongside Kelantan. Shut down on both boilers,
 - " 31. Boiler cleaning alongside Kelantan.

_____ooo000ooo_____

GENERAL REMARKS.

During most of the minesweeping operations off Amoy weather conditions were bad.

On two occasions during the month sweeps parted through fouling the bottom with subsequent loss of sweeping wire.
Another loss of sweeping gear occurred when a mine detonated in our sweep.

Every opportunity has been taken to land sports teams and the ship's teams have been very successful in inter-flotilla matches.
The health of the ship's company has been very good.

Mails are received regularly owing to the Senior Officer 21st.M.S.F. despatching a ship twice weekly to Hong Kong for mails and stores.

The main and auxiliary machinery has been fair. Evaporator trouble causing concern on a few occasions.

This trouble has been remedied during the boiler clean.
The general condition of the ship is good.

_____ccc0000ccc_____

Hours Underway, October, 1945	161 hrs. 11 mins.
" " , Since Commissioning	16,690 hrs, 28 mins.
Total distance Travelled, October 1945	1,356 miles.
" " " , Since Commissioning	161,046 miles
Average distance travelled per ton of fuel, October 1945	9.713 miles.
Average speed since Commissioning.	9.649 miles.

..... Lieut. R.A.N.R.
COMMANDING OFFICER.

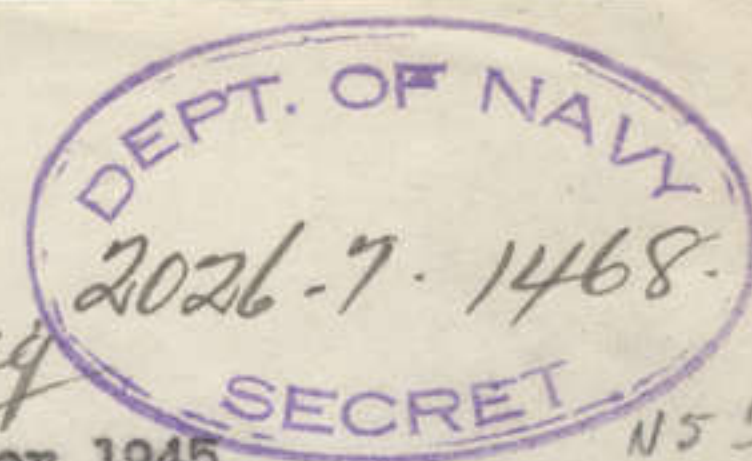


From.....Commanding Officer H.M.A.S. Goulburn

Date.....October 6th. 1945

To.....Senior Officer 21st. M/S Flotilla
(Copy to Secretary Naval Board)

Subject.....Letter of proceedings for month of September 1945.



Submitted:-

For the information and consideration of Naval Board the following letter of proceedings and duties performed by H.M.A.S. Goulburn during the month of September 1945.

1945.

- September. 1.) At sea as CTU 112.5.4. with H.M.A.S. Bendigo and Whyalla in company
- 5.) escorting TU 112.5.4 from Manus to Hong Kong via Morotai, Zamboanga and Subic Bay.
6. 1600i arrived Morotai harbour, completed with fuel oil from RFA Bishopdale and anchored as directed by NOIC Morotai.
7. At Morotai completing with provisions and fresh water.
8. 0800i took departure from Morotai leaving harbour by Northern entrance.
- 9.) At sea towards Zamboanga.
- 10.)
11. 1000i arrived at Zamboanga and anchored as recommended by Boarding Officer off the township giving the two MFV's which had been in tow from Morotai an opportunity to make adjustments to towing gear and also await the turn of the tide which would be 4 - 5 knots in our favour at 1700i and carry the convoy clear of the land before dark. 1700i took departure from Zamboanga for Subic Bay.
- 12.) At sea towards Subic Bay.
- 13.)
14. 1800i. Arrived at Subic Bay and completed with fuel oil from H.M.S. Olua
- 15.) At Subic weather bound. Typhoon crossing ^{course}convoy to Hong Kong and taking
- 16.) into consideration type and size of ships comprising the convoy there was no alternative but to let the typhoon pass on its way.
17. 1200i. Took departure from Subic Bay.
- 18.)
- 19.) At sea towards Hong Kong sea conditions rough, winds strong on nights of 19th
- 20.) and 20th. Seas rose to very rough and wind increased to gale force during squalls which were frequent during dark hours. Towlines to MFV's parted and the little chaps were being sorely tried. Ultimately Goulburn took one in tow on 250 fathoms of sweep wire and hove to until conditions moderated
21. 1500i Arrived Hong Kong harbour and completed with fuel from Wave Emperor.
- 22.) At anchor Hong Kong harbour and came under the operational orders of Senior
- 23.) Officer 21st. minesweeping Flotilla
24. Proceeded to sea in company with Maryborough and Bathurst to dump depth charges and lighten ships draft for minesweeping purposes returning to harbour at 1730i
25. ~~Loaded~~ Loaded provisions for several units of the minesweeping flotilla and proceeded to Stanley Bay.
26. Formed part of the Oripesa Minesweeping Flotilla sweeping for moored mines in ~~XXXXXX~~ channel returning to harbour at 1800i after H.M.A.S. Strahan sat on a magnetic mine.
- 27, 28, 29, & 30. At anchor in Hong Kong Harbour.

EAST LAMPA

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General Remarks.

The voyage from Manus to Hong Kong was favoured with reasonable weather conditions with the exception of a bad patch between Subic Bay and Hong Kong where the effect of a typhoon which had recently passed, left very disturbed wind and sea conditions. Two units of the convoy were MFV8s and although expected to steam all the way, broke down practically within a few hours of departure from Manus and had to be towed all the way to Hong Kong. H.M.A.S. Bendigo and Whyalla which left Manus with me were subsequently detached between Morotai and Zamboanga on orders from RAFT, leaving Goulburn to mother the convoy of seven vessels made up of two tugs, two water ships, one dieselene ship and two motor fishing vessels.

I confirm the remarks in my August Letter of Proceedings on the advisability of checking this ship over a degaussing range in these latitudes where apparently extensive sweeping is to be carried out.

The health of the Ship's Company has been good and recreational opportunities for Ship's Company has been nil, which is a deterioration on the previous month.

The main and auxiliary machinery has been satisfactory and the condition of the ship is good.

---ooo000ooo---

Hours Underway, September, 1945.	404hrs.	33mins
Hours Underway, since commissioning	16,529hrs.	12mins
Total distance travelled, September 1945	2,875 miles	
Total distance travelled, since commissioning	159,690 miles	
Average distance travelled per ton of fuel	15.374 miles	
Average speed since commissioning	9.624 knots	

---ooo000ooo---

P. Sullivan
Lt. Cdr. R.A.N.R. (S)
 Commanding Officer.

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FROM.....THE COMMANDING OFFICER, H.M.A.S. "GOULBURN"
DATE.....SEPTEMBER 6th. 1945. REF. NO....189D.
TO.....SENIOR OFFICER 21st. M/S. FLOTILLA.
(COPY TO SECRETARY NAVAL BOARD.)
SUBJECT....LETTER OF PROCEEDINGS FOR MONTH OF AUGUST 1945

SUBMITTED:-

For the information and consideration of NAVAL BOARD the following letter of proceedings and duties performed by H.M.A.S. "GOULBURN" during the month of AUGUST 1945.

