

**AWM78**

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

**HMAS JEPARIT (I)**

**File number:** AWM78 176/2

**Title:** February 1971 - March 1972



RCDIG1072734



[176|2]

SEPARATE  
R of P's  
23rd Dec 1970  
1971-1972

8 Feb 71

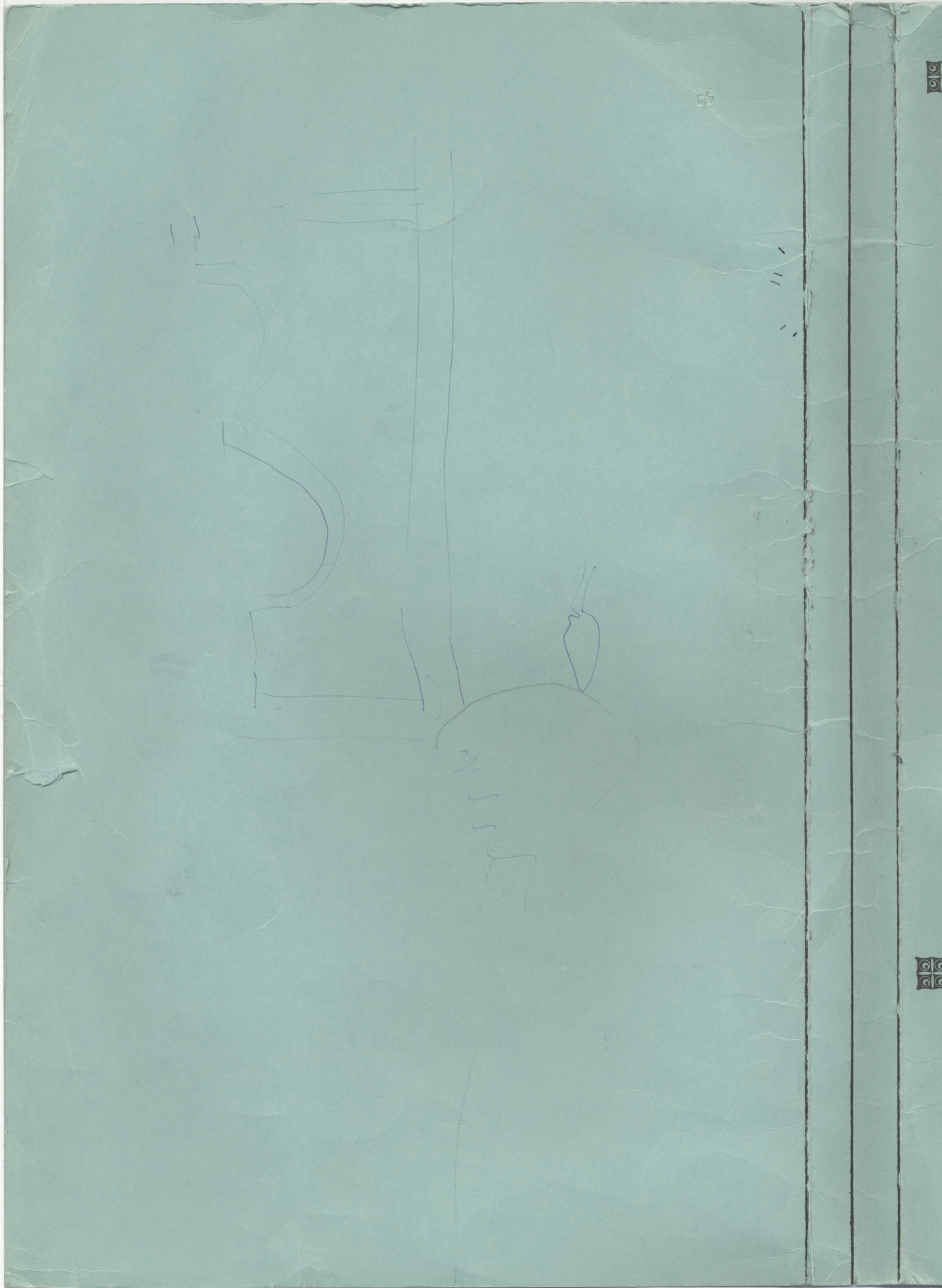
7 APR 72

AUSTRALIAN WAR MEMORIAL  
ACCESS STATUS

**OPEN**

Declassification Authority—Defence Records  
This record has been reviewed and has been  
declassified by the Department of Defence  
(Navy) with effect from: 1 NOV 1990  
Authority Dig (N) Admin 18-13.  
Reviewer: LCDR R. L. Smith (RANEM)  
Signature: *R. L. Smith* Date: 1 NOV 90







DEPARTMENT OF THE NAVY

181612619

HMAS Jeparit

Report of Proceedings Voyage No 3011

AS(NS)

D of O

No previous advice received of para 14

DCNS

No knowledge of this instance. Charts showing the area of grounding are not available in Navy Office (USN charts no doubt) but it is surprising the redressed depth was not noted on the way

1NM

I feel the matter should be reported as I think we are responsible for the ship

3NM

By Do/O. Propose letter to our managing agents (ANL) requesting their comments on the incident. 11/3

4NM

SECRETARY

Presumably the CO has informed ANL, as his employee, if ANL require such reports where no damage has occurred. An appropriate port authorities have been informed it is considered this matter can be considered closed so far as RAN is concerned. Propose n.f.a.

C of S

By SGOP. Recommend letter is NOT sent to ANL. Presumably ANL has already been informed. 16/3

DPR

AS(NS) (NS55)

- 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 again to Board Members with Director's comments if there is any matter of special interest in those comments.
- C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.
- D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.





CA.

RECEIVED  
26 FEB A.M.  
REGISTRY

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	2619

TELEPHONE:  
35.0444

IN REPLY QUOTE

N.1/16/232.

REGISTRY

OFFICE OF THE Commanding,  
FLAG OFFICER ~~IN CHARGE~~  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

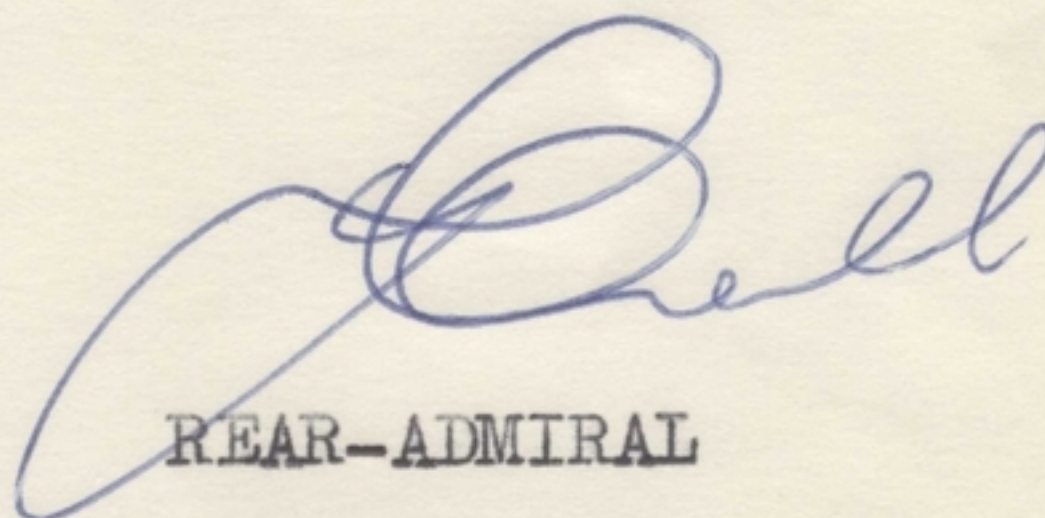
25 FEB 1971

The Secretary,  
DEPARTMENT OF THE NAVY.

D

REPORT OF PROCEEDINGS - HMAS JEPARIT - VOYAGE NO. 30/1.

The enclosure is forwarded for information.

  
REAR-ADMIRAL

Ry

Enclosure : HMAS JEPARIT Report of Proceedings 2/30/1 of  
8th February, 1971. (2 Copies).

For Information:

The Commanding Officer,  
H.M.A.S. KUTTABUL.



86 H12/a

Sc 2529

ROYAL AUSTRALIAN NAVY

V1-16-232  
PA 28/1

REF. NO. 2/30/1

HMAS JEPARIT,  
at Sydney

8th February, 1971

The Flag Officer Commanding,  
EAST AUSTRALIA AREA.

For Information:

The Secretary, Department of the Navy (2)  
The Commanding Officer, HMAS KUTTABUL

Sir,

REPORT OF PROCEEDINGS - HMAS JEPARIT - VOYAGE NO. 30/1

I have the honour to report the proceedings of HMAS JEPARIT for Voyage No. 30/1.

2. All times Zone -10.

Pratique being granted and on completion of discharge of ammunition JEPARIT slipped from No. 3 Buoy at 1346 Wednesday 23rd December, 1970 and proceeded alongside 11 Walsh Bay, Sydney, securing at 1421.

3. The ship remained alongside until Monday 4th January, 1971, whilst the back load was discharged and general cargo loaded for Singapore and Vung Tau. Routine maintenance was also carried out during this period.

4. At 1300 with all cargo loaded JEPARIT cast off and proceeded to No. 4 Buoy to load engine starters and missiles. On completion, the ship slipped at 1510 and proceeded on passage to Singapore.

5. During the passage North I took the opportunity on Wednesday 6th January, to exercise emergency stations, boat, fire and rocket drills.

6. The ship arrived off Cairns at 1522 Friday 8th January, where a pilot was embarked. BAYONET had been sighted previously at 1430, South bound.

7. At 0408 Sunday 10th January, JEPARIT was off Thursday Island, where a doctor boarded to carry out booster inoculations. On completion, the pilot and doctor disembarked and at 0453 the passage to Singapore was continued.

8. The remainder of the passage was uneventful and the weather generally favourable. Clocks were retarded progressively after leaving Thursday Island, to Zone  $-7\frac{1}{2}$  by Saturday 16th January.

All times Zone  $-7\frac{1}{2}$ .

9. JEPARIT arrived off Johore Buoy at 0415 Monday 18th January. At 0524, after having embarked a pilot, the main engine was unable to be re-started due to blocked pilot valves. Fortunately, the ship had sufficient way on and at 0536 safely anchored in the Eastern Explosive Anchorage, Singapore Harbour. The missiles were discharged and at 1056 the ship weighed and proceeded alongside No. 18 Godown, Empire Dock, securing at 1158.

10. Discharge of the general cargo for Singapore commenced at 1215 and was completed together with the loading of 250 tons of cement for Vung Tau plus some 40 containers for Sydney, by 0930 Tuesday 19th January.

...../2



1. The ship 'GARDEN ISLAND' was engaged in the duties of a ...  
 2. On 14th Feb 1971, the ...  
 3. The ...  
 4. ...  
 5. ...



6. The ...  
 7. ...  
 8. The ...  
 9. ...

10. ...  
 11. ...  
 12. The ...

13. ...  
 14. On completion ...  
 15. ...

16. ...  
 17. ...  
 18. The ...

19. ...  
 20. I have the honor to refer the proceedings of HMS

REPORT OF PROCEEDINGS - HMS GARDEN ISLAND - VOYAGE NO. 204

The Commanding Officer, HMS GARDEN ISLAND  
 The Reserves, Department of the Navy (5)  
 For information:

BY THE COMMANDING OFFICER,  
 THE RESERVES OFFICER COMMANDING

10th February 1971  
 at Garden Island  
 HMS GARDEN ISLAND  
 REF NO: 204  
 10/10-204



11. At 1212 JEPARIT cast off and proceeded on passage to Vung Tau. Identities were exchanged with HMS FORTH at 1950.
12. On Wednesday 20th January the ship entered the war zone and at 1450 Thursday 21st January anchored in B14 anchorage off Vung Tau.
13. On completion of discharge of the engine starters JEPARIT weighed at 1525 and proceeded into Harbour securing at 1611, alongside Delong Pier. The general cargo discharge commenced at 1640 and after a record turn around which included a 360 ton back load for Sydney, the ship was ready to proceed on Sunday 24th January. This time would have been some twelve hours faster if replacement containers had been available and it had not been necessary to unpack the ASCO containers carried by the ship, for use during the following voyage.
14. At 0640 the ship cast off and proceeded on passage to Subic Bay. Whilst proceeding along the entrance channel at 0704 the ship sheared slightly to port, slowed and some vibration was noticed. It was assumed that the ship had struck bottom, however, only slightly and with not sufficient force to cause any damage. At the time the ship was between No's 5 and 6 Buoys and in the centre of the channel, proceeding at seven knots. The charted depth where the ship grounded was thirty feet, the tide 2.9 feet and the ship's maximum draught 20.9 feet. With these figures in mind it was hard to conceive that agrounding had occurred. Subsequently, the matter became clearer when reading an article from the December 1970 issue of the United States Institute Proceedings on "Aids to Navigation in Vietnam" written by Lieutenant Commander John L. Linnon, U.S. Coast Guard, Commanding Officer, USCGC PLAINTREE. Portion of the article from page 100 is reproduced and I quote - Charts, for example, are poor, and accurately charted landmarks that may be used for buoy positioning are scarce. The channels, whether natural or dredged are notoriously unstable. An example of this is the Cua Viet Entrance Channel Buoy 6. Established in 30 feet of water in October 1968, six months later the buoy became a shore light - high and dry - unquote. The incident was reported to the port authorities and it is to be hoped remedial action is taken prior to the ship's next visit to the port. However, in any case, it is not my intention to work Vung Tau unless there is a tide of at least 6 feet. It was not found necessary to stop and JEPARIT continued without further incident. Subsequently at 191000K Divers reported no damage to ship's bottom.
15. The ship left the war zone on Monday 25th January.
16. Strong North Easterly winds and rough seas adversely affected the ship's speed on the passage across the South Chine Sea. JEPARIT anchored off the ammunition pier Subic Bay in G4 anchorage at 0636 Wednesday 27th January, as an alongside berth was not available.
17. By 1411 the back cargo had been loaded, consisting of 27 pallets of ammunition totalling 38.5 tons for Sydney, when the ship weighed and proceeded on the return passage.
18. Clocks were progressively advanced to Zone -10 by Wednesday 3rd February.

All times Zone -10.

19. Favourable weather conditions resulted in a reasonably quick passage to Thursday Island where at 0923 a pilot was embarked.

...../3



20. At 2005 Thursday 4th February the pilot disembarked off Cairns and the ship continued the return passage to Sydney.

21. MORESBY was sighted North bound at 0900 Friday 5th February.

22. Once again favourable weather and currents aided the ship's progress and at 0945 Monday 8th February, JEPARIT secured to No. 3 Buoy Sydney Harbour, to await pratique, customs clearance and discharge of ammunition.

23. On completion the ship slipped at 1437 and proceeded to 11 Walsh Bay securing alongside at 1531.

#### MACHINERY

24. With the exception of the pilot valve problem which was speedily remedied, the main and auxiliary machinery has operated satisfactorily during the voyage.

#### GENERAL COMMENTS

25. I assumed command on 2nd January.

26. A fast cargo turn around was achieved at both Singapore and Vung Tau, and it is to be hoped that this satisfactory state of affairs will be maintained in future voyages. The ship operated efficiently as a unit and I am well pleased with the results obtained.

27. It is requested that consideration be given to routing JEPARIT at 13 knots for the Northern portion of the voyage. I do not consider that at this time, when the ship has been out of dock for a little over eight months, and the resultant growth on the ship's bottom, that a routing speed of 13.5 knots is practicable.

#### VISITORS

28. Colonel Hooton, the Commanding Officer No 1 Australian Logistic Support Group together with members of his staff plus Group Captain Martin, OC RAAF Base, Vung Tau, and other Australian military personnel serving in the Vung Tau area, attended the official luncheon held on board on Saturday 23rd January.

#### HEALTH, WELFARE AND CONDUCT

29. The health, welfare and conduct of the R.A.N. Detachment has been most satisfactory during the voyage. One sailor was involved in an incident ashore in Singapore and sustained a fractured nose, which necessitated leaving him in the British Military Hospital when the ship sailed. The sailor later rejoined the ship in Vung Tau.

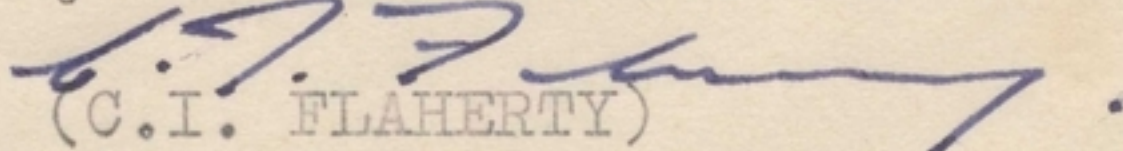
30. The sailors have worked hard over the last five weeks and this has been reflected in the ship's improved appearance. Their morale is good and I am very pleased with their efforts.

31. Lieutenant Stevens, the Officer-in-charge of the R.A.N. Detachment has settled down well. I am particularly pleased with this officer's attitude towards his work plus the support he has given and the efforts he has put into tending to the sailors welfare.

