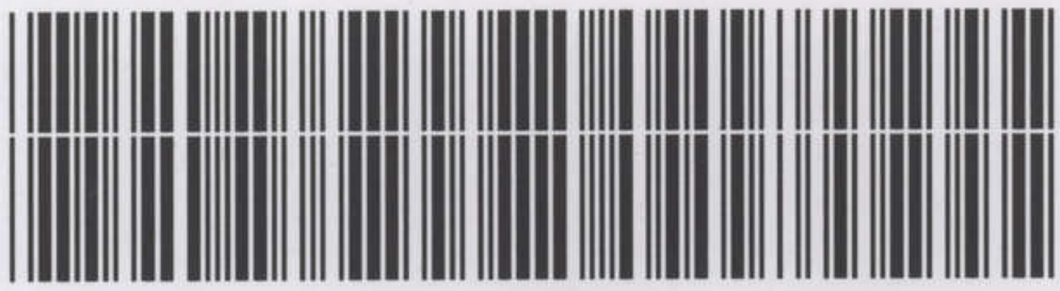
AWM78

Reports of Proceedings, HMA Ships and Establishments

HMAS SYDNEY

Item number: 329/11

Title: February 1964 - December 1965



AWM78-329/11

[329/11]

HMAS SYDNEY

ROEP 1964-1965

DEPARTMENT OF THE NAVY

MINUTE PAPER

18. 6. 213.

H.M.A.S. SYDNEY — Report of Proceedings FEB '64.

DP

DTSR

D of C

DAWOT

DNI

HPB

DCNP

DOA

DMT Para 7 being investigated by DMT.

DDM

DPS

DGS

DAP

DNR

DNES

MDG

DCNTS

DEE

DME

DNC

DW

HNB (N5)

REGISTRAR

~~HNB DCNS 2 NM 4 NM CNPR REGISTRAR~~
~~DOD 1 NM 3 NM SEC HNB (N5)~~ } 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-references to this one.

1161

18. 6. 213

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. SYDNEY Report of Proceedings FEB '64.

~~FNB~~ 25/3

~~DOD~~ 25 mar 64

~~DCNS~~ 25/3.

~~1st NM~~ 31/3.

~~2nd NM~~ 2/4

~~3rd NM~~ 7/4

~~4th NM~~ 8/4

~~SEC~~ 5/4

~~CNPR~~ 10/4.

~~HNB~~ 13/4

REGISTRAR

~~DP~~	DNI	DMT	DNR	DEE	HNB (N5)
DTSR	HPB	DPS	DNES	~~DME~~	REGISTRAR
D of C	DCNP	~~DGS~~	~~MDG~~	DNC	
~~DAWOT~~	DOA	DAP	DCNTS	DW	
		~~DDM~~			

Separate Report Circulating

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H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS - FEBRUARY 1964

(H.M.A.S. SYDNEY's letter 2.4.1 dated 10 March 1964)

- -

II

A.F. 35/18

The Secretary,
Department of the Navy.

Forwarded for the information of the Naval Board.

REAR ADMIRAL

Office of the
Flag Officer Commanding,
H.M. Australian Fleet.

N5

2.4.1.

H.M.A.S. SYDNEY,
At Sydney.

10 MAR 1964

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET. (STAFF)

(Copy to:- The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET. (FLAG).)

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS.

Sir,

I have the honour to report the proceedings of H.M.A.S. SYDNEY under my command for the month of February, 1964.

2. The month has been spent refitting in Inner Captain Cook Dock, Garden Island, Sydney.

3. Your Flag was worn in H.M.A.S. SYDNEY from 1 February to 5 February, from 9 February to 11 February and from 13 February until the end of the month.

4. I attended the funerals of the late Captain, D.H. Stevens, R.A.N., and Lieutenant H.D. Cook, R.A.N., on Friday 14 February. With officers and members of the Ship's Company I attended H.M.A.S. VOYAGER Memorial Services at St. Mary's Cathedral and St. Andrew's Cathedral on Friday, 21 February.

5. During the extended period in dry dock opportunity has been taken to free and/or refit all underwater valves. Dockyard have carried out a limited amount of sand blasting of the hull in way of the bilge keel from waterline to waterline. The remainder of the hull has been scraped only and is being repainted with anti-corrosive and anti-fouling paints. The port tail shaft has been withdrawn and the stern tube brushes re-rubbered. This should greatly reduce the vibration which has been experienced underway.

6. The Electrical side of the refit progresses. Work has now commenced on the AUTOSEC Alteration and Addition item.

7. The training of 48 ratings undergoing Part 111 training was continued. In addition by the end of the month 72 Ord (Various) of 15 categories, 30 Ord (C.O.) provisional and 8 Ord(S.R.), for Part 111 Seamanship training due to commence on 23 March, were borne. The problem of providing adequate training and supervision has increased and the lack of supervisory ratings continues to cause much concern.

8. With the appointment of six Midshipmen (S.L.) to CERBERUS for course at the end of the month, there are now no subordinate officers under training.

9. Apart from the high incidence of Tonsillitis, which may be due inpart to the poor ventilation accentuated by the time spent in dry dock, the health of the Ship's Company has been satisfactory. Necessary A and A action has been initiated to improve ventilation services in the Ship.

10. There are still a considerable number of minor offences committed within the Ship. Many of these offences occur among the young ratings under training and are considered due to their comparative ignorance of Ship board life, with the burden of joining a Ship under refit and in dry dock, adding to the difficulty of maintaining a high morale. I am confident that an improvement will be made when the Ship is running once more.

I have the honour to be,

Sir,

your obedient servant

H. Stevens

CAPTAIN, R.A.N.

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS.

STEAMING APPENDIX.

(a) Distance steamed during the month:-

Nil.

(b) Hours underway during the month:-

Nil.

(c) Total distance steamed since re-commissioning:-

14,428 miles.

(d) Total hours underway since re-commissioning:-

1,096 hours.

(e) Occasions of exceeding economical speed:-

Nil.

NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18/6/-

FILE TITLE HMAS Sydney
Report of Proceedings Feb. 1964

MARK TO HNB BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	
INITIAL INDEXING		A2	
SUBSEQUENT INDEXING			DATE

CLASSIFIER [signature] DATE 18-3-64

18-6-244

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. SYDNEY Report of Proceedings MARCH 1964

~~HNB~~ 29/4

~~DOD~~ 5/5

~~DCNS~~ With reference to para 3 both the Laundry equipment and Auto Sec should be completed during current refit. 7/5

~~1st NM~~ 8/5

~~2nd NM~~

~~3rd NM~~ 13/5

~~4th NM~~ 13/5

~~SEC~~

~~CNPR~~ 14/5

~~HNB (N5)~~ 18/5

REGISTRAR

~~DP~~	DNI	DMT	DNR	DEE	HNB (N5)
DTSR	HPB	~~DPS~~	DNES	~~DME~~	REGISTRAR
D of C	DCNP	~~DGS~~	MDG	DNC	
~~DAWOT~~	DOA	DAP	DCNTS	DW	
		~~DDM~~			

Separate Report Circulating

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18-6-244.

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. SYDNEY — Report of Proceedings MARCH 1964.

DP 30/4

DTSR 30/4

D of C 4/5

DAWOT 5/5

DNI

HPB 4/5

DCNP 11/5.

DOA

DMT 19/5

DDM 21/5

DPS 22/5

DGS 25/5.

DAP

DNR 26/5

DNES 28/5.

MDG 1/6

DCNTS 22/6

DEE 30/6

DME 16/6

DNC 29/6

DW

HNB (N5) 3/7.

REGISTRAR

~~HNB DCNS 2 NM 4 NM CNPR REGISTRAR~~
~~DOD 1 NM 3 NM SEC HNB (N5)~~ } Separate Report Circulating

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H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS - MARCH, 1964

(H.M.A.S. SYDNEY's letter 2/4/1 dated 5th April, 1964.)

II

A.F. 35/18

Copy this page for N5 please

The Secretary,
Department of the Navy.

Forwarded for the information of the Naval Board.

2. I share the Captain of H.M.A.S. SYDNEY's concern regarding the problem of providing adequate supervision and training for the junior ratings embarked. This matter is being raised on other papers.

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
H.M. Australian Fleet.

23 APR 1964

N5

A28/4

COPY

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS - MARCH, 1964.

(H.M.A.S. SYDNEY's letter 2/4/1 dated 5th April, 1964).

- -

II

A.F. 35/18

The Secretary,
Department of the Navy.

Forwarded for the information of the Naval Board.

2. I share the Captain of H.M.A.S. SYDNEY's concern regarding the problem of providing adequate supervision and training for the junior ratings embarked. This matter is being raised on other papers.

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
H.M. Australian Fleet.

23rd Apr. 1964.

2.4.1.

H.M.A.S. SYDNEY,
At Sydney.

5 APL 64

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET. (STAFF)

(Copy to:- The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET. (FLAG))

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS

Sir,

I have the honour to report the proceedings of H.M.A.S. SYDNEY under my command for the month of March, 1964.

2. The month has been spent refitting at Garden Island, Sydney. The Ship undocked from Captain Cook Dock on 9 March and berthed at Oil Wharf until 25 March when she was moved to Fitting Out Wharf.

3. Refitting progress to date has been satisfactory except that progress with some machinery defects is slow. Concern is felt over the non - availability of certain laundry equipment. A.C.N.B. 230355Z March refers. It seems possible that difficulty will be experienced in completing the AUTOSEC A & A by the due date.

4. Acting Commander P.W. Coombs, R.A.N., relieved Commander V.L. Henshaw, R.A.N., as Engineer Officer on 13 March.

5. The Flag Of the Flag Officer Commanding H.M. AUSTRALIAN FLEET was transferred to H.M.A.S. SUPPLY on Friday 20th and rehoisted in SYDNEY the same day.

6. With officers and their wives, my wife and I had the honour to be received for dinner at Admiralty House by His Excellency the Governor - General on Tuesday, 31 March.

7. The training of 48 ORD's undergoing Part 111 was continued, one class of 24 being examined in H.M.A.S. MELBOURNE on 19 March. A further class of 8 ORD's commenced this training during the month. In addition by the end of the month 149 ORD's (Various) of 16 categories were borne. Five Leading rates and 7 Able rates completed courses at the A.B.C.D. school, H.M.A.S. PENGUIN. Higher rates classes for Advancement Board tests, for the quarter ending 30 June, are being formed.

8. The problem of providing adequate training and supervision has increased considerably and the lack of supervisory ratings continues to cause great concern. The problem is aggravated by lack of facilities during the refitting period.

9. Seaman watchkeeping officers have participated in Fleetwork and Tactical games at the A.S.T.T., H.M.A.S. WATSON as opportunities have occurred during the month.

10. The health of the Ship's Company has been satisfactory considering the difficulties encountered by Ship's Staff in maintaining hygiene during the refit period. The Ship was fumigated on 14 and 15 March which resulted in a considerable reduction in the cockroach population.

11. With the steady influx of trainees there has been no reduction to date of the number of minor offences being committed. The morale of the Ship's Company is satisfactory. The Welfare Committee met during the month.

I have the honour to be,

Sir,

Your obedient servant

CAPTAIN, R.A.N.

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS

STEAMING APPENDIX

(a) Distance steamed during the month:-

Nil.

(b) Hours underway during the month:-

Nil.

(c) Total distance steamed since re-commissioning:-

14,428 miles.

(d) Total hours underway since re-commissioning:-

1,096 hours.

(e) Occasions of exceeding economical speed:-

Nil.

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS

APPENDIX - SPORTS RESULTS

11 March	Cricket I ZINGARI FINAL ALBATROSS defeated FLEET (7 SYDNEY members of team)
17 March	Volley Ball MORESBY defeated SYDNEY
18 March	Rugby Ships trial match
25 March	Rugby WATSON defeated CARRIERS

NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS.

REGISTER ON CARD 18/6/—

FILE TITLE HMAS Sydney
Report of Proceedings, March 1964

MARK TO HNB BRANCH.

OTHER DIRECTIONS

INITIAL INDEXING		A2	
			DATE
SUBSEQUENT INDEXING			

CLASSIFIER [signature] DATE 28-4-64

DEPARTMENT OF THE NAVY

18-6-243.

MINUTE PAPER

H.M.A.S. SYDNEY — Report of Proceedings APRIL 1964.

DDP

DTSR

D of C

DAWOT

DNI

HPB

DCNP

DOA

DMT

DDM

DPS

DGS

DAP

DNR

DNES

MDG

DCNTS

DEE

DME

DNC

DW

HNB (N5)

REGISTRAR

D. C. N. T.
3 JUN 1964

~~HNB DCNS 2 NM 4 NM CNPR REGISTRAR~~
~~DOD 1 NM 3 NM SEC HNB (N5)~~ } Separate Report Circulating

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18 - 6 - 243.

DEPARTMENT OF THE NAVY

MINUTE PAPER

H.M.A.S. SYDNEY Report of Proceedings APRIL 1964.

HNB 29/4

DOD 1/5

DCNS 3/5

1st NM 4/5

2nd NM 4/5

3rd NM 6/5

4th NM 7/5

SEC 9/5

CNPR 11/5

HNB (N5) 12/5/64.

REGISTRAR

DP	DNI	DMT	DNR	DEE	HNB (N5)
DTSR	HPB	DPS	DNES	DME	REGISTRAR
D of C	DCNP	DGS	MDG	DNC	
DAWOT	DOA	DAP	DCNTS	DW	
		DDM			

Separate Report Circulating

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H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS - APRIL, 1964

(H.M.A.S. SYDNEY's letter 2/4/1 dated 6th April, 1964)

II

A.F. 35/18

The Secretary,
Department of the Navy.

Forwarded for the information of the Naval Board.

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
H.M. Australian Fleet.

N5

2.4.1.

H.M.A.S. SYDNEY,
At Sydney.

6 April, 1964.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET. (STAFF)

(Copy to:- The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET. (FLAG))

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS

Sir,

I have the honour to report the proceedings of H.M.A.S. SYDNEY under my command for the period 1 to 6 April, 1964.

2. The period was spent refitting at Fitting Out Wharf, Garden Island, Sydney.

3. Captain J.P. STEVENSON, R.A.N., assumed command on 6 April.

I have the honour to be,

Sir,

Your obedient servant

CAPTAIN, R.A.N.

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS

STEAMING APPENDIX

To be submitted at the end of April, 1964.

NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS.

REGISTER ON CARD 18/6/—

FILE TITLE HMAS Sydney
Report of Proceedings, April 1964

MARK TO HNB BRANCH.

OTHER DIRECTIONS

INITIAL INDEXING		42	DATE
SUBSEQUENT INDEXING			

CLASSIFIER [signature] DATE 28-4-64

316.

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

18/206/125.

6U-301

HMAS Sydney Report of Proceedings April 1964.

A26/5 ~~D.~~ DP A27/5. ~~A.D.~~

DTSR 27/5 CRC 28/5.

D of C 1/6

DAWOT 2/6.

3/6 DNI 8/6.

HPB 9/6.

DCNP 10/6.

DOA Complement discussed and other papers.

DMT Complement discussed other papers.

DDM — " — 18/6 18/6

DPS 23/6.

DGS RDF 24/6

DAP

DNR 26/6

DNES 30/6

MDG 29/6

DCNTS 2/7

DEP

DME 3/7.

DNC 6/7

DW 14/7

HNB (N5) 16/7

DMT 23/7

REGISTRAR

~~HNB DCNS 2 NM 4 NM CNPR REGISTRAR~~) Separate Report
~~DOD 1 NM 3 NM SEC HNB (N5)~~) Circulating

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RESTRICTED

1634.

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

18/206/125.

HMAS SYDNEY — Report of Proceedings APRIL 1964.

HNB 27/5

DOD 28/5.

DCNS 1/6

1ST NM 3/6.

2ND NM 5/6

3RD NM 8/6

4TH NM 11/6

SEC 15/6

CNPR 17/6

HNB (N5) 17/6.

REGISTRAR

DP	DNI	DMT	DNR	DEE	HNB (N5)
DTSR	HPB	DPS	DNES	DME	REGISTRAR
D of C	DCNP	DGS	MDG	DNC	
DAWOT	DOA	DAP	DCNTS	DW	
		DDM			

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20/8/6

RESTRICTED

RESTRICTED

18 206 125

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS - APRIL 1964.

(H.M.A.S. SYDNEY's letter 2/4/1 dated 12th May, 1964.)

- -

II

A.F. 35/18

The Secretary,
Department of the Navy.

Forwarded for the information of the Naval Board.

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
H.M. Australian Fleet.

21 MAY 1964

N5

RESTRICTED

RESTRICTED

2. 4. 1.

H.M.A.S. SYDNEY
At Sydney.
12 May, 1964.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS.

Sir,

I have the honour to report the proceedings of H.M.A.S. SYDNEY under my command for the period 6 to 30 April, 1964.

2. I assumed command temporarily on 6 April, 1964, with the Ship under refit at Garden Island.

3. Work was not progressing well and within a few days the dockyard completion date was put back to 14 May. However this was overtaken by the decision to send aid to Malaysia in this Ship, and, with more funds and dockyard effort available, plans were made to sail for workup on 11 May.

4. With an operational task in view there was a noticeable lift in morale and the tempo of work increased. The decision to retain the trainees onboard for the operation, despite discomfort by overcrowding, was well received. To ease the problem of overcrowding, steps have been taken to set up temporary accommodation in the old Sheet Metal workshop and in the old Air Direction and Radar Display Rooms.

5. Your flag was transferred to H.M.A.S. MELBOURNE at 1130K on 28 April, 1964.

6. During the month an average of 234 Ordinary Seaman Various covering 17 categories underwent training. Ordinary Rates Part II training in the Communications and Electrical Branches was progressed and Part III Seaman Branch Training was continued. Departmental training of N.S.3 and E.R.A.3 ratings was progressed. A higher rates class of 39 ratings is under training.

7. Pre-commissioning training has been progressed throughout the month.

8. The complement, with few exceptions, has been increased to that allowed by the Full Scheme of Peace Complement. This will be sufficient to perform the forthcoming operation. On the other hand the complement borne, to carry out the training task is quite inadequate. This is particularly so in the case of officers. It is apparent that ratings borne for training will suffer, not only from the deficiencies of SYDNEY as a training Ship, but also from the lack of supervision and adequate instruction. This will be taken up on separate papers.

9. With the beginning of the football season SYDNEY has been well represented in Fleet and Carrier Teams as well as participating in Ships Rugby Union, Soccer and Australian Rules Matches.

10. Apart from one case of suspected Tuberculosis the health of the Ship's Company has been Satisfactory.

RESTRICTED

RESTRICTED

11. The number of minor offences committed is still high but the percentage rate of offences appears to have steadied. The morale of the Ship's Company is satisfactory.

12 At the end of the month the Ship remained under refit at the Oil Wharf, Garden Island.

I have the honour to be,

Sir,

Your obedient servant

CAPTAIN, R.A.N.

RESTRICTED

RESTRICTED

APPENDIX I.

OFFICIAL CALLS AND ENTERTAINMENT.

During the month I called on the following:-

6 April, - The Flag Officer Commanding, H.M. AUSTRALIAN FLEET (Rear-Admiral O.H. BECHER, C.B.E., D.S.O., D.S.C.*)

10 April, - The Flag Officer-in-Charge, EAST AUSTRALIA AREA (Rear-Admiral G.G.O. GATACRE, C.B.E., D.S.O., D.S.C.*)

14 April, - General Officer Commanding, EASTERN COMMAND (Major-General T.J. DALY, C.B.E., D.S.O.)

16 April, - General Manager, GARDEN ISLAND DOCKYARD. (Captain J.F. BELL, R.A.N.)

2. On 10 April I signed his Excellency the Governor of New South Wales' book (Lieutenant-General Sir Eric WOODWARD., K.C.B., C.B.E., D.S.O.) at Government House, Sydney.

3. I also offered to call upon the following:-

The Premier of New South Wales.

The Chief Justice of New South Wales.

The Air Officer Commanding, OPERATIONAL COMMAND.

The Lord Mayor of Sydney.

but as foreshadowed in your memorandum dated 3 February, 1964, these officials were unable to receive me and these calls were considered paid.

4. My wife and I had the privilege of attending a reception on board given in honour of His Excellency the Governor General (Viscount De L'Isle V.C., P.C., G.C.M.G., G.C.V.O., K.St J.)

RESTRICTED

SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

18/206/142.

HMAS SYDNEY Report of Proceedings MAY 1964

DP 16/7. DD of P(A) 16/7
A D of P. 16/7
~~DTWP~~ 16/7 A D of P(A) 7/6
D of C 16/7
~~DATOT~~
D/DTWP(AIR) 16/7
DNI Check para 15. Be aware after from para 18 that the Army note is too high. 16/7
HPB 22/7
~~DCNP~~ 22/7.
DOA 24/7
DMT 30/7
DDM 30/7
DPS
DGS 4/8
~~DNR~~ 11/9/9
DNES 10/8
MDG 11/8
DCNTS 21/8
DEE 18/8
DME 24/8
DNC 28/8
DW 7/9
HNB (N5)
REGISTRAR

D.C.N.T.S.
14 AUG 1964

(1) DNR 11/9/9
(2) HNB (N5) 15/9.
(4) REGISTRAR.

~~HNB DCNS 2 NM 4 NM CNPR REGISTRAR~~) Separate Report
~~DCP. 1 NM 3 NM SEC HNB (N5)~~) Circulating

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SECRET

HMAS SYDNEY's letter 2/4/1 dated 6th May, 1965.

II

The Secretary,
Department of the Navy.

(Copy to: Flag Officer Commanding,
HM Australian Fleet (Rear Link).)

Forwarded for the information of the Naval Board.

REAR ADMIRAL

AFA 15/9.

Office of the
Flag Officer Commanding,
HM Australian Fleet (Flag),
HMAS MELBOURNE, C/- GPO.

16th May, 1965.

HN 25/5/65.
26/5

RESTRICTED

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS

STEAMING APPENDIX.

(a) Distance steamed during the month:-

Nil.

(b) Hours underway during the month:-

Nil.

(c) Total distance steamed since re-commissioning:-

14,428 miles.

(d) Total hours underway since re-commissioning:-

1,096 hours.

(e) Occasions of exceeding economical speed:-

Nil.

RESTRICTED

NAVY REGISTRY

RECORDING AND INDEXING INSTRUCTIONS

REGISTER OR CARD 18/206/21

FILE TITLE HMAS Sydney

Report of Proceedings

April 1964

MARK TO HN BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	DATE
INITIAL INDEXING		A2	
SUBSEQUENT INDEXING			

CLASSIFIER

DATE 25/5/64

SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

18/206/142.

HMAS SYDNEY — Report of Proceedings

MAY 1964

HNB

DCNS

~~1ST NM~~

2ND NM

3RD NM

4TH NM

SEC

1st NM

CNPB

HNB (N5)

REGISTRAR

~~DP~~	DNI	DMT	DNR	DEE	HNB (N5)
DTSR	HPB	DPS	DNES	~~DME~~	REGISTRAR
D of C	DCNP	~~DGS~~	~~MDG~~	DNC	
~~DAWOT~~	DOA	DAP	DCNTS	DW	
		~~DDM~~			

Separate Report Circulating

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SECRET

SECRET

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS - MAY 1964

(H.M.A.S. SYDNEY letter 2.4.1 dated 5th June, 1964.

II

A.F. 35/18

The Secretary,
Department of the Navy.

Forwarded for the information of the Naval Board.

2. A full report on the exercise with U.S.S. SCULPIN, including a written report by Captain H.M.A.S. SYDNEY, will shortly be forwarded separately to the Secretary, Department of the Navy.

REAR ADMIRAL

Office of the
Flag Officer Commanding,
H.M. Australian Fleet.

26 JUN 1964

SECRET

SECRET.

2. 4. 1.
H.M.A.S. SYDNEY,
At Sea.
5 June, 1964.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS.

Sir,

I have the honour to report the proceedings of H.M.A.S. SYDNEY under my command for the month of May, 1964.

2. At the beginning of the month the ship was under refit at Garden Island.

3. For the early part of the month the ship was a hive of activity as Ship's Staff and Dockyard together strove to meet the terminal completion and operational dates all of which were the 11th May, 1964. That this date was met is a credit to all concerned.

4. On the 5th I spent the day at sea in U.S.S. SCULPIN. It was a day of great interest as a result of which I am convinced the Royal Australian Navy is placing insufficient emphasis on tactics and procedures to combat the fast submarine. My observations were reported in my letter of the 14th May, 1964.

5. Security precautions in accordance with A.F. 40/2 were taken during University Commemoration Week and were a good test of the ships organisation. No incidents from students resulted but one absentee returning late at night by way of the headrope was very put out when he found himself hosed off into the harbour.

6. SYDNEY cast off from the oil wharf at 0925 on the 11th and, after navigating past a minute boat, containing two deaf and dumb fishermen anchored in the fairway, proceeded for a three day shakedown period in the Jervis Bay Area.

7. The pressure was kept up to achieve as much as possible in this short time and the majority of basic drills were covered. Numerous technical defects were remedied and, at the risk of stating the obvious, it is apparent that the ship is overage electrically.

8. A quarterly full power trial was carried out successfully, V.H.F. Polar diagrams were constructed, one Wessex landed on and then carried out radar trials and, an elementary operation Awkward was exercised at anchor in Jervis Bay.

H.M.N.Z.S. PUKAKI joined for a brief period and gave valuable experience in officers of the Watch manoeuvring, unfortunately the weather was too rough to exercise replenishment. During the week trials of AUTOSEC were successfully completed with Canberra Naval Radio Station.

9. The ship entered harbour at 0730 on the 14th and, with the aid of two tugs carried out 14 runs over the D.G. Range, securing to No. 2 buoy on completion at 1215.

10. Outfit ammunition and all category Z and ZZ explosives for transport were embarked, and on the morning of the 15th the naval pilot moved the ship with tugs to the Fitting Out Wharf.

SECRET.

11. 25,400 gallons of AVCAT were embarked into the recently renovated stowage in the early morning of the 16th and then all was in readiness for the operation of loading cargo.

12. The capabilities of the ship to carry limited categories of cargo in various parts of the ship renders the stowage plan somewhat inflexible. It is therefore necessary to fix the plan well ahead. Every effort was made to achieve this but numerous alterations to the equipment being brought by the 7th Field Squadron complicated matters considerably. However the loading operation will be reported in more detail on other papers.

13. Loading commenced at 0830 on the 18th and continued in shifts around the clock until 2230 on the 20th. A 16 hour day was then worked on the 21st, 22nd and 23rd to complete the cargo.

14. All leave expired at 0730 on Sunday 24th May, and at 0830, the troops and their vehicles started rolling onboard. They were all onboard by 1530 when the Bailey Bridge was removed and the ship was secured for sea by 1900.

15. Every effort had been made to maintain security cover of the operation and several valuable lessons were learned for future operations. The route and destination were disclosed as reported in my signal D.T.G. 190712Z of May, 1964 but no doubt this can be avoided in the future. It also seemed important to cover the time of sailing, not only because of the need to avoid press coverage, but also as an exercise in meeting an opposed departure. Some success was achieved but the need to order tugs on the Friday could not be overcome. To disguise the time of sailing as far as possible it would seem best to move to an anchorage or a buoy in advance.

16. To the joy of the Trainees the decision had been made to retain all naval personnel onboard for the operation although a large proportion would have to make way for the Army and occupy makeshift accommodation. On sailing 1245 personnel were onboard with 80 in carp stretchers in 'A' Hangar, a further 80 in makeshift accommodation in the reconstructed Air Direction Room and Sheet Metal Workshop, and a further 138 sleeping in the cafetarias. Some of these spaces have not been comfortable but morale remains high in all Services.

17. During the loading, the Mobile Diving Team, who will be embarked for the period, have been kept busy making themselves familiar with the underwater appearance of the hull.

18. SYDNEY cast off and proceeded at 0015 on the 24th and all passengers went to emergency stations before clearing the heads. The artillery on North Head gave their compatriots a good send off with star shell and rockets which I understand is a traditional practice.

19. Everyone settled down to the passage routine quickly, being untroubled with the weather which remained fine and clear throughout. General exercises such as action and emergency stations were run until the stations became familiar and then each service set about its individual training programme.

20. Out of working hours every conceivable sport, within the confines of the cargo, is being played on a competition basis. The ship's newspaper struggles for contributions but does well, a concert party is working up a production, but above all the Cooks working in difficult conditions are maintaining a remarkably high standard of food. On Sunday 31st after church, a "Crossing the Line " ceremony was held to the great amusement of all concerned. Not every one could get " the treatment " but the usual cross section took part and the jury, consisting of the remainder of the ship's company, were vociferous in their verdicts from the top of the lift well.

21. The ship passed Jormard passage on the 28th, St. Georges Channel on the 29th, and at 0930 on the 30th hove to off NDRILO Island at MANUS. A boat from H.M.A.S. TARANGAU met the ship with mail and personnel and the NO.I.C. New Guinea, Commander M.G. Pechey, D.S.C., R.A.N. came onboard with a very welcome bunch of newspapers and some fresh fruit. Signals for transmission were landed at this time.

22. The ship proceeded at 1000 and at 1930 the bottle of one of the inflatable life rafts blew and the raft dropped over the side. This was subsequently recovered but it appears that the heat in this position beneath the island is too much, and such an event may recur. Proposals will be made on other papers to re-site the rafts affected by the exhaust heat.

23. At the end of the month the ship was 300 miles east of MAPIA Island making for the rendezvous with the First Frigate Squadron.

24. From an operational viewpoint the passage has been satisfactory, radio and radar silence has been maintained and since St. Georges Channel the ship has been steering evasively whilst modified darkened. The 111th L.A.A. Battery has been sited on the Flight Deck to supplement the ship's armament and, since the 30th, have been standing a defence watch with the normal armament. There is a good sense of purpose onboard but it will be of interest to see if this can be maintained throughout. The operation order for the passage is attached at Appendix A.

25. As a result of the amended programme training schedules for both Ordinary Seaman Various and Part 111 Trainees have required major modification; 255 Ordinary Seaman Various and 12 Ordinary Seaman Part 111 are borne. Formal instruction ceased for a period of three weeks while preparations for sea were completed.

26. An advancement board for Leading Rate Section 1 and Branch Technical Tests for all rates were conducted during the month.

27. One subordinate officer is borne for training and all Executive officers have participated in fleetwork and other training daily at sea.

28. The ship has been represented in Fleet and Carrier football teams in matches played at Sydney during the first part of the month.

29. The health of the Ship's Company has suffered from a bout of influenza which could spread in the crowded conditions. Morale is good.

I have the honour to be

Sir

Your obedient servant

J. Stevenson

CAPTAIN, R.A.N.

Appendix A - Operation order
Appendix B - Photographs.
Appendix C - Ship's Newspaper.
Appendix D - Steaming,
Appendix E - Official Calls & Entertainment.

APPENDIX "A" - STEAMING FIGURES.

Distance steamed during the month	5,296.5 miles
Hours underway during the month	357 hours 8 mins.
Total distance steamed since recommissioning	142, 544.3 miles
Total hours underway since recommissioning	9,741.hours 5 mins

Occasions of exceeding economical speed

Time	Speed	Dist/ton fuel	Fuel burnt/ hour	Reason
1 hour	18.7	1.77	7.55	To offset the fresh in the Brisbane River and Moreton Bay.

APPENDIX "B" - SHIPS MOVEMENTS

Date	Time	Movement
2nd	1430	Rendezvous for RAS in Singapore Exercise area.
	1700	Proceeded for Darwin Area STUART and DUCHESS in company.
7th	2100	Detached STUART and DUCHESS for DARWIN
8th	0630	Mail delivery by RAAF helicopter off DARWIN
10th	AM	Torres Strait
11th	0916	Anchored 1 mile north west of Lizard Island.
	1346	Weighed and proceeded for Brisbane.
12th	0900	Embarked Customs, Health and Army personnel off Townsville be helo.
13th	1000	Major General T.F. CAPE embarked by helicopter from Rockhampton.
14th	0854	Berthed starboard side to BHP No. 3 in Hamilton Reach, Brisbane River.
17th	1330	Cast off from BHP No. 3 and proceeded for Sydney.
19th	0801	Secured to No. 2 buoy Sydney Harbour and de-ammunitioned ship.
	1057	Slipped from No. 2 buoy
	1130	Berthed starboard side to Fitting Out Wharf, Garden Island.
23rd	0943	Cast off from Fitting Out Wharf. Cold move to Cockatoo Island.
	1102	Berthed port side to Sutherland Wharf

APPENDIX "C" - EXERCISES CARRIED OUT DURING THE MONTH

Exercise.	Number/Period	Dates
Seamanship.		
O.O.W. Manoeuvres	4	1,5,6,7.
RAS (Receiving)	1	2
RAS (Supplying)	2	5
RAS Leap frogs	2	7
Light Jackstay transfers	5	2,5,7.
Manoverboard drills	3	1,5,7.
Steering Gear breakdown	1	1
Gunnery		
AATX	1	2
CRAAF	1	2
CRSUF	1	9
T.A.S.		
CASEX A17	1	2
N.B.C.D.		
Major NBCDX	1	12
Section drills	1	5
NBCD Inspection	1	18
A.I.O.		
Multi LOP	2	1,7.
Helo direction	15hrs	1,2,4,5,6,7,9,12,13,.
Communications.		
NAVCOMEX		
" " 202	8	1,2,5,6,7,8,9,12.
" " 301	8	1,2,5,6,7,8,9,12.
" " 405	4	1,6,9,12.

APPENDIX "D" - RESULTS OF PHYSICAL TESTS

Personnel Under Training.	Number Tested	Number Failed Test
ORDS under training	88	60 = 68%
Ship's Company	44	17 = 30%
Midshipmen	13	11 = 84%
CPO's and PO's	12	5 = 41%
Divers	13	1 = 7%

Total number tested = 157

Total number failed = 93 = 59%

Note. The Midshipmen who failed the first test were given 8 days Dog Watch Physical Training then re-examined and all passed at that attempt.

COPY

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS - MAY 1964.

(H.M.A.S. SYDNEY letter 2.4.1. dated 5th June, 1964.)

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II

A.F. 35/18

The Secretary,
Department of the Navy.

Forwarded for the information of the Naval Board.

2. A full report on the exercise with U.S.S. SCULPIN, including a written report by Captain H.M.A.S. SYDNEY, will shortly be forwarded separately to the Secretary, Department of the Navy.

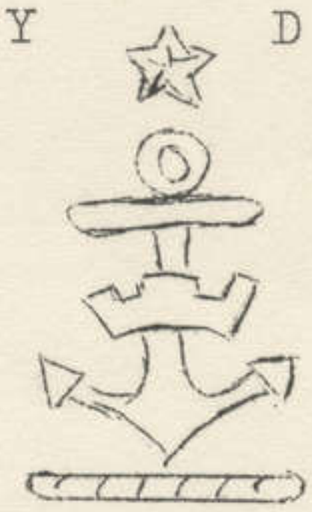
REAR ADMIRAL.

Office of the
Flag Officer Commanding,
H.M. Australian Fleet.

H. M. A. S.

S Y D N E Y' S

D A I L Y D I G E S T



INCORPORATING THE INDEPENDENT SUNDAY, 31st May, 1964

SYDNEY, Sunday.

The collision between the destroyer VOYAGER and the aircraft carrier MELBOURNE was inexplicable, a former Captain of the MELBOURNE Captain R.I. PEEK said yesterday. Any theory advanced to explain how the collision occurred was incomprehensible, he said. Captain Peek was giving evidence at a special sitting of the Voyager Royal Commission. The Royal Commissioner, Mr Justice Spicer, i' enquiring into the sinking of the Voyager on February 10th. The Commission sat today because Mr Justice Spicer hoped to complete the hearing of evidence but cross examination of Captain Peek had not finished at 11 a.m. and Mr Justice Spicer adjourned the hearing until June 9

NEW DELHI, Sunday.

Thousands of mourners filed past the funeral pyre of the Indian Prime Minister Mr Nehru on Friday. They dropped handfulls of red roses on his ashes which are on the bank of the sacred river Jumna, near where his beloved leader Mahatma Gandhi was cremated after his assassination 16 years ago. Today however the mourners had dwindled to a thin stream. The ashes will be collected later by Mr Nehru's family and scattered in Indian holy places.

LAKE EYRE, Sunday.

Bluebird was towed to the southern end of the 13½ mile course on Lake Eyre yesterday to be ready for an attemp on the world land speed record if the weather is clear and fine at dawn today. Any possible bid yesterday was washed out by light rain on Friday night.

NEWCASTLE, Sunday.

Newcastle beat the touring French Rugby League Team by 16 points to 14 after the teams were level 9-9 at half time here yesterday. In Sydnay N.S.W beat Queensland after leading 19-5 at half time in an interstate Rugby League match.

MANILA, Sunday.

The Philippine Foreign Office announced yesterday there would be a meeting between the heads of government of Indonesia, Malaysia and the Philippines in their efforts to resolve the Malaysia disputeThe statement said a Foreign Ministers meeting would recommend subjects for discussion by the heads of government and would precede the summit.

SECRET.

2.2.7

Copy No. 24

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

1st June, 1964.

OPERATION ORDER 1/64

References:- A.T.P. 1(A) Volume 1.
F.O.T.I.
A.C.N.B. 130831Z May, 1964.
F.O.C.I.N.C.F.E.F. (R/L) 160205Z May, 1964.
SYDNEY 220442Z May, 1964.
SYDNEY 240150Z May, 1964.

Time Zone: Zulu.

1. SITUATION

(a) An attempt may be made to locate and attack SYDNEY from the air, surface or sub-surface during the approach or during unloading operations at Jesselton, Singapore or Penang.

(b) Intelligence (see Annex A)

2. MISSION

The safe passage and unloading of H.M.A.S. SYDNEY.

3. EXECUTION

(a) The general policy is to evade and only to retaliate in defence of an actual attack. However escorts are to be prepared to cover SYDNEY's withdrawal in the event of a surface threat.

(b) SYDNEY's programme as in ACNB 130831Z and FOCINCFEF (R/L) 160205Z.

(c) Type Organisation.
(i) Effective 012000Z
DIV 1 SYDNEY 1
DIV 2 PARRAMATTA 2
YARRA 3

(ii) Effective 141200Z
DIV 1 SYDNEY 1
DIV 2 PARRAMATTA 2

(d) (i) O.T.C. SYDNEY.

(ii) Screen Commander. The Captain (F), First Frigate Squadron in PARRAMATTA.

(e) (i) The Screen Commander is delegated the responsibilities listed in A.T.P. 1A Volume 1 Article 1303(c) sub-paragraphs 2, 3, 5, 6 and 7.

SECRET

(ii) PARRAMATTA is Local Gunfire Co-Ordination Ship.

SECRET

(f) To avoid long range detection, radio, radar and M.R.S. silence are in force.

(g) When ordered, on The approach to confined and shallow waters, M.R.S. silence may be relaxed together with a certain relaxation of radio silence.

(h) Unless otherwise ordered, prior to arrival in Singapore, the force is to be at the third degree of anti-submarine and anti-aircraft readiness at sea., and the third degree of anti-aircraft readiness in harbour.

(i) Escorts are to provide protection against attack whilst being prepared to assume Formation 90V (see Annex B) to provide mutual support against air attack.

(j) (i) The main body will normally zig zag at about 21 knots.

(ii) Zig Zag clocks will be synchronised at the beginning of each watch..

(iii) Operational speed is 23 knots, unless otherwise ordered.

(k) Unless otherwise ordered ships are, by night, to act as follows:-

(i) Navigation Lights.

Show dimmed steaming lights.
Burn side lights at full brilliance.
SYDNEY is to burn her side lights at the pilotage positions.

(ii) Modified Darken Ship.

NO lights, other than navigation lights, which will be visible at a range of more than one mile are to be shown.

(l) During replenishment which will be in accordance with F.O.T.I. 4340, at least one escort is to screen the U.R.G. SYDNEY's 240150Z refers.

(m) Entry and departure screens are to be provided at all ports. (see Annex C).

(n) Orders for the defence of Jesselton anchorage are attached at Annex D.

4. ADMINISTRATION AND LOGISTICS.

(a) Escorts are to signal logistic requirements Singapore to the O.T.C. by 031000Z.

(b) PARRAMATTA is to forward logistic requirements Penang by 090600Z.

(c) Administrative orders are attached to Annex E.

5. COMMAND AND SIGNAL

(a) Emission Control Policy as in SYDNEY's 220442Z

(b) X band radar may be operated for ship safety. Times of switching on and off are to be reported to the EMCS on switch net.

CAPTAIN, R.A.N.

SECRET

SECRET

ANNEXES
A. Intelligence (Personal to Commanding Officers)
B. Formation 90V.
C. Entry and Departure Screens
D. The Defence of Jesselton Anchorage.
E. Administrative Orders.

Distribution
External: The Captain (F), First Frigate Squadron (6)
The Commanding Officer, H.M.A.S. YARRA (6)

Internal. Captain, X.O, L.O, E.O, S.O, N.O, S.C.O, C.O.W, O.R.O, File Spare (6)

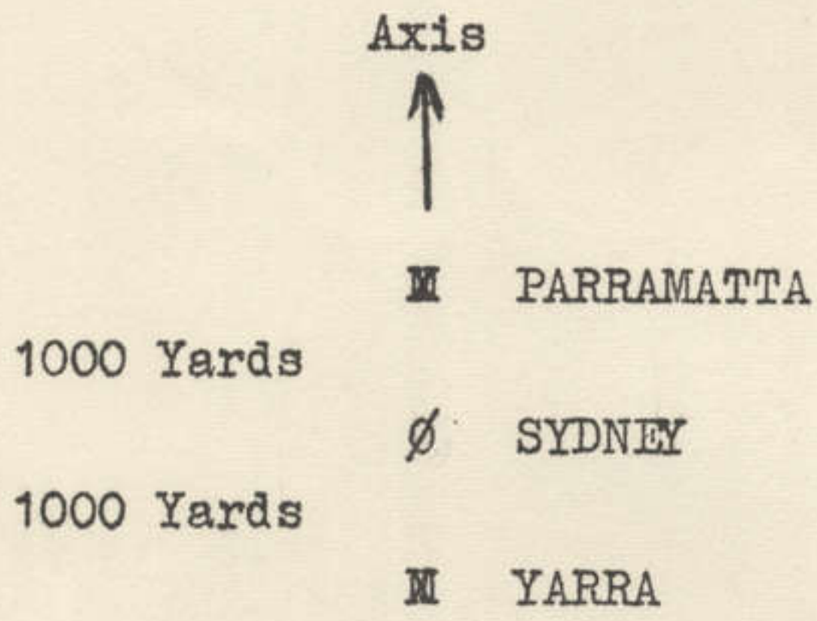
Distibution Annex A
3 Copies only
Personal to Commanding Officer.

