

AWM78

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

AWM78 Class 327 - HMAS SUPPLY

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1978



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HMAS SUPPLY
At Sydney

6th February, 1978.

The Flag Officer Commanding,
HM Australian Fleet.

HMAS SUPPLY - REPORT OF PROCEEDINGS - JANUARY, 1978

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of January, 1978. All times are expressed in zone Lima (-11).
2. The ship remained at West Dock Wall, Garden Island throughout the month for Assisted Maintenance and leave period.
3. At midnight on Thursday 12th a fire started in a sailors cabin in the aftercastle when a cigarette ignited a foam mattress. HMAS SWAN, which was secured outboard, raised the alarm when smoke was sighted from a ship's side scuttle. Quick action by HMAS SWAN and by the ship's duty watch stopped the fire from spreading. Considerable damage was caused to internal fittings and personal belongings in the cabin and some smoke marking occurred in the adjacent passage. The occupant of the cabin was blocked from the cabin door by the flaming mattress and had to make his escape through the scuttle. He was taken to HMAS PENGUIN suffering from slight smoke inhalation and remained for several days for observation. The findings of the subsequent investigation are the subject of a separate report.
4. At 1630 on Friday 13th HMAS TORRENS secured outboard of HMAS SWAN and was fuelled over the weekend prior to resuming the exercise programme on Monday 16th.
5. On Tuesday 17th Operation SUBMISS was initiated for HMAS ONSLOW (COMAUSFLT signal KAP/KMZ 170128Z Jan 78 refers). The ship could not be made ready to sail immediately as notice for sea was in excess of 8 hours. However the ship's company was brought to standby and the gangway closed. Fortunately the operation proved to be a false alarm and was cancelled at 1330. (COMAUSFLT signal KAP 170209Z Jan 78 refers). It was a valuable exercise for HMAS SUPPLY and an opportunity to prove the ships organisation.
6. On Monday 23rd I presided over a court martial at HMAS PENGUIN.
7. On Wednesday 25th 580 tons of diesel fuel were embarked by lighter. AVCAT will be embarked early next month.
8. A total of 4 Sub Lieutenants and 8 Midshipmen joined during the month for Stage Two and Stage Four training. They have spent the month familiarising themselves with the ship while progressing their task books.
9. MARINE ENGINEERING
The period was particularly busy for the Technical Department. Many

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...../ defects reported during the

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defects reported during the recent deployment had to wait until the Assisted Maintenance period for rectification, and, taking into account the internal clean of No 1 boiler, put a heavy work load on ships staff. The contamination of No 1 boiler on completion of the internal clean was particularly disappointing and is the subject of a separate report.

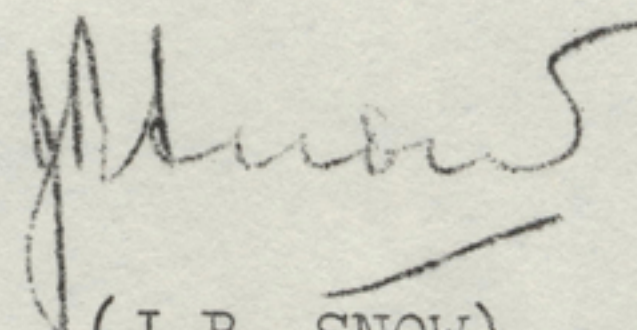
10. HEALTH, CONDUCT AND MORALE

The health of the ship's company has remained satisfactory throughout the month and conduct and morale remain at a high standard. Having carried out a record 184 replenishments in 1977, another busy year is anticipated in 1978.

I have the honour to be,

Sir,

Your obedient servant.


(J.B. SNOW)
CAPTAIN RAN
COMMANDING OFFICER

Annex: A. Steaming Return.
 B. Exercise Return.

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Annex A to HMAS SUPPLY letter 1/16/1
dated 6th February, 1978.

STEAMING RETURN

(a)	Distance steamed during the month	Nil.
(b)	Hours underway during the month	Nil.
(c)	Distance steamed since commissioning	448,346 miles.
(d)	Hours underway since commissioning	34,365 hours.

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Annex B to HMAS SUPPLY letter C1/16/1
dated 6th February, 1978.

EXERCISE RETURN

1. ROUTINE HARBOUR EXERCISES

EXERCISE

DATES

(a) Duty watch fire drill

1st - 31st inclusive.

(b) Officers under training flashing

17th, 18th, 19th, 20th, 24th, 25th,
26th, 30th and 31st.

(c) Boat drills

26th and 27th.

(d) Steering gear drills

27th.

2. UNDERWAY EXERCISES

Nil.

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HMAS SUPPLY
At Sea

5th March, 1978

The Flag Officer Commanding,
HM Australian Fleet.

