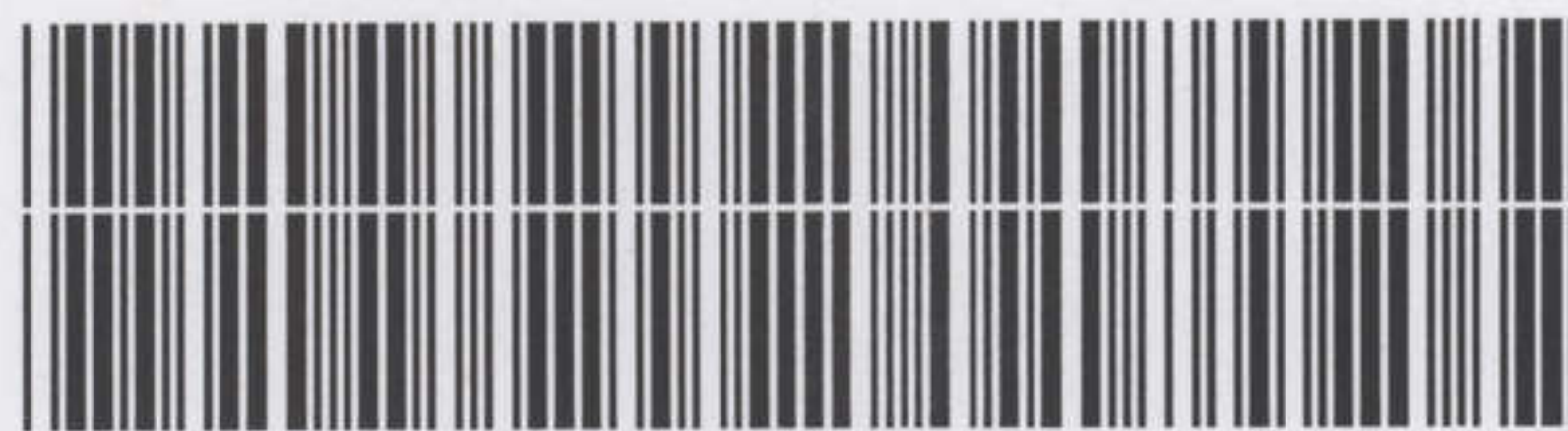


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS STUART (I)

Item number: 326/13

Title: January-December 1975



AWM78-326/13

326/13

STUART

Ref 26

1975

Declassification Authority—Defence Records

This record has been reviewed and has been declassified by the Department of Defence (Navy) with effect from: 17 DEC 90

Authority Dig (N) Admin 18-13

Reviewer: LCDR R. L. Smith (RANEM)

Signature: *R. L. Smith* Date: 12 MAR 91

AUSTRALIAN WAR MEMORIAL
ACCESS STATUS
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FILE: 428/3/664

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS STUART Report of Proceedings JANUARY 1975

ASRP-N *28/1/75*

1. Operation may keep same -
2. Lowering ATROC to Cairns -
3. Return to Sydney.

DNO *12/3*

DGNOP *14/3*

DCNS

CNS *17/3*

CNP *18/3*

CNTS *19/3*

CNSW *25/3*

CNM *1/4*

FAS C of S - N *4/4/75*

NPR *4/4*

ASRP-N (NS55) *10/4*

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 - D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

27/2/75

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CMR

ROYAL AUSTRALIAN NAVY

②

Telephone:
359-9111 Extension 3532

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H.M.A. FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

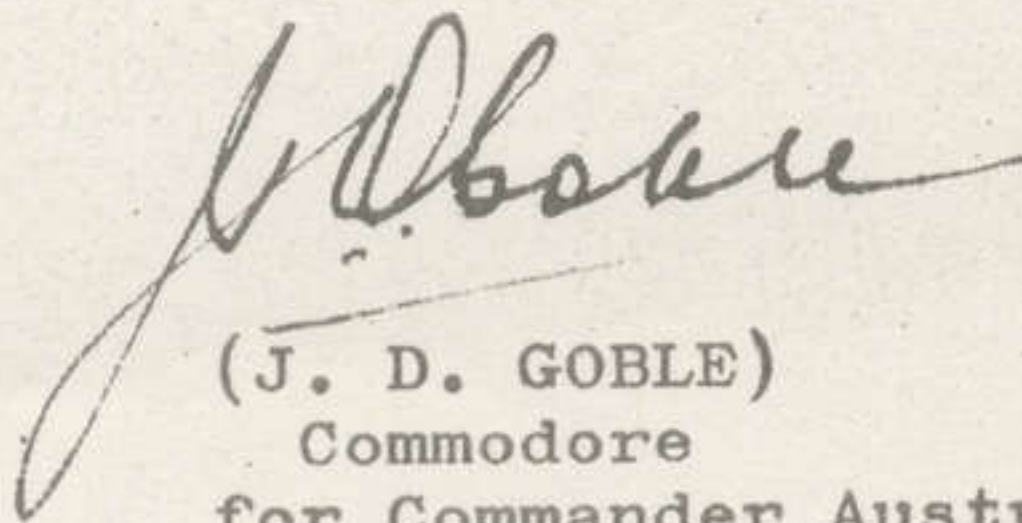
A.F. 1/16/52

24 FEB 1975

The Secretary
Department of Defence (Navy Office)

HMAS STUART - REPORT OF PROCEEDINGS - JANUARY 1975

Forwarded.


(J. D. GOBLE)
Commodore
for Commander Australian Fleet

Enclosure:

HMAS STUART Report dated 5th February 1975

ASRP-N

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25 FEB 75 13 34

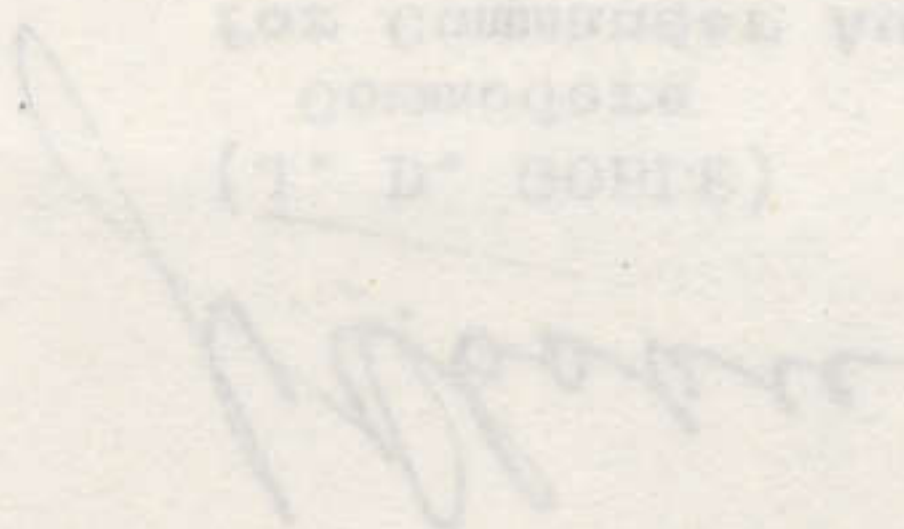
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CENTRAL REGISTRY

1975

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FOR COMMISSIONER ANDREW GIBSON
COMMODORE
(1. D. GIBSON)



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THE SECRETARY

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15 FEB 1975

The Flag Officer Commanding,
H.M. Australian Fleet.

For Information: The Commander, Third Australian
Destroyer Squadron.

HMAS STUART - REPORT OF PROCEEDINGS
JANUARY, 1975

Sir,

1. I have the honour to report the proceedings of HMAS STUART under my command for the month of January, 1975. Times indicated are Zone India Kilo (-9½) until 2345K on 18th January from when Zone Kilo (-10) is used until 2330K on Thursday 23rd January. Zone Lima (-11) is then used until the end of the month.

2. January was a very active month for STUART because of her involvement, along with a number of other fleet units, in "Operation Navy Help Darwin". From the beginning of the month to Friday 17th January STUART lay at anchor in Darwin Harbour, with personnel ashore daily to assist with the enormous clean up task of the city of Darwin, following the destruction caused by Tropical Cyclone Tracy on Christmas Day, 1974. Following this STUART towed the cyclone damaged Patrol Boat HMAS ATTACK to Cairns, before proceeding further south to Sydney where the month came to an end, with the ship in an assisted maintenance period.

3. In the early hours of 1975 STUART was in company with HMAS MELBOURNE, speeding towards Darwin. The ships entered harbour at 1300 but due to difficulties with the starboard cable holder, STUART was unable to come to anchor successfully until 1420.

4. At 0630 the following day, ninety men were landed to assist with clean up operations in the badly hit suburb of Nightcliffe. Each day until Thursday 16th January this number from STUART worked in the tropical heat clearing land and the remains of houses, of a wide assortment of debris, returning onboard daily at about 1630. Although two Sundays during this period were for volunteer workers only, a large number of offers were forthcoming. Personnel were changed periodically to give as many as possible the opportunity of working ashore, and to enable those who had completed a few days continuous work to have a rest from the strenuous task.

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5. STUART remained at anchor from 1st to 17th January, with the exception of short moves on 4th and 16th to alongside HMAS SUPPLY at her anchorage in order to refuel. During the period at anchor STUART had to rely heavily on boats from other ships, particularly MELBOURNE and STALWART, when the weather deteriorated.

6. The ingress of a large amount of harbour flotsam into sea water inlets presented a problem in keeping auxiliary machinery operational. Inlet gratings quickly became blocked with debris and although STUART was fortunate in having sufficient divers to clear the gratings almost daily, their operations were limited because of tidal conditions in the murky harbour.

7. On the morning of Friday 17th January STUART weighed anchor, the requirement for her ship's company to work ashore having been outweighed by the need to remove HMAS ATTACK, immobilised by "Tracy" from the Darwin area for maintenance and as a safeguard against further cyclones in the region. The final week of labouring ashore was made somewhat easier than had been experienced earlier due to the presence of home owners to assist on all sites. In addition, the availability of cyclone battered trucks for use by each working party of ten made the task far less arduous.

8. Choppy conditions warranted passing the tow to HMAS ATTACK well inside Darwin Harbour, and by 1330 this was secured with 150 fathoms of line and STUART proceeded to Cairns at ten knots. The tow was without incident throughout, and a maximum speed of 13 knots attained at one stage without any signs of excess strain of the towline. A detailed report of the tow is being forwarded separately.

9. For the passage from Darwin to Cairns I was designated Commander of Task Unit 327.1.5 comprising STUART with ATTACK in tow and three LCH's, BRUNEL, TARAKAN and WEWAK as a separate task element. The landing craft sailed from Darwin some two hours ahead of STUART/ATTACK on 17th January, however all units were in visual contact the same evening. The task unit remained together for the ensuing three days while STUART acted as both escort and towing vessel. On rounding the Cape York Peninsula weather conditions were judged to be good and as the remainder of the journey to Cairns did not entail another open sea passage, STUART, with ATTACK still in tow proceeded ahead of the landing craft to Cairns although remaining within eighty miles.

10. At 2345IK on Saturday 18th January, clocks were advanced thirty minutes to Zone Kilo (-10).

11. STUART and ATTACK arrived off Cairns at 0830K on Wednesday 23rd January and following a short delay imposed by harbour movements, STUART was relieved of the tow to seaward of the harbour channel entrance and then proceeded into Cairns to berth starboard side to number 10 wharf at 1020. Attack was delivered to her berth shortly afterwards by the Cairns harbour tug "DALY". The slight speed advantage gained over the landing craft since rounding Cape York had enabled ATTACK to berth and STUART to refuel and be clear of the harbour prior to their arrival, thus easing the requirement for wharfage and therefore movement of civilian craft.

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- 3 -

12. STUART sailed from Cairns at 1300, one hour after Task Unit 327.1.5 had been deactivated and no longer encumbered by a tow, headed south for Sydney at 19 knots. The direct passage south was marred slightly when the main feed pump failed at 1830 on 23rd January. Speed was reduced and the ship continued steaming at 14 knots, using the reciprocating auxiliary feed pump until repairs to the damaged main pump were completed eight hours later. Details of this event are included in paragraph 16 of this report.

13. At 2330K on Thursday 23rd January clocks were advanced one hour to Zone Lima (-11).

14. STUART finally sailed into Sydney Harbour at 0730 on Saturday 25th January and berthed port side to the northern end of the Cruiser Wharf at Garden Island. The second leave period re-commenced immediately for STUART personnel as did the much needed assisted maintenance period.

MARINE ENGINEERING DEPARTMENT

15. The first half of the month was spent at anchor in Darwin Harbour steaming in auxiliary condition. K2 turbo-alternator remained unserviceable during the month, and power was provided by L2 turbo-alternator and one diesel generator. Repairs continued to K2, but the rotating assembly bearings failed when the machine was test-run. The oil clearance opened out to 0.025" after 25 minutes running, without any sign of overheating or wear. The bearings for the pinion gear and the after end of the turbine have been obtained, and the final bearing is being re-installed by the Dockyard.

16. A further main feed pump thrust bearing failure occurred on passage to Sydney. New pads were fitted and the pump run satisfactorily. Once again, the flexible coupling had seized onto the pump shaft.

WEAPONS ELECTRICAL ENGINEERING DEPARTMENT

17. Maintenance continued to be progressed during January although large numbers of the departments personnel were involved in work ashore at Darwin. Worthy of note is the unsatisfactory performance of the Pitometer Log as both speed and distance motors are unserviceable. This has been investigated by ship's staff and it is expected that repairs will be completed during the current AMP.

GENERAL

18. As is the case for many fleet units, January 1975 was a very active month for STUART, participating in "Operation Navy Help Darwin". Although only a short part of January was spent at sea, the entire ship's company accomplished a great deal of useful work, both ashore in Darwin and onboard in support of the working parties. During the month away from Sydney, service flights to and from Darwin contributed to a high percentage turn around of the ship's company, as many postings had been previously programmed for this period.