I have the honour to be

Sir,

your obedient servant

  
(C.I. FLAHERTY)

Commander RANR(S)  
COMMANDING OFFICER

#### Enclosures:

1. Annex 'A' Diary of Events
2. Annex 'B' General Data



ANNEX 'A' TO HMAS JEPARIT - REPORT OF PROCEEDINGS VOYAGE NO 30/1

DIARY OF EVENTS

ARRIVE

DEPART

1421	23DEC	Discharged ammunition No. 3 Buoy Secured alongside 11 Walsh Bay discharged and loaded cargo.	23DEC 1346
1100	02JAN	Commander C.I. Flaherty RANR(S) assumed command	
1030	06JAN	Cast off and proceeded for Singapore Exercised emergency stations, boat, fire and rocket drills	04JAN 1300
1430	08 JAN	Sighted BAYONET South bound	
1522	08JAN	Pilot embarked off Cairns disembarked Thursday Island	10JAN 0453
0524	18 JAN	Unable to re-start main engine due blocked pilot valves.	
0536	18JAN	Anchored Eastern Explosive Anchorage Singapor Harbour - discharged missile cargo	18JAN 1056
1158	18JAN	Secured alongside No.18 Godown, Empire Dock, discharged general cargo, loaded cement	19JAN 1212
1950	19JAN	Exchanged identities HMS FORTH	
1000	20 JAN	Entered war zone	
1450	21 JAN	Anchored B14 Vung Tau - discharged engine starters	21JAN 1525
1611	21JAN	Secured alongside Delong Pier - discharged geberal cargo, loaded back cargo	24JAN 0640
0704	24JAN	Assumed grounding incident Entrance Channel between No's 5 and 6 Buoys	
0636	27JAN	Left war zone	25JAN 1100
0636	27JAN	Anchored G4 Subic Bay - loaded ammunition	27JAN 1411
0923	03FEB	Embarked pilot Thursday Island Disembarked Cairns	04FEB 2005
0900	05FEB	Sighted MORESBY North bound	
0945	08FEB	Secured No 3 Buoy Sydney - await pratique and discharge of ammunition	08FEB 1437
1531	08FEB	Secured alongside 11 Walsh Bay	

ANNEX 'B' - GENERAL DATA

1. Total distance steamed	9556 miles
2. Total steaming time	30 days 5 hrs 24 mins



DEPARTMENT OF THE NAVY

181612682

HMAS ~~Support~~

Report of Proceedings Voyage 3121

AS(NS) ~~8/4/71~~

D of O ~~13/4~~

~~DCNS~~

~~1NM~~

~~2NM~~ ~~13/4~~

~~3NM~~ ~~13/4~~

~~4NM~~ ~~13/5~~

SECRETARY ~~13/5~~

~~C of S~~ ~~13/5~~

~~DPR~~ ~~13/5~~

AS(NS) (NS55) ~~13/5~~

- NOTES:
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13/4





TELEPHONE:  
35.0444

IN REPLY QUOTE N.1/16/232.

RECEIVED  
CA. 6 APR A.M. AR.  
NAVY REGISTRY

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	2682

OFFICE OF THE Commanding,  
FLAG OFFICER ~~IN CHARGE~~  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

5 APR 1971

The Secretary,  
DEPARTMENT OF THE NAVY.

REPORT OF PROCEEDINGS - H.M.A.S. JEPARIT - VOYAGE

NO. 31/2

1. The enclosure is forwarded.
2. The matter referred to at paragraph 34 has been dealt with and no further action is required.

REAR-ADMIRAL.

AI Enclosure : HMAS JEPARIT Report of Proceedings 31/2 of  
27th March, 1971. (2 Copies).

For Information:

The Commanding Officer,  
H.M.A.S. JEPARIT.



ROYAL AUSTRALIAN NAVY

St 2529

TELEPHONE

REF. No. 1/16/1

HMAS JEPARIT,  
at Sydney

27th March, 1971

The Flag Officer Commanding,  
EAST AUSTRALIA AREA

For Information:

The Secretary, Department of the Navy (2)  
The Commanding Officer, HMAS KUTTABUL

Sir,

HMAS JEPARIT - REPORT OF PROCEEDINGS - VOYAGE NO. 31/2.

I have the honour to report the proceedings of HMAS  
JEPARIT for Voyage No.31/2

2. ALL TIMES ZONE -10

JEPARIT remained alongside 11 Walsh Bay until Tuesday  
16th February, whilst the back load from Voyage No.30/1 was  
discharged and general cargo for Singapore and Vung Tau loaded.

3. At 0558 the ship cast off and proceeded to number 5  
buoy, securing at 0640. Ammunition was loaded and the magnetic compass  
swung. On completion, the ship slipped at 1257 and proceeded  
on passage to Singapore.

4. The weather gradually deteriorated throughout the day  
and by 1500 Wednesday 17th February, while off Woolli Head,  
cyclonic conditions were being experienced. At this time Cyclone  
"Dora" was approximately 80 miles North of the ship's position,  
and it was suspected that JEPARIT was in the centre of the  
secondary system. Extremely rough seas, with an approximate wave  
height of 25 feet and winds in the vicinity of Force 10 were  
buffeting the ship. The forecastle and cargo deck were continually  
awash with water and to avoid damage to the deck cargo, I turned  
JEPARIT to the east and hove to. This allowed cargo, which had  
shifted in No. 2 hatch, to be re-secured, and conditions onboard  
which up to that time had been most unpleasant to become more  
comfortable.

.../2



5. By Friday 19th February, weather conditions had moderated sufficiently, to allow the ship to regain the planned Northern route, off Sandy Cape. At 1030 emergency stations, boat, fire and rocket drills were exercised for the benefit of newly joined personnel.
  6. The ship arrived off Cairns at 1413 Sunday 21st February and the pilot embarked. However, due to the failure of the Air Start Pilot machinery caused by jamming of the valves in the shut position, the main engine could not be re-started. The defect was remedied by 1456 and the passage North continued.
  7. At 0630 Tuesday 23rd February, when off Thursday Island, a doctor boarded to carry out booster inoculations. On completion, the pilot and doctor disembarked and at 0712 JEPARIT continued the passage to Singapore.
  8. The ship was stopped at 0755 to investigate a suspected defect in the main engine, No. 1 bottom end bearings. The investigation did not locate any faults, however, once again, the main engine could not be re-started due to defective Air Start Pilot valves. The defect was made good by 0825 when JEPARIT proceeded.
  9. Strong Westerly winds adversely affected the ship's speed for the remainder of the passage, which was slow and uneventful. Clocks were progressively retarded after leaving Thursday Island to Zone  $-7\frac{1}{2}$  by Monday 1st March.
- ALL TIMES ZONE  $-7\frac{1}{2}$
10. The ship arrived off Singapore at 1810 Wednesday 3rd March and a pilot embarked. At 1900 JEPARIT anchored in the Western Explosive Anchorage, Singapore and discharged the ammunition cargo. The ship weighed at 2325 and secured alongside No. 41 Godown, Main Wharf, Keppel Harbour at 0030 Thursday 4th March.
  11. Whilst general cargo was discharged, work was progressed on the main engine Air Start Pilot valve defect.
  12. With the defect made good, 864 tons of cement for Vung Tau loaded plus 42 tons of general cargo for Sydney, JEPARIT cast off at 0559 Saturday 6th March and anchored in the Western Explosive Anchorage at 0715. The ammunition was re-loaded



plus an additional 16 pallets and at 1205 the ship weighed and proceeded on passage to Vung Tau.

13. JEPARIT entered the War Zone at 1100 Sunday 7th March.

14. Clocks were advanced 30 minutes by Monday 8th March to Zone -8.

ALL TIMES ZONE -8

8/3/71

15. At 1641 the ship anchored in F16 Anchorage off Vung Tau. On the approach to the anchorage the main engine again failed to re-start because of the defect in the pilot valves and the ship was anchored safely without use of the engine. Ammunition was discharged and at 2130 JEPARIT proceeded alongside De Long Pier, securing at 2220.

16. During the discharge of cargo, several cartons of canteen stores were discovered to be damaged. My letter dated 19th March, 1971 refers.

17. I was informed that on Friday 5th March, 80lb of TNT explosive, with a triggering devise that only had to be set, was located, secured to the end of the wharf, which would have been adjacent to the ship's stern. This was JEPARIT's original arrival date in Vung Tau.

18. On completion of cargo operations, which included a 389 ton back load for Sydney, the ship cast off at 0211 Friday, 12th March and proceeded on the return passage.

19. By 0015 Saturday 13th March, weather conditions had deteriorated to the extent where I considered it no longer safe to continue in an Easterly direction across the South Chine Sea. At DR position  $7^{\circ} 46'N$   $109^{\circ} 23'E$  conditions similar to those mentioned in paragraph 4 were being experienced and I altered course to the South to return to the planned Northern route. JEPARIT left the War Zone at 1100.

20. Weather conditions had abated considerably by the late afternoon of Sunday 14th March and continued to be favourable for the remainder of the passage to Thursday Island.

21. On Monday 15th March the ship was stopped at 0906 to allow repairs to be carried out on an Air Start Pilot valve.

.../4



Repairs were completed by 1006 and the voyage continued.

22. Clocks were advanced to Zone -10 by Saturday 20th March.

ALL TIMES ZONE -10

23. Thursday Island was reached at 0601 Sunday 21st March and the pilot embarked.

24. Unfavourable weather conditions in the form of strong South-Easterly winds and adverse currents resulted in a slow passage to Cairns where the pilot disembarked at 2305 Monday 22nd March.

25. Some respite from adverse weather was gained in the following 2 days, however, during Thursday 25th March strong South-Easterly winds and rough seas again retarded the ship's progress.

26. JEPARIT entered Sydney Harbour at 2230 Friday 26th March and secured to number 5 buoy to await pratique, customs clearance and discharge of ammunition.

27. On completion the ship slipped at 0935 Saturday 27th March and proceeded alongside 11 Walsh Bay, securing at 1018.

MACHINERY

28. The main and auxiliary machinery performed satisfactorily during the voyage, with the exception of the air start system. Because of wear on the rams caused by a gritty, rusty substance from the air lines, and which is due to the air humidity plus old age, the pilot valves are jamming in the shut position. This will not allow the engine to be re-started immediately after being stopped and has caused concern. Fortunately the defect has not occurred in a situation from which it would be impossible to recover without the use of the engine. Even though the air lines were cleaned and the rams re-metalled in Singapore, the defect recurred at Vung Tau. While the ship is loading in Sydney on this occasion, it is intended to replace the block and galvanise the air lines which should remedy the defect.

GENERAL COMMENTS

29. This voyage has been particularly lengthy, due to the unusual amount of unfavourable weather encountered.

30. Some cargo damage was sustained through the bad weather

.../5



and unsuitable stowage. My letter dated 19th March refers.

31. During the ship's stay in Vung Tau, I visited the Australian Task Force Base at Nui Dat as the guest of Brigadier McDonald.

VISITORS

32. Colonel Hooton, The Commanding Officer, No. 1 Australian Logistic Support Group together with members of his staff, plus Acting Commander I.W. Hall, the Naval Staff Officer, C.O.M.A.F.V. and other Australian military personnel serving in the Vung Tau area attended the official luncheon held on board Wednesday 10th March.

HEALTH, WELFARE AND CONDUCT

33. The health, welfare and conduct of the R.A.N. Detachment remains very satisfactory.

34. Due to an incident between the civilian engineers and one of the engineering branch sailors, the morale of these sailors was seriously affected for a brief period. Fortunately, quick action by the Officer-in-charge of the R.A.N. Detachment restored harmony. Otherwise morale has been good.

I have the honour to be

Sir,

Your obedient servant,

*C. I. Flaherty*

(C.I. FLAHERTY)

Commander RANR(S)

COMMANDING OFFICER

Enclosures:

1. Annex 'A' - Diary of Events
2. Annex 'B' - General Data



ANNEX 'A' TO HMAS JEPARIT - REPORT OF PROCEEDINGS - VOYAGE NO.31/2

DIARY OF EVENTS

ARRIVE

DEPART

1531	08FEB	At 11 Walsh Bay - discharged back load - loaded cargo for Singapore and Vung Tau	16FEB 0558
0640	16FEB	Secured No. 5 buoy - loaded ammunition	16FEB 1257
1500	17 FEB	Hove to off Woolli Head - Cyclone "Dora" 80 miles North - cargo shifted No.2 hatch	
1030	19FEB	Emergency stations, boat, fire and rocket drills exercised	
1413	21FEB	Off Cairns embarked pilot - main engine failed to re-start - seized pilot valves	21FEB 1456
		Off Thursday Island disembarked pilot	23 FEB 0712
0755	23FEB	STOPPED to investigate main engine defect (suspected) - engine failed to start - siezed pilot valves	23FEB 0842
1900	03 MAR	Anchored Western Explosive Anchorage Singapore discharged ammunition	03MAR 2325
0030	04MAR	Secured alongside No. 41 Godown, Main Wharf, Keppel Harbour - discharged general cargo, loaded back load	06MAR 0559
0715	06MAR	Anchored Western Explosives Anchorage - re-loaded ammunition	06MAR 1205
1641	08MAR	Anchored F16 Anchorage Vung Tau - main engine failure- discharged ammunition	08MAR 2130
2220	08MAR	Secured De Long Pier - discharged general cargo loaded back load	12MAR 0211
0015	13MAR	At DR position 7° 46'N 109° 23'E a/c to return to Northern route - extremely poor weather	
0906	15MAR	Stopped for main engine repair	15MAR 1006
0601	21MAR	Off Thursday Island embarked pilot Off Cairns pilot disembarked	22MAR 2305
2346	26MAR	Arrived Sydney - secured No. 5 buoy to await pratique, customs clearance and discharge of ammunition	27MAR 0935
1018	27MAR	Secured alongside 11 Walsh Bay	

GENERAL DATA - ANNEX 'B'

1. Total distance steamed 9633 miles
2. Total steaming time 32 days 7 hours 35 minutes



18/6/2788

DEPARTMENT OF THE NAVY

HMAS *Separit*

Report of Proceedings *Voyage No. 132/3*

AS(NS) *2/5*

D of *2/5*

DCNS *3/5*

~~1NM~~

2NM *7/6*

3NM *7/6*

4NM *15/6*

SECRETARY *8/6*

C of S *24/6*

DPR *30/6*

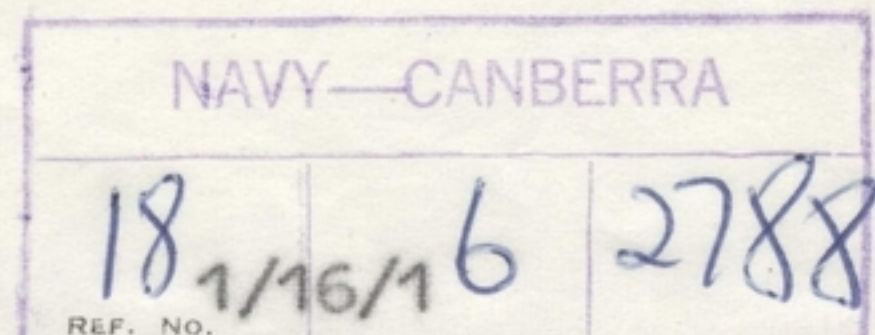
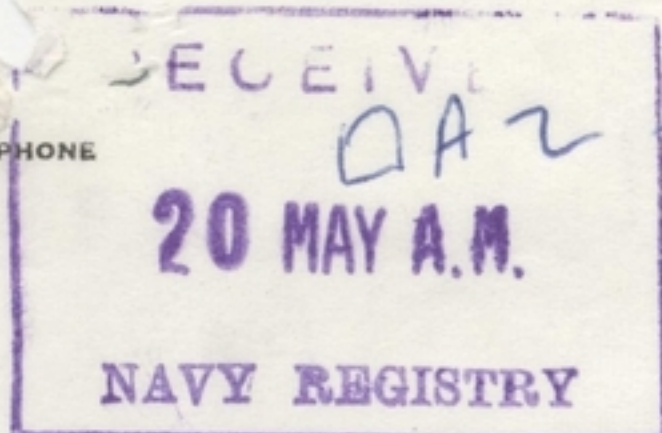
AS(NS) (NS55) *1/7*

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*BDN 2/5*



ROYAL AUSTRALIAN NAVY



HMAS JEPARIT,  
at Sydney.

13th May, 1971

The Flag Officer Commanding,  
EAST AUSTRALIA AREA

For Information

The Secretary, DEPARTMENT OF THE NAVY (2)  
The Commanding Officer, HMAS KUTTABUL

Sir,

REPORT OF PROCEEDINGS - HMAS JEPARIT - VOYAGE NO. 32/3

I have the honour to report the proceedings of HMAS JEPARIT for Voyage No. 32/3.

All times Zone -10

2. The ship remained alongside 11 Walsh Bay until Friday 2nd April, whilst the back load from the previous voyage was discharged and general cargo loaded for Singapore and Vung Tau.
3. At 0907 JEPARIT cast off and proceeded to No. 3 buoy to load ammunition. On completion, the ship slipped at 1358 and proceeded on passage to Singapore.
4. As a result of a defect in the main engine fuel valves the ship was stopped for an hour on Saturday 3rd April while repairs were made.
5. During the voyage North I took the opportunity to exercise boat, fire and rocket drills on Monday 5th April.
6. JEPARIT arrived off Cairns at 1300 Tuesday 6th April where the pilot was embarked.
7. Favourable weather conditions continued during the passage through the Inner Barrier Reef. At 2344 Wednesday 7th April when off Thursday Island, a doctor embarked to carry out booster inoculations. The doctor and the pilot disembarked at 2359 and JEPARIT resumed the passage to Singapore.

...../2



8. Clocks were progressively retarded after leaving Thursday Island to Zone -7½ by Tuesday 13th April.

All times Zone -7½

9. After an uneventful passage, the ship arrived off Peak Island, Singapore where a pilot was embarked at 2313 Thursday 15th April.