SECRET

ANNEX B to H.M.A.S. SYDNEY's OPERATION ORDER 1/64 DATED 1 June, 1964.

Formation 90V

The formation is to be assumed in accordance with the diagram.



2. Ordering.

Signal. STATION X1

On receipt of Station X1 the screen is to close to Formation 90V. The axis is to be the base course.

S E C R E T.

ANNEX C to H.M.A.S. SYDNEY's OPERATION ORDER 1/64 dated 1 June, 1964.

ENTRY AND DEPARTURE SCREENS.

Reference FOTI 1214.

1. Entry JESSELTON:

(a) As practicable after being detached.
(b) 336 GUERITZ SHOAL LIGHT 3.15 miles.
(c) At point X . Axis 130.
(d) 040440Z.
(e) When ordered.

2. Departure JESSELTON:

(a) To be ordered.
(b) 336 GUERITZ SHOAL LIGHT 3.15 miles.
(c) At point X. Axis 310.
(d) To be signalled.

3. Entry SINGAPORE.

(a) As practicable after being despatched.
(b) 090 J.S.B. 1 Mile.
(c) 260 then 311.
(d) To be signalled.
(e) When ordered.

4. Orders for Departure SINGAPORE and for PENANG will be issued later.

S E C R E T.

S E C R E T.

ANNEX D to H.M.A.S. SYDNEY's OPERATION ORDER 1/64 DATED 1 June, 1964.

The Defence of JESSELTON Anchorage.

Reference:- FOTI 1911.

Ships are to assume modified Awkward State 3 on anchoring.

2. Anchor berths.

A1	SYDNEY.	354	GUERITZ Shoal Light 4 cables.
B1	PARRAMATTA	000	A1 3 cables.
B2	YARRA	120	B1 3 cables.

3. The Captain (F) First Frigate Squadron is to detail a duty escort. The duty escort is to:-

(a) Be at one hours NFS whilst at anchor by day.

(b) Patrol the vicinity of the line joining GAYA Headland BULIJONG Point from sunset to sunrise to preview the approach of surface craft to the anchorage.

(c) Guard circuits 41P and 12K1 (for use when out of UHF touch) whilst underway.

(d) Maintain 24 hour air guard and carry out the duties of Local Gunfire Co-ordination Ship.

(e) Conduct a bottom search before weighing for night patrol.

4. Boat patrols of the perimeter of the anchorage, by two boats each from SYDNEY and the non duty escort are to be carried out from sunset to sunrise.

Boat patrol areas centred on SYDNEY are established

(a) SYDNEY. Sector 120 through 180 to 300 radius 4 cables.

(b) ESCORT. Sector 300 through 000 to 120 radius 4 cables.

5. Visual surveillance of the anchorage is to be maintained by day.

6. (a) Escorts are to be darkened from sunset to sunrise. Navigation Lights may be shown if required for safety.

(b) SYDNEY's Flight Deck will be illuminated for unloading. SYDNEY's waterline is to be illuminated from sunset to sunrise. On completion of Unloading she is to be darkened.

7. RADAR.

All Ships are to operate X band from sunset to sunrise.

8. All contacts and boat positions reports are to be reported as range and bearing from SYDNEY.

S E C R E T.

9. COMMUNICATIONS.

(a) HIC/ Awkward control Net. Circuit 49P.

(b) Boats. SYDNEY is the controlling ship. Circuit 49P. Alternative Type 625 Channel One.

(c) Callsigns Boats.

SYDNEY	S1
	S2
PARRAMATTA	P1
	P2
YARRA	Y1
	Y2

10. Notice for steam for SYDNEY and non duty escort is 4 hours.

11. Ships bottom searches are to be carried out at first light and before sunset daily.

12. Sullage may be ditched between 0800 and 1400 daily. No sullage is to be ditched when divers are in the water. All cans are to be pierced and boxes broken.

13. Escorts at anchor are to maintain hydrophone watch day and night.

14. Ships are to be at the Third Degree of Anti-Aircraft readiness.

15. SAFETY MEASURES.

(a) Boats.

(i) A Responsible senior Rating in charge.

(ii) Sentries are to be provided with ammunition but arms are NOT to be loaded.

(iii) Scare charges are to be carried.

(iv) Snag Lines are to be provided but NOT streamed.

THE O.T.C.

(b) Ships.

(i) Sentries are not to be armed. Rifles and ammunition are to be readily available in a locked upper deck stowage.

(ii) Scare charges are not to be placed, but are to be made up and kept readyily available in a locked stowage.

16. SENTRIES ARE NOT TO OPEN FIRE AND BOATS CREWS ARE NOT TO THROW SCARE CHARGES UNLESS SPECIFIC ORDERS TO DO SO ARE GIVEN BY THE O.T.C.

S E C R E T.

ANNEX E to H.M.A.S. SYDNEY's OPERATION ORDER 1/64 dated 1 June, 1964.

ADMINISTRATION.

Zone Time Hotel (-8) is in force from 012000Z until altered by signal after departure from JESSELTON.

2. BEER.

Until arrival SINGAPORE and unless the situation dictates otherwise beer may be sold daily to Ship's Companies on the basis of 1 reputed quart per man per issue.

3. LEAVE.

No leave is to be given whilst in JESSELTON.

4. DRESS.

Whilst in JESSELTON dress for dutymen will be No.10 till 2000 then No. 4 Negative jumpers.

Dress for others:- No. 10A Optional Shirts and Sandals until 1830 then No. 10 Optional Shirts and sandals or No 4 Negative jumpers.

Operational Sentries No. 10A's.

Whilst in SINGAPORE F.E.G.O.'s Articles 310 and 311 Apply.

5. MAIL.

Postman/Orderly are to board SYDNEY on arrival Jesselton and at 0815 daily.

SYDNEY's Postman will land and collect mail for all Ships.

6. ENTERING AND LEAVING HARBOUR.

(a) JESSELTON.

Procedure Charlie.

(b) SINGAPORE.

If E.T.A. is prior to 0800 Procedure Charlie otherwise procedure Alpha..

S E C R E T.

N E W S

VIENNA, Sunday.
Miss Janice Wilsom, 25 year old Sydney schoolteacher and Glascow History student Norman Stone, 23, were unexpectedly released from Czechoslovakian prison yesterday.The two were sentenced to deportation by a district court at Bratislavia the previous day but were later detained in custody pending an appeal against the sentence by hte State Prosecutor.

MANCHESTER, Sunday.
Chasing Lancashire's first innings total of 245, the Australians had scored 1/24 when bad light stopped play 20 minute s before stumps in the first day's play at Old Trafford yesterday. The Lancashire innings was highlighted by a series of four dropped catches by the Australians against top run-getters David Green (107) and Bob Entwisle (79). Between them these two players scored all but 57 of the County's runs. Fast-medium bowler Neil Hawk put up another strong performance to finish with 5/90.

INDIANAPOLIS, Sunday.
Two American Racing car Drivers, Eddie Sachs, 37, and Dave Macdonald, 26, were killed today in a flaming seven car pile-up at the beginning of the Indianoplis 500 mile auto race. Several other drivers were injured in the crash. The race was won by American A.J. Foyt, the 1961 winner. Australian Jack Brabham retired from the race.

PARIS, Sunday.
Top-seeded Australian pair Margaret Smith and Lesley Turner yesterday won the Women's Doubles Title at the French Tennis Championships by defeating unseeded pair Norma Baylon of Argentina and Helga Schultz of Germany 6-3/6-0 in 44 minutes.
In the Men's Singles Final, Manual Santana of Spain defeated Nicola Pietrangeli of Italy 6-3, 6-1, 4-6, 7-5 in a great amtch.

ANOTHER ANGLE ON SMOKING?

CIGARETTE, CIGAR OR PIPE.

A BAD MAN wants his women to be llike cigarettes -- slender, trim, to eb selected without much thought, set aflame, and when the flame has subsided, discarded.

A FASTIDIOUS MAN wants his women to be like a cigar. They are more expensive, rate better in appearance, last longer; and after all, if the brand is good, they are seldom discarded.

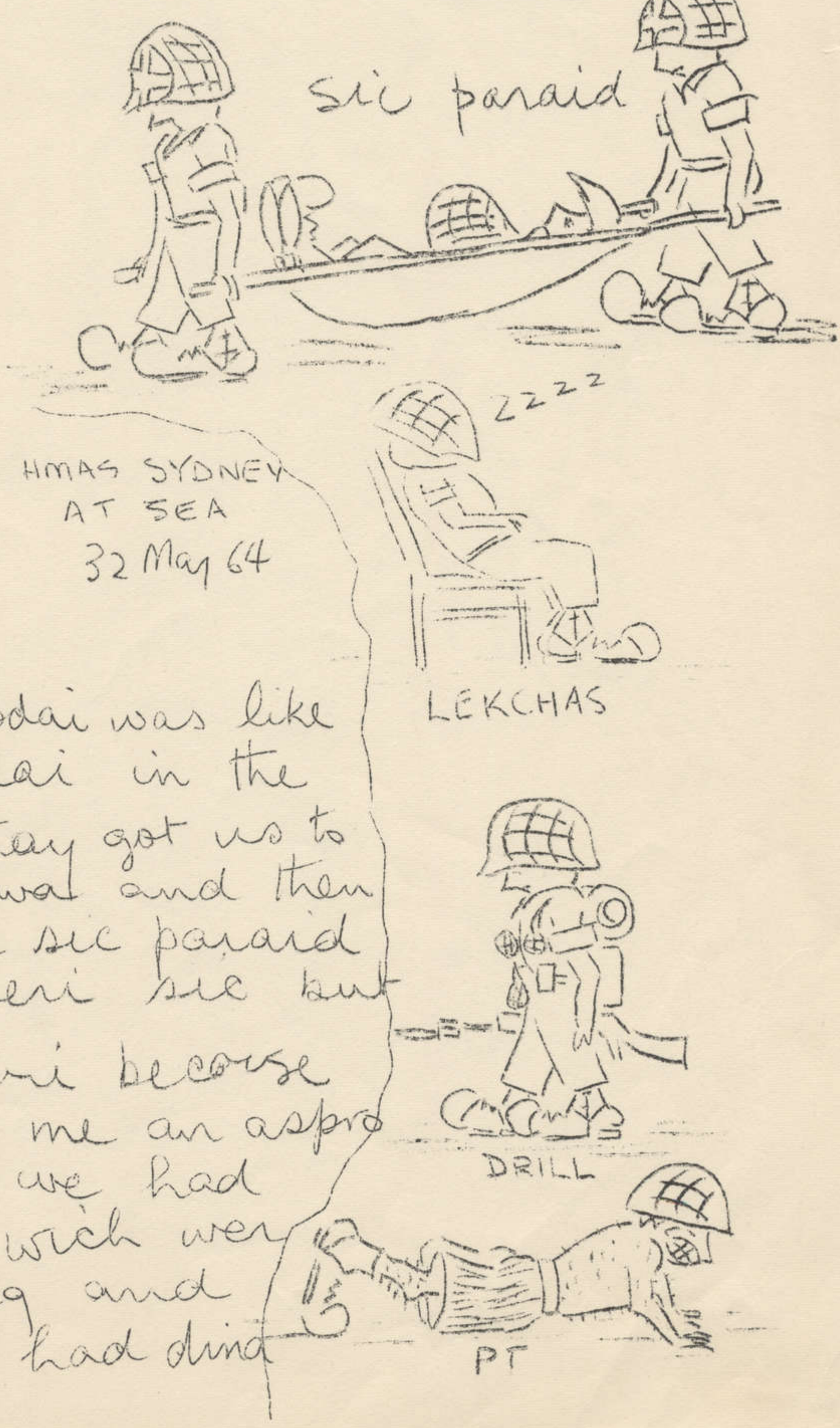
A GOOD MAN wants his women like his pipe -- something he becomes attached to, knocks gently but lovingly, fondles in a dreamy, sentimental mood, and gives the greatest care and consideration.

A man will give you a cigarette,
Offer you a cigar,
But he never shares his pipe.

OUR MAN IN THE "SYDNEY"

by Ships Army Staff

Showas



HMAS SYDNEY
AT SEA
32 May 64

dere mum,

Todai was like ani othea dai in the tropiks they got us to ha a showa and then we had a sic paraid i was veri sic but dont worri because they gave me an aspro aftad that we had lekchas wich wer intrasting and then we had drill

and then dril wich
was not intrasting
and then pt which is
a ~~bas~~ not even not
intrasting then thay
told Hans to go to te
but we all bete him
there samone said it
was a navel term
for forsies but i don't
believe him and then
we had beer isu and
then afta supa some
blowk mad a captan rownd
and then we maid modals
and had fun then we
went to the pichas but
we went to mergirci
staysh ums an we
had to leave then
they let us slepe
love,
Wilgum

hans to te

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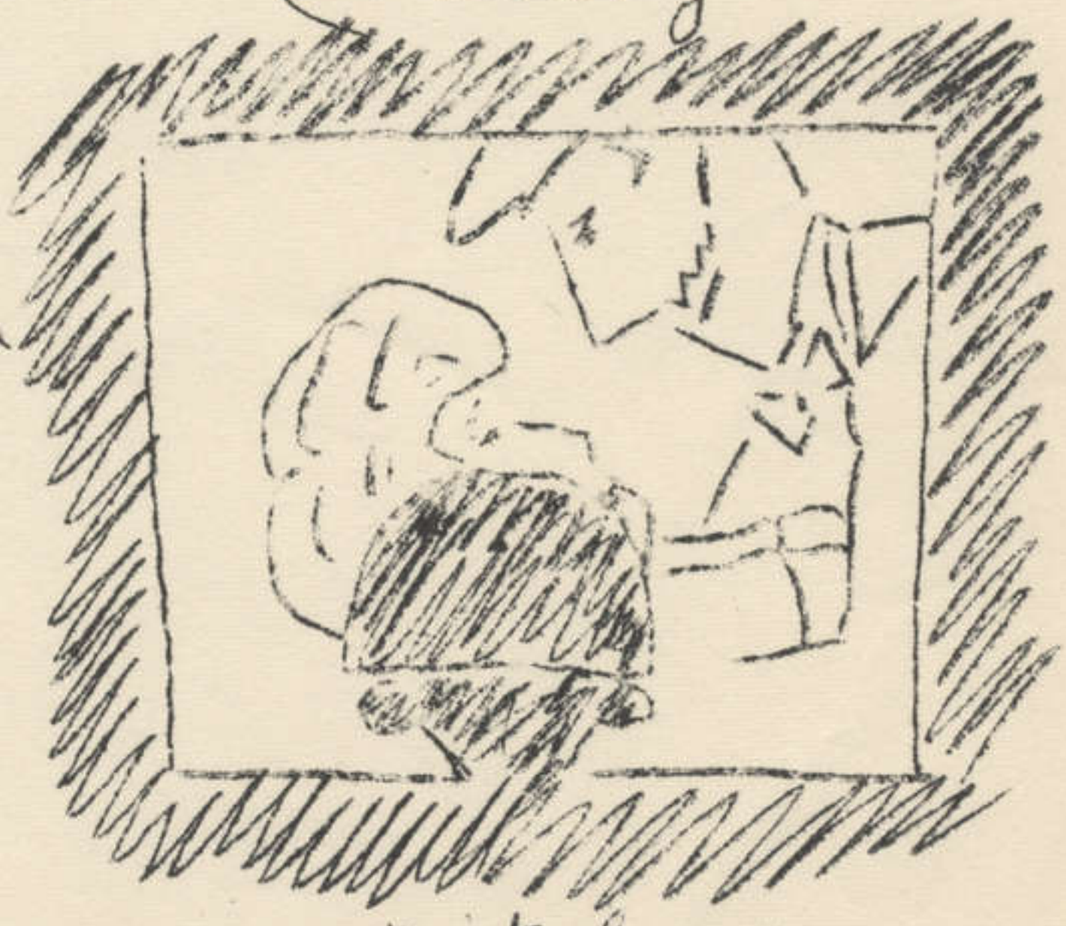

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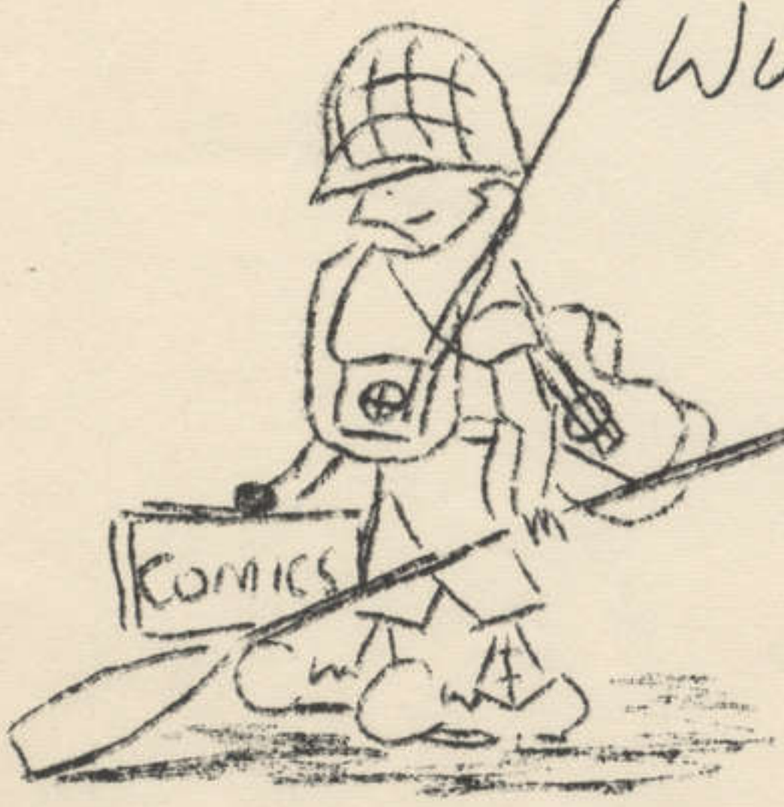

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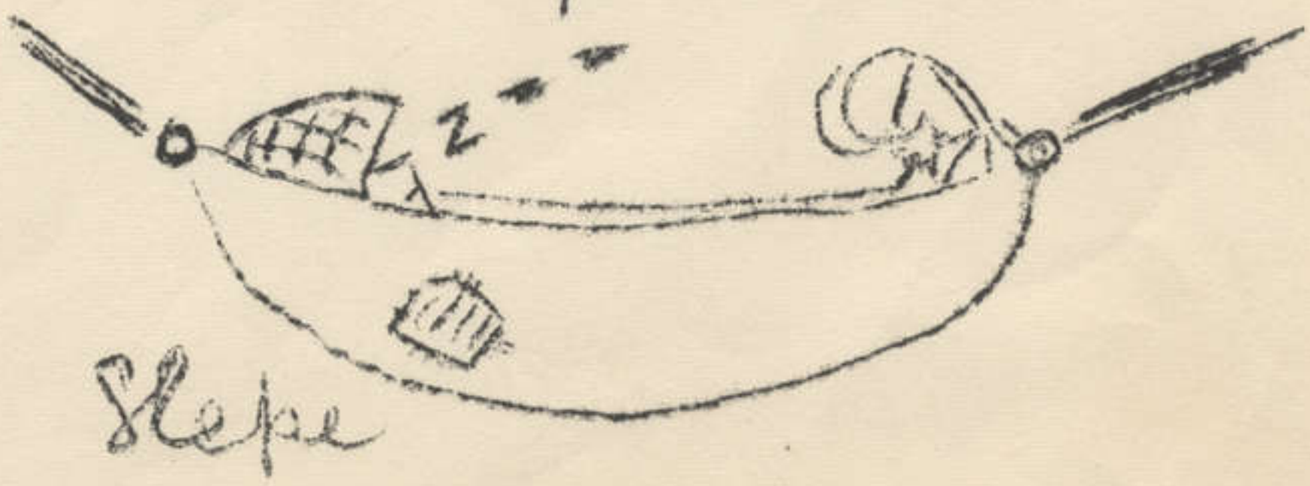

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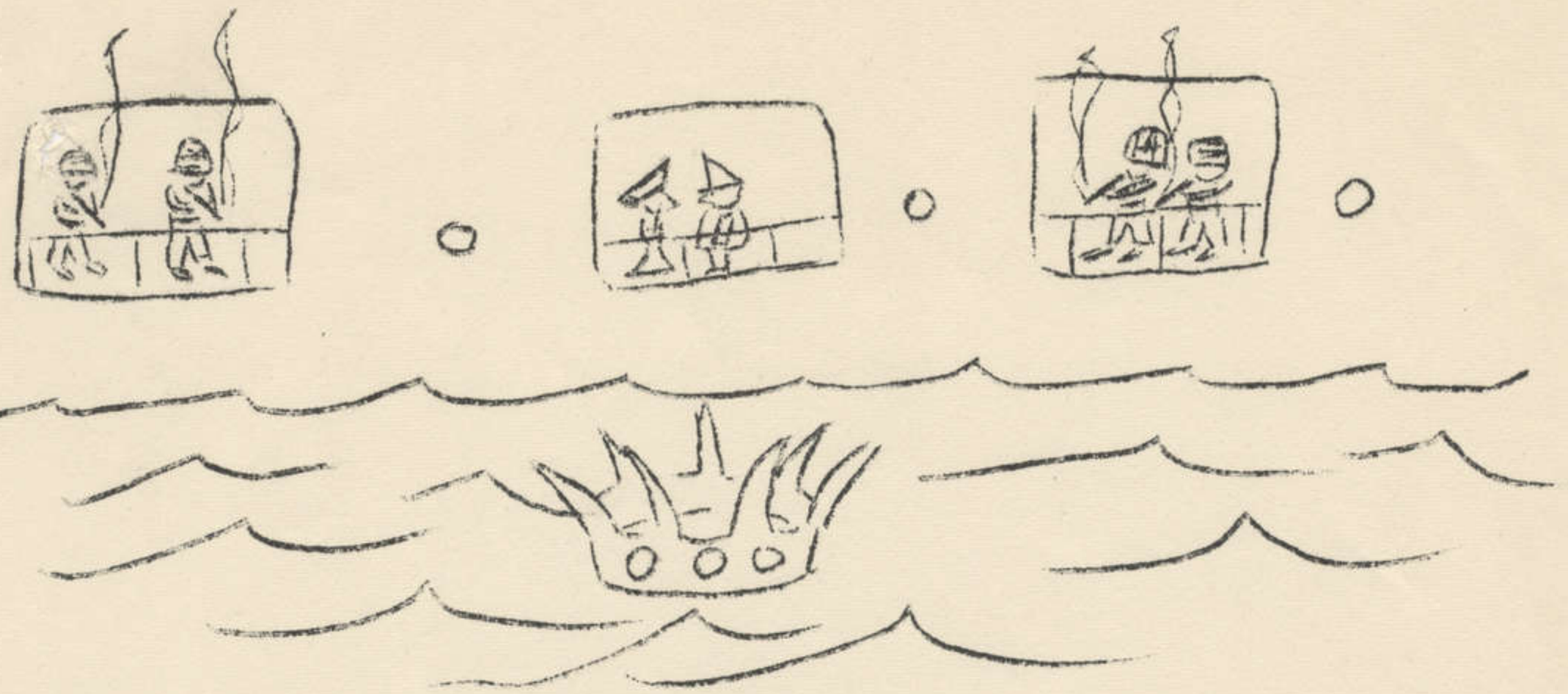
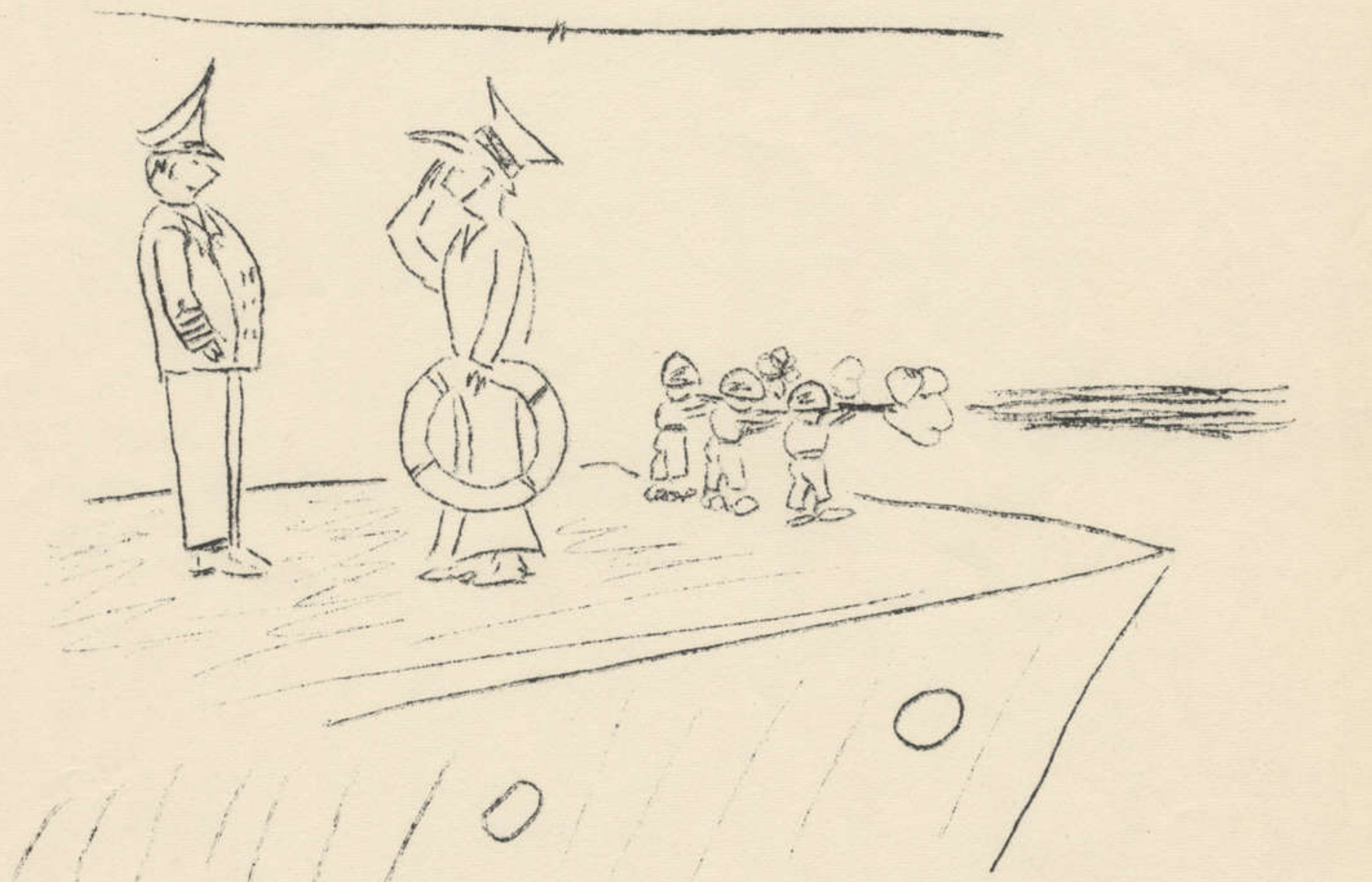


"THE ARMY HAVE JUST REPELLED A BOARDER SIR"



"NO WORRY ABOUT THE MAN OVERBOARD SIR, THE ARMY FIXED THE PROBLEM"

A young blonde went into a shop, looked at some panties, and then asked -

"If I buy these can I have them embroidered with 'If you can read this your are too damm close'?"

The salesman knowing the customer's rights said -

"Certainly madam, in uppper or lower case".

"Neither" she said, "I'd like it in Braille".

****

DEXTRRITY - The ability to change gears in a VW without getting your face slapped.

****

INFORMATION SHEET

NORHT BORNEO (CONT)

CAPITAL

Jesselton (populatiom 21,719 at 1960 cencus).

OTHER IMPORTANT TOWNS (1960 populations in brackets)

The main towns are Sandakan (28,806) and Tawau (10,276) on the East coast, Kudat (3,660) in the north, and Victoria (3,213) on Labuan Island.

IMPORTANT DATES

Little is known with certainty about the history of Borneo before the sixteenth century, but in the north there are signs of early contact with Chinese civilisation. Early in the sixteenth century the Sultan of Brunei was overlord of most of the territory now comprising North Borneo, Brunei and Sarawak. In the sixteenth and seventeenth centuries the island was visited by the Portuguese, Spanish Dutch and British. By the beginning of the nineteenth century the Dutch had aquired control of all but the northern and western sections of the island. An era of lawlessness followed the decline of Brunei's power in the north. A trading station established by the British East India Company in 1773 on the island of Balambangan had to be abandoned in the nineteenth century because of piratical attacks.

1846; Island of Labuan ceded by the Sultan of Brunei to Britain as a base for anti piracy measures.

1877: Sultan of Brunei and Pengiran Temonggong ceded possessions in North Borneo to Baron Overbeck and Alfred Dent.

1877: Sultan of Sulu ceded east coast possessions to Baron Overbeck and Alfred Dent.

1881: British Government granted a charter to the British North Borneo Provisional Association, Ltd., which had taken over the possessions of Baron Overbeck and Mr Dent.

1882: British North Borneo (Chartered) Company formed to finance the administration of the new state.

1888: North Borneo became a British Protecorate.

1894-1900: Mat Salleh rebellion.

1896: Railway construction began. This lead to the opening up of the west coast and the introduction of rubber cultivation.

1915: Rundum rebellion.

1942-1945: Japanese occupation.

1946: New Crown Colony, incorporating Labuan established.

1950: Executive and Legislative Councils established.

1956: Labuan constituted a free port.

1960: Unofficial majority introduced in the Legislative Council.

CONTINUED OVERLEAF

INFORMATION SHEET II

NORTH BORNEO

ECONOMY

North Borneo is principally an agricultural country and a high proportion of the population are small holders farming on their own account. There are few known mineral resources. The mountainous nature of the country, the difficulty of communications and the relatively small and scattered population, have in past hindered development. Padi and rubber are the main crops grown on small holdings and there are also estates growing rubber, hemp, tobacco and coconuts. The main exports are timber, rubber and copra. Timber rpoduction has expanded rapidly in recent years. There is an increasing interest in growing of new crops, particularly cocoa, and oil palms. Small holders are playing a large part in land development through co-operatives and resettlement schemes. Since 1955 the Government has been encouraging new planting and replanting of rubber estates and smallholdings with high yeild mateerial.

COMMUNICATIONS

A large part of the country is inaccessible except by jungle paths and rivers.

ROADS

In 1961 there were 239 miles of road with bitumen-sealed surface, 113 miles with other metalled surface, and 576 miles with gravelled earth surface. There are also 471 miles of bridle paths.

RAILWAYS

The railway which is owned and operated by the government has a route mileage of 116 miles and serves much of the west coast and part of the interior.

AIR

The principal airports are at Labuan (international standard), Jesselton and Sandakan; external services are operated from these airports to Singapore, Brunei and Sarawak and there are also services from Labuan to Hong Kong, Indonesia and the Philippines (1960). I Internal services are operated by Borneo Airways and link the main airports with airstrips at Kudat, Ranau, Keningau, Lahad Datu, Tawau and Telupid.

PORTS

The chief ports are Sandakan, Labuan (a free port and transshipment port for Brunei and the Seria oilfield), Tawau, Lahad Datu, Jesselton, Kudat and Semporna, together with seven other timber-loading points and minor ports.Shipping services operate between these ports and other countriesin the Far East, Australia, Europe? South Africa and the U United States.

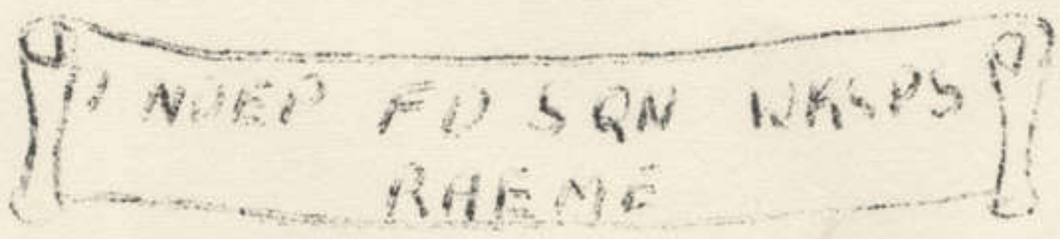
RIVERS

Rivers are the principal means of communications with many parts of the interior.

THE INDEPENDENT

S N E

COPY 3 Vol 1



Motto

BORNEOIUS BEIOUS REDIOUS
Which means Mr SOPRANO LOOK OUT.

The Sinking of 3 C 2

The 3C2 Mess Deck Thursday morning was flooded out, After exhaustive Phone Calls, numerous Naval Bods attended this leak o only to shake their heads in wonder. Suggested an overflow pipe be fitted. Later in the afternoon an overflow pipe was fitted by a CPO & Crew.

RESULT !! FURTHER FLOODING.

Further exhausting phoning by TEDDY brought a damage control bloke up, found the bung had not been removed from the overflow, to which the pipe had been fitted.

RESULT !! DRY FLOOR.

MAKES YOU THINK DOESN'T IT

****

We Overheard

PIPE - "LIFE RAFT OVERBOARD" UNPIPE.

Officer of the watch - "REPEAT PLEASE"

The stewards reply was as piped.

OOTW was heard to say "YOU MUST BE JOKING"

Later - BLUR seen leaving BLUNT end headed forward - NO JOKE. !!!

****

FOR EXERCISE = FOR EXERCISE = FOR EXERCISE.

"Away seaboats Crew"
Later pipeing. Seaboats crew away - rescue that Raft.
Voice from the Crew " YOU MEAN FOR REAL".

****

On thrusdays Adjenda was a fine episode of pistol Shooting by CPO BUTLER. He bludged a pistol from WO1 BENSON to show his Prowess as a gun Slinger.

All went real Beaut until he pulled the trigger and boy Wot a scatter - WO1 Bill BENSON nearly lost his Toes.

SUGGESTION - CPO BUTLER - Your armoury has .22 Rifles to learn on

Thanks for the shake down Bill.

****

OH - By the Way SSM. If you Require a haircut like you had on "SKY HIGH" Please contact the editor, who would only be to glad to oblige (Even if you have to wear your hat for an other Week.

****

Wot a way to spend your 21 st Birthday with only 1 can of beer. But apparantly it does'nt worry Dave HAXTON, cause He dont drink, Anyway Dave, from everyone on board especialy your mates in Plant Troop. Avery MERRY BIRTHDAY. Lets hope your next one will be more Cheery.

The Editor wants to know, do you want to sell your Beer Ticket.

****

Also, from plant Troop we have heard that Emu Bob BROWN hasnt had a Bob since Sunday Morning, the Boys want to know Sgt BROWN, wot has happened - are you Sea Sick ?? Of Course not , the reason is there is no blades of Grass to look under.

****

More news of plant Troop - They are That EXCITED in Coming 3 rd in the Rifle Shoot. Good on you boys But keep trying you may still catch WORKSHOPS.

****

We think every body has heard over the speaker calling all Navy Bods to their Different Stations - FIRE - LIFEBOATS - etc we of the Army would like this put over the Speaker.

EXERCISE = EXERCISE = EXERCISE.
ALL ARMY PERSONNEL ABANDON THIS SWEAT BOAT.

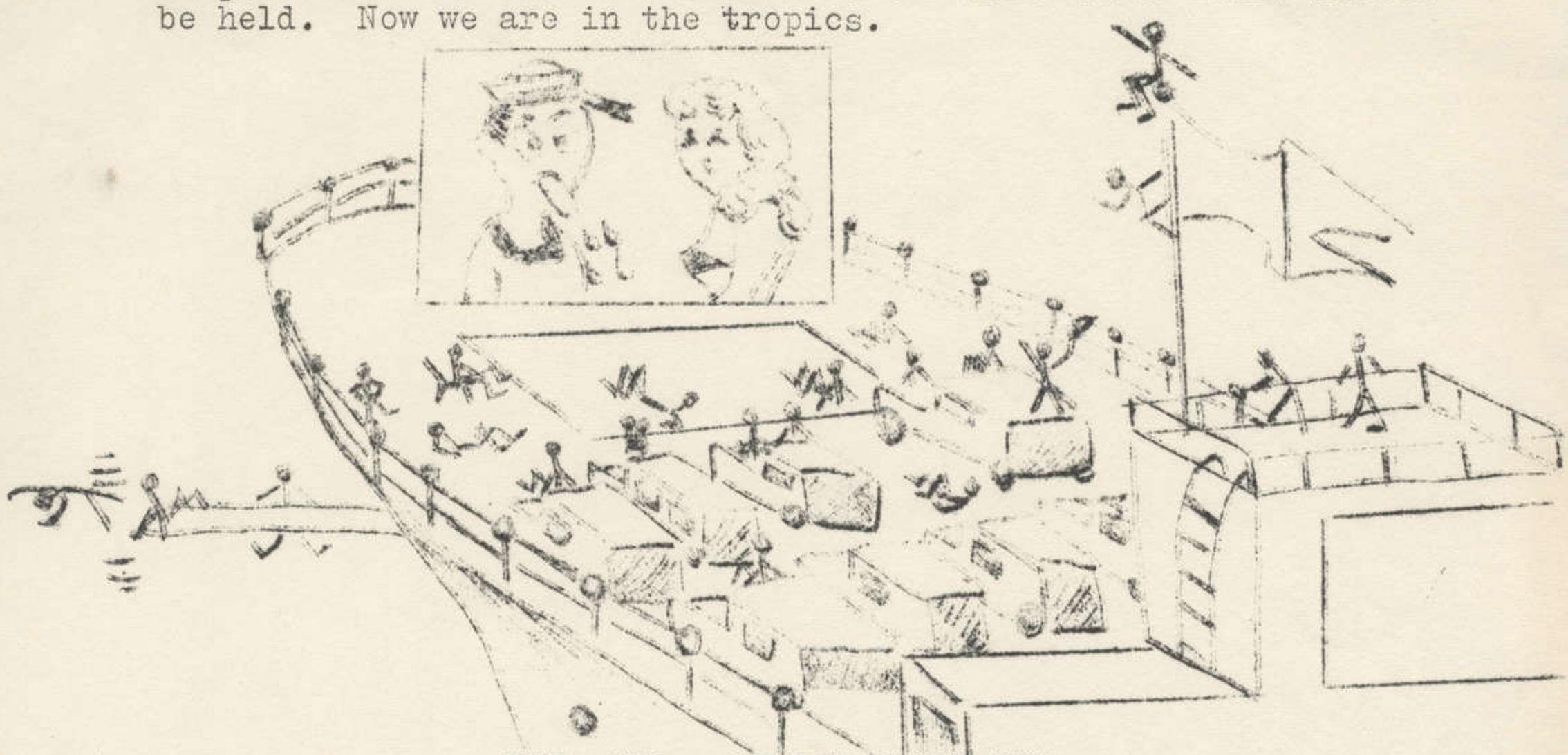
****

OH YEAH Doesnt the Navy feed our army Cooks, who are assisting out in the Cook House (Frank JESSOP) a Cook, has dropped his weight by about 2 Stone.

Please notify us frank if you dont get enough Tucker, cause the Boys will leave a little on the platefor you.

****

As every body nose, there are films on different parts of the Ship. Here below is our version as to where these Films should be held. Now we are in the tropics.



THE "EL - SYDNEY DRIVE IN"

S C O O P

We Saw them We saw them First We heard that there are RAAF Blokes aboard but we havnt seen them till today, did anyone else get a Glimpse

***** If its DC current can we borrow one of your FANS.

****

Any more suggestions for this Paper by our Mess Deck "SEA DADDY" will be met with Great Hostility and over the side you go Max. Sorry mate, but Burt was not amused and Didnt want it Printed.

****

To Mr ED BUCKS BULLET - TIN

Congrats on first Edition we would like to see more of it.

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS.

STEAMING APPENDIX.

(a) Distance steamed during the month:-
3,524 miles.

(b) Hours underway during the month:-
227 hours.

(c) Total distance steamed since re-commisioning:-
17,952 miles.

(d) Total hours underway since re-commisioning:-
1,323 hours.

(e) Occasions of exceeding economical speed.

(i) 11 May.

Number of hours economical speed exceeded:-	1 hour.
Average Speed:-	17 knots.
Fuel expended for all purposes	Not measured.
Distance run per ton of fuel:-	Not measured
Reason and authority for excess:-	Machinery trials.

(ii) 13 May.

Number of hours economical speed exceeded:-	2 hours.
Average speed:-	19.6 knots.
Fuel expended for all purposes	Not measured.
Distance run per ton of fuel:-	Not measured.
Reason and authority for excess:-	Quarterly full power trials.

(iii) 25 May.

Number of hours economical speed exceeded:-	17 hours.
Average Speed:-	17 knots.
Fuel expended for all purposes	108.8 tons.
Distance run per ton of fuel:-	2.65 miles/ton.
Reason and authority for excess:-	To adhere to passage programme.

(iv) 25/26 May.

Number of hours economical speed exceeded:-	25 hours.
Average speed:-	18 knots.
Fuel expended for all purposes	182.5 tons.
Distance run per ton of fuel:-	2.41 miles/ton.
Reason and authority for excess:-	To adhere to passage programme.

(v) 26/27 May.

Number of hours economical speed exceeded:-	25 hours.
Average speed:-	19 knots.
Fuel expended for all purposes	208.75 tons.
Distance run per ton of fuel:-	2.29 miles/ton.
Reason and authority for excess:-	To adhere to passage programme.

(vi) 27/28/29/30 May.

Numbers of hours economical speed exceeded:-	58 hours.
Average speed:-	17.5 knots.
Fuel expended for all purposes [illegible]:-	420.5 tons
Distance run per ton of fuel:-	2.405 miles/ton.
Reason and authority for excess:-	To adhere to passage programme.

(vii) 30/31 May.

Numbers of hours economical speed exceeded	33 hours.
Average speed:-	17 knots.
Fuel expended for all purposes:-	227.8 tons.
Distance run per ton of fuel:-	2.5 miles/ton.
Reason and authority for excess:-	To adhere to passage programme.

(viii) 31 May.

Number of hours economical speed exceeded:-	2 hours.
Average speed:-	17.5 knots.
Fuel expended for all purposes:-	14.5 tons.
Distance run per ton of fuel:-	2.405 miles/ton.
Reason and authority for excess:-	To adhere to passage programme.