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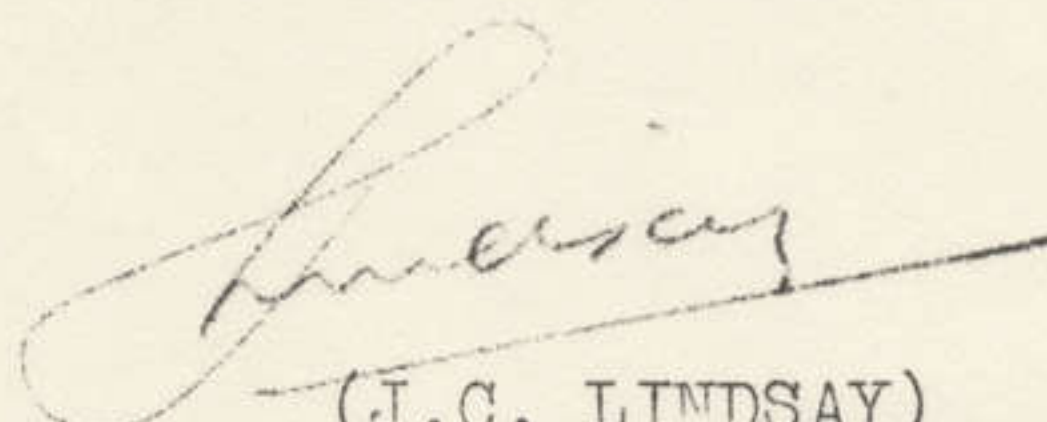
- 4 - **RESTRICTED** *RESTRICTED*

19. All possible precautions were taken against health hazards while ashore in Darwin and as a result the general health of the ship's company is good. Conduct throughout the month has been good and morale high. I proceeded on leave commencing Thursday 30th January and delegated command temporarily to Lieutenant Commander GLEX J.C. Lindsay, R.A.N.

I have the honour to be

Sir,

Your obedient servant



(J.C. LINDSAY)
LIEUTENANT COMMANDER, RAN
for COMMANDING OFFICER AOL

Enclosures: Annex A
B
C

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Annex A to HMAS STUART
Report of Proceedings
January, 1975.

STEAMING DETAILS

1. Distance steamed during the month 2818.7
2. Hours underway during the month 199.30/60
3. Distance steamed since commissioning 360,941.7
4. Hours underway since commissioning 25,813.36/60
5. Occasions for exceeding fast routing speed:

<u>DATE</u>	<u>SPEED</u>	<u>HOURS</u>	<u>REMARKS</u>
22JAN	20	1	Return passage to Sydney
23JAN	20	18	Return passage to Sydney
24JAN	22	21	Return passage to Sydney
25JAN	21.5	6	Return passage to Sydney

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Annex B to HMAS STUART
Report of Proceedings
January, 1975.

EXERCISE DETAILS

Seamanship and Navigation

Blind pilotage 5
Tow (HMAS ATTACK) 5 days

Communications

NAVCOMEX 401 1
EWX 5 1
EWX 14 1
EWX 23 3
FRX 8

Gunnery

Small arms shoot 1

Diving

Day exercises 11

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Annex C to HMAS STUART
Report of Proceedings
January, 1975

ASW WEAPON FIRINGS

NIL

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DEPARTMENT OF DEFENCE

FILE NUMBER

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INTERIM FORM ONLY - JUNE 1974

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DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER

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REGISTRATION

SECURITY CLASSIFICATION

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TITLE HMAS STUART - REPORT OF
PROCEEDINGS - JAN. 1975

REGISTRATION NUMBER N428 13/664

MARK TO ASRP-N

CANCEL FILE NUMBER _____ VIDE THIS FILE AND INFORM
FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER _____

CROSS REFERENCE THIS FILE WITH FILE/S _____

SUBJECT INDEX

POSTING

PRECIS

NAME INDEX

HEADING

HMAS Stuart

PRECIS

a/a

ALTER FILE NUMBER ON LOGGING CARD FOR _____

Focaf.

LETTER DATED 24 Feb 19 75

REFERENCE NUMBER _____

1.16.52

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS STUART Report of Proceedings FEBRUARY 1975

ASRP-N 8/4/75 AMP

DNO 6/9/75

DGMOP 10/4

~~DCNS~~

~~CNS~~

~~CNP~~ 2/4/75

~~CNTS~~ 12/4

~~CNSW~~ 13/4

~~CNM~~ 18/4

~~FAS C of S - N~~ 2/4/75

~~NPR~~ 2/4

~~DNO~~

~~ASRP-N (NS55)~~ 28/4

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40
8/4/75



ROYAL AUSTRALIAN NAVY

5

JMH

Telephone:
359-9111 Extension 3532

H.M.A. FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

A F. 1/16/52

- 2 APR 1975

The Secretary
Department of Defence (Navy Office)

HMAS STUART - REPORT OF PROCEEDINGS - FEBRUARY 1975

Forwarded.

(J. D. GOBLE)
Commodore
for Commander Australian Fleet

Enclosure:

HMAS STUART Report of Proceedings 1/16/1 dated 5th March 1975

CENTRAL REGISTER
DEPT OF DEFENCE
JUN 12 1975
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3 APR 75 15 19

DEPT. OF DEFENCE
CENTRAL REGISTRY

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DEPARTMENT OF DEFENCE (MILITARY OFFICERS)

5 APR 75

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1.16.1.

HMAS STUART
At Sea.

5th March, 1975.

The Flag Officer Commanding
HM Australian Fleet.

For Information: The Commander, Third Australian
Destroyer Squadron.

HMAS STUART - REPORT OF PROCEEDINGS
FEBRUARY, 1975

Sir,

1. I have the honour to report the proceedings of HMAS STUART under my command for the month of February, 1975. Zone time Lima(-11) is kept throughout this report.

2. February was spent alongside Garden Island Dockyard undergoing an assisted maintenance period. Seasonal leave was granted to those members of the ship's company who had been unable to take it over the Xmas period because of the STUART's involvement in "Operation Navy Help Darwin", plus the additional seven days arduous service leave earned during that deployment.

3. The month began with STUART alongside the north end of the Cruiser wharf. Subsequent berthing movements to the south end of the Cruiser wharf, the EMS mooring alongside HMAS STALWART and finally to the north end of the Fitting Out wharf outboard of HMAS DERWENT, were necessary during the month to satisfy dockyard maintenance and cranage requirements.

4. During this period of operational inactivity, I was able to take two weeks leave and I also attended the Defence Forces Seminar at the National Emergency Service College, Mount Macedon, Victoria from 23rd to 26th February. In addition to representatives of the armed forces, personnel from States police and Emergency Services also attended the seminar which provided a lively and enjoyable forum of discussion and debate.

5. By Monday 24th February, all personnel had returned from leave and preparations were then made for proceeding to sea again early in March for operations in the Sydney/Jervis Bay Exercise Areas.



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MARINE ENGINEERING DEPARTMENT

6. Full advantage of the period alongside was taken to complete much needed maintenance, and with the exception of K2 turbo alternator, a great deal was achieved. Thorough checking of bearings and clearances failed to reveal the cause of vibration in K2 turbo alternator, and work has now commenced to remove the turbine rotor for balancing, (URDEF 248/74 refers). Successful basin trials, with the exception of this generator were conducted on Tuesday 25th February.

7. The Marine Engineering Officer and Deputy Weapons Electrical Engineering Officer in company with the Executive Officer, visited Williamstown Dockyard on Tuesday 4th February for a pre-refit planning meeting and again, independently, on Wednesday 19th and Thursday 20th February for further discussions regarding the main defect list. It is considered that as a result, time wasting will largely be avoided during the refit.

WEAPONS ELECTRICAL ENGINEERING DEPARTMENT

8. Refit planning has continued during February and the second supplementary defect list is well under way towards completion.

9. Successful generator trials were carried out by Garden Island Dockyard on C1 and C2 diesel generators and on L turbo alternator. K1 diesel and K2 turbo were not completed due to mechanical defects.

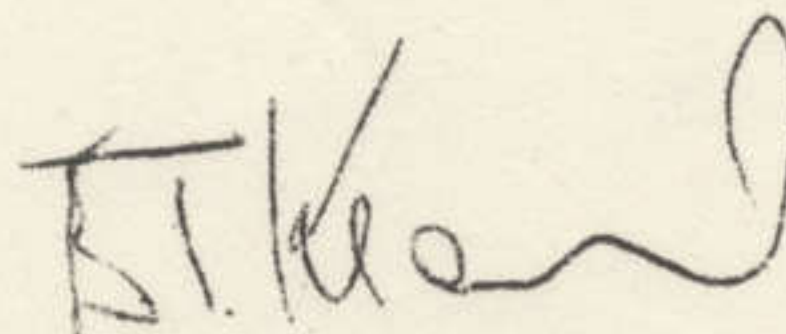
GENERAL

10. February was a quiet month for STUART operationally, with no time spent at sea. Nevertheless, the period was utilised in progressing overdue maintenance and fulfilling leave requirements, all of which had been disrupted by Cyclone Tracy. Both conduct and health of the ship's company has been good during February and morale remains high.

I have the honour to be

Sir,

Your Obedient Servant.



(E.T. KEANE)
Commander, R.A.N.,
COMMANDING OFFICER

Enclosures: Annex A
B
C

Annex A to HMAS STUART letter
1.16.1 dated 5th March, 1975.

STEAMING DETAILS

1. Distance steamed during the month: Nil
2. Hours underway during the month: Nil
3. Distance steamed since commissioning: 360,941.7
4. Hours underway since commissioning: 25,813.36/60
5. Occassions for exceeding fast routing speed: Nil

Annex B to HMAS STUART letter
1.16.1 dated 5th March, 1975.

EXERCISE DETAILS

Communications

NAVCOMEX 204	1
NAVCOMEX 401	10
NAVCOMEX	3
TTX	3
MTX	4
<u>AIO</u>	
Internal Exercises	3

Annex C to HMAS STUART letter
1.16.1. dated 5th March, 1975

ASW WEAPON FIRINGS

NIL

DEPARTMENT OF DEFENCE

INTERIM FORM ONLY - JUNE 1974

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER

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TITLE Report of Proceedings - HMAS STUART
FEB 1975

REGISTRATION NUMBER N428/3/743

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SUBJECT INDEX

POSTING	PRECIS

NAME INDEX

HEADING	PRECIS
<u>HMAS STUART</u>	<u>- A/A</u>
ALTER FILE NUMBER ON LOGGING CARD FOR <u>FOCAF</u>	
LETTER DATED <u>2/4/</u> 19 <u>75</u>	REFERENCE NUMBER <u>A 1/16/52</u>

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FILE: 428/3/848

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS Stuart Report of Proceedings March 1975

ASRP-N 22/5

1. ASAC training
2. Repair at Williamstown

DNO 27/5

DGNOP 26/5

DCNS

CNS

CNP 30/5

CNTS 31/5

CNSW 3/6

CNM 4/6

~~FAS C of S - N~~ by SK/TS

NPR 9/6
DNO.

ASRP-N (NS55) 12/6

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ROYAL AUSTRALIAN NAVY

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Telephone:

359-9111 Extension 3532

H.M.A. FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

19 MAY 1975

A.F. 1/16/52

The Secretary
Department of Defence (Navy Office)

HMAS STUART - REPORT OF PROCEEDINGS - MARCH 1975

Forwarded.

(D.C. WELLS)
Rear Admiral
Commander Australian Fleet

Enclosure:

HMAS STUART Report 1/16/1 dated 4th April 1975

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1.16.1.

HMAS STUART
At Williamstown.

4th April, 1975

The Flag Officer Commanding
HM Australian Fleet.

For Information: The Commander, Third Australian
Destroyer Squadron.

HMAS STUART - REPORT OF PROCEEDINGS FOR THE MONTH
OF MARCH, 1975

Sir,

I have the honour to report the proceedings of HMAS STUART under my command for the month of March, 1975. Times indicated are Zone Lima (-11) until 0300L on 2nd March and Zone Kilo (-10) thereafter.

2. The 24th March, 1975 marked the beginning of a long refit for STUART, to be undertaken at Williamstown Naval Dockyard, Victoria. The month commenced with the ship alongside at Garden Island and included a short period of one week operating in the Sydney/Jervis Bay exercise areas, prior to final departure from Sydney on Wednesday 19th March for passage to Williamstown.

3. At 0300L on Sunday 2nd March, clocks were retarded one hour to Zone Kilo (-10), marking the end of "Daylight Saving Time" for another year.

4. STUART sailed from Garden Island at 1000 on 3rd March and left harbour in company with HMAS SUPPLY (Captain J.D. Stevens R.A.N.), detaching when clear of the heads to steam south towards the Jervis Bay area. The principal aim during this week was to provide practical experience in the control of aircraft to an ASAC qualifying course. The group of seven, which included two Royal New Zealand Navy Officers and the course officer, joined from HMAS WATSON prior to sailing and remained onboard until the ship returned to Sydney. During the same period, STUART assisted in the conduct of the Radio Controlled Surface Target (RCST) Opeval. Acting on the advice of Lieutenant Commander R.J. Varley, R.A.N., the embarked trials officer, tracking runs were conducted on the 5th, 6th and 7th of March. A gunnery firing against the target had been scheduled for Friday 7th March also, but insufficient tracking data and a problem with the gun, as outlined in paragraph 13 of this report, necessitated cancellation of that firing.

5. The ship was anchored in Jervis Bay overnight on Tuesday 4th, Wednesday 5th and Thursday 6th March, allowing the three midshipmen borne an opportunity to demonstrate their ability at conducting



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anchorage. Basically, the programme during the period Tuesday to Friday inclusive consisted of leaving harbour at approximately 0530 for the RCST Opeval, which continued until approximately 1100, thence ASAC training with Wessex 31B helicopters from HMAS ALBATROSS and a chartered six wing aircraft. An AATFX against a sleeve target was conducted on Tuesday 4th March resulting in 33% TTB's on the first run. Further firing runs were abandoned due to a defect explained in paragraph 13 of this report. Officers of the Watch carried out a number of approaches to HMAS SUPPLY on the following day, immediately prior to conducting a RAS (L), during which 59 tons of FFO were embarked using the probe method.

6. An Annual Full Power Trial, details of which are included in paragraph 11 of this report, was attempted during the return to Sydney. The ship berthed starboard side to the West Dock Wall, Garden Island at 1500 on Friday, 7th March.

7. Apart from the programmed activities, some officers of the watch obtained additional ship handling experience during the recovery of a lifebuoy from the SS "ARCADIA", an abandoned and much encrusted aluminium dinghy and a surfboard, all of which were found within a few miles of each other and on consecutive days. Marine Operations Canberra were advised of the first two items and so far no claimants have come forward for the latter articles.

8. The week commencing Monday 10th March was occupied by preparations for refit prior to departure from Sydney, including de-ammunitioning at number 2 buoy on Wednesday 12th March. On completion of the de-ammunitioning, a Cathodic Protection Pre-Refit Survey was conducted prior to a cold move to alongside the West Dock Wall at 1500.

9. STUART sailed from Sydney at 1500 on Wednesday 19th March for the passage to Williamstown. The ship berthed starboard side to East Dock pier at 1100 on 21st March, and later myself and my officers were entertained to a most pleasant welcoming luncheon onboard HMAS TORRENS, now in the final stage of her own refit.