1945

AUGUST.1
to .5

At anchor in Eniwetok Atoll--Marshall Islands.

.6.

1800.M. Took departure from Eniwetok as C.T.U. 112.3.5. with H.M.A.S. "Gawler", "Bendigo" and "Tamworth" in company forming the escort group, escorting convoy consisting of H.M.S. "Kelatan", "Bacchus", "Wezell", and "Aasemaersk" to Manus. 1000K. Arrived at Manus and completed with fuel, water and provisions.

.12.

Boiler cleaning alongside H.M.S. "Kelatan" 879/843 being boiler hours at commencement of clean.

.13.

Boiler cleaning completed and ship reverted to four hours notice for steam.

.19.

.20.

0800 K. to 1330 K. exercising at minesweeping in company with H.M.A.S. "Maryborough" off Seeadler Harbour.

.21.

0800 K. to 1330 K. Exercising at minesweeping in company with "Maryborough" and "Toowoomba" off Seeadler Harbour.

.22.

0700 K. Proceeded alongside H.M.S. "Springdale", coils positioned by ships staff in readiness for deperming. 1700 K. Deperming completed.

.23.

Unshipped deperming coils and proceeded to anchorage.

.24.

At anchorage Seeadler Harbour.

.25.

.26.

1100 K. Proceeded to sea and dumped both port and starboard Orapeesa sweep wires and completed runs over D.G. Range before returning to Port.

.27.

Completed with fuel oil and water.

.28.

Storing ship.

.29.

0800 K. Proceeded alongside H.M.S. "Kelatan" and rove off two new Orapeesa sweep-wires on to our minesweeping winch

1030 K. Attended convoy conference onboard H.M.S. "Mont Claire"

1430 K. Cast off from Kelatan and proceeded to anchorage.

.30.

0800 K. Took departure from Manus as C.T.U. 112.4.5. with H.M.A.S. "Bendigo" and "Whyalla" in Company forming escort screen, escorting convoy consisting of H.M.S. "Empire Josephine" (Commodore), Empire Sam, Duarst Creek, Iere, MFV 1092, MFV 1156, Golden Meadow, to Hong Kong calling at Moratai, Zamboanga and Subic Bay enroute.

.31.

At sea towards Moratai.

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GENERAL REMARKS.

The passage from Eniwetok Atoll to Manus was made in fine weather conditions, "Goulburn" was appointed C.T.U. 112.3.5 by RAFT, the escorts in company forming the screen were most co-operative and energetic.

On receipt of advice that this ship would most likely be engaged in minesweeping operations off Hong Kong the minesweeping gear was thoroughly overhauled. The two sweep-wires being replaced with new ones. Minesweeping exercises were also carried out off the approaches to Seeadler Harbour and the ship is now in the first degree of readiness for Orapeesa minesweeping. Advantage was also taken of the facilities available at Manus to have the ship de-permed and tested over the Degaussing range. Although there is such a marked change of Latitude between

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FROM THE COMMANDING OFFICER, H.M.A.S. "GOULBURN"
DATE 1 SEPTEMBER 1945
TO THE SENIOR OFFICER, H.M.A.S. "GOULBURN"
(COPY TO SENIOR OFFICER, H.M.A.S. "GOULBURN")
SUBJECT: LETTERS OF PROCEEDING FOR MONTH OF AUGUST 1945

SUBMITTED:-
For the information and consideration of the
BOARD the following letter of proceedings and duties
performed by H.M.A.S. "GOULBURN" during the month of AUGUST
1945.

At anchor in Eniwetok Atoll--Marshall Islands.
1000 K. Took for Eniwetok Atoll as H.M.A.S. "GOULBURN" in company
with "Hawley", "Hendrix", "Tanner", "Wesley", and "Assamersk" to Manua.
1000 K. Arrived at Eniwetok and completed with fuel, water and
provisions.
1000 K. Proceeded alongside H.M.A.S. "Kelan" 1000 K. being boiler
hours at commencement of clean.
1000 K. Boiler cleaning completed and ship reverted to four hours
notice for steam.
0800 K. to 1330 K. exercising at minesweeping in company
with H.M.A.S. "Maryborough" off Seeadler Harbor.
0800 K. to 1330 K. exercising at minesweeping in company
with "Maryborough" and "Towson" off Seeadler Harbor.
0700 K. Proceeded alongside H.M.A.S. "Springdale", coils was
positioned by ship staff in readiness for deployment.
1700 K. Deployment completed.
Unshipped deployment coils and proceeded to anchorage.
At anchor Seeadler Harbor.
1100 K. Proceeded to sea and dumped both port and starboard
traps sweep wires and completed runs over D.G. Range
before returning to port.
Completed with fuel oil and water.
Storing ship.
0800 K. Proceeded alongside H.M.A.S. "Kelan" and rove off two
new traps sweep-wires on to our minesweeping winch
1030 K. Attended convoy conference onboard H.M.A.S. "Montclair"
1430 K. Cast off Eniwetok Kelan and proceeded to anchorage.
0800 K. Took departure from Manua as C.T.U. 112.4.5 with
H.M.A.S. "Hendrix" and "Hyalia" in company forming escort
against, escorting convoy consisting of H.M.A.S. "Empire Josephine"
(commence), Empire Sam, Empire Greek, Iota, NW 1092,
NW 1156, Golden Meadow, to Hong Kong calling at Moratai,
Singapore and Sulu Bay enroute.
At sea towards Moratai.

0000000000
The passage from Eniwetok Atoll to Manua was
made in fine weather conditions, "GOULBURN" was appointed
C.T.U. 112.3.5 by RATT, the escorts in company forming the escort
screen were most co-operative and energetic.
On receipt of advice that this ship would
most likely be engaged in minesweeping operations off Hong
Kong the minesweeping gear was thoroughly overhauled.
The two sweep-wires being replaced with new ones.
Minesweeping exercises were also carried out off the approaches
to Seeadler Harbor and the ship is now in the first degree of
readiness for operations minesweeping.
Advantage was also taken of the facilities available at Manua
to have the ship de-permed and tested over the degrading range
Although there is such a marked change of latitude between

(2)

Manus and Hong Kong I consider it would be preferable to put her over another Degaussing Range in the operating area before doing any extensive sweeping, if such facilities are available. The voyage from Manus to Hong Kong via Moratai, Zamboanga, and ~~Subic~~ Subic Bay has been satisfactory ~~to date~~ although Moratai will not be reached until 6th. Sept. ^{to date}

The weather has been reasonable and only interrupted by occasional sharp squalls when some of the smaller fry in the convoy have been sorely tried, the 1200 mile run from Manus to Moratai found weak spots in two of the smallest ships, which had to be towed by "Whyalla" and one of the larger ships in the convoy respectively.

the penultimate) The defect in the Ships Freezer~~ref~~ referred to in ~~the~~ paragraph of my August report, has been made good by the Ship's Engineer Officer and appears now to be working satisfactorily, although experts from the B.P.F. at Eniwetok and Manus made no impression on it by their efforts.