10. JEPARIT anchored in the Western Explosives Anchorage, Singapore at 0001 Friday 16th April to await the discharge of ammunition. This was completed during the forenoon and the ship proceeded alongside No. 20 Godown, Empire Dock, Keppel Harbour, securing at 1336.

11. Cargo operations which included several containers of furniture for Vung Tau and a 3 ton back load of personal effects for Sydney, were completed on Saturday 17th April. At 0600 the ship cast off and proceeded to The Eastern Anchorage, anchoring at 0642. After loading ammunition and bunkering JEPARIT weighed and proceeded on passage to Vung Tau.

12. The ship entered the war zone at 1300 Sunday 18th April.

13. Clocks were advanced 30 minutes to Zone -8 on Monday 19th April.

All times Zone -8

14. On arrival at Vung Tau at 1700 on the Monday identities were exchanged with BRISBANE. JEPARIT anchored in B14 Anchorage at 1714 and discharged 5 pallets of engine starters, following which the ship secured alongside De Long Pier at 1900. General Cargo was discharged and whilst the operation was in progress a visit was paid to the ship at 2200 by members of the Kerr Committee headed by The Honourable Mr. Justice Kerr, C.M.G. A few members of the ship's company were interviewed by the Committee who at the same time reviewed the cargo work and examined living conditions on board. The Committee departed after approximately one hour.

15. At 1302 Thursday 22nd April, with an additional 316 ton back load, JEPARIT cast off and proceeded on the return passage to Sydney.

16. The ship departed the war zone at 1500 Friday 23rd April.

17. A short Anzac Day Service was held on the poop deck on Sunday 25th April.

...../3



18. Clocks were progressively advanced to Zone -10 by Saturday 1st May.

All times Zone -10

19. JEPARIT arrived off Thursday Island at 1853 on Saturday and the pilot was embarked. Weather conditions had generally been favourable, although in the latter portion of the passage strong South-Easterly winds adversely effected the ship's progress.

20. The pilot disembarked off Cairns on Monday 2nd May at 0943.

21. JEPARIT entered Sydney Harbour at 0603 Friday 7th May and anchored at 0622 to await pratique. On completion, the ship proceeded alongside 11 Walsh Bay securing at 0730.

MACHINERY

22. The main and auxiliary machinery has performed satisfactorily during the voyage.

CARGO OPERATIONS

23. General cargo operations proceeded smoothly and the fast turn-around was maintained at both Singapore and Vung Tau. However, I was not happy with the 12 hour delay at Singapore where only 5 pallets of engine starters plus 4 cases of practise anti-tank mine activators were discharged, prior to proceeding alongside. Such delays for minimum amounts of explosive cargo are, in my opinion, uneconomical and prevent the ship operating efficiently in the logistic support role.

TRAINING

24. During the voyage seamanship classes were conducted to assist sailors in their preparation for Branch Technical Tests.

VISITORS

25. Once again Colonel Hooton, the Commanding Officer, No. 1 Australian Logistic Support Group, together with members of his staff, and other Australian military personnel serving in the Vung Tau area attended the official luncheon held on board on Wednesday 21st April.

HEALTH, WELFARE AND CONDUCT

26. The health, welfare and conduct of the R.A.N. personnel is satisfactory. Two Sailors were punished for offences during the voyage. Although it is unusual for any offences to occur in JEPARIT, due to the responsible attitude of the ship's company, I consider that the incidents related to lack of thought on the



part of the sailors concerned, rather than poor morale. Morale in general remains at a satisfactory level. However, poor mail services between Vung Tau and Australia did affect some sailors for a brief period. It is hoped to rectify the situation by discussions with the Warship Section of the Sydney Mail Exchange, they have always proved helpful in the past, and the authorities in Vung Tau.

I have the honour to be

Sir,

Your obedient servant

*John J. Quinn*  
(J.F. QUINN)  
Lieutenant-Commander RANRS  
COMMANDING OFFICER

Enclosures:

1. Annex 'A' - Diary of Events
2. Annex 'B' - General Data



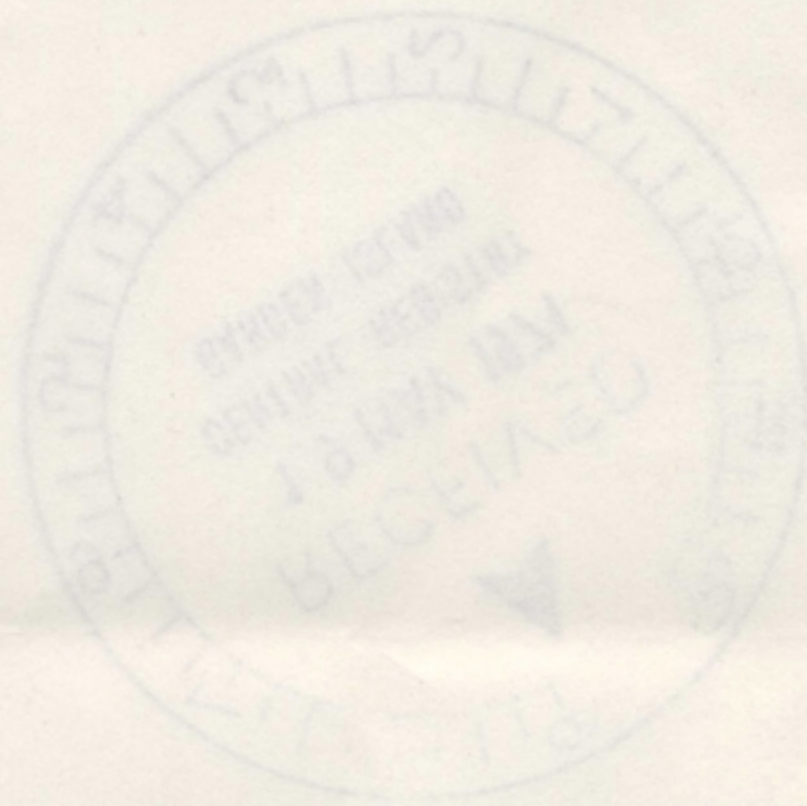
ANNEX 'A' TO HMAS JEPARIT REPORT OF PROCEEDINGS - VOYAGE NO. 32/3.

DIARY OF EVENTS

<u>ARRIVE</u>			<u>DEPART</u>
0935	27MAR	At 11 Walsh Bay - discharged back load loaded cargo for Singapore and Vung Tau	02APL 0907
1009	02APL	Secured No. 3 buoy loaded ammunition	02APL 1358
0336	03APL	Main engine failure	03APL 0428
1530	05APL	Boat, fire and rocket drills	
1300	06APL	Embarked pilot off Cairns	
		Off Thursday Island - disembarked pilot.	07APL 2359
2313	15APL	Off Singapore, embarked pilot	
0001	16APL	Anchored Western Explosives Anchorage	
0640	16APL	Discharged ammunition	16APL 1013
1336	16APL	Secured alongside No. 20 Godown, Empire Dock, Keppel Harbour. Discharged cargo	17 APL 0600
0642	17APL	Anchored Eastern Anchorage - bunkered and loaded ammunition	17APL 1503
1300	18APL	Entered War Zone	
1700	19APL	Exchanged identities with BRISBANE	
1714	19APL	Anchored B14 Anchorage Vung Tau - discharged ammunition	19APL 1813
1900	19APL	Secured alongside De Long Pier - discharged cargo - loaded back load for Sydney	22APL 1302
1500	23APL	Departed war zone	
1853	01MAY	Off Thursday Island - embarked pilot	
		Pilot disembarked off Cairns	03MAY 0943
0603	07MAY	Entered Sydney Harbour	
0602	07MAY	Anchored Sydney Harbour to await pratique	07MAY 0650
0730	07MAY	Secured alongside 11 Walsh Bay	

ANNEX 'B' - GENERAL DATA

1. Total distance steamed - 9430 miles
2. Total steaming time - 29 days 23 hours 33 minutes.







Serial Number	Category	Description	Serial Number
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18.6.2891

DEPARTMENT OF THE NAVY

2<sup>nd</sup> April to  
7<sup>th</sup> May

HMAS JEPARIT

Report of Proceedings voyages 32/3 + 33/4

AS(NS) Ch. 19/7.

D of 0 19/7

↓  
13<sup>th</sup> May  
to 26<sup>th</sup> June

~~DCNS~~

1NM 22/7

2NM Bu. 7

3NM 26/7

4NM 28/7

SECRETARY 28/7

~~DCNS~~ 29/7

LC of S 29/7

DPR 5/8

AS(NS) (NS55) 10/8

- 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 again to Board Members with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.
  - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.

15/7





CA.

14 JUL A.M.

NAVY REGISTRY

ROYAL AUSTRALIAN NAVY

NAVY - GARDEN ISLAND

18	6	2891
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TELEPHONE:  
35.0444

IN REPLY QUOTE N.1/16/232.

OFFICE OF THE **Commanding,**  
FLAG OFFICER ~~IN CHARGE~~  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

13 JUL 1971

The Secretary,  
DEPARTMENT OF THE NAVY.

REPORT OF PROCEEDINGS - H.M.A.S. JEPARIT -  
VOYAGES 32/3 and 33/4

Forwarded.

CHIEF OF STAFF  
for FLAG OFFICER COMMANDING,  
EAST AUSTRALIA AREA.

RT Enclosures : HMAS JEPARIT - Report of Proceedings -  
Voyages 32/3 and 34/4. (2 copies each).



ROYAL AUSTRALIAN NAVY

St 2529

N1/16/232

N/2055/4

92

TELEPHONE

REF. NO. 1/16/1

HMAS JEPARIT,  
at Sydney.

13th May, 1971

The Flag Officer Commanding,  
EAST AUSTRALIA AREA

For Information

The Secretary, DEPARTMENT OF THE NAVY (2)  
The Commanding Officer, HMAS KUTTABUL

Sir,

REPORT OF PROCEEDINGS - HMAS JEPARIT - VOYAGE NO. 32/3

I have the honour to report the proceedings of HMAS JEPARIT for Voyage No. 32/3.

All times Zone -10

2. The ship remained alongside 11 Walsh Bay until Friday 2nd April, whilst the back load from the previous voyage was discharged and general cargo loaded for Singapore and Vung Tau.
3. At 0907 JEPARIT cast off and proceeded to No. 3 buoy to load ammunition. On completion, the ship slipped at 1358 and proceeded on passage to Singapore.
4. As a result of a defect in the main engine fuel valves the ship was stopped for an hour on Saturday 3rd April while repairs were made.
5. During the voyage North I took the opportunity to exercise boat, fire and rocket drills on Monday 5th April.
6. JEPARIT arrived off Cairns at 1300 Tuesday 6th April where the pilot was embarked.
7. Favourable weather conditions continued during the passage through the Inner Barrier Reef. At 2344 Wednesday 7th April when off Thursday Island, a doctor embarked to carry out booster inoculations. The doctor and the pilot disembarked at 2359 and JEPARIT resumed the passage to Singapore.

...../2



8. Clocks were progressively retarded after leaving Thursday Island to Zone  $-7\frac{1}{2}$  by Tuesday 13th April.

All times Zone  $-7\frac{1}{2}$

9. After an uneventful passage, the ship arrived off Peak Island, Singapore where a pilot was embarked at 2313 Thursday 15th April.

10. JEPARIT anchored in the Western Explosives Anchorage, Singapore at 0001 Friday 16th April to await the discharge of ammunition. This was completed during the forenoon and the ship proceeded alongside No. 20 Godown, Empire Dock, Keppel Harbour, securing at 1336.

11. Cargo operations which included several containers of furniture for Vung Tau and a 3 ton back load of personal effects for Sydney, were completed on Saturday 17th April. At 0600 the ship cast off and proceeded to The Eastern Anchorage, anchoring at 0642. After loading ammunition and bunkering JEPARIT weighed and proceeded on passage to Vung Tau.

12. The ship entered the war zone at 1300 Sunday 18th April.

13. Clocks were advanced 30 minutes to Zone -8 on Monday 19th April.

All times Zone -8

14. On arrival at Vung Tau at 1700 on the Monday identities were exchanged with BRISBANE. JEPARIT anchored in B14 Anchorage at 1714 and discharged 5 pallets of engine starters, following which the ship secured alongside De Long Pier at 1900. General Cargo was discharged and whilst the operation was in progress a visit was paid to the ship at 2200 by members of the Kerr Committee headed by The Honourable Mr. Justice Kerr, C.M.G. A few members of the ship's company were interviewed by the Committee who at the same time reviewed the cargo work and examined living conditions on board. The Committee departed after approximately one hour.

15. At 1302 Thursday 22nd April, with an additional 316 ton back load, JEPARIT cast off and proceeded on the return passage to Sydney.

16. The ship departed the war zone at 1500 Friday 23rd April.

17. A short Anzac Day Service was held on the poop deck on Sunday 25th April.



18. Clocks were progressively advanced to Zone -10 by Saturday 1st May.

All times Zone -10

19. JEPARIT arrived off Thursday Island at 1853 on Saturday and the pilot was embarked. Weather conditions had generally been favourable, although in the latter portion of the passage strong South-Easterly winds adversely effected the ship's progress.

20. The pilot disembarked off Cairns on Monday 2nd May at 0943.

21. JEPARIT entered Sydney Harbour at 0603 Friday 7th May and anchored at 0622 to await pratique. On completion, the ship proceeded alongside 11 Walsh Bay securing at 0730.

MACHINERY

22. The main and auxiliary machinery has performed satisfactorily during the voyage.

CARGO OPERATIONS

23. General cargo operations proceeded smoothly and the fast turn-around was maintained at both Singapore and Vung Tau. However, I was not happy with the 12 hour delay at Singapore where only 5 pallets of engine starters plus 4 cases of practise anti-tank mine activators were discharged, prior to proceeding alongside. Such delays for minimum amounts of explosive cargo are, in my opinion, uneconomical and prevent the ship operating efficiently in the logistic support role.

TRAINING

24. During the voyage seamanship classes were conducted to assist sailors in their preparation for Branch Technical Tests.

VISITORS

25. Once again Colonel Hooton, the Commanding Officer, No. 1 Australian Logistic Support Group, together with members of his staff, and other Australian military personnel serving in the Vung Tau area attended the official luncheon held on board on Wednesday 21st April.

HEALTH, WELFARE AND CONDUCT

26. The health, welfare and conduct of the R.A.N. personnel is satisfactory. Two Sailors were punished for offences during the voyage. Although it is unusual for any offences to occur in JEPARIT, due to the responsible attitude of the ship's company, I consider that the incidents related to lack of thought on the

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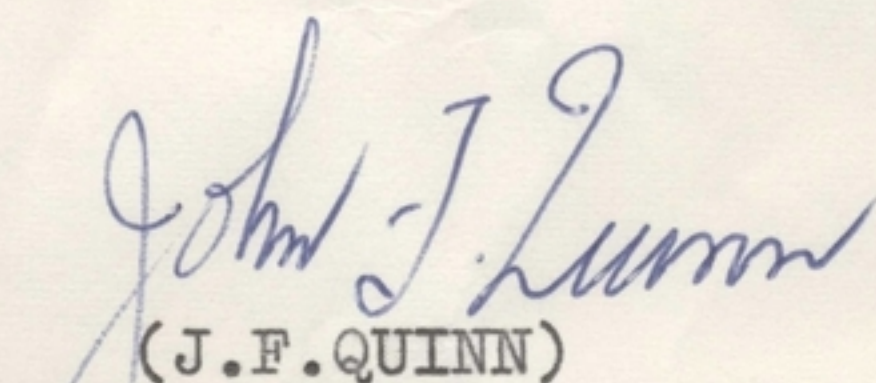


part of the sailors concerned, rather than poor morale. Morale in general remains at a satisfactory level. However, poor mail services between Vung Tau and Australia did affect some sailors for a brief period. It is hoped to rectify the situation by discussions with the Warship Section of the Sydney Mail Exchange, they have always proved helpful in the past, and the authorities in Vung Tau.

I have the honour to be

Sir,

Your obedient servant

  
(J.F. QUINN)  
Lieutenant-Commander RANRS  
COMMANDING OFFICER

Enclosures:

1. Annex 'A' - Diary of Events
2. Annex 'B' - General Data





ANNEX 'A' TO HMAS JEPARIT REPORT OF PROCEEDINGS - VOYAGE NO. 32/3.

DIARY OF EVENTS

<u>ARRIVE</u>			<u>DEPART</u>
0935	27MAR	At 11 Walsh Bay - discharged back load loaded cargo for Singapore and Vung Tau	02APL 0907
1009	02APL	Secured No. 3 buoy loaded ammunition	02APL 1358
0336	03APL	Main engine failure	03APL 0428
1530	05APL	Boat, fire and rocket drills	
1300	06APL	Embarked pilot off Cairns	
		Off Thursday Island - disembarked pilot.	07APL 2359
2313	15APL	Off Singapore, embarked pilot	
0001	16APL	Anchored Western Explosives Anchorage	
0640	16APL	Discharged ammunition	16APL 1013
1336	16APL	Secured alongside No. 20 Godown, Empire Dock, Keppel Harbour. Discharged cargo	17 APL 0600
0642	17APL	Anchored Eastern Anchorage - bunkered and loaded ammunition	17APL 1503
1300	18APL	Entered War Zone	
1700	19APL	Exchanged identities with BRISBANE	
1714	19APL	Anchored B14 Anchorage Vung Tau - discharged ammunition	19APL 1813
1900	19APL	Secured alongside De Long Pier - discharged cargo - loaded back load for Sydney	22APL 1302
1500	23APL	Departed war zone	
1853	01MAY	Off Thursday Island - embarked pilot	
		Pilot disembarked off Cairns	03MAY 0943
0603	07MAY	Entered Sydney Harbour	
0622	07MAY	Anchored Sydney Harbour to await pratique	07MAY 0650
0730	07MAY	Secured alongside 11 Walsh Bay	

ANNEX 'B' - GENERAL DATA

1. Total distance steamed - 9430 miles  
2. Total steaming time - 29 days 23 hours 33 minutes.



## ROYAL AUSTRALIAN NAVY

TELEPHONE

REF. No. 1/16/1

HMAS JEPARIT,  
at Sydney.