10. Three members of the Committee of Enquiry into Industrial Relations in Naval Dockyards, established by the Minister for Defence, the Honourable Mr. L.C. Barnard MP, were embarked in STUART for the passage to Melbourne. Committee members onboard were, Mr. W.B. Wilson (Chairman), Mr. G.W. Bennett (Navy nominee) and Mr. D.P. Collins (Secretary/Executive Officer). The ACTU nominee, Mr. J. Petrie was unable to be present. During the short journey the three gentlemen were able to witness and gain insight into the jobs performed by sailors, particularly in the technical departments. It is hoped that their visit to STUART has provided the committee with information that may be able to assist them in their difficult task.

MARINE ENGINEERING DEPARTMENT

11. The postponed Annual Full Power Trial was finally attempted during the period under report. Unfortunately, the maximum forcing rate of the boilers was reached before full shaft horse power was achieved and it was found to be impossible to clear the funnels - especially starboard. When the uptake temperature of the starboard boiler began to rise, the trial was aborted. Subsequent inspection of both boiler furnaces by both ship's and Fleet Staff indicated that a further full power trial should not be attempted until re-bricking of the furnaces had been undertaken.

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12. The ship commenced main refit on Monday 24th March, and on the afternoon of Wednesday 27th March the Amalgamated Metal Workers Union "walked off" the ship in protest against ship's staff doing dockyard work. They returned the following day after a meeting with dockyard management, ship's staff and the Industrial Relations Committee agreed that the areas in question, namely the replacement of 'K' turbo alternator turbine rotor and planned maintenance on the boiler soot blowers, were in fact, ship's staff commitments. However, they stated the intention to question the allocation of soot blower maintenance by ship's staff in the Planned Maintenance Schedule at a later date.

WEAPONS ELECTRICAL ENGINEERING DEPARTMENT

13. A gunnery system firing in the AA mode was abandoned after the first run due to the development of a defect in the gun data unit (URDEF 249/74). This defect also precluded the undertaking of firings at the RCST which, however, was no great loss as due to sea conditions early in the week, further radar trials were required.

14. A pre-refit survey by EMI and GEMD staff was completed on the IKARA computer and a number of units are to be returned to EMI for third line servicing.

15. Both flexible couplings in the Hull Outfit 20 lifting gear sheared when the upper limit switch failed to arrest the motion of the motor. The control circuitry has been thoroughly investigated and no defect found (URDEF 247/74). Investigation is being continued.

16. Most of the refit planned maintenance work on the mortar Mk 10 is to be undertaken by ship's staff and to assist, REDEF 1/74 was raised on the Inspector of Naval Ordnance to perform a series inspection.

GENERAL

17. As the month came to a close, STUART lay alongside at Williamstown, with most personnel taking the opportunity of the Easter long weekend to travel interstate, some also commencing long periods of annual leave. On the afternoon of Tuesday 25th March STUART was declared uninhabitable and the following day the ship's company started to move to Maribyrnong Migrant Hostel. Morale of the ship's company is high, the discomfort of serving on a ship undergoing refit now allayed by the improved conditions under which they are expected to live. Conduct and health of the ship's company has also been

.....4/

RESTRICTED

RESTRICTED

- 4 -

good.

I have the honour to be

Sir,

Your obedient servant



(E.T. KEANE)
Commander, R.A.N.
COMMANDING OFFICER

Annex A
B
C

RESTRICTED

RESTRICTED

Annex A to HMAS STUART letter
1/16/1 dated

STEAMING DETAILS

1. Distance steamed during the month 1330.1
2. Hours underway during the month 112.20/60
3. Distance steamed since commissioning 362,271.8
4. Hours underway since commissioning 25,925.56/60
5. Occasions for exceeding fast routing speed:-

<u>DATE</u>	<u>SPEED</u>	<u>HOURS</u>	<u>REMARKS</u>
7 MAR 75	20	2	Annual full power trial
7 MAR 75	28	1	Annual full power trial
7 MAR 75	27	1	Annual full power trial

RESTRICTED

RESTRICTED

Annex B to HMAS STUART
letter 1.16.1. dated

EXERCISE DETAILS

NAVIGATION & SEAMANSHIP

RAS Approaches	3
Man Overboard	3
Steering Breakdown	1
RAS (L) - Probe Method	1
Blind Pilotage	11
Vertrep	7
Junior Officers Anchorage	3

GUNNERY

AATX	2
AATFX	1
Balloon Tracking	3
Internal Gun Control Drills	1

COMMUNICATIONS

NAVCOMEX 202	4
NAVCOMEX 251	2
NAVCOMEX 401	3
NAVCOMEX 451	2
NAVCOMEX 453	2

DIVING

Day Exercises	1
---------------	---

RESTRICTED

RESTRICTED

Annex C to HMAS STUART
letter 1.16.1. dated

ASW WEAPON FIRINGS

Nil

RESTRICTED

DEPARTMENT OF DEFENCE

INTERIM FORM ONLY - JUNE 1974

				1
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DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER

BADOWSKI

ORIGINAL/COPY _____
 DUPLICATE COPY MADE _____
 DATE OPENED 20/5/75 1975

REGISTRATION

SECURITY CLASSIFICATION

RESTRICTED

TITLE *Report of Proceedings - HMAS STUART -*
MARCH 1975

REGISTRATION NUMBER *N/428/3 | 848*

MARK TO *AS/PP-N*

CANCEL FILE NUMBER _____ VIDE THIS FILE AND INFORM
 FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER _____

CROSS REFERENCE THIS FILE WITH FILE/S _____

SUBJECT INDEX

POSTING	PRECIS
<i>L24.2</i>	<i>- A/A</i>

NAME INDEX

HEADING	PRECIS
<i>HMAS STUART</i>	<i>- A/A</i>
ALTER FILE NUMBER ON LOGGING CARD FOR <i>FOCAF</i>	
LETTER DATED <u>19/5/75</u> 19 <u>75</u> REFERENCE NUMBER <i>AF 1/16/52</i>	

RESTRICTED

FILE: 428/3/975

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS STUART Report of Proceedings APRIL & MAY 1975

~~ASRP-N~~ 8/6/8 Repit at Willairstown

~~DNO~~ 7/7/8

~~DGNOP~~ 6/6/8

~~DCNS~~

~~CNS~~

~~CNP~~

~~CVTS~~

~~CNSW~~

~~CNM~~

FAS C of S - N *by 22/8/75*

~~PRLO-N~~ *1/9*

~~AND~~

ASRP-N (NS55) *3/9*

- 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 or reference to another Branch a new file should be raised, a suitable note being made above.

5/8

RESTRICTED

RESTRICTED

ROYAL AUSTRALIAN NAVY



CMR

Telephone:

359-9111 Extension 3532

H.M.A. FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000


AF 1/16/52

25 JUL 1975

The Secretary
Department of Defence (Navy Office)

HMAS STUART - REPORT OF PROCEEDINGS - APRIL AND MAY 1975

1. Forwarded HMAS STUART's Report of Proceedings for the months of April and May. The delay in doing so, which resulted from an administrative error in this Headquarters, is regretted.
2. The optimism concerning refit progress, which is reflected in these reports has not been sustained. A delay of one week has since been reported (GMWD DWK 110056Z JUL 75) and there is now concern that 7th November 1975 is a more probably completion date.
3. After further investigation it was evident that the only satisfactory repair that could be effected on the Agouti system was to replace the shaft tubes, using CUNIFE piping. The docking delays which would have been involved was unacceptable and the decision was taken instead to blank off.


(J. D. GOBLE)
Commodore

for Commander Australian Fleet

Enclosures:

1. HMAS STUART Report 1/16/1 dated 2nd May 1975
2. HMAS STUART Report 1/16/1 dated 3rd June, 1975

RESTRICTED

RESTRICTED

1.16.1.

HMAS STUART
At Williamstown.

2 MAY 1975

The Flag Officer Commanding
HM Australian Fleet.

For Information: The Commander, Third Australian
Destroyer Squadron.



HMAS STUART - REPORT OF PROCEEDINGS FOR THE MONTH
OF APRIL, 1975

Sir,

I have the honour to report the proceedings of HMAS STUART under my command for the month of April, 1975. Times throughout are Zone Kilo (-10).

2. April was spent alongside East Dock Pier, Williamstown Naval Dockyard, continuing the refit which commenced on 24th March, 1975.

3. A conference was convened in the Dockyard on 9th April, to discuss the causes of the lengthening of STUART's refit program and also the repercussions on the revised completion date on other fleet units. The conference was chaired by the Director of Naval Dockyards, Captain G.A. BENNETT OBE, RAN and was attended by Commander D.G. HOLTHOUSE, RAN from your staff, Dockyard Managerial Staff and Ship's Officers. The outcome of this conference was a firming of the dates proposed by the dockyard and thus STUART's new completion date is now the 8th November, 1975.

4. On 16th April, I called on the Governor of Victoria, His Excellency Sir Henry Winneke KCMG, K.ST.J, QC and on the 18th April, you Sir, walked around STUART and received a briefing on refit progress to date.

5. I attended the Joint ASW Seminar at the Australian Joint Anti Submarine School from 21st April and Lieutenant Commander J.C. LINDSAY, RAN assumed command in my absence.

6. A Section One Promotion Board was held on 24th April with the Dockyard Senior Weapons Engineer, Commander A.G. DALGLEISH B.E.M., RAN presiding. Of 13 candidates who came before the board, 7 achieved an overall pass, 1 failed Part One and 5 failed Part Two.

7. Several ship's officers spent a very enjoyable ANZAC Day in Geelong as guests of the Geelong Branch of the Naval Association of Australia. As well as participating in the march, the officers were made very welcome at the subsequent festivities and a good liaison has been established for the future.

ENGINEERING

8. Work has commenced in the Engine-room on most items included in the defect list. The alignment of both main engines has been checked under various load conditions and as a result, a recommendation not to realign them has been made by GMWD.

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...../2

RESTRICTED

- 2 -

Personnel from the Bendigo Ordnance Factory have commenced work on the Port Main gearbox. Work in the Boiler-room is progressing well, however, it is considered that the removal of the superheaters is approximately one week behind schedule due to an earlier shortage of boilermakers. This problem has now been largely overcome, and a dedicated work effort has resulted in most of the back log being overhauled. Non Destructive Testing was carried out on both boilers between 7th - 9th April.

9. Because of the large number of Dockyard employees working in both the Engine and Boiler rooms, effective ship's staff maintenance has been reduced in these areas. It is anticipated this situation will improve when dockyard work becomes more stabilized and items of auxiliary machinery being removed for repair are clear of the machinery spaces.

10. Work is proceeding satisfactorily in all outside machinery spaces with the exception of the Air Conditioning Space. The dockyard have planned to remove the deck in this compartment but the clearing of fittings has taken longer than anticipated. It is expected that work on the deck will commence in the Air Conditioning Space in early May.

11. FMP are well employed onboard and ashore and their presence is highly valuable in view of the reduced manpower available from within the ship.

ELECTRICAL

12. Work on all areas of the defect list has commenced and is proceeding smoothly. The Turret program has, in fact, been advanced, as tests have indicated that there is no requirement to machine the gun ring. It is expected that the new turret will now be installed on the 8th May.

13. Ship's Staff are progressing their aspects of the defect list but on occasions, some minor tension has arisen with the Trade Unions regarding work, which is viewed by the latter as being dockyard work. All these matters have so far been satisfactorily resolved without industrial action.

14. There are two main areas of concern at present. The dockyard have warned, that, because of a lack of suitably qualified personnel very little support for the setting to work of 903 radar will be available. There is also a shortage of riggers in the yard but as yet this has not adversely affected the electrical refit program. This situation could however become a problem as the refit progresses and will be closely monitored by Ships staff.

15. REDEF 3/74 and 4/74 were raised to have the four 1051 URR HF receivers, and testing and tuning facilities for the gunbay and T.S. respectively included in the Defect List.

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RESTRICTED

- 3 -

GENERAL

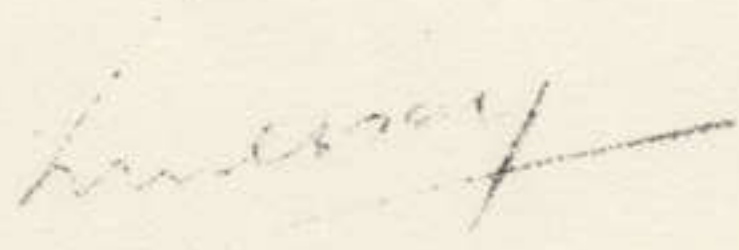
16. April has been a quiet month for SPFLRT. A large percentage of the Ship's Company was absent on long leave whilst those onboard progressed ship's husbandry and planned maintenance in accordance with the refit work list for ship's staff. The month has been free of industrial strife and the refit is progressing satisfactorily. Relations with the dockyard at all levels is good. The revised completion date of 8th November is open to conjecture as the current program allows little or no float and is extremely tight. This is realized by all ship personnel and the need to anticipate problem areas has been stressed.

17. The health and morale of the Ship's Company is high and conduct remains good. The more relaxed atmosphere and better accommodation conditions at Maribynong Hostel is proving very popular with those living there and compensates for the torrid working conditions onboard.

I have the honour to be

Sir,

Your Obedient Servant


(J.C. LINDSAY)

Lieutenant Commander, RAN
COMMANDING OFFICER

Annex A
B
C

RESTRICTED

RESTRICTED

Annex A to HMAS STUART
letter 1.16.1. dated

2 MAY 1975

STEAMING DETAILS

1.	Distance steamed during the month	NIL
2.	Hours underway during the month	NIL
3.	Distance steamed since commissioning	362,271.8
4.	Hours underway since commissioning	25,925.56/60
5.	Occasions for exceeding fast routing speed	NIL

RESTRICTED

RESTRICTED

Annex B to HMAS STUART
letter 1.16.1 dated

2 MAY 1975

EXERCISE DETAILS

NBCD

1st - 30th Daily Fire Exercises.

COMMUNICATIONS

1st - 30th Manning Dockyard Comcen.

RESTRICTED

RESTRICTED

Annex C to HMAS STUART
letter 1.16.1 dated

2 MAY 1975

ASW WEAPON FIRINGS

NIL

RESTRICTED

RESTRICTED

HMAS STUART
At Williamstown.

3rd June, 1975.

The Flag Officer Commanding
HM Australian Fleet.

For Information: The Commander, Third Australian
Destroyer Squadron.