The health of the Ships Company has been excellent although opportunities for recreation on shore, has, this month, been very limited.

The Main and Auxillary machinery has been very satisfactory

_____00008880000_____

P. Sullivan
.....LT.CDR. R.A.N.R.(S).
COMMANDING OFFICER.

1st. September 1945.

Hours Underway, August, 1945.	204 hrs. 25mins.
" " , since Commissioning	16,124 hrs. 44mins.
Total Distance Travelled, August, 1945	1,731 miles
" " " , since Commissioning	156,815 "
Average distance travelled per ton of fuel, August, 1945.	12,004 miles.
Average speed since commissioning.	9.725 knots.



P. Sullivan
..... Lt. Cdr. R.A.N.R.(S).
COMMANDING OFFICER.

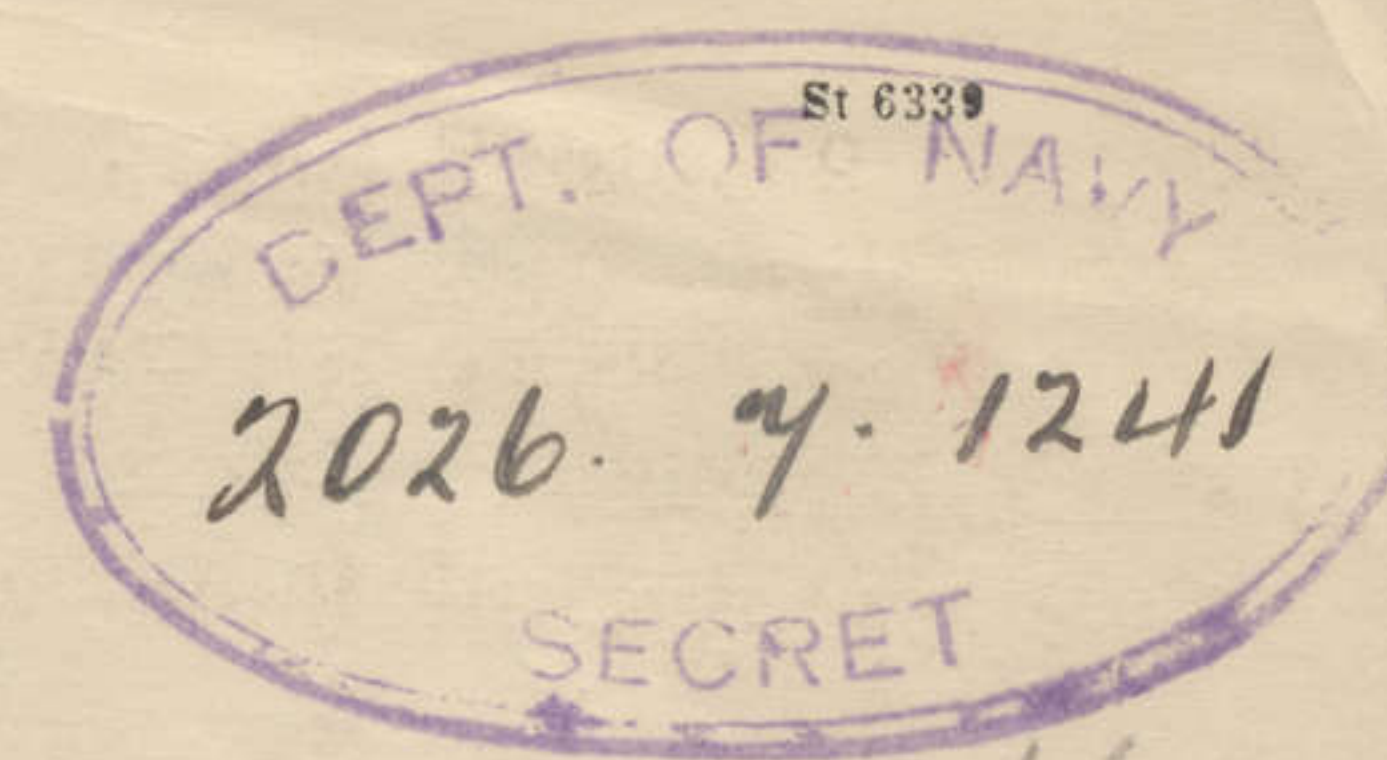
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Commonwealth of Australia.
Department of The Navy.

RECEIVED
17 AUG 1945
NAVY CONFIDENTIAL RECORDS



Royal Australian Navy.

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

Date..... August 2nd. 1945. Reference No.....

To..... The Secretary Naval Board.

Subject..... Copy of Letter of proceedings for month of July. 1945

July 1945

Submitted:-

For the information and consideration of
the Board. Letter of proceedings for month of July 1945.

The original and one copy have been submitted
to S.O. 21st. M/S. Flotilla.

↓
HM

P. Sullivan
..... Lt. Cdr. R.A.N.R. (S)
Commanding Officer.

From.....The Commanding Officer H.M.A.S."GOULBURN".
Date.....August 2nd.1945.
To.....Senior Officer 21st.M/S.Flotilla.
(Copy to Secretary Naval Board).
Subject.....Letter of proceedings for month of July 1945

Submitted:-

For the information and consideration of Naval Board
the following letter of proceedings and duties performed by
H.M.A.S.Goulburn during the month of July 1945.

1945.

- July.1. Force S.T.making 0.5 knots to windward.
1100k.H.M.S.Lariat,by excellent seamanship,secured a towline
to the dock,and now assisting Salvestor with tow.
1200k.Tamworth reported probable appendix case.
1600k.Tamworth detached to proceed to Port Moresby to land
sick patient,complete with fuel oil and water and return.
2. S.O.A.1.7 knots.
3. S.O.A.1.9 knots.Tamworth rejoined and was immediatly
dispatched to search for survivors of crashed aircraft Vide
N.O.I.C. N.G.021206z.
5. Tamworth rejoined force S.T.
6. Lariat reported main engine defective and cast off tow.
0900k.Salvestor and Cambrian Salvor now towing A.F.D.18.
S.O.A.4.3 knots.
0930k.Tamworth again dispatched to take Lariat in tow
to Milne Bay independantly from force S.T.
7. 0500k.Raised Brumer island light.
1230k.Crossed sunken reef.
1330k.Salvestor and Cambrian Salvor anchored to shorten in
tow.
1800k.Force S.T.proceeded to Western approaches China Strait,
and at 2000k.anchored off Cocconut Island for the night.
8. 0600k.Force S.T under weigh and proceeded through China Strait
with Tamworth towing Lariat in company.
1100k.Arrived off North Foreland and proceeded up Milne Bay
in accordance with N.O.I.C.Milne Bay instructions to anchor
Force S.T.in Stringer Bay,Goulburn to refuel at Modewa.
9. On receipt of signal from A.F.D.18,reporting underwater hull
damage,I made an external examination,reporting result in my
090800z.Tamworth completed with fuel oil and water at Modewa
and returned to anchorage off Ladava.
10. Anchored off Ladava.
to
13. " " "
14. Towed H.M.S.Lariat from Stringer Bay to anchorage off Ladava.
15. Tamworth reported contamination of after fresh water tank with
fuel oil.Goulburn transfered 10 tons fresh water to keep her
going.The transfer being effected by hand pump which averaged
a delivery. of 3 tons per hour.
16. Shifted alongside H.M.S.Salvestor and transfered to her 66 tons
of fuel oil in order to negative any delay in the repair of A.F.D
18.by Salvestor having to go for replenishment of oil.
1400k.Proceeded to Modewa and completed with fuel oil and water
finishing at 1830k.and returning to anchorage off Ladava.