1st July, 1971

The Flag Officer Commanding,  
EAST AUSTRALIA AREAFor information:

The Secretary, Department of the Navy

Sir,

REPORT OF PROCEEDINGS - HMAS JEPARIT - VOYAGE NO. 33/4

I have the honour to report the proceedings of HMAS JEPARIT for Voyage No. 33/4.

All times Zone -10

2. The back load from the previous voyage was discharged and 2987 tons of general cargo for Vung Tau and Singapore loaded whilst the ship remained alongside at 11 Walsh Bay.

3. At 0952 Thursday 13th May JEPARIT cast off and proceeded to No. 1 explosives buoy to load 119 tons of ammunition for Vung Tau and Singapore plus 1 missile for Subic Bay. On completion, the ship slipped at 1802 and proceeded on passage to Subic Bay.

4. Weather conditions were favourable and at 1542 Monday 17th May JEPARIT arrived off Cairns where a pilot embarked.

5. The passage through the Inner Barrier Reef continued without incident and the ship reached Thursday Island on Wednesday 19th June. A doctor embarked at 0327 to carry out booster inoculations and disembarked at 0400 with the pilot, when JEPARIT resumed the passage to Subic Bay.

6. After leaving Thursday Island clocks were progressively retarded to Zone -8 by Sunday 23rd May.

All times Zone -8

7. At 1400 on the Sunday I exercised man overboard procedures using the Williamson Turn method; Annex 'A' refers.

8. On Monday 24th May emergency stations, fire and rocket drills were exercised at 1530.

.../2



9. JEPARIT arrived off Grande Island, Subic Bay at 0609 Wednesday 26th May and anchored at 0636 in the G4 anchorage to discharge the missile. Whilst at anchor I received a weather forecast indicating that Typhoon "Dinah" which was then centered approximately 240 miles away to the South-East, was approaching the area and was expected to pass close to Subic Bay the following morning. Winds up to 65 knots near the centre and very rough to phenomenal seas within 150 miles of the centre were forecast. In view of the deck cargo carried I deemed it prudent to shelter from the weather and following the discharge of the missile I shifted the ship to E19 anchorage at 1150 to wait out the typhoon.

10. At 2135 two members of the duty watch suprised a male intruder, presumed to be a Philippine National, in the passageway outside the sailor's recreation space. They gave chase, however, the intruder eluded capture by diving into the water from the poop deck and escaping in a small boat waiting beneath. A search of the area revealed that the galley had been broken into and that several utensils plus a CO2 fire extinguisher, total value \$235, had been stolen. It was obvious that these items had been lowered into the waiting boat by a rope which was discovered, secured to the poop deck guard rails. It was not known how the intruder gained access to the ship, as all ladders had been raised and a sailor was continually patrolling the upper deck, however, it was assumed from a later incident that he had climbed aboard in the vicinity of numbers 2 and 3 hatches. Perhaps it is fortunate that the sailors did not catch the intruder as he was armed with a knife and in the light of subsequent incidents ashore, I feel certain he would have used the weapon to avoid being taken into custody. In view of this incident I have serious doubts on the wisdom of the policy not to provide this ship with small arms for personnel defence.

11. By 0345 Thursday 27th May strengthening winds were causing the ship to yaw considerably. To counteract the yaw the port cable was veered to 8 shackles and the starboard anchor let go underfoot. Whilst proceeding forward to commence this operation the Second Mate and the duty sailors observed another small boat alongside amidships with one of the occupants attempting to gain access to the ship. The boat made off when approached.

12. The weather had abated by 0606 Friday 28th May and JEPARIT weighed and proceeded on passage to Vung Tau.

13. The ship entered the war zone at 2200 Saturday 29th May.

.... / 3



14. After an uneventful passage across the South China Sea JEPARIT anchored in B14 anchorage, Vung Tau at 2334 Sunday 30th May to discharge ammunition. On completion the ship proceeded alongside De Long Pier securing at 0722 Monday 31st May.

15. General cargo was discharged and a 70 ton back load for Sydney loaded by Wednesday 2nd June. During this period a boat drill was carried out in Vung Tau Harbour. At 1633 JEPARIT cast off and proceeded on passage to Singapore.

16. The ship departed the war zone at 1800 Thursday 3rd June.

17. Clocks were retarded 30 minutes to Zone  $-7\frac{1}{2}$  on Friday 4th June.

All times Zone  $-7\frac{1}{2}$

18. On Friday 4th June at 1421 JEPARIT anchored in the Quarantine anchorage, Singapore, to await pratique. With pratique granted the ship shifted to the Eastern Roads anchorage, anchoring at 1655 to discharge the Singapore cargo.

19. Cargo operations were completed at 1725 Saturday 5th June and JEPARIT proceeded alongside M.T. Marimunda at Chermin Wharf Keppel Shipyard, securing at 1850. Work was progressed on preparations for the ship's annual dry docking and maintenance period.

20. The ship was docked in Queen's Dock, Keppel Shipyard, at 1750 Sunday 6th June and undocked at 0822 on Wednesday 9th June.

21. Loading of a 20 ton back load for Sydney was commenced at 1330 Saturday 12th June. All maintenance plus cargo operations were completed by 1832 when JEPARIT cast off and proceeded on the return passage to Sydney.

22. Clocks were progressively advanced to Zone -10 by Sunday 20th June.

All times Zone-10

23 Strong Easterly to South-Easterly winds and rough head seas adversely effected the ship's progress to Thursday Island which was reached at 1739 on the Sunday. A pilot was embarked and the southward portion of the voyage resumed.

24. At 0400 Monday 21st June a fault in the sensitive element of the gyro compass produced a continually changing error.



Eventually this compass had to be disregarded and the magnetic compass used.

25. The pilot disembarked off Cairns at 0854 Tuesday 22nd June.

26. The remainder of the passage was uneventful and JEPARIT entered Sydney Harbour at 0602 Saturday 26th June, anchoring at 0621 to await pratique. At 0648 with pratique granted the ship proceeded alongside 1A Darling Harbour securing at 0757.

#### MACHINERY

27. The main and auxiliary machinery continued to operate satisfactorily.

28. The gyro compass defect was unable to be made good and present indications are that the sensitive element cannot be replaced until after the completion of the forthcoming voyage.

29. The air conditioning system operated efficiently for the major part of the voyage. However on Friday 21st May a blocked drain in the system caused two officer's cabins, two offices and the smoke room to be flooded. Again on Sunday 6th June a defective pressure switch for which no spare was carried, caused the system to become unserviceable for three days. The latter defect occurred whilst the ship was in dry dock.

#### CARGO OPERATIONS

30. Once again a smooth and efficient turn-a-round of cargo was achieved at Vung Tau.

31. The same could not, unfortunately, be said about Singapore. Although only 480 tons of cargo was discharged, the gangs were slow and careless in their handling. The army reported that several crates and other items were damaged during the operation.

#### TRAINING

32. One sailor sat for the May Branch Technical Test.

33. Weapon training in the form of 9mm pistol instruction and practise was carried out during the voyage.

#### VISITORS

34. On Monday 10th May The Flag Officer Commanding, H.M. Australian Fleet, Rear Admiral W.J. Dovers C.B.E., D.S.C., paid and informal visit to the ship.

...../5



35. Colonel Salmon, Chief of Staff Australian Forces Vietnam, Colonel Hooton, the Commanding Officer, No 1 Australian Logistic Support Group together with members of his staff and other military personnel serving in the area attended the official luncheon on Monday 31st May.

HEALTH, WELFARE, CONDUCT

36. The health of the ship's company was generally good during the voyage. However, whilst the ship was in Singapore eight crew members became ill from an unknown ailment. It is considered that this was the result of the appalling conditions under which the personnel on board had to work and live during this period. Lack of air conditioning, in a ship specifically designed for this feature, dust-filled air from sand blasting and the complete absence of co-operation by dockyard personnel in the removal of garbage were the main contributing factors. One other sailor broke his leg and had to be flown back to Sydney; my message DTG 140155Z Jun 71 refers.

37. The morale and conduct of the ship's company remains satisfactory. Two sailors were punished for minor offences during the voyage.

38. During the ship's stay in Subic Bay three crew members were robbed at knifepoint.

39. Whilst the ship was in Singapore two sporting fixtures were arranged against the army. Both games, Rugby and Cricket, resulted in a draw.

4

I have the honour to be

Sir,

your obedient servant

*John J. Quinn*

(J.F. QUINN)

Lieutenant-Commander RANRS

COMMANDING OFFICER

Enclosures:

1. Annex 'A' - Diary of Events
2. Annex 'B' - General Data
3. Annex 'C' - Sport
4. Annex 'D' - Stability Data
5. Annex 'E' - Cargo Distribution



ANNEX 'A' TO HMAS JEPARIT - REPORT OF PROCEEDINGS - VOYAGE NO. 33/4.DIARY OF EVENTS

<u>ARRIVE</u>			<u>DEPART</u>	
0730	07MAY	At 11 Walsh Bay - discharged back load loaded general cargo for Vung Tau and Singapore - 2987 tons	13MAY	0836
0952	13MAY	Secured No. 1 explosives buoy loaded 119 tons ammunition plus 1 missile	13MAY	1802
1542	17MAY	Pilot embarked off Cairns Off Thursday Island pilot disembarked	19MAY	0400
1400	23MAY	Exercised man overboard procedures - Williamson turn method - initial throwoff, 60 degrees, time taken 1min 15 secs, then full opposite helm to return to original reciprocal course, time taken 6 min 50 secs, - total time taken to have marker close alongside 8 mins. Weather conditions, light breeze, rippled sea.		
1530	24MAY	Exercised emergency stations, fire and rocket drills		
0609	26MAY	Off Grande Island, Subic Bay		
0636	26MAY	Anchored G4 anchorage, Subic Bay - discharged missile	26MAY	1105
1150	26MAY	Anchored E19 anchorage, Subic Bay to shelter from Typhoon "Dinah"	28MAY	0606
2200	29MAY	Entered war zone		
2334	30MAY	Anchored B14 Anchorage Vung Tau - discharged ammunition	31MAY	0650
0722	31MAY	Secured alongside De Long Pier - discharged cargo, loaded 70 ton back load	02JUN	1633
		Departed war zone	03JUN	1800
1421	04JUN	Anchored Quarantine anchorage, Singapore await pratique	04JUN	1555
1655	04JUN	Anchored Eastern Roads anchorage, Singapore - discharged cargo	05JUN	1725
1850	05JUN	Secured alongside M.T. Marimunda , Chermin Wharf Keppel Shipyard	06JUN	1737
1750	06JUN	Entered Queen's Dock Keppel Shipyard undocked	09JUN	0822
0900	09JUN	Secured alongside M.T. Thermopylai	10JUN	0817
0900	10JUN	Secured alongside Cable & Wireless Wharf		
1330	12JUN	Loaded 20 ton back load Maintenance period completed sailed for Sydney	12JUN	1832
1739	20JUN	Pilot embarked off Thursday Island		
0400	21JUN	Gyro compass defective		
0712	22JUN	Off Cairns - pilot disembarked	22JUN	0854
0602	26JUN	Entered Sydney Harbour		
0621	26JUN	Anchored to await pratique	26JUN	0648



ANNEX 'A' (contd)

0757 26JUN Secured alongside 1A Darling Harbour.

ANNEX 'B' - GENERAL DATA

1. Total distance steamed - 9624 mls  
2. Total steaming time - 30 days 7 hrs 42 mins

ANNEX 'C' - SPORT

<u>DATE</u>	<u>OPPONENTS</u>	<u>SPORT</u>	<u>RESULT</u>
TUE 08JUN	ARMY 11MC GROUP	RUGBY	Draw - 3 all
WED 09JUN	ARMY 11MC GROUP	CRICKET	JEPARIT 104 all out ARMY 9 for 103 Draw



ROYAL AUSTRALIAN NAVY

ANNEX 'D'

TELEPHONE

REF. No.

H.M.A.S. JEPARIT

STABILITY DATA VOYAGE 38 NORTH.

Object & Position	Weight(tons)	Vert. C.of G.	Moment
Light ship	3670	23.5	86245
Cargo No.1 hold	590	16.0	9440
Hatch top	41	43.0	1763
Deck side	5	36.0	180
No.2 Cargo hold	683	14.0	9562
Deck side	29	35.0	1015
Hatch top	60	42.0	2520
No.3 Cargo hold	840	14.0	11760
Deck side	13	35.0	455
Hatch top	42	42.0	1764
No.4 Cargo hold	380	14.0	5320
Deck side	26	35.0	910
Hatch top	60	42.0	2520
Constant	150	34.0	5100
Dunnage	30	20.0	600
TOTAL 1.	6619		139154
Fwd.F.W. tank	85	27.0	2295
Aft Peak tank	72	21.5	1548
No.4 Topsides	158	28.7	4534
Aft.F.W. tank	M.T.	-	-
No.1 D.B. tank	323	3.06	968
No.2 D.B. tank	438	3.1	1314
No.3 D.B. tank	456	3.2	1374
Fuel Oil	140	16.0	2240
Diesel Oil	50	2.50	125
Diesel Oil	50	15.0	750
TOTAL 2	1772		15148
TOTAL 1	6619		139154
GRAND TOTAL	8391 tons		154302 Ft.tons

K.G. of vessel =  $\frac{\text{Total Moments}}{\text{Total Weights}} = \frac{154302}{8391} = 18.39$  feet

K.M. of vessel = 23.20 feet

G.M. of vessel = K.M. - K.G. = 23.20 - 18.39 = 4.81 feet

*Trigg*  
CHIEF OFFICER





H.M.A.S. JEPARIT

Stability Data at Dry Docking.

OBJECT	WEIGHT (tons)	VERT.C of G.(ft.)	MOMENT
Light ship	3670	23.5	86245
Fore Peak	208	22.3	4638
F.F.Water	85	27.0	2295
No.1 D.B.	322	3.1	998
No.2 D.B.	438	3.1	1358
No. 1 T.S.	187	30.0	5610
No. 4 T.S.	150	28.7	4305
H.F.O.	110	16.0	1760
D.O.	56	16.0	896
Constant	200	30.0	6000
Cargo	62	14.0	8680
Chain Locker	20	21.0	420
<b>TOTALS</b>	<b>5508</b>		<b>123205</b>

$$K.G. = \frac{\text{Total Moments}}{\text{Total Weights}} \text{ feet.}$$

$$= \frac{123,205}{5,508}$$

$$= 22.37 \text{ feet}$$

$$K.M. = 27.00 \text{ feet}$$

$$G.M. = K.M. - K.G.$$

$$= 27.00 - 22.37$$

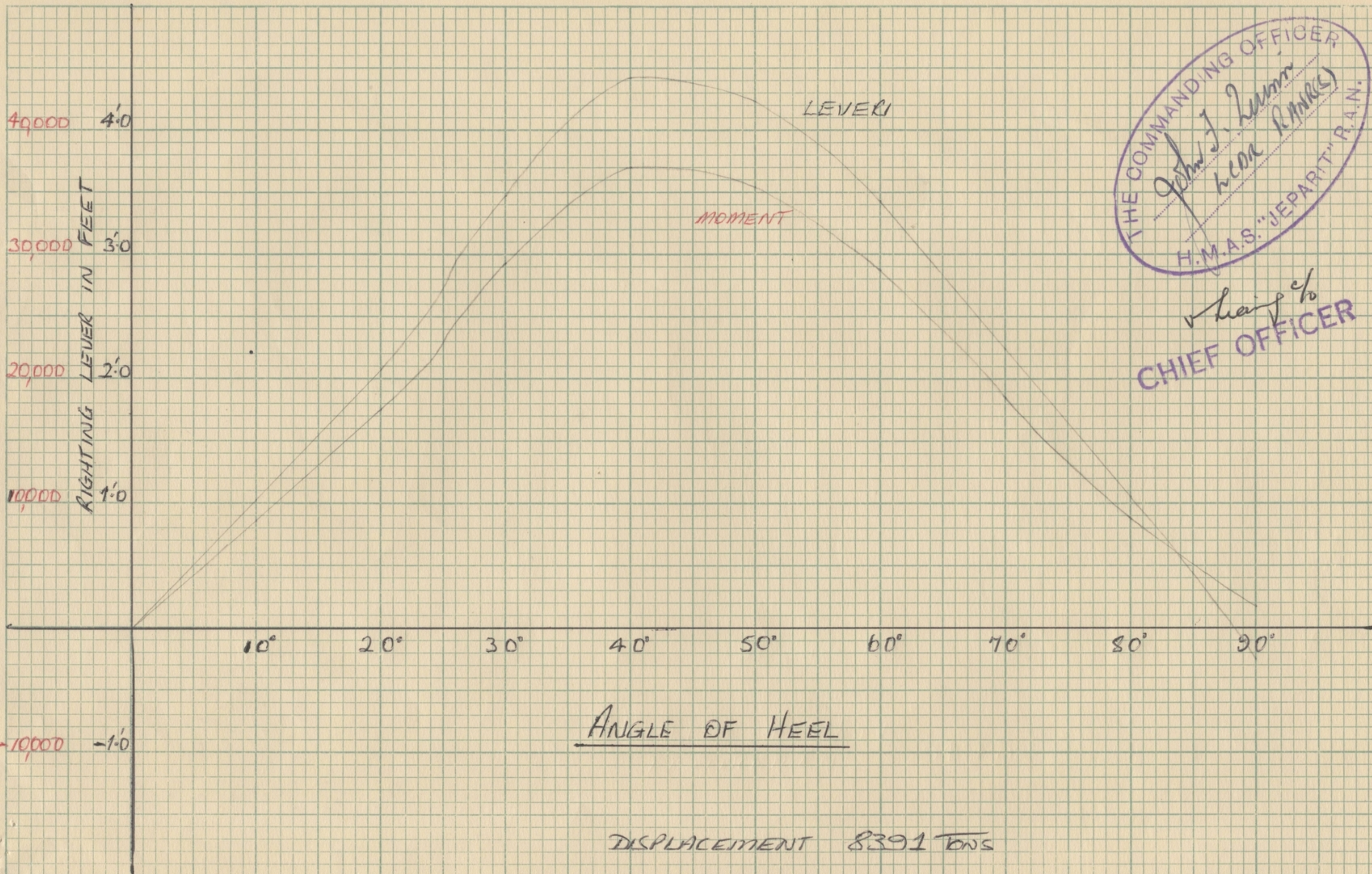
$$G.M. = \underline{4.63 \text{ feet}}$$

*v. Lang*  
CHIEF OFFICER





RIGHTING MOMENTS IN FOOT-TONS



THE COMMANDING OFFICER  
John J. Lumm  
H.M.A.S. "JEPART" R.A.N.