(ix)

Number of hours economical speed exceeded:-	2.5 hours.
Average speed:-	18.5 knots.
Fuel expended for all purposes:-	20.25 tons.
Distance run per ton of fuel:-	2.28 miles/ton.
Reason and authority for excess:-	To adhere to passage programme.

APPENDIX [redacted].

OFFICIAL CALLS AND ENTERTAINMENT.

A.M. 4th Minister for the Navy, The Honourable L. Chaney, Esq. M.P.
Chief of Navql Staff - Vice-Admiral Sir Hastings Harrington, K.B.E., C.B., D.S.O.
The Flag Officer Commanding, H.M. AUSTRALIAN FLEET.
Rear-Admiral O.H. BECHER, C.B.E., D.S.O., D.S.C.*
called to discuss current operations.

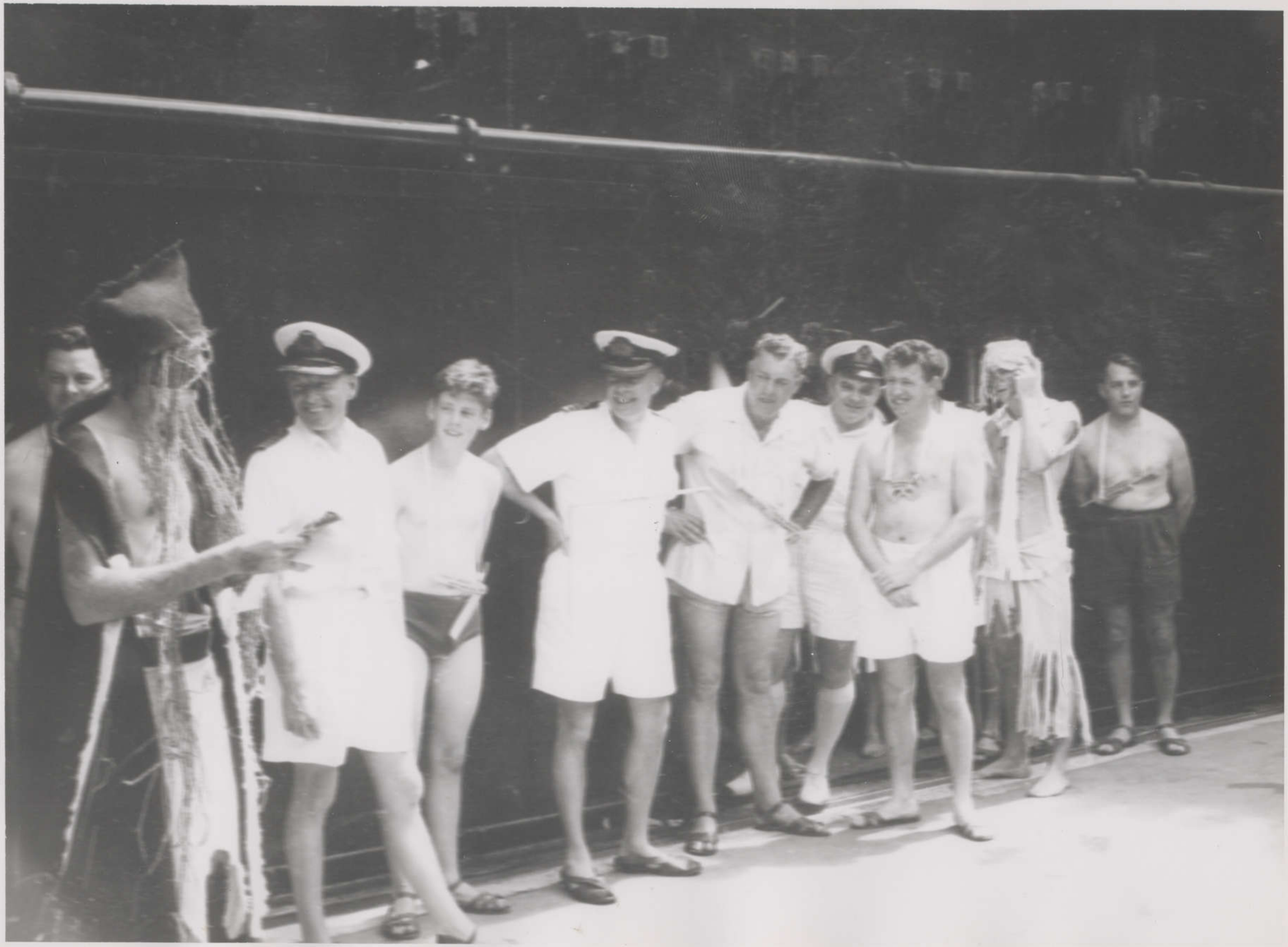
7th Reception in H.M.A.S. MELBOURNE. U.S. Ships in Sydney for Coral Sea Celebrations - myself and 17 of my officer attended.

14th The Commanding Officer U.S.S. SCULPIN, Captain & Mrs J. Bell (G.M.G.I.D.), among others dined with me.

24th Chief of Naval Staff - Vice-Admiral Sir Hastings Harrington, K.B.E., C.B., D.S.O.
Chief of General Staff - Lieutenant-General Sir J.G.N. Wilton K.B.E., C.B., C.B.E., D.S.O.
The Flag Officer Commanding, H.M. AUSTRALIAN FLEET.
Rear-Admiral O.H. BECHER, C.B.E., D.S.O., D.S.C.*
called to discuss current operations.

O.H.M.S.

PHOTOGRAPHS



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PLEASE RETURN TO NAVAL ARCHIVES BRANCH

18-206-155

DEPARTMENT OF THE NAVY

MINUTE PAPER

HMAS Sydney — Report of Proceedings. Incl 4

SNA | A. 12/10

Para 33. + 47

DP

DTWP

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D/DTWP (AIR)

DNI

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HNB (N5)

REGISTRAR

D.C.N.T.S. 9 SEP 1954

HNB	DCNS	2 NM	4 NM	CNPR	REGISTRAR	) Separate Report
D of O	1 NM	3 NM	SEC	HNB (N5)		) Circulating

NOTE: (a) This report should be dealt with and passed on promptly

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

PLEASE RETURN TO NAVAL ARCHIVES BRANCH

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18-206-155

DEPARTMENT OF THE NAVY

MINUTE PAPER

HMAS Sydney — Report of Proceedings: Jun/64

~~HMBA~~ 29/7

D of O 31/7.

DCNS 6/8.

1ST NM 6/8.

2ND NM 7/8

3RD NM 11/8

4TH NM 13/8

SEC 14/8

CNPR 15/8

HNB (N5) 18/8 18/8/64.

REGISTRAR

DP	DNI	DMT	DNR	DEE	HNB (N5)	Separate Report Circulating
DTWP	HPB	DPS	DNES	DME	REGISTRAR	
D of C	DCNP	DGS	MDG	DNC		
D/DTWP (AIR)	DOA	DAP	DCNTS	DW		
		DDM				

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.

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H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS - JUNE, 1964

(H.M.A.S. SYDNEY letter 2/4/1 dated 14th July, 1964.)

- -

II

A.F. 35/18

The Secretary,
Department of the Navy.

Forwarded for the information of the Naval Board.

2. I am well pleased with the manner in which H.M.A.S. SYDNEY conducted this operation.

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
H.M. Australian Fleet.

21 JUL 1964

RESTRICTED.

RESTRICTED

2. 4. 1.

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

14 JUL 1964

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS.

Sir,

I have the honour to report the proceedings of H.M.A.S. SYDNEY under my command for the month of June, 1964.

2 At the beginning of the month H.M.A.S. SYDNEY was on passage between Manus Island and Jesselton steering evasively at a speed of advance of 18 knots, maintaining radio and radar silence and with defence watches closed up.

3. Captain FI in H.M.A.S. PARRAMATTA (Captain R.J. Scrivenor, R.A.N.) and H.M.A.S. YARRA (Commander B.H. Loxton, R.A.N.) joined at 0400 on the 2nd and at daylight both ships were replenished. H.M.A.S. YARRA was topped up but owing to difficulty with the fuel transfer pumps H.M.A.S. PARRAMATTA was left 30 tons short.

4. During the forenoon a signal was received stating that the R.F.A. TIDEFLOW had broken down and would not be available to replenish the force on the 4th. Accordingly the zig-zag was ceased and speed reduced in order to conserve fuel.

5. At 1400 a Rapid Open Fire exercise was carried out by all ships, and the Army gunners in H.M.A.S. SYDNEY joined in with alarming, and somewhat inaccurate, gusto.

6. On approaching Basilan Passage on the 3rd the zig-zag was recommenced while sonar and radio silence were relaxed as the ships came in sight of the Philippines.

7. Basilan Passage was passed at dawn the ships anchoring at Jesselton at 1300 Thursday 4 June, 1964. 4 DUKWS preloaded with unit ammunition were then lowered and after the Port Command conference the discharge of 7th Field Squadron vehicles into the L.S.M.'s VERNON STURDEE and HARRY CHAUVEL commenced at 1500. Due to the restricted space on the hard L.S.M.'s were not prepared to beach during the dark hours so HARRY CHAUVEL remained alongside overnight loading stores and VERNON STURDEE continued the discharge of vehicles at first light. Discharge of all personnel, vehicles and stores was completed at 1230, 5 June,

8. The Officer of the Guard, Lieutenant LOH, R.M.N. boarded on arrival and was followed by Brigadier F.R. Evans O.B.E. who had flown over from Singapore to welcome the troops, Major General P.M. Hunt, Commander Land Forces, Borneo, Captain I.F. Somerville, R.N., Commander Naval Forces Borneo, and Colonel H. Tozey Commander of the 51st Infantry Brigade group together with numerous staff officers. At 1500, accompanied by the Captains of H.M.A.S. PARRAMATTA and H.M.A.S. YARRA, I paid calls on His Excellency Yang di Pertuan Negara, The Head of State of Sabah, and the Chief Minister of Sabah, Mr. Donald Stephens. They both expressed great pleasure at the arrival of the 7th Field Squadron.

9. The same evening the Captain of H.M.A.S. PARRAMATTA accompanied me to informal drinks with the same two personalities at the Istana Negara, H.M.A.S. YARRA was on patrol.

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10. Surveillance of the Jesselton anchorage was maintained as detailed in Appendix A to my Report of Proceedings for May. This proved most effective and worked well, the only intruders being several turtles who kept everyone on their toes.

11. On the 5th the Chief Minister , Mr Donald Stephens, accompanied by his secretary and Brigadier Ibrahim, who commands the Brigade at TAWAU came to lunch onboard and looked around the ship observing the closing stages of unloading. A letter received from the Chief Minister is attached as appendix C.

12. Leave was not granted in Jesselton and at 0100 on the 6th, preceeded by the frigates, H.M.A.S. SYDNEY sailed to rendevous with R.F.A. GOLD RANGER at 0600. R.F.A. GOLD RANGER had been sent round from TAWAU to provide only sufficient fuel to get the ships to Singapore and on completion at 1000 she returned to her station.

13. One officer had been flown from Jesselton to Singapore to prepare the unloading schedule and there was little delay after H.M.A.S. SYDNEY secured to 'A' buoy off Singapore Naval Base at 0630 on the 8th.

14. Discharge of ammunition commenced on arrival of the lighters at 0730 and, working five points, 244 tons, including 100 tons which had been pre-positioned on the Hangar deck, was off loaded by 1600. At this time the ship slipped and proceeded to No. 7 berth.

15. The remainder of the cargo consigned to the Federation of Malaysia, including 247 tons of safety ammunition and 259 tons of galvanised sheeting was discharged between Tuesday 9th and Thursday 11th June. During this period 40 tons of free freight from the R.N.A.D. Singapore was loaded.

16. A proportion of the ship's company had worked each night in order to complete cargo handling by 1815 Thursday and the remaining few days at Singapore provided a well earned rest period.

17. The Malaysian Minister for Defence, Tun Abdul Razak accompanied by the Malaysian Armed Forces Council and other staff officers walked around the ship at 1200 on the 8th and after lunching onboard made a speech of thanks and presented a memorial plaque.

18. That afternoon I called on the Commander Far East Fleet, Admiral Sir Desmond Dreyer., K.C.B., C.B.E., D.S.C. his Chief of Staff, Rear Admiral F.B.P. Brayne-Nicholls D.S.C. and the Commodore Superintendent of the Dockyard Commodore R.C. Paige, R.N.

19. The same evening Tun Razak held a most enjoyable reception for the officers of all services in H.M.A.S. SYDNEY at the K.D. MALAYA.

20. On the morning of the 9th I paid an informal call on the Deputy Australian High Commisioner, Singapore Mr. W.B. Pritchett and that evening the majority of the troops remaining onboard departed by rail for Butterworth leaving only a small retard party onboard with the equipment.

21. At 0930 on the 11th I called on the Commander in Chief, Admiral Sir Varyl Begg. K.C.B., D.S.O., D.S.C. and the same afternoon the Commander Far East Fleet returned my call, met the officers, and addressed the ship's company on the flight deck.

22. On the 12th a reception was given on the Quarterdeck but this was poorly attended due to an inability to send out invitations sufficiently far in advance.

23. On the 13th I was honoured to dine with the Commander Far East Fleet in a farewell dinner to the Flag Officer Second in Command, Vice-Admiral J.P. Scatchard C.B., D.S.C.**. The next night, accompanied by the Captains, H.M.A.S. SUPPLY, H.M.A.S. PARRAMATTA and H.M.A.S. YARRA I went to the airport to farewell Admiral Scatchard as he left the station.

24. Admiral Begg returned my call at 1100 on the 14th and had a good look round the ship.

25. Preceded by H.M.A.S. PARRAMATTA , the ship sailed at 0730 on the 15th. Originally it had been planned to run over the D.G. range but this had been put out of action by the anchor of a merchant ship. Accordingly course was set direct for Penang.

26. On anchoring in Man of War anchorage, Penang at 1000 Tuesday, 16th June, 3 DUKW's pre-loaded with unit ammunition were lowered to proceed direct inshore. VERNON STURDEE secured alongside at 1045 and the discharge of 111 LA Battery vehicles and guns commenced immediately. The R.A.A.F. procured Harbour Board Lighters for the discharge of their stores. The first secured alongside at 1130 and loading of practice and 500lb bombs completed at 1800. The loading of the second, a flat top lighter with the R.A.A.F. general cargo completed at 0105 Wednesday. VERNON STURDEE was unable to work over the beach during the night and embarked the final vehicle load at 0730 Wednesday 17 June. 5 Squadron R.A.A.F. flew off at 1100.

27. I inspected H.M.A.S. PARRAMATTA, on your behalf on Wednesday 17 June. Departmental Inspections had been completed at Singapore the preceding Friday.

28. At 0745 Thursday 18 June, H.M.A.S. SYDNEY weighed and proceeded with H.M.A.S. PARRAMATTA in company, to the north and west of Sumatra for Fremantle. The force remained closed up at the third degree of anti-submarine and anti-aircraft readiness until sunset Sunday, 21 June.

29. An air attack by R.A.A.F. Sabres and a mail drop that had kindly been arranged by the R.A.A.F. at Butterworth were cancelled due to bad weather on the 18th.

30. An attempt was made to replenish H.M.A.S. PARRAMATTA on the 21st but once again the faulty transfer pump restricted the amount of fuel passed. Temporary repairs were made and H.M.A.S. PARRAMATTA finally topped up on the 22nd in worsening weather conditions. As H.M.A.S. PARRAMATTA was casting off a signal was received from the Naval Board ordering a diversion to avoid an Indonesian submarine. The ships resumed defence stations, evasive steering and radio silence until early A.M. on the 24th.

31. Both ships carried out 15 knot economical steaming trials on 24/25 June, Engineer Officers having been previously exchanged by jackstay. Opportunity was taken on passage to carry out communications, A.I.O. and O.O.W. exercises. Both ships participated in a rapid open fire exercise and H.M.A.S. SYDNEY conducted a surface shoot at a splash target towed by H.M.A.S. PARRAMATTA.

32. At 1845 on the 25th the ships hove to off Geraldton in a heavy swell and embarked customs officers. These two men then cleared, despite sea sickness, the majority of the ship's company on passage to Fremantle and were generally helpful in every way. The ship secured alongside 6 berth North Wharf at 1215 on the 26th.

33. The 'Aid to Malaysia' operation has been conducted with remarkably little difficulty. Problems arose with security, publicity, and health in a hot crowded ship with poor ventilation. This was not surprising and can be improved in the future. On the credit side the ship performed her new role better than expected and the spirits of the young men in the ship's company, working defence watches and long hours in difficult conditions, remained very high throughout. There was only one leave breaker in Malaysia.

34. At 1500 on the 26th the Captain, H.M.A.S. PARRAMATTA and I accompanied the Naval Officer-in-Charge West Australia, Commodore W.B.M. Marks C.B.E., D.S.C., A.D.C., R.A.N. , in a call on the Minister for the Navy The Hon. F.C. Chaney, A.F.C. M.P. Next day at 1100 the Minister returned my call informally.

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35. On Saturday 27 June, 25 R.A.A.F. cadets and 3 Midshipmen from R.A.A.F. Pearce and 40 Sea Cadets from T.S. CRESWELL visited the ship. H.M.A.S. SYDNEY was opened to visitors on Sunday when 3,200 came onboard. 100 Sea Cadets from T.S. CUNNINGHAM and T.S. SIGNET toured the ship on Monday.

36. 30 tons of explosive and non-explosive stores from R.A.N.A.D. Byford and a small quantity of Naval and Victualling stores free freight were embarked on Monday 29 June, 1964.

37. The Fremantle Harbour Trust was particularly co-operative during the visit and the general warm feeling in West Australia towards the R.A.N. was reflected in the large number of visitors who came onboard in dismal weather on Sunday afternoon. An officer from the Perth Weather Bureau came onboard on Monday forenoon to thank the ship for weather reports received during the preceding week.

38. On the evening of the 29th a most successful reception was held onboard and afterwards I entertained the Minister of Defence and the Minister for the Navy, among others, to dinner.

39. The ship's welfare fund presented toys purchased in the Far East to the Sister Kate's Orphananage in Perth. These were gladly received and photographs are attached.

40. H.M.A.S. PARRAMATTA had sailed on the 27th and H.M.A.S. SYDNEY cast off and departed for Melbourne at 0830 on the 30th. At the end of the month she was steaming at reduced speed into a south westerly gale.

41. Training has suffered a little during the month but the backlog is being made up.

42. On the sporting front there has been a great deal of activity and enthusiasm but success against shore side teams has been somewhat limited.

43. The health of the ship's company has been only fair during this month. A large numberof ratings were affected by an epidemic of influenza of the Asian variety soon after leaving Australian waters. Seventy one were admitted to Sickbay and many more were treated as out-patients, part of the forecastle being used for additional space, as accommodation was limited. Of these cases only six were Army rates, despite the close contact between all personnel onboard. It is significant that all Army personnel are innoculated against influenza.

44. Five ratings developed pneumonia subsequently.

45. A considerable number of both Army and Navy personnel developed gastro-enteritis and two Army and three Naval rates were admitted to sick bay with severe gastro-enteritis.

46. Twenty cases of Vincent's Angina and six of severe gingivitis also occured. 39 cases of veneral disease have been reported during this month.

47. The hot humid crowded conditions of the mess decks no doubt contributed to this high incidence of infectious diseases.

48. Morale is high.

I have the honour to be,

Sir

Your obedient servant

CAPTAIN, R.A.N.

RESTRICTED

Telegrams: "CHIEFMIN JESSELTON"
Radio: [illegible]

THE CHIEF MINISTER'S OFFICE,
JESSELTON,
SABAH,
MALAYSIA.

18th June, 1964.

Captain J.P. Stevenson A.D.C.,R.A.N.,
H.M.A.S. Sydney,
SINGAPORE

Dear Captain Stevenson,

I am addressing this letter to Singapore, though I expect you will, by this time, have departed from there.

It was a pleasure indeed for me to meet you and your officers and I do hope that there will be an opportunity in the future for you to re-visit Sabah. You would, I am certain, have been impressed by the scenic grandeur of the mountainous routes which lay some little distance from the city.

We in Sabah are constantly aware of the contribution which Australia is making for the benefit of this State and are also impressed by the quiet, efficient manner in which the men of the 7th Field Squadron are going about their business.

With my compliments,

Yours sincerely,

Donald Stephens

Chief Minister
SABAH

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APPENDIX A -- STEAMING APPENDIX.

APPENDIX B - CALLS AND ENTERTAINMENT.

APPENDIX C - LETTER FROM CHIEF MINISTER OF SABAH.

APPENDIX D - PHOTOGRAPHS.

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APPENDIX A.

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS - JUNE.

STEAMING APPENDIX.

(a)	Distance steamed during the month:	6,202 miles.
(b)	Hours underway during the month:	402 hours.
(c)	Total distance steamed since re-commisioning:	24,154 miles.
(d)	Total hours underway since re-commissioning:	1, 725 hours.
(e)	Occasions of exceeding economical speed:-	

(i) 1 June.

Number of hours economical speed exceeded	22½ hours.
Average Speed.	18½knots.
Fuel expended for all purposes.	182.05 tons.
Distance run per ton of fuel.	2.28 miles/ton.
Distance run per ton of fuel.	2.28

To adhere to passage programme.

(ii) 2 June.

Number of hours economical speed exceeded	4½ hours.
Average speed	21 knots.
Fuel expended for all purposes	46.13 tons.
Distance run per ton of fuel.	2.05 miles/ton.

To adhere to passage programme.

(iii) 2,3,4, June.

Number of hours economical speed exceeded	47½ hours.
Average speed	20 knots.
Fuel expended for all purposes6	439.12 tons.
Distance run per ton of fuel	2.19 miles/ton.

To adhere to passage programme.

(iv) 6 June.

Number of hours economical speed exceeded	2½ hours.
Average speed.	20 Knots.
Fuel expended for all purposes	19.0 tons.
Distance run per ton of fuel.	2.37 miles/ton.

To adhere to passage programme.

(v) 6,7,8, June,

Number of hours economical speed exceeded	41 hours.
Average speed.	20 knots.
Fuel expended for all purposes	371.05 tons.
Distance run per ton of fuel.	2.21 miles/ton.

To adhere to passage programme.

(vi) 15 June.

Number of hours economical speed exceeded	12 hours.
Average speed.	18 knots.
Fuel expended for all purposes	91.2 tons.
Distance run per ton of fuel.	2.37.miles/ton

To adhere to passage programme

(vii) 18, 19,20 June.

Number of hours economical speed exceeded	72 hours.
Average speed	18 knots.
Fuel expended for all purposes.	547.2 tons.
Distance run per ton of fuel.	2.37 miles/ton.

To adhere to passage programme

(viii) 23, 24 June, 1964.

Number of hours economical speed exceeded	15½ hours
Average Speed	20 knots.
Fuel expended for all purposes.	140.27 tons.
Distance run per ton of fuel.	2.21 miles/ton.

To comply with ACNB message D.T.G. 230019Z.

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APPENDIX - B.

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS.

OFFICIAL CALLS AND ENTERTAINMENT.

4 June.	1430 Informal call on His Excellency The Yang di Pertuan Negara at the Istana Negara in Jesselton. 1500 Informal call on the Chief Minister of Sabah (Mr. Donald Stephens).
5 June.	1230 Lunch party on board for:- Chief Minister of Sabah. Commander Land Forces Borneo. (Major General P.M. Hunt.) Commander 51 Infantry Brigade Group (Colonel H. Tozey) Commander Naval Forces Borneo (Captain I.F. Somerville R.N.) Commander East Brigade, TAWAU (Brigadier Ibrahim). State Secretary (Mr. D.F. Barton).
8 June.	1000 The Captain K.D. MALAYA (Captain J.F.R. Weir, R.N) called. 1230 Lunch Party for:- The Minister of Defence, Malaysia (Tun Abdul Razak) The Chief of Armed Forces Staff, Malaysia. (Lieutenant General the Tunku Osman). The Acting High Commisioner to Malaysia (Mr. M. Loveday) The Chief of Logistics Staff, Malaysia (Colonel T.F. Hughes.) The Chief of Naval Staff, Malaysia. (Commodore A.M. Synnot, A.D.C., R.A.N.) The Australian Defence Representative, Malaysia. (Brigadier R.A. Hay, M.B.E.) 1430 Informal call on the Fleet Commander Far East Fleet (Admiral Sir Desmond Dreyer, K.C.B., .C.B.E., D.S.C.) 1445 Informal call on the Chief of Staff to the Commander Far East Fleet (Rear-Admiral F.B.P. Brayne-Nicholls, D.S.C.) 1500 Informal Call on the Commodore Superintendent Singapore (Commodore R.C. Paige, R.N.) 1900 I and 25 of my officers attended a reception at K.D. MALAYA.
9 June.	1030 Informal call on the Australian Deputy High Commisioner Singapore (Mr. W.B. Pritchett.)
10 June.	1245 Lunch with Captain K.D. MALAYA 2000 I and two of my officers dined with the Fleet Commander Far East Fleet at Admiralty House.
11 June.	0930 Informal Call on the Commander-in-Chief Far East (Admiral Sir Varyl Begg, K.C.B.,D.S.O.,D.S.C.) accompanied by Brigadier R.A. Hay, M.B.E. Military Adviser to the Australian High Commisioner to Malaysia. 1200 The Fleet Commander Far East Fleet returned my call and addressed the Ship's company on the flight deck. 1245 Lunched with the Commodore Superintendent Singapore. 2000 Dined with the Chief of Staff to the Fleet Commander Far East Fleet.
12 June.	1830 Reception onboard for 200 guests.

13 June.	1130 The Commanding Officer H.M.S. MANXMAN (Captain the Honourable T.V. Stopford, R.N.) called. 1945 Dined with the Fleet Commander Far East Fleet to say farewell to the Flag Officer 2nd in command Far East Fleet (Vice-Admiral J.P. Scathard, C.B. D.S.C.**)
14 June.	1940 Attended farewell ceremony for Vice-Admiral Scatchard at Paya Lebar Airport.
26 June.	1500 Accompanied by the Naval Officer-in-Charge, West Australia Area. (Commodore W.B.M. Marks, C.B.E., D.S.C., R.A.N.) and the Captain, H.M.A.S. PARRAMATTA, I called on the Minister for the Navy, The Honourable F.C. Chaney A.F.C., M.P.
27 June.	1100 The Minister for the Navy returned my call informally.
29 June.	Dinner Party for:- The Minister of Defence - Senator The Hon. S. Paltridge, M.P. The Minister for the Navy. The Rt. Hon The Lord and Lady Mayoress of Perth (Councillor C.F.B. Veryard and Mrs. Veryard.) His Worship the Mayor of Nedlands. (Mr. R. Holmes.) The Minister of Works (West Australia) (The Hon. G.P. Wild, M.B.E., M.L.A.) The Naval Officer-in-Charge, West Australia. (Commodore W.B.M. Marks, C.B.E., D.S.C., R.A.N.)

NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18206

FILE TITLE Hms Sydney
Report of Proceeding
June 1964

MARK TO HN BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	DATE
INITIAL INDEXING		A2	
SUBSEQUENT INDEXING			

CLASSIFIER QR

DATE 27/7

11/9

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.176.

HMAS SYDNEY — Report of Proceedings July '64

DP

DTWP

D of C

D/DTWP (AIR)

DNI

HPB

DCNP

DOA

DMT

DDM

DPS

DGS

[redacted]

DNR

DNPS

MDG

DCNTS

DEE

DME

DNC

DW

HNB (N5)

REGISTRAR

HNB	DCNS	2 NM	4 NM	CNPR	REGISTRAR	Separate Report
D of O	1 NM	3 NM	SEC	HNB (N5)		Circulating

NOTE: (a) This report should be dealt with and passed on promptly

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

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DEPARTMENT OF THE NAVY

18. 206. 176

MINUTE PAPER

HMAS SYDNEY Report of Proceedings. July 64

~~HNB~~ 1/9

D of O 3/9.

X DCNS 4/9.

1ST NM 7/9

2ND NM 8/9

3RD NM 10/9

4TH NM 14/9

SEC 15/9

CNPR 16/9

17/9

HNB (N5) 14/9

REGISTRAR 18/9

~~DP~~	DNI	DMT	DNR	DEE	HNB (N5)
DTWP	HPB	DPS	DNES	DME	REGISTRAR
D of C	DCNP	DGS	MDG	DNC	
D/DTWP (AIR)	DOA	DAP	DCNTS	DW	
		DDM			

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.

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H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS - JULY, 1964.

(H.M.A.S. SYDNEY letter 2/4/1 dated 8th August, 1964.)

A.F. 35/18

The Secretary,
Department of the Navy.

Forwarded for the information of the Naval Board.

REAR ADMIRAL

Office of the
Flag Officer Commanding,
H.M. Australian Fleet.

27 AUG 1964

RESTRICTED.

DUP.

RESTRICTED.

2.4.1.

H.M.A.S. SYDNEY.,
At Sydney.

E8 AUG 1964

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

Sir,

I have the honour to report the proceedings of H.M.A.S. SYDNEY under my command for the month of July, 1964.

2. The beginning of the month saw the ship steaming at reduced speed into a south-westerly gale off Cape Leeuwin, on passage from Fremantle to Melbourne. However by next morning the gale had abated somewhat and passage speed was resumed. The ship secured to Outer East Station Pier, Port Melbourne at 1215 on 5 July, 1964.

3. At 0900, on 6 July, I called on His Excellency the Governor of Victoria Major-General Sir Rohan Delacombe, K.C.B., D.S.O.) at Government House, Melbourne. That afternoon £100 worth of toys purchased in Singapore were distributed by the Welfare Committee to the Royal Children's Hospital, Melbourne, the Salvation Army Girl's Orphanage Camberwell, and the St. Vincent de Paul Boys' Orphanage, South Melbourne.

4. The ship cast off and proceeded from Port Melbourne at 1000 on 8 July. A successful Annual Full Power Trial was carried out that afternoon being the first Annual Full Power Trial carried out since the ship commisioned in July, 1963. At 0730 on 10 July, the ship secured at No. 2 buoy, Sydney and commenced to unload the ammunition which had been received from R.A.N.A.D. Byford whilst the ship was in Fremantle. During the forenoon I called on the Flag Officer-in-Charge, EAST AUSTRALIA AREA (Rear-Admiral A.W.R. McNicoll, C.B.E., G.M.). The ship moved by tugs and naval pilot to the Fitting Out Wharf, Garden Island at 1400 after the unloading had been completed.

5. The remainder of the stores received in Fremantle as free freight were disembarked on 13 July, when the Dockyard commenced work.

6. The ship was moved into Inner Captain Cook Dock a.m. 20 July, where it was hoped that about 40% of the underwater hull would be sandblasted. Due to overtime bans in the dockyard sandblasting had to be discontinued so that other INDEFS and URDEFS might be progressed. It is becoming clear that, after the Long Self Maintenance Period the ship will be operating with no reserves of personnel in the Engineroom Department.

7. A party of 300 Sea Cadets and Sea Rangers from the N.S.W. Branch of the Boy Scouts Association visited the ship on Sunday 26 July, and showed marked enthusiasm, a copy of a letter from the General Secretary is attached. A party of trainee Catering Staff from R.M.S. HIMALAYA visited the ship on Thursday 30 July, 1964. A one-day annual Range Course for 352 Ordinary Seamen commenced on 28 July, 1964.

8. Training.

Sixteen General List Midshipmen who recently graduated from the Royal Australian Naval College joined for training on 20 July, 1964. They are expected to complete A.B.C.D., A.I.O. and T.A.S. courses at H.M.A.S. PENGUIN and H.M.A.S. WATSON during the Long Self Maintenance Period.

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9. An Advancement Board for Leading Rate and Petty Officer was conducted on board on 9 July, 1964. Four Able rates and one Leading Rate passed the examination.

10. 64 Ordinary Seamen (Various) completed 6 months training onboard and were discharged to the appropriate shore establishments for Able Rates Courses.

11. A further intake of 327 Ordinary Seamen (Various) during the month increased the numbers under training on board to 515. During the Long Self Maintenance Period 152 of these ratings have been sent on detached duties to H.M.A.S. ALBATROSS, PENGUIN and RUSHCUTTER. (My letter 4. 6. 7. dated 30 July, 1964 refers).

12. Sport.

Sporting activity in the last month has been maintained at a high level. the ship's teams are beginning to achieve more success than last month. The turning point was in Melbourne, where local Army units were played at Hockey, Soccer, Basketball and Australian Rules. The ship defeated the Army teams at Hockey and Basketball. The ship's Rugby team defeated a combined team from H.M.A.S. KUTTABUL and H.M.A.S. PENGUIN in the Dempster Cup on 17 July, 1964.

13. Sporting features against H.M.A.S. NIRIMBA have been arranged for the Ordinary Seamen (Various) each Thursday and Sunday during the Long Self Maintenance Period. Teams of these ratings are also sent each weekend to H.M.A.S. ALBATROSS.

14. The health of the Ship's Company in general has improved since return into Australian Waters with the more equable climate and less cramped quarters.

15. Morale is reasonable.

I have the honour to be

Sir,

Your obedient servant.

COMMANDER, R.A.N.
FOR
CAPTAIN, R.A.N. (A.O.L.)

Appendix A - Steaming Appendix.
Appendix B - Letter from Boy Scouts Association, N.S.W. Branch.

APPENDIX A.

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS, JULY, 1964.

STEAMING APPENDIX.

(a)	Distance Steamed during the month	1855 miles.
(b)	Hours underway during the month.	153 hours.
(c)	Total distance steamed since re-commissioning	26,009 miles.
(d)	Total hours underway since re-commissioning	1,878 hours.
(e)	Occasions of exceeding economical speed:-	

8 July.

Number of Hours economical speed exceeded	4¼ hours.
Average Speed (For 2 hour full power Trial)	24. 25 knots.
Fuel expended for all purposes (For 2 hour Trial)	30.9 tons.
Distance run per ton of fuel	1. 57 miles.

Annual Full Power Trial.

NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18/206/15

FILE TITLE HMAS "Sydney"

Report of Proceedings

July 1914

MARK TO HN BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	
INITIAL INDEXING		A2 (5)	
			DATE
SUBSEQUENT INDEXING			
CLASSIFIER			DATE 31-8-82

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.192.

HMAS SYDNEY — Report of Proceedings AUG '64

DP

DTWP

D of C

D/DTWP (AIR)

DNI

HPB

DCNP

DOA

DMT

DBM

DPS

DGSA

DAP

DNR

DNES

MDG

DCNTS

DET

DME

DNC

DW

HNB (N5)

REGISTRAR

~~HNB~~	DCNS	2 NM	4 NM	CNPR	~~REGISTRAR~~	Separate Report
~~D of O~~	1 NM	3 NM	SEC	HNB (N5)		Circulating

NOTE: (a) This report should be dealt with and passed on promptly

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

D.C.N.T.S. 3 NOV 1964

14 DEC 1964

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18·206·192.

HMAS SYDNEY — Report of Proceedings. Aug '64

HNB 23/9

D. ~~of~~ O 25/9

DCNS 20/9

1ST NM 1/10

2ND NM 6/10

3RD NM 14/10

4TH NM

2SEC 8/10

CNPR 9/10

HNB (N5) 14/10

(1) 14/10.

(2) HNB (N5) 14/10

para 7 12/10

(3) REGISTRAR. (M)

REGISTRAR

DP	DNI	DMT	DNR	DEE	HNB (N5)
DTWP	HPB	DPS	DNES	DME	REGISTRAR
D of C	DCNP	DGS	MDG	DNC	
D/DTWP (AIR)	DOA	DAP	DCNTS	DW	
		DDM			

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.

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8/6

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H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS - AUGUST, 1964.

(H.M.A.S. SYDNEY unnumbered letter dated 11th September, 1964.)

II

A.F. 35/18

The Secretary,
Department of the Navy.

Forwarded for the information of the Naval Board.

REAR ADMIRAL

Office of the
Flag Officer Commanding,
H.M. Australian Fleet.

17 SEP 1964

N5

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RESTRICTED

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

11 SEP 1964

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

Sir,

I have the honour to report the proceedings of H.M.A.S. SYDNEY under my command for the month of August, 1964.

2. The Long Self Maintenance and Leave period continued throughout the month. The ship was undocked on 17th August and berthed at Fitting Out Wharf. No sandblasting was carried out on the ship's bottom during the docking period. TCV COLAC was placed alongside on 18th August for bilge cleaning.

3. Progress on dockyard defects and self maintenance has been satisfactory although the volume of ship's staff maintenance has been limited by the shortage of hands brought about by leave and training and supervisory commitments.

4. Investigations into the possibility of loading, stowing and unloading of N.L.E. Pontoons were progressed. Preliminary examination shows that only two pontoons can be carried without alteration to ship structure.

5. Training.

Midshipmen have completed courses at shore establishments and have commenced departmental training onboard.

6. An Advancement Board for two candidates for Leading Seaman was conducted onboard on 11th and 12th August, 1964.

7. Of the 530 Ordinary Seaman borne, 155 have been sent on detached duties to H.M.A.S. ALBATROSS, PENGUIN and RUSHCUTTER.

8. Sport.

Ordinary Seaman's teams have played games at H.M.A.S. ALBATROSS and H.M.A.S. NIRIMBA during the month. The ship's rugby team failed by one point to put Carriers into the final four of the Dempster Cup Competition.

9. The health and morale of the Ship's Company have been satisfactory.

I have the honour to be

Sir,

Your obedient servant.

RESTRICTED

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APPENDIX A.

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS - AUGUST, 1964

STEAMING APPENDIX

(a)	Distance steamed during the month	Nil Miles
(b)	Hours underway during the month	Nil Hours
(c)	Total distance steamed since re-commissioning	26,009 Miles
(d)	Total hours underway since re-commissioning	1,878 Hours

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NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18/206/15

FILE TITLE HMAS "Sydney"

Report of Proceedings

August 1914

MARK TO HN BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	DATE
INITIAL INDEXING		A21	
SUBSEQUENT INDEXING			

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DATE 21-9-1914

RESTRICTED

12/10

Exercise GRANITE
1213-253-13

DEPARTMENT OF THE NAVY

MINUTE PAPER

1213-253-24.

HMAS SYDNEY - REPORT ON VOYAGE BY SHIPS ARMY STAFF. ~~Report of Proceedings~~

24/9.

DCNS = PARAS of INTEREST TO you have been side lined with pen. The accommodation aspects are of interest 29/9

DTWP

D of C 8/10 16/10

D/DTWP (AIR) 9/10.

DNI 14/10 Para 26. This was bowled out - and immediately after later to present - a recurrence. 14/10

HPB 16/10

DCNP 19/10.

DOA 20/10

DMT 2/11.

DBM

DPS 23/11

DGS 1/11

~~DAP~~

D/DETP (7) 9/11.

DNR 9/xi

DNTS 13/11.

MDG 17/11

DCNTS 23/11

DET 27/11

DME 3/12.

DNC 11/12

DW 24/12 30/12.

HNB (N5)

REGISTRAR

~~HNB~~	~~DCNS~~	~~2 NM~~	~~4 NM~~	~~CNPR~~	~~REGISTRAR~~	Separate Report
~~D of O~~	~~1 NM~~	~~3 NM~~	~~SEC~~	~~HNB (N5)~~		Circulating

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RESTRICTED

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DEPARTMENT OF THE NAVY

1213-253-24.

MINUTE PAPER

HMAS SYDNEY - REPORT OF VOYAGE BY SHIPS ARMY STAFF. ~~Report of Proceedings~~.

~~HNB~~ 2nd 19.

D of O 25/9

This is an interesting report and shows that we met the task satisfactorily. Lessons have been learnt and there is no doubt that the Army do not like ship life in the tropics. Administrative arrangements on board appear to have been very good.

DCNS

1ST NM → Note - If we get more Air Conditioning we introduce a need for more maintainers - This must be watched & catered for. 30/9

2ND NM 7/10

3RD NM 14/10

4TH NM 18/10

SEC 10

CNPR 9/10

~~HNB (N5)~~ 14/10

(1) ~~3 NM~~ 14/10

(2) ~~HNB~~ 14/10 (~~N5~~) 14/10

(3) REGISTRAR.

REGISTRAR

~~DP~~	DNI	DMT	DNR	DEE	HNB (N5)
DTWP	HPB	DPS	DNES	DME	REGISTRAR
D of C	DCNP	DGS	MDG	DNC	
D/DTWP (AIR)	DOA	DAP	DCNTS	DW	
		DDM			

Separate Report Circulating

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RESTRICTED

H.M.A.S. SYDNEY - VOYAGE REPORT

(H.M.A.S. SYDNEY letter 2/2/7 dated 7th Se

II

1213/253/13

A.F. 5/4

The Secretary,
Department of the Navy.

Forwarded for the information of the Naval Board further to A.F. 5/4 dated 23rd August, 1964.

REAR ADMIRAL

Office of the
Flag Officer Commanding,
H.M. Australian Fleet.

17 SEP 1964

Noted
24/9.

22/9

RESTRICTED

ROYAL AUSTRALIAN NAVY

159/9

TELEPHONE

REF. No. 2. 2. 7.

H.M.A.S. SYDNEY,
At Sydney.

- 7 SEP 1964

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

H.M.A.S. SYDNEY - VOYAGE REPORT

Enclosure:- Ship's Army Staff Officer's letter 217/5/1 dated 27th July, 1964.

The enclosure is submitted for information.

2. With regard to particular points made:

Paragraph 8. The restrictions implied no longer apply.

Paragraph 43. This will be done by the time the Army embark for Exercise LONGSHOT.

Paragraph 58. However the Navy won the rifle shooting.

FLAG OFFICER COMMANDING
- 9 SEP 1964
H.M. AUSTRALIAN FLEET

CAPTAIN, R.A.N.

CONFIDENTIAL

VOYAGE REPORT

OPERATION GRANITE

SHIPS ARMY STAFF

HMAS SYDNEY

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Contents

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AUSTRALIAN MILITARY FORCES

Quote in
Reply: 217/3/1

Ships Army Staff
HMAS SYDNEY
C/- GPO SYDNEY

27 Jul 64

VOYAGE REPORT HMAS SYDNEY - OPERATION GRANITE

PART I - PLANNING PHASE

1. On 16 Apr 64 the Australian Government announced its intention of granting civil and military aid to MALAYSIA in support of their defensive policy against Indonesian confrontation and the first instalment of such aid would be transported in HMAS SYDNEY.

2. HMAS SYDNEY was undergoing annual refit at the time with a flexible completion date due to maximum dockyard effort being required on HMAS MELBOURNE to ready her for sea to meet SEATO requirements.