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July.17. Anchorage off Ladava.

18. 0800k. Departed Milne Bay with Tamworth in Company for Manus

19.) At sea, Milne Bay towards Manus
20.)

21. Arrived Manus, Completed with fuel oil, water and stores.

22. Anchored off Rara Island Seadler Harbour.

23. 1100k. Took departure from Manus with Bendigo and Tamworth in company for Eniwetok.

1500k. Carried out A/A. exercises in Area M Dog, firing XX at Drogue towed by plane.

1500k. Proceeded on passage.

24.) At sea on passage towards Eniwetok, S.O.A. 11 knots, wind
25.) and sea conditions reasonable.

26. 0700k. Arrived Eniwetok, completed with fuel and water and anchored as directed by H.M.S. Tyne.
Ship reverted to 4 hours notice.

30.) Anchored in Lagoon Eniwetok Atoll.
31.)

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General Remarks.

The passage from Bramble Cay to Milne Bay was made in severe adverse wind and sea conditions, with the escort screen frequently reduced, firstly by Tamworth being detached to land a suspicious appendix case at Port Moresby, and again to carry out a search for survivors of crashed aircraft, some 300 miles South East of Force S.T. position, and finally, to take H.M. M. Tug Lariat in tow for the last two days of the passage to Milne Bay.

On arrival of Force S.T. at Milne Bay, I in company with E/Officer Goulburn Commanding Officer and Salvage Officer Salvator made an external examination of the reported hull damage to A.F.D. 18, which resulted in my report by signal T.O.O. 090803Z. I was of the opinion that A.F.D. 18. was sufficiently buoyant in her damaged condition to complete the voyage to Manus but was apprehensive that any extension of the damage would be to the operative value of the dock, and would entail extensive repairs before it could be operated as a dock, and which view was confirmed by the rest of the party.

Detrimental

After assisting in making arrangements for Salvator to effect temporary repairs, and see the work under way, and there, being no further reason for the escorts Goulburn and Tamworth to remain at Milne Bay, they were called forward to Manus where we were joined by Bendigo on the 21st. July and became U.T.G. 112.3.2 when the three ships took departure to Eniwetok. On leaving Seadler Harbour, 112.3.2 proceeded to Area Dog and carried out A/A. practice at a drogue towed by plane. This exercise was most satisfactory. On the first run by plane Bendigo shot down the drogue. On the second run Goulburn shot away half the drogue and on the third run Tamworth shot down the remaining portion of the drogue. The plane then signalled excellent shooting and returned to base. U.T.G. 112.3.2. then proceeded on passage to Eniwetok.

The passage from Manus to Eniwetok was without incident, favourable weather conditions prevailed, and the ships performed manouevring and signalling exercises during the 6 days passage.

(3).

At Manus on the 21st. July I waited on and was received by Rear Admiral Douglas Fisher in H.M.S. Montclare, who enquired of the work performed and theatres of war Goulburn had been engaged in, he also showed a keen interest and knowledge in R.A.N. Ships, their officers and men.

The Admiral concluded the interview with an intimation of his intention of returning the call when opportunity offered.

Opportunities for recreational and shore leave during July have been limited, owing to the Ship spending a considerable amount of time at sea, but as June provided more than a fair thing, they were, on the whole, not too badly done by.

The health of the Ship's Company has been good and the main and auxiliary machinery satisfactory, with the exception of the Ship's freezer which has been giving a bit of trouble, it is anticipated that this will be overcome in the near future.

---0000000000---

Hours underweigh--July 1945,.....393 hrs.19min.

Hours underweigh--Since commissioning.....15,920 hrs 19 m

Total distance travelled--July 1945.....3,035 miles

Total distance travelled--Since commissioning....155,084 miles.

Average Distance travelled per ton fuel.....14,349 miles.

Average speed since commissioning.....9.741 knots.

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P. Sullivan

.....Lt. Cdr. R.A.N.R. (3)
Commanding Officer.

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(See file 12/51/50) J. Bailey
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14 SEP 1945

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DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Goulburn" REPORT OF PROCEEDINGS.
June, 1945.

S.N.D. 25/7

2 N.M. 29/7

See 1 N.M. ltr of commendation to "Heroes" 27/7. See file 443/202/288

S.N.M. 2/8

D. of P. 2/8

L.R.M. 2/8

N.N.I. NIS 2/8

Ops. (N) 2/4/9

N.S.

D.E. (N) 2/4/9

D.O.T.M. 2/4/9

D.N.M.S. 16/10

H.E.B. 15/10

N.A. 2 N.M. 15/10

N.S. 16/10

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

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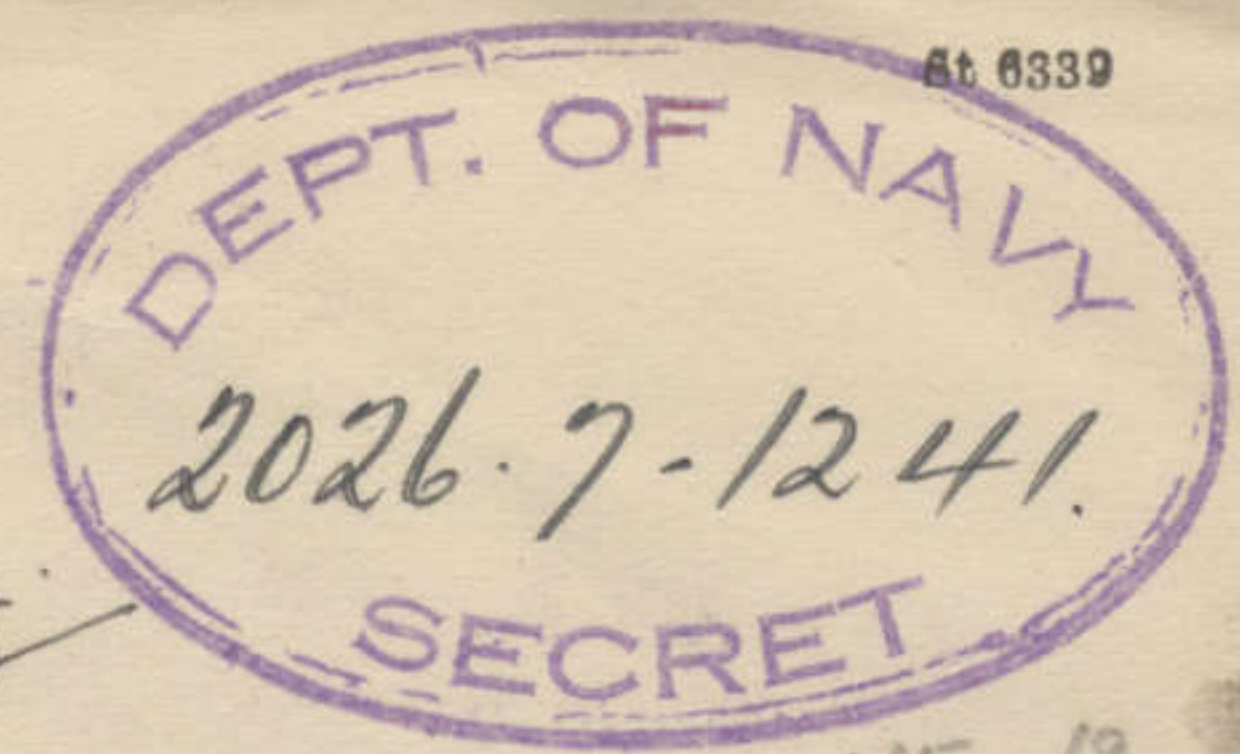
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BRANCH
18 SEP 1945

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Commonwealth of Australia

Department of The Navy.