Chief of  
CHIEF OFFICER

ANGLE OF HEEL

DISPLACEMENT 8391 TONS

VOY 38N



ANNEX 'E'

H.M.A.S. JEPARIT

SUMMARY OF CARGO TONNAGE DISTRIBUTION.....Voyage 38 Nth.

HATCH No.	HOLD CARGO TONNAGE	DECK CARGO TONNAGE	TONNAGE ATOP HATCH	TOTAL TONNAGE
1	659.75	5.5	46.0	711.25
2	767.75	33.0	66.5	867.25
3	941.5	15.0	46.8	1003.3
4	427.2	29.3	67.8	524.3
				3106.1

PORT OF DESTINATION	TONNAGE FOR PORT
Singapore	479.8
Vung Tau	2625.3
Subic Bay	1.0

*Leang*  
CHIEF OFFICER





PURPLE --- VUNG TAU  
 BLUE --- SUBIC BAY  
 RED --- SINGAPORE

M.V. 'JEPARIT' PROPOSED STOW

VOYAGE NO. 38 NTH.

1. A.P.C. 11.5 TN  
 1 TRUCK 7.3 TN  
 1 MOBILE WRECKER 16 TN  
 3 FORD SEDANS 4.2 TN  
 4 LAND ROVERS 6.8 TN  
 1 BOX 'TARTAR' MISSILE 1.0 TN

4 ARMOURD PERS. CARRIERS 52.0 TN  
 1 PRIME MOVER TRANSPORT 14.5 TN  
 1 ROAD ROLLER 4.0 TN

1 TANK TRANSPORT TRAILER 17.5 TN  
 4 TRUCKS 28.5 TN  
 4 CASES HAZADOUS CARGO 2 TN

1 TRUCK 7.5 TN  
 2 TRACTOR FORKLIFTS 30.3 T  
 5 FIRE TENDERS 30.0 TN

1 LAND ROVER 2.0 TN  
 51 PKG'S HAZADOUS 27.3 T

1 BOX METH SPIRITS

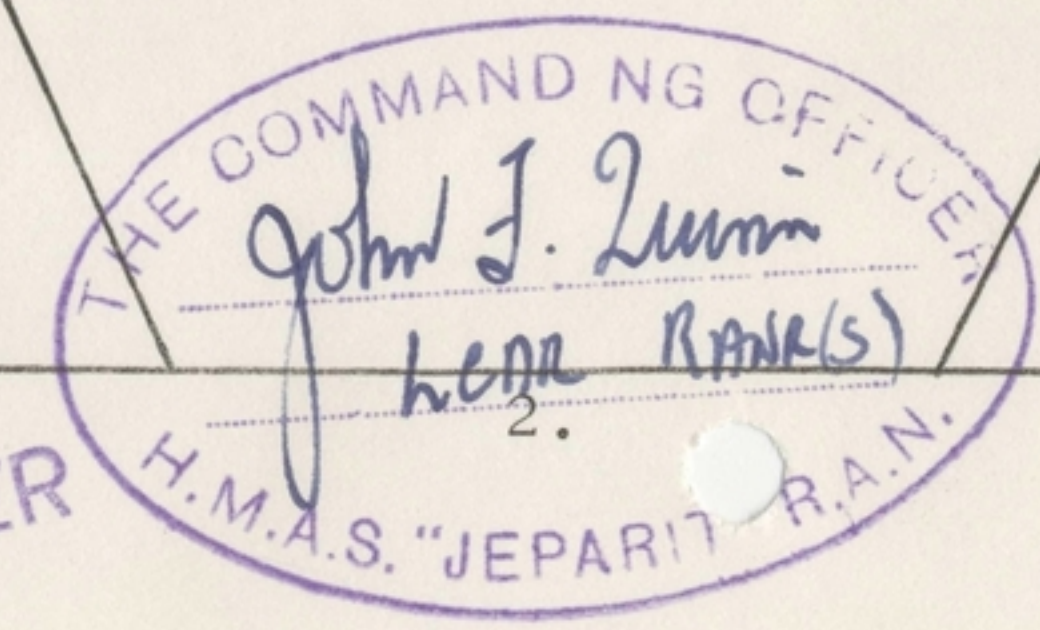
12 PKG'S HAZADOUS 8.0 T  
 12 PKG'S HAZADOUS 7.0 T

1 LAND ROVER 1.7 TN  
 39 PKG'S HAZADOUS 27.3 TN

1 LAND ROVER 1.8 TN  
 1 LAND ROVER 1.7 TN

83,891 c.f.	90,140 c.f.	95,115 c.f.	72,627 c.f.
56 PALLETS DRINKS... 59.0 TN 5 B.M.S.S. CONTAINERS... 13.2 T 1 HOLDEN (CIVIL AID) ... 1.5 TN 2 L/ROVERS --" -- ... 4.0 TN 1 CEMENT MIXER ... 0.5 TN 1 CABLE TRAILER ... 1.7 TN 1 MOBILE COMPRESSOR ... 1.0 TN 1 MOBILE GENERATOR ... 2.8 TN 2 ROAD ROLLERS ... 8.0 TN 6 LAND ROVERS ... 10.0 TN 500 CASES GEN CARGO ... 158 TN 108 REELS CABLE ... 10.5 T 6 B.M.S.S. CONTAINERS GEN STORES ... 10.0 TN	143 PALLETS OF AMMUNITION ... 119.0 TN 1 A.P.C. TRANSPORT TRAILER ... 5.75 TN 835 PALLETS DRINKS & GEN. SUPPLIES ... 764.75 T 15 B.M.S.S. CONTAINERS OF GEN. STORES ... 52.0 T	12 LANDROVERS ... 21.0 TN 2 TRAILERS ... 1.0 TN 7 PALLETS HEX TABS ... 7.0 TN 1 CASE GENERAL ... 392 PALLETS DRINKS CIGS & STORES ... 375.75 T 56 BUNDLES STEEL SHEET ... 53.5 T 31 PALLETS CEMENT ... 32.0 T 214 BAGS CEMENT ... 238.0 T 14 B.M.S.S. CONTAINERS GEN. STORES ... 39.5 T	7 LAND ROVERS ... 12.25 TN 360 PKG'S CRATES GENERAL CARGO ... 252.25 T 40 BUNDLES GALV. IRON ... 45.5 TN 66 BUNDLES FENCE POSTS ... 98.0 TN 78 PALLETS CEMENT ... 78.0 TN 40 PKG'S WIRE ... 26.5 TN 24 BUNDLES STEEL MESH ... 15.5 TN 66 B.M.S.S. CONTAINERS GEN STORES ... 131.25 TN

3. *W. King* /  
 CHIEF OFFICER





~~RESTRICTED~~

18.6.2992

DEPARTMENT OF THE NAVY

HMAS JEPARIT

Report of Proceedings Voyage No. 34/15

AS(NS) 12/18

D of O

~~DCNS~~

1NM

12/18

Action to recover full cost of damages to Jeparit was circulated by Rear Secretary E.A.A.

(AS(NS))

Do we do anything about para 3 on 28/7/71. (File 1211/51/785)

CNS informed 16/9

2NM

3NM

4NM

SECRETARY

~~DCNS~~

C of O

DPR

AS(NS) (NS55)

- 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 again to Board Members with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.
  - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.

~~RESTRICTED~~

1/25/8





CA.

TELEPHONE:  
35.0444

IN REPLY QUOTE N.1/16/232.

RECEIVED  
6 SEP A.M.  
NAVY REGISTRY

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA  
18 6 2992

OFFICE OF THE ~~NAVY~~ Commanding,  
FLAG OFFICER ~~IN CHARGE~~  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

3 SEP 1971

The Secretary,  
DEPARTMENT OF THE NAVY.

REPORT OF PROCEEDINGS - H.M.A.S. JEPARIT - VOYAGE 34/5

Forwarded.

CHIEF OF STAFF  
for FLAG OFFICER COMMANDING,  
EAST AUSTRALIA AREA.

Enclosure : HMAS JEPARIT - Report of Proceedings 1/16/1 of  
16th August, 1971. (2 copies).



ROYAL AUSTRALIAN NAVY

TEL. PH. 4E

REF. NO.

STEAMING DATA

Total distance steamed :- 9673  
Total hours underway :- 32 DAYS 00 HRS.  
Ave Speed 13.77 KNTS.



## ROYAL AUSTRALIAN NAVY

St 2529

PA 23/7  
N 1-16-232

TELEPHONE

n48

(96) 24/8

REF. NO. 1/16/1

HMAS JEPARIT,  
at Sydney.

16th August, 1971

The Flag Officer Commanding,  
EAST AUSTRALIA AREAFor Information:

The Secretary, DEPARTMENT OF THE NAVY (2)

Sir,

REPORT OF PROCEEDINGS - HMAS JEPARIT - VOYAGE NO. 34/5

I have the honour to report the proceedings of HMAS JEPARIT for Voyage No. 34/5.

All times Zone -10

2. The ship remained alongside No. 1A Darling Harbour whilst the back load from the previous voyage was discharged and 4413 tons of general cargo loaded for Singapore and Vung Tau. Routine maintenance was also carried out during this period with the assistance of the Fleet Maintenance Unit.
3. On Wednesday 30th June at 1110, S.S. Himalaya outward bound, passed JEPARIT at close quarters at an excessive speed, causing 2 wire springs to part and 2 shallow indentations in the port side shell plating; my 300431Z JUN 71 refers. The ship's seaworthiness was unaffected.
4. At 1310 a telephone <sup>message</sup> was received, indicating that a bomb had been placed on board the ship. JEPARIT was closed up to an emergency state and an intensive search carried out. Members of the State Water Police, Commonwealth Police and Naval Dockyard Police assisted in the search which failed to locate any trace of the bomb. It was assumed that this was a hoax precipitated by moratorium demonstrators and the ship reverted to the normal working state.
5. With cargo operations completed, JEPARIT cast off at 0643 Saturday 3rd July and proceeded to anchor off Clarke Island. After loading 142 tons of ammunition for Singapore and Vung Tau, the ship weighed at 1412 and proceeded on passage to Townsville.

...../2



## ROYAL AUSTRALIAN NAVY

St 2529

TELEPHONE

- 2 -

REF. NO.

6. JEPARIT arrived at Townsville on Wednesday 7th July, following a favourable passage assisted by the prevailing South-Easterly weather and anchored off the fairway buoy to await the morning tide, at 0017. The ship weighed at 0600 and proceeded into harbour, securing at 0644 alongside No. 4 Berth, Eastern Breakwater Wharf. Loading was commenced of 68 tons of personal effects for army personnel in Singapore, and whilst in progress, emergency stations were exercised and a boat drill carried out in the harbour. JEPARIT cast off at 1644 and proceeded on passage to Singapore, with the Torres Strait pilot embarked for the transit of the Inner Barrier Reef.

7. The ship reached Thursday Island without incident on Friday 9th July, when at 1331 the pilot disembarked and the voyage North was continued.

8. Clocks were progressively retarded to Zone  $-7\frac{1}{2}$  by Wednesday 14th July.

All times Zone  $-7\frac{1}{2}$

9. At 1530 Wednesday 14th July, emergency stations were again exercised, followed by a fire drill and a firing of the line-throwing rocket combined with instruction on the Breeches Buoy lifesaving equipment.

10. Weather conditions remained favourable for the remainder of the passage to Singapore which was uneventful, and at 0021 Saturday 17th July, JEPARIT anchored in the Immigration Anchorage to await pratique and immigration clearance. With pratique and immigration clearance being granted, the ship weighed and proceeded to the Eastern Explosives Anchorage, anchoring at 0202. Ammunition was discharged and the ship remained at anchor for the remainder of the day, waiting for a vacant berth. At 1700 a U.S.S.R. naval destroyer, pennant numbers 405 passed at close quarters, outward bound.

11. On Sunday 18th July, a berth became available and at 0615 JEPARIT weighed and proceeded alongside No. 18 Godown, Empire Dock, Keppel Harbour, securing at 0710.

12. The Singapore cargo was discharged and at 0633 Monday 19th July the ship cast off returning to the Eastern Explosives Anchorage, where the ammunition for Vung Tau was re-loaded. On completion, JEPARIT weighed at 0842 and proceeded to Vung Tau.

...../3



## ROYAL AUSTRALIAN NAVY

TELEPHONE

- 3 -

REF. NO.

13. On Tuesday 20th July clocks were advanced 30 minutes to Zone -8.

All times Zone -8

14. The ship entered the war zone at 0400 Tuesday 20th July,

15. JEPARIT arrived off Vung Tau on Wednesday 21st July and anchored at 0654 in B14 Anchorage to discharge ammunition. On completion, the ship secured alongside De Long Pier, at 1215, where the cargo was discharged and a 568 ton back load, loaded for Sydney.

16. On Sunday 25th July, with cargo operations completed, JEPARIT cast off at 1531 and proceeded on the return passage to Singapore. After clearing the harbour a South Vietnamese Frigate, pennant number 2, passed very close to my bow and took station ahead at an unsafe distance. I consider that the action of this South Vietnamese vessel was dangerous, unseamanlike and rude in the extreme.

17. Clocks were retarded 30 minutes to Zone  $-7\frac{1}{2}$  on Monday 26th July.

All times Zone  $-7\frac{1}{2}$

18. The ship departed the war zone at 1600.

19. At 1208 on Tuesday 27th July, JEPARIT anchored in the Immigration Anchorage, Singapore for immigration clearance and pratique. On being granted, the ship shifted to the Eastern Roads Anchorage, anchoring at 1342, to await a vacant berth. Following advice that a berth was available, the ship proceeded alongside No's 10/11 Godowns, West Wharf, Keppel Harbour.

20. A 286 ton back load comprising army personnel personal effects, was loaded for Sydney and Townsville and at 1527 Thursday 29th July, the ship cast off and proceeded on the return voyage to Townsville. An engine defect developed whilst leaving harbour and at 1545 the ship anchored in Western Anchorage to make the necessary repairs. With the engine defect made good JEPARIT weighed at 1612 and resumed the voyage South.

21. The passage to Thursday Island was uneventful and the weather generally favourable. Clocks were progressively advanced to Zone -10 by Friday 6th August.

...../4



## ROYAL AUSTRALIAN NAVY

TELEPHONE

- 4 -

REF. NO.

All times Zone -10

22. The ship reached Thursday Island at 0850 when the Torres Strait pilot embarked for the passage to Townville through the Inner Barrier Reef.
23. Strong South-Easterly winds and rough seas persisted throughout this portion of the passage until South of Cairns. JEPARIT arrived off the fairway buoy at Townsville at 1000 Sunday 8th August and secured alongside No. 4 Berth, Eastern Breakwater Wharf at 1054, where pratique was granted.
24. Having discharged the personal effects cargo, the ship cast off at 2025 Monday 9th August and proceeded to Sydney.
25. On Tuesday 10th August the ship was stopped at 1030 off St Bees Island whilst a boat drill was exercised. However, because of the strong tide running and a siezed stern gland the boat was not lowered.
26. Identities were exchanged with ANZAC at 1730 Wednesday 11th August.
27. Following a smooth fast passage with favourable weather conditions JEPARIT entered Sydney Harbour at 0001 Friday 13th August and secured alongside No. 1A Darling Harbour at 0155.

MACHINERY

28. The main and auxiliary machinery have continued to perform satisfactorily.
29. The bridge rudder indicator which became unserviceable on 23rd May still remain defective.
30. The gyro compass again gave trouble during the voyage, mainly on an East/West heading which indicates that in addition to a suspect sensitive element, the slip rings may also need attention.

COMMUNICATIONS

31. Delays of 30 minutes and longer are continually being experienced in Singapore because the VHF communication set is not crystalised for channels 22, 24 and 26. The heavy traffic in Singapore Harbour frequently causes changes in berthing arrangements and due to the ship's inability to communicate direct with the agent concerning the changes, delays occur. This difficulty would be overcome with the additional channels and consequently I have requested the Australian National Line to hire a further set incorporating the new frequencies.