3. On 17 Apr 64 ACNB directed that HMAS SYDNEY be ready to sail by 18 May, at the same time giving a broad outline of the cargo to be carried.

4. This was followed up on 22 Apr 64 by AHQ CANBERRA indicating that the ship would sail fully loaded as Dept of Supply had 1200 tons of stores available and wanted to know what tonnage could be allocated to them.

5. At this time 7 Fd Sqn and 5 Sqn RAAF were the only two units nominated to travel in HMAS SYDNEY and as far as the Fd Sqn were concerned no firm indication could be given of their requirement in total tonnage for stores and equipment.

6. This created a difficult situation in so far as the carrying capacity of the ship was fixed (but under review) and an answer had to be given the Dept of Supply without accurate information on the Army requirement.

7. In consultation with Captain HMAS SYDNEY a total of 778 DW tons was allocated to Dept of Supply who were informed accordingly on 24 Apr 64.

8. On 27 Apr AHQ CANBERRA issued a warning order for 111 LAA Bty to move to MALAYA in HMAS SYDNEY. In view of the tonnage allocated Dept of Supply it now became imperative for ACNB to review the ships carrying capacity based on inclining experiments held in Jun 63. Representations were made along these lines on 29 Apr and a revised interim statement of cargo capacity was issued on 30 Apr 64. This in effect increased the tonnage that could be carried by approx 500 tons. At the same time however it reduced the deck loading of the flight deck from 240 lbs per square foot to 120 lbs per square foot. The implications of the latter restrictio are quite serious as it materially affects the ships role as a vehicle carrier to the extent that it will be reduced to say loaded 2½ tonners only, which is unacceptable from an Army point of view. The Captain HMAS SYDNEY is fully aware of these limitations and will seek a review.

No longer applies. 30/9

9. The succeding 10 days saw completion of the refit and continuous amendments to the cargo list. As yet no firm programme as to the sequence of the ships ports of call had been received.

10. On 11 May 64 the ship sailed for a 3 day shake down cruise returning to SYDNEY Harbour on 13 May to anchor at a buoy for

loading the ships outfit of ammunition and other Z and ZZ category explosives known at the time to be part of the cargo for OPERATION GRANITE.

11. Following a request from Mov E Comd a proposed call forward of all known cargo was issued on 13 May 64 for implementation by 0800 hrs 18 May. This necessitated the loading and stowing of:-

18-21 May 64	Approx 1100 tons ammunition, unit stores, Dept of Supply freight and 4 helicopters.
24 May 64	167 Tracked and Wheeled vehicles including 12 x 40 mm guns.
24 May 64	Embark 18 offrs and 385 ORs.

12. All loading (except that mentioned in para 10) was carried out at the Fitting Out Wharf, GARDEN ISLAND, by means of the Bailey Bridge.

PART II - LOADING IN SYDNEY

Responsibility for Loading

13. In keeping with current policy the RAN were responsible for loading and subsequent unloading at distant ports.

14. Considering it was their first real peace time experience at stevedoring the results were satisfactory.

Documentation

15. As far as the documentation of cargo onto the ship was concerned this remained an Army responsibility and was carried out by a detachment from 10 MC Gp E Comd.

16. It so happened that a discrepancy appeared on the ships manifest for a particular type of cargo off loaded at SINGAPORE which resulted in the Captain HMAS SYDNEY appointing a Board of Enquiry. The Findings of the Board are attached as Annex A.

17. Whereas the RAN have no financial responsibility for cargo carried, the Captain feels he has more than a moral responsibility to ensure that all cargo is discharged at its port of destination and properly accounted for. To this end it is essential that our documentation be correct and the ships manifest likewise.

Fork Lift Trucks

18. The lack of suitable fork lift trucks for handling cargo onboard is causing considerable embarrassment, and has a material affect on overall stevedoring efficiency. The provision of these equipments is an Army responsibility and despite efforts by HQ E Comd to expedite delivery, no firm date has as yet been advised.

Packaging

19. The packaging of Ordnance stores by 2 BOD for the Dept of Supply was excellent and a credit to those responsible.

20. It was noted however that a consignment of folding

cots were packed in flimsy cardboard boxes which tended to disintegrate when moistened by dew. It was fortunate they did not get wet.

Protection of Cargo from Weather

21. When loading at GARDEN ISLAND in SYDNEY cargo normally flows through a transhipment area. This is an uncovered area of ground where for many reasons cargo may be dumped to await its call forward on to the ship. It is considered essential that some form of coverage be readily available to protect the cargo from dampness. It is recommended that up to 15-20 x 20 tarpaulins be held by Ships Army Staff for this purpose. They could also be used for protecting cargo on the flight deck in similar conditions during unloading operations.

Limitations on Weight of Packages

22. A large crate of tactical Raft equipment for 7 Fd Sqn weighing 9050 lbs was loaded on to the ship by dockyard crane, however because of its weight and bulk could not be moved around the deck by the 6000 lbs capacity fork lift trucks onboard. The main difficulties arose during unloading, whereas it could be placed in the LSM without much difficulty, there was nothing available on shore to either lift or move it.

23. In future all single case or crate losts must not exceed 5500 lbs in weight.

All Up Weight of Vehicles

24. There still appears to be some confusion on the all up weight of vehicles when in the first sense, being shipped as cargo and in the second sense, delivery cargo for shipment.

First Sense

Vehicle being shipped as cargo either loaded or unloaded must not exceed 9.2 long tons.

Second Sense

Vehicles delivering cargo for shipment must not exceed 15000 lbs. (Maximum limit of ships aircraft lifts).

25. It so happened that one unit with 80 tons of stores for shipment as loose cargo loaded their vehicles to 9.2 tons. This necessitated transhipping to other vehicles to comply with the lesser limit causing undue delay and documentation difficulties.

Security

26. Although all aspects of OPERATION GRANITE were classified SECRET it was noted that cargo from Dept of Supply was freely marked with proposed ports of discharge, such as JESSELTON, PORT SWETTENHAM, SINGAPORE. In multi-departmental shipments of this nature it is recommended that one Department be made responsible to ensure that flagrant breaches of this nature are not repeated and the overall security arrangements as laid down, adhered to.

PART III - UNLOADING

General

27. The unloading at our three main ports of call from a ship point of view was very good. The following brief comments are made on aspects of interest.

(a) JESSELTON

Although the ship was met by a member of the British Mov organisation and NCOs of Aust Mov SINGAPORE, there was no shore organisation whatsoever to check the cargo or transport provided for the movement of cargo and troops from the LSM to the Concentration/Bivouac area.

It was planned that 7 Fd Sqn (less drivers) would disembark immediately on arrival, however this had to be postponed 24 hrs as there were no facilities whatsoever for them ashore.

Every effort was made by Det 30 Port Sqn to accurately document the cargo during discharge however it proved somewhat abortive due to factors beyond their and the ship's control.

(b) SINGAPORE

This time we were not met by anybody either from the British or Aust Mov organisation.

A Liaison Officer from FAMC subsequently reported and arrangements were made for the discharge and accounting for Dept of Supply cargo.

Due to a lack of proper storage facilities at BUTTERWORTH, PENANG, a directive was received to off load 9000 rds of 40 mm ammunition belonging to 111 LAA Bty, the quantities by type being left to the discretion of the Bty Comd.

The overall arrangements went smoothly and were completed on time without incident.

(c) PENANG

The general discharge arrangements called for the ship to anchor approx 1 mile off the beach and unloading to be by way of LSM (VERNON STURDEE Capt M G HEAL) for 111 LAA Bty vehicles, guns, stores and ammunition, and lighters for RAAF stores and ammunition. The 4 helicopters were to fly off by arrangement.

The ship was met by RAAF Movements and again no checking staff were available to account for the cargo into the lighters etc. To protect the ship, Det 30 Port Sqn were detailed for the task. Although all cargo for 5 Sqn RAAF was cleared according to the ships manifest and their own documents the Sqn Comd would not sign the clearance "subject to check" until such time as he had checked all stores at the Base. A clearance was obtained from 111 LAA Bty.

Due to a misunderstanding and the late arrival of the Maint Det from 5 Sqn RAAF BUTTERWORTH the fly off of helicopters was delayed approx 24 hrs.

PART IV - ADMINISTRATION

Embarkation in SYDNEY

28. To facilitate administration within the units and on the ship, personnel were embarked throughout the 24 May 64 on a timed programme. This worked very well as it permitted the issue of bedding etc. in an orderly fashion and at the same time the troops were able to settle in in daylight and accustom themselves to their new surroundings before nightfall.

29. At 1830 hrs all troops were marched off the ship and formally re-embarked in accordance with Standing Orders for Embarkation.

30. HMAS SYDNEY sailed from GARDEN ISLAND at 250010K with the following onboard:-

	Officers	Other Ranks
111 LAA Bty	7	169
7 Fd Sqn	6	176
30 Port Sqn	-	17
42 Tpt Pl (Amph)	-	10
PR AHQ	2	-
Ships Army Staff (including Chaplain)	2	5
RAAF	1	8
Total	18	385
RAN	34	806
Grand Total	52	1191

Ships Programme

31. The ships sailing programme for the round voyage of approx 12000miles was as follows:-

Date	Event
25 May 64	Sail SYDNEY.
30 May 64	Arrive MANUS ISLAND. Land and pick up mail.
30 May 64	Sail MANUS ISLAND.
4 Jun 64	Arrive JESSELTON. Disembark 7 Fd Sqn.
6 Jun 64	Sail JESSELTON.
8 Jun 64	Arrive SINGAPORE Naval Base. Discharge Dept of Supply stores.
9 Jun 64	Disembark 111 LAA Bty (less rear party 1 officers and 22 other ranks).
15 Jun 64	Sail SINGAPORE.
16 Jun 64	Arrive PENANG. Discharge 111 LAA Bty and RAAF stores and equipment. Disembark 111 LAA Bty rear party.
17 Jun 64	Disembark RAAF personnel. Fly off 4 helicopters.

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Date	Event
18 Jun 64	Sail PENANG.
26 Jun 64	Arrive FREMANTLE. Embark 90 tons RAN stores.
30 Jun 64	Sail FREMANTLE.
5 Jul 64	Arrive MELBOURNE.
8 Jul 64	Sail MELBOURNE.
10 Jul 64	Arrive SYDNEY. Disembark Det 42 Tpt Pl (Amph) stores etc.
13 Jul 64	Disembark Det 30 Port Sqn.

Voyage Generally

32. As can be seen from above the ship was up to capacity as far as personnel were concerned for what could be termed a long voyage under tropical conditions. It so happened that the weather was perfect all the way, with no wind, and within two days sailing the ship started to heat up and progressively got hotter to the extent that conditions between decks were very unpleasant with a constant overall temperature of approx 105°F day and night which made beneficial rest and sleep well nigh impossible.

Health

33. The following is a breakdown of the number and types of cases treated in the Sick Bay for the period 24 May to 14 Jun 64:-

Influenza	14
Common Cold	160
Gastro Enteritis	213
Seasickness	6
Otitis Externa	8
Vaccination React	2
Tinea Pedio (Feet)	81
Dislocated Right Shoulder	1
Assorted Sprains	18
Concussion	3
Herpes Zoster	3
Herpes Simplex Crucis	4
Tinea (Dhoby rash)	13
Sebaceous Cysts	5
No abnormality detected	2
Penile Lesion (non syphilitic)	1
Gonorrhoea	2
Tonsilitis	18
Infected Bursa Knee	1
Minor Injuries and Illnesses	258
	815

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34. With regard to the short and sudden outbreak of gastro enteritis it is thought this was brought about by over consumption of ice cold water and soft drinks when overheated. The incidence of colds, flu and heat exhaustion were excessive and reflect on unit instructions in tropical "Do's and Dont's" and a basic lack of common sense by the soldier.

35. The unavailability of an Army Medical Officer placed an unreasonable strain on the Naval medical officers (2). As expressed in previous reports I consider at least one Army MO essential when trooping, especially under tropical conditions.

36. There is no doubt that the troops were physically fit and acclimatised on disembarkation however conditions on board had a debilitating affect on their general efficiency.

37. I consider it would be unwise to commit units to immediate strenuous operations on disembarkation from a long voyage (14 days) through the tropics under similar conditions.

Accommodation

38. Troops were accommodated in the normal Mess Decks allocated for Army use. In no case was the agreed capacity exceeded. It was fortunate that we did not have to use the Cafeterias for sleeping purposes.

39. In the main, all sleeping areas have forced air ventilation of some description. Despite herculean efforts of the ships electrical staff it was not possible to cope with the continuous breakdown of electric motors which contributed to the already "sweat box" conditions prevailing on board.

40. The prohibitive cost of air conditioning the ship throughout is fully appreciated, however I do feel that a considerable measure of relief would be obtained by the installation of single unit commercial type air conditioning units in the cafeterias and larger mess decks, etc.

Messing

41. The general messing arrangements including quality, quantity and variety for Warrant Officers/Sgts and ORs was very good.

Canteen

42. Adequate stocks of canteen supplies were available at excise free prices where applicable.

43. There is a definite requirement for an additional selling point catering purely for soft drinks, milk shakes etc. Discussions are going on with the ship with a view to having this facility available for the forthcoming Exercise LONG SHOT.

Beer

44. An issue of 1 x 26 oz can of beer at a cost of 2/- was available each evening for all other ranks.

Discipline

45. Three offences were investigated during the voyage one of which resulted in an application for a DCM.

46. There were no cases of drunkeness nor absences reported at any port of call where leave was granted.

Fresh Water

47. Despite the intense heat the fresh water supply was adequate due primarily to good self discipline by all concerned.

Laundry

48. The ships laundry provided a wash only service at two pence per article. Although every care was taken to ensure all clothing was properly marked before acceptance, losses were excessive.

Losses and Deficiencies

49. The following losses and deficiencies were reported and adjusted accordingly:-

Personal issues of ships stores	16. 14. 0
Proportion of breakages of crockery (approx)	11. 0. 0
Laundry losses (approx)	6. 0. 0
114 x 40 mm cartridge cases lost overboard during seaward firing	(Unknown)
	£33. 14. 0

Pay

50. The following payments were made during the voyage (incl RAAF Det):-

20 May 64	151. 0. 0
11 Jun 64	3150. 0. 0
25 Jun 64	583. 0. 0
9 Jul 64	517. 0. 0
	£4410. 0. 0

51. Of the above amount £3310 was drawn by arrangement from Paymaster HMAS SYDNEY.

52. A sub imprest of £3500 was held from CPM E Comd of which £1100 was used for pay purposes, the balance of £2400 being returned on 10 Jul 64.

Outstanding Accounts

53. An account for $280 (approx £A40) duly certified has been returned to AUSTARM SINGAPORE for payment in connection with the provision of transport at SINGAPORE Naval Base.

Training

54. A comprehensive training programme was carried out with emphasis on physical fitness, theatre indocrination, tropical acclimitisation and weapon training.

55. As a precaution against sneak attack the 12 x 40 mm guns of 111 LAA Bty were located in 4 Secs each of 3 guns on the 4 corners of the Flight Deck. An ad hoc Fire control system was installed and proved effective on live practice shoots.

Amusements

56. Every endeavour was made to provide shipboard amusements for the troops to offset boredom which is inevitable during long voyages no matter how well organised their daily life may be.

Games

57. Each mess had a quantity of games including darts, quoits, playing cards etc including paper-back books which were very popular.

Organised Sport

58. Apart from the normal organised sport incorporated into the training programme, an inter-service competition was arranged to phase in with the various ports of disembarkation. I am pleased to say the Army won the Volley Ball competition which was considered the most cherished of the sporting honours.

Cinema

59. Screenings were held each evening on a no charge basis. All costs for film hire etc were met from the Ships Fund (canteen).

Library

60. Six boxed libraries were available and were in constant demand.

Ships Newspaper

61. An official daily newspaper was provided by the ships PR officer and Ships Army Staff.

62. One unit published its own which had to be stopped because of lewdness and bad taste.

Crossing the Line Ceremony

63. A fitting ceremony was held much to the amusement of everybody. An appropriate certificate was subsequently issued to all ranks.

Ships' Concert

64. A combined ships concert was staged and despite the many difficulties involved including the heat, the results were worth the effort.

Ship Board Races

65. A simulated race meeting with all gimmicks was held and provided an excellent afternoon's entertainment.

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Religious Services

66. A C of E Naval Chaplain and an RC Army Chaplain looked after the spiritual and moral welfare of the ships company. In addition to holding daily church services the Chaplains were available at all times for personal interviews.

... 67. A Copy of the Army Chaplain's report is attached as Annex B.

Dress

68. To ensure a uniformity of dress and general comfort when in the tropics it is recommended that all ranks embarked be issued with two pairs of shorts Jungle Green as "Voyage Only Stores".

69. To this end it is proposed that 1000 pairs of shorts be held by 2 BOD for issue to Ships Army Staff as required and returned at the end of each voyage.

Conclusion

70. Accepting the element of overcrowding and discomfort due to extreme heat, the first operational task of HMAS SYDNEY as a Military Transport was a success and proved beyond doubt her ability in this regard.

Major
OC Ships Army Staff HMAS SYDNEY

Distribution

HQ E Comd (12)
Captain HMAS SYDNEY (3)

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Annex 'A' to Ships
Army Staff HMAS SYDNEY
217/3/1 of 27 Jul 64

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

23rd June, 1964

Sir,

We have the honour to submit the following report in accordance with your Temporary Memorandum Number 23/64.

2. We have found that this ammunition was incorrectly accounted for and that this was caused by:-

(a) Inaccurate tallying into the ship by the Documentation Section of 10 MC Gp E Comd.

(b) The failure to fully implement the organisation onboard for checking cargo into magazines.

(c) The failure of the Department of Supply to supply details of cargo to 10 MC Gp E Comd., making it impossible to reconcile the manifest.

3. To prevent further occurrences of this nature it is recommended that:-

(a) All cargo placed onboard be physically checked into magazines etc. by representatives of the Cargo Officer.

(b) A reconciliation of cargo records be made between the Cargo Officer and the Mounting Authority prior to sailing.

We have the honour to be,
Sir,
Your obedient servants,

(Sgd) B.H. TODD
LIEUTENANT, R.N.

(Sgd) T.J. BROOKER
LIEUTENANT COMMANDER R.A.N.

(Sgd) J.A. LITTLE
MAJOR

The Captain,
H.M.A.S. SYDNEY.

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Annex 'B' to Ships
Army Staff HMAS SYDNEY
217/3/1 of 27 Jul 64

Ships Army Staff
HMAS SYDNEY
C/- GPO SYDNEY

10 Jul 64

OC
Ships Army Staff

CHAPLAIN'S REPORT - OPERATION GRANITE

1. Army personnel carried on this Operation to the MALAYSIAN area and those normally attached to the Ships Army Staff, together with Navy personnel of the Ships Company, were served jointly by Chaplain (CE) R.C. LOVITT, R.A.N., who cared for CE/PD members and Chaplain (RC) E.J. STAPLETON, ARA.

2. From the viewpoint of an Army Chaplain in these circumstances I feel that the arrangements were satisfactory in every respect. Both Services and all denominations could be cared for and, if necessary, approaches made to superiors through normal channels in each case and by the appropriate Chaplain. This required close co-operation between the Chaplains and I received full measure in this regard from Chaplain LOVITT.

3. Religious services were conducted daily in the Ship's Chapel at 0700 hrs (R.C. Mass) and 1900 hrs (CE/PD Evening Prayers). Additional services were conducted on Sundays on the Flight Deck and Quarter Deck to accommodate the larger attendance on these days. Attendance was regular on week days and a large proportion attended on Sundays. Navy personnel attended better proportionally than did Army personnel, although improvement was noted during the operation.

4. Daily visits were made to Mess Decks and work and training areas in addition to cells and Sick Bay. In this way both sailors and soldiers were made aware of their Chaplains and their interest in the welfare of members.

5. I found that by making myself available in my cabin for a set time each day during the afternoon recreation period both Navy and Army members used the opportunity to discuss more personal problems of a spiritual or domestic nature. Some two or three came daily for this purpose.

6. Several cases of compassionate or domestic problems were referred to the appropriate Service authority and dealt with sympathetically. In two cases news of death in a member's family was given by a Chaplain of his own denomination.

7. From my own observation and conversations with personnel of both Services I found that generally good relations existed between the two groups. Any danger of possible resentment by Navy personnel at having to move to other Mess decks to accommodate Army units was overcome as activities both in work and recreation brought them together. In particular members of Army units attached regularly to the Ship through their experience helped break down any barriers that may have arisen. The fact that Army teams were entered in Ship's sporting competitions helped greatly.

8. Among Army members morale generally was good. Interest was shwon in the Operation and most were affected by the spirit of adventure and by the fact that this was not merely an Exercise but a real Operation. Some members, however, had problems which should be mentioned:-

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-/. (a) A few married

Annex 'B' to Ships
Army Staff HMAS SYDNEY
217/3/1 of 27 Jul 64

(a) A few married men were concerned about their families' accommodation. These were not in Army Married Quarters.

(b) Some single men had difficulties in Hire Purchase commitments. These dealt with cars.

(c) Two members had been misinformed initially regarding the length of time of their overseas service. As a result they had lost considerably on the sale of their cars.

(d) Discontent occurred when instructions issued by a sub-unit contradicted general orders by Ships Army Staff. Soldiers complained that they were denied privileges given to other soldiers on the ship. This was mostely in regard to recreation and dress. Although these complaints were minor, discipline in the unit suffered because of the apparent thoughtlessness of the authority concerned.

(e) Mess Decks were very over crowded. In tropical areas conditions were very unpleasant. However generally soldiers accepted the fact and made the best of it.

9. Concerning Chaplain coverage for the units taken to MALAYSIA, arrangements were made as under:-

(a) 7 Fd Sqn RAE

Contact was made with Church authorities at JESSELTON and later with Senior Chaplain (Brit) FARELF, SINGAPORE to attempt to provide for these men. Members of this unit commented that they had been denied both Doctor and Chaplain.

(b) 111 LAA Bty RAA

These men will be cared for by RAAF Chaplains stationed at BUTTERWORTH. A summary of problems affecting members was handed to appropriate Chaplains.

10. Every effort has been made by Ships Commander and OC Ships Army Staff to co-operate with Chaplains during the Operation. Men have been encouraged to attend Sunday Church Services and to make use of Chaplains. I am grateful to the OC, RSM and Staff for their courtesy and co-operation.

(E.J. STAPLETON)
Chaplain (RC)

NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 1213/253

FILE TITLE
HMAS SYDNEY
Report on voyage by Army

MARK TO Adv BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	DATE
INITIAL INDEXING		A2 (S) A3 Army	
SUBSEQUENT INDEXING			

CLASSIFIER W Rawley

DATE 24.9.64

DEPARTMENT OF THE NAVY

18. 6. 372.

MINUTE PAPER

HMAS SYDNEY Report of Proceedings SEPT '64

~~HNB~~ 28/10

D of C 23/10.

~~DCNS~~ An interesting report. Para 11 gives an indication of our manning situation.

26/10.

~~1ST NM~~ 28/11

~~2ND NM~~

~~3RD NM~~

~~4TH NM~~ 2/11 8/11

~~SEC~~ 13/11

~~PPR~~ 13/12.

~~HNB~~ (N5)

REGISTRAR

~~DP~~	DNI	DMT	DNR	DEE	HNB (N5)
DTWP	HPB	DPS	DNES	DME	REGISTRAR
D of C	DCNP	DGS	MDG	DNC	
D/DTWP (AIR)	DOA	DAP	DCNTS	DW	
		DDM			

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.

2/11

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS - SEPTEMBER, 1964

(H.M.A.S. SYDNEY letter 2/4/1 dated 13th October, 1964.)

II

A.F. 35/18

The Secretary,
Department of the Navy.

Forwarded for the information of the Naval Board.

REAR ADMIRAL

Office of the
Flag Officer Commanding,
H.M. Australian Fleet.

20 OCT 1964

N5

Dup

2. 4. 1.

H.M.A.S. SYDNEY,
At Sydney.

13 OCT 1964

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

Sir,

I have the honour to report the proceedings of H.M.A.S. SYDNEY under my command for the month of September, 1964.

2. I had the honour of being received by you on the morning of the 3rd September.

3. On the 7th I attended a briefing at Victoria Barracks on the Army exercise "LONGSHOT" that was being run concurrently with the naval exercise "WINCHESTER".

4. On the 7th six strings of Naval Landing Equipment pontoons and their associated fittings were embarked, together with several Army vehicles that would be suitable for exercising the ship's stevedoring organisation, and at 0900 on the 8th the ship sailed for shakedown.

5. Colonel K.R. COLWILL, who is the officer in charge of the Logistic Support Force, took passage to Jervis Bay to observe the problems involved in the handling of N.L.E. pontoons.

6. The next week was occupied with a full series of drills and exercises at the end of which the majority of the personnel were familiar with their duties. One of the exercises was placing a spring on the cable to provide a lee for unloading operations in the event of bad weather. Although this was not used in "LONGSHOT" it is of interest to note that the ship can be pointed 90° across a force 4 wind without any signs of dragging.

7. Entering Sydney Harbour on the morning of the 14th and after four runs over the D.G range, ammunition was embarked at No.2 buoy before shifting under our own power to the Fitting Out Wharf.

8. Industrial trouble at Garden Island disrupted plans made for loading for "LONGSHOT" and also prevented the ship from sailing with the fleet. However once it started the loading progressed without incident and was completed by 1530 on the 22nd.

9. The intention had been to sail in daylight at 1700 on the 22nd but defects in the cranes imposed further delays and the ship finally departed at 2130.

10. SYDNEY joined the Task Force in time for the beginning of "WINCHESTER" at 0545 on the 23rd.

11. Prior to sailing my Navigating Officer, Lieutenant Commander I.B. JAMES, reported sick with flu and was turned in for seven days. The fact that the next best qualified officer to take his place was a Reserve Officer with a modified watchkeeping ticket highlights the rather poor balance of the officer complement.

12. At 1530 on the 23rd the ship detached to land an acute appendicitis case in Jervis Bay, rejoining at 1330 on the 24th. Heavy weather in this period required extra lashings on the deck cargo.

13. On the 25th a compassionate case was sent to Sydney by an aircraft from MELBOURNE.

14. Phase II of WINCHESTER completed as SYDNEY entered Jervis Bay at 0745 on the 26th, however at this time SYDNEY joined in with the Army exercise LONGSHOT and commenced unloading personnel, equipment and stores from an anchorage in Darling Roads.

15. Bad weather on the 27th and 29th interrupted the schedule but nevertheless unloading completed as programmed on the afternoon of the 30th.

16. A point of concern had been a consignment of beer, packed only in cardboard cartons, and steps were taken to see that this was not pillaged. In the event it left the ship intact but suffered badly at the hands of the Army in route to the shore.

17. Major General T.J. DALY, C.B.E., D.S.O. the General Officer Commanding Eastern Command, together with staff officers visited the ship on the 18th.

18. On the 30th officers from 725 Squadron came aboard to discuss problems associated with the operation of helicopters from SYDNEY during the forthcoming JUC54. It appeared that most problems could be simply overcome.

19. At the end of the month the ship was at anchor in Darling Roads preparing for Phase V of exercise WINCHESTER.

20. TRAINING

Fifty-eight Ordinary Seaman (Various) were drafted to H.M.A.S. ALBATROSS to train as part of the Royal Guard to be paraded for Her Royal Highness, Princess Marina. A further seventy-eight Ordinary Seaman (Various) were dispatched on 14 days seasonal leave during the exercise WINCHESTER/LONGSHOT to enable the maximum numbers of Army personnel to be embarked for the exercise.

21. In the Enginroom Department it has been possible to set up a proper training section since the L.S.M. period and training of all categories is being actively pursued. Five ratings were awarded auxilary watchkeeping certificates in September and it is anticipated that a further 30 ratings will complete A.W.C. in the forthcoming quarter. This is a substantial increase on anything that has been achieved previously. 5 RANR officers, 26 RANR and 19 RAFR ratings were onboard for the period of exercise WINCHESTER undergoing Annual Continuous Training. All ratings worked in their own departments.

22. SPORT

Ship and Divisional sporting teams have been active throughout the month. Ship's teams have played ALBATROSS, WATERHEN, MELBOURNE, ANZAC and ARMY teams at a variety of sports including Rugby, Volley Ball, Basket Ball, Tennis and Cricket with moderate success. The Ordinary Seaman participated in a divisional rugby knockout competition and basketball and volley ball competitions have been staged in the hanger.

23. Health in general has been fairly good. There have been thirty ratings with upper respiratory tract infections admitted to the sick bay. Six cases of rubella occurred. Two cases of acute appendicitis were landed one to H.M.A.S. ALBATROSS and one, an Army other rank to 2 Casualty Station.

24. The punishment return is high but this is due to charges of a minor nature resulting from offences connected with the Ordinary Seaman.

25. The morale of the Ship's Company remains satisfactory.

I have the honour to be,

Sir,

Your obedient servant.

CAPTAIN, R.A.N.

APPENDIX A

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS - SEPTEMBER, 1964

STEAMING APPENDIX

(a) Distance steamed during the month 1803 miles
(b) Hours under way during the month 134 hours
(c) Total distance steamed since recommissioning 27,812 miles
(d) Total hours under way since recommissioning 2012 hours

(e) Occasions of exceeding economical speed:-

23rd September.

Number of hours economical speed exceeded	6 hours
Average speed	22.4 knots
Fuel expended for all purposes	75.6 tons
Distance run per ton of fuel	1.77 miles

Exercise WINCHESTER. To land patient at Jervis Bay.

NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18/6/0

FILE TITLE HMAS Sydney

Report of proceedings

September 1967

MARK TO HN BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS
INITIAL INDEXING		A2
SUBSEQUENT INDEXING		

CLASSIFIER JR

DATE 21.10.67

11/12

DEPARTMENT OF THE NAVY 18·6·397

MINUTE PAPER

HMAS Sydney Report of Proceedings. Oct '64

DP 26/11

DTWP

D of C 10/12

D/DTWP (AIR) 10/12

DNI 14/12

HPB 16/12

DCNP 16/12.

DOA 17/12

DNTT 22/12.

23/12 DDM

DPS

DGS 30/12

31/12 D/D of P(A) 26/11.

DNR 11/5/1

DNES 6/1

MDG

DCNTS

DEE 13/1

DME 14/1

DNC

DW 22/1.

HNB (N5) 20/1

REGISTRAR

HNB	DCNS	2NM	4 NM	CNPR	REGISTRAR	) Separate Report
D of O	1 NM	3 NM	SEC	HNB (N5)		) Circulating

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

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

34/16

1 30/12

18.6.397.

DEPARTMENT OF THE NAVY

MINUTE PAPER

HMAS Sydney Report of Proceedings Oct '64

HNB 15/11

D of O 26/11

DCNS 27/11

1ST NM 30/11

2ND NM 3/12

3RD NM 4/12

4TH NM 4/12

SEC 5/12

DP 7/12

HNB (N5) 8/12

REGISTRAR

DP	DNI	DMT	DNR	DEE	HNB (N5)
DTWP	HPB	DPS	DNES	DME	REGISTRAR
D of C	DCNP	DGS	MDG	DNC	
D/DTWP (AIR)	DOA	DAP	DCNTS	DW	
		DDM			

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.

11/3

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS - OCTOBER, 1964.

(H.M.A.S. SYDNEY letter 2.4.1. dated 10th November, 1964.)

II

A.F. 35/18

The Secretary,
Department of the Navy.

Forwarded for the information of the Naval Board.

2. With reference to paragraph ~~2~~ 3, the forward mooring is being replaced by a heavier mooring.

3. The precautions taken for the safety of the sailing craft as reported in paragraph 18 are considered to have been adequate.

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
H.M. Australian Fleet.

Dup

2. 4. 1.

H.M.A.S. SYDNEY,
At Sydney.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

10 NOV 1964

Sir,

I have the honour to report the proceedings of H.M.A.S. SYDNEY under my command for the month of October, 1964.

2. At 1900 on the 2nd., SYDNEY sailed from Jervis Bay as part of BLUE force for the final stage of Phase V of WINCHESTER.

3. On the 3rd., the ship participated in the Fleet entry into Sydney Harbour securing at Athol Dolphins without incident. A tug was recalled to take the weight forward while the pontoon between the ship and the dolphins was removed. Unfortunately as the pontoon was towed away the tug SIRIUS COVE lost one engine and could not remain head to wind. As a result the weight of the ship was released onto the forward westerly hold off mooring. The wind at this time was from 280 degrees gusting to 45 knots. It is considered that the forward mooring dragged at this moment and that subsequently the after westerly mooring also dragged so that the ship bore down until she was just touching the dolphins. With the aid of two tugs the two westerly moorings were heaved in until the ship was riding comfortably at a safe distance off the dolphins. It is understood that heavier moorings will be laid before the ship next secured at Athol Dolphins.

4. On the 12th., the ship proceeded to the Jervis Bay Area returning to Sydney(town) on the 15th., securing to No. 2 Buoy. On the 13th the ships' company witnessed Helicopter Winching Demonstration, whilst in addition Helicopter Lighting Trials were carried out with satisfactory results.

5. I attended the meeting of your Captains' on the 16th. and the Symposium at H.M.A.S. WATSON on the 17th. and 18th.

6. During the first part of the month the main drive was towards preparation of the ship for Admiral's Inspection. The willing efforts of the members of the ships company have been most commendable.

7. The Annual Inspection of SYDNEY was carried out by you, on the 21st. 22nd. and 23rd October.

8. Bad weather caused the cancellation of Family Day at sea on the 24th. However over 400 dependents boarded and enjoyed their day with us in harbour.

9. The ship proceede to sea on the 26th. for the annual ABCD Efficiency Test, conducted by your staff, returning to harbour on completion.

10. On the 27th. SYDNEY sailedfor TASMANIAN waters anchoring in North West Bay on the 29th. The job of ditching 350 buoyant drums was undertaken whilst on passage.

11. On the 30th., two DUKWS with a berthing party embarked, travelled to Hobart by road. The ship proceeded from North West Bay to arrive at Princes Wharf, Hobart at 0900.

12. CALLS.

On arrival in Hobart I called on the following officials accompanied by Naval Officer-in-Charge TASMANIA (Commander J.G.B. Campbell. D.F.C. R.A.N.)

0945- The Chief Secretary of Tasmania (The Honourable B.K. Miller. M.L.C.) representing the Premier of Tasmania.

1030- The Commander Royal Tasmanian Regiment (Colonel C.E. Watson-Smythe.)

Calls were returned by The Commander Royal Tasmanian Regiment only, as I was entertaining the other officials to luncheon at 1245 that day. Other guests at this luncheon were,

The President of the Legislative Council, The Honourable Sir Henry Baker. C.M.G.,D.S.O., M.L.C., Dr. Abbott M.H.A. representing the Leader of the State Opposition, Brigadier M.W. Strutt, D.S.O.,E.D., M.H.A., the State Member for Denision, Alderman M. Chesterman a city Alderman, Commander A.H. Green, O.B.E., D.S.C., R.A.N. (Retired) President of the Tasmanian Branch of the Navy League.

13. The Navy Display Unit which had been embarked at Sydney was set up in the hangar and viewed by about three thousand people who visited the ship on the 31st October.

TRAINING.

14. Training has been progressed satisfactory during the month. A meeting of SYDNEY and ANZAC officers was held to discuss aspects of training and administration of the First Training Squadron.

15. Ordinary Seaman sea training progressed, 439 ratings being borne in 16 categories. Reserve harbour training was carried out on two weekends and several Reserve officers and ratings have been borne for A.C.T.. Higher rates training for 61 ratings was continued and10 Auxilliary Watchkeeping Certificates were completed.

16 Eleven Midshipman are continuing departmental training five having been appointed to MELBOURNE during the month.

SPORT.

17. Basketball, deck hockey and volley ball competitions have continued and cricket nets have been set up in the hangar. The ships basketball team played matches at Sydney and Hobart.

18. Recreational sailing has taken place each weekend and at Jervis Bay and North West Bay. On the 30th. two whalers and two dinghies accompanied by two power boats sailed from North West Bay to Hobart.

19. Recreational bus trips, sometimes combined with a barbecue and sporting activities, have been arranged at Sydney and Hobart and have been well patronised.

HEALTH.

20. The health of the ships' Company has been good.

21. The morale of the ships' company remains satisfactorily.

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

APPENDIX A

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS - OCTOBER 1964.

STEAMING APPENDIX

(a) Distance steamed during the month 1020 miles
(b) Hours underway during the month 107 hours
(c) Total distance steamed since recimmissioning 28,832 miles
(d) Total hours underway since recimmissioning 2103 hours

(e) Occasions of exceeding economical speed:- Nil

NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18/6

FILE TITLE Hms Sydney
Report of Proceeding
Oct 1964

MARK TO HN BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS
INITIAL INDEXING		
SUBSEQUENT INDEXING		

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DATE 25/1/

DEPARTMENT OF THE NAVY

MINUTE PAPER

18. 6. 372.

HMAS SYDNEY Report of Proceedings. SEPT '64

DP 24/10 DID 26/10

DTWP CIC 28/10

~~D of C~~ 28/10

D/DTWP (AIR) 29/10.

DNI 30/10

HPB 6/11

DCNP 6/11.

DOA 9/11

~~DMT~~ 17/11.

~~DDM~~

DPS 19/11

~~DGS~~ 23/11

D/D of P(A) 24/XI

~~DNR~~ 25/XI

~~DNES~~ 25/XI

~~MDG~~ 2/12

DCNTS 8/12

~~DEL~~ 11/12

DME 15/12

DNC 17/12

~~DDW~~ 21/12 30/12.

~~HNB~~ (N5)

REGISTRAR

~~HNB DCNS 2NM 4 NM CNPR REGISTRAR~~) Separate Report

~~D of O 1 NM 3 NM SEC HNB (N5)~~) Circulating

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

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

DEPARTMENT OF THE NAVY 18.6.410.

MINUTE PAPER

HMAS Sydney Report of Proceedings. Nov 64.

DP

DTWP

D of O

D/DTWP (AIR)

DNI

HPB

DCNP

DOA

DMT

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D/D of P(A)

DNR

DNES

MDG

DCNTS

DEE

DME

DNC

DW

HNB (N5)

REGISTRAR

~~HNB DCNS 2NM 4 NM CNPR REGISTRAR~~) Separate Report

~~D of O 1 NM 3 NM SEC HNB (N5)~~) Circulating

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3 - MAR 1965
D. A. S.

M. D. O.
NAVY BRANCH
23 FEB 1965
OFFICE

DEPARTMENT OF THE NAVY 18·6·410.

MINUTE PAPER

HMAS Sydney Report of Proceedings Nov '64

HNB

D of O Suggest letters of appreciation to ~~the~~ Naval Agents Mackay & Bowen

DCNS A pat on the back for naval agents would not go amiss

1ST NM ~~Hq~~ Action as at 10// is required accordingly by HQ 15. Action on Naval agents file 2/209/54 Warning to Fleet - file 125/1/79.

2ND NM

3RD NM 15/3 seen - main file.

4TH NM

SEC

DPR

HNB (N5)

REGISTRAR

DP	DNI	DMT	DNR	DEE	HNB (N5)
DTWP	HPB	DPS	DNES	DME	REGISTRAR
D of C	DCNP	DGS	MDG	DNC	
D/DTWP (AIR)	DOA	DAP	DCNTS	DW	
		DDM			

Separate Report Circulating

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18/12

15/15/3

DEPARTMENT OF THE NAVY 18·6·410.

MINUTE PAPER

HMAS Sydney Report of Proceedings Nov '64.

HNB

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DCNS A pat on the back for naval agents would not go amiss

1ST NM Action as at 10// is required accordingly by by HQFV. action on naval agents file 2/204/54 Warning to fleet - file 125/1/79.

2ND NM

3RD NM

4TH NM

SEC

DPR

HNB (N5)

REGISTRAR

DP	DNI	DMT	DNR	DEE	HNB (N5)
DTWP	HPB	DPS	DNES	DME	REGISTRAR
D of C	DCNP	DGS	MDG	DNC	
D/DTWP (AIR)	DOA	DAP	DCNTS	DW	
		DDM			

Separate Report Circulating

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H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS - NOVEMBER, 1964

(H.M.A.S. SYDNEY letter 2.4.1 dated 8th December, 1964.)

II

A.F. 35/18

The Secretary,
Department of the Navy.

Forwarded for the information of the Naval Board.

REAR ADMIRAL

Office of the
Flag Officer Commanding,
H.M. Australian Fleet.

-4 JAN 1965

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS - NOVEMBER, 1964

(H.M.A.S. SYDNEY letter 2.4.1 dated 8th December, 1964.)

II

A.F. 35/18

The Secretary,
Department of the Navy.

Forwarded for the information of the Naval Board.

REAR ADMIRAL

Office of the
Flag Officer Commanding,
H.M. Australian Fleet.

-4 JAN 1965

2. 4. 1.

35/18

H.M.A.S. SYDNEY,
At Sydney.

8th December, 1964.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

Sir,

I have the honour to report the proceedings of H.M.A.S. SYDNEY under my command from the 1st November, 1964 to 30th November, 1964.

2. On Sunday 1st November, 1964 the ship was lying alongside Prince's Pier in Hobart and during the day was open to visitors. Favourable publicity, together with the Naval Display, set up in the hangar, attracted about 7,500 visitors alltold.

3. Early in the morning of the 2nd November 40 ratings were despatched by road to Port Arthur in DKWS with instructions to set up a defence position on shore for later assualt by landing parties from the Squadron.

4. At 0830. 30 Sea Cadets were embarked for the day and the ship cast off and proceeded at 0900 being joined in the river by H.M.A.S. ANZAC who had just arrived from Westernport.

5. Exercises during the day, in poor weather, included heaving line transfers, jackstay and alongside replenishment. Anchoring in company at Port Arthur, the landing parties of both ships made an assualt on the defensive position ashore which was followed by a barbecue on the beach.

6. A minor crisis developed when one of the defensive team was missed, but a search was organised and he was located undamaged within a few hours.

7. A southerly gale prevented any further activity and the Squadron sailed in company at 2200 on 3rd November.

8. On passage north the opportunity was taken to carry out as many intership exercises and evolutions as was possible and ANZAC was finally detached for Jervis Bay at 1000 on 5th November. The ship secured at No.2 buoy in Sydney at 0830 on 6th November.

9. An organised group of officers and men was sent to represent the ship at the SYDNEY/EMDEN dedication at Bradley's Head on 8th November, and on 11th November I attended a reception at the Town Hall in honour of both ships. 69 cadets from the Military College at Duntroon were shown around the ship on 12th November.