HMAS STUART - REPORT OF PROCEEDINGS FOR THE MONTH
OF MAY, 1975

Sir,

I have the honour to report the proceedings of HMAS STUART under my command for the month of May, 1975. Times throughout are Zone Kilo (-10).

2. The beginning of the month saw STUART alongside Eastdock Pier, Williamstown commencing the sixth week of refit. Approximately one third of the ship's company proceeded on long leave at the commencement of seasonal leave period on 9th May. Those returning from leave were immediately absorbed into the ship's husbandry programme and departmental work loads.

3. On completion of Number 32 Joint Tactical Period at the Australian Joint Anti-Submarine School, HMAS ALBATROSS on the 2nd May I proceeded on leave until the 19th May. LCDR J.C. LINDSAY RAN, assumed command during my absence.

4. The refit took an optimistic turn when the requirement to machine the gun ring, prior to the replacement of the turret, elapsed. This allowed the new turret to be positioned onboard at 1000, on 8th May. The turret thus ceased to be the critical item at this stage of the refit and consequently, STUART's proposed docking date was advanced by three weeks to 13th May.

5. STUART entered ALFRED GRAVING DOCK at 1000 on the 13th May and docking down was completed by 2100. It is estimated that the ship will be in dock for sixteen weeks and the planned date of undocking is 6th September.

6. As a result of the earlier docking and discussion with dockyard managerial staff, the ship proposed a revised refit completion date and trials programme. The post refit trials meeting was convened in the Conference Room of the dockyard at 1030 on 15th May in accordance with ANO 217/74. The conference was attended by representatives of Fleet Staff, RANTAU, Dockyard technical officers and ship's officers and the proposed trials and refit completion programme was accepted, (My message DUI/KNA 150455Z MAY 75 refers). The new completion date for STUART's refit has been finalised, as the 24th October. (GMWND message DUI/KNA 230540Z MAY 75) This will allow the ship to complete the refit and trials prior to the Xmas leave period and become available for workup in the new year.

.....2/

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2

MARINE ENGINEERING DEPARTMENT

7. On docking, work commenced immediately on repairs to the Fan & Strake and providing access to the Air Conditioning machinery space via a hole in the port ships side. Replacement of the deck in this area is progressing on schedule.
8. Replacement of the superheaters continues, and the port boilers are presently being positioned. These activities should be completed on time unless problems are encountered in rolling the new superheaters tubes.
9. Inspection of the starboard propeller has revealed the cracks present at the previous docking, have not extended past the drill holes and the decision not to replace the propeller was made in view of this.
10. The starboard Agouti tube has wasted in the packing region at the after end and has come loose. The dockyard, however, are confident that repairs can be effected without the removal of the tube. Refitting of underwater valves is progressing at a more than satisfactory rate.
11. Indications to date are that all items in the Marine Engineering Defect List are progressing well and should run to schedule.

ELECTRICAL DEPARTMENT

12. The weapons electrical components of the refit have made satisfactory progress during May. The refurbished turret has been successfully sited, and its installation with associated fittings is progressing well. Work on the Seacat and Ikara launchers is also without problems at this stage.
13. A large amount of electronic equipment has been removed from the ship, and the necessary maintenance and repair is on schedule. No difficulty is anticipated in meeting programmed dates for reinstallation and setting to work of this equipment.

GENERAL

14. During May, one day was lost due to a stoppage by all Metal Trades. This, happily, was not precipitated by any friction with the ship and relations with the dockyard remain good. Some concern, however is felt, in view of the current decision of the Amalgamated Metal Workers to place a ban on overtime, commencing early in June which may have a retarding effect on STUART's planned undocking. Further advice will be forwarded if this occurs and the situation remains under tight surveillance.

.....3/

RESTRICTED

RESTRICTED

- 3 -

15. The health and morale of the ship's company remains high and conduct is good. I leave HMAS STUART during the next month after eighteen months in command in which I have confirmed my high opinion of the calibre of the officers and men currently serving in the RAN. I am happy to report that morale, as evidenced in STUART, has been high throughout the period and I depart hence with the knowledge that the ship's company is looking forward to completing a good refit on time and rejoining the Fleet. As stated previously, relations with Dockyard personnel remain very amicable and a good spirit of co-operation exists.

I have the honour to be

Sir,

Your Obedient Servant



(E.T. KEANE)
Commander, R.A.N.
COMMANDING OFFICER

RESTRICTED

RESTRICTED

Annex A to HMAS STUART
letter 1.16.1. dated

3 JUN 1975

STEAMING DETAILS

Distance steamed during the month	Nil
Hours underway during the month	Nil
Distance steamed since commissioning	362,271.8
Hours underway since commissioning	25,925.56/60
Occasions for exceeding fast routing speed	Nil

RESTRICTED

RESTRICTED

Annex B to HMAS STUART
letter 1.16.1. dated

3 JUN 1975

EXERCISE DETAILS

NBCD

1 - 31st Daily Fire Exercises.

COMMUNICATIONS

1 - 31st Manning Dockyard Commcn.

RESTRICTED

RESTRICTED

Annex C to HMAS STUART
letter 1.16.1, dated

3 JUN 1975

ASW WEAPON FIRINGS

NIL

RESTRICTED

DEPARTMENT OF DEFENCE

INTERIM FORM ONLY - JUNE 1974

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FORM 1

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER Douglas

ORIGINAL/COPY _____
 DUPLICATE COPY MADE _____
 DATE OPENED 29-7-1975

REGISTRATION

SECURITY CLASSIFICATION

Restricted

TITLE HMAS STUART - Report of Proceedings
- April & May 1975

REGISTRATION NUMBER N428/3/975

MARK TO ASRPW(A)

CANCEL FILE NUMBER _____ VIDE THIS FILE AND INFORM
 FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER _____

CROSS REFERENCE THIS FILE WITH FILE/S _____

SUBJECT INDEX

POSTING	PRECIS

NAME INDEX

HEADING	PRECIS
<u>HMAS Stuart</u>	<u>etc</u>

ALTER FILE NUMBER ON LOGGING CARD FOR Focat

LETTER DATED 25-7-1975 REFERENCE NUMBER AF 1'16-52

RESTRICTED

HMAS STUART,
at Williamstown.

2nd July, 1975

The Flag Officer Commanding,
H.M. Australian Fleet.

For information: The Commander, Third Australian
Destroyer Squadron.



HMAS STUART -- REPORT OF PROCEEDINGS FOR THE
MONTH OF JUNE, 1975

Sir,

I have the honour to report the proceedings of HMAS STUART under my command for the month of June, 1975. Times throughout are Zone Kilo (-10).

2. For the duration of June, STUART remained in Alfred Graving Dock progressively becoming more dishevelled as scaffolding appeared around masts and superstructure, and holes appeared in the ship's side to facilitate the work progressing in the air conditioning machinery space and F and G Strake.

3. Commander E.T. Keane R.A.N. relinquished command of STUART on the 16th June and I assumed command from this date.

4. The threatened overtime ban by the Amalgamated Metal Trades became a reality on the 9th June, and has placed the timely completion of refit and subsequent trials programme within the specified key dates, in jeopardy. The concern felt by ship's staff, in view of the ban, was expressed in mv message DVI/KNA 110130Z JUN 75.

MARINE ENGINEERING DEPARTMENT

5. The introduction of the overtime ban by the Amalgamated Metal Trades has caused disruption to the refit programme on the mechanical side as the docking period was calculated on the basis of a six day working week. A further complication has arisen, because the planned sand blasting of the hull and ballast tanks under the air conditioning machinery space was to have been undertaken outside working hours to avoid inconveniencing other trades. This may have to be deferred until all other work in this area is complete.

6. Accidental damage to the boilers was caused by ship's staff while mechanically removing hard boiler deposits. The damage has been repaired by the dockyard with no apparent effect on the planned completion date of repairs to the boilers. All mechanical work is progressing satisfactorily within the parameters of the overtime ban.

.....2/

RESTRICTED

RESTRICTED

- 2 -

WEAPONS ELECTRICAL ENGINEERING DEPARTMENT

7. Work is progressing satisfactorily on all aspects of the electrical defect list and it is assessed that both dockyard and ship's staff will complete their workloads within the scheduled program.

8. The dockyard have stated that the IKARA system and the turret will be ready for set to work by the 28th July, 1975. No other problems are envisaged at this stage.

GENERAL

9. Due to the political nature of the overtime ban it is not possible to determine to what extent the refit completion date has been affected. It is considered however, that if the overtime ban continues, an extension to the refit of approximately five weeks could result. The industrial situation is being observed and likely effects and delays will be notified as soon as they become apparent.

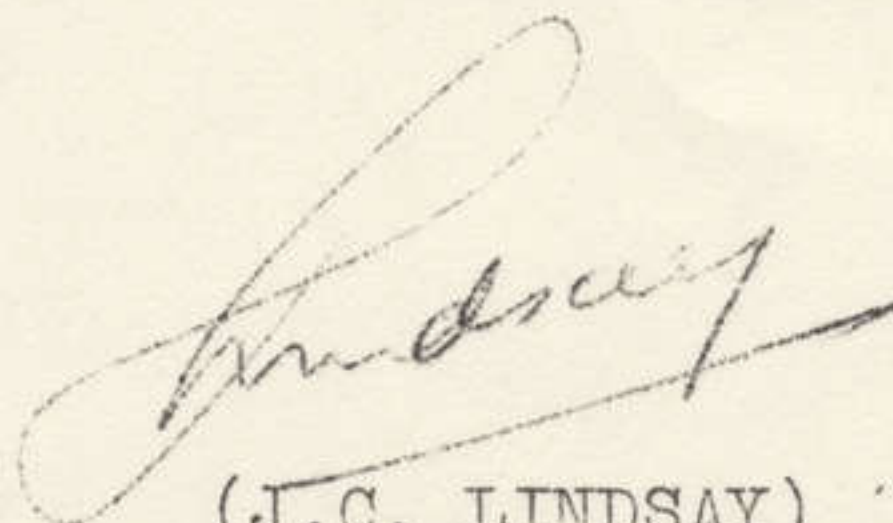
10. As STUART completes the third month of her refit, the optimism present at the start of June has dimmed. It is possible however, that in the current industrial climate, the overtime ban will soon be lifted, thus minimizing the affect on the completion date

11. The health and morale of the ship's company is high and conduct remains good.

I have the honour to be

Sir,

Your obedient servant



(J.C. LINDSAY)
Lieutenant Commander, R.A.N.
COMMANDING OFFICER

RESTRICTED

RESTRICTED

Annex A to HMAS STUART
letter 1.16.1. dated .

STEAMING DETAILS

Distance steamed during the month	Nil
Hours underway during the month	Nil
Distance steamed since commissioning	362,271.8
Hours underway since commissioning	25,925.56/60
Occasions for exceeding fast routing speed	Nil

RESTRICTED

RESTRICTED

Annex B to HMAS STUART
Letter 1.16.1. dated

EXERCISE DETAILS

NBCD

1 - 31st Daily Fire Exercises.

COMMUNICATIONS

1 - 31st Manning Dockyard Commcen.

RESTRICTED

RESTRICTED

Annex C to HMAS STUART
letter 1.16.1, dated

ASW WEAPON FIRINGS

NIL

RESTRICTED

RESTRICTED

HMAS STUART
at Williamstown

1st August, 1975

The Flag Officer Commanding,
H.M. Australian Fleet.

For Information: The Commander, Third Australian
Destroyer Squadron.

HMAS STUART - REPORT OF PROCEEDINGS FOR THE
MONTH OF JULY, 1975

Sir,

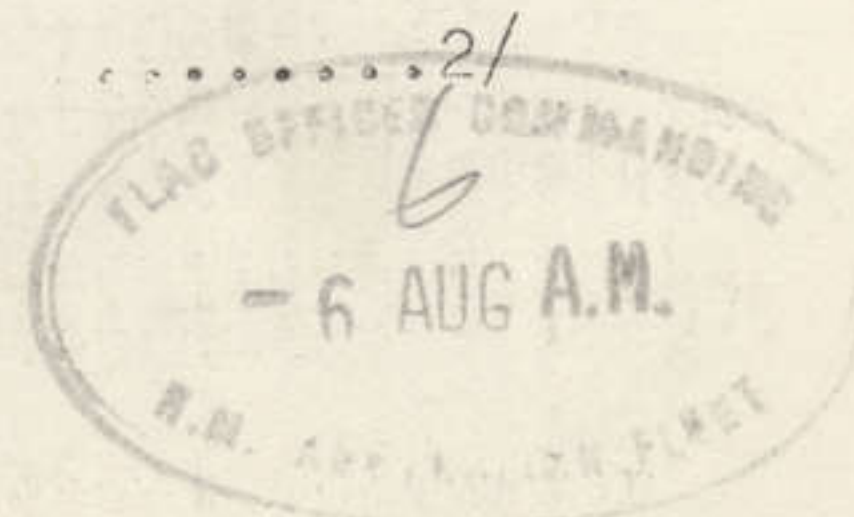
I have the honour to report the proceedings of HMAS STUART under my command for the month of July, 1975. Times throughout are Zone Kilo (-10).

2. STUART remained docked down in Alfred Graving Dock, Williamstown throughout July, the fourth month of shipyard turbulence within the dockyard continues. No sooner had overtime ban imposed by the Amalgamated Metal Trades been lifted, than a series of strikes and a similar ban were enforced by the Electrical Trades Union (ETU). A revised refit completion date was proposed by the dockyard (GMWD message DWK 110056Z JUL 75 refers) to compensate for the metal trades overtime ban, but the likely additional effect of the ETU dispute has yet to be gauged by dockyard management. It is my guess that the effect will be an inevitable further extension to the completion date.

3. I assumed command of STUART from Lieutenant Commander J.C. Lindsay RAN on 5th July, 1975. I called respectively on the Naval Officer - in - Charge, Victoria Commodore B.S. Murray RAN and the General Manager, Williamstown Dockyard, Commodore P.G. Elliot RAN on 3rd and 8th July, 1975.

4. During the month the ship was host to the entire body of ten students from the Licola Primary School in the Gippsland area of Victoria. Three similar visits by students from the Hawthorn and Caulfield Technical Colleges were also accommodated. On 26th July, 1975 I was a guest of the Williamstown High School at a ceremony where Commodore P.G. Elliot RAN unveiled a plaque commemorating the former naval occupancy of the school assembly hall site as HMAS LONSDALE II during the Second World War.

5. On 17th July the Ships Company received a lecture on road safety from the Victorian Police Traffic Department. The lecture was accompanied by a sombre and graphic movie film illustrating the very real effects of alcohol on drivers taking the wheel of a motor vehicle.