...../5



## ROYAL AUSTRALIAN NAVY

TELEPHONE

- 5 -

REF. NO.

CARGO OPERATIONS

32. Cargo operations in Vung Tau continue to function efficiently and have resulted in a significant time gain during the voyage.

33. However, cargo handling in Singapore remains of a very poor quality. Several crates of personal effects were damaged through careless handling by the labour gangs working the ship and bad hold stowage nullified to some extent the good work achieved in Vietnam.

34. The operation in Townsville on the return visit was slow due to the experienced personnel provided by the army being of small number.

TRAINING

35. Pistol instruction and practise continued throughout the voyage.

VISITORS

36. The official luncheon in Vung Tau was held on Thursday 21st July and was attended by Colonel Hooton, the Commanding Officer, No. 1 Australian Logistic Support Group, members of his staff and other military personnel serving in the area.

HEALTH, WELFARE, CONDUCT

37. The health of the ship's company was generally good during the voyage, although 2 sailors were suspected to be suffering from Tonsillitis in the latter stages.

38. The morale of the ship's company has not been as good during this voyage as on previous occasions. Mail delays combined with 7 new sailors joining at the beginning of the voyage and who took time to settle into the routine peculiar to this ship were the main contributing factors. It is expected with the sailors now more experienced that an improved morale will result.

39. The ship's company's conduct has been satisfactory. Two sailors were punished for minor offences during the voyage.

## Enclosures:

1. Annex 'A' - Diary of Events
2. Annex 'B' - General Data
3. Annex 'C' - Cargo Summary

I have the honour to be

Sir,

your obedient servant,

*John J. Quinn*  
(J.F. QUINN)

Lieutenant Commander RANRS  
COMMANDING OFFICER



## ROYAL AUSTRALIAN NAVY

TELEPHONE

REF. NO.

ANNEX 'A' TO HMAS JEPARIT REPORT OF PROCEEDINGS FOR VOYAGE NO34/5DIARY OF EVENTSARRIVEDEPART

0757	26JUN	At 1A Darling Harbour - discharged back load loaded 4413 tons general cargo for Singapore and Vung Tau		
1110	30JUN	S.S. Himalaya passed at close quarters at an excessive speed		
1310	30JUN	Assumed emergency state - search for bomb bomb not found reverted to working state Cargo completed cast off	30JUN	1605
			03JUL	0643
0713	03JUL	Anchored off Clarke Island, loaded 142 tons of ammunition	03JUL	1412
0017	07JUL	Anchored off fairway buoy Townsville	07JUL	0600
0644	07JUL	Secured alongside No. 4 Berth Eastern Breakwater Wharf - loaded 68 tons personal effects- exercised emergency stations - boat drill - pilot embarked	07JUL	1644
		off Thursday Island - pilot disembarked	09JUL	1331
1530	14JUL	exercised emergency stations - rocket drill and firing - Breeches Buoy instruction		
0021	17JUL	Anchored Immigration Anchorage	17JUL	0128
0202	17JUL	Anchored Eastern Explosives Anchorage		
0915	17JUL	Discharged ammunition	17JUL	1630
1700	17JUL	USSR destroyer No 405 passed at close quarters Weighed and proceeded to berth	18JUL	0615
0710	18JUL	Alongside No. 18 Godown, Empire Dock discharged general cargo	19JUL	0546
0633	19JUL	Anchored Eastern Explosives Anchorage - re-loaded ammunition for Vung Tau	19JUL	0842
0400	20JUL	Entered war zone		
0654	21JUL	Anchored B14 Anchorage, Vung Tau - discharged ammunition	21JUL	1135
1215	21JUL	Alongside De Long Pier - discharged general cargo - loaded 568 ton back load for Sydney	25JUL	1531
		Departed war zone	26JUL	1600
1208	27JUL	Anchored Immigration Anchorage, Singapore	27JUL	1323
1342	27JUL	Anchored Eastern Roads - awaiting berth	27JUL	1609
1649	27JUL	Alongside No's 10/11 Godowns, West Wharf - loaded back load for Townsville and Sydney		
		286 tons personal effects	29JUL	1527
1545	29JUL	Engine defect anchored Western Anchorage	29JUL	1612
0850	06AUG	Off Thursday Island pilot embarked		



## ROYAL AUSTRALIAN NAVY

TELEPHONE

REF. NO.

1054	08AUG	Secured alongside No. 4 Berth, Eastern Breakwater Wharf, Townsville - discharged personal effects cargo - pilot disembarked	09AUG 2025
1030	10AUG	Off St Bees Island exercised boat drill - boat not lowered because of strong tide and siezed stern gland	
1730	11AUG	Exchanged identities with HMAS ANZAC	
0001	13AUG	Entered Sydney Harbour	
0155	13AUG	Secured alongside 1A Darling Harbour	

ANNEX 'B' - GENERAL DATA

1. Total distance steamed 9711 miles
2. Total steaming time 29 days 4 hrs 42 mins

ANNEX 'C' - CARGO SUMMARYVOYAGE NORTH

<u>PORT LOADED</u>	<u>DESTINATION</u>	<u>TONNAGE</u>
Sydney	Vung Tau	4244
Sydney	Singapore	243
Townsville	Singapore	68
	Total Tonnage	<u>4555 short tons</u>

VOYAGE SOUTH

Vung Tau	Sydney	568.4
Singapore	Sydney	181.5
Singapore	Townsville	104
	Total Tonnage	<u>853.9</u>

AMMUNITION LOADED - VOYAGE NORTH

Singapore	109.7
Vung Tau	<u>32.5</u>
Total Tonnage	<u>142.2</u>



KEY

VUNG TAU Ex SYDNEY  
 SINGAPORE Ex SYDNEY  
 SINGAPORE Ex TOWNVILLE

M.V. 'JEPARIT' PROPOSED STOW  
 VOYAGE NO. 39 NORTH

TOTAL TONNAGE CARRIED 4555 SHORT TONS

4.	3.	2.	1.
1 B.M.S.S. Ammo 2 TN 1 B.M.S.S. Ammo 2 TN 6 LAND ROVERS 10 TN 16 PKG HAZADOUS 6 TN	4 A.P.C.'s 49 TN 4 DUMP TRUCKS 28 TN 1 TRACTOR 3 TN 33 PLTS HAZADOUS 21 TN	1 WRECKER TRUCK 16.3 TN 2 LAND ROVERS 3 TN 6 LAND ROVERS 9 TN 3 DUMP TRUCKS 24 TN	1 A.P.C. 11 TN 3 DUMP TRUCKS 24 TN 1 FORKLIFT 9 TN 3 LANDROVERS 4.5 TN
83,891 c.f.	90,140 c.f.	95,115 c.f.	72,627 c.f.
12 B.M.S.S. 10 TN 248 CASES EFFECTS 35 TN 42 PLTS TRUNKS & EFFECTS } 23 TN 4 PKGS STORES } 66 CASES GEN. 25.3 TN 31 B.M.S.S. 72.8 TN 43 PLTS GRENADES 25.0 TN 383 PKGS PLTS GEN. 139.5 TN 49 B.M.S.S. 124.3 TN	4 HOLDENS } 4 TRUCKS } 37.5 TN 1 TRAILER } 185 PKGS GEN 78 TN 48 BDLS GALV. IRON 45 TN 103 PLTS SAND BAGS 84.8 TN 43 B.M.S.S. 102 TN 329 PLTS SUPPLIES 340 TN 120 CTNS CEMENT 139 TN	112 PLTS AMMO 70 TN 17 PLTS SAFETY AMMO 12.8 TN 6 PLTS AMMO } 24 PLTS SAFETY AMMO } 30.5 TN 30 B.M.S.S. STORES 98 TN 371 PKGS & PLTS OF SAND BAGS TYRES and GEN. 127.8 TN 300 PLTS SUPPLIES & RATIONS 300 TN 328 PLTS CEMENT 286.8 TN	2 LANDROVERS 3.0 TN 49 B.M.S.S. 143 TN 20 PLTS SAND BAGS 20 TN 153 PKGS GEN. CARGO 152 TN 7 BDLE. STEEL MESH 11 TN 15 BDLES. TRACK 17 TN 57 BDLS. GALV. IRON 23 TN
DEPT OF SUPPLY CARGO	DEPT OF SUPPLY CARGO	DEPT OF SUPPLY CARGO	DEPT. OF SUPPLY STORES
174 BDLES PIPES 356 TN 65 PIPE FITTINGS 26.8 TN	146 BDLES PIPES 367 TN	128 BDLES PIPE 273.8 TN	38 REELS CABLE 48 TN 128 CRATES PIPE FITTINGS 169 TN 155 BDLES. PIPES 388 TN 575 LOOSE PIPE FITTINGS 129 TN
<u>TONNAGE</u>	<u>TONNAGE</u>	<u>TONNAGE</u>	<u>TONNAGE</u>
VUNG TAU 648.5 TN S'PORE 141.0 S'PORE 68.0 TOTAL 837.6 TN	VUNG TAU 1294.3	VUNG TAU 1149.8 S'PORE 102.0 TOTAL 1251.8	VUNG TAU 1151.5

4.

3.

2.

1.



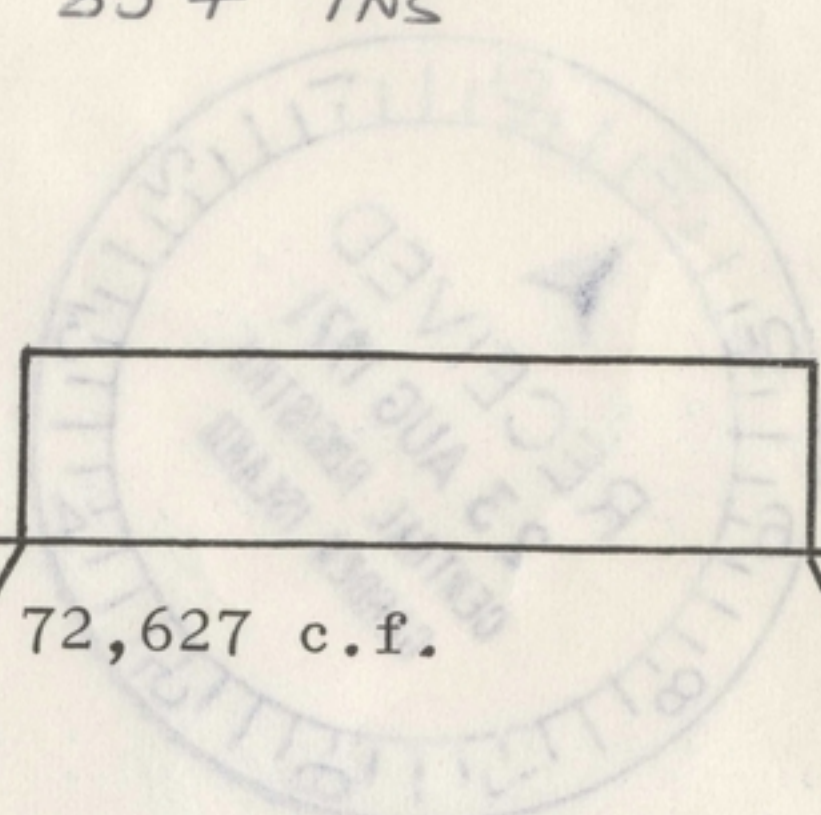
SYDNEY Ex VUNG TAU

SYDNEY Ex S'PORE

~~SYDNEY~~ Ex S'PORE  
T/VILLE

M.V. 'JEPARIT' PROPOSED STOW  
VOYAGE NO. 39 STH.

TOTAL TONNAGE SOUTH BOUND  
854 TNS



	83,891 c.f.	90,140 c.f.	95,115 c.f.	72,627 c.f.	
	15 LAND ROVERS 25.4 TN	2 SEMI TRAILERS 20 TN 1 WATER PURIFIER 4.5 TN 2 LAND ROVERS 3 TN 3 FORK LIFTS 13.1 TN 3 HOWITZERS 8.2 TN	1 SEDAN CAR 1.5 TN 1 LAND ROVER 1.5 TN 7 LAND ROVERS 10 TN	4 TRUCKS 26.7 TN 1 PETTIBONE FORK 9 TN 1 TRACTOR 5.5 TN	DN DECK
A	3 TRAILERS 2 TN 4 DUMP TRUCKS 29 TN 4 TRUCKS 24.8 TN 12 CRATES MACHINES 27 TN 2 COMPRESSORS 4 TN 10 CASES GEN 8.4 TN 6 BMSS 5 TN	1 PLOUGH 1 TN 5 AIR CON. UNITS 7.9 TN 7 GENERATORS 18 TN 1 HOWITZER GUN 2.8 TN 1 CRANE 10.5 TN 1 FORK LIFT 12.5 TN 3 DUMP TRUCKS 21 TN 1 WATER PURIFIER 4.5 TN 2 A.P.C.'S 20.5 TN 1 TRACTOR 11.4 TN 16 BMSS 12 TN	1125 CASES EFFELTS 104 TN 1367 CASES EFFELTS 146.5 TN 3 CASES GEN 1 TN 39 BMSS FULL 42.7 TN 44 MT. BMSS 32 TN	7 TROLLEYS 6.0 TN 12 BOXES GEN 5.7 TN 20 PITS TRACKS 20 TN 37 MT. BMSS 30 TN 45 FULL BMSS 111 TN	F IN HOLD
	4.	3.	2.	1.	





total tonnage South Bound

824 Tons

M.V. 'JEPARIT' PROPOSED STOW

VOYAGE NO. 39 2TH

SYDNEY Ex VING TAN  
 SYDNEY Ex 2'ORE  
 SYDNEY Ex 2'ORE  
 T'VILLE

<p>DECK ON</p> <p>1 TRUCK 2.2 Tn</p> <p>1 PETTIBONE FORK 9 Tn</p> <p>4 TRUCKS 26.7 Tn</p>	<p>7 LANDROVERS 10 Tn</p> <p>1 LAND ROVER 1.2 Tn</p> <p>1 SEDAN CAR 1.2 Tn</p>	<p>3 HOISTERS 8.2 Tn</p> <p>3 FORK LIFTS 13.1 Tn</p> <p>2 LAND ROVERS 3 Tn</p> <p>1 WATER PUMP 4.2 Tn</p> <p>2 SEMI TRAILERS 20 Tn</p>	<p>12 LANDROVERS 25.4 Tn</p>
<p>HOLD IN</p> <p>42 FULL BMS 11 Tn</p> <p>37 MT. BMS 30 Tn</p> <p>30 PITS TRUCKS 20 Tn</p> <p>12 BOXES GEN 2.7 Tn</p> <p>7 TRAILERS 6.0 Tn</p>	<p>44 MT. BMS 32 Tn</p> <p>39 BMS GEN. 45.7 Tn</p> <p>3 GEN GEN 1 Tn</p> <p>1367 GEN EFFECTS 146.2 Tn</p> <p>1122 GEN EFFECTS 104 Tn</p>	<p>16 BMS 12 Tn</p> <p>1 TRACTOR 11.4 Tn</p> <p>2 A.P.C. 20.2 Tn</p> <p>1 WATER PUMP 4.2 Tn</p> <p>3 DUMP TRUCKS 21 Tn</p> <p>1 FORK LIFT 12.2 Tn</p> <p>1 CRANE 10.2 Tn</p> <p>1 HOISTER GEN 2.8 Tn</p> <p>7 GENERATORS 18 Tn</p> <p>2 AIR COND. UNITS 7.9 Tn</p> <p>1 PULCH 1 Tn</p>	<p>10 GEN GEN 8.4 Tn</p> <p>2 COMPRESSORS 4 Tn</p> <p>12 CRATES MACHINES 27 Tn</p> <p>4 TRUCKS 24.8 Tn</p> <p>4 DUMP TRUCKS 24 Tn</p> <p>3 TRAILERS 2 Tn</p>

92,115 c.t.

90,140 c.t.

83,891 c.t.



18/6/3046

DEPARTMENT OF THE NAVY

HMAS JEPART Report of Proceedings Voy 35/6

AS(NS) 13/10.

D of O 14/10.

DCNS

1NM 22/10

2NM 27/10

3NM 1/11

4NM 10/10

SECRETARY 28/10

C of S 28/10  
29/10

DPR 11/10/71

AS(NS) (NS55) 3/11

Historian

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14/10



ROYAL AUSTRALIAN NAVY

- 7 OCT 1971

NAVY—CANBERRA		
18	6	3046

REF. NO.  
HMAS JEPARIT  
At Sydney

The Flag Officer Commanding  
EAST AUSTRALIA AREA

30 SEP 1971

For Information

The Secretary, Department of the Navy (2).

Sir,

I have the honour to report the proceedings of HMAS JEPARIT for voyage number 35/6.

2. The ship remained alongside at 1A Darling Harbour, until Friday 20th August, while the back load from the previous voyage was discharged, and 2,965 tons of general cargo were loaded for Vung Tau.

3. During the forenoon of Friday 20th, a practical liferaft demonstration was given on the wharf for all hands.

4. At 1000K Friday 20th August, JEPARIT cast off and proceeded to anchor off Clarke Island to load 43 tons of ammunition. Prior to leaving Darling Harbour, an Able Seaman had been despatched to HMAS KUTTABUL for a medical examination following complaints which indicated possible heart trouble. I was now informed that this sailor would not be able to make this trip. An unexpected surprise came at 1600K however, when a replacement Able Seaman arrived on board, willing and eager to get going.