Royal Australian Navy.

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

Date July, 4th. 1945. Reference No. 155/D.

To Secretary Naval Board.

Subject Letter of proceedings for month of June 1945.

HN.

Submitted:-

Herewith, copy letter of proceedings of duties performed by H.M.A.S. Goulburn during the month of June 1945.

The original and copy have been submitted to Senior Officer 21st. M/S. F.H.M.A.S. Ballarat.

P. Sullivan
..... Lt. Cdr. R.A.N.R. (S)
Commanding Officer.

12/7/45

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From THE COMMANDING OFFICER, H.M.A.S. "GOULBURN"

Date 4th JULY 1945.

Reference No.

To THE SENIOR OFFICER, 21st M/S FLOTTILIA.

COPY TO THE SECRETARY, NAVY BOARD, MELBOURNE.

Subject LETTER OF PROCEEDINGS FOR MONTH OF JUNE 1945.

SUBMITTED:-

For the information and consideration of the Board the following Letter of Proceedings and duties performed by H.M.A.S. "GOULBURN" for the month of June 1945.

1945.

June. 1.)

2.)

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11.

12.

13.

14.

15.)

18.)

18.

On A/S patrol covering the approaches to Seeadler Harbour.

Relieved on A/S patrol by U.S.N.-S.C.747- and returned to harbour anchorage off Rara Island.

Completed with fuel oil, water, and provisions.

Received instructions from S.B.N.O. Manus to take H.M.A.S. "Tamworth" under my orders and proceed to Darwin via the Great North East Channel calling at Port Moresby enroute to complete with fuel oil and water. A departure was taken accordingly at 1200k this day with a speed of advance of 11 knots.

On passage towards China Straits. Speed of advance 11 knots, weather conditions favourable.

0800k. Passed through China Straits.

1030k. Arrived Port Moresby and completed with fuel oil and water.

1000k. Took departure from Port Moresby and proceeded towards Darwin via Great North East Channel.

0600k. Entered Great North East Channel at Bramble Cay.

1600k. Passed Thursday Island.

1900k. Passed Booby Island and took departure for Darwin. Speed of advance 11 knots.

Carried favourable weather conditions across the Gulf of Carpentaria passing Cape Wessel at 2359k.

Clocks retarded 30 minutes to I.K. time.

1300ik. Arrived Darwin, proceeded alongside main jetty to complete with fuel oil and water.

1700Ik. Completed with fuel oil and water and shifted ship to the boiler cleaning buoys adjacent to the floating dock from which we received electric light and power.

Boiler cleaning in progress and being assisted by a boiler cleaning party of 4 hands from H.M.A.S. "Melville".

1000ik. Attended a conference at the Staff Office of N.O.I.C. Darwin when details and particulars for the towing of A.F.D. 18 to Manus were made available.

1945.
June.19.

0700ik. Escorts and tugs in readiness to commence voyage but some delay was occasioned by the adjusting of tow lines. Finally however tugs "Salvester" and "Heros" with A.F.D.18 in short tow proceeded through the boom gate at 1330ik, a rather ticklish job considering the width of the gate, the beam and the unwieldy nature of the dock in a tideway.

1700ik. Off Point Charles "force ST" made a turn to starboard of 83 degrees and headed for the Marsh Shoal Buoy thence proceeding through Clarence Strait which was negotiated in darkness without difficulty and on turning out of Clarence Strait up onto the course for Cape Hotham the usual strong set towards the Roper Rock was nicely anticipated by the tugs.

20. "Force ST" experienced no difficulty in Dundas^{STRAIT} and the tow was slowed down temporarily approaching Cape Don to lengthen the tow lines. 1800ik. "Force ST" was off Cape Don and from thence pursued the various courses in accordance with the routing instructions the speed of advance being 3 knots, wind E.S.E. force 4, sea moderate.

21. Speed of advance 3 knots, wind E.S.E., force 4, sea moderate.

22. Wind E.S.E., force 5 and sea steadily rising.

23. Wind and sea consistent from E.S.E., speed of advance 3.7 knots.

24. Wind and sea off Cape Wessel moderated considerably. "Goulburn" and "Tamworth" by mutual arrangement baked an extra 50lbs of bread and distributed it between tug "Heros" and A.F.D.18 without difficulty.

N.O.I.C. Thursday Island was advised by W/T that "Force ST" would be 36 hours late on its ETA Booby Island. The clocks were advanced 30 minutes to "K" time.

25.) Crossing the Gulf of Carpentaria, wind S.E. force 6, sea rough.

26.)

27. 1800k. Passed Carpentaria Light vessel and advised N.O.I.C. Thursday Island by W/T of the fuel oil, water, and provision requirements for "force ST".

28. 0400k. "Force ST" arrived off Booby Island, H.M.A.S. "Goulburn" detached and proceeded into Port Kennedy securing alongside at 0700k and completed with fuel oil and water.

From N.O.I.C. Thursday Island it was ascertained, to some extent with dismay, that they appeared to be in a similar plight for provisions as ourselves and although generous in sharing the stocks held which were insufficient to meet the requirements of the whole of "force ST" I decided that what fresh provisions were available be distributed between A.F.D.18 and the towing vessels and the two escort vessels would have to make do and hope for better luck later on during the passage.

After passing Booby Island the tug "Lariat" relieved "Salvester" who proceeded into Thursday Island for replenishments. 1200k "Goulburn" left Port Kennedy to overtake "force ST" off Ince Point and instructed "Tamworth" by R/T to return to Port for fuel oil and water.

. PART

A.F.D.18 in tow by "Heros" and "Lariat" made the most difficult of the Great N.E. Channel during darkness after successfully executing an 80 degree turn to starboard negotiated that part of the channel between Bet and Sue Islands with their attendant reefs and again at the eastern end made an 83 degree turn to port to pick up the northern course to Cocoonut and Arden Islands during which "Goulburn" was carrying 35 degrees for leeway against a very strong westerly set which should give a fair indication of the seamanship called on to handle the dock in such circumstances.

1945

June.29. 0800k . Off Dalrymple Island "Salvester" relieved H.M.A.S. "Heros" who already had orders that when detached by S.O.E.-scort to return to Darwin calling at Thursday Island to replenish with bunkers and water. A.F.D.18 now in tow by "Salvester" and "Lariat" with "Cambrian Salvor" standing by. From Dalrymple Island towards Bramble Cay the weather deteriorated to wind E.S.E. force 6 sea very rough and increasing.