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- 2 -

6. I was absent from the ship from 21st to 24th July inclusive while attending the Captain's Meeting chaired by you, Sir, at Garden Island, and NBCD refresher training at HMAS PENGUTN. On completion of the Captain's Meeting I discussed aspects of STUART's refit with your Chief Staff Officer (Technical) Captain D.D. Miller RAN.

7. HMAS PARRAMATTA (Commander J.D. Foster RAN) berthed at Dock Pier on 25th July to commence refit. Her appearance on arrival at Williamstown was a poignant reminder of what STUART must achieve before rejoining the Fleet later in the year. I attended a reception onboard PARRAMATTA that evening as a guest of the Captain and Officers.

MARINE ENGINEERING DEPARTMENT

8. Progress in the Marine Engineering department during July has been satisfactory, not withstanding the vagaries of the electrical trades dispute which has placed restrictions on the use of welding machines. This has had an adverse effect on progress being made by the boiler makers and is a cause for concern in view of the continuing growth in the hull area; especially the decking around the funnel in the ships company cafeteria and in the scullery.

9. Mechanical progress is pleasing. Both main gearboxes have been closed and flushing will commence when the motor for the forced lube pump is returned by the electricians. Refitting of all auxiliaries is at an advanced stage and retubing of both boilers is on schedule.

ELECTRICAL DEPARTMENT

10. The Ekara launcher, Seacat director and ALO sights have been returned to the ship and are being set to work. Good progress continues to be made on Sonar, Weapons, FW equipment and radio electronics.

11. The overhaul of the forward switchboard has been completed and work on the main switchboard is progressing at a satisfactory rate. Electrical work on C1 and C2 generators is also completed and L and K1 generators are well underway. K2 generator has not yet been commenced because of the amount of hull work in the immediate vicinity. General progress on the remainder of the heavy electrical work package is satisfactory. A slight problem is being experienced with the provision of power for electronics because of the modifications being undertaken to the fuse panels.

12. The 4.5 inch gun turret is nearing completion and no problems are envisaged. The A/S mortar MK10 has been refitted by Ship's staff and is now ready for power.

13. The effect of strikes and the overtime ban by the ETU is not yet clear, but it is almost certain to delay the completion of wiring and cabling within the ship.

GENERAL

14. Further prolonged industrial action by the ETU is certain to extend the newly promulgated refit completion date of 31st October. The precise effects of the ETU dispute are not yet clear but, although the ship should undock on time, it would appear that delays to basin trials and weapon setting to work are inevitable.

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RESTRICTED

- 3 -

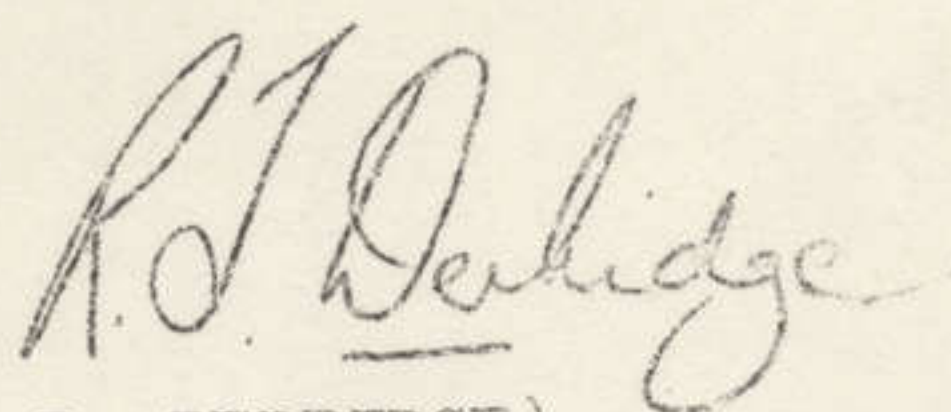
15. With the foregoing in mind it is well to consider now that reprogramming of the ship's post refit trials may soon become a necessity. Any further delays to the already tight schedule will markedly reduce the chances of completing all trials before the Christmas break. A period of weeks in the New Year may be required to complete Ikara SQT1 and SQT2 and any other outstanding trials. Advice will be forwarded as the situation clarifies.

16. Despite some evident disenchantment with life in refit, conduct and morale remain good, and the health of the Ship's Company is excellent.

I have the honour to be

Sir,

Your obedient servant



(R.T. DERBIDGE)
Lieutenant Commander R.A.N.
COMMANDING OFFICER

RESTRICTED

RESTRICTED

Annex A to HMAS STUART
letter 1.16.1. dated

1 AUG 1975

STEAMING DETAILS

Distance steamed during the month	Nil
Hours underway during the month	Nil
Distance steamed since commissioning	362,271.8
Hours underway since commissioning	25,925.56/60
Occasions for exceeding fast routing speed	Nil

RESTRICTED

RESTRICTED

Annex B to HMAS STUART
Letter 1.16.1. dated

1 AUG 1975

EXERCISE DETAILS

NBCD

1 - 31st Daily Fire Exercises.

COMMUNICATIONS

1 - 31st Manning Dockyard Commcn.

RESTRICTED

Annex C to HMAS STUART
letter 1.16.1. dated

1 AUG 1975

ASW WEAPON FIRINGS

NIL

DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO

INTERIM FORM ONLY - JUNE 1974

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1

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER

Douglas

ORIGINAL/COPY _____

DUPLICATE COPY MADE _____

DATE OPENED 22 Aug 19 75

REGISTRATION

SECURITY CLASSIFICATION

<i>Restricted.</i>

TITLE HMAS STUART - Report of Proceedings
- July 1975

REGISTRATION NUMBER N428/3/1042.

MARK TO ASRP-N (A-W-06)

CANCEL FILE NUMBER _____ VIDE THIS FILE AND INFORM
FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER _____

CROSS REFERENCE THIS FILE WITH FILE/S _____

SUBJECT INDEX

POSTING	PRECIS

NAME INDEX

HEADING	PRECIS
<u>HMAS Stuart</u>	<u>ala</u>

ALTER FILE NUMBER ON LOGGING CARD FOR Focat

LETTER DATED 20 Aug 19 75 REFERENCE NUMBER AF. 1.16.52

RESTRICTED

HMAS STUART
at Williamstown

1st September, 1975

The Flag Officer Commanding,
H.M. Australian Fleet.

For Information: The Commander, Third Australian
Destroyer Squadron.

HMAS STUART - REPORT OF PROCEEDINGS FOR THE MONTH
OF AUGUST, 1975

Sir,

I have the honour to report the proceedings of HMAS STUART under my command for the month of August, 1975. Times throughout are Zone Kilo (-10).

2. STUART remained docked down in Williamstown Naval Dockyard throughout August while the 1975 refit was progressed. Industrial unrest in the dockyard continues and places the refit completion date of 31st October, 1975 in jeopardy.

3. The industrial unrest is primarily a by-product of union demands over pay and conditions, and not a result of any confrontation with the ship. Relations with the dockyard at all levels remain congenial. No effort is spared to foster the sound system of liaison between ship's officers and dockyard managerial staff initiated at the start of refit. Of concern at this stage of the refit is an upsurge in occurrences of apparent malicious break-ins to locked compartments such as officers' cabins. Some of the break-ins have been associated with instances of petty theft, confined so far to minor items of stores, tools and some private articles. The intention seems to be one of deliberate nuisance value; almost as if the ship was being urged to over-reaction. An increased system of vigilance and security rounds has been introduced to combat the situation, and the problem has been discussed informally with the General Manager Williamstown Naval Dockyard (Commodore P.G. Elliott RAN) the Naval Police and your Security Officer.

4. I proceeded on two weeks seasonal leave from 4th to 17th August, 1975. On 6th August, 1975 I attended the official cocktail party hosted by you, Sir, and the Captain and Officers of HMAS VAMPIRE (Captain G. McC. Jude RAN) berthed at Station Pier. STUART hosted visits during the month by parties from various schools and institutions. These included students from the Footscray Technical College on 20th August, 1975 and sea cadets from T.S. LATROBE and T.S. VOYAGER on 24th August, 1975. Commonwealth auditors visited the ship during August, remaining for two weeks while overseeing the administration of the Supply Department.

5. Pre-Work Up Training (PWT) commenced in August and will continue in earnest through to the end of September, 1975. This opportunity to refresh professional knowledge (although depleting the work force available for ship husbandry and departmental work) will have the added advantage of stimulating those hands wearied by five months of refit routine.

RESTRICTED



RESTRICTED

MARINE ENGINEERING DEPARTMENT

6. Ships Staff work in the boiler room is progressing well. To alleviate the congestion in the vicinity of 'K' Turbo Alternator (TA) and the boilers (due to dockyard personnel working in the same areas), Ships staff worked in the area at night. Consequently, the long delayed repairs to 'K' TA have now been completed and this unit is now in dockyard hands undergoing the required planned maintenance routines.

7. Dockyard work is now almost complete in the F and G strake and evaporator seat area and electricians are at present completing the replacement of cabling. Large areas of deckhead above the boiler room are still awaiting renewal.

8. The starboard superheater has been water pressure tested to the specified 825p.s.i. The port superheater has yet to be tested above 150p.s.i. The retubing of both boilers, already slightly behind schedule, has been further delayed by industrial disputes, with the result that boiler water pressure tests are approximately one week behind programme; the date now being the 8th September. This would affect the raising steam date (29th September, 1975).

9. Work in the engine room is progressing satisfactorily but delays in the supply of stores have caused disruption to the schedules of several items of equipment. A visit to the Randwick stores complex by the ship's Marine Engineer Officer has alleviated this problem somewhat but some areas are still affected.

10. Hull defects in the air-conditioning space are now complete and fitting out of this compartment is in hand. Both air conditioning units have been resited and are being prepared for trials by the contractors. The major area of concern in the hull section, is the large amount of deck repair still requiring attention and new areas of corrosion continue to be discovered.

11. Cleaning of air conditioning trunking is nearly complete. The trunking should be serviceable by the first week in September. The replacement of anchors and cables will take place as soon as ships staff complete the preparation of the cable lockers.

12. The sandblasting of the hull has been delayed by industrial action but it is at present on schedule due to good progress in the earlier stages. Further delays could affect the planned undocking date of 13th September.

WEAPONS ELECTRICAL

13. All electrical work is proceeding satisfactorily within the constraints of recent industrial action. A large number of equipment items have been returned to the ship during August viz. the IKARA launcher, Seacat director, 978 & 293 aerials, a number of AJE aerials, and the UA8/9 aerials.

14. The Ikara handling system has been set to work and the test missile is onboard, as are seacat drill and servicing missiles. MRS3 electronics are at present being set to work. Progress with the MCS10 has been good and ships staff are commencing tuning of the system.

15. Industrial action has applied a general brake to electrical progress and the present strike by the Storemen and Packers Union will undoubtedly affect the timely supply of stores items required for refurbishment of equipment prior to setting to work. Delays caused to deckhead repairs above the boiler room will also affect rewiring in this area.

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GENERAL

16. With two months to go until the planned refit completion date is reached, the work programme remains critical in various areas, largely because of industrial turmoil. The dockyard are working a seven day week at present with five days of overtime. Notwithstanding this effort, there remains a very real possibility that STUART's completion date could be further extended in view of the current industrial climate. No decision will be made on promulgating a possible new completion date at this stage as dockyard middle management are still being directed to work towards the date of 31st October.

17. In the light of this uncertainty, no proposed changes to the post refit trials programme are intended at this stage. Nevertheless, doubt exists that the current trials programme will hold and alternatives to the programme are under consideration.

18. The health of the Ships Company is sound and general conduct remains good. As indicated earlier, the PWT programme should alleviate any loss of morale induced by the lengthy tenure of the ship in dockyard hands.

I have the honour to be

Sir,

Your obedient servant



(R.T. DERBIDGE)
Lieutenant Commander RAN
COMMANDING OFFICER

RESTRICTED

RESTRICTED

Annex A to HMAS STUART
letter 1/16/1 dated

- 1 SEP 1975

STEAMING DETAILS

Distance steamed during the month	Nil
Hours underway during the month	Nil
Distance steamed since commissioning	362,271.8
Hours underway since commissioning	25,925.56/60
Occasions for exceeding fast routing speed	Nil

RESTRICTED

RESTRICTED

Annex B to HMAS STUART
letter 1/16/1 dated

F1 SEP 1975

EXERCISE DETAILS

NBCD

1 - 31st Daily Fire Exercises.

COMMUNICATIONS

1 - 31st Manning Dockyard Commcen.

RESTRICTED

RESTRICTED

Annex C to HMAS STUART
letter 1/16/1 dated

- 1 SEP 1975

ASW WEAPON FIRINGS

NIL

RESTRICTED

DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO

INTERIM FORM ONLY - JUNE 1974

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1

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER

Douglas

ORIGINAL/COPY _____

DUPLICATE COPY MADE _____

DATE OPENED 24 Sept 1975

REGISTRATION

SECURITY CLASSIFICATION

Restricted.

TITLE HMAS STUART - Report of
Proceedings - Aug. 1975

REGISTRATION NUMBER N42813 / 1090.

MARK TO ASRP-N(A)

CANCEL FILE NUMBER _____ VIDE THIS FILE AND INFORM
FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER

CLOSE FILE NUMBER _____

CROSS REFERENCE THIS FILE WITH FILE/S _____

SUBJECT INDEX

POSTING

PRECIS

NAME INDEX

HEADING

Stuart

PRECIS

ala

ALTER FILE NUMBER ON LOGGING CARD FOR Focat.

LETTER DATED 22 Sept 1975 REFERENCE NUMBER AF1-16-52

RESTRICTED

HMAS STUART,
at Williamstown.

2nd October, 1975

The Flag Officer Commanding,
H.M. Australian Fleet.



For information: The Commander,
Third Australian Destroyer Squadron.