5. On completion of the ammunition loading, the ship weighed anchor and proceeded on passage to Singapore, at 1725K.

6. At 1726K on the 24th August, the ship stopped off Cairns, while a pilot was embarked for the passage through the Great Barrier Reef to Thursday Island. The pilot was Captain J. FRANCES. Although the weather was fine for most of the passage to Thursday Island, frequent periods of very heavy fog were encountered, which on occasions reduced visibility to less than three cables. At 0400K on 26th, the ship hove to off Thursday Island, while a doctor was embarked to administer cholera and plague booster injections to six members of the crew. The doctor and pilot were disembarked thirty minutes later, and JEPARIT proceeded on passage.

7. The passage to Singapore was without incident, and the ship anchored off-shore in the Eastern Explosives anchorage, on Thursday the 2nd September, at 1124HI.



## ROYAL AUSTRALIAN NAVY

TELEPHONIC IR

REF. NO.

## 7.(Cont.)

Leave was granted at 1350, to expire at 0800 the following morning, as I was unsure of the requirements for unloading the cargo, namely two heavy fork-lifts, and 28 containers. At 0830 on Friday 3rd, work was commenced manipulating the existing deck cargo, to make room for the new. Having loaded the containers, leave was again granted, while awaiting the arrival of a heavy lift floating crane, and the remainder of the cargo. These finally arrived at 0900 on Monday 6th, and by 1000 loading was completed.

8. Sailing was delayed until 1500, while a priority signal was deciphered for me ashore.. The job completed, and a message changing our sailing orders received, the ship weighed anchor, and proceeded on passage to Vung Tau, two days late on our original E.T.D.

9. At 1000 I the ship entered the War Zone.

10. JEPARIT arrived at Vung Tau, and anchored in B11 anchorage at 1140 I on Wednesday the 8th, to await instructions regarding the availability of a sixty ton floating crane, which was to lift the fork lifts from the ship. Originally the ship was to have proceeded directly to Saigon to discharge this cargo, however, since our ETA was two days later than planned, the situation had changed some-what. Before leaving Singapore I had been informed that the crane would be available in Vung Tau on the 6th September. Hopes had been high that it would remain there until our arrival, and hence alleviate the need to proceed up river.

11. As it happened the crane was not available, and at 1045 H the following day (Thurs 9th) a pilot ( MR QUAC PHUONG) was embarked for the passage up river to Cat Lai, about 8 miles from Saigon. JEPARIT weighed anchor and proceeded at 1200. Although the passage was without incident, it was never-the-less interesting and quite scenic.

12. The ship arrived at Cat Lai, and secured to buoys fore and aft at 1700, to commence a wait for the floating crane.

13. The road to Saigon was closed after 1900 nightly, so leave had to be confined to the village of Cat Lai, and the Naval Base. The village was not highly recommended, but the servicemen's clubs were open to the crew.

14. At 2115 the crane arrived alongside, and work commenced at 2200. By 2315 both heavy lifts were clear of the ship.



## ROYAL AUSTRALIAN NAVY

REF. NO.

15. A pilot ( MR T.C.VIHN) was embarked at 0715 on Friday morning for the passage back to Vung Tau. At 0820 the ship slipped and proceeded, anchoring at 1122 in B11 anchorage , to await a berth alongside. This became available at 1800, and at 1845 I weighed anchor and proceeded to berth port side to on De Long Pier, Vung Tau.

16. By 2030, cargo discharge operations had begun, which were to continue until the morning of Monday the 13th, by which time re-loading was well underway. Loading was completed at midnight on Tuesday 14th .

16. JEPARIT cast off and proceeded for Sydney at 0700 on Wednesday 15th September, departing the War Zone at 0800 I.

17. On Thursday 16th, an Able Seaman complained of a sore eye, and it was found that a speck of metal or paint had become fast to his iris. Efforts to remove it proved fruitless, and at 2100 H that night I decided to divert to Singapore to seek medical assistance, for which I radiod ahead.

18. At 0819 H JEPARIT anchored in the quarantine anchorage, Singapore, and waited for quarantine and immigration clearance and a doctor. All were obtained within two and a half hours, and it was decided that the sailor required the services of an eye surgeon, as the particle had become fixed to his iris. He was sent ashore with the boarding doctor , and instructions to report to the ANZUK Base Hospital, at SNB. RANCD was requested by signal to co-ordinate his movements ashore , and his return to Australia.

19. The ship weighed anchor and proceeded on passage to Sydney at 1130 H

20. A pilot (Captain W.HINDER) was embarked off Thursday Island at 0625 K on Saturday, 25th September, and disembarked off Cairns at 1915 on Sunday 26th.

21. JEPARIT then proceeded for Sydney, where she secured alongside ~~No. 4A Darling Harbour~~ at 1015 K on Thursday 30th September.

No 11 Walsh Bay



## ROYAL AUSTRALIAN NAVY

TELEPHONE

REF. NO.

HEALTH, MORALE AND CONDUCT

22. The health of the ship's company has been good throughout the voyage. Morale and conduct have been satisfactory, and no sailors have been punished during the trip.

MACHINERY

23. All main and auxiliary machinery has continued to perform satisfactorily.

CARGO OPERATIONS

24. Cargo operations at Vung Tau were generally unsatisfactory. A separate communication will be made on this subject.

I have the honour to be

Sir,

Your obedient servant

*John F. Quinn*

(J.F. QUINN)

Lieutenant Commander RANR(S)  
COMMANDING OFFICER

Enclosure (1) Annex A : Steaming data.



18/6/3173

DEPARTMENT OF THE NAVY

HMAS JEPARET Report of Proceedings Voyage 36/71

~~AS(NS)~~ 11/1

~~D of C~~ 11/1

~~DCNS~~ 12/1

~~1NM~~ 14/1

~~2NM~~ 14/1

~~3NM~~ 14/1

~~4NM~~ 14/1

~~SECRETARY~~ 25/1

~~C of S~~ 27/1

~~DPR~~ 28/1

~~AS(NS) (NS55)~~ 2/2/72

HISTORIAN

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11/1/72





CA.

TELEPHONE:  
35.0444

IN REPLY QUOTE N.1/16/232.

1 DEC A.M.  
NAVY

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	3173

OFFICE OF THE ~~IN CHARGE~~ Commanding,  
FLAG OFFICER ~~IN CHARGE~~  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

30 NOV 1971

The Secretary,  
DEPARTMENT OF THE NAVY.

REPORT OF PROCEEDINGS - H.M.A.S. JEPARIT VOYAGE 36/71

Forwarded.

*W. J. Williams*  
CAPTAIN  
CHIEF OF STAFF  
for FLAG OFFICER COMMANDING,  
EAST AUSTRALIA AREA.

Enclosure : Report of Proceedings - HMAS JEPARIT - Voyage 36/7.  
of 20th November, 1971 (2 copies).

8



HMAS JEPARIT  
at Sydney

20 NOV 1971

The Flag Officer Commanding  
EAST AUSTRALIA AREA

For Information

The Secretary, Department of the Navy.(2)

Sir,

I have the honour to report the proceedings of HMAS JEPARIT for voyage No.36/7.

2. The ship remained alongside at No.11 Walsh Bay, while the back-load from the previous voyage was discharged, and 2525 tons of general cargo were loaded for Singapore and Vung Tau. Routine maintenance was carried out with the assistance of the Fleet Maintenance Party during this period.

All times zone -10

3. At 1120, on Monday 11th October, JEPARIT cast off and proceeded to sea on passage to Singapore.

4. A pilot (Captain W.Hinder), was embarked off Cairns for the passage through the reef as far as Thursday Island, where I hove to at 2334 on Saturday 16th. A doctor was embarked to administer cholera and plague booster vaccines to eight members of the crew, and was disembarked forty minutes later. I then proceeded for Singapore.

5. On Monday 18th, I exercised 'steering gear breakdown', and 'steer from aft' procedures, during the forenoon, and held a rocket drill and Breeches Buoy gear demonstration during the afternoon.

All times zone -9

6. At 1800 on Tuesday 19th, the ship's Electrician was found to have a steel splinter in his right eye. I diverted to Dili at 1830 that evening to seek medical assistance. On arrival at the Port of Dili at 0026 the following morning, we were unable to make contact with any-one ashore either by radio or visually. Flag Whiskey was hoisted at sunrise and interpreted by a passing boat at 0700. The message was passed ashore, and the ship was boarded at 0800 by various port officials and a doctor. This party departed the ship at 0815 and proceeded inshore with the electrician to the local Portuguese military hospital. At 1310, with the electrician back on board, I weighed and proceeded. The splinter had been removed, but there was still a fragment remaining embedded in the iris, which had to receive a specialist's attention in

? magnet



6.(Continued)

Singapore.

All times zone -7hrs30mins.

7. A pilot (B.Maas) was embarked at 0700 on Monday 25th, near Johore Shoal buoy, and the ship proceeded up Johore Strait to the Stores Basin(S.N.B.) , where she secured alongside No. 2 Berth, at 0930. Cargo operations were commenced at 1000 and completed by 1400 on Tuesday 26th. 133 tons had been discharged and 56tons loaded for Vung Tau.

8. At 1600 , on Tuesday 26th October , JEPARIT cast off and proceeded to the Eastern Explosives anchorage, Singapore to embark bunkers. Bunkering completed, I weighed anchor and proceeded for Vung Tau at 1100 the following morning. *(ie, dep, 27/10/71)*

All times zone -8hrs

9. At 0700 on Thursday <sup>Thursday was 28th, which would be correct.</sup> 27th October, JEPARIT entered the War Zone. *This must be 29th.*

10. I secured alongside De Long Pier, Vung Tau at 0950. Cargo discharge operations were underway by 1040, and by 0930 on Sunday 31st, the discharge was complete, and reloading operations commenced. All cargo operations were completed by 0300 on Wednesday 3rd November, having loaded 2,600 tons of general cargo for Townsville, Brisbane and Sydney.

11. At 1554 on 3rd, Jeparit cast off and proceeded for Townsville, departing the War Zone at 1600 on 4th November.

12. A visual distress signal was sighted on a small Indonesian trading prau, of about 30 feet, on the 7th November, north of Java. I hove to and the vessel came alongside. A member of her crew came on board and indicated that he required food and water. A search of the vessel by my Third Officer , revealed that she had no food and very little water on board. Having provided her with food and water, (thus aiding the cementation of Indonesian - Australian relations) JEPARIT proceeded on passage .

All times zone -11hrs

13. At 1600 on Friday the 12th November, I hove to off Thursday Island to embark a pilot ( Captain J.Hull). The pilot remained with the ship until 1526 on the 14th November when I secured port side to Number 5 berth , Townsville.

14. Cargo operations were commenced at 1600, and the 340 ton discharge was completed by 0100 the following morning. I cast off and proceeded at 0137. As I departed the channel, the fairway beacon grazed the starboard side of the ship, but doing no apparent damage to either the ship or beacon. (My signal DTG 150002Nov refers).



15. At 0430 on the 17th November, a pilot (Captain I Caradine) was embarked off Point Cartright, and JEPARIT secured port side to Hamilton Number 4 Wharf, Brisbane at 0950. Cargo discharge was commenced at 1015, and completed at 2340 (410 tons having been unloaded) At 2345 a pilot (Captain J. Allen was embarked, and I cast off and proceeded for Sydney at 0057 on Thursday the 18th November, The pilot was landed at 0455.

16. The passage to Sydney was without incident, and I secured alongside Number 11 Walsh Bay at 1450 on Friday the 19th November.

17. HEALTH, MORALE AND CONDUCT

The health of the ship's company has, in general been good, with the exception of one case of tonsillitis, which responded well to penicillin within two days.

Morale and conduct have been quite satisfactory during this voyage.

18. MACHINERY.

All main and auxiliary machinery has continued to perform satisfactorily. The auto-pilot, however, became unservicable on the 28th October, and was irreparable at sea. It is anticipated that it will be operational again before the ship leaves Sydney.

19. CARGO OPERATIONS.

Cargo operations at all points have satisfactorily carried out by the Army teams.

I have the honour to be  
Sir,

Your obedient servant

*John F. Quinn*  
(J.F. QUINN)  
Lieutenant Commander RANRS  
COMMANDING OFFICER

Enclosure (1) Annex A : Steaming Data.



DIARY OF EVENTS - HMAS JEPARIT

<u>DATE</u>	<u>TIME</u>	<u>EVENT</u>
11Oct	1120	Sailed from No. 11 Walsh Bay.
15Oct	1230	At Cairns - embarked pilot.
16Oct	2334	At Thursday Island - Pilot landed.
18Oct	am	Exercised steering gear breakdown procedures.
	pm	" Breeches Buoy Gear.
19Oct	1830	Diverted to Dili.
20Oct	0026	Anchored in the Port of Dili.
	1310	Sailed.
25Oct	0930	Alongside No. 2 Stores Basin Singapore.
26Oct	1600	Proceeded to Eastern Explosives Anchorage.
27Oct	1100	Weighed and proceeded.
28Oct	0700	Entered the War Zone.
29Oct	0950	Alongside DeLong Pier Vung Tau.
3 Nov	1554	Sailed
4 Nov	1600	Departed War Zone.
7 Nov	1015	Stopped to supply PRAU SURGADUNIA with food and water.
	1122	Proceeded.
12Nov	1600	At Thursday Island $\frac{3}{4}$ embarked Pilot.
14Nov	1526	Alongside No. 5 berth Townsville.
15Nov	0137	Sailed.
17Nov	0430	At Pt. Cartright- embarked pilot.
	0950	Alongside Hamilton Wharf, Brisbane.
18Nov	0057	Sailed.
19Nov	1450	Alongside No. 11Walsh Bay.



ANNEX 'A' - STEAMING DATA

TOTAL DISTANCE STEAMED DURING VOYAGE	- 9570 MILES
TOTAL HOURS UNDERWAY DURING VOYAGE	- 704
AVERAGE SPEED DURING VOYAGE	- 13.6 KNTS



18/6/3228

DEPARTMENT OF THE NAVY

HMAS JEPARIT Report of Proceedings VOYAGE 37/8

AS(NS) *[Signature]*

D of O *[Signature]* 14/11

DCNS *[Signature]*

1NM *[Signature]* 2.6.11

2NM *[Signature]* 19/11

3NM *[Signature]* 20/11

4NM *[Signature]* 24/11

SECRETARY *[Signature]* 26/11/22

C of S *[Signature]* 26/11

DPR *[Signature]* 27/11

AS(NS) (NS55) *[Signature]* 27/11/22

HISTORIAN

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*[Signature]* 14/1/22.





CA.

13 JAN A.M.

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	3228

TELEPHONE:  
35.0444

IN REPLY QUOTE

N.1/16/232.

OFFICE OF THE **Commanding,**  
FLAG OFFICER ~~XXXXXXXX~~  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

12 JAN 1972

The Secretary,  
DEPARTMENT OF THE NAVY.

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

The enclosures are forwarded.

CHIEF OF STAFF  
for FLAG OFFICER COMMANDING,  
EAST AUSTRALIA AREA.

Enclosures : HMAS JEPARIT Report of Proceeding. (Two Copies).



HMAS JEPARIT  
at Sydney

The Flag Officer Commanding  
EAST AUSTRALIA AREA

For Information

The Secretary, Department of the Navy.

Sir,

I have the honour to report the proceedings of HMAS JEPARIT for voyage 37/8.

All Times Zone -11hrs.

2. The ship was berthed at No. 11 Walsh Bay, from Friday the 19th, until the 25th of November. Whilst alongside, the backload from voyage 36/7 was unloaded, and 1,440 tons of general cargo were loaded for Singapore and Vung Tau. A life-raft drill was exercised on the wharf adjacent to the ship at 0900 on Thursday the 25th.
3. At 1113 on the 25th November, JEPARIT cast off and proceeded for Singapore. On departing Sydney Heads, the gyro and automatic pilot were found to be defective, and the ship was therefore steered manually by magnetic compass as far as Townsville.
4. The ship hove to off Townsville at 2118 on Sunday the 28th to embark a gyro serviceman. By 0930, the following morning, both the gyro and auto pilot were operational, although the auto pilot course adjuster was unservicable. At 1000 a pilot (Captain A.T. Whish) was embarked off Cairns, and the gyro serviceman was landed. Although the auto pilot appeared to be functioning accurately, I had the ship steered manually for the remainder of the passage through the reef, until it could be given a safe test in open seas.
5. The pilot was disembarked off Thursday Island at midnight on Tuesday the 30th November. The auto pilot was tested, proved satisfactory, and the remainder of the passage to Singapore was prosecuted without incident.



All Times Zone -7hrs 30min

6. A pilot ( Mr P.Tiak ) was embarked off Johore Shoal Buoy at 1453 on Wednesday the 8th of December, for the passage to Sembawang Dockyard. I secured starboard side to the Stores Basin No. 5 berth at 1700.

7. Cargo operations were commenced at 0830 the following morning ( Thursday the 9th ) , and completed by 1800, Friday the 10th, when 378 tons of cargo had been discharged and 32 tons loaded for Sydney and Vung Tau.

8. At 1808, Friday the 10th December, JEPARIT cast off and proceeded to the Eastern Explosives Anchorage to refuel. I weighed anchor and proceeded for Vung Tau at 1014, Saturday the 11th.

All Times Zone -8hrs

9. The passage to Vung Tau was generally uncomfortable, with a moderate to heavy head-on swell and seas, which reduced the average speed to below 11.5 knots. JEPARIT entered the Specified War Zone at 0900, Sunday the 12th December.