10. After a 10 day self-maintenance period H.M.A.S. SYDNEY sailed at 1000 on 16th November for a three week training cruise in the Barrier Reef. ANZAC joined at 1400 after completing the dumping of ammunition. Numerous exercises of all types were carried out on passage and after a day at anchor in Trial Bay, the ship moored in Platypus Anchorage, Hervey Bay at 1315 on 19th November.

11. During the next six days in Hervey Bay groups of 100 Ordinary Seaman at a time were landed to spend 24 hours on Fraser Island and to test their ability to look after themselves. In addition large numbers were landed in recreation parties on the week end. The DUKWS of 42nd Amphibious Platoon did sterling work and moved a total of 2,100 men and material to and from the beach. Steps were taken to safeguard the decrepit vehicles that local fishermen leave in the area but inspite of this a claim was made by one local for damage. The ship's staff brought the vehicle up to a standard it had never known before and the owner seemed thoroughly satisfied. This is a hazard of Hervey Bay that could justify a warning to the Fleet.

12. On Sunday 22nd November I inspected the Ship's Company of ANZAC at divisions and afterwards walked around.

13. The Squadron weighed and proceeded at 0600 on 25th November and after a jackstay transfer, ANZAC was replenished and then detached to Williamstown.

14. The ship anchored off Mackay at 1000 on 26th November and shortly afterwards the Naval Agent and the Town Clerk called. Arrangements were made for parties of schoolchildren to visit the ship and leave to one watch was also given. Despite weather conditions which made boatwork difficult about 600 schoolchildren visited the ship and the Naval Display. Clippings from the local newspapers are attached.

15. The ship proceeded to Edgecumbe Bay on the morning of 27th November where similar arrangements were made for Bowen schoolchildren.

16. It is felt that value was obtained on both occasions and the local naval agents deserve credit for the good work they did.

17. Underway at 0530 on 30th November Whitsunday Passage was transitted in daylight thus permitting the youngsters a glimpse of the island holiday resorts.

18. All boilers were cleaned externally during the time in Queensland waters. It had been planned to complete this task in the self maintenance period commencing 21st December but an anticipated shortage of hands necessitated this task being brought forward. A quarterly full power trial was carried out on 25th November.

TRAINING

19. November has been a good training month. ANZAC and SYDNEY were in company for two periods, these being the first occasions the First Training Squadron had operated together since its formation in April, 1964. Much value has resulted not only from the exercises which have been conducted in company but also from the closer liason between ships which has been possible. Two Squadron Training Meetings have been held, Squadron policy for the training of officers and ratings has been proposed and the necessary orders written. During the month up to 440 Ordinary Seaman of 17 categories were borne, 140 being drafted to H.M.A.S. MELBOURNE and 40 to H.M.A.S. CERBERUS on 16th November. Sixty ratings have commenced Section I Higher Rates Training and 36 seaman ratings are undergoing training to obtain certificates of competence. 36 ratings sat for Section II Branch Technical written tests. Engineering training has been progressed satisfactorily especially in Auxiliary Machinery Watchkeeping Certificates in which very good results are being achieved.

TRAINING (con't)

Five out of six Petty Officers passed Section I at the Fleet Board held in H.M.A.S. MELBOURNE. 78 first term apprentices from H.M.A.S. NIRIMBA are onboard undergoing 3½ weeks familiarisation and sea training.

20. Four Midshipmen joined H.M.A.S. PARRAMATTA on 9th November leaving seven undergoing departmental training onboard.

SPORT

21. Competitions in basketball, volley ball, deck hockey and shooting have taken place and enthusiasm for internal sport is such that all events have been run daily at sea and at anchor during the dog watches. The cricket team played successful matches at Hobart, Sydney, Mackay and [illegible]. The Ship's basketball team played ashore in Hobart and [illegible] R.A.A.F. Richmond, and the Rugby team landed to play a local side at Bowen. Recreation parties were landed whilst at Hervey Bay and beach sports, swimming and fishing were all popular activities. The two whalers and two dinghies have been sailed daily at anchorage by the many young sailing enthusiasts onboard. Bus tours were arranged successfully at Hobart and Sydney and a Royaland cruise to Brampton Island was arranged from Mackay for seventy fortunate young men

HEALTH AND MORALE

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

23. The morale of the Ship's Company remains most satisfactory.

I have the honour to be,

Sir,

Your obedient servant.

CAPTAIN, R.A.N.

APPENDIX A

H.M.A.S. SYDNEY'S REPORT OF PROCEEDINGS

NOVEMBER, 1964

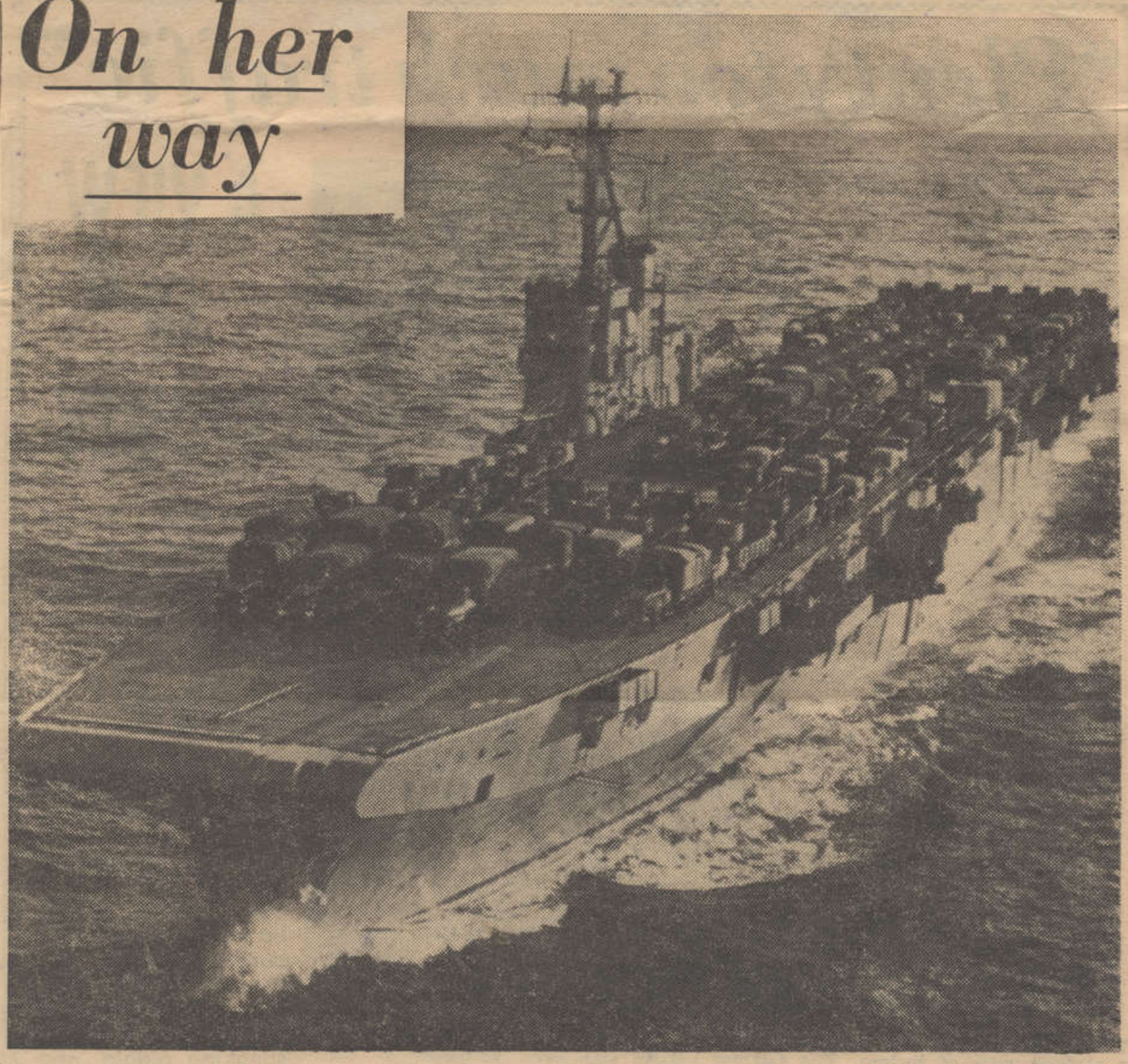
STEAMING APPENDIX

(a)	Distance steamed during the month	2337 miles
(b)	Hours underway during the month	169 hours
(c)	Total distance steamed since recommissioning	31,169 miles.
(d)	Total hours underway since recommissioning	2272 hours.
(e)	Occasions of exceeding economical speed	25th November.
	Number of hours economical speed exceeded	1 hour.
	Average speed	23.5 knots.
	Fuel expended for all purposes) Distance run per ton of fuel)	Not recorded.

Quarterly Full Power Trial.

'THE DAILY MERCURY' MONDAY, NOVEMBER 30, 1964

On her way



FULL speed ahead for H.M.A.S. Sydney which sailed from the Mackay area on Friday night after a two-day visit. The converted aircraft carrier is now a troop carrier.

FRIDAY, NOVEMBER 27, 1964

MANY VISITED SHIP

VISITORS yesterday crowded aboard H.M.A.S. Sydney, the former aircraft carrier now designated a fast troop transport, anchored outside Mackay harbour.

She is paying a two-day visit after a training cruise in the Barrier Reef area.

Four Army DUKWs—part of a small Army complement carried aboard Sydney—and three ship's boats ferried school children back and forth in choppy seas between wharf and ship, all afternoon.

Wide interest

Captain J. P. Stevenson, in command of Sydney, said it had been anticipated 600 school children would visit the ship. But, it appeared that much wider interest was being shown in her.

Although such large crowds had not been expected Captain Stevenson said that the ship's officers and crew would try to arrange for everyone who turned up at the quay to go aboard.

Captain Stevenson said that the decision to call at Mackay was his own idea. It was the first time an aircraft carrier had anchored off Mackay for the purpose of sending men ashore and receiving visitors.

Sydney is at present carrying about 850 men, including a ship's company of 350, about 50 officers, 400 trainees, and a small group of Army personnel.

She is 700 ft. in length, has a 112ft. 6in. beam and displaces 19,900 tons.

She is a sister ship to H.M.A.S. Melbourne, though much less modern in design.

Saw display

Visitors to Sydney yesterday were able to see a display specially set up in the ship's hangar. It featured a large scale model of the Navy's new Seacat missile system.

There were also models of H.M.A.S. Vendetta and H.M.A.S. Yarra (carrying the Seacat missiles), photographs of naval activities and ships, and the showing of documentary films

DUKWS IN CITY

FOUR Army amphibious DUKWs drew up at a city service station yesterday and filled up with 82 gallons of petrol.

The vehicles—each capable of carrying 40 men—are part of a small Army complement carried aboard the troop transport ship H.M.A.S. Sydney.

They ploughed through the mile or so of water separating the ship's present anchorage from Mackay Harbour then took to the land. After stocking up on fuel they returned to the ship.

Ready for anything

THESE Mackay Sea Cadets were ready for emergencies when they left the harbour wearing life jackets for a visit to H.M.A.S. Sydney yesterday afternoon. Left to right, they are: Ordinary Seamen Gauci and Kraal and new entry Jansen.

R.A.N. trainee standard is higher

THE standard of young trainees joining the Navy had improved 100 per cent. in the last 10 years, Captain J. P. Stevenson, commanding officer of H.M.A.S. Sydney, said yesterday

Captain Stevenson (above) said the 400 young ratings at present training aboard Sydney showed a very high standard.

Captain Stevenson has been in the R.A.N. for almost 30 years. He entered the Royal Australian Naval College as a cadet midshipman at the age of 12.

H.M.A.S. Canberra

His first ship was H.M.A.S. Canberra. After leaving her he went to England, where he was appointed to H.M.S. Shropshire. After completing his course in England he joined H.M.S. Nestor and was serving in her when she was sunk in June, 1942.

He returned to England in 1944 to do a radar course and, on arriving back in Australia, was appointed to Shropshire again, this time as Squadron Radar Officer.

After the Japanese surrender he was engaged in Nagasaki and Hamamatsu in the recovery of Allied prisoners of war.

Captain Stevenson's first command was the frigate Barcoo. It was with this ship, 15 years ago, that he paid his first visit to Mackay.

He describes Mackay as "a most attractive city", and his memories of it prompted him to take advantage of a training cruise in the area to call here — "to let the new recruits have a look at your city, and to let you see us".

"Wherever we go we are keen to let the public see what we are doing and how we are using their money," he added.

Inspire recruits

He is also a firm believer in the psychological effect of allowing school boys to "get the feel" of a ship, in the hopes that it may inspire potential recruits.

Captain Stevenson comes from a seafaring family. Both his father and grandfather were in the Navy. His father was the late Rear Admiral J. B. Stevenson.

When the Duke of Edinburgh visited Australia in 1956 to open the Olympic Games Captain Stevenson was appointed as his Equerry. He has also served as Australian Services Attache at Bangkok.

In 1961 he was appointed an honorary Aide-de-Camp to the Governor General.

In the following year he did 12 months' duty in command of the Sydney shore establishment, H.M.A.S. Watson. He will be returning to shore duty in January when he takes charge of Flinders Naval Depot.

NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18/6/0

FILE TITLE HMAS Sydney

Report of proceedings

November 1964

MARK TO HN BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	DATE
INITIAL INDEXING		A2.	
SUBSEQUENT INDEXING			

CLASSIFIER JAR DATE 5/1/65

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS - DECEMBER 1964

(H.M.A.S. SYDNEY letter received 6th January, 1965.)

A.F. 35/18

The Secretary,
Department of the Navy.

1. Forwarded for the information of the Naval Board.

2. With reference to paragraph 3 of the Report I intend to issue appropriate instructions to H.M.A. ships MELBOURNE, SYDNEY and SUPPLY.

10/14

for REAR ADMIRAL

Office of the
Flag Officer Commanding,
H.M. Australian Fleet.

DNI 16/2

R/S DCNP 19/2.

8/2/65.

DCNP.

Registrar

DEPARTMENT OF THE NAVY

18 · 6 · 444.

MINUTE PAPER

HMAS Sydney — Report of Proceedings. Jan '65

DP

DTWP

D of C

D/DTWP (AIR)

CONS 2/3/65.

DNI

HPB

DCNP

DOA

DMT

DBM

DPS

DGS

D/D of P(A)

DNR

DNES

MDG

DANDSC

DEE

DME Para 10. With the ship shut down during the S.T. period 10/9 the showing of A/S training is understandable.

DNC

DWT

HNB (NT)

REGISTRAR

~~HNB~~	DCNS	2NM	4NM	CNPR	~~REGISTRAR~~	) Separate Report
~~D of O~~	1NM	3NM	SEC	~~HNB (5)~~		) Circulating

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

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

DEPARTMENT OF THE NAVY 18·6·444

MINUTE PAPER

HMAS Sydney Report of Proceedings Jan '65.

HNB 23/2

D of O 24/2

DCNS RP 1/3

1ST NM 3/3

2ND NM 5/3.

3RD NM 8/3

4TH NM

SEC

DPR 11/3

HNB (N5) 17/3

REGISTRAR

DP	DNI	DMT	DNR	DEE	HNB (N5)
DTWP	HPB	DPS	DNES	DME	REGISTRAR
D of C	DCNP	DGS	MDG	DNC	
D/DTWP (AIR)	DOA	DAP	DCNTS	DW	
		DDM			

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.

26/4

23/8/3

N A V Y R E G I S T R Y

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18/6/0

FILE TITLE HMAS Sydney
Report of proceedings -
January 1965

MARK TO HN BRANCH.

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS
INITIAL INDEXING		A2
SUBSEQUENT INDEXING		

CLASSIFIER DWR

DATE 18.2.65

HMAS SYDNEY - REPORT OF PROCEEDINGS - JANUARY, 1965

(HMAS SYDNEY letter No. 2/4/1 dated 8th February, 1965)

II

A.F. 35/18

The Secretary,
Department of the Navy.

Forwarded for the information of the Naval Board.

REAR ADMIRAL.

Office of the
Flag Officer Commanding
HM Australian Fleet.

Dup.

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

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET,

Sir,

I have the honour to report the proceedings for H.M.A. Ship under my command for the month of December, 1964.

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5. The B.H.P. Wharf was reached at 0950 and fuel embarked. On completion of fuelling, berth was shifted to No.1 and 2 Brett's Wharf, an awkward berth owing to a 15 degree bend in the wharf.

6. During the forenoon I received the call of the Naval Officer-in-Charge, Commander J. Ferguson, D.S.C., R.A.N. and called on the General Officer Commanding Major General M.F. Brogan, C.B.E., and the Governor, His Excellency Sir Henry Abel Smith, K.C.V.O., D.S.O. I remained to lunch at Government House. In the evening a reception was held on the quarter deck.

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8. At 0730 on 3rd December, a party of 55 Ordinary Seamen and 16 Naval Artificer Apprentices departed for a visit to the Jungle Training Centre at Canungra. After a short introductory talk the ratings were given a demonstration of how an ambush is avoided. Although much interest was shown in the demonstration most of the ratings were glad they had joined the Navy.

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10. The ship was open to visitors on 5th December, and an Army display was set up in "B" Hangar and the Naval display in "A" Hangar. An army helicopter landed on the flight deck for display purposes also. About 2,400 people came on board.

11. As the berth was required for commercial purposes, the ship sailed at 0900 on 6th December and anchored in Moreton Bay at 1150.

12. The ship was listed to 10 degrees and in the afternoon a major Damage Control exercise took place. It was quite successful.

13. The local press were embarked to witness this exercise, and, with one exception, reported favourably. The Brisbane Truth printed an unfavourable and inaccurate report.

14. Underway at 1600 an economical steaming trial was carried out on passage to Sydney and the ship secured at the Fitting Out Wharf at 0800 on 8th December.

15. A most successful children's Christmas Party was held on board on 12th December.

16. The ship cast off and proceeded at 1000 on 14th December and at 1200 was joined by H.M.A.S. DUCHESS for the LONGEX phase of J.U.C.54. It was most unfortunate that recent accidents prevented the planned embarkation of helicopters for this exercise as a result of which H.M. Submarines TRUMP and TACITURN were little troubled by the one escort in making frequent attacks.

17. On the 18th December the ship returned to Sydney berthing at Athol Dolphins, long leave was given and self-maintenance carried out for the remainder of the month.

18. On 22nd December the Officer Commanding 42 Transport Platoon (Amphibious) Colonel W.G.N. Orr, M.B.E., E.D., and several officers of the Platoon came on board to receive a presentation of H.M.A.S. SYDNEY crest's for display on the DUKW's when they are embarked in the ship. A letter of thanks from Colonel Orr is attached.

19. <u>TRAINING</u>

During the month up to 350 Ordinary Seamen of 14 categories and 88 Naval Apprentices were borne. 9 classes comprising 43 ratings were drafted ashore for Able Rates courses. An advancement board for higher rate (Section I) was convened in Brisbane and 35 out of 45 candidates were successful in Part I and 33 our of 40 in Part II. Results received for the Branch Technical tests held in November show that 18 ratings passed Section II of which 15 were from the Engineering Department. Certificates of Competence for Leading Seamen were awarded to 17 Able Rates during the month. For the quarter ending 31st December, 1964 35 M(E)'s have been awarded Auxiliary Watchkeeping Certificates including two M(E)'s sent for training from other Fleet ships and in addition 230 individual subjects towards A.W.C. have been passed by M(E)'s under training for this certificate. 7 Midshipmen progressed departmental training during the month and 3 have now been appointed to other ships to continue their training.

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19. SPORT

Sporting activity remained at a high level until 18th December, when the main leave party proceeded. The arrangements made by the Army at Brisbane stretched the ship's teams to the limit. Cricket, basketball, tennis, swimming and golf teams were all fielded with considerable success. Internal ship's sports have continued to be popular at sea.

20. The health and morale of the Ship's Company remain at a high level.

I have the honour to be,

Sir,

Your obedient Servant.

CAPTAIN, R.A.N.

From: Colonel W.G.N. Orr, M.B.E., E.D.

AUSTRALIAN MILITARY FORCES
EASTERN COMMAND

Victoria Barracks
Paddington, N.S.W.

22nd December, 1964.

My dear Captain,

I desire to express my deep gratitude for the honour you bestowed on 42 Transport Platoon (Amphibious) of the Royal Australian Army Service Corps, when you presented a plaque of your ship's crest and emblems to me on board H.M.A.S. SYDNEY yesterday.

Naturally, I am elated that the DUKW crews which have been embarked in H.M.A.S. SYDNEY for recent voyages created a satisfactory impression. I am certain however that the credit for their effectiveness lies with yourself and the officers and men of your ship's company. I know that the soldiers received a wealth of understanding, co-operation and assistance such that they did not experience any feeling of strangeness in what for them was an unusual working and living environment.

These circumstances I firmly believe are in keeping with the traditions of the strong bond that exists between the Royal Australian Navy and the Australian Military Forces.

I am certain that the distiction that goes with possession of the replicas you presented to me will stimulate all present and future members of 42 Transport Platoon (Amphibious). The plaque will be held in a place of honour in the unit; the emblems will be displayed proudly on the amphibians.

Thank you and all members of your ship's company for your gracious recognition of the DUKW crews who have had the distinct privelege of serving in H.M.A.S. SYDNEY.

Yours sincerely

(Sgd). W.G.N. Orr.

Captain J.P. Stevenson, R.A.N.,
H.M.A.S. SYDNEY,
c/- G.P.O.,
SYDNEY. N.S.W.

APPENDIX 'A'

H.M.A.S. SYDNEY REPORT OF PROCEEDINGS

DECEMBER 1964

STEAMING APPENDIX

(a)	Distance steamed during the month	1865 miles
(b)	Hours underway during the month	153 hours
(c)	Total distance steamed since recommissioning	33034 miles
(d)	Total hours underway since recommissioning	2425 hours
(e)	Occasions of exceeding economical speed	NIL.

CARRIER CAUTION

NAVAL GUARD, armed with a Thompson sub-machine gun, on patrol on the B.H.P. Wharf when the troop carrier, H.M.A.S. Sydney berthed yesterday. Patrolling guards were alert for "saboteurs," members of Sydney's crew previously landed at Margate, who had been ordered to attempt to penetrate the vessel's security screen.

"Bomb attempt" on troop ship

TWELVE men were told yesterday by the ship's commander (Captain J. P. Stevenson), to "blow up" the 20,000 ton troop carrier, the Sydney.

He gave the men 24 hours to complete the task.

"Of course, it's all theoretical," he added.

Sydney berthed at B.H.P. wharf at 10 a.m. to begin a five-day visit.

By 11 a.m., armed guards had caught three of the saboteurs. All were caught by 9 o'clock last night.

Testing

Captain Stevenson said it was all part of a plan to test the ship's internal security arrangements.

For the duration of the exercise, Brisbane would be regarded as an unfriendly port.

"On the result of the exercise, we will base our organisation for tighter security in future," he said.

The 12 saboteurs are seamen from the Sydney. They were landed at Margate from an army dukw as the ship was approaching the mouth of the river.

Their orders were to infiltrate the wharf area, penetrate the ship's line of patrolling guards, board the ship, and theoretically place a bomb in position.

Captain Stevenson said the men could use any means or disguise at their disposal to achieve the purpose.

"If they succeed, well, there must be something wrong with our security and we want to know what it is," he said.

In addition to the line of patrolling guards on the wharf (armed with .303 rifles and Thompson sub-machine guns), bren guns were mounted on either end of the ship, giving them a sweep of the wharf area.

One of the first men to run foul of the security curtain was Bill Lake, 17, of Ipswich, the driver of a dry cleaning truck which was to meet the Sydney.

Bill was a very surprised young man when he was confronted by a stern faced naval officer, who regarded him with open suspicion, and refused to allow the truck on to the wharf until it had been cleared.

Captain Stevenson said the Sydney, which also acted as a training ship, was carrying 360 apprentices and junior recruits.

Some of these young men were acting as saboteurs.

He said that recent "accidents" in the navy had not affected the morale of the sailors.

She's fast

Captain Stevenson defended Sydney's description as a "fast" troop carrier.

He said the attack transports of the United Kingdom and United States services had a top speed of about 15 knots.

Although these were designed especially to carry troops and equipment, Sydney was much faster, being able to travel about 25 knots.

Sydney moved to Bretts No. 1 wharf in the afternoon after refuelling at B.H.P. and will be open to public inspection on Saturday between 1 p.m. and 4 p.m.

IDENTITY CHECK by an armed naval guard for a wharf visitor who violated the security area around H.M.A.S. Sydney. He was cleared after a searching questioning, but the armed guards later caught three "saboteurs" attempting to board the vessel.

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H.M.A.S. SYDNEY REPORT OF PROCEEDINGS

DECEMBER 1964

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NAVY REGISTRY

RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD 18/6

FILE TITLE HMAS Sydney - Report Proceedings December 1964

MARK TO PW BRANCH

OTHER DIRECTIONS

INDEXING HISTORY

	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS
INITIAL INDEXING		A2
SUBSEQUENT INDEXING		

CLASSIFIER [signature]

DATE 13/1/65

4/5

DEPARTMENT OF THE NAVY

MINUTE PAPER

18.6.461

Feb '61

HMAS Sydney — Report of Proceedings.

DP

DTWP

D of C 3014

D/DTWP (AIR) 3014.

CONS 4/5

DNI

HPB 6/5.

DCNP 10/5.

DCA 11/5

DMT 19/5

DDM 20/5

DPS 25/5

DGS 27/5

D/D of P(A) 31/5.

DNR 8/6

DNES 4/6 Ref Para 33 - Good!

MDG 10/6

DCNTS

DNE 18/6

DME 22/6.

DNC

DWE 29/6. 30/6.

HNB (N5)

REGISTRAR 7/10

~~HNB DCNS 2NM 4NM CNPR REGISTRAR~~) Separate Report

~~D of O 1NM 3NM SEC HNB (5)~~) Circulating

30/7

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

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DEPARTMENT OF THE NAVY 18. 6. 461

MINUTE PAPER

Feb '65

HMAS Sydney Report of Proceedings

HNB 13/4

D of O 14/4

DCNS RP 21/4

1ST NM 21/4

2ND NM 23/4

3RD NM 23/4

4TH NM 26/4

SEC

DPR Comment attached pr. page 21.

3/5 HNB (N5) 3/5

REGISTRAR 4/3

DP	DNI	DMT	DNR	DEE	HNB (N5)
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HMAS SYDNEY's letter 2/4/1 dated 11th March, 1965.

- -

II.

The Secretary,
Department of the Navy.

(Copy to: Flag Officer Commanding,
HM Australian Fleet (Rear Link).)

1. Forwarded for the information of the Naval Board. SYDNEY has done well during the month.

2. The situation reported in paragraph 21, if true, is most unfortunate.

REAR ADMIRAL.

AFA 15/9.

Office of the
Flag Officer Commanding,
HM Australian Fleet (Flag),
HMAS MELBOURNE, C/- GPO.

6th April, 1965.

13/4 12/4/65

13/4

HMAS SYDNEY's letter 2/4/1 dated 11

II.

1365

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6th April, 1965.

12/4/65

13/4

2.4.1.

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

8 FEB 1965

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET,(Flag)

(Copy to:- The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET, (Staff).)

H.M.A.S. SYDNEY REPORT OF PROCEEDINGS

Sir,

I have the honour to report the proceedings of H.M.A.S. SYDNEY for the month of January, 1965.

2. I assumed command on Monday, 4th January with the ship undergoing a long self maintenance and leave period at Sydney.

3. The ship was moved from Athol Dolphins to Fitting Out Wharf, Garden Island on 5th January, and remained alongside until the end of the month.

4. I made the following official calls on assuming command :-

5th January, 1965 - The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.
(Rear-Admiral O.H. BECHER, CBE., DSO.)

6th January, 1965 - The Flag Officer-in-Charge,
East Australia Area.
(Rear-Admiral A.W.R. McNICOLL,
CBE., GM.)

The General Officer Commanding,
Eastern Command.
(Major-General T.J. DALY, CBE., DSO.)

7th January, 1965 - The Lord Mayor of Sydney.

The Commissioner of Police for
New South Wales.

8th January, 1965 - Air Officer Commanding,
Operational Command.
(Air Vice Marshall A.M. MURDOCH,
CB., CBE.).

I was informed by the Office of the Premier that my call on him was to be considered paid and returned due to pressure of business and the Chief Justice was on holiday until after the ship sailed from Sydney and I was thus unable to wait upon him. The Captain H.M.A.S. ANZAC (Commander I.H. Nicholson) called on 4th January, 1965. I signed the Governors Book at Government House, Sydney, and the Governor-General's Book at Yarralumla, Canberra.

5. The Flag of the Flag Officer Commanding, H.M. Australian Fleet was worn in SYDNEY from 0800, 4th January, to 1500, 9th January. Your Flag was hoisted in SYDNEY at 0800, 10th January, and transferred to MELBOURNE at sunset the same day. Subsequently your Flag was worn in SYDNEY from 0800, 18th January, to 1200, 22nd January.

..../2.

6. The self maintenance period has progressed satisfactorily with the assistance of the Fleet Maintenance Party from 5th to 26th January.

7. 31 members of the Papuan Infantry Regiment, 40 under privileged children from a Methodist Christian Endeavour Camp at Bundoona and 49 schoolboys of the R.A.N.C. Summer Assembly visited the ship during the month.

8. The ship's company attended a farewell address to the officers and men of H.M.A. Fleet, by the outgoing chief of Naval Staff, Vice Admiral Sir Hastings Harrington, KBE., CB., DSO, in H.M.A.S. MELBOURNE on Friday, 15th January.

9. Six R.A.N.R. Officers have undergone ACT in SYDNEY during the month. With the reduced numbers of officers onboard during the leave period they have been a useful addition to the complement. Four Midshipmen who joined from VENDETTA on 8th January have been undergoing courses at WATSON and PENGUIN.

10. 120 Ordinary Seamen joined and 44 were drafted ashore during the month bringing the total under training to 415. A.W.C. Training has slowed almost to a stop due to lack of personnel and maintenance having a higher priority.

11. The emphasis in sport has been on training for the Hobart Regatta. Badmington, basketball, water polo and several cricket matches have been played against teams from other ships and shore establishments. Success has been limited by the absence of many of the ship's star players on leave.

12. The health of the ships company has been satisfactory.

13. The three weeks in the port of Sydney gave me an opportunity of getting to know the ship and her company. I have been most agreeably surprised by the enthusiasm and Esprit De Corps of the Officers, Chief Petty Officers and Petty Officers. Although I would say that the average age of the Wardroom is well above the average for a R.A.N. Ship, there is a feeling of pride in the ship and a strong sense of responsibility towards the trainee, resulting in a comparatively small group of officers devoting their thought and attention to the job in hand in a manner which I consider rare in peacetime. This strong feeling is shared by the Senior Rates although the latter tend to have a feeling of frustration in that they feel that their numbers are too few to permit them to do justice to the training task. With regard to the former, my first impression is that the raw material being provided by H.M.A.S. CERBERUS, LEEUWIN and NIRIMBA is first class, with comparatively few miss fits. With guidance and the occasional kick, they should form a sound bonus for the future.

I have the honour to be,

Sir

Your obedient servant

(G.J.B. CRABB)
CAPTAIN, R.A.N.

The need for skill

AUSTRALIA is already feeling an acute national need for skilled labor. At the end of June the first Army intakes under the new national training scheme will make this need even greater.

The first "birthday ballot" to select those young men whose careers could be interrupted by two years on the draw of a marble will be held on Wednesday. The drain on our promising, developing young technicians will be more severe as the scheme progresses.

Can the nation therefore continue to look so coolly at the Federal Government's proposed adult training scheme which is the brainchild of the Minister for Labor and National Service, Mr. McMahon?

So far most unions have regarded it with suspicion. Small employers who fear they will be inequitably burdened have also reacted unfavorably.

But perhaps the time has come to take another look.

The Government proposes to give working adults over 20, who lack prior training, a six months' crash course at a technical college, providing their employer will agree to take them back for two years.

The Government will pay allowances for living costs, fares, books, trade tools, and for a tradesman's rate of pay on completion of technical college training.

Naturally, the unions are wary of any tendency to damage the apprentice system or lower trade standards. But some have already departed from past patterns of apprenticeship by agreeing to a shorter term for youths between 17 and 20 who have certain educational qualifications.

This scheme is worth a trial, in view of the present labor situation. It would not supplant the apprenticeship system, but extend it.

Navy link

YESTERDAY'S "at home" aboard HMAS Sydney was a valuable goodwill gesture by the Navy.

Nearly 300 relatives of SA sailors aboard the ship—mostly parents—were taken for a cruise along the coast, and, they were able to see the surroundings and circumstances under which the sailors live, and the kind of duties they perform.

Parents now know exactly what their sons' seagoing home is like. This is bound to give them a new and closer feeling of contact with these young men while they are away in Australia's service.

It was well worthwhile, and will be long remembered and appreciated.

Home help

ROBERT HELPMANN'S appointment as joint artistic director of the Australian Ballet is most welcome. He has already done much to put it on the map.

This is a good example to other Australian creative artists who unfortunately must still seek the fulfilment of their talents abroad.

With the experience and stature they gain, they can come home and help the development of their own young country's culture. This is what Mr. Helpmann is doing.

WE GO TO SEA IN THE SYDNEY (with 97 families)

"Can that be a sailor's hornpipe?" wonders Damon Large, 4, of Strathmont, as he watches leading musician Phill Buckmaster, of NSW, tootle on the tuba.

A pretty sister makes a man popular with his shipmates, as Electrical Mechanic Peter Davey (right) of Brayville, discovers when he introduces his sister Barbara to Ordinary Steward Peter Boyd, of Victoria (ABOVE).

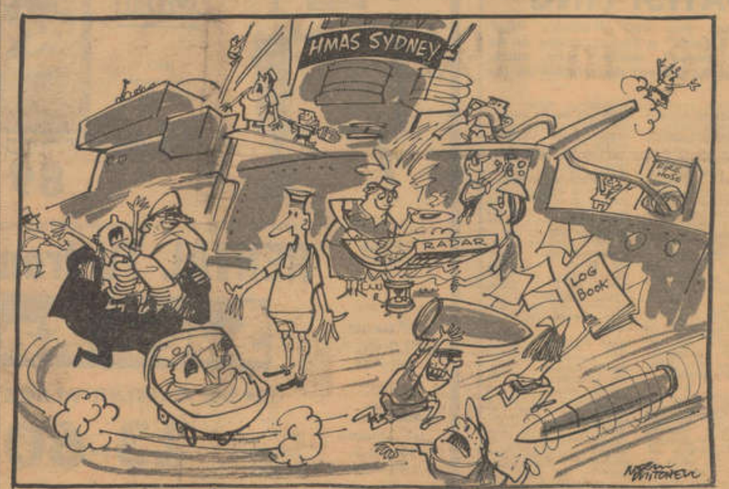
"Lovely grub they have in the Navy," is the considered opinion of Kathleen Crossing, 7, of Long Gully.

☆

Across Sydney's flight deck that has carried the wheels of more lethal vehicles than baby pushers, Ordinary Seaman Tom Harvey, of Grange, takes his nephew, Andrew Streng, 18 months, on an inspection tour (RIGHT).

A sailor's cap and a signal lamp spell smiles for David Hodges, 6, of Blair Athol. His friend and instructor is Electrical Mechanic Vic. Schut.

AND MITCHELL GOES TOO



"But skipper, I haven't a clue whose big idea it was to have a 'family day' aboard!"

Navy boys show what life at sea is like in 1965

AUSTRALIA'S troop carrier HMAS Sydney relaxed Navy discipline and turned itself into a family cruise ship for one day only when the SA crewmen were "at home" yesterday to 300 mums, dads, children, and sweethearts.

With staff photographer Bob Cunningham, I made the 50-mile coastal trip with them.

By Staff Reporter Rex Jory

It was a proud day for the 97 SA men on board the converted aircraft carrier.

Mothers smiled knowingly as on-duty seamen vacuumed carpets, scrubbed floors, washed dishes, and prepared washing.

The Mannings were a typical family group.

Electrical Mechanic Bill Manning, 19 was delighted to share his new home with his parents, Mr. and Mrs. G. H. Manning, of Renmark.

"I get homesick a bit, but now that mum and dad have seen where I eat and sleep, I reckon it might be better," he admitted frankly.

Bill's father had a special interest in it all.

"I always wanted to be in the Navy. Twice when I was a young bloke I just missed cut joining up," he said.

"I'm darn glad Bill has done so well. It's a fine life for a lad," he said.

Bill's mother had a more basic point of view.

"You couldn't wish for a better place to live," she said.

Officially, Seaman John Milton had yesterday off. But he was quickly detailed a new shipboard duty for most of the cruise.

He was in charge of his three-year-old nephew, Scott Wiseman—dressed in full naval outfit—who was with his family.

Said John: "I've been in the Navy 12 months now, and this is the first time Mum and Dad have seen me at work."

Capt. G. J. R. Crabb, at an informal Press gathering on the bridge, said, "The day belongs to the families of crewmen.

"The crew pays for the day, so the families get a virtual free run of the ship.

"It all works out rather well."

And to judge by the reaction of those 97 families, it did work out well.

Raymond Bell, 18 months, of Athol Park, goes aloft in the strong arms of his uncle, Leading Seaman Harold Marques, for a gull's-eye view of the deck.

Doug Eason's ODD SPOT

ONE of the Texas oil men here for the Australian Petroleum Exploration Association conference believes that even if you are a millionaire, money is always handy.

He has some thoughts that go along these lines:

IT IS ONLY MONEY, BUT—
Workers earn it,
Spendthrifts burn it,
Bankers lend it,
Women spend it,
Forgers fake it,
Taxes take it,
Dying leave it,
Heirs receive it,
Thrifty save it,
Misers crave it,
Robbers seize it,
Rich increase it,
Gamblers lose it . . .
I could use it.

❁ ❁ ❁

THIS week's hot days and breathless nights along with a heading, "Tomorrow Hotter Still," prompts "Bob's Mother," of Edwardstown, to the hot-weather thought: "Will tomorrow be 'still stiller still'?"

She signs off, "Warmest regards . . ."

❁ ❁ ❁

KENSINGTON Gardens Odd Spotter spotted a neat little Nature note in the heat out his way yesterday morning.

His next-door neighbor had the sprinkler on his lawn jetting water on a high beam — much to the relish of a magpie collecting the spray as it perched in a nearby gum tree.

Suddenly it burst into happy song.

Which, my observer muses, goes to show that magpies love to sing under the shower just as human beings do.

❁ ❁ ❁

BORDERTOWN grandfather, travelling in the Murray Bridge area this week, pulled up at a kiosk and asked for three "Eskimo pies" for his three grandsons.

Girl behind the counter, a little puzzled but not to be beaten, asked: "Do you want sauce on them?"

When he explained he had chocolate-coated ice creams in mind, she enlighted him they were now known as "choc-ices."

Grandfather, still shuddering at the thought of ice cream with tomato sauce, concedes he must be getting a little old-fashioned.

❁ ❁ ❁

THEY had a little backstage drama all of their own before the Pioneer Players' production of Richard Beynon's "The Shifting Heart" opened in the Pioneer Hall, Seacombe Gardens, last night.

Over the weekend, they had worked hard to get the stage setting ready. It depicted the back yard of a house in a poor district, and among other things, it had two garbage cans overflowing with rubbish, fish-heads, and so on.

Darn me, if on Tuesday the local council rubbish collectors didn't look into the hall in the course of their civic duty, spotted the garbage, and took it all away!

The players, however, managed to fill the bins with authentic rubbish again before the show went on.

❁ ❁ ❁

MORE about those shop notices . . . Displayed in Mr. Brian Coorey's chemist shop in Forbes is a sign:

"Notice to Travellers.

"We shoot every third traveller. The second one has just left."

RESTRICTED

HMAS SYDNEY's letter 2/4/1 dated 14th April, 1965.

II.

The Secretary,
Department of the Navy.

(Copy to: Flag Officer Commanding,
HM Australian Fleet (Rear Link).)

1. Forwarded for the information of the Naval Board.

2. I found paragraph 23 most interesting and I am somewhat surprised at the number of replies received by the Captain of the SYDNEY.

REAR ADMIRAL.

AFA 15/9.

Office of the
Flag Officer Commanding,
HM Australian Fleet (Flag),
HMAS MELBOURNE, C/- GPO.

24th May, 1965.

3/6

2/6.

4/6.

RESTRICTED

DEPARTMENT OF THE NAVY

18·6·481

MINUTE PAPER

HMAS Sydney Report of Proceedings April 65

HNB Regret this file was mislaid in N Branch. Lambert 4/6/65

D of O 8/5/6.

DCNS

1ST NM

2ND NM

3RD NM

4TH NM

SEC

DPR

HNB (N5)

REGISTRAR

DP	DNI	DMT	DNR	DEE	HNB (N5)
DTWP	HPB	DPS	DNES	DME	REGISTRAR
D of C	DCNP	DGS	MDG	DNC	
D/DTWP (AIR)	DOA	DAP	DCNTS	DW	
		DDM			

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.

NAVY REGISTRY - RECORDING AND INDEXING DIRECTIONS

REGISTER ON CARD.....18/20.6/~~A~~383

FILE TITLE.....HMAS Sydney.....
.....Report of Proceedings.....
.....March 1965.....
.....

MARK TO.....HN.....BRANCH.

OTHER DIRECTIONS.....
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INDEXING HISTORY	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS		
INITIAL INDEXING		A2		
SUBSEQUENT INDEXING				DATE

CLASSIFIER.....JO..... DATE.....2/11/65.....

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2/4/1

H.M.A.S. SYDNEY
At Sydney.

14 April, 1965.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET

Copies to:- The Flag Officer Commanding, H.M. AUSTRALIAN FLEET (STAFF)
The Captain, H.M.A.S. ANZAC.

REPORT OF PROCEEDINGS - MARCH, 1965.

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my command for the month of March, 1965.

2. The ship was at No. 4 berth Outer Harbour on Monday 1st March and the forenoon of this day was spent discharging Army Mortar ammunition for the RAAOC Depot at Gladstone, S.A.

3. The ship proceeded to sea for Families Day at 0900 on 3rd March. Some 296 relations of the Ship's Comapny were embarked together with 9 press representatives. The press coverage of this was excellent, if somewhat local in nature, and a press cutting from the Adelaide News is attached. Also embarked on this day as my guest was a Mr. Leonard Taylor who had served in H.M.A.S. SYDNEY in World War 1 and taken part in repulsing the German Invasion of New Guinea and the SYDNEY/EMDEN action.