At 1600k "Lariat" reported defective steering gear and cast off from the tow thus leaving "Salvester" single handed with the dock. "Cambrian Salvor" made unsuccessful attempts to get a tow line to the dock, but with the daylight fast failing and boisterous conditions, together with the risk of collision with the dock the operation was rendered impracticable and further attempts were abandoned, until daylight. To this set of circumstances was added " Could Salvester hold the dock without overstraining the single towline which was all that stood between the dock and probable disaster on Bramble Cay which was dead to leeward."

The towmaster in "Salvester" very rightly was also apprehensive of the possibility of "Salvester" broaching should she fall off the wind. It was then decided to heave to, hold what we had, and if possible claw off the land "Goulburn" taking "Lariat" in tow for the night.

30. Daylight dawned with no improvement in the weather. At 1100k "Lariat" her steering gear again in order was cast off from "Goulburn". However within 15 minutes "Lariat" reported that her port engine was stopped due to defective circulating pump and would take 24 hours to ship a spare pump following along on one engine in the meantime. Conditions still prevented "Cambrian Salvor" from getting a line to the dock. There was no alternative but for "force ST" to remain heve to making 0.5 knots to windward until Sunday 1st July when at 1100k "Lariat" had effected repairs and by excellent seamanship secured a line to the dock and assisted "Salvester" with the towing. This second tug increased the speed of the force to 1.5 knots.

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202
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I feel it proper to mention in this submission my appreciation of the effort of the effort of H.M.A.S. "Heros" under the command of Lieut. Commander Duck RANR(S) for her game and cooperative performance towards the success of the tow from Darwin to Dalrymple Island and particularly the handling of the dock through the Clarence Straits and the more difficult passage through the Great N.E. Channel both of which were made during the hours of darkness.

-----oo00oo-----

GENERAL REMARKS.

The health of the Ship's company has been good and their conduct very satisfactory.

The main engines and ~~auxiliary~~ auxiliary machinery has been satisfactory, the ship herself is in good and clean condition.

It may be of interest to note that H.M.A.S. "Goulburn" has now passed thr 150,000 mile mark.

-----oo00oo-----

Letter of Proceedings.

H.M.A.S. "GOULBURN".

GENERAL REMARKS.....ctd.

Monthly figures.

Distance steamed.....4,199 miles.
Hours under way..... 521.
Average distance per ton of fuel.....16.715 miles.

Total figures.

Distance steamed.....152,049 miles.
Hours under way..... 15,527.
Average speed..... 9.792 knots.
Date of Commissioning..... 28th February 1941.

-----oooo0000oooo**-----

P. J. Sullivan

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



The Commanding Officer H.M.A.S. "GOULBURN".

June 8th.1945.

141/D.

Senior Officer 21st.M/S.Flottilla.

Copy to Secretary Naval Board.

Letter of Proceedings for month of May 1945.

Submitted:-

For the consideration and information of Naval Board the following Letter of Proceedings of duties performed by H.M.A.S."GOULBURN"during the month of May 1945.

1945.

May. 1).On passage from Melbourne to Manus with 100 ton lighter in tow.
XX.At 0700k.rounded Kiriwina Island with favourable wind and sea conditions,on passage towards Manus.

25).On passage towards Manus.
3).

4).1500k.Entered Seadler Harbour,anchored as directed by Senior British Naval Officer,handed over lighter to shore authorities and received receipt for same.

5).Completed with oil from tanker Victoria,also with water from ammunition dock.Made several runs over the shallow degaussing range and returned to anchorage between Rara Island and the mainland in company with "Kalgoorlie"and"Toowoomba.

6).At anchor off Rara Island.

7).Boiler cleaning being performed by ship's staff,and the ship herself being painted,the first opportunity which presented itself for this purpose since completion of refit and departure from Melbourne.

14).Boiler Cleaning completed and ship reverted to four hours notice.

15th.0800k.Proceeded to Ammunition Dock to land condemned Bofor Ammunition,and embark a full compliment of fresh.
1300k.Proceeded seaward of Seadler Harbour to rendezvous with Kalgoorlie,Toowoomba and Lismore and carried out Anti-Aircraft shooting practice,at a drogue towed by the R.A.A.F.returning to harbour anchorage on completion.

16).At anchor off Rara Island.2230k.Red air alert which lasted until 2330k.

(2).

May.17).At anchorage off Rara Island,Seadler Harbour.

18).0800k.In company with H.M.A.S.Kalgoorlie,carried out orepesa sweep of harbour channel from harbour boom to R ara Island being a channel $2\frac{1}{2}$ miles long by one mile wide.

19).Anchored off Rara Island.

20).

21).On A/S.patrol to seaward of Seadler Harbour,relieving the

23).American S.C.which returned to harbour to have defects made good.

This time on patrol was utilised in taking indicator cards and completing a revolution and speed table,it being the first opportunity for this purpose since having new propellers fitted at Melbourne and the ship being unencumbered by the lighter in tow.Orepesa sweeps were also streamed to make adjustments to otter and kites.

After being releived by S.C.747 further runs of adjustment purposes were made over the shallow degausing range,and on completion proceeded alongside Tanker Victoria,completed with fuel oil and returned to anchorage off Rara Island.

24).

27).At anchor off Rara Island.

28).Proceeded up harbour to complete with water,then to alongside the Fort Dunvegan to embark fresh provisions.

29).

31).Anchored off Rara Island.

General Remarks.

In company with Kalgoorlie,sweeping for moored mines inside the boom defence net at Seadler Harbour was unsatisfactory,owing to the absence of any control of inward or outward traffic.On one occasion,and nearing completion of the sweep,there arose a congestion of traffic that bristled with possibilities.Kalgoorlie and Goulburn,with sweeps out approaching the gate,an R.N.Cruiser a floating dock in tow and a heavy American merchant ship made the situation look most unhealthy.I withdrew Goulburn from the operation as being ~~un~~practicable without traffic control but not without Goulburn's and Kalgoorlie's sweep floats fouling,resulting in a small dent in the bottom vane of the otter.

An A/S.patrol to seaward of the harbour was being maintained by United States Navy Sub Chasers which developed machinery and A/S.defects.21/22.M.S.F.ships in tow company were organised to carry out the patrol as a temporary measure,

(3).

but it has been continued for a month. Coulburn, Toowomba, Gawler, Tamworth and Ipswich taking it 48 hours about.

Soon after arrival at Manus, the U.S. film branch loaned to the ship a 16 M.M. projector and talkie equipment, and also made available a change of programme daily. This form of entertainment was most appreciated, not only by the ship's company, but also by the small ships anchored in the vicinity.

Our anchorage in Seadler Harbour was adjacent to Rara Island which provided a field for football and hockey, a beach for swimming and fresh water showers. Inter-ship competition in sport was organised.

During the month the Southern Cross Diesel Engine became defective, demands for spare parts have been dispatched to Australia.

The health of the ship's Company has been good, and their conduct most satisfactory.

It is requested that reference to the "Typex" machine in my April report be cancelled, as the adapter has since been discovered and fitted, the machine being now in operation.

MONTHLY FIGURES.