10. At 1737 ,Monday the 13th, I secured starboard side to DeLong Pier, Vung Tau. Cargo operations were commenced at 1915, and were completed by 0830 on Friday 17th.

11. On Tuesday the 14th I entertained Colonel M. Greville, Commander of the First Australian Task Force, and a number of other military personnel , at an official luncheon on board.

12. I cast off at 1524 on Friday the 17th, and proceeded to B16 anchorage, coming to the port anchor at 1613, to load 130 tons of ammunition. At 0707, Saturday the 18th December ,I weighed anchor and proceeded for Townsville, departing the War Zone at 0800, Sunday the 19th.



13. December the 25th, and a very merry Christmas was had by all.

All Times Zone -11hrs

14. JEPARIT hove to off Thursday Island at 0544 on Monday 27th December, and embarked a pilot ( Captain J.Beineman).

15. During the afternoon of Monday the 27th, a telegram was received on board , advising that Townsville harbour was not open to shipping. Shortly afterwards, JEPARIT was rerouted to Brisbane to discharge the cargo destined for Townsville. Captain Beineman was landed off Cairns at 1900 ,Tuesday the 28th.

16. Brisbane pilot (Captain R.G.Sharp) was embarked off Point Cartright at 0440 on the 31st. Pratique was granted at 0820, and JEPARIT proceeded up the Brisbane River to berth at NO.2 Newstead, at 1000. Cargo operations were commenced immediately, and were completed by 1800. The ship cast off and proceeded for Sydney at 1835 on New Year's Eve.

17. Despite strong winds, JEPARIT made good speed, and secured to No. 1 explosives buoy at 1057 on Sunday the 2nd January, 1972. The ship remained at No. one buoy until the ammunition was discharged, and slipped at 0923 on Wednesday the 5th January. I secured port side to No. 11 Walsh Bay at 1020.



MACHINERY

18. With the exception of the afore mentioned gyro and auto pilot breakdowns, all main and auxilliary machinery has continued to perform well.

CONDUCT, MORALE AND HEALTH

19. The conduct, morale and health of the ship's company, have been quite satisfactory.

20.  
CARGO OPERATIONS

20. The standard of cargo operations at all points was generally satisfactory.

GENERAL COMMENT

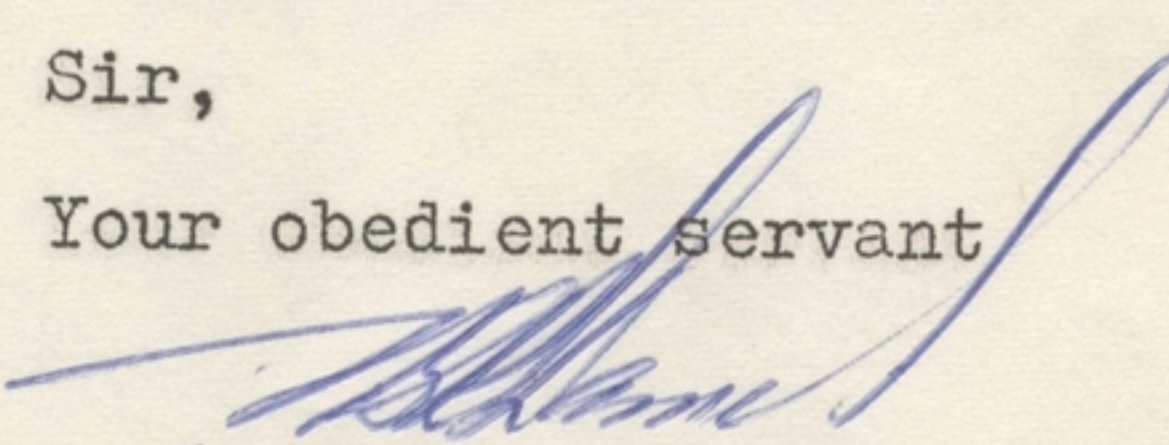
21. Relations between Merchant, and Royal Australian Navy personnel are of the highest order. This is readily apparent in the manner in which all departments are co-operating, and working in complete harmony. The fact that the Torres Strait pilot remarked ;

"This is the cleanest and best maintained Australian Merchant ship he has seen in years"

speaks for itself. It is a pity it has to end so soon.

I have the honour to be  
Sir,

Your obedient servant

  
(N.G.R. DANIEL)

Lieutenant Commander RANRS  
COMMANDING OFFICER



DIARY OF EVENTS

<u>DATE</u>	<u>TIME</u>	<u>EVENT</u>
Nov 25th	0900	Liferaft drill.
	1113	Sailed.
28th	2118	Gyro serviceman on board.
29th	1000	Pilot embarked.
		Gyro serviceman ashore.
30th	2355	Pilot ashore at Thursday Island.
Dec 8th	1453	Johore Shoal Buoy - embarked pilot.
	1700	Alongside Stores Basin No.5.
10th	1808	Proceeded to Eastern Explosives Anchorage.
11th	1014	Sailed.
12th	0900	Entered War Zone.
13th	1737	Alongside DeLong Pier .
17th	1524	Proceeded to B16 anchorage.
18th	0707	Sailed.
19th	0800	Departed War Zone.
27th	0544	Embarked a pilot.
28th	1900	Pilot ashore.
31st	1000	Alongside No.2 Newstead - Brisbane.
	1835	Sailed.
2nd	1057	Secured to No. 1 Explosives Buoy.
5th	0930	Slipped from buoy.
	1020	Alongside No. 11 Walsh Bay.

Steaming details.

Total time underway 29 days 12 hours.

Total distance steamed 9547 miles.

Average Speed 13.44 knots.



DEPARTMENT OF THE NAVY

18-6-3407

HMAS JEPARIT

Report of Proceedings VOYAGE 38/9

~~AS (NS)~~ AK 12/4

~~D of O~~ 13/4

~~DGOP~~ AG 13/4

~~DCNS~~ CM 14/4

~~1NM~~ 17/4

~~2NM~~ 18/4

~~3NM~~ 19/4

~~4NM~~ 20/4

~~SECRETARY~~ 20/4

~~DCNS~~  
~~C of S~~ 27/4

DPR

9.5.72.

AS(NS) (NS55) 11/5.

HISTORIAN

- 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 again to Board Members with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.
  - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.





CA.

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	3407

TELEPHONE:  
35.0444

IN REPLY QUOTE

N.1/16/232.

10 APR A.M.

No.

OFFICE OF THE Commanding,  
FLAG OFFICER IN CHARGE  
EAST AUSTRALIA AREA,  
GARDEN ISLAND, N.S.W., 2000

The Secretary,  
DEPARTMENT OF THE NAVY.

-7 APR 1972

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

1. The enclosure is forwarded.
2. The matter raised in paragraphs 13 and 20 of the Report is the subject of separate correspondence.

CHIEF OF STAFF  
for FLAG OFFICER COMMANDING,  
EAST AUSTRALIA AREA.

Enclosure : HMAS JEPARIT Report of Proceedings (two copies).  
(Voyage 38/9).



REF. NO.

HMAS JEPARIT.  
AT SYDNEY.

The Flag Officer Commanding  
East Australia Area.

For Information,  
The Secretary, Department of the Navy.

Sir,

I have the honour to report the proceedings of HMAS JEPARIT for voyage 38/9.

All Times Zone -11 hours.

2. Jeparit remained alongside No.11 Walsh Bay until 796 tons of cargo had been loaded for Singapore and Vung Tau. At 1000 on Monday 10th. January, the ship cast off and proceeded for Singapore.
3. During the forenoon of the 12th; my Radio Officer reported to me that he was suffering from a reoccurrence of a previous illness. In my opinion, it was not advisable to retain him on board a ship without a doctor. I therefore sent the necessary signals for a replacement to join in Cairns.
4. At 1925 on the 14th. January, Jeparit anchored off Cairns Harbour to await the Torres Strait Pilot and the relieving Radio Officer. At 2210, both arrived on board, and the vessel proceeded on passage through the Great Barrier Reef.
5. Jeparit hove to off Thursday Island at 1130 on Sunday 16th. January, where a doctor boarded to administer booster injections to several members of the crew. At 1211, the doctor and the pilot were landed, and the ship proceeded for Singapore.
6. Lifeboat, fire and rocket drills were exercised during the afternoon of Thursday 20th. January.



All Times Zone -7 hours 30 minutes.

2.

7. Jeparit arrived at Johore Shoal Buoy at 1130 on Monday 24th. January. A pilot, and two of his trainees, were embarked for the passage up Johore Strait to the ANZUK Basin, Sembawang, where the ship secured starboard side to No.4 berth at 1328. All cargo for Singapore had been discharged by 2205 that evening.

8. At 0500, 25th. January; Jeparit moved to the Western Anchorage, off Keppell Harbour, to await docking, and to commence repair work. Dockyard labour boarded that forenoon and work began, if only on a small scale.

9. At 1450, 26th. January; the ship proceeded into Queen's Dock, where she settled on the blocks at 1738.

10. At 0725, 30th. January; the dock was flooded, and Jeparit moved to alongside the Fitting-out Wharf at 0925. Repair work was continued whilst alongside until 1700, 1st. February; when the vessel was hosed down and prepared for sea.

11. A pilot boarded, at 1800, 1st. February; and the ship proceeded for Vung Tau.

All Times Zone -8 hours.

12. With favourable weather and a clean bottom, Jeparit made good speed, arriving in the War Zone at 1500, 2nd. February; and was secured alongside DeLong Pier, Vung Tau at 1818 the following day.

13. Cargo operations commenced at 1930, and were continued until 1150 tons of cargo had been loaded, at 1950, 5th. February. At 0724, 6th; Jeparit cast off and proceeded to B16 Anchorage to lash cargo and prepare for sea. Whilst lashing cargo, 3 boxes of anti-personnel grenades (each containing 20) were found to be left on board the vessel by the Australian Army, and were taken into immediate custody. These anti-personnel grenades are used, by the Australian Army, at Vung Tau to deter any enemy underwater swimmers from mining the ship whilst she is alongside DeLong Pier. The anchor was weighed at 1157 and the ship proceeded for Singapore and Penang. The above grenades were individually ditched by CPOWM R.S. Brett about 20 miles off the Vietnam Coast. All the grenades were seen to sink.

14. At 1130, 7th. February; Jeparit cleared the War Zone.

All Times -7 hours 30 minutes.

15. Jeparit anchored in the Western Quarantine anchorage at Singapore at 0608, 8th. February. Pratique was granted after one and a half hours,



and the ship proceeded to the Western Anchorage to discharge cargo. On completion, the anchor was weighed and I proceeded for Penang, via Selat Singkeh Channel at 1100.

16. A pilot was embarked at 1322 on Wednesday 9th. February, at the entrance to the Southern Channel to Penang Harbour. Jeparit anchored off Butterworth No.6 at 1419, to await the vacation of the berth. Liberty boats were run frequently to give all hands a chance to see some of the island. The ship proceeded alongside Butterworth No.6 at 0658 the following morning, and cargo operations were commenced at 0820. Having discharged 20 RAAF containers and loaded some personal effects, Jeparit cast off and proceeded for Sydney.

17. At 2259 11th. February, Jeparit hit what was suspected to be the Batu Berhanti Buoy, in Main Strait. My report of collision form AS 232, dated 18th. February, refers. The ship anchored in the Eastern Explosives Anchorage at 0029 the following morning. At this time, I was aware that the propellor had sustained damage, but was unaware of the extent of this damage.

18. Divers inspected the propellor at 0830 that morning, and submitted a damage report, which revealed that one blade had been bent, and that another was slightly serrated along the leading edge. At 1130, permission was granted by Lloyd's surveyor, Mr. P. Reid, to sail to Australia under reduced revolutions, subject to a condition being placed on the propellor.

19. Travelling at these revolutions would have necessitated an extra 140 tons of light diesel oil (this vessel normally burns heavy oil on passage, but this would have been unwise at reduced revolutions). It was while I was waiting delivery of this fuel, that I received instructions from Australia to have the necessary repairs effected in Singapore. My signal 130730 February refers.

20. Despite the tightness of dock availability, I managed to book the ship into No.1 Floating Dock in Sembawang Shipyard. After having discharged ammunition at the Army Ordnance Jetty, Jeparit proceeded into dock 1600, 14th. February. The vessel settled on the blocks at 1730, just in time to see the dockyard down tools for the Chinese New Year holiday.

21. With the Year of the "Rat" well and truly ushered in for the Chinese, and with no lack of support from the Indian population, work commenced at 0700, 17th. February.



22. On 19th. February, the tailshaft was surveyed, and found to have a hairline crack. My signal 190350 refers. The estimated time of repair for this defect was 24th. February. At 1850, 24th. February, the dock was flooded, and the ship moved to No. 12 berth for completion of the repair work. Engine trials were carried out at 0600, 26th. February, and the Dockyard work was accepted.

23. The job had taken considerably longer than expected, primarily due to the inability of the dockside cranes to lift over 3 tons. (the propellor weighing 4.8 tons). The 150 ton floating crane, "Sea Horse" which was required for the work, was in frequent demand elsewhere. Considering, however that Sembawang Shipyard offered the only dock in Singapore before mid-April, the situation was deemed to be tolerable.

24. At 1223, 26th. February; having reloaded the ammunition, Jeparit cast off and proceeded for Sydney.

All Times Zone -10 hours.

25. Having experienced a fair wind and current, the ship arrived at Thursday Island at 1900, 4th. March. With a pilot embarked Jeparit had a good trip through the Great Barrier Reef and hove to off Cairns to land the pilot at 0430, 6th. March.

26. The passage to Whitsunday was without incident, but from there on the ship was dogged by gale force winds and heavy seas, which resulted in having to heave to for approximately 18 hours to ensure the safe carriage of the deck cargo. As conditions eased, the ship's speed improved and Jeparit anchored in the explosives anchorage Sydney at 0615, 11th. March.

27. Customs and Quarantine Officials embarked at 0645, and pratique was granted at 0725.

28. At 0825, 11th. March; Army labour arrived and discharge of explosives commenced. At 1015, Jeparit proceeded alongside No. 11 Walsh Bay flying her paying off pennant.

29. The 13th. and 14th. were spent preparing the ship for De-commission.

30. A Board of Enquiry was convened at HMAS Kittabul at 1330, 15th. March, to investigate the circumstances surrounding the appearance of grenades on Sydney Beaches.

31. At 1430, 15th. March, HMAS Jeparit De-commissioned.



Health, Morale and Conduct.

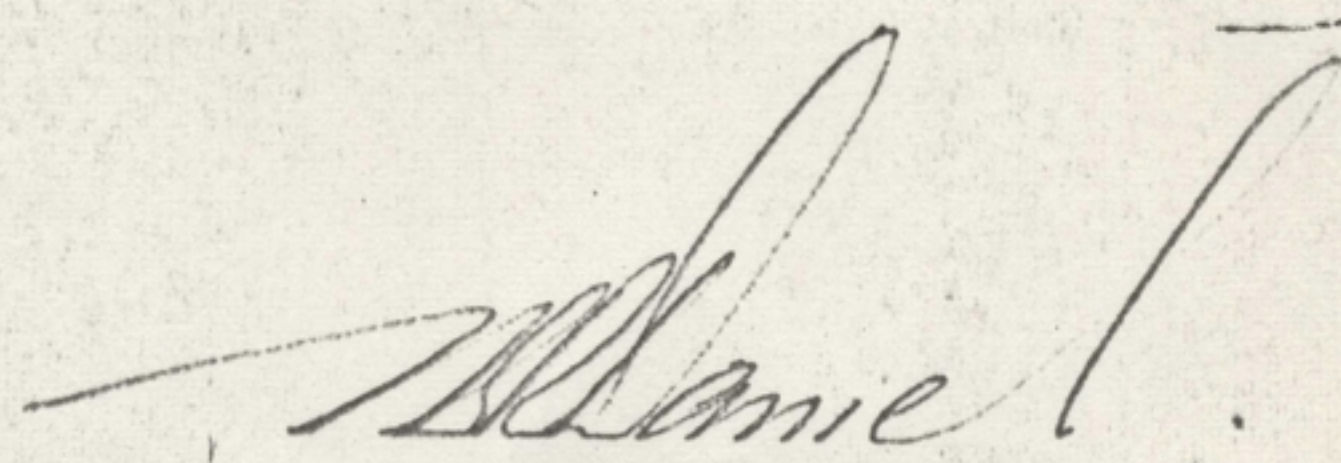
32. The health of the Ship's Company has been satisfactory throughout the voyage. Morale and conduct have been good especially considering the extended duration of the trip.

Cargo Operations.

33. Cargo operations have been carried out satisfactorily.

Machinery.

34. All main and auxilliary machinery have performed satisfactorily, with the exception of the afore mentioned incapacitation of the propellor.



N.G.R. Daniel.

Lieutenant Commander RANRS.  
COMMANDING OFFICER.

Enclosure:

(1) Steaming Annex.





STEAMING ANNEX

TOTAL DISTANCE STEAMED

10,445 Miles.

TOTAL HOURS UNDERWAY

820



212/1/28/6/2849PT



CG 107  
(1967)

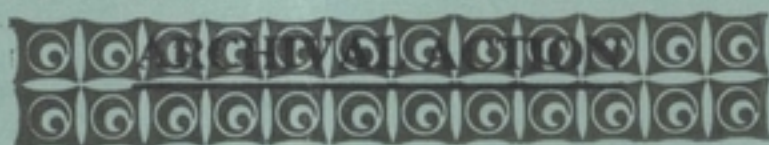


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