4. The ship anchored off Marinor Rocks for lunch and returned to No. 4 berth Outer Harbour at 1520 on 3rd to disembark the families. During the final approach to the berth a strong off-shore breeze and flood tide sweeping up the wharf made berthing difficult. In a subsequent discussion with the Harbour Master and the Tug Master it was obvious that they possess a wealth of local knowledge concerning the handling of large vessels in Outer Harbour which, if recorded would be most useful to Captains of large vessels. The ship finally cast off at 1950 having been delayed by the movements of merchant ships. The turn to leave the harbour was made in the dark between a merchant ship at it's berth and a dredge on the outer edge of the harbour. The visit to Adelaide is considered to have been most successful. I enclose a letter written to me by the police commissioner.

5. After a uneventful passage from Adelaide, the ship secured to Outer West Station Pier, Melbourne at 1000 on 5th March. During the afternoon I called upon:-

His Excellency The Governor of Victoria, Sir Rohan Delacombe.
The Rt. Hon. The Lord Mayor of Melbourne, Councillor E.L. Curtis

All other calls were considered to have been paid and returned.

6. AWB 4005 was embarked during the afternoon for delivery to H.M.A.S. RUSHCUTTER.

7. A ship's cocktail party was held in the evening which was attended by many Federal Ministers and others members of Parliament including the Leader of the Federal Opposition.

8. The ship was opened to public inspection on Saturday 6th March and Sunday 7th March. A total of 3300 people visited the ship. Although this was a considerable improvement on the last visit figures it is still dissapointing that so little interest is taken in the Navy by the 2nd most populous State in the Commonwealth. This indicates in

RESTRICTED

my view a need for increased Public Relations effort in Victoria, especially as on 8th March a family day was held and although the press were informed not one representative made any enquiries. Navy and Army displays which were embarked for the visit to Adelaide and Melbourne were disembarked on completion of public inspection on 7th March.

9. The ship cast off at 0900 on 8th March and proceeded to Frankston with 300 members of the Victorian ratings families and 100 sea cadets. The ship anchored off Frankston for lunch returning to Outer West Station Pier at 1520 having disembarked the families and the sea cadets the ship cast off and proceeded for Jervis Bay. During the passage the ship's Warning Telephone System was turned off for 24 hours exercise. The alternative arrangements were satisfactory and the general lack of piping noises was a restful change.

10. After a day of exercises off Jervis Bay the ship returned to Jervis Bay at 1555 and anchored off Captain's Point. Opportunity was taken during this day to exercise Seamen Officers in Shiphandling. Fortunately fit young Midshipmen were operating the Engine Room throttle as approximately 200 engine movements occurred in a 2½ hour period of manoeuvres to dan buoys in a swell and strong breeze.

11. The ship remained at anchor until Saturday 15th March and during this period opportunities were taken to provide helicopter wet winching drill demonstrations and on 12/13 March a "black out" exercise was held the results of the latter exercise have been reported on other papers.

12. After embarking 14 Reserve Officers, 10 Reserve Ratings and a special party, The ship weighed and proceeded for Hervey Bay. After an uneventful passage the ship anchored off Fairfax Island, early in the morning of 16th March. Due to a persistent 25-30 knot southerly breeze and equinoctial tides throughout the week the activities of a specially embarked party were severely curtailed. On 18th March the ship weighed and proceeded to Bundaberg for mail, anchoring off Bogara at about 1230 The DUKWS were despatched to Bundaberg for mail and other supplies and were returned about 1530 when the ship weighed and returned to the anchorage off Fairfax Island. The opportunity was taken on passage to Bogara to carry out a full power trial.

13. The ship weighed and proceeded for Jervis Bay at 1100 on 20th March. Throughout this period in the Barrier Reef area south easterly conditions prevailed and the fresh wind prevented boatwork except on one day,as mentioned earlier the activities of the special party were hampered and the training value of the visit strictly limited. However it had been planned to hold the last Sunday Divisions before the Refit on the passage back to Jervis Bay. For these hours on the morning of Sunday 21st March the ship steamed through a smooth sea and no breeze blew for the first time in 10 days. The strong southerly wind conditions returned in the afternoon.

14. At 1500 on 22nd March the ship met H.M.A.S. ANZAC off Sydney Heads and mail transfer took place followed by manoeuvres until 1740K A surface plotting exercise was cancelled due to a radar defect in H.M.A.S. ANZAC and H.M.A.S. SYDNEY proceeded independently to Jervis Bay anchoring at 2235K.

15. 23rd March was spent at anchor in Jervis Bay, disembarking the special party and DUKWS and the ship weighed and proceeded at 0600 on 24th March. After 2 dummy runs over the sound range the ship proceeded out of harbour under blind pilotage as the whole bay was blanketed in smoke from bush fires. The ship rendez-voused with H.M.A.S. ANZAC at 1245K. During the afternoon Jackstay transfers, Replenishment at Sea (dry runs) and manoeuvres were exercised until 1600.

From 1600-2000 the ship acted as a target for H.M. S/M TACITURN during a pro-S/M Casex. A SPX (B) was carried out from 2230-2330 and the ship then acted independently remaining at sea all night.

16. After a rendez-vous with H.M.A.S. ANZAC and H.M.S/M TRUMP at 0800 on 25th March a Casex was carried out during which H.M. S/M TRUMP was to fire torpedoes. Due to weather conditions torpedoes firings were delayed but by mid afternoon conditions had improved and H.M. S/M TRUMP fired torpedoes which were recovered by H.M.A.S. ANZAC During the afternoon H.M.A.S. SYDNEY replenished H.M.A.S. ANZAC with fuel, manoeuvres were exercised until 1600 when a further CASEX with H.M.S/M TACITURN and H.M.A.S. ANZAC was carried out. On completion of this both surface ships acted independently until the following morning off Sydney Heads when the Australian Training Squadron entered Sydney together for the first time, H.M.A.S. SYDNEY securing to island No. 2 buoy at 0730 to deammunition prior to the refit, the ship moved to the fitting out wharf bows North at 1120 and pre-refit trials were prepared for. The pre-refit conference took place on 31st March.

17. The Ship's programme has proved a heavy commitment for maintenance personnel especially the Engine Room Department and H.M.A.S. SYDNEY arrived at Garden Island much in need of her forthcoming refit.

18. TRAINING 110 Ordinary Seaman completed sea training during the month and were drafted to shore training establishments for Able Rates courses. 138 Ordinary Seaman have been granted deferred seasonal leave. Section1 Advancement Board was held for Petty Officer and Leading Rate. 37 Candidates presented themselves, 28 were successful. Engineering Training has been programmed to the utmost during the month several certificates were awarded and the results have been most gratifying. 19 Midshipmen continue to undergo departmental training and during this month 20 Reserve Officers and 15 Ratings have concluded Annual Continuous Training. The latter has imposed a severe strain on the Officers Training Organisation in the ship and one Reserve Officer had to be refused a billet on the grounds that although accommodation was available training effort was not. The Emergency Crypto Team has been employed for twelve hours every Tuesday handling the ship's cryptographic traffic.

19. The increased instructional duties imposed upon the one Instructor Officer borne have more than filled his every available moment, but I am sure that this effort will be beneficial to E.T.1 and H.E.T. candidates.

(i.e. the bedding must be in the sailor's possession, & not in the laundry or anywhere else.)

20. Two stand still bedding Musters were carried out during the month in an effort to curb losses. The ship's company as now are well aware of the inconvenience which these musters cause them, and the transactions have decreased from approximately £700 as a result of the muster held in February to ~~that~~ less than £10 as a result of the last muster held at the end of March. It remains to be seen whether the lesson learned in such a way will be remembered after the refit.

21. HEALTH AND MORALE. The health of the ship's company remains satisfactory. In a ship's company averaging over 800 there has been an average of less than 10 active cases of venereal disease during the month even though the ship made three repleted calls at Capital Cities I find that the morale of the ship's company varies tremendously. A small section of the borne ship's company appreciate their appropriation to SYDNEY because they know they will have comparatively frequent opportunities to get home. The majority however have a feeling of frustation in that no matter how hard they work they can only just keep pace with the training and maintenance requirements and when they do get a chance to relax they are able to do so only at places that they have visited before. They are not able to enjoy visits to foreign ports like their colleagues in other ships. On the other hand, the Trainees are thrilled to be at sea, even in the rough busy conditions prevailing in the ship and they respond immediately and enthusiastically to all that is asked of them. In the last month

I have noted that SYDNEY appears to receive what appears to me more than her share from H.M.A.S. PENGUIN ex Holsworthy (Desertion) This is not good for the morale especially in a ship lacking supervisory officers and ratings.

22. Prior to joining H.M.A.S. SYDNEY in January, 1965, I had been absent from Australia in the United Kingdom during 1964 and had not served in a sea going ship since January, 1959. My views on the morale of the R.A.N. had been conditioned to a certain degree by newspaper reports over the last year and by brief visits to shore establishments over the preceeding 2½ years. Foremost in my mind was the feeling that the status of the R.A.N. had decreased in the eye of the Australian public. This was reinforced by the general naval conversations and observations on returning to Australia in December, 1964.

23. With a view to helping in some way towards the re-habilitation of the status of the R.A.N. and also in an attempt to fill that almost unbridgeable gap of separation which is the basic difference of service between those who serve in the Navy and those who serve in the Army and the Air Force, I wrote a personal letter to the next-of-kin of each member of the ship's company of H.M.A.S. SYDNEY. About 850 letters were sent out over a period of three weeks, to which I have received replies from about 50% of the Next-of-Kin. I have not yet had the time to study these replies in detail nor have I had the Psychological training to draw the full conclusions therefrom, but it has been most enlightening to me to find from the replies received just how much goodwill still exists amongst the Australian General Public towards the Royal Australian Navy. In several cases mention has been made of the VOYAGER tragedy but in not one single case can a note of incrimination or bitterness towards the navy be detected. Almost without exception parents and wives have voiced a feeling of pride that their sons, brothers or husbands are serving in THE R.A.N. and what is more, in many cases they will not have it otherwise. As a result of this experiment which covered a wide cross section of the Australian community, I feel that there is a deeply ingrained feeling of goodwill towards the R.A.N. which has hardly been blemished by the adverse newspaper publicity of the last 15 months. It demonstrated also to me the fact that the Navy is possibly too over-sensitive in some spheres and does not always grant the Australian Public the degree of common sense which it certainly possesses.

I have the honour to be,

Sir,

Your obedient servant,

(G.J.CRABB)
C A P T A I N R.A.N.

Appendix A to H.M.A.S. SYDNEY Report of Proceedings, March, 1965

STEAMING APPENDIX

(a) Distance steamed during the month 3506 miles.

(b) Hours underway during the month 284 hours.

(c) Total distance steamed since re-commissioning 38,715 miles

(d) Total hours underway since re-commissioning 2891 hours.

(e) Occasion of exceeding economical speed 18th March.

(Quarterly full power trial)

Number of hours economical speed exceeded	2¼ hours.
Average speed	24 knots.
Fuel expenditure for all purposes	1886 tons.
Distance run per ton of fuel	$\frac{3506}{1886} = 1.859$

Commissioner of Polic
1 Angas ~~300 King William~~ Street,
Adelaide.

9th March, 1965.

Captain G.J.B. Crabb, D.S.C.,
H.M.A.S. SYDNEY.

Dear Captain Crabb,

Thank you very much for your letter and the kind remarks concerning the members of the Force. The co-operation of the Shore Patrols was greatly appreciated and the general behaviour of the men under your command was excellent.

I am most grateful to you and your Officers for providing an extremely interesting few hours for some of our police cadets by allowing them to visit your ship.

Following the various contacts made, there appear to be quite a number of friendships formed between your men and mine, and the members of the S.A. Police have a high regard for the Officers and ratings of H.M.A.S. SYDNEY.

Hearty congratulations on a particularly successful visit to Adelaide.

Yours sincerely

(J.G. McKinna)

DEPARTMENT OF THE NAVY

18·6·481.

MINUTE PAPER

HMAS Sydney — Report of Proceedings. April '65

DP

O/D of P(A)

DTWP

D of C

D/DTWP (AIR)

CONS

DNI

HPB

DCNP

DCA

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DDM

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~~D/D of P(A)~~

DNR

DNES

MDG

AFOC

~~DCNPS~~

ASMO

~~DEE~~

~~DME~~

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~~DMC~~

DWE

HNB (NS)

REGISTRAR

~~HNB DCNS 2NM 4NM CNPR REGISTRAR~~) Separate Report

~~D of O 1NM 3NM SEC HNB (5)~~) Circulating

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

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

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

6th May, 1965.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.(Flag).

(Copy to: The Flag Officer Commanding,
H.M.AUSTRALIAN FLEET.(Staff).

The Commanding Officer,
H.M.A.S. ANZAC.)

REPORT OF PROCEEDINGS - APRIL, 1965

Sir,

I have the honour to report the proceedings of H.M.A.S. SYDNEY for the month of April, 1965.

2. Pre-refit trials were carried out alongside the Fitting Out Wharf from 1st to 4th April, and the ship commenced refit on 5th April, On 27th April, the ship shifted berth by tugs and naval pilot from the Fitting-Out Wharf to the Inner Captain Cook Dock. Refit progress to date is satisfactory although the defect list submitted by the ship has been severely pruned.

TRAINING

3. Throughout the month 120 Ordinary Seaman have been training for a Royal Guard which was paraded on 25th April, 1965 in Canberra in the presence of H.R.H. The Duke of Gloucester on the occasion of the 50th Anniversary of ANZAC Day. These young men acquitted themselves well and attracted considerable favourable comment on their performance. The nervous tension of appearing before a large crowd and a considerable number of important persons caused seven of the Guard to fall out with faintness but in most other respects the arrangements were successful.

4. The number of Ordinary Seamen borne increased to 400 during the month.

5. A Chief Petty Officer Section I Advancement Board was convened onboard by The Flag Officer Commanding, H.M. Australian Fleet on 27th March, 1965. The ship had organised training of candidates for the board during the month and 16 candidates in all including 8 from other ships took the test. Results have been reported separately.

SPORT

6. Sport has been limited during the month due to the comparatively small numbers borne during a leave period. Moreover, apart from a resounding defeat by H.M.A.S. ANZAC at rugby, the month has been successful. In the Dempster Cup the Ship's rugby team has defeated WATSON, Destroyers and Frigates, and KUTTABUL and drew with ALBATROSS. At golf the Ship's team was defeated by NIRIMBA and ALBATROSS but won the match against KUTTABUL. MORESBY was defeated at Volley Ball. Members of the ship's company have participated in fleet matches.

HEALTH AND MORALE

7. The health and morale of the Ship's Company remains satisfactory.

I have the honour to be,

Sir,

Your obedient Servant.

(G.J.B. CRABB)
CAPTAIN R.A.N.

APPENDIX 'A' TO H.M.A.S. SYDNEY'S REPORT OF PROCEEDINGS - APRIL, 1965

STEAMING APPENDIX

(a)	Distance steamed during the month	NIL
(b)	Hours underway during the month	NIL
(c)	Total distance steamed since re-commissioning	38,715 miles.
(d)	Total hours underway since re-commissioning	2891 hours
(e)	Occasion of exceeding economical speed	NIL

NAVY REGISTRY — RECORDING AND INDEXING

C REGISTER ON CARD 18/6/0

FILE TITLE H.M.A.S. SYDNEY
Report of Proceedings
April 1965

MARK TO HN BRANCH

OTHER DIRECTIONS

INDEXING HISTORY	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	DATE
INITIAL INDEXING		A 2	
SUBSEQUENT INDEXING			

CLASSIFIER DATE 25-5-65

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.390

HMAS Sydney — Report of Proceedings. May 65

DP

D(Opns)(A)

DTWP

D of C

D/DTWP (AIR)

CONS

DNI

HPB

DGNP

DOA

DMT

DDM

DPS

DG

~~D/D of P(A)~~

DNR

DNES

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ACOC

DGNTS

ACMO

DEE

DMED

~~ANA~~

DNC

DDWE

HNB (NS)

REGISTRAR

~~HNB~~ ~~DCNS~~ ~~2NM~~ ~~4NM~~ ~~CNPR~~ ~~REGISTRAR~~) Separate Report

~~D of O~~ ~~1NM~~ ~~3NM~~ ~~SEC~~ ~~HNB (5)~~) Circulating

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

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

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18·206·390

DEPARTMENT OF THE NAVY

MINUTE PAPER

HMAS Sydney Report of Proceedings May 65

~~HNB~~ 23/6

D of O 25/6

DCNS 25/6

1ST NM

2ND NM 30/VI

3RD NM Seen by 3NM

4TH NM

SEC 2/7

DPR 5/7

HNB (N5) 6/7

REGISTRAR

~~DP~~	DNI	DMT	DNR	DEE	HNB (N5)
DTWP	HPB	DPS	DNES	DME	REGISTRAR
D of C	DCNP	DGS	MDG	DNC	
D/DTWP (AIR)	DOA	DAP	DCNTS	DW	
		DDM			

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.

33/29

CONFIDENTIAL

CONFIDENTIAL

HMAS SYDNEY's letter 2/4/1 dated 7th June, 1965

II

The Secretary,
Department of the Navy.

(Copy to: Flag Officer Commanding,
HM Australian Fleet (Rear Link).)

1. Forwarded for the information of the Naval Board.

2. The manner in which SYDNEY's refit was curtailed, and the ship prepared for sea at such short notice, merits praise for all involved both Dockyard and Service alike.

3. I walked round the ship after we joined company and she is running well.

REAR ADMIRAL

AFA 15/9.

Office of the
Flag Officer Commanding,
HM Australian Fleet (Flag),
HMAS MELBOURNE, C/- GPO.

9th June, 1965.

CONFIDENTIAL

CONFIDENTIAL

HMAS SYDNEY's letter 2/4/1 dated 7th June, 1965

- -

II

The Secretary,
Department of the Navy.

(Copy to: Flag Officer Commanding,
HM Australian Fleet (Rear Link).)

1. Forwarded for the information of the Naval Board.

2. The manner in which SYDNEY's refit was curtailed, and the ship prepared for sea at such short notice, merits praise for all involved both Dockyard and Service alike.

3. I walked round the ship after we joined company and she is running well.

(Sgd) T. K. MORRISON
REAR ADMIRAL

AFA 15/9.

Office of the
Flag Officer Commanding,
HM Australian Fleet (Flag),
HMAS MELBOURNE, C/- GPO.

9th June, 1965.

CONFIDENTIAL

CONFIDENTIAL

2/4/1.

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

10 JUN 1965

The Flag Officer Commanding
H.M. AUSTRALIAN FLEET.(Flag)

(Copy to: The Flag Officer Commanding
H.M. AUSTRALIAN FLEET (Rear Link)

REPORT OF PROCEEDINGS FOR MAY, 1965

Sir,

I have the honour to report the proceedings of H.M.A.S. SYDNEY for the month of May, 1965.

2. On 1st May, the ship was in the inner Captain Cook Dock, Garden Island. U.S.S. VANCOUVER (Captain G.C. STOCK, U.S.N.) arrived in Sydney Harbour and berthed at the Fitting-out wharf, Garden Island. H.M.A.S. SYDNEY acted as her host ship for the Coral Sea Celebrations. VANCOUVER is a most interesting ship from the troop transportation point of view and several of my officers and senior ratings took the opportunity to look around her.

3. By this time it was known that the ship's refit was to be curtailed to carry out the operation of transporting the 1st Battalion Royal Australian Regiment and its equipment to South Vietnam and preparations were made by the various departments, in the short time available, to paint and store ship, complete the refit, prepare for trials, bring the ship to Full Peace Complement and recall 153 ratings from long leave.

4. On 6th May, the 120 Ordinary Seaman who had only a short time ago formed the Royal Guard for the 50th ANZAC day parade in Canberra, again paraded at R.A.A.F. Fairbairn to say farewell to the Governor-General. They again acquitted themselves well.

5. By this time, security breaches, newspaper speculation, and general activity in and around the ship resulted in rumours being rife amongst the Ship's Company and on 7th May, I cleared lower deck and informed the Ship's Company that an operation was envisaged in the terms of A.C.N.B's message D.T.F.070109Z. The details of security breaches, and the difficulty of maintaining security in the circumstances of this operation will be dealt with in other papers.

6. At 1315 on 11th May, flooding of the dock commenced and by 1100 on 12th May, the ship was secured to the fitting-out wharf. Paint ship commenced immediately and, by working from dawn to dusk, this evolution was largely completed by Monday, 17th May. By this date, all ratings on long leave except West Australians had rejoined, their leave being curtailed in most cases by one week. Storing ship then commenced and was completed by 21st May. During this week also, generator and other post refit trials were carried out. A curtailed Post Refit inspection was carried out by your staff on 20th May, (in harbour) and 21st May, (at sea).

..../2.

7. On Friday 21st May, the ship proceeded to sea for trials and shakedown, returning to harbour early in the morning of 22nd May. Army and ship's ammunition was embarked at a buoy, completing at 1330K when the ship slipped and secured alongside the fitting-out wharf. Loading of Army cargo commenced promptly at 1800K and all general cargo was embarked by 0430K on 24th May. Vehicles commenced loading at 1400K on 24th May, and was completed by 1700K on 25th May, normal leave being granted on both 24th and 25th May. Final securing of cargo and vehicles was completed on 26th May, and troops were embarked in the afternoon. At 0100K on 27th May, the ship sailed, being joined by H.M.A.S. DUCHESS (Commander I.M. Burnside, R.A.N.) outside the harbour.

8. On 25th May I entertained the Flag Officer in Charge, East Australia Area (Rear Admiral O.H. Becher, C.B.E., D.S.O., D.S.C.*) to lunch and in the afternoon and evening of 26th May, I entertained many senior army officers and ministers of the Crown the most notable of whom were :

The Minister for the Navy (The Hon F.C. Chaney, M.P.)
The Minister for Shipping and Transport (The Hon G. Freeth, M.P.)
The General Officer Commanding, Eastern Command (Major General T.J. Daly, C.B.E.,D.S.O.)
The Commander 1st Division (Major General J.S. Andersen, C.B.E.)

9. Although radio silence was observed, a comprehensive exercise programme was carried out, (including a series of dummy R.A.S. approaches by each ship) on passage. At 1630 on 30th May, the Task Group passed through the Jomard Passage.

10. H.M.A.S. DUCHESS was fuelled on 28th and 30th May.

11. H.M.A.S. DUCHESS provided a fire-power demonstration during the forenoon of the 31st May, for the benefit of Army personnel. At 2200, the first LRMP aircraft arrived on task for close support.

12. The fact that this operation was completed, in such difficult circumstances, in mid refit, reflects great credit on the management and personnel of H.M.A. Dockyard, Garden Island who cheerfully and competently prepared the ship for sea in a very short time. Without their active cooperation, the whole operation could have been placed in jeopardy.

13. TRAINING

Of 400 Ordinary Seaman borne on 1st May, 106 were posted to various establishments for Able rates courses on 14th May. A further 70 Ordinary Seamen were posted to H.M.A.S. ALBATROSS and H.M.A.S. CERBERUS on 24th May and are completing their sea training period elsewhere. 236 are presently borne but the formal training has been and will be seriously disrupted during the current operation. 33 candidates undertook Branch Technical Tests for higher rate on 11th and 12th May. Results are not yet to hand.

...../3.

14. SPORT

Sporting activities have been severely curtailed during leave and preparations for the current operation. However the ship has provided players for interservice rugby and squash matches and has upheld the honour of the Fleet Carriers in Dempster Cup Matches. The "SYDNEY" Cup was run on Sunday 30th May, to the chagrin and distress of many of the punters. The preceeding races also proved disastrous.

15. HEALTH AND MORALE

The health of the Ship's Company remains good, and the morale of both soldiers and sailors has been very high in spite of disruption to leave arrangements and the general lack of certain knowledge of the present and future programme.

I have the honour to be,

Sir,

Your obedient Servant.

(G.J.B. CRABB)
CAPTAIN, R.A.N.

APPENDIX 'A' TO H.M.A.S. SYDNEY'S REPORT OR PROCEEDINGS
FOR THE MONTH OF MAY, 1965

APPENDIX 'A'

(a) distance steamed during the month 2231.2miles

(b) hours underway during the month 141 hours

(c) total distance steamed since recommissioning: 40946.2miles

(d) total hours underway since recommissioning 3032 hours

(e) occasions of exceeding economical speed:-

(i) Reason Post refit inspection/operation trimdon

(ii) Number of hours economical speed exceeded 39 hours

(iii) Average speed 18 knots

(iv) Fuel expended for all purposes 953 tons

(v) Distance run/ton of fuel 2.34miles

NAVY REGISTRY - RECORDING AND INDEXING DIRECTIONS

6 REGISTER ON CARD 18/206/[illegible] 390

FILE TITLE HMAS SYDNEY
Report of Proceedings
May 1965

MARK TO HN BRANCH.

OTHER DIRECTIONS

INDEXING HISTORY	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	DATE
INITIAL INDEXING			
SUBSEQUENT INDEXING		A2	

CLASSIFIER [illegible] DATE 22.6.65

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18·206-412.

HMAS Sydney — Report of Proceedings. June 65

DP

D/O of P(A)

DTWP

D of C

D/DTWP (AIR)

CONS

DNI

HPB

DCNP

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HNB (N5)

RESISTRAR

~~HNB~~ DCNS 2NM 4NM DPR ~~REGISTRAR~~) Separate Report

~~D of O~~ 1NM 3NM SEC HNB(5)) Circulating

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DEPARTMENT OF THE NAVY

18 206 - 412

MINUTE PAPER

HMAS Sydney — Report of Proceedings June 65

HNB/Pers

D of O 8/7.

DCNS RP 23/7

1ST NM 28/7

2ND NM

3RD NM 26/7

4TH NM 27/7

SEC

DPR 29/7

HNB (N5) 6/8

REGISTRAR

DP	DNI	DMT	DNR	ACMD	HNB	(N5)
D of P(A)	HPB	DDM	DNES	DMED	REGISTRAR	) Separate Report Circulating.
DTWP	DCNP	DPS	ALOC	PNA		
D of C	DOA	DFSD		DWE		
D/DTWP (AIR)				MDG		
CONS						

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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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37/205

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REPORT OF PROCEEDINGS - JUNE, 1965

(HMAS SYDNEY letter 2/4/1 dated 9th July, 1965)

- -

II

AF 35/18

The Secretary,
Department of the Navy.

Forwarded for the information of the Naval Board.

REAR ADMIRAL

Office of the
Flag Officer Commanding
HM Australian Fleet.

15 JUL 1965

CONFIDENTIAL

CONFIDENTIAL

2/4/1

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

9 JUL

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

(Copy to: The Commander,
FAR EAST FLEET.)

REPORT OF PROCEEDINGS - JUNE, 1965

Sir,

I have the honour to report the proceedings of H.M.A.S. SYDNEY for the month of June, 1965.

2.9 On the 1st June, H.M.A.S. SYDNEY accompanied by H.M.A.S. DUCHESS (Commander I.M. BURNSIDE, R.A.N.) passed through Vitiaz Strait in poor visibility and light rain, and altered course to pass east of Manus Island. The R.A.A.F. were providing close support and continued to do so until the morning of the 3rd June.

3. At 1600 on 1st, DUCHESS rendezvoused with the boat from H.M.A.S. TARANGAU to transfer mail, and at 0727 the following morning H.M.A.S. PARRAMATTA (Commander R. PERCY, R.A.N.) joined. At this time R.A.A.F. close support ceased and I was left with the not very comforting thought of aircraft available at Guam, about 8 hours flying time from the Task Group. DUCHESS and PARRAMATTA were both fuelled that morning, and I took the opportunity to transfer my one midshipman to PARRAMATTA for the remainder of the passage to Vietnam and Singapore.

4. At 0142 Friday 4th June, you, Sir, assumed command of the force and that forenoon a convincing demonstration of the usefulness of the helicopter was provided when 1 Gazelle and 2 Mamba engines were transferred to H.M.A.S. MELBOURNE. On completion, the ship refuelled from H.M.A.S. SUPPLY (Captain W.J. DOVERS, D.S.C., R.A.N.), embarking 1942 tons in 3 hours. At one stage a pumping rate of 1,000 tons per hour was achieved.

5. That same evening, a highly successful Navy/Army concert was held onboard, being organised by one of my reserve officers, Lt. Cdr A.J. LYONS, R.A.N.R. who also produced a small crossing-the-line ceremony for the benefit of the army personnel. These entertainments did much to boost the spirits of the army personnel as well as affording an opportunity to foster inter-service co-operation.

6. At 0200 on Tuesday 8th June, you, Sir, in H.M.A.S. MELBOURNE with H.M.A.S. VAMPIRE in company departed for Manus, and SYDNEY, DUCHESS and PARRAMATTA completed the passage to Cap St. Jacques, SYDNEY anchoring one mile northwest of GANHRAI Light at 0700 with PARRAMATTA upstream and DUCHESS to seaward.

CONFIDENTIAL

..../2.

Cap St. Jacques

7. Detailed comments on the 3 days at anchor off Cap St. Jacques are contained in my report of Operation TRIMDON (My letter 17/6/032 dated 23rd June, 1965).

8. On completion of the unloading operation, the Task Group proceeded without incident for Singapore.Naval Base, securing in the base at 1100 on Monday 14th June. The previous day had been spent anchored off Pilau Tioman cleaning ship.

Singapore

9. Although the ship relaxed from Defence Watches whilst in Singapore and my ship's company availed themselves of the opportunity to see the sights of the island and to purchase "rabbits", Operation AWKWARD and additional sentries were necessary in view of the local situation.

10. On Tuesday morning 15th June, I paid an official call on the Commander, Far East Fleet, Vice Admiral Sir Frank TWISS, K.C.B., D.S.C., which was returned the following morning. On Tuesday I lunched with the Fleet Commander and Lady Twiss.

11. At 0830 on 15th an RASC LCT8 berthed alongside and vehicles which had been embarked in Sydney for Jesselton were offloaded. At the same time armament stores were embarked for shipment to Sydney.

Singapore to Fremantle

12. In accordance with my proposed programme SYDNEY and DUCHESS cast off and proceeded from Singapore Naval Base at 1000 on Thursday 17th June, for the passage of the Malacca Straits. My morale was slightly shaken on noticing that every tug in the Naval Base was called out to assist me away from the berth even though no tug had been used in berthing on the 14th. The passage to Fremantle was uneventful except that I was impressed by the number of R.N., R.A.N. and Royal Malayan ships on patrol in the straits. This period Ships were in Defence Watches, but on rounding northern Sumatra, both ships reverted to normal peacetime steaming.

13. A full exercise programme was carried out during the passage, and the opportunity was taken to progress training. Details of exercises are contained in Appendix B.

14. On Sunday morning 20th June, SYDNEY and DUCHESS crossed the Equator, and with the ships no longer in the Defence state, a full ceremony was conducted on the after lift in SYDNEY.

15. At 2230GH on 21st June, both ships chopped to your operational control, On re-entering the Australian Station, and passage continued in good weather for Fremantle. Both ships carried out a 24 hour economical steaming trial during the 23rd and 24th, and a landfall was made at Cape Inscription at 0245 on the morning of Firday 25th.

..../3.

16. Customs and press were embarked off the FAIRWAY BUOY the following morning, in unpleasant conditions, and both ships entered FREMANTLE harbour, SYDNEY securing starboard side to at No.8 North Quay, and DUCHESS port side to at No.3.

Fremantle

17. During the passage from Singapore, much thought had gone into the requirement to de-ammunition both ships at Fremantle. I decided against employing the hands on the weekend, and planned an early start on the Monday morning. Unsure of actual facilities that could be provided for DUCHESS, I was prepared for up to 3 days, realising that a sailing time later than Tuesday afternoon 29th June, would delay the arrival at Sydney. The weather on Monday was atrocious with strong south westerly winds and heavy rain, neither helpful to speed in de-ammunitioning. It became clear after the first 3 hours operations, having re-enforced DUCHESS' working party with 50 sailors from SYDNEY that the operation would be completed on Tuesday, and accordingly a sailing time of 1600H on Tuesday 29th was signalled. In the event, DUCHESS completed the operation at 1000H that morning, a creditable achievement.

18. On arrival alongside in Fremantle Harbour, a manoeuvre for which I was fortunate in having the benefit of the local knowledge of Lieutenant M. COLEMAN R.A.N.R., A Fremantle Port Authority pilot, the Minister for the Navy, The Honourable F.C. CHANEY M.P., boarded and I was able to give him a personal account of the operation before the scheduled press conference.

19. During the forenoon I called on the Naval Officer-in-Charge, West Australia, Commodore W.B.M. MARKS, C.B.E., D.S.C., R.A.N., in company with Commander BURNSIDE, and also paid calls on the Mayor of Fremantle, Sir Frederick SAMPSON, followed by His Excellency the Governor, Major General Sir Douglas KENDREW, K.C.M.G., C.B., C.B.E., D.S.C.***. the latter call being returned by the Aide to His Excellency on Monday morning 28th June.

20. A reception was held onboard SYDNEY on Saturday 26th attended by some 150 guests including the Minister for Defence, Senator the Honourable S. PALTRIDGE, Minister for the Navy, the Honourable F.C. CHANEY, M.P., and the Minister for Shipping and Transport the Honourable G. FREETH, M.P.

21. SYDNEY was open to visitors over the weekend, but inclement weather kept the numbers down. The weather did not prevent a series of sporting fixtures taking place, and results are as shown in Appendix C. I gave a dinner party on Monday evening for the Minister of Defence, the Right Honourable, the Lord Mayor of Perth and the Mayor of Nedlands.

22. As mentioned previously, de-ammunitioning commenced at first light on the Monday morning 28th, and was completed at 1000 on the 29th. Both ships sailed from Fremantle at 1600 on the 29th, for Sydney.

.../4.

Fremantle to Sydney

23. With a heavy swell from the south west and sharp winds, speed was reduced to 12 knots during the passage from Rottnest to Cape Naturalistic, but once course was altered to the south, and subsequently, to the south east, speed was once again increased to 16½ knots, and this was maintained, with a heavy swell, strong winds gusting to 60 knots and poor visibility during the run across the bight.

24. In conclusion it is of interest to note that SYDNEY carried out RAS approaches and/or jackstay transfers on escorts on 14 occasions during this operation.

25. As stated in my report on Operation TRIMDON, training was of necessity, reduced to a minimum during the period 1st to 16th June.

26. Concentrated training for higher ranks training classes Section I was progressed as follows :-

(a) Part I, Part II - Petty Officer - 30 sailors

(b) Part I, Part II - Leading Rank - 18 sailors

with tests being conducted on the 1st July, of the 48 candidates, 36 passed both tests.

27. Training for 9 classes of Ordinary Seamen (Various) was accelerated and it is expected that Formal Training (Phase III) will be completed by 9th July. These classes were scheduled to complete common sea training by 27th August.

28. ETI classes have been progressed and 24 sailors undertook the test on 26th June, under the new arrangements for quarterly ETI examinations in SYDNEY.

Technical

29. All machinery and equipment performed satisfactorily with the exception of 974 radar, but training was limited until completion of the operation.

30. An economical steaming trial was completed on 24th June.

Sport

31. During the period that I R.A.R. was embarked all available recreational space was used to the full, internal competitions being conducted in volleyball, badington and deck hockey. Basketball was added to the list of internal sports after departure Cap St. Jacques. Results of sports events against other ships and teams are shown in Appendix C.

Health and Morale

32. The health of the ship's company has been reasonably good, and morale remains high.

I have the honour to be

Sir,

Your obedient Servant

(G.J.B. CRABB)
CAPTAIN. R.A.N.

APPENDIX 'A' TO H.M.A.S. SYDNEY'S REPORT OF PROC
EEDINGS FOR JUNE, 1965

STEAMING APPENDIX

(a)	Distance steamed during month	7548 miles
(b)	Hours underway during month	480 hours
(c)	Total distance steamed since recommissioning	48,494 miles
(d)	Total hours underway since recommissioning	3,512 hours
(e)	Occasions of exceeding economical speed	
1. (i)	Number of hours economical speed exceeded	128 hours
(ii)	Average speed	18 knots
(iii)	Fuel expended for all purposes	923 tons
(iv)	Distance run/ton fuel	2.4 miles
2. (i)	Reason: SPX(B) 18th June	
(ii)	Number of hours economical speed exceeded	1 hour
(iii)	Average speed	18 knots
(iv)	Fuel expended for all purposes	7.2 tons
(v)	Distance run/ton fuel	2.5 miles
3. (i)	Reason: TOF 23rd June	
(ii)	Number of hours economical speed exceeded	1 hour
(iii)	Average speed	17 knots
(iv)	Fuel expended for all purposes	6.4 tons
(v)	Distance run/ton fuel	2.9 miles

CONFIDENTIAL

APPENDIX 'B' TO H.M.A.S. SYDNEY'S REPORT OF PROCEEDINGS FOR JUNE, 1965

EXERCISES

Seamanship

Jackstayitransfer (Supplying)	3
Jackstay transfer (Receiving)	3
RAS (fuel supplying)	9
RAS (fuel receiving	1
RAS approaches (night)	1
Seaboats	5
O.O.W. Manoeuvres	5
Formation Anchorage	1

Gunnery

Metratest	2
CRFX	1
Small Arms	2

A.I.O.

Clapex	4
SPX(B)	6

Communications

Daily exercises when not in defence watches

ABCDX

Minor ABCDX as convenient when not in Defence Wathces

TAS/Gunnery

Consort for DUCHESS DTFX, TFX, T.O.F.

CONFIDENTIAL

APPENDIX A

H.M.A.S. SYDNEY REPORT OF PROCEEDINGS - JANUARY, 1965

STEAMING APPENDIX

(a)	Distance steamed during the month.	NIL
(b)	Hours underway during the month.	NIL
(c)	Total distance steamed since re-commissioning.	33,034 miles
(d)	Total hours underway since re-commissioning.	2,425 hours
(e)	Occasions of exceeding economical speed.	NIL.

RESTRICTED

18·206·383

DEPARTMENT OF THE NAVY

MINUTE PAPER

HMAS Sydney — Report of Proceedings Mar 65

HNB 24/6

D of C 5/6.

DCNS

1ST NM 5/6.

2ND NM

3RD NM

4TH NM

SEC paras 20, 22 and 23

FASCENT

DPR 2/7/65

HNB (N5)

REGISTRAR

Minister to see pls

24/6

DP	DNI	DMT	DNR	DEE	HNB (N5)
DTWP	HPB	DPS	DNES	DME	REGISTRAR
D of C	DCNP	DGS	MDG	DNC	
D/DTWP (AIR)	DOA	DAP	DCNTS	DW	
		DDM			

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24/6

DEPARTMENT OF THE NAVY

18·206·383

MINUTE PAPER

HMAS Sydney Report of Proceedings. Mar 65

DP — See para. 21 et seq.

O/D of P(A) 8/6

DTWP 18/6

D of C 21/6

D/DTWP (AIR) 28/6

CONS 23/6

DNI 30/6 Para 23: If our problems were explained to the Defence Press Reading Committee, which I believe is now under consideration at Ministerial Level, we need have no real fears of the press.

HPB 30/6

DCNP 30/6

DCA 8/7.

DMT 29/7 19/7

DDM – Please see DMT's paras 21.

DPS 20/7

DGS 20/7

~~D/D of P(A)~~

DNR 23/7

~~DNES~~ 26/7.

MDG 28/7

ACDC 2/8

~~DCNTS~~

ACMO 3/8

~~DEE~~

ACIP 8

DME 6/8

~~PNA~~

~~DNC~~

DWE 11/8.

HNB (NS) 18/8.

REGISTRAR

25/30

~~HNB DCNS 2NM 4NM CNPR REGISTRAR~~) Separate Report

~~D of O 1NM 3NM SEC HNB (5)~~) Circulating

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RESTRICTED

2. 4. 1.

H.M.A.S. SYDNEY,
At Melbourne.

11 MAR 1965

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.(Flag)

(Copy to:- The Flag Officer Commanding, H.M. AUSTRALIAN FLEET (Staff))

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS

Sir,

I have the honour to report the proceedings of H.M.A.S. SYDNEY for the month of February, 1965.

2. At 0815K, Tuesday 2nd February, the ship moved from Fitting Cut Wharf, Garden Island to No.2 buoy. After embarking a quantity of Army ammunition and explosive stores, for shipment to Hobart and Adelaide, the ship slipped and proceeded for Hobart. SYDNEY joined MELBOURNE (wearing your Flag) in Bass Strait at 1530K Wednesday 3rd February. OOW manoeuvres were conducted during the dog watches, on completion ships proceeding in company direct to Hobart.

3. The tight programme precluded the ship carrying out a full series of shakedown exercises on passage, although internal drills were carried out on both days.

4. The ship secured starboard side to Macquarie Oil Wharf, Hobart at 1100K Thursday 4th February. An offshore wind and the strong tidal stream made berthing difficult. The evolution was prolonged because of the ineffectiveness of the tugs which are neither experienced nor powerful enough to be relied upon.

5. I was to have accompanied you and the Captain, H.M.A.S. MELBOURNE on your official calls but due to the considerable difficulty in berthing I was unable to carry out any official calls in Hobart. All calls being considered paid and returned.

6. SYDNEY was Flagship for the Royal Hobart Regatta and on Saturday 6th and Tuesday 9th February moved to the Flagship anchorage before colours returning alongside on both days. Unfortunately the Harbour Master had initially allocated the wrong anchor berth and following representations by the Regatta Committee on Saturday forenoon I shifted to an anchorage further downstream. Returning alongside on Saturday evening the tugs were again ineffective. The forward tug having taken thirty minutes to secure, in favourable conditions, nearly girded and had to be slipped. By this time the ship was committed to her approach and I proceeded alongside without the assistance of the forward tug. The movements on Tuesday were executed without incident as the tugs, having benefited from previous experience, were handled in a more seamanlike manner.

7. In other respects the Regatta was an unqualified success. On Tuesday afternoon I had the Governor-General, accompanied by you and a large official party, onboard to witness the Regatta from the Flight Deck. On Saturday the President and members of the Regatta Committee were entertained onboard at lunch. On both days SYDNEY and MELBOURNE's Ship's Company guests were welcomed onboard.

8. I was pleased with the performance of the Ship's Company who in addition to winning all pulling and swimming races at the Naval Regatta, performed creditably in the sailing events. The "cock" was "broken" on passing MELBOURNE en route from the anchorage to Macquarie Oil Wharf on Tuesday evening.