Distance steamed:	1107 miles.
Hours under weigh:	157 Hrs. 26 Mins.
Av. Distance per. ton. fuel:	12.121 miles.

TOTAL FIGURES.

~~XXXXXXX~~

Distance steamed:	147,856 miles.
Date Commencing:	28th. Feb 1941.
Average Speed:	9.852 Knots.
Hours under weigh:	15,006 - 26 mins.

P. Sullivan
.....Lt. Cdr. R.A.N.R. (S).
Commanding Officer.

Commonwealth of Australia

Department of The Navy.

St 6339



Royal Australian Navy.

Incubation Dept.
12/5/45



From THE COMMANDING OFFICER, H.M.A.S. "GOULBURN".

Date 1945 MAY 1945. Reference No. _____

To THE CHIEF OFFICER, 81st M/V FLITELIA.

Subject COPY TO THE SECRETARY, NAVY BOARD, MELBOURNE.
LETTER OF PROCEEDINGS FOR MONTH OF APRIL 1945.

SUBMITTED :-

For the consideration and information of the Naval Board the following letter of Proceedings of duties performed by H.M.A.S. "GOULBURN" during the month of April 1945.

1945

APRIL.

- 1.) At Melbourne (Williamstown) completing with fuel oil, provisions and ammunition, also carrying out Steaming, Radar, A/S, and Gun Mounting trials and compass adjustment. Generally preparing for sea on completion of refitting by Naval Dockyard, Williamstown.
2. At 0800h took departure from Nelson Pier, Williamstown with a 60' X 30' steel lighter loaded with 25 tons of coal, amounting in all to 100 tons, in tow for Manus.
1400h at Port Phillip Heads. It was quite apparent that sea conditions outside were too severe for the lighter so Goulburn and lighter were anchored off Portsea to await more favourable conditions.
7. An attempt was made to resume the voyage, but conditions outside were, if anything, worse than the previous day and the ship returned to anchorage off Portsea.
8. At 0830h cleared Port Phillip Heads and resumed voyage steaming at 5 1/2 knots into a fresh E.S.E. wind and rough sea, hoping against hope that conditions would moderate as we nosed quietly along.
After passing Cape Schank at 1030h the weather and sea became worse & too much for the lighter when shelter was sought in Cat Bay, Phillip Island.
9. At anchor Cat Bay, Phillip Island, wind E.S.E. force 7 increasing later in the day to gale force. Barometer dropped from 30".60 to 29".85 in eight hours.
10. Rain commencing to fall, barometer steady on low, inclined to rise, and wind eased from gale force to force 6. I considered it reasonable enough to make another start. way
At 1400h however, after being under for 3 hours conditions became worse and was forced to return to shelter and on this occasion I anchored off Coona.
11. The wind which had been steady from E.S.E. for the previous four days veered to W.S.W., the barometer commenced to rise finally, and at 1000h the voyage was once again resumed.
12. Carrying a strong following wind and moderate sea along the Victorian coast to Gabo with a speed of advance of 7 knots.
13. After rounding Gabo Island an inshore course was pursued to the northward keeping the vessel well under the lee of the land and minimising the effect of the adverse southerly set on the New South Wales coast. As we climbed steadily northward weather conditions continued to become finer and the sea decreasing eventually becoming calm from Jarvis Bay northward.

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

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Duplication

Handwritten signatures:
Lt M. Barker
Mr. H. S. 10/7

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April 14th.

At 1330k passed Sydney Heads close by and signalled my intention to call at Brisbane to make adjustments to the tow line and complete with fresh provisions.

15. Favourable wind and sea conditions prevailed along the northern New South Wales coast and speed of advance was 7 knots.
16. At 2000k passed Cape Byron maintaining 7 knots when we picked up with a strong southerly wind and rough sea which was carried to Moreton Bay.
17. 1230k. Entered Moreton Bay at Caloundra Head and shortened tow off Pile light at 1800k. Proceeded up river, securing at Cruiser "C" wharf at 2100k, and completed with fuel, oil, and water.
18. 0600k. Pumped out lighter, approximately $3\frac{1}{2}$ tons of water, secured lighter to Cruiser "C" Wharf and proceeded to Eagle Street Wharf where the ship completed with fresh provisions and also substituted the 30 fathoms of 8" manilla in the tow line for 50 fathoms of 8" manilla which subsequently proved to be much more satisfactory as the lighter towed more freely, was drier, and behaved much better in rough seas.
19. 1100k. Low water alert. Took departure from Eagle Street Wharf with a view to meeting the young flood at Cruiser "C" and recovering the lighter/leading "Goulburn" looking downstream.
At 1400k proceeded downstream with lighter in short tow passing the Pile Light at 1530k when Radar trials were carried out with M.L.421 acting as target ship.
1800k. Radar trials completed and pilotage continued across Moreton Bay clearing Caloundra at midnight.
20. Proceeded on a northerly course throughout the day towards Sandy Cape with the wind S.E. fresh and increasing with the sea steadily rising.
21. Rounded Beakree Spit with the wind strong from the S.E. increasing to gale force during blinding squalls and the sea high.
At this stage I entertained some doubts for the lighter's safety, there being no alternative in this vicinity but to pull her through it and get on to the westerly course for Capricorn without delay.
22. Passed through Whitunday Passage when the weather became fine and reasonable again.
23. Midnight anchored in Cleveland Bay.
24. 0745k. Handed over lighter to local tug, proceeded into Townsville Harbour, swung and secured at the concrete pier, the lighter being subsequently secured alongside.
Townsville being the final port of departure from Australia all freezer and fresh provision stowage was filled to its utmost capacity in addition to 10 extra crates of Potatoes being stored on deck which latter proved a sound precaution. The ship also completed with oil and water and was ready to proceed.
25. 0700k. Departure from Townsville.
26. The usual track was followed to Grafton Passage and when off Euston Reef at 0400k wind and sea were too severe for the lighter, which, together with the previous experience of the capabilities of the Coral Sea, caused shelter to be sought under the lee of Fitzroy Island for 10 hours and the voyage was resumed at 1600k. when the weather report and forecast indicated conditions to be moderating.
- 27) Head winds and rough seas, speed of advance 5 knots.
- 28)

1245.

April 29th. Having carried rain practically all the way from the mainland celestial observations were rather scant, the odd ones that were obtained could not be considered very reliable so with the wind moderating speed was increased to $7\frac{1}{2}$ knots and a bid made to make a landfall on the China Strait approaches before dark. Weather conditions and a slight set favoured us and a good landfall was made the ship anchoring in Sua Hua Bay at 2500k.

30. 0600k. A party and pumping equipment were put on board the lighter to pump it out which took $1\frac{1}{2}$ hours when the ship and tow proceeded through China Straits and took departure from Kankopa at 1000k with a speed of 7 knots towards Nema.

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GENERAL REMARKS.

No defects, mechanical or otherwise, became apparent on passage after the refit although the main engines to date have not been called upon for more than 125 revolutions.

The towline was made up of $12\frac{1}{2}$ fathoms of $1\frac{1}{8}$ " cable, 85 fathoms of 3" wire, and 30 fathoms of 8" manilla, totalling 127 fathoms which was not satisfactory for a long ocean tow in adverse weather conditions. At Brisbane an additional 50 fathoms of 8" manilla was added which proved more satisfactory. The lighter towed more buoyantly, was drier, and behaved better in a sea way, and I therefore submit that the tow lines for similar purposes should not be less than 150 fathoms.