HMAS SUPPLY - REPORT OF PROCEEDINGS FEBRUARY, 1978

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of February, 1978. All times are zone Kilo (-11).
2. At the beginning of the month HMAS SUPPLY was berthed at West Dock Wall, Garden Island, bows north, completing the long leave and assisted maintenance period. Basin trials were successfully completed on Friday, 3rd and 450 tons of AVCAT was embarked, finishing on Saturday, 4th.
3. At 1005 on Monday, 6th, the ship cast off and proceeded to sea for a short shake-down and work-up. On clearing harbour watchbills were proved and Action, Emergency and Leaving Ship stations were exercised. Internal RAS drills were carried out on passage to Jervis Bay and at 0817 on Tuesday, 7th, the ship came to anchor in B2 anchorage Jervis Bay.
4. The ship remained anchored on Tuesday while a number of internal drills and exercises were conducted, including a helicopter winching and liferaft demonstration by NAS NOWRA, and night diving by the ships divers.
5. At 0807 on Wednesday, 8th, anchor was weighed and the ship proceeded from Jervis Bay to rendezvous with HMAS MELBOURNE to test her replenishment stations. The remainder of the week was spent exercising in accordance with EAXP 6/78.
6. In the early morning of Friday, 10th, the first full replenishment operation for 1978 was conducted when HMA Ships PERTH, VENDETTA and STUART were replenished. On completion HMAS SUPPLY proceeded into Sydney Harbour for DG Ranging. Entry was programmed for 0915, but, due to the replenishment course required in the prevailing weather conditions, this could not be achieved, nor would it have been possible due to a Merchant ship anchored in the entrance to the range. At 1000 advice was received that the Merchant ship had cleared the range and HMAS SUPPLY entered harbour. Two tugs were secured on clearing Western Channel and at 1022 the first run over the deep DG Range was commenced.
7. Due to an impending stoppage by the tug crews it was necessary for the ship to berth by 1230 leaving only sufficient time for two runs. Although it was necessary to cross the range above the recommended speed both runs were successful. The amount of clear water in the vicinity of the range is barely sufficient to manoeuvre the ship and leaves no scope for any breakdown or mishap such as a tug line parting. Ranging would be a hazardous operation in unfavourable wind conditions.

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...../ After departure from the

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8. After departure from the range at 1130 the ship secured port side to, West Dock Wall. At 1330 HMAS STUART berthed outboard and was fuelled on Saturday, 11th.

9. The ship was programmed to sail for EAXP 7/78 on Monday, 13th, but a fracture in the saturated steam line which supplies the RAS deck machinery, Numbers 2, 3 and 4 pump rooms, and forward capstan delayed sailing (HMAS SUPPLY message KEB 122320Z FEB 78 refers). Repairs were completed early on Tuesday, 14th (HMAS SUPPLY message KEB 132016Z FEB 78 refers) and at 0900 the ship cast off and proceeded. A rendezvous with HMAS TORRENS was effected at 1500 and a towing exercise was conducted.

10. At 0935 on Wednesday, 15th, HMAS SUPPLY joined HMA Ships VAMPIRE, PERTH and STUART off Sydney Heads and participated in an exercise programme for the benefit of members of the Joint Services Staff College embarked in the escorts. The demonstration included fuelling at sea, jackstay transfer, Officer of the Watch manoeuvres, light mortar firing, and an air strike by four Macchi aircraft from NAS NOWRA. At 1430 HMAS SUPPLY was detached for passage to Jervis Bay and at 1930 came to anchor in A2 anchorage.

11. At 0637 on Thursday, 16th, the ship weighed and proceeded through the exercise minefield at the entrance to the bay. The transit commenced a busy day during which HMAS SUPPLY took part in HMAS TORREN'S Final Battle Problem (COMAUSFLT Exercise Operation Order 6/78 refers). This exercise was of great value to HMAS SUPPLY and many opportunities were presented to test the ships organisation. It would be most beneficial if a mini-war on a similar scale could be conducted on a regular basis with representatives of the Fleet Training Group embarked, and not scheduled solely for the purpose of ships' Final Battle Problems. At 1605 the ship was detached to continue the EAXP.

12. On Friday, 17th, HMA Ships PERTH, VENDETTA and VAMPIRE were replenished prior to entering harbour, and at 1430 the ship berthed port side to at West Dock Wall, Garden Island. At 1515 HMAS STUART berthed outboard and was fuelled over the weekend. At 0930 on Tuesday, 21st, HMAS STUART was moved by tugs and Naval Pilot to the Oil Wharf, and on Friday, 24th, HMAS PERTH berthed outboard for weapon system collimation.

13. Furnace Fuel Oil cargo was embarked on Tuesday, 21st, and Thursday, 23rd.

14. On Monday, 20th, Tuesday, 21st, and Wednesday, 22nd, I attended the JUC 98 lecture period at HMAS WATSON followed by a RIMPAC Rules Of Engagement game on Thursday, 23rd. The Rules of Engagement game was of much value to the Command Team but the JUC lectures endeavoured to cover too wide an audience, and some rationalisation of audience level is needed.

15. At 0935 on Monday, 27th, HMAS PERTH sailed from alongside and at 1026 HMAS SUPPLY cast off and proceeded to number 2 buoy to embark ammunition. On completion the ship slipped and proceeded to sea for Phase Three of JUC 98 and EAXP 9/78, and for the remainder of the month exercised accordingly.

16. MARINE ENGINEERING

During the month the technical department operated satisfactorily although faced with a number of serious defects.

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...../ The chemical clean of No 1

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17. The chemical clean of No 1 boiler was completed prior to sailing on 6th February. During the period at sea eleven replenishments were carried out although two urgent defects were found on RAS equipments