HMAS STUART - REPORT OF PROCEEDINGS FOR THE MONTH
OF SEPTEMBER, 1975

Sir,

1. I have the honour to report the proceedings of HMAS STUART under my command for the month of September, 1975. Times throughout are Zone Kilo (-10).
2. Throughout September STUART remained in dockyard hands, gradually assuming a more warship like appearance as the month closed. Aerials and weapon systems reappeared on the upper deck, masts and pedestals, and dockyard scaffolding and other temporary paraphernalia were removed. The interior of the ship also improved as tiling of decks was progressed and messes were prepared for re-occupation by the Ship's Company in October. Much work remains to be accomplished, however before STUART is restored to an acceptable fleet standard internally and externally.
3. Preparations for undocking commenced on 12th September and the dock was flooded that same day for the first time since May. A leak was detected in the main circulating inlet to the starboard engine, resulting in pumping out of the dock in order to effect repairs. The leak was rectified overnight and re-flooding of the dock commenced at 0600 on Saturday 13th September. When the ship was clear of blocks a successful tilt test was conducted and completed by mid-day. The caisson was removed at 1300 and STUART was then cold moved with the aid of a pilot and three tugs to her current berth, port side to, East Dock Pier. The move was completed at 1408. Once STUART was secured, HMAS PARRAMATTA (Lieutenant Commander R.N. Partington, RAN) was cold moved from West Dock Pier into Alfred Graving Dock.
4. A large percentage of the Ship's Company and most of the officers were absent from the ship for varying periods during the month attending pre-work up training (PWT) and command team training (CTT) at HMAS CERBERUS and HMAS WATSON. The standard displayed on the various training courses was satisfactory and this augers well for the future. The pre-course reading and CTT syllabus requirements were quite comprehensive and demanding and much value was obtained by the Ship's Team. It is unfortunate that the full capabilities of the tactical trainer building (not yet fully operational) at HMAS WATSON were not available to STUART. It is hoped that STUART's Command Team may be able to take advantage of some refresher training in the operational models and command cubicles of the TTB at WATSON prior to work-up in 1976.

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- 2 -

5. The spate of break-ins and associated malicious damage to compartments featured in STUART's August report seems to have ceased. There were no incidents of this nature during September, which can be attributed perhaps to the enhanced security measures implemented last month.

6. Sunday 28th September, 1975 marked the opening of Navy Week celebrations and fixtures in Victoria. I attended an official reception at HMAS LONSDALE on 30th September to celebrate Navy Week hosted by the Naval Officer-in-Charge, Victoria (Commodore B.S. MURRAY, RAN). The reception ended with the Victoria naval band and guard from HMAS CERBERUS performing the ceremony of Beat Retreat.

MARINE ENGINEERING

7. All mechanical and hull work is presently on schedule and the assessed completion date remains the 31st October. A very tight programme of tests and trials, culminating in a full basin trial must be adhered to if this date is to be realized.

8. Refitting and planned maintenance of main engines and most auxiliary machinery is almost complete. Diesel generator trials are scheduled for the first week in October and setting to work of refrigeration and air conditioning machinery has commenced.

9. Retubing of both boilers is complete and initial pressure testing is to commence during the first week of October. The rebricking of both furnaces is at present in hand.

WEAPONS ELECTRICAL ENGINEERING

10. Work on all aspects of the electrical defect list has progressed satisfactorily during September. The MRS3 system is at present being set to work by the dockyard, as is the 4.5" turret. Ship's Staff are assisting in these areas when required. A preliminary inspection of the turret by RANTAU revealed some minor faults but these have been rectified.

11. The replacement and setting to work of the IKARA system is continuing. A minor leakage problem in the cooling pumps of this system has now been rectified and the scheduled programme has suffered no delays as a result. The magazine and handling room are fully restored and at present being set to work.

12. Ship's Staff have completed the refurbishment of the Mortar Mk 10 system and associated off mounting equipment. Setting to work should commence in early October. All Hull outfits have been completed and successfully passed watertight tests. The sonar 177 transducer has had to be removed, however, due to a faulty strip, but this should be rectified by the first week in October. The 162 hull units have been removed. All diesel generators have been completed from an electrical viewpoint and setting to work is expected to commence on C2 diesel generator forthwith. Work on L and K turbo generators is also nearing completion.

14. Radar and communications systems are proceeding smoothly and no problems are envisaged with setting to work and trials at this stage.

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RESTRICTED

- 3 -

GENERAL

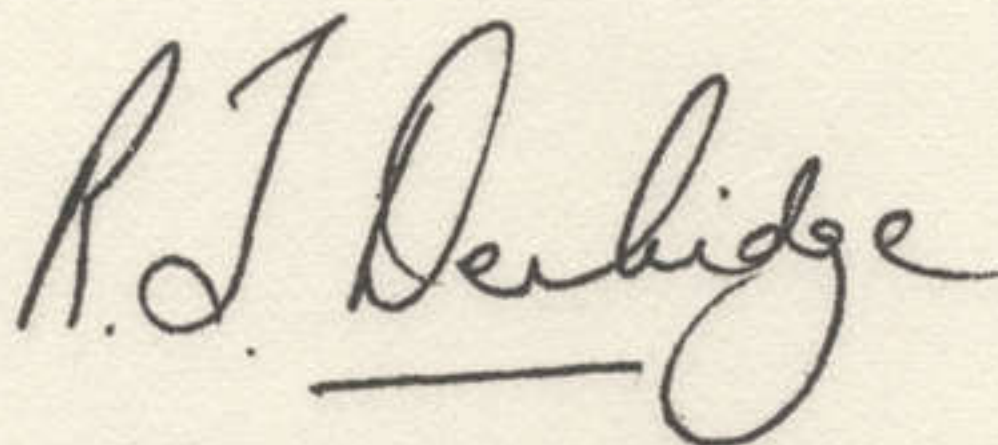
15. Refit progress during September has been satisfactory. The back log of work caused by industrial turmoil earlier in the refit has largely been overcome due to the overtime worked consistently by the dockyard. The primary area of concern is the extremely tight schedule to be maintained to raise steam and still meet the refit completion date of 31st October. Nevertheless, optimism runs high at present that the ship will successfully complete refit, and the majority of post refit trials, in time to return to Sydney and the Fleet prior to the Christmas break.

16. The health and morale of the Ship's Company remains good. A conditions of service presentation by the Personnel Liaison Team to the entire Ship's Company on 30th September was well received. Items addressed were the DFRDB Scheme, Removals Naval Housing, Salary and Allowances, Sailors Postings and Re-Engagement Policy, followed by a questions and answers session. The conduct of the Ship's Company is satisfactory.

I have the honour to be

Sir,

Your obedient servant



(R.T. DERBIDGE)
Lieutenant Commander, RAN
COMMANDING OFFICER

Annex A
B
C

RESTRICTED

RESTRICTED

Annex A to HMAS STUART
letter 1/16/1 dated

STEAMING DETAILS

Distance steamed during the month	Nil
Hours underway during the month	Nil
Distance steamed since commissioning	362,271.8
Hours underway since commissioning	25,925.56/60
Occasions for exceeding fast routing speed	Nil

RESTRICTED

RESTRICTED

Annex B to HMAS STUART
letter 1/16/1 dated

EXERCISE DETAILS

NBCD

1 - 31st Daily Fire Exercises.

COMMUNICATIONS

1 - 31st Manning Dockyard Commcn.

RESTRICTED

Annex C to HMAS STUART
letter 1/16/1 dated

RESTRICTED

ASW WEAPON FIRINGS

NIL

RESTRICTED

DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO

INTERIM FORM ONLY - JUNE 1974

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1

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER

R. Jeffery

ORIGINAL/COPY _____
 DUPLICATE COPY MADE _____
 DATE OPENED 27. 10 19 75

REGISTRATION

SECURITY CLASSIFICATION

TITLE HMAS Stuart - Report of Proceedings
September 1975.

REGISTRATION NUMBER N428-3-1155

MARK TO ASRP-N (A)

CANCEL FILE NUMBER _____ VIDE THIS FILE AND INFORM
 FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER _____

CROSS REFERENCE THIS FILE WITH FILE/S _____

SUBJECT INDEX

POSTING R 22. 4. PRECIS A/A.

NAME INDEX

HEADING HMAS Stuart PRECIS A/A.

ALTER FILE NUMBER ON LOGGING CARD FOR FOCAF.
 LETTER DATED 22. 10 1975 REFERENCE NUMBER 1/16/52.

4 Copies

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In reply
quote: 1/16/1

H.M.A.S. STUART,
at Williamstown.
27th October, 1975

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

For Information: The Commander,
Third Australian Destroyer Squadron.

H.M.A.S. STUART - REPORT OF PROCEEDINGS FOR
THE PERIOD 1 - 27 OCTOBER, 1975

Sir,

I have the honour to report the proceedings of H.M.A.S. STUART, under my command for the month ending 27th October, 1975. Times throughout were Zone Kilo (-10) until 0200 on 26th October, when clocks were advanced one hour to Zone Lima (-11) to accord with Daylight Saving.

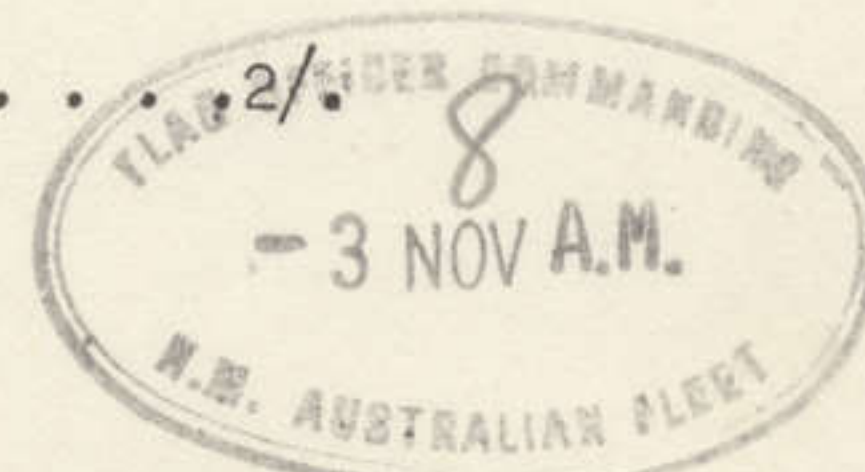
2. STUART spent her last scheduled month of the 1975 refit alongside East Dock Pier, Williamstown Naval Dockyard. During the month, dockyard work items and planned maintenance routines were progressively completed and the setting-to-work of weapons and associated systems continued satisfactorily. Setting-to-work and trials of major mechanical items commenced, but lagged behind schedule for various reasons discussed in detail in the engineering sections of this report.

3. The scheduled refit completion date remains 31st October, 1975, and it is planned that the ship sails for the commencement of post refit trials at 1600 that same day. Because of the factors mentioned in the engineering sections of this report, the intended sailing date may not be met.

4. The ship was declared 'habitable' on 13th October and the Ship's Company re-occupied the messdecks the following day after six months of temporary accommodation at the Midway Hostel, Maribyrnong. From this date ship husbandry progressed at a faster rate, enabling the removal by the end of the month of much of the rubbish and grime accumulated during the long months of refit. Considerable effort and long hours have been expended by the Ship's Company in this area during October to restore the ship's appearance, and much more remains to be done. Emerging from a refit is an unenviable task.

5. Scheduled Pre-Work Up Training was completed during the month and included a one day practical fire fighting course at H.M.A.S. CERBERUS for the majority of officers and sailors. The remainder will carry out the fire fighting course in November during the harbour trials week. Practical first aid training for the Ship's Company is planned during the forthcoming December/January self maintenance period in Sydney prior to Work Up.

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- 2 -

6. The ship acted as a target for underwater and surface swimmer attacks on the night of 12th October by members of No. 2 Commando Company (Army) based at Williamstown. Previously during the day, the commandos were taken on a tour of the dockyard and an inspection of the underwater profile of a warship in drydock, namely H.M.A.S. PARRAMATTA (Commander G.W. FURLONG, RAN) in the Alfred Graving Dock.

7. The Survey Hazard and Inspection Team met formally during the month (21st October) to review the safety organisation for the ship on completion of refit. A hazard survey was carried out between decks on 24th October which revealed a number of small areas requiring remedial action.

8. The Second Beaumaris Sea Scout Troop visited STUART on 4th October but few of these youngsters would have been enthralled by the ship's material condition and appearance at that time. Lieutenant G.C. BISCOE, RAN, represented me at the official wreath laying ceremony held at Melbourne's Shrine of Remembrance on 5th October. The associated service marked the closure of Navy Week, 1975, in Victoria. I joined my officers in the Wardroom in a traditional toast to the immortal memory of Lord Horatio NELSON marking the anniversary of the Battle of Trafalgar.

9. I relinquished command of STUART at 0920 on 27th October when relieved by Commander C.M.G. HOLE, RAN.

WEAPONS ELECTRICAL ENGINEERING

10. Work has been progressed in all areas, and during the month a number of trials have been commenced and completed. The ship has accepted:

- (a) Hull Outfits 5, 15 and 20
- (b) Transducer for the 162M
- (c) K1 Diesel Alternator.

11. Radio HATS have been completed and, with the exception of a KG14 and a 689 Tx-Rx, were successful. Radar HATS continue, with a number of deficiencies still apparent. The 293 Amplidyne coupling bushes have had to be renewed and the set re-aligned due to excessive noise and vibration.

12. REDEF 7/75 was raised to have one of the 40 ton submersible pumps rewound. This is being progressed by contractual effort. The dockyard, regrettably, does not have the capacity (or the finance) to re-assemble the motor and, since the causative problem lies with the carbon seals on the shafting, it will be up to ship's staff to ensure that water-tightness will be achieved.

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RESTRICTED

RESTRICTED

- 3 -

13. Generator trials have been delayed as follows:
- (a) C1 Diesel delayed by piston replacement
 - (b) C2 Diesel delayed by exhaust overheating
 - (c) L Turbo delayed by broken lube oil pump and damaged thrust collar
 - (d) K2 Turbo delayed by ineffective oil pump.

The delay in these trials may prevent the ship from sailing on 31st October, 1975. Trials will continue as machines become available. Because of the 'ad hoc' nature of this arrangement, machines will be accepted by ship's staff rather than RANTAU.

14. Setting to work and trials of weapons systems continue satisfactorily and no excessive delays are being experienced.

MARINE ENGINEERING

15. All dockyard work was completed during the period under report and setting-to-work commenced. To date, the following machines have been successfully trialed:

- a. both main boiler safety valves
- b. both turbo-driven forced draught fans
- c. reciprocating auxiliary feed pump
- d. both FFO pumps
- e. port main extraction pump
- f. de-aerator extraction pump
- g. both main circulating pumps
- h. K1 diesel generator.

16. Load trials on C2 diesel generator have revealed an overheating problem in the exhaust system when the generator is subject to full load. Ship's staff were unable to locate the cause and the investigation was taken over by dockyard. To date, dockyard have also been unsuccessful.

17. When starting L1 turbo alternator for trials, the lube oil pump failed. On opening up for investigation, the turbine thrust collar was found to be scored, in addition to the lube pump defect. Dockyard estimate three to five weeks will be necessary to make good all defects. L2 turbo alternator has been run, but the lube pump discharge pressure was low. Dockyard are refitting the pump again.

18. The main engine turbo driven forced lube pump has been run, and a leak in the turbine casing detected. Dockyard propose welding the hole. The main feed pump has been run up, and a pin hole found in the after first stage pump casing. The after gland was found to be overheating. Dockyard are rectifying these defects.

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RESTRICTED

- 4 -

GENERAL

19. The month of October has been a time of feverish activity for the Ship's Company and the task of restoring the ship to Fleet standards has been willingly accepted. There is a very evident desire by all to complete the refit and trials period as scheduled and to return to Sydney and the Fleet without further delay.

20. It is considered that STUART has been fortunate to receive a good refit, and in a timely manner. This has been achieved largely in consequence of a sound and congenial liaison at all levels with the dockyard, which reciprocated in kind. It is now apparent that the lines of communications and feedback established with the dockyard at the commencement of refit, and fostered throughout, have served the ship well.

21. The Report of Proceedings for the month of November will embody the final week of October. The health of the Ship's Company is sound, morale is high and conduct during October has been good.

I have the honour to be

Sir,

Your obedient servant



(R.T. DERBIDGE)
Lieutenant Commander RAN
COMMANDING OFFICER.

Annex A
B
C

RESTRICTED

RESTRICTED

Annex A to H.M.A.S. STUART
letter 1/16/1 dated
27th October, 1975.

STEAMING DETAILS

Distance steamed during the month	Nil
Hours underway during the month	Nil
Distance steamed since commissioning	362,271.8
Hours underway since commissioning	25,925.56/60
Occasions for exceeding fast routing speed	Nil

RESTRICTED

RESTRICTED

Annex B to H.M.A.S. STUART
letter 1/16/1 dated
27th October, 1975.

EXERCISE DETAILS

NBCD

1 - 27th Daily Fire Exercises

COMMUNICATIONS

1 - 27th Manning Dockyard Comcen.

RESTRICTED

RESTRICTED

Annex C to H.M.A.S. STUART
letter 1/16/1 dated
27th October, 1975.

ASW WEAPON FIRINGS

NIL

RESTRICTED

DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO

INTERIM FORM ONLY - JUNE 1974

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1

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER ITALIANO

ORIGINAL/COPY _____
 DUPLICATE COPY MADE _____
 DATE OPENED 17-11-1975

REGISTRATION

SECURITY CLASSIFICATION

RESTRICTED

TITLE HMAS STUART - REPORT OF PROCEEDINGS
OCT. 175

REGISTRATION NUMBER N 428/3/1192
 MARK TO ASRP-N (Bldg A)

CANCEL FILE NUMBER _____ VIDE THIS FILE AND INFORM
 FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER

CLOSE FILE NUMBER _____

CROSS REFERENCE THIS FILE WITH FILE/S _____

SUBJECT INDEX

POSTING	PRECIS
<u>R24.2</u>	<u>as title</u>

NAME INDEX

HEADING	PRECIS
<u>HMAS STUART</u>	<u>as title</u>

ALTER FILE NUMBER ON LOGGING CARD FOR FOCAF
 LETTER DATED 13-11-1975 REFERENCE NUMBER 1/16/52

RESTRICTED

In reply
quote: 1/16/1

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

1st December, 1975.

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

For Informations: The Commander,
Third Australian Destroyer Squadron.

H.M.A.S. STUART - REPORT OF PROCEEDINGS FOR THE PERIOD
27 OCTOBER - 30 NOVEMBER, 1975

Sir,

I have the honour to report the proceedings of H.M.A.S. STUART, under my command for the period 27th October, 1975, to 30 November, 1975. Times throughout are Zone Lima (-11).

2. I assumed command of H.M.A.S. STUART at 0920 on Monday, 27th October, 1975. Subsequently at 1015, I called on The Works Manager, Williamstown Naval Dockyard, Mr. A.C. MILLER MBE (the General Manager being absent on leave), and received a briefing on the current state of the ship's refit. I also called on The Naval Officer in Charge, Victoria, Commodore B.S. MURRAY RAN at 1130 on Tuesday, 28th October, and attended an official reception at Government House on Monday, 3rd November, 1975. The latter was considered to be a call paid and returned as were the results of overtures to the Premier and Lord Mayor. Full details of social events are given in Annex D.

3. Post Refit Inspections by your staff, Sir, were programmed to be completed by Friday, 31st October, 1975, but because of financial restraints in force at the time and generator trials delays discussed below, these inspections were conducted by technical officers and their staffs from H.M.A.S. CERBERUS during the period 18th - 21st November, 1975. The Post Refit Conference was held in the Dockyard at 1030 on Thursday, 20th November and was attended by representatives from Navy Office, COMAUSFLT, ship's staff and dockyard managerial staff.

4. Despite a firm effort to adhere to the planned sailing date of Friday, 31st October, 1975, for the post refit trials, generator failures during trials precluded this. (GMWD signals KNA/DUT/DUI 300430Z October and 070006Z November, 1975 refer). Consequently, the refit was extended by three weeks to facilitate the necessary repairs and trialling of sufficient generators to enable the ship to proceed to sea with safety on Monday, 24th November, 1975. The nature of these defects is outlined in brief in the technical body of this report (a detailed report being forwarded under STUART letter 53/5/2 of 18th November, 1975).



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- 2 -

5. The extra time afforded by this extension to the refit was used profitably by all departments to further ensure that the ship was ready in all respects to proceed to sea after eight months in refit. Thus evolutions and drills were practiced daily during the dogwatches in the final week. As was to be expected, these drills revealed many minor discrepancies in the ship's organization which were rectified prior to sailing. The opportunity was also taken to train officers of the watch and communication sailors in the Fleetwork Trainer, and progress firefighting training at CERBERUS during this period.

6. The revised sailing date of Monday, 24th November, 1975, was placed in jeopardy, when during the preceding weekend, problems were encountered with the operation of boiler safety valves and the saturated steam range safety valve. Maximum effort and excellent co-operation from H.M.A.S. PARRAMATTA and the Dockyard Mechanical Division, resulted in these defects being rectified, and the ship's promulgated sailing time was delayed only two and a half hours.

7. STUART cast off from East Dock Pier at 1106 on Monday, 24th November, 1975, and proceeded to Port Phillip Bay to commence the Post Refit Trials period. During the first week, beam pattern checks for sonar 170 were conducted, trials were completed on the newly fitted lightweight anchor, and communications trials and Ikara SQT One were carried out. On 26th and 27th November, the ship proceeded into Bass Strait to carry out Electronic Warfare SAT off West Head Gunnery Range and Gun Functioning Trials in the designated area. No delays or defects were experienced and these trials were considered to be successful despite rough weather during the first day in Bass Strait. LWO2 VCDs and IFF/SIF checks were also conducted during the period with the aid of a P3b ORION aircraft from RAAF Edinburgh.

8. STUART completed the first week's daily trials running and berthed starboard side to West Dock Pier at 1930 on Thursday, 27th November, 1975, where she remained until the end of November. In this period, the trials team from RANTAU completed the Gunnery HAT.

9. The ship's Hazard Survey and Inspection Team met during the period and a survey of the upper deck was carried out on Friday, 28th November, 1975. Minor areas were noted for attention as a result of the survey. The Welfare Committee also met on two occasions during November to discuss matters relating to the completion of the refit and the necessary adjustments needed to bring the ship back to an acceptable standard. The ships company was also lectured on security matters during the period.

MARINE ENGINEERING

10. The Dockyard progressed repairs to ship's generators during the period to the extent that with K1 diesel generator already accepted, L turbo alternator and C1 diesel generator were successfully trialled and the ship considered safe to proceed to sea on Monday, 24th November, 1975. C2 diesel generator was accepted for emergency use only owing to a 'hunt' which is still present despite numerous governor changes and adjustments. K2 turbo alternator is still being repaired by Dockyard and is expected to be operational by 8th December, 1975.

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11. On Saturday, 22nd November, 1975, whilst steaming auxiliary on the starboard boiler, a safety valve lifted at a drum pressure of 545 lbs and the pressure in the boiler began falling. The valve did not seat until the boiler pressure fell to 180 lbs. Subsequently the boiler was relit, working pressure was successfully regained and auxiliary steaming conditions once more established, but loss of steam was experienced again after an hour of steaming. The port boiler was then lit, but loss of steam occurred when a drum pressure of 505 lbs was obtained. The safety valve did not seat.

12. Both boilers were then shut down and all actuator valves inspected. One valve lid from the port boiler was found to be one sixteenth of an inch undersize in diameter, and would not cover the valve seat when moved across to the extremity of the clearance in the valve stem guide. This valve was replaced with one from PARRAMATTA. The remaining valves however were found to be in good working order as was one pilot valve which was inspected.

13. Safety valves were 'floated' and the starboard boiler brought on load. Loss of steam was once more experienced, but at this time the pressure in the saturated steam range was observed to be 130 lbs and inspection of the range safety valve showed it to be unloading. The starboard saturated range reducing valve was then dismantled and found to be stiff in its action. All working parts were polished, the valve was reassembled, and the starboard boiler brought on load successfully. Both unloader valves remained seated as pressure was raised in the port boiler.

14. While at sea on Wednesday, 26th November, 1975, an excessive leak of NeoX lubricating oil developed at the port inner stern gland. Investigation revealed that the gap in way of the periferal springs was three quarters of an inch. Tension on the springs was increased to reduce the gap to five eights of an inch and the leak was halted.

15. All remaining machinery has been operating satisfactorily, and machinery trials are progressing well.

WEAPONS ELECTRICAL

16. The decision to extend the refit by three weeks was made because of the generator state on Monday, 3rd November, 1975, K1 being the only machine in an acceptable state. C1 diesel generator had been run by this time as had K2 turbo alternator however, C1 cracked a block and K2 suffered a damaged thrust collar during trials. Moreover, when C2 diesel generator was eventually run up, it was found to 'hunt' and therefore passed to the Dockyard for necessary repairs (GMWD signal KNA/DUT/DUI 250410Z November, 1975, and STUART signal KNA/DUT/DUI 302257Z November, 1975, refer).

17. L1 turbo alternator was run again on Tuesday, 18th November, 1975, following repairs to the rotor assembly and it was post accepted a day later. C1 diesel generator was completed and accepted on Sunday, 23rd November, K2 turbo alternator however has not yet been completed but is expected to be back in service by Monday, 8th December, 1975.

18. Numerous defects found in the MRS3 electronics and in the turret caused the RANTAU trials team to delay progression of the gunnery HAT on Friday, 21st November, until the dockyard could present the equipment in a satisfactory state. This was achieved by Friday, 28th November, without detriment to the trials programme.

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19. Sonar and MCS 10 trials are progressing satisfactorily with all minor sonar trials having been completed. The GWS F1 SQT 1 has also been completed satisfactorily, as have all communications HATS.

GENERAL

20. November, 1975, initially began as a frustrating month for the ship because of the continued setbacks caused by generator trials failures. However when the ship did get to sea and start trials, progress picked up markedly and it is anticipated that by return to Sydney in mid December, 1975, the ship will have caught up any delays and have resumed her promulgated programme.

21. The health and morale of the ship's company is high and conduct remains good. The material state of the ship is improving rapidly.

I have the honour to be

Sir,

Your obedient servant.



(C.M.G. HOLE)
COMMANDER R.A.N.,
COMMANDING OFFICER.

Annex A
B
C
D

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Annex A to H.M.A.S. STUART
letter 1/16/1 dated
1st December, 1975.

STEAMING DETAILS

Distance steamed during the month 383.3
Hours underway during the month 34.5
Distance steamed since commissioning 362,655.1
Hours underway since commissioning 25,960.26/60
Occasions for exceeding fast routing speed:

<u>Date</u>	<u>Speed</u>	<u>Hours</u>	<u>Remarks</u>
26th November, 1975	21	1.25	Passage to meet trials requirements.
26th November, 1975	18	1.25	Passage to meet trials requirements.
27th November, 1975	20	1.1	Passage to meet trials requirements.

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Annex B to H.M.A.S. STUART
letter 1/16/1 dated
1st December, 1975.

EXERCISE DETAILS

SEAMANSHIP AND NAVIGATION

Steering Breakdown	5
Gyro Failure	1

COMMUNICATIONS

FRX	4
SMX	2
TTX	16
MMX	2
NAVCOMEX 403	2
204	2

GUNNERY

Muster Landing Party	1
Muster Boarding Party	1

A.S.W.

Nil

N.B.C.D.

Action Stations	1
Leaving Ship Stations	1
Emergency Stations	1
Shelter Stations	1

DIVING

Half Necklace Search	1
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Annex C to H.M.A.S. STUART
letter 1/16/1 dated
1st December, 1975.

ASW WEAPON FIRINGS

NIL

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Annex D to H.M.A.S. STUART
letter 1/16/1 dated
1st December, 1975.

SOCIAL EVENTS

1. CALLS PAID/EVENTS ATTENDED

Monday 27th October	1015	- Call on The Works Manager, Williamstown Naval Dockyard (Mr. A.C. MILLER MBE).
Tuesday 28th October	1130	- Call on The Naval Officer in Charge, Victoria (Commodore B.S. MURRAY RAN)
Friday 31st October	1830	- Attended official cocktail party in H.M.A.S. DERWENT
Monday 3rd November	1830	- Attended an official reception at Government House, Melbourne.
Wednesday 5th November	1230	- Attended luncheon given by the outgoing Naval Officer in Charge, Victoria (Commodore B.S. MURRAY RAN)
Thursday 6th November	0900	- Call on the outgoing and incoming General Managers, Williamstown Naval Dockyard (Commodores P.G. ELLIOTT RAN and G.A. BENNETT OBE RAN)
Friday 28th November	1200	- Attended luncheon at H.M.A.S. LONSDALE

2. CALLS RECEIVED/EVENTS HELD

Thursday 30th October	1200	- Luncheon onboard attended by Commodore B.S. MURRAY RAN, Lieutenant Commander R.N. PARTINGTON RAN (representing CO H.M.A.S. PARRAMATTA) and the ship's Executive Officer
Monday 17th November	1930	- Dinner party onboard attended by The Naval Officer in Charge, Victoria, Commodore D.H.D. SMYTH RAN) Mrs. E. HORTON-LEWIS and Mrs. C.M.G. HOLE
Friday 21st November	1200	- Luncheon onboard attended by the General Manager Williamstown Naval Dockyard (Commodore G.A. BENNETT OBE RAN), The Works Manager, Williamstown Naval Dockyard (Mr. A.C. MILLER MBE), and the Commanding Officer, H.M.A.S. LONSDALE (Commander M.DeV. SALMON RAN)

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Annex D to W.M.A.S. STUART
Letter 1/10/75 dated
1st December, 1975.

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SOCIAL EVENTS

CALLS PARTICIPANTS ATTENDED

- Monday 27th October 1915 - Call on the Works Manager, WILLIAMSON
from Naval Dockyard (Mr. A.C. MILLER
HRB).
- Tuesday 28th October 1130 - Call on the Naval Officer in Charge,
Victoria (Commander R.S. MURRAY RAN)
- Friday 31st October 1830 - Attended official cocktail party in
H.M.A.S. PERTH
- Monday 1st November 1830 - Attended an official reception at
Government House, Melbourne.
- Wednesday 5th November 1230 - Attended luncheon given by the out-
going Naval Officer in Charge,
Victoria (Commander R.S. MURRAY RAN)
- Thursday 6th November 0900 - Call on the outgoing and incoming
General Managers, Williamson Naval
Dockyard (Commander R.S. MURRAY RAN
and G.A. BURNETT OBE RAN)
- Friday 8th November 1800 - Attended luncheon at H.M.A.S. PERTH

CALLS PARTICIPANTS WERE HELD

- Thursday 30th October 1200 - Luncheon aboard attended by Commanders
R.S. MURRAY RAN, Lieutenant Commander
R.H. BURNETT RAN (representing CO
H.M.A.S. PERTH) and the ship's
Executive Officer
- Monday 17th November 1930 - Dinner party aboard attended by the
Naval Officer in Charge, Victoria,
Commander R.S. MURRAY RAN, Mrs. E.
HORTON-Lewis and Mrs. G.M.G. HOLE
- Friday 21st November 1200 - Luncheon aboard attended by the
General Manager Williamson Naval
Dockyard (Commander G.A. BURNETT OBE
RAN), The Works Manager, Williamson
Naval Dockyard (Mr. A.C. MILLER HRB),
and the Commanding Officer, H.M.A.S.
PERTH (Commander M.D.V. BAINBRIDGE RAN)

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File Number

N428	3	1257	
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DETAILS OF INFORMATION
ANALYSIS

Security Classification

<i>Restricted</i>

* NOTE: Please print all entries clearly.

REGISTRATION

Title *HMAS Stuart - Report of Proceedings for the period 27th October - 30th November 1975.*

Mark to *ASRP-N* (Name or Designation) *A.* (Location)

Open File No and inform Movements Section.

Close File No

Cross reference this file with:

SUBJECT INDEX

Posting	Precis	Initials
<i>R24-2</i>	<i>a/a.</i>	

NAME INDEX

Heading	Precis	Initials
<i>HMAS Stuart</i>	<i>a/a.</i>	

LOGGING

Originator	Originator's Reference	Date	Initials
<i>FOCAF</i>	<i>1/16/52.</i>	<i>16, 12, 75</i>	

Information Classifier

K. Jeffrey (Signature) *22, 12, 75.* (Date)

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In reply
quote: 1/16/1

H.M.A.S. STUART,
at Garden Island.

1st January, 1976

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

For Information: The Commander,
Third Australian Destroyer Squadron.

H.M.A.S. STUART REPORT OF PROCEEDINGS FOR THE
MONTH OF DECEMBER, 1975.



Sir,

I have the honour to report the proceedings of H.M.A.S. STUART under my command for the month of December, 1975. Times throughout are Zone Lima (-11).

2. At the start of the month, STUART was berthed starboard side to Westdook Pier, Williamstown Naval Dockyard. At 0815 on Monday 1st December STUART cast off and proceeded to continue the Post Refit Trials Programme in Port Phillip Bay. During this first week, trials were confined to the sea tuning of the MRS3 and sonar systems. These trials were carried out at slow speed in familiar territory and the opportunity was taken to progress the many areas of ship husbandry. Several members of the ships company were also given the opportunity to fly in the Laverton based Macchi aircraft taking part in the MRS3 tuning.

3. STUART sailed for Bass Strait at 0745 on Tuesday 9th December, to complete the final stages of the surface gunnery trials programme, and rendezvoused with H.M.A.S. ARDENT at 1300. Surface tracking of ARDENT's Williams Target was then commenced and on completion of successful tracking runs, surface calibration firings took place. The results achieved however, were considered unsatisfactory by the RANTAU trials team, because of line error and apparent range spread between left and right gun salvos. Consequently it was necessary to use the spare serial programmed on 10th December and the programme was adjusted accordingly.

4. STUART returned to Bass Strait on Wednesday 10th December for further gunnery trials. After a fast transit to the designated firing area, the ship carried out a gun recovery-in-elevation firing at 1130 in preparation for AA tracking and firing serials scheduled later in the afternoon. The recovery firing was completed satisfactorily, and AA tracking of a Macchi aircraft was started at 1200. On completion of successful tracking the AA calibration firing was conducted against a Delmar target towed by an A4G aircraft. Only one firing run was carried out as the Delmar target was destroyed in the first six salvos fired in which six TTBS were scored. This result obviously brought much satisfaction to all the trials personnel who had laboured over the system during the previous weeks. However, due to lack of quantity in the trial, a further AA firing under SAT conditions will be programmed. At 1445,

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STUART again rendezvoused with ARDENT and the Surface Calibration Firing against the Williams Target was conducted. The results achieved this time were considered satisfactory and the ship returned to Williamstown and anchored at 2030 off Gellibrand Pile Light.

5. Throughout the first two weeks of the month, sonar trials proceeded satisfactorily concurrently with gunnery trials. On Thursday 11th December, the final day of gunnery and sonar trials, the day was allocated to final 177 Sea Acceptance Trials and Seacat Sea Qualification Trial 2. Unfortunately, visibility was poor due to a combination of haze and strong sunlight, and the seacat system aimer was unable to visually acquire the Delmar target on any of the four runs carried out. Consequently no missiles were fired and a further SQT firing will be programmed in February, 1976. Sonar trials were completed satisfactorily. STUART berthed port side to Westdock Pier for the final time at 1800 and commenced fuelling in preparation for the passage to Sydney. Fuelling was completed by 1930 and STUART cast off and proceeded at 2000. It was originally intended to carry out the Post Refit Full Power Trial during the passage to Sydney but this was postponed until early 1976 because of mechanical defects discussed in the technical body of this report (my KNH/DXQ 091020Z December 1975 refers). Also, a possible saltwater contamination of the lubricating oil system was suspected at this time (see paragraphs 11 and 12 below) (my DDW 112115Z, 122225Z and 162132Z December 1975 refer).

6. During the passage, I carried out my first full rounds since those conducted on joining. I am pleased to report that the material condition of the ship, both internally and externally, has improved due to the labours of the ships company. There are, however, still many areas which require substantial effort to remove the last traces of an eight month refit. Progress to date is pleasing. Deep Water Trials on the AN/UQN4 and XBT were also satisfactorily completed during passage to Sydney.

7. After an uneventful passage, the ship secured to No. 3 buoy Sydney at 0830 on Saturday 13th December and approximately one third of the ships company proceeded on seasonal leave. STUART remained at No. 3 buoy until Wednesday 17th December. Ammunitioning was completed on Monday 15th December and the ship swung for compass adjustment during the afternoon of Tuesday 16th December.

8. As reported in my message KNA 160250Z December 1975, a main bearing defect which became apparent during the afternoon of Tuesday 16th December necessitated the ship being moved cold to Rose Bay Dolphins on Wednesday 17th December at 0840 to conduct the Mortar Calibration Firing. This trial was completed successfully by 1230, and the ship was then, once again, moved cold to berth port side to on H.M.A.S. YARRA at South East Cruiser Wharf, Garden Island at 1530. The scheduled DG ranging was postponed until 1976 in view of the main bearing defect.

9. STUART remained alongside YARRA until the close of the month, continuing the seasonal leave period and progressing self maintenance. A Christmas Party was held onboard on Saturday 20th December for the families of the ships company and twenty orphans from the Bildura and Royleston Homes, Glebe. Also during the month I attended the dedication ceremony of the old H.M.A.S. STUART Battle Honour Board at the Footscray Naval Association clubrooms on Sunday 7th December, together with a number of the ships company and on Christmas Day attended onboard prior to Christmas lunch.

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10. On Monday 15th December, I called officially on you, Sir; and on Wednesday 17th December the Commander, Third Australian Destroyer Squadron called for an informal walk around whilst the ship was berthed at Rose Bay Dolphins.

MARINE ENGINEERING

11. The Post Refit Full Power Trial scheduled to be carried out on passage to Sydney was cancelled due to the large variations in readings of main steam temperature thermometers and pyrometers. These instruments are being re-calibrated by Garden Island Dockyard (URDEF 2/78 refers). Another factor in the cancellation of the Full Power Trial was the unreliability of the port boiler feed regulator which necessitated blacking out the port boiler on several occasions during trials. It is believed that this defect has now been rectified by the fitting of a new diaphragm.

12. On Thursday 11th December salt water contamination of the main lubricating oil system was detected. Pressure testing of main lube oil coolers and inspection of all other possible sources of ingress of salt water were carried out but the cause could not be established. Sodium Nitrite washing of the system was carried out on passage and a final salinity test of 15 p.p.m. was registered by dockyard laboratory test.

13. Subsequent to the salt water contamination, inspections of main gearing and turbine bearings revealed particulate contamination of the lubricating oil system which, judging from its state, must have been in being for some time (a separate report will be made in accordance with COMAUSFLT DDW/DKC/DFH 190725Z December 1975). A number of whitemetal (and one steel) fragments were found lodged in the flexible coupling spray pipes of the port main engine. The port after turbine bearing was worn and scored while the port forward bearing had a metal particle imbedded in the whitemetal of the bottom half. Both these bearings will be renewed once the lubricating oil system has been proved clear. Flushing of the system with gauzes fitted has been a long and tedious process made more difficult by the number of personnel on seasonal leave. After continually finding paint flakes in the gauzes at each inspection, all filters were opened up and their internal surfaces cleaned. Paint was found to be lifting in areas at one filter and this element was removed for dockyard cleaning and preservation (URDEF 3/78 refers). Once satisfactory inspections of gauzes have been accomplished the system will be emptied of oil and a new charge added after cleaning of the drain tanks.

14. Dockyard trials and survey of C2 Diesel Generator have been carried out (URDEF 1/78 refers). A top overhaul of at least four cylinders is to be carried out by FMU. The general condition of this machine after the recent refit is a cause for concern, particularly in the areas of instrumentation and exhaust lagging. High priority is being given towards rectification of this situation.

WEAPONS ELECTRICAL

15. December has seen the completion of all trials with the exception of the following:

- a. DG ranging
- b. Mortar Sea Check Firing
- c. Ikara SQT2

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- d. Log calibration
- e. Noise ranging
- f. Seacat SQT

16. Successful gunnery trials both in surface and AA modes have been the highlight of the month, although a further AA firing is required to prove effectively the system, as the trial firing, although 100% successful, was conducted at close range and was of short duration as mentioned in paragraph 4 above.

17. The mortar calibration firing has been successfully completed and the results are currently being analysed by RANTAU. The AGMC6 has also been successfully swung. All ship equipment has now been accepted with the exception of C2 Diesel Generator which is currently the subject of investigation by GMGID staff as discussed in paragraph 14 above.

18. Outstanding defects are:
- a. 01J20 5" Centrifugal Supply Fan - INDEF 2/78. It is expected that this will be rectified by a stores transaction.
 - b. LWO2AE Gear Box Oil Seals - INDEF 1/78. This is programmed for dockyard attention in early 1976.

GENERAL

19. December has been generally a satisfying month for STUART. Post Refit Trials are now complete with the exception of those few outlined in paragraph 15 above and these are scheduled for early 1976. With the exception of sections of the ship's engineering machinery, all weapon systems and other ships equipment maintained during the 1975 refit appear to be functioning well and because of this, the ship was able to meet an extremely tight trials programme.

20. At the close of 1975, STUART remained alongside YARRA at the South East Cruiser Wharf undergoing a self maintenance period and preparing for the coming work-up. The health and morale of the ships company remains high and conduct has been good.

I have the honour to be,

Sir,

Your Obedient Servant.

M. J. Stock
(M.J. STOCK)
Lieutenant R.A.N.
for COMMANDING OFFICER
ABSENT ON LEAVE

Annex A
B
C

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Annex A to HMAS STUART
letter 1/16/1 dated
1st January, 1976.

STEAMING DETAILS

Distance steamed during the month 1,546.4
Hours underway during the month 126.9
Distance steamed since commissioning 364,201.5
Hours underway since commissioning 26,087 ²⁰/₆₀
Occasions for exceeding fast routing speeds:

<u>Date</u>	<u>Speed</u>	<u>Hours</u>	<u>Remarks</u>
9 Decómbár 1975	22	1.0	Passage to meet Trials requirements
9 December 1975	18	1.5	As above
10 December 1975	22	1.2	As above
10 December 1975	18	1.0	As above
10 December 1975	20	1.3	As above
11 December 1975	22	1.1	As above
11 December 1975	20	1.3	As above
11 December 1975	18	1.5	As above

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Annex B to HMAS STUART
letter 1/16/1 dated
1st January, 1975.

EXERCISE DETAILS

SEAMANSHIP AND NAVIGATION

Steering Gear Breakdown	3
Gyro Failure	1
Steering by Magnetic Compass	1
Junior Officers Blind Pilotage	3

COMMUNICATIONS

NAVCOMEX 202	6
201	4
TTX	10
MMX	5

GUNNERY

Nil

ASW

Nil

NBCD

Nil

DIVING

Propellor Clean	1
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Annex C to HMAS STUART
letter 1/16/1 dated
1st January, 1975.

ASW WEAPON FIRINGS

MORTAR CALIBRATION FIRINGS

.....
Projectiles: 3 AS MK4 Light
 23 AS MK4 Inert
 3 M 29 Impulse
 23 M 2 Impulse

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File Number

N428	3	1334	
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DETAILS OF INFORMATION
ANALYSIS

Security Classification

TOP SECRET REST

*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS STUART - REPORT OF PROCEEDINGS
DECEMBER 1975.

Mark to ASRP-N (Name or Designation) A (Location)

Cancel File No and inform Movements Section.

Close File No

Cross reference this file with:

SUBJECT INDEX

Posting	Precis	Initials

NAME INDEX

Heading	Precis	Initials
HMAS STUART	ma.	

LOGGING

Originator	Originator's Reference	Date	Initials
FOCAF	AF1/16/52	27/1/76	

Information Classifier

Debbie (Signature) 29/1/76 (Date)

HISTORIAN

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