The close inshore route followed along the New South Wales coast from Gabo to Byron Bay proved a distinct advantage from a speed point of view.

The health of the Ships Company has been good and their conduct satisfactory.

During the refit a type X Mark II machine was installed without adaptor or drums to enable it to be operated as a ^{A.C.M.} Mark III machine. Efforts to obtain an adaptor and drums have been without avail and in the meantime the ship is unable to either code or decode C.C.M. messages.

At Nema it has been ascertained that American R.P.I.O. has available and ready for issue an American C.C.M. machine but only with the authority of the Commander 7th Fleet. I therefore can see no alternative other than to let things stand until we meet up with the Senior Officer 21st W/S Flotilla.

During the night of 29th/30th. while anchored in Sua Hua Bay with the lighter hanging astern a slight swell came into the bay and the lighter rode up gently with the swell and bumped the ships side putting a dent in the centre of the plate abreast of the First Lieutenant's cabin about 10" in diameter and about $1\frac{1}{2}$ " deep. The sentry in obedience of instructions, for such an eventuality, placed all the available fenders to meet the bump but all the fenders in the ship are in such a worn and used condition that they had little or no effect. Demands for fenders were raised in Sydney, Melbourne, Brisbane, and Townsville, but they were not available at any of the above places.

Letter of Appreciation.

H.M.A.S. "Gallipoli"

April 1945.

GENERAL REMARKScontinued..

Monthly figures:-

Distance steamed.....2,418 miles.
Hours underway.....41 1/2 hours 32 minutes.
Average distance per ton
of fuel..... 11.409 miles.

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Total Figures:-

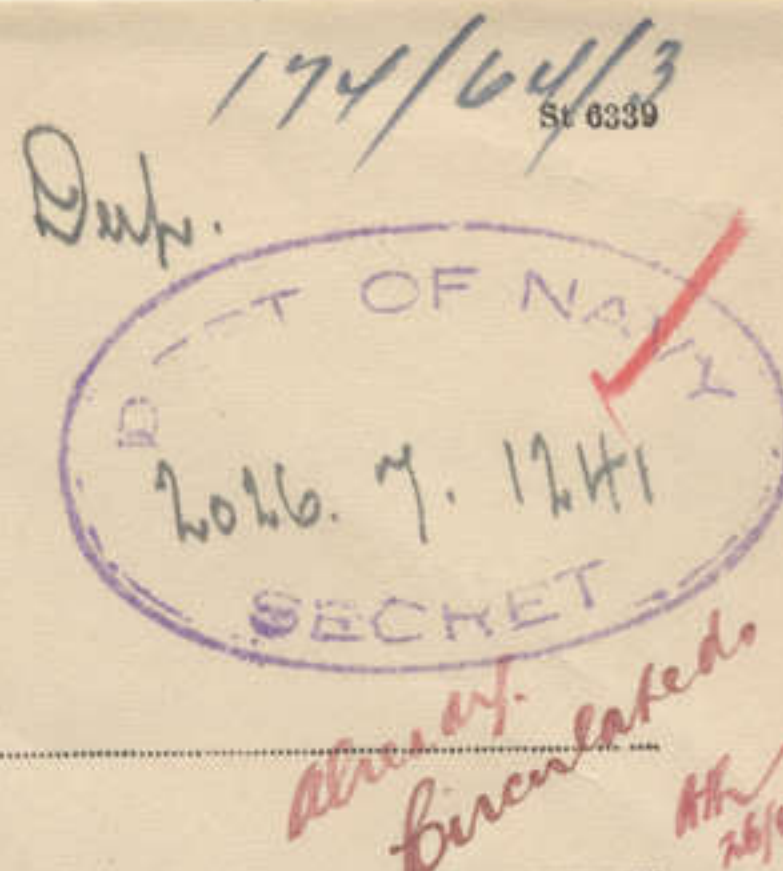
Distance steamed..... 146,745 miles.
Date of Commissioning..... 28th February 1941.
Average speed..... 9.862 knots.
Hours underway..... 14,649 hours.

-----000000-----

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



Copy
Commonwealth of Australia
Department of The Navy. ✓



Royal Australian Navy.

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

Date 14th April, 1945

Reference No. _____

To The Senior Officer, 21st M/S Flotilla, H.M.A.S. "BALLARAT"

Subject LETTER OF PROCEEDINGS FOR MONTH OF MARCH 1945

Copy to Secretary Naval Board.

Submitted:

For the information and consideration of the Naval Board, Letter of proceedings of duties performed by H.M.A.S. "GOULBURN" during the Month of March 1945.

1945

- March 1st. At Watson's Bay (Sydney) Sent all Queensland Members of Ships Company on long leave prior to departure to Melbourne for annual Refit.
- .. 2nd. At Watson's Bay (Sydney) as duty Ship at immediate notice to proceed.
- .. 3rd. Took departure from Sydney for Melbourne.
- .. 4th. At sea towards Melbourne and steaming at slow speed into rough seas and
- .. 5th. Westerly Winds reaching Gale Force.
- .. 6th. Entered Port Phillip Heads at 2330k and proceeded via South Channel to the Cellibrand Light.
- .. 7th. Anchored off Cellibrand Light at 0800k and at 0800 secured alongside Nelson Pier where the Ship was de-ammunitioned and de-fuelled preparatory for Refit purposes.
- .. 8th. At 0800k shifted Ship to Naval Dockyard Pier Williamstown and commenced Refit.
- .. 31st. Completed Refit.

General Remarks.

H. N. 1 (N.H.R.O.) x
The Refit period occupied practically the whole of March and it was a creditable performance on the part of the Williamstown Dockyard Staff to have got through the amount of work they did in the time available. I frankly submit that a considerable factor in the expeditious Refit was in no small manner due to the Ships Staff of H.M.A.S. "GOULBURN" for the care and maintenance carried out during the preceding twelve months.

It is perhaps premature at this stage to report on the result of the Refit but indications are satisfactory. The fitting of new propellers being a distinct improvement, although it was a disappointment that the modification (Parbuckle equipment) to the depth charge throwers was not installed.

The Brown Gyro which was removed from "GOULBURN" in Sydney for use in "MARYBOROUGH" was replaced during the refit with a Sperry.

The Ships Company were given long leave consistent with the time available and averaged about 19 days per man. There were many changes in the Ships Company by drafting particularly those who have served 2 and 3 years in the Ship, which I consider a wise course. The health of the Ships Company has been good and their conduct satisfactory

26/6 H.
26/6/45
Duplicate

Distance Travelled March 1945.	588 Miles
Hours Underway March 1945.	62 Hours 32 Minutes
Average Distance Travelled per Ton of Fuel.	11.757 Miles
Total Distance Travelled since Commissioning.	144,331 Miles
Date of Commissioning.	28th February, 1941
Average Speed Since Commissioning.	9.999 Knots
Hours Underway Since Commissioning.	14,434 Hours 28 Minutes

P. Sullivan
Lieut. Commander. R.A.N.R. (S)
Commanding Officer.



AWM 78.