9. Following your arrival at 1625 His Excellency the Governor-General was received onboard at 1627K Monday 8th February. After inspecting Training Department Divisions His Excellency witnessed a display by Ordinary Seaman in the hangar.

10. On Wednesday 10th February a non-denominational VOYAGER Memorial Service was held onboard.

11. I was President of the S.D. Preselection Board convened on 10th February. Of the 9 candidates who presented themselves only one was accepted.

12. Publicity during the visit to Hobart was favourable. The ship was open to the public on Sunday 7th February and in addition a number of organised parties visited the ship.

13. MELBOURNE proceeded independently for Sydney (town) at 1000K Thursday 11th February and thirty minutes later SYDNEY cast off and proceeded. Following a day of independent exercises the ship anchored in North West Bay at 1715K.

14. The ship remained at anchor for four days, weighing and proceeding at 0800K Monday 15th February. The forenoon was spent exercising ship handling and on completion the ship proceeded south of Bruny Island to the Huon River anchoring in Flight Bay at 1730K.

15. An Exped party was landed on Tuesday forenoon. At 2200K Tuesday 16th February the first motor cutter was taken from the quarter boom without authority by an Able Seaman intent on improperly leaving the ship. The departure of the motor cutter was noticed immediately and the two DUKWs, which were in the water were despatched in hot pursuit. Due to their inferior speed the DUKWs were unable to overtake the motor cutter. A search by all ship's boats continued throughout the night without success.

16. Following the return of the Exped party the ship weighed and proceeded at 1040K Wednesday 17th February. At 1100K my motor boat reported that the motor cutter had been located abandoned alongside a jetty in Port Cygnet. After hoisting all boats the ship proceeded anchoring in North West Bay at 1715K.

17. At 0715K Thursday 18th February the ship weighed and proceeded to Hobart to embark 141 members of Ship's Company families. Following a successful day at sea the visitors were disembarked the ship proceeding from Hobart at 1730K Thursday 18th February. Family Day was accorded good press and television coverage.

18. The week in Storm Bay was a valuable training period. It is an excellent training area, particularly during the summer months. The anchorage in North West Bay is snug and ideally suited to the ship's purpose.

19. Fog was encountered in Bass Strait. For 15 hours on 19th February the ship passed through a series of fog patches in which visibility was reduced to one mile or less.

20. SYDNEY berthed at Outer East Princes Pier, Melbourne at 0900K Saturday 20th February. The weekend visit had been arranged as part of Churchill Commemoration weekend and on securing, Naval equipment from H.M.A.S. CERBERUS and Army equipment was embarked and set up as a display in the hangar.

21. The public response to open days on Saturday and Sunday was disappointing. On Saturday the ship's company had devoted a lot of effort to setting up the displays. Additional attractions were provided by the ship's band and a judo and gymnastic display by a team from H.M.A.S. CERBERUS. Less than 1300 people visited the ship on Saturday. It is understood that Press and TV agencies were requested to play down the Naval participation in the Churchill Memorial week due to the open days at Laverton and Point Cook and this, if true, would explain the lack of public interest.

22. SYDNEY cast off and proceeded at 0900K Monday 22nd February anchoring in Eastern Cove, Kangaroo Island at 0700 IK Wednesday 24th February.

23. The ship weighed and proceeded at 1830 IK Thursday 25th February securing starboard side to No.4 berth Outer Harbour, Port Adelaide at 0730 IK Friday 26th February.

24. CALLS

At 0815 IK I received the Naval Officer-in-Charge, South Australia (Acting Commander J. Griffin, M.V.O.) for his official call and in his company carried out the following official calls:-

0915 - Commander Central Command (Brigadier J. Bleechmore)
0945 - The Premier of South Australia (Sir Thomas Playford)
1015 - His Excellency the Governor of South Australia
1045 - The Chief Justice (Sir Mellis Napier)
1115 - The Right Honorable The Lord Mayor of Adelaide. (Alderman J.C. Irwin)
1145 - The Air Officer South Australia (Air Commodore J.Dowling)

After these calls were completed I proceeded to the Town Hall Adelaide to watch the Combined Services march through the city. After lunching with the Naval Officer-in-Charge, South Australia I attended the opening of the new Police Headquarters in Adelaide by His Excellency the Governor. I later gave a press conference.

25. The visit coincided with the Churchill Commemoration March on Friday 26th March in which 350 members of the ship's company including an armed platoon of 30 and the ship's band participated. At the invitation of the Lord Mayor of Adelaide I watched the march from the official dias and received many favourable comments on the performance of the Naval contingent. It was obvious that the rare appearance of a large body of Naval ratings was much appreciated by officials and public alike.

26. An official cocktail party was held onboard on Friday evening. Guests included a number of Federal Members of Parliament and Senators in addition to local dignitaries. I entertained a number of local dignitaries in my quarters after the reception.

27. Church parties attended Churchill Memorial Services at the Anglican and Roman Catholic Cathedrals on Sunday 28th February.

28. The ship was open to visitors on Saturday and Sunday and some 14,000 visitors came onboard. Organised parties have visited the ship daily since her arrival.

29. The ship completed a very busy but satisfactory Long Self Maintenance on 2nd February. The programme throughout the remainder of the monthhas allowed for minimum maintenance only to be carried out. It is anticipated that the backlog will be made up early in March, 1965. The state of maintenance, servicability and cleanliness of the heads and bathrooms in the ship give cause for concern. The main reasons for the difficulties are age and the frequent flooding of bathrooms as a result of unservicable ejectors. This matter will be raised on other papers.

30. TRAINING

Up to 439 Ordinary Seaman were borne during the month. 49 Ordinary Seamen were drafted to other ships. 41 completed Common Sea Training and were drafted ashore. AWC training has slowed down considerably since the last quarter due in part to the leave period and a reduction in personnel borne but due in the main to the lack of MEs requiring the award. It was anticipated that 70% of the MEs borne would have been qualified AWCs by the end of March, 1965. This percentage will be reduced due to recent drafting. Advancement Board training and results received so far for the current quarter are most satisfactory. Higher Rates Training was progressed for 43 ratings.

31. Nineteen Midshipmen including 12 Midshipmen (S.L.) (Seaman) and 3 Midshipmen (S.L.) (Aircrew) who joined during the month are undergoing Departmental Training.

32. Nine RANR Officers including Chaplain N.E. Key the Moderator of the Presbyterian Church in South Australia have undergone A.C.T. during the month.

33. EDUCATION

I have instituted compulsory working hours for H.E.T. and E.T.1. classes for ratings who are CW1 candidates or require the E.T.1. for advancement purposes. Ordinary Seamen also attend 1 hours weekly E.T.1 instruction where this is necessary. The scheme seems to be working successfully and it is expected that better results than those hitherto obtained will be forthcoming in due course.

34. SPORT, BUS TOURS

During the period of the Royal Hobart Regatta, a comprehensive programme of sport was played. In the pulling itself H.M.A.S. SYDNEY won all seven races, H.M.A.S. MELBOURNE won both sailing events but was defeated by H.M.A.S. SYDNEY in all swimming events. Other sports played were Golf, Shooting, Waterpolo, Boxing, Squash, Cricket, Basketball and Volleyball with varying success. Throughout the month, while the ship was at sea or at anchor in remote anchorages, interpart competitions in basketball, shooting and volleyball were played as often as possible. Other sporting activities and expedition parties have been participated in by many ratings while in remote anchorages. In Hobart and Adelaide week-end sight-seeing tours were arranged and were popular.

35. HEALTH

The health of the ship's company has been good during the month.

36. CONDUCT AND MORALE

The conduct of the ship's company and their morale remain satisfactory. In Tasmania particularly morale was very high and the conduct excellent but since this there has been a

36. (con't)

marked decline in the standard of behaviour in Melbourne and Adelaide. I consider the reason for this to be that whereas in Tasmania drinking hours are until 2200 and a man can have his fill and come back to the ship reasonably respectably, in the latter two states young men are turned into the streets at 1800 having consumed their beverages far too fast, and being bored with nothing to do try to liven things up by breaking the law. I have instituted morning prayers at 0815 in the ship which are attended by as many officers and ratings as possible. Special arrangements are made for Departments whose working day begins at 0800 whereby they attend special prayers two days a week. I feel this will make the young trainees more conscious of their religious duties and may well result in increased church attendances and in the long run a more christian attitude to their lives.

I have the honour to be,

Sir,

Your obedient servant.

(G.J.B. CRABB)
CAPTAIN, R.A.N.

APPENDIX A to H.M.A.S. SYDNEY's Report of Proceedings - February, 1965.

STEAMING APPENDIX

(a)	Distance steamed during the month	2175 Miles
(b)	Hours underway during the month	182 Hours.
(c)	Total distance steamed since recommissioning	35,209 Miles
(d)	Total hours underway since recommissioning	2,607 Hours.
(e)	Occasion of exceeding economical speed (To rendezvous with H.M.A.S. MELBOURNE)	2nd February.
	Number of hours economical speed exceeded	5 Hours.
	Average speed.	18 Knots.
	Fuel expended for all purposes..	48 Tons
	Distance run per ton of fuel	1.87 Miles.

NAVY REGISTRY - RECORDING AND INDEXING INSTRUCTIONS

REGISTER ON CARD 18/6/461 18/6/5

FILE TITLE HMAS SYDNEY Report of Proceedings July 1965

MARK TO HN BRANCH

OTHER DIRECTIONS

INDEXING HISTORY	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS		DATE
INITIAL INDEXING		A21		
SUBSEQUENT INDEXING				

CLASSIFIER [illegible] DATE 12.4.65

COMMONWEALTH OF AUSTRALIA

MINUTE PAPER

PUBLICITY IN MELBOURNE.

By DPR.

Regarding paragraph 21:

I know nothing of the suggestion that news media were encouraged to play down Naval participation. However, there is no doubt that the fairly active and "glamorous" displays that the R.A.A.F. was able to stage attracted greater press and public interest.

I have always found Melbourne somewhat indifferent to Naval activities.

15/4/65.

DPR.

CONFIDENTIAL

APPENDIX 'C' TO H.M.A.S. SYDNEY'S REPORT OF PROCEEDINGS FOR JUNE, 1965

SPORT

Singapore

Rugby	v	PARRAMATTA	Won 29-0

Fremantle

Rugby	v	Associates	Won 6-3
Basketball	v	LEEUWIN	Won 50-18
Soccer	v	W.A. State Team	Lost 0-17 (Combined SYDNEY/ DUCHESS team)

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

18.6.535.

HMAS Sydney Report of Proceedings. July 65

DP 2/9

O/D of P(A) 2/9

DTWP 6/9

D of C 9/9

D/DTWP (AIR) 10/9.

CONS 13/9

DNI 16/9

HPB 20/9.

DONP 24/9 Please.

DA 21/9

DMT Sea training plan has been deleted. 22/9

DPM 28/9

DPS 5/10

DPSD 7/10.

DNR

DNES 12/10

ACOC 13/10

ACMD 15/10

DMED 18/10

FNA 19/10.

DWE 26/10

MDG 28/10 5/11

HNB (NS)

RESISTRAR

~~HNB DCNS 2NM 4NM DPR REGISTRAR~~) Separate Report

~~D of O 1NM 3NM SEC HNB(5)~~) Circulating

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

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

18.6.535

DEPARTMENT OF THE NAVY

MINUTE PAPER

HMAS Sydney Report of Proceedings July '65

HNB

D of O

DCNS

1ST NM

2ND NM

3RD NM

4TH NM

SEC

DPR

HNB (N5)

REGISTRAR

DP	DNI	DMT	DNR	ACMD	HNB	(N5)
D/D of P(A)	HPB	DDM	DNES	DMED	REGISTRAR	
DTWP	DCNP	DPS	ALOC	PNA		
D of C	DOA	DFSD		DWE		
D/DTWP (AIR)				MDG		
CONS						

) 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.

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REPORT OF PROCEEDINGS - JULY, 1965

(HMAS SYDNEY letter 2/4/1 dated 12th August, 1965.)

- -

II

AF 35/18

The Secretary,
Department of the Navy.

1. Forwarded for information.

2. The criticisms expressed in paragraph 7 of Minute I will be passed to the Commodore, Superintendent of Training, HMAS CERBERUS and the Naval Officer in Charge, West Australia Area for comment.

Wilkinson
REAR ADMIRAL

Office of the,
Flag Officer Commanding,
HM Australian Fleet.

26 AUG 1965

~~AS~~ Asdlll 31/8.
~~HP 27.8.65.~~
~~DNT~~ HNB 31/8

2/4/1

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

12 AUG 1965

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET (Flag.)

(Copy to: The Flag Officer Commanding
H.M. AUSTRALIAN FLEET (Staff).)

REPORT OF PROCEEDINGS - JULY, 1965

Sir,

I have the honour to report the proceedings of H.M.A.S. SYDNEY for the month of July, 1965.

2. On 1st July, H.M.A.S. SYDNEY, with H.M.A.S. DUCHESS (Commander I.M. BURNSIDE, R.A.N.) in company, was on passage from Fremantle to Sydney. Conditions were not very pleasant, withstrong westerly winds, rough seas and heavy rain and ships were unable to undertake the planned exercise programme. In view of the weather, fuelling of DUCHESS was delayed until Sunday morning 4th July, when east of Wilsons' Promontory.

3. That afternoon, SYDNEY conducted a successful annual full power trial in the vicinity of Gabo Island, and at 0800 the following morning 5th July, SYDNEY secured to No.2 buoy in Sydney Harbour, whilst DUCHESS secured alongside TOBRUK at South East Cruiser Wharf. After disembarking ammunition SYDNEY secured alongside Oil Wharf at 1000 for a four week leave and self maintenance period.

4. During Operation TRIMDON SYDNEY had steamed 11,200 miles and been underway for 703 hours.

5. Whilst in Sydney, every endeavour was made to give leave to all personnel due, and at the same time progress maintenance. I was absent from the port on leave from 10th July, to 30th July.

Training

6. During the month 33 Ordinary Seamen were posted out, whilst 305 were posted into the ship making a total of 473 trainees borne. 30 new classes have been formed and instruction in all categories progressed. A common Sea Training plan for these sailors has not yet been received but training is being planned on the assumption that they will remain in the ship for at least 6 months.

7. It is evident from the latest intake that the training in the care and upkeep of kit, and instruction in hammock slinging given at shore establishments is insufficient.

8. ET1 and HET classes have commenced for the forthcoming tests.

..../2.

Technical

9. Limited ship's staff maintenance was carried out due to leave taken, however the machinery is in a satisfactory state, although difficulty is being experienced in keeping certain electrical equipment such as the 974 radar and the main telephone exchange in an operational state.

10. Continuous changes in the junior personnel in the Marine Engineering branch prevent the ship achieving a high degree of NBCD efficiency. Against this large numbers of ME's are passing AWC subjects.

11. A detailed training programme encompassing all personnel in a position to advance has been prepared and good results should be achieved in the remaining months of 1965.

12. At the end of the month Commander (Eng L) R.D. GREEN joined as Electrical Officer.

Sport, Health and Morale

13. Due to the programme, leave and maintenance, opportunities for sport have been limited, although the ship has provided representatives for interservice sport, and a certain amount of interpart sport took place before arrival in Sydney early in the month.

14. The health of the ships company has been good, and despite the large turn around in personnel, the morale high.

I have the honour to be,

Sir,

Your obedient servant.

(G.J.B. CRABB)
CAPTAIN. R.A.N.

APPENDIX 'A' TO H.M.A.S. SYDNEY'S REPORT OF PROCEEDINGS FOR JULY, 1965

STEAMING APPENDIX

(a)	Distance steamed during month	1704.7	miles
(b)	Hours underway during month	104	hours
(c)	Total distance steamed since recommissioning	50,198	miles
(d)	Total hours underway since recommissioning	3,616	hours
(e)	Occasions of exceeding economical speed:		
(i)	Reason - Annual Full Power Trial		
(ii)	Number of hours economical speed exceeded	4	hours
(iii)	Average speed	22.7	knots
(iv)	Fuel expended for all purposes	50	tons
(v)	Distance run/ton fuel	1.8	miles

APPENDIX 'B' TO H.M.A.S. SYDNEY'S REPORT OF PROCEEDINGS
FOR JULY, 1965

SPORT

Sydney.

Rugby	Police defeated SYDNEY and MELBOURNE	17 - 15
	SYDNEY and MELBOURNE defeated RUSHCUTTER/ WATERHEN	9 - 3

NAVY REGISTRY - RECORDING AND INDEXING INSTRUCTIONS

REGISTER ON CARD 18/6

FILE TITLE H.M.A.S. SYDNEY
REPORT OF PROCEEDINGS
JULY 1965

MARK TO H.N. BRANCH

OTHER DIRECTIONS

INDEXING HISTORY	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	DATE
INITIAL INDEXING		A1	
SUBSEQUENT INDEXING			

CLASSIFIER [signature] DATE 27/8

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.445.

HMAS Sydney — Report of Proceedings. Aug 65

DP 14/9

D/O of P(A) 15/9.

DTWP c 22/9

D of C 24/9

D/DTWP (AIR) 27/9.

CONS 27/9

DNI 27/9

HPB 28/9

~~DCNP~~

DA 30/9

DMT 5/10

DDM 6/10

DPS 7/10.

DESD 12/10.

DNR 8/10

DNES 13/10

~~DENT~~

ACOC 13/10

ACMD 15/10

DMED 18/10

~~DNA~~

DCID 19/10.

DWE 26/10

DCNP 27/10.

DMDG 1/11

AS(N) ~~HNB~~ (N5) 3/11

RESISTRAR

~~HNB~~ AS(NS) DCNS 2NM 4NM DPR ~~REGISTRAR~~) Separate Report

D of O 1NM 3NM SEC ~~HNB~~ AS(NS) (5) FAS(EG) FAS(Fin)) Circulating

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

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

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DEPARTMENT OF THE NAVY 18 · 206 · 445

MINUTE PAPER

HMAS Sydney Report of Proceedings Aug '65

HNB (N5) 14/9

D of O 15/9

DCNS 13/9

1ST NM 19/9

2ND NM 20/9

3RD NM 21/9

4TH NM 22/9

SEC 23/9

DPR FAS (EG) FAS (EM) 27/9

AS (EM) HNB (N5) 29/9

REGISTRAR

DP	DNI	DMT	DNR	ACMD	HNB	(N5)
D/D of P(A)	HPB	DDM	DNES	DMED	REGISTRAR	)
DTWP	DCNP	DPS	ALOC	PNA		) Separate Report Circulating.
D of C	DOA	DFSD		DWE		)
D/DTWP (AIR)				MDG		)
CONS						

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.

13/20

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REPORT OF PROCEEDINGS

(HMAS SYDNEY letter un-numbered dated 3rd September, 1965)

- -

II

AF 35/18

The Secretary,
Department of the Navy.

Forwarded for information.

REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

19 SEP 1965

13/9
10/9

13/9

CONFIDENTIAL

RESTRICTED

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

3 September, 1965.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET (Flag.)

(Copy to: The Flag Officer Commanding
H.M. AUSTRALIAN FLEET (Staff).

REPORT OF PROCEEDINGS - AUGUST, 1965

Sir,

I have the honour to report the proceedings of H.M.A.S. SYDNEY for the month of August, 1965.

2. On the 1st August SYDNEY, berthed at Oil Wharf, Garden Island, completed a four weeks leave and self maintenance period, during which time 305 Ordinary seamen were posted into the ship, and the extra personnel embarked for the Vietnam operation were posted out.

3. At 0900 Monday 2nd August, SYDNEY cast off and proceeded under own power to No. 2 buoy to embark ammunition, slipping and proceeding for a shakedown period at 1130. H.M.A.S. ANZAC (Commander I.H. NICHOLSON R.A.N.) left harbour in company, this being one of the rare occasions on which the Australian Training Squadron has operated together this year.

4. During the ensuing three days, a comprehensive shakedown programme was progressed, and after the comparative luxury of the previous few months, the difficulties of finding enough experienced personnel to go round, with the ship manned on reduced peace complement was once again a problem. The Ordinary seaman gradually settled in, and a comprehensive N.B.C.D. work-up programme was commenced. Exercises carried out are shown in Appendix B.

5. SYDNEY anchored in B1 berth, Jervis Bay at 1645 on Wednesday, 4th August, and the following day two excellent helicopter winching demonstrations were given to the ships company by an aircraft from NAS NOWRA. Workup exercises continued during the period in Jervis Bay.

6. At 0830 on Saturday, 7th August SYDNEY with H.M.A.S. MELBOURNE (Captain H.D. STEVENSON R.A.N.), H.M.A.S. SUPPLY (Captain W.J. DOVERS D.S.C. R.A.N.) and H.M.A.S. ANZAC in company sailed from Jervis Bay for the Fleet concentration period in Hervey Bay. The weather on sailing was marred by a very strong westerly wind, forcing the cancellation of morning RAS approach serials, but during the afternoon all ships refueled from SUPPLY.

7. During the RAS serial, you, Sir, embarked in MELBOURNE, and on completion of fuelling I assumed the duties of OTC until 1600 the following day when SUPPLY assumed OTC until ships detached for exercises the following morning Monday 9th.

8. At 2030 that evening, SYDNEY and SUPPLY anchored in assigned berths in Platypus Bay.

9. HERVEY BAY.

9. On Tuesday 10th, SYDNEY carried out the N.B.C.D. Efficiency Test after 7 days at sea. Although it had been possible to teach the Ordinary seaman the fundamentals of ship safety and damage control, the problem of shelter stations, N.B.C, and associated drills were too complex to be grasped during a sailors first week at sea, and accordingly emphasis was placed on teaching them ship safety and training the permanent ships company in ship familiarization and basic damage control.

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RESTRICTED

10. SYDNEY remained at anchor in Platypus Bay during the 11th and 12th, when Exercise Squarebash, a landing party exercise took place. Personnel from SYDNEY landed during the forenoon of the 11th, returning onboard the following forenoon, looking hot and dusty, but nevertheless having enjoyed the exercise and break from ships routine.

11. On the morning of Thursday 12th, you, Sir, came onboard to look at the ordinary seaman, and training facilities.

12. SYDNEY proceeded at 0800 on Friday 13th to carry out Communications Efficiency Test, and exercise with ANZAC. However, due to ANZAC's other exercise committments, no external drills were conducted and the ship returned to Platypus Bay, anchoring at 1850. The following morning a successful PTA firing was carried out, on completion of which the ship anchored in Platypus Bay.

13. During the weekend opportunity was taken to land fishing parties, the ships' company went to divisions on the Sunday morning and at 1500, on Sunday afternoon, SYDNEY proceeded for Bundaberg, anchoring at 1740 off Bargara, to embark R.A.N. and R.A.N.R. personnel joining. The ship remained at Anchor overnight, fuelling from SUPPLY in the vicinity of Breaksea Spit LV on the morning of 16th.

BARRIER REEF

14. Before proceeding for the Whitsunday Islands, a close range firing at a surface target was carried out, during the afternoon of 16th August, and on completion the ship proceeded for Mackay, anchoring off the harbour at 1015 on Tuesday 17th to allow the DUKWS to collect mail from shore. The ship departed Mackay at 1245, anchoring in Cid Harbour at 1810 that afternoon. Navigation duties for the passage from Hervey Bay were given to Lieutenant K.H. CARTWRIGHT R.A.N.R.

15. A pleasant 36 hours at Cid Harbour followed, and on sailing at 0800 Thursday 19th, SYDNEY passed close to Hayman and Sth. Molle Islands, for the benefit of the ordinary seamen. Navigation to Platypus Bay was carried out by Lieutenant Commander B.A. Milford R.A.N. The ship collected mail and milk at Mackay, and anchored in Platypus Bay at 1340 on Friday 20th.

HERVEY BAY

16. One of the main reasons for the return to Hervey Bay after only two days at Cid Harbour, was to land expedition parties in the vicinity of the lagoon at Platypus Bay. During the period Friday 20th to Tuesday 24th, parties of about 170 sailors were landed each day for 24 hours. An headquarters group led by Lieutenant Commander M.E. SCOTT, R.A.N. remained ashore for the full period. The expedition party giving a healthy break from ship routine was voted an outstanding success by all participants. Whilst ashore, the party came into frequent contact with local fishermen, who presented them with a considerable quantity of fish. No damage to or theft of personal or public property occured.

17. The intention had been to embark shore parties on Tuesday morning 24th, proceed to Bundaberg to land mail and anchor overnight off Lady Musgrave Island to satisfy the whims of the fishermen onboard. However, in accordance with instructions received concerning the investigation into the state of flora and fauna on Fairfax Island, I decided to leave the party ashore for a further day whilst the ship carried out the investigation. SYDNEY sailed Platypus Bay at 0600 Tuesday 24th Anchoring off Bundaberg at 0830 to land and collect mail. At 1100 the ship proceeded from Bundaberg for Fairfax Islands anchoring to the west of the spit at 1500.

18. A party of 4 officers and 2 senior ranks landed by DUKW, to find no new shell or coral damage, and apart from one goat and one bird dead from natural causes, the remainder of the islands inhabitants were in the best of health.

19. At sunset, SYDNEY weighed and proceeded anchoring Platypus Bay at 2300. That evening the requirement arose to land two sailors at Bundaberg on compassionate grounds, before the ships departure from Hervey Bay, and accordingly, on completion of embarking expedition parties at 1015 on the following morning Wednesday 25th. SYDNEY proceeded for the Bundaberg area, where the sailors concerned were landed by DUKW, At 1415, the ship weighed and proceeded for Sydney town.

20. During the period in Hervey Bay and the Barrier Reef, the two DUKW's carried proved invaluable both for landing recreation parties, and also for collecting mail and stores.

21. SYDNEY bithed starboard side to at Fitting Out Wharf, Garden Island, at 0825 on Friday 27th August, for a self maintenance period.

TRAINING

22. Training has been progressed at satisfactory levels in all phases and the Common Sea Training programme has been maintained on schedule.

23. During the month 64 ordinary seamen (Various) completed training and were posted to Able Rank courses. 14 Ordinary seamen joined bringing the number of Ordinary seamen under training to 493 at 31st August.

24. TECHNICAL

Training was progressed to the maximum extent, the results of which will not be evident, except for Ord (ME), until later in the year. AWC training has progressed very satisfactorily and a comparatively large number should complete by the end of September or early October.

25. MAINTENANCE OF MACHINERY

The time allowed in harbour, was insufficient to keep maintenance at a proper level, especially remembering (a) the July period in Sydney was for leave, (b) the complement of senior ERA's is below the reduced complement allowed. However, the backlog of work should be overcome in this present period in Sydney through the increased complement and the assistance of the F.M.P.

SPORT, HEALTH AND MORALE

26. During the month, a great deal of sport was played internally, but due to the limited time spent in populated harbours, little opportunity was available for competition against other teams. Whilst in Queensland waters, fishery, sailing and expedition parties were landed. Due to the large numbers borne a system of sport by classes was introduced for the Ordinary Seamen in basketball, deck hockey and volleyball competition.

27. The health of the ships' company has been reasonable, and morale remains good.

I have the honour to be

Sir,

Your obedient Servant

(G.J.B. CRABB)
CAPTAIN R.A.N.

RESTRICTED

APPENDIX 'A' TO H.M.A.S. SYDNEY'S REPORT OF PROCEEDINGS FOR AUGUST, 1965.

STEAMING APPENDIX

a)	Distance steamed during month.	3761.8
b)	Hours underway during month.	251
c)	Total distance steamed since recommissioning	53,960.5
d)	Total hours underway since recommissioning	3867
e)	Occasions of exceeding economical speed:-	
A. 1)	Reason :- NEX Square dance.	
2)	No. hours economical speed exceeded	1 hour
3)	Average speed	20.5 Knots
4)	Fuel expended for all purposes	9.5 tons
5)	Distance run/ton fuel	2.2 miles

RESTRICTED

APPENDIX 'B' TO H.M.A.S. SYDNEY'S REPORT OF PROCEEDINGS FOR AUGUST, 1965.

EXERCISES

Seamanship	
Leaving ship / Emergency station	5
Seaboat	6
Steering gear breakdown	5
O.O.W. manoeuvres	2
R.A.S. approaches	7
Helo winching demonstrations	2
R.A.S.	2
Anchorages (training)	4
N.B.C.D.	
Section drills	17
Minor NBCDX	2
Monitoring/cleansing parties	2
Efficiency test	
A.I.O.	
NEX	1
Internal drills daily	
T.A.S.	
Diving	2
Demolition	1
Gunnery	
Landing party drill	5
Landing party exercise	1
AACRF (PTA)	1
AACRF (Surface)	1
Communications	
Efficiency test	
Internal drills daily	

RESTRICTED

APPENDIX 'C' TO H.M.A.S. SYDNEY'S REPORT OF PROCEEDINGS FOR AUGUST, 1965.

SPORT.

Rugby

Carriers	defeated Destroyers Frigates	36-3
Ords(various)	defeated Ships' Company	5-3
Albatross	defeated Carriers	15 - 14

Hockey

Ships' Company	defeated Ords(various)	5-3

Basketball

Sydney	defeated Melbourne	56 - 33

Batington

Sydney	defeated Melbourne	7 - 1

RESTRICTED

NAVY REGISTRY - RECORDING AND INDEXING INSTRUCTIONS

REGISTER ON CARD 18/206/445

FILE TITLE HMAS SYDNEY

Report of Proceedings August 1965

MARK TO MW BRANCH

OTHER DIRECTIONS

INDEXING HISTORY	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	
INITIAL INDEXING		A2	
SUBSEQUENT INDEXING			DATE

CLASSIFIER [illegible] DATE 10/9/65

28/10

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

18·206·471

HMAS Sydney Report of Proceedings Sept '65

D OF P 19/x

D/D OF P (A) 19/10.

DTWP 24/10

D OF O 26/10

D/DTWP (AIR) 26/10

CONS 28/10

DNI 17/11

HPB 17/11

~~DCNP~~

DOA 18/11

DMT 24/11

~~DCNP~~ 26/11

DDM 29/x

DPS 29/11

DFSIR 3/12.

DNR 6/xii

DNES 7/12

ACDC 4/1

ACMD 6/1

DMED 18/1

~~DNAP~~ 4/1

DWE 17/1

~~HPB(P)~~ 9/2

~~MDG~~ D.G. M.S. Army informed. Para 21 refers. BC. 17/2/66

AS (NS)(N5) 24/2

REGISTRAR

~~AS (NS) DCNS 2NM 4NM DPR REGISTRAR~~
~~D OF O 1NM 3NM SEC FAS (EG) FAS (FM) AS (NS)(N5)~~) Separate Report Circulating

NOTES: (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.

7/26

CONFIDENTIAL

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.471

HMAS Sydney — Report of Proceedings Sept 65

AS (NS) 18/10

D OF O 18/10.

DCNS

1st NM 20/10

2nd NM 25/10

3rd NM 25/10

4th NM 26/10

SEC 29/10

FAS (EG)

FAS (FM) 29/10

DPR 1/11

AS (NS)(N5) 3/11

REGISTRAR

~~D OF P~~	DCNP	ACDC	Separate Report Circulating
~~D/D OF P(A)~~	DOA	ACMD	
DTWP	DMT	DMED	
D OF C	DDM	PNA	
D/DTWP (AIR)	DPS	DWE	
CONS	DFSD	MDG	
DNI	DNR	AS (NS) (N5)	
~~HPB~~	DNES	REGISTRAR	

NOTES: (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 Directors comments if there is any matter of special interest in those comments.

6/22

CONFIDENTIAL

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HMAS SYDNEY - REPORT OF PROCEEDINGS - SEPTEMBER, 1965

(HMAS SYDNEY letter 2/4/1 dated 3rd October, 1965)

- -

II

A.F. 35/18.

The Secretary,
Department of the Navy.

1. Forwarded for information.

2. My comments on the matters regarding Operation TANTON will be forwarded when HMAS SYDNEY's report is received.

REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

13 OCT 1965

15/10
A/S(NS) 15/10.
18/10

CONFIDENTIAL

CONFIDENTIAL

HMAS SYDNEY - REPORT OF PROCEEDINGS - SEPTEMBER, 1965

(HMAS SYDNEY letter 2/4/1 dated 3rd October, 1965)

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REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

CONFIDENTIAL

2/4/1

CONFIDENTIAL

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

3rd October, 1965.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET (Flag.)

(Copy to: The Commander,
FAR EAST FLEET.)

REPORT OF PROCEEDINGS - SEPTEMBER, 1965

(All times are local)

Sir,

I have the honour to report the proceedings of H.M.A.S. SYDNEY for the month of September, 1965.

2. The first ten days of the month saw H.M.A.S. SYDNEY alongside the Fitting Out Wharf, Garden Island, carrying out self maintenance and preparing for Operation TANTON. Rumours concerning this operation had been rife onboard, and on Monday, 30th August, I cleared lower deck and informed the Ship's Company of the general concept of the Operation. This had a welcome and salutary effect. The slight tension which had been building up disappeared, rumours almost ceased and there was no doubt that officers and sailors appreciated the information and respected the security requirements.

3. Early in the month Army requirements started arriving and it was possible to obtain some idea of the cargo to be carried. On this occasion a large percentage of cargo and troops were to be embarked at Brisbane and accordingly I sent my Cargo Officer, Lieutenant Commander M.E. SCOTT, R.A.N. ahead of the ship to liaise with Northern Command authorities on 9th September. In this respect it was pleasing to note later that the General Officer Commanding Northern Command, Major General T.S.Cape told me that every unit officer in Northern Command who was involved in the operation greatly appreciated Scott's visit and benefited from discussions with him.

4. On 8th September, I gave a lunch party for Brigadier S.F.B. Macadie, D.S.O.(Chief of Staff to the General Officer Commanding Eastern Command) and several senior officers of Eastern Command.

5. At 1100 on Saturday 11th September, after embarking troops during the morning, H.M.A.S. SYDNEY sailed independently for Brisbane and after an uneventful passage, embarked the pilot off Caloundra Head, at 0615 on Monday 13th September. The ship berthed port side to at the B.H.P. Wharf, Brisbane at 1105. Before leaving Sydney 6 National RJ15A portable transceivers had been obtained for use in berthing, cargo operations and evolutions and these proved their worth on this occasion, when I was able to conn the ship from the Port Emergency Conning Position, at the same time having excellent communications with the bridge, and hence tugs, and all the parts of ship concerned with the berthing operation. The ship's internal ~~communications could not have handled~~ such a problem.

6. On securing, the Naval Officer-in-Charge Queensland, Acting Commander D.J. ROBERTSON, R.A.N., arrived on board and the ship commenced loading cargo. All cargo was embarked by 1800 that evening, due in no small measure to the extremely efficient cranes on the BHP wharf and the willing cooperation of the crane drivers.

CONFIDENTIAL

.....2/

CONFIDENTIAL

7. During the afternoon the General Officer Commanding, Northern Command, Major General T.S. Cape, D.S.O. M.B.E. witnessed loading operations and inspected the ship's facilities. The following morning troops were embarked and General Cape breakfasted with me. He then inspected troop accommadation and watched the embarkation. By 1030 the ship was ready for sea and followed by H.M.A.S. ANZAC (Commander I.H. NICHOLSON, R.A.N.) , H.M.A.S. SYDNEY cast off and proceeded at 1100, Tuesday 14th September, clearing North West Channel at 1430. At 1500, you, Sir, assumed command of the force and H.M.A. Ships MELBOURNE, SYDNEY and ANZAC commenced passage inside the Barrier Reef.

8. Whilst in Brisbane, Lieutenant Commander W.G. BOWLES D.S.C. R.A.N., left the ship to travel to Vietnam to effect liaison with Australian, U.S. and Vietnamese forces involved in the operation. The liaison thus established with the Commander U.S. Military Assistance Committee's staff and Vietnamese authorities was invaluable during the subsequent unloading operations.

9. H.M.A.S. ANZAC was fuelled during the afternoon of Thursday, 16th September 1965 in the Coral Sea and at 1330 on Friday 17th September you, Sir, in H.M.A.S. MELBOURNE, departed for Port Moresby.

10. The China Strait was transitted in very favourable tidal stream conditions and after a further RAS, HMA Ships SYDNEY and ANZAC arrived off the entrance to Sooadler Harbour at 1100 on Sunday 19th September. Although a beam wind of 17 knots was blowing the ship was turned and secured in the fuelling berth at Sabukalio Point with no difficulty. H.M.A.S. ANZAC anchored off Lombrum Jetty for a few hours and then continued on her planned visit to Madang. H.M.A.S. SYDNEY completed fuelling that evening at 2100 and in view of the calm conditions at the time I remained in the fuelling berth for the remainder of the night.

11. My escort for the remainder of the operation, H.M.A.S. DUCHESS (Commander I.M. BURNSIDE) and H.M.A.S. VENDETTA (Commander D.W. LEACH, R.A.N.) sailed from Manus at 0600 on Monday 20th September and formed a departure screen whilst H.M.A.S. SYDNEY left harbour at 0700 Passage to Subic was uneventful, although a very good Navy/Army/Air Force concert was held and H.M.A.S. SYDNEY anchored in Subic Bay at 0730 on Saturday 25th September. HMA Ships DUCHESS and VENDETTA secured at Rivera Point Wharf.

12. Leave was not granted, but I was able to take the opportunity to lunch in H.M.A.S. VENDETTA in company with the Captain of H.M.A.S. DUCHESS and the Australian Services Attaché, Manila (Wing Commander McMAHON). Difficulty was experienced in fuelling the escorts, due to the late arrival of the lighter and when the Task Group sailed at 1800 that evening, H.M.A.S. DUCHESS had received no fuel and accordingly was replenished the following morning at sea. H.M.A. Ships SYDNEY and VENDETTA also sailed short due to the failure in fuelling arrangements. The Army for the remainder of the passage and arrival at Cap St. Jacques did not permit a delay in sailing time. Subsequently H.M.A.S. DUCHESS had to be fuelled on Sunday, 28th September, 1965.

13. The Task Group entered the Market Time coastal surveillance area off the Republic of Vietnam at 0200 on 28th September and anchored in assigned berths at 0730. From the Market Time line to the anchorage H.M.A.S. SYDNEY received distant support from U.S.S. PRINCETON.

14. At 1100 on 28th September Brigadier D.R. JACKSON, D.S.O. Commander Headquarters Australian Army Forces Vietnam accompanied Major General TRÂN NGOC TAM, the Chairman of the International Military Assistance Working Committee and other senior U.S. Staff Officers arrived onboard by helicopter. Having observed the unloading operations, I invited the General to lunch with me and we were joined by Colonel R.R. DUDDY of 173 Airborne Brigade U.S. Army and other representatives from the brigade.

CONFIDENTIAL

....3/

I was also delighted to see Maj. J.D. MacFarlane, Officer Commanding B. Company 1st Battalion Royal Australian Regiment at this lunch as he had been the senior officer of embarked troops in the ship's first trip to Vietnam and I was able to get a first hand picture of the high regard in which this unit is held in Vietnam. General TAM, aged 39 years, is regarded as a fighting soldier by his allies but nevertheless I was interested to see that he carried, what could only be called a 'coup' pistol (small enough to fit in the palm of his hand) in his breast pocket. He also delighted in the fact that water has never entered his water bottle as it is kept topped up with beer.

15. Unloading and backloading was completed in 48 hours in reasonable weather conditions and a full report of the entire operation is being forwarded in other papers.

16. At 0615 on Thursday 30th September, the escorts left harbour to be followed by H.M.A.S. SYDNEY, 30 minutes later. When clear of the coastal area both escorts were fuelled and, a on completion at 1700H, detached for Hong Kong, whilst H.M.A.S. SYDNEY proceeded for Subic.

17. TECHNICAL.

All machinery and equipment has performed satisfactorily, but training has been limited due to the operation.

18. SPORT.

Opportunity for sport has been negligible, although deck hockey and volleyball have been possible with troops and cargo embarked.

19. TRAINING.

All aspects of training, particularly general instruction, were severely restricted during the month, due to the requirements of Operation TANTON. Details of the operation's effect on training, specifically Ordinary Seamen training will be covered in other papers, During the period in Sydney 188 Ordinary Seamen were posted out, of whom 70 had completed more than six months in the ship and their Commodore Superintendent of Training syllabus whilst the remainder were transferred to YARRA and PARRAMATTA. 315 Ordinary Seamen were borne on 30th September,.

20 Exercises and weapon training was also severely curtailed due particularly to the electronic emmission policy in force. It was possible however to carry out a comprehensive N.B.C.D. work-up and 40/60 firings.

21. HEALTH AND MORALE.

Morale has been high and health good in spite of the high internal temperature. There have been some cases of gastro-enteritis. However, the number of cases gave no cause for concern. I was most concerned to note that a large number of the Army personnel embarked with incomplete inoculations. As the Army vaccines did not arrive at Manus in time, the ship's supplies were used. The subject will be covered more fully in other papers.

I have the honour to be,

Sir,

Your obedient servant.

(G.J.B. CRABB)
CAPTAIN R.A.N.

CONFIDENTIAL

APPENDIX 'A' TO H.M.A.S. SYDNEY'S REPORT OF PROCEEDINGS FOR SEPTEMBER, 1965.

a) Distance steamed during month. 5922 miles

b) Hours underway during month. 369

c) Total distance steamed since recomissioning 59,882.5

d) Total hours underway since recomissioning 4236

e) Occasions of exceeding economical speed:-

1. (i) Operation Tanton.

	17 knots	18 knots	19 knots.
(ii) No. hours economical speed exceeded.	41	137	1
(iii) Average Speed.	17	18	19
(iv). Fuel expended for all purposes.	242	987	8.1
(v) Distance run/ton fuel	2.9	2.5	2.35

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.492

Oct/65

HMAS Sydney — Report of Proceedings

AS (NS) 16/11

D OF O 17/11

DCNS

1st NM 18/11

2nd NM 22/XI

3rd NM 24/11

4th NM 24/11

SEC 26/11

CNS

FAS (EG) 30/11

FAS (EM) 3/12

DPR — para 24. (for comment)

AS (NS)(N5)

REGISTRAR

Chairman to see

26/11

Seen 7/6

D OF P	DCNP	ACDC	Separate Report Circulating
D/D OF P(A)	DOA	ACMD	
DTWP	DMT	DMED	
D OF C	DDM	PNA	
D/DTWP (AIR)	DPS	DWE	
CONS	DFSD	MDG	
DNI	DNR	AS (NS) (N5)	
HPB	DNES	REGISTRAR	

NOTES: (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 Directors comments if there is any matter of special interest in those comments.

P.A. Chairman AS(NS) 23.12.65

8/22

CONFIDENTIAL

COMMONWEALTH OF AUSTRALIA

MINUTE PAPER

Amon:
CNS to see 15/12
CMS to see Reen 16
2 NM to see
14/12

SECRETARY

Ref. Para 24 of HMAS SYDNEY's Report of Proceedings for October 1965.

I have made a similar point in a report on Navy Week prepared jointly by Director of Recruiting and me.

2. News cannot be manufactured . Any news medium must have material to work with before it can write or talk about a subject.

3. In Melbourne during Navy Week Williamstown Naval Dockyard was open for inspection and HMAS CERBERUS was also open and a day of displays attracted about 10,000 people.

4. Little more could have been done by NOIC Vic with the funds or facilities at his disposal. The CERBERUS function deserved far more publicity than it got but even so it was not front page news except perhaps pictorially.

5. Melbourne papers do not take as much interest in the Navy as do those in Sydney. The Sydney Press gave us a far better run during Navy Week than Melbourne, even though the programmes were similar.

David Green

Registrar

A/DPR

Dec. 8.

CONFIDENTIAL

HMAS SYDNEY - REPORT OF PROCEEDINGS FOR OCTOBER, 1965.

(HMAS SYDNEY letter 2-4-1 dated 3rd November, 1965.)

II

A.F. 35/18

The Secretary,
Department of the Navy.

Forwarded for information.

REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

11 NOV 1965

CONFIDENTIAL

35/18

2-4-1

CONFIDENTIAL

H.M.A.S. SYDNEY,
at Melbourne.

3rd November, 1965.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET (Flag.)

(Copy to:- The Commander,
FAR EAST FLEET.)

REPORT OF PROCEEDINGS - OCTOBER, 1965.
(All times local).

Sir,

I have the honour to report the proceedings of H.M.A.S. SYDNEY for the month of October, 1965.

2. H.M.A.S. SYDNEY had sailed from Cap St. Jacques, South Vietnam on 30th September, with H.M.A. ships DUCHESS and VENDETTA in company. After fuelling, that afternoon, both escorts were detached for passage to Hong Kong, whilst SYDNEY proceeded to Subic.

3. SUBIC.
On completion of an uneventful passage SYDNEY anchored in Subic Bay at 0925 H on Monday 4th October. Shortly after anchoring and reducing to 4 hours notice for steam, I was instructed to shift berth to LEYTE WHARF at Cubic Point, and accordingly moved under own power at 1130.

4. Fuelling at Leyte Wharf is by lighter only, and embarkation of the 2,200 tons required was not completed until the morning of 6th October. Leave was given to watch and port and facilities at the various clubs in the base and the Post Exchange were generously provided.

5. At 0900H on Wednesday 6th October, I cast off and proceeded for Manus. Although I had signalled for tugs and received confirmation, tugs were not in attendance.

6. A full report on Operation TANTON has been forwarded under separate cover.

SUBIC TO MANUS.

7. SYDNEY proceeded via VERDE IS. passage and SAN BERNADINO STRAIT into the Pacific Ocean and set course for Manus. During the passage through the Philipine Islands, it was noted that a considerable number of shore navigation lights were extinguished.

8. After an uneventful passage during which preparation for your inspection, Sir, was progressed, SYDNEY entered Seeadler Harbour at 0800K on Monday 11th October.

CONFIDENTIAL

....2/

CONFIDENTIAL

MANUS.

9. The ship anchored off SABUKALEO PT. at 0900 and turned at rest into the fuelling berth, securing to the shore by 8 inch manila from each quarter. Pumping of furnace fuel oil commenced at 1010 and continued until 1540, 813 tons being embarked.

10. My intention had been to remain overnight at Manus and proceed at 0600 on the 12th. However, in order to provide an opportunity to work on the ship's side when inside the reef, it was decided to sail Manus on completion of fuelling.

11. Whilst at Manus I was able to entertain the District Commissioner, Mr J. O'MALLEY, the Naval Officer-in-Charge New Guinea(Acting Commander C.J. SCHMITZER, R.A.N.) Dr. MARGARET MEADE and Dr. THEODORE SCHWARTZ, anthropologists of the American Museum of Natural History to lunch.

12. At 1730 that afternoon H.M.A.S. SYDNEY weighed and proceeded for Townsville.

MANUS TO TOWNSVILLE.

13. After sailing Manus in almost perfect weather conditions, the ship gradually entered the south east trades and the weather deteriorated, whilst speed made good was reduced to 13 knots. At 2315 on Wednesday 13th October, the ship transitted Jomard Passage and entered the Coral Sea. During the passage across the Coral Sea R.A.A.F. Aircraft from Townsville carried out a search and shadow exercise with the ship.

14. After entering the Barrier Reef through Grafton Passage SYDNEY anchored in the lee of Fitzroy Island at 1037 on Friday 15th October. Unfortunately, due to the strong south easterly winds, a poor lee was obtained and hands were unable to work on the boot topping.

15. That evening, a signal giving details of the press release was received in which it was noted that the date of the ships departure for Vietnam was incorrect.

16. At 1900, SYDNEY weighed and proceeded from Townsville, anchoring off Magnetic Island at 0627 the following morning. The wind still blew strongly from the south east, and as the day progressed, backed to the north east, necessitating the transfer of personnel from ship to customs craft and SAR craft to ship via a ship's motor cutter.

17. Customs clearance was speedily effected. Your flag was hoisted at 1200, and at 1540 you, Sir, embarked for your annual inspection.

TOWNSVILLE TO SYDNEY.

18. At 1800 on Saturday 16th, SYDNEY weighed and proceeded for CID Harbour, anchoring at 0600 the following morning. Whilst at anchor, you inspected the Ship's Company, and carried out Flight Deck and Island Rounds. The ship proceeded for Sydney at 1400 that afternoon, arriving off North Head at 0630 on Wednesday 20th. At 0645 you, Sir, disembarked by helicopter and the ship entered harbour, securing at No. 2 buoy at 0800, when your flag was transferred to H.M.A.S. MELBOURNE.

SYDNEY AND PASSAGE TO MELBOURNE.

19. SYDNEY unloaded ammunition being backloaded from Vietnam whilst at No. 2 buoy, at the same time embarking ship's ammunition and on completion shifted under own power, berthing starboard side to Oil Wharf at 1100 Wednesday 20th October.

CONFIDENTIAL

....3/

20. At 1000 on Wednesday 27th October, H.M.A.S. SYDNEY cast off and proceeded for Melbourne. During the afternoon classified equipment was dumped and at 1700 H.M.A.S. ANZAC (Commander I.H. NICHOLSON, R.A.N.) rendezvoured off Jervis Bay.

21. The next morning, H.M.A.S. SYDNEY and H.M.A.S. ANZAC were joined by H.M.A.S. YARRA (Captain B.H. LOXTON, R.A.N.) and H.M.A.S. PARRAMATTA (Commander R. PERCY, R.A.N.), for screening and replenishment. High speed manoeuvres were carried out on joining for the benefit of ships photographers and press photographers embarked in YARRA. During the forenoon and early afternoon escorts were fuelled, and H.M.A.S. SYDNEY carried out jackstay runs on each escort, transferring press and personnel. On completion of the exercises at 1440, H.M.A. Ships YARRA and PARRAMATTA were detached and H.M.A. Ships SYDNEY and ANZAC continued the passage to Melbourne.

. MELBOURNE.

22. SYDNEY, followed by ANZAC, entered Port Phillip at 0600 on Friday 29th October. ANZAC was detached off Howell Pile Lt. to proceed independently to her berth in the River Yarra, and SYDNEY berthed starboard side to Outer East Prince's Pier at 1000.

23. That evening an official cocktail party was held onboard, and many prominent political figures were in attendance including the Leader of the Federal Opposition, The Hon. A.A. CALWELL, the Federal Ministers for Air and Health and several Victorian State Ministers.

24. On the evening of Saturday 30th October my wife and I entertained at dinner the Chief Justice for Victoria and Lady Winneke, The Lord Mayor of Melbourne and Mrs Beaurepaire, Brigadier and Mrs Bell, Mr Sinclair, the Editor of the Age and Mrs Sinclair, and Air Commodore and Mrs Mason. It was of interest to hear from Mr. Sinclair that whilst his newspaper had been ready to co-operate with the Navy in all respects during Navy Week, the lack of information of public interest frustrated newspaper coverage.

.. TECHNICAL.

25. All engineering and electrical equipment performed satisfactorily, with the exception of the forward capstan, the main supply run blowing out whilst in Port Phillip Bay. Emergency electrical cable was run for the berthing at Port Melbourne and GMWD co-operated later in effecting temporary repairs.

TRAINING.

26. The effects of Operation TANTON on Common Sea Training have been forwarded separately. Training in all phases was progressed at maximum levels from 20th October, 68 Ordinary Seamen (Various) completing their Common Sea Training and were posted to Able Rank courses on 29th October. Ordinary Seamen (various) borne at 31st October totalled 236.

27. HET instruction was recommenced at an intensive level from 21st October. ET1 classes have been formed.

28. Thirty nine Sea Cadets from the Victorian Division of the Australian Sea Cadet Corps carried out two day's continuous training onboard during the period 30th - 31st October. A comprehensive programme of practical instruction, lectures and films combined with part of ship work enabled the Sea Cadets to gain useful first hand knowledge of ship board life.

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29. During the month, 3 Midshipmen (GL) and 2 Midshipmen (SL) (Air) were reposted whilst 8 Midshipmen (SL) joined. 18 Midshipmen were borne at 31st October.

EXERCISES.

30. Although the ship was acting independently for most of the month, NBCD drills were progressed and a comprehensive AIO exercise programme completed.

HEALTH, MORALE AND SPORT.

31. Morale continues to remain high and health reasonable. In view of the ship's programme and preparation for inspection opportunities for sport were extrememly limited.

I have the honour to be,

Sir,

Your obedient servant,

(G.J.B. CRABB)
CAPTAIN R.A.N.

CONFIDENTIAL

CONFIDENTIAL

APPENDIX 'A' TO H.M.A.S. SYDNEY'S REPORT OF PROCEEDINGS FOR OCTOBER, 1965.

STEAMING APPENDIX.

a) Distance steamed during month. 6056.9 miles.

b) Hours underway during month. 430

c) Total distance steamed since recommissioning 65939.4

d) Total hours underway since recommissioning 4666

e) Occasions of exceeding economical speed:-

A) 1. Reason :- Navigational.

2. No. Hours economical speed exceeded. 1 hour.

3. Average speed 18.5 knots.

4. Fuel expended for all purposes 7.7 tons.

5. Distance run/ton fuel 2.4. miles.

CONFIDENTIAL

NAVY REGISTRY - RECORDING AND INDEXING INSTRUCTIONS

REGISTER ON CARD 18206

FILE TITLE Hms Lycaeng
Report of Inquiry
Oct 1965

MARK TO ASAS BRANCH

OTHER DIRECTIONS

INDEXING HISTORY	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	
INITIAL			
INDEXING		A2	
SUBSEQUENT INDEXING			DATE

CLASSIFIER a DATE 12/11

CONFIDENTIAL

18·206·492.

DEPARTMENT OF THE NAVY

MINUTE PAPER

HMAS Sydney Report of Proceedings. October '65

D OF P

D/D OF P (A)

DTWP

D OF C

D/DTWP (AIR)

CONS

DNI

HPB

DCNP

DMT

DDM

DPS

DFSD

DNR

DNES

ACDC

ACMD

ED

DWE

MDG

DNAS

AS (NS)(N5)

REGISTRAR

C.N.A.S. 15 FEB 1966

AS (NS) DCNS 2NM 4NM DPR REGISTRAR
D OF O 1NM 3NM SEC FAS (EG) FAS (FM) AS (NS)(N5)
} Separate Report circulating

NOTES: (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

MINUTE PAPER

18 - 206 - 525

Nov 65.

HMAS Sydney — Report of Proceedings

AS (NS) 21/12

D OF O 21/12

DCNS 23/12

1st NM 23/12.

2nd NM 25/I.

3rd NM

4th NM

SEC

FAS (EG)

FAS (FM) 20/1

DPR 20/1

AS (NS)(N5) 20/1

REGISTRAR

23/12

Sec. Remind me to speak to Minister about para 20

23/12

Minister - para 20 and CNS comment

Suggest we do as C.N.S says on 20.1.66

CNS/Minister discussed on 19/1/66

D OF P
D/D OF P(A)
DTWP
D OF C
D/DTWP (AIR)
CONS
DNI
HPB

DCNP
DOA
DMT
DDM
DPS
DFSD
DNR
DNES

ACDC
ACMD
DMED
PNA
DWE
MDG
AS (NS) (N5)
REGISTRAR

Separate Report Circulating

NOTES: (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 Directors comments if there is any matter of special interest in those comments.

RESTRICTED

40/5

RESTRICTED

DEPARTMENT OF THE NAVY
MINUTE PAPER

18 - 206-525

HMAS Sydney — Report of Proceedings. Nov '65

D OF R 22/xii
D/D OF P (A)
DTWP
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D/DTWP (AIR)
CONS
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D R
DNES
ACDC
ACMD
ED
DNA
DWE
MDG
DNAS
AS (NS)(N5)
REGISTRAR

Para 39 - AN0 723/65, para 82 do relevant now.

~~AS (NS)~~ ~~DCNS~~ ~~2NM~~ ~~4NM~~ ~~DPR~~ ~~REGISTRAR~~
~~D OF O~~ ~~1NM~~ ~~3NM~~ ~~SEC~~ ~~FAS (EG)~~ ~~FAS (FM)~~ ~~AS (NS)(N5)~~ } Separate Report circulating

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RESTRICTED

RESTRICTED

REPORT OF PROCEEDINGS - NOVEMBER, 1965.

(HMAS SYDNEY letter unnumberred dated 27th November, 1965).

- -

II

AF 35/18

The Secretary,
Department of the Navy.

1. Forwarded for information.

2. The Naval Officer-in-Charge, Queensland is being requested to comment on paragraph 20 of Minute I.

for REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

15 DEC 1965

RESTRICTED

RESTRICTED

REPORT OF PROCEEDINGS - NOVEMBER, 1965.

(HMAS SYDNEY letter unnumberred dated 27th November, 1965).

- -

II

AF 35/18

The Secretary,
Department of the Navy.

1. Forwarded for information.

2. The Naval Officer-in-Charge, Queensland is being requested to comment on paragraph 20 of Minute I.

(Sgd.) P. H. DOYLE

for REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

RESTRICTED

35/18

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

RESTRICTED

27th November, 1965.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

REPORT OF PROCEEDINGS - NOVEMBER, 1965.

All times zone -10 (Kilo).

Sir,

I have the honour to report the proceedings of H.M.A.S. SYDNEY for the month of November, 1965.

2. Monday 1st November found H.M.A.S. SYDNEY berthed alongside Outer East Princes Pier, Port Melbourne, with H.M.A.S. ANZAC (Commander I.H. NICHOLSON, R.A.N.) berthed at No. 8 North Wharf. Both ships were to remain at Melbourne for the duration of Cup week.

3. On Monday forenoon in company with Commander NICHOLSON I called on the Rt. Hon. the Lord Mayor of Melbourne, Councillor I.F. Beaurepaire. All other calls were considered paid and returned in view of the ship's visit to Melbourne in the early part of the year. The following day, Cup Day, I was fortunate to attend the Flemington Race Meeting with my wife as guests of the Chairman of the Victorian Racing Club. That evening, accompanied by some of my officers I attended the reception given by the Livingstone Brothers, who were in turn received onboard as guests of the mess two days later.

4. At 1330 on Saturday 6th November, H.M.A.S. SYDNEY cast off and proceeded to be joined by ANZAC south of Fawkner Beacon. In order to let the locals see a little of the ships, it being a pleasant afternoon, the Squadron proceeded down the eastern side of the bay before passing Point Lonsdale and proceeding for Sydney. During the forenoon the next day, H.M.A.S. ANZAC was replenished and at 0500 the following morning H.M.A.S. ANZAC was detached to enter harbour. H.M.A.S. SYDNEY entered Sydney harbour at 0715, berthing starboard side to Oil Wharf at 0800.

SYDNEY.

5. The three day period in Sydney town, from 0800 Monday 8th to 0900 Thursday 11th, proved to be very busy. On the Monday and Wednesday my departmental and specialist officers carried out their annual inspection of H.M.A.S. ANZAC.

6. I carried out my annual inspection of H.M.A.S. ANZAC commencing at 0930 Tuesday 9th November when I inspected the ship's company at divisions, on completion carrying out upper deck rounds. During the afternoon, I carried out between deck and machinery space rounds. That evening I had the pleasure of attending an official cocktail party given by the Captain and officers of U.S.S. PONCHATOULA.

7. During this period in Sydney, preparations were also made for Exercise WARRIOR and on Wednesday 10th, I entertained the Captain, U.S.S. PONCHATOULA (Captain F.N. QUINN, U.S.N.). I was a little surprised to find that the U.S.N. oilers rarely took part in any manoeuvres and he was looking forward to the forthcoming exercise with some trepidation even though he had commanded a FLETCHER class destroyer some years previously.

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EXERCISE WARRIOR.

8. H.M.A.S. SYDNEY with U.S.S. PONCHATOULA and H.M.A.S. ANZAC in company left harbour at 0900 on Thursday 11th November, for passage to the Coral Sea to participate in Exercise WARRIOR. During the passage exercises in accordance with my programme - short title FUNTIME - were carried out. Weather conditions were, at first, not good, with strong north westerly winds, causing the cancellation of LARC trials and one RAS approach serial. However, a further RAS approach serial had been included in the programme and this was carried out on Friday 12th P.M.

9. H.M.A.S. YARRA (Captain B.H. LOXTON, R.A.N.) and H.M.A.S. PARRAMATTA (Commander R. PERCY, R.A.N.) joined at 0700 on Saturday 13th, carrying out an approach from ahead, at high speed, for the benefit of the press and newsreel representatives carried onboard. During the forenoon, escorts screened the main body, and TG 327.5 replenished.

10. Shortly before noon on Saturday 13th, PONCHATOULA contracted feed water contamination and reduced speed to 10 knots. (my message 130558Z refers). I remained in company until 1600, during which period efforts were made to conduct a PTA firing, to no avail, as wind conditions were unfavourable. For the same reason, smoke making trials were cancelled. At 1600, when PONCHATOULA was only able to make 14 knots, I proceeded ahead with the remainder of the task group in order to be in a suitable position next morning to detach PARRAMATTA with the mail to rendezvous off Townsville with the SAR craft, and to allow the escorts sufficient time to reach Grafton Passage to form a departure screen. As expected, conditions next morning were such that ships had to steam into wind, to the south east, to effect transfers. During the transfers I was able to pass both my chaplains to YARRA and ANZAC for church services.

11. A sitrep from U.S.S. PONCHATOULA was eventually received in a common system on the morning of Sunday 14th, and she reported a speed limitation of 16 knots. During the forenoon, on completion of the transfers, PONCHATOULA was plotted approximately 20 miles astern of the group, and on completion of the passing of mail and the return of padres after PARRAMATTA'S transfer with the SAR craft, a rendezvous was affected. Escorts were detached to proceed for Grafton Passage and the main body proceeded at a more liesurely pace for the start position of the convoy exercise.

12. At 0710, H.M.A.S. SYDNEY passed through Point XRAY and 50 minutes later passed through Point SIOUX as ordered. Conditions were not good, with strong south easterly winds and moderate seas, and speed was kept to 15 knots to enable H.M.A.S. ANZAC to make use of sonar. The weather and state of the sea also meant that the scheduled RAS took place on a south easterly course taking the convoy off the route. Replenishing was completed at 1700, although YARRA had only embarked 30 tons, and course was set to regain track. The following morning, YARRA was topped up, and at 1330, after a successful action against TACITURN, TG 327.5 joined Flag Officer Second-in-Command, Far East Fleet, in H.M.S. DEVONSHIRE who took command of the combined task group.

13. The convoy exercise continued throughout the week, and comments and recommendations are given in a separate report of Exercise WARRIOR. H.M.A.S. SYDNEY retained the duty of Convoy Commander, a duty made extremely interesting and at times worrying by the occasional 'odd' manoeuvre of R.F.A. TIDESPRING, and more often U.S.S. PONCHATOULA. At 1400 on Saturday 20th November, in a state of anti-climax as the expected submarine attacks towards the completion of the exercise had not materialized, the convoy phase of the exercise concluded.

RESTRICTED

H.M.A.S. SYDNEY was detached at this stage, having collected all the records except those from U.S.S. BARBEL. Shortly after, BARBEL surfaced and set off for the Western Pacific Area - presumably if anybody wanted the records they would chase him! This H.M.A.S. SYDNEY did and after a short wait for the Wasp helicopter from H.M.S. EURYALUS, during which time the submarine demonstrated a dive and surface, transfer was effected, and H.M.A.S. SYDNEY turned for Grafton Passage.

14. Earlier in the week Commander J.G. GORDON, USN, COMSUBDIV 13, had been received from U.S.S. BARBEL, via H.M.A.S. PARRAMATTA. Commander GORDON was transferred by Wasp to H.M.S. DEVONSHIRE for a day and then by highline, through U.S.S. PONCHATOULA to H.M.A.S. YARRA for 24 hours, being returned to H.M.A.S. SYDNEY by jackstay. Thus he saw a selection of ships taking part in the exercise, as well as trying most methods of travel.

15. H.M.A.S. SYDNEY transitted Grafton Passage during the forenoon of Sunday 21st November, arriving off Townsville at 1800 that afternoon. to transfer mail and records from the RAAF SAR craft. On completion, the ship continued passage to Brisbane.

16. Helicopters were carried by DEVONSHIRE, TIDESPRING (WESSEX) and EURYALUS (SCOUT). The operation of WESSEX from TIDESPRING, whilst she formed part of the convoy was of doubtful value, as due to her lack of speed, the convoy frequently had to slow to 10 knots in order to permit her to regain station after launch or recovery which could only be carried out whilst steaming directly into wind. On numerous occasions the integrity of the screen had to be broken to provide ships for surface attack units. These ships were frequently absent from the screen for several hours whereas had more helos been available it is certain that the contact could have been investigated far more quickly by them and with less disruption to an already thin A/S screen. SYDNEY was the only ship present who did not have to alter course to receive and launch helos - the flight deck being sufficiently large to permit angled approaches in the winds which prevailed throughout the exercise.

BRISBANE.

17. In view of your recent directive, Sir, concerning pilots, the decision was made not to take a pilot for this visit to Brisbane. The ship entered Moreton Bay at 0530 on Tuesday 23rd and after an uneventful passage arrived off Pile Light at 0810. The passage up the river was made in excellent conditions, with a clear river except for a dredge and attendant craft in LYTTON ROCKS CUTTING. I had debated whether to berth starboard side to on arrival, or make use of the ship's ability to berth port side to. Accordingly H.M.A.S. SYDNEY turned in the swinging basin and made a sternboard to berth at Brett's No. 2 and No. 3 at 0950 Tuesday 23rd November.

18. RANER personnel embarked for 13 days training on 10th November whilst in Sydney, were disembarked on arrival Brisbane. Arrangements had been proposed by the ship to Naval-Officer-in-Charge, Queensland, (Acting Commander D.J. ROBERTSON, R.A.N.) that should RANER personnel still be expected at sailing time on Wednesday 24th (1000 to catch the high water) the ship would anchor at Pile Light to await their arrival by boat. Considerable confusion existed as to when these people might be joining, and it soon appeared likely that the majority would join later in the forenoon. Accordingly I delayed sailing time until 1400 Wednesday 24th.

19. At sailing time, conditions were unpleasant, with a strong northerly wind of 20 knots. However, passage down the river was accomplished without difficulty, the ship handling extremely well despite the wind, and low water.

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20. I was most annoyed to learn that during this visit, as during the last visit in September a large number of my sailors were refused entry into many restaurants and hotels. The reasons given varied between "We dont want you here" to "No entry without a tie". At the time libertymen were wearing No. 10's until 1900 then No. 2A's. When I heard of this action by the restaurants and hotels in September I thought that it might be a passing phase. However this time there was no doubt that the general re-action in Brisbane was that they did not desire the patronage of Service personnel. I find this difficult to understand especially in the light of the fact that even though both visits of the ship were short there was not one incident of bad behaviour ashore. The city is now most unpopular with SYDNEY.

BRISBANE TO WEWAK.

21. SYDNEY cleared Moreton Bay at 1825 Wednesday 24th and proceeded direct for Jomard Entrance.

22. At 0730 on Saturday 27th November, SYDNEY passed through Jomard Entrance, and proceeded via Vitiaz Strait for Wewak. Enroute the ship passed Manam Volcano which was quite active. SYDNEY anchored off Wewak at 0700 Monday 29th November, and immediately hoisted out all LARCS and DUKWS to commence the task of ferrying troops, vehicles and stores out to the ship.

23. Loading commenced at 0730 and continued throughout a hot and humid day. When work stopped at dusk, all Army personnel, stores and most of the vehicles had been embarked.

24. Loading was completed by 1030 on 30th November, all vehicles and trailers steam cleaned and stowed in the hangars, all Army personnel washed and cleaned and stowed on the mess decks.

25. A separate report will be rendered on SYDNEY'S participation in Exercise SPRINKLER TWO but it is interesting to note that the movement of all personnel,stores and vehicles from shore to ship was carried out using the ships own lighterage. Paragraph 3(a) and 3(c) of Navy Office Letter 1213/253/14 dated 18th October, 1965 are relevant. In this respect it is also interesting to note that lighterage does not have to be left behind. It can be hoisted on to the flight deck by ships cranes ready for re-positioning on return to an Australian port.

26. In view of the heat and humidity prevailing I decided to sail at 1700 rather than wait overnight to sail on Wednesday 1st December, as originally planned.

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TRAINING.

Ordinary Seamen(Various)

27. Training was progressed satisfactorily during the month, 253 Ordinary Seamen (Various) comprising 10 Categories being borne.

28. Common Sea Training Plan dated 25th October, 1965, and Ordinary Seamen Training Forecast (Jan - June 1966) - ORDCAST 1/66 were received. These comprehensive papers have greatly facilitated production of training programmes for the first half of 1966.

HIGHER RANKS.

29. Higher Ranks training classes have received instruction during the month. Thirteen candidates (10 Engineering Branch, 2 Naval Shipwright, 1 Supply and Secretariat) will undergo Section I Board for Chief Petty Officer on 6th December, 1965.

30. A total of 43 candidates (27 Engineering, 7 Electrical, 9 Supply and Secretariat) sat promotion board BTT on 9th - 10th November. Results of written tests have not yet been received. Oral examination for Engineering BTT produced 15 passes (average mark 66%) and two failures.

EDUCATIONAL.

31. H.E.T. Instruction has been held during the month, 14 candidates sitting for miscellaneous subjects on 10th-12th November.

32. E.T.1 Instructional classes are continuing and 53 Ordinary Seamen (Various) have nominated for test to be held on 9th December.

R.A.N.E.R.

33. During the period 10th - 23rd November, 134 R.A.N.E.R. sailors were borne for training. Sailors were fully integrated in the ship's organisation and given refresher instruction in Safety Equipment, Survival at Sea and related procedures. A detailed report on all aspects of this period is being submitted separately.

34. A second group numbering 124 sailors joined in Brisbane on 23rd November for 13 days' continuous training.

35. During the month 11 RANR and RANER officers underwent Annual continuous training.

ENGINEERING.

36. Training is being progressed at full speed. Some 27 Engineering sailors undertook the November Branch Technical tests, with 5 from ANZAC making 32. The oral examination board was tied up full time for one week.

HEALTH.

37. The health of the Ship's Company has been good. There were minor outbreaks of Upper Respiratory Tract Infection and Gastro-Enteritis but these quickly settled.

38. During this period one case of acute pancreatitis was treated on board and transferred to Repratriation General Hospital Heidelberg, Melbourne for further investigations. During the ships visit to Brisbane after Exercise WARRIOR one sailor was admitted and operated for acute appendicitis and one midshipman was involved in a motor car accident. Both were admitted to Royal General Hospital Greenslopes and are in a satisfactory condition.

IMMUNISATIONS AND VACCINATIONS.

39. The problem of keeping as large a Ship's Company as that of H.M.A.S. SYDNEY up to date, especially with the six monthly cholera booster, has been aggravated by the large and rapid turnover of personnel and the embarkation of two groups of RANER personnel. The majority of these sailors were out of date with their immunisations and had to be started afresh with small pox, cholera and typhoid innoculations.

40. MALARIA PROPHYLAXIS was initiated for personnel who landed at Wewak. The use of mosquito repellent and wearing of longsleeved shirts and trousers after dusk were stressed.

MORALE.

41. Morale remains high amongst the permanent ship's company and trainees. It has been noticeable that both groups of RANER sailors joined the ship expecting to be treated as supernumaries, but once they found that they were to be assimilated into the Ship's Company and would be expected to do a full days work as part complement, they settled down quickly and worked well.

42. It was pleasing to note that not one case of Venereal Disease was contracted by the Ship's Company during the seven day visit to Melbourne nor during the visit to Brisbane.

I have the honour to be

Sir,

Your obedient servant

(G.J.B. CRABB)
CAPTAIN R.A.N.

RESTRICTED

APPENDIX 'A' TO H.M.A.S. SYDNEY'S REPORT OF PROCEEDINGS FOR NOVEMBER, 1965.

STEAMING APPENDIX.

a) Distance steamed during month. 6884.3

b) Hours underway during month. 445

c) Total distance steamed since recommissioning 72,823.7

d) Total hours underway since recommissioning 5,111

e) Occasions of exceeding economical speed:-

A) 1. Reason:- Exercise WARRIOR.

2. No. hours economical speed exceeded 21

3. Average speed 17 knots.

4. Fuel expended all purposes 139 tons.

5. Distance run/ton fuel 2.56

B) 1. Reason:- Exercise WARRIOR.

2. No. hours economical speed exceeded 41

3. Average speed. 18 knots

4. Fuel expended all purposes 308 tons.

5. Distance run/ton tuel 2.39

C) 1. Reason:- Exercise WARRIOR

2. No. hours economical speed exceeded 41

3. Average speed 19 knots

4. Fuel expended all purposes 333

5. Distance run/ton fuel 2.33

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NAVY REGISTRY - RECORDING AND INDEXING INSTRUCTIONS

REGISTER ON CARD 18/206/-

FILE TITLE HMAS SYDNEY

Report of Proceedings Nov. 1965

MARK TO AS(NS) BRANCH

OTHER DIRECTIONS

INDEXING HISTORY	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	
		12	
SUBSEQUENT INDEXING			DATE

CLASSIFIER DATE 06.12-65

NAVY REGISTRY = CANBERRA

SUBJECT.....

Please pass WITHOUT DELAY and return after perusal and notation to OFFICER-IN-CHARGE REGISTRY.

BEAMISH, M.
BEEVERS, Miss R.
BEYNDERS, L.
BOOTH, B.
BROWN, Miss M.
CHAPMAN, A.
DULIHANTY, W.
EVANS, R.
GARLICK, Mrs D.
GOWING, J.
HOLLOWAY, D.
HOLTERMAN, Miss B.
HULEATT, M.
JEFFREY, Miss D.
JOHNSON, A.
McCONAGHY, Miss C.
McEWAN, D.
McGRATH, P.
MELI, L.
NEAL, I.
REYNOLDS, Miss P.
RIDEOUT, G.
ROUGHTON, W.
ROWLEY, P.
STACHOW, R.
SWAN, Miss P.
WADE, Miss L.
WALLS, T.
WILLEMS, P.
YOUNG, A.

Officer-in-Charge

RESTRICTED

18 · 206-544

DEPARTMENT OF THE NAVY

MINUTE PAPER

HMAS Sydney. 14 - 31 Dec 65 Report of Proceedings

AS (NS) 19/1

D OF O 20/1

DCNS 22/1

1st NM 24/1

2nd NM 27/1.

3rd NM 28/1

4th NM 28/1

SEC

FAS (EG)

FAS (FM)

DPR

AS (NS)(N5) 3/2/66

REGISTRAR

D OF P	DCNP	ACDC	Separate Report Circulating
D/D OF P(A)	DOA	ACMD	
DTWP	DMT	DMED	
D OF C	DDM	PNA	
D/DTWP (AIR)	DPS	DWE	
CONS	DFSD	MDG	
DNI	DNR	AS (NS) (N5)	
HPB	DNES	REGISTRAR	

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

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18·206-544

HMAS Sydney — Report of Proceedings. Dec 65

D OF P

D/D OF P (A)

DTWP

D OF C

D/DTWP (AIR)

CONS

DNI

HPB

DCNP

A

DMT

DPM

DPS

DFS

DNR

DNES

ACDC

ACMD

DMED

PNA

DWE

MDG

DNAS

AS (NS)(N5)

REGISTRAR

C.N.A.S. 24 MAR 1966

AS (NS) DCNS 2NM 4NM DPR REGISTRAR
D OF O 1NM 3NM SEC FAS (EG) FAS (FM) AS (NS)(N5) } Separate Report circulating

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HMAS SYDNEY - REPORT OF PROCEEDINGS - DECEMBER, 1965.

(HMAS SYDNEY letter 2/4/1 dated 5th January, 1966).

- -

II

AF 35/18

The Secretary,
Department of the Navy.

1. Forwarded for information.

(Sgd) T. K. MORRISON

REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

13 JAN 1966

RESTRICTED

RESTRICTED

HMAS SYDNEY - REPORT OF PROCEEDINGS - DECEMBER, 1965.

(HMAS SYDNEY letter 2/4/1 dated 5th January, 1966).

- -

II

AF 35/18

The Secretary,
Department of the Navy.

1. Forwarded for information.

REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

RESTRICTED

35/18

2-4-1

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

5th January, 1966.

RESTRICTED

The Flag Officer Commanding,
H.M. Australian Fleet.

REPORT OF PROCEEDINGS - DECEMBER 1965.
All times Zone -10 (Kilo)

Sir,

I have the honour to report the proceedings of H.M.A.S. SYDNEY for the period 14th to 31st December, 1965.

2. I assumed command of H.M.A.S. SYDNEY on Tuesday 14th, the ship being berthed alongside Fitting Out Wharf, Garden Island, preparing for the refit. On Wednesday 15th I attended the Dockyard Pre-refit Conference.

3. On Saturday 18th due to the impending funeral of the late Vice Admiral Sir Wilfred Hastings Harrington, K.B.E., C.B., C.B.E., D.S.O., the SYDNEY was cold moved to Oil Wharf to allow the VAMPIRE (Captain J.L.W. Merson, R.A.N.) to berth at Fitting Out Wharf. On Monday 20th, I took part in the funeral of the late Vice Admiral Sir Hastings Harrington.

4. On Thursday 16th I called on the Flag Officer-in-Charge, East Australia Area, Rear Admiral O.H. BECHER, C.B.E., D.S.O., D.S.C. Later in the day the Captain of H.M.A.S. ANZAC, (Commander I.H. Nicholson, R.A.N.) called on me, and I returned his call on Friday 17th. On Tuesday 21st I called on Major General T.J. Daly, C.B., C.B.E., D.S.O., General Officer Commanding, Eastern Command.

5. On Thursday 24th I attended a dinner in H.M.A.S. MELBOURNE (Captain H.D. Stevenson, R.A.N.) held in your honour.

6. First leave period commenced on Friday 17th and I proceeded on leave on Friday 24th December.

7. On Thursday 30th the ships' company were delighted to learn that the Gloucester Cup had been awarded to H.M.A.S. SYDNEY for 1965.

8. The health and morale of the ships' company remain at a high level, but because of the leave period, opportunity for organised sport has been limited. The conduct of the Ships Company is satisfactory. The condition of the ship should be satisfactory on completion of the refit although not all defects will be taken in hand.

I have the honour to be,

Sir,

Your Obedient Servant

(A.M. SYNNOTT)
CAPTAIN R.A.N.

RESTRICTED

APPENDIX A TO HMAS SYDNEY'S REPORT
OF PROCEEDINGS FOR THE PERIOD 14 - 31ST DECEMBER, 1965

STEAMING APPENDIX.

(a) Distance steamed during month - 2507 (including 91.3 from November).

(b) Hours underway during month - 74 (including 7 from November).

(c) Total distance steamed since recommissioning - 75,330.7.

(d) Total hours underway since recommissioning - 5285.

(e) Occasion of exceeding economical speed - Nil.

Appendix 1 to steaming appendix - 1965.

Distance steamed during year - 42,297 miles.

Hours underway during year - 2576 hours.

Longest period with steam raised - 8th September to 9th December.

NAVY REGISTRY - RECORDING AND INDEXING INSTRUCTIONS

REGISTER ON CARD.....18/206/-.....

FILE TITLE.....HMAS SYDNEY.....

.....Report of Proceedings.....Dec-1965.....

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MARK TO.....AS(NS)..... BRANCH

OTHER DIRECTIONS.....

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SUBSEQUENT INDEXING			DATE

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18 - 206 - 529

1 - 14th Dec 65

HMAS Sydney Report of Proceedings.

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AS (NS)(N5)

REGISTRAR

DNAS 15 MAR 1966

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AS (NS) DCNS 2NM 4NM DPR REGISTRAR
D OF O 1NM 3NM SEC FAS (EG) FAS (FM) AS (NS)(N5)
} Separate Report circulating

NOTES: (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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APPENDIX "A" TO H.M.A.S. SYDNEY'S REPORT OF PROCEEDINGS FOR DECEMBER, 1965.

STEAMING APPENDIX.

(a) Distance steamed during month - 2507 (including 91.3 from November)

(b) Hours underway during month - 74 (including 7 from November)

(c) Total distance steamed since recommissioning - 75,330.7

(d) Total hours underway since recommissioning - 5285

(e) Occasion of exceeding economical speed;-

1. Reason :- Quarterly Full Power Trial.

2. No hours economical speed exceeded.

3. Average speed.

4. Fuel expended for all purposes. (not measured due to short runs).

5. Distance run/ton fuel. Not measured.

Above figures include 7 hours and 91.3 miles carried from November, 1965.

APPENDIX B TO STEAMING APPENDIX - 1965.

Distance steamed during year - 42,297 Miles.

Hours underway during year - 2576 hours.

Longest period with steam raised - 8th September to 9th December, 1965.

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2-4-1

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

14th December, 1965.

The Flag Officer Commanding,
H.M. Australian Fleet.

H.M.A.S. SYDNEY - REPORT OF PROCEEDINGS -
DECEMBER, 1965 - ALL TIMES
ZONE -10 (KILO)

Sir,

I have the honour to report the proceedings of H.M.A.S. SYDNEY for the period 1st to 14th December, 1965.

2. On Wednesday, 1st December, 1965, H.M.A.S. SYDNEY was on passage from Wewak to Moreton Bay having embarked units of the 5th Battalion, Royal Australian Regiment and logistic support elements.

3. During the forenoon of Thursday, 1st December, opportunity was taken to carry out a surface firing for the benefit of the Ship's Company teams, the R.A.N.E.R. sailors having had the opportunity to carry out a practice shoot on the passage north. On completion of the firing, the target was used for O.O.W. practice at bringing the ship to a buoy, before the ship proceeded for China Strait.

4. Transit of China Strait proved straight forward being made at the forecast slack water. The attention of the locals was drawn to the ship's presence by use of the sirens, and, as the ship neared the south west section the District Commissioner called on 500 Kc/s to pass Season's Greetings. A large crowd gathered on Samauri wharf to watch the ship pass.

5. After crossing the Coral Sea, SYDNEY entered Moreton Bay at 0500 Monday, 6th December, and anchored off Pile Light at 0715. The original time of arrival had been advanced 45 minutes to allow more time to disembark R.A.N.E.R. sailors, some of whom were catching early flights from Brisbane. My report of the training of R.A.N.E.R. sailors is being forwarded under separate cover.

6. Whilst at anchor in Moreton Bay, a number of the local Customs Officers, led by Mr. Summers, came onboard to clear the Army personnel. The Ship's Company was not required to clear through Customs. Whilst in Brisbane a fortnight earlier I had invited the Customs Officers to bring their families onboard for lunch and to look over the ship, and a number of them took the opportunity to do so.

7. At 1700 Monday 6th, the ship weighed and proceeded for Sydney, carrying out the Quarterly Full Power Trial enroute. I was fortunate to have my new Senior Engineer, Lieutenant Commander J.K. McNamara, R.A.N., onboard to witness this operation.

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...../2.

...../operation.

8. At 0725 on Wednesday, 8th, SYDNEY entered Sydney Harbour, being followed by YARRA, PARRAMATTA and DERWENT, the four ships no doubt providing an impressive spectacle. The Ship secured to No. 2 Buoy at 0755 to unload LARCS and DUKWS and disembark ammunition. De-ammunitioning was completed by 1000 and the ship berthed at the Fitting Out Wharf bows north at 1130.

9. On Saturday, 11th December and Sunday 12th December, I attended the Naval Symposium at H.M.A.S. WATSON.

10. HEALTH AND MORALE.

The health and morale of the Ship's Company remain at a high level.

(G.J.B. CRABB)
CAPTAIN R.A.N.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18 - 206 - 529
1-14 Dec 65

HMAS Sydney Report of Proceedings

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4th NM 14/1
SEC
FAS (EG)
FAS (FM) 17/1
DPR 18/1
AS (NS)(N5) 25/1
REGISTRAR

D OF P	DCNP	ACDC	Separate Report Circulating
D/D OF P(A)	DOA	ACMD	
DTWP	DMT	DMED	
D OF C	DDM	PNA	
D/DTWP (AIR)	DPS	DWE	
CONS	DFSD	MDG	
DNI	DNR	AS (NS) (N5)	
HPB	DNES	REGISTRAR	

NOTES: (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 Directors comments if there is any matter of special interest in those comments.

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HMAS SYDNEY - REPORT OF PROCEEDINGS - DECEMBER, 1965

(HMAS SYDNEY letter 2/4/1 dated 14th December, 1965)

II

A.F. 35/18.

The Secretary,
Department of the Navy.

1. Forwarded for information.

for REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

HMAS SYDNEY - REPORT OF PROCEEDINGS - DECEMBER, 1965

(HMAS SYDNEY letter 2/4/1 dated 14th December, 1965)

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II

A.F. 35/18.

The Secretary,
Department of the Navy.

1. Forwarded for information.

(Sgd.) P. H. DOYLE

for REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

23 DEC 1965

NAVY REGISTRY - RECORDING AND INDEXING INSTRUCTIONS

REGISTER ON CARD 18/206/-

FILE TITLE HMAS SYDNEY

Report of Proceedings Dec. 1965

MARK TO AS(NS) BRANCH

OTHER DIRECTIONS

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CLASSIFIER [signature] DATE 13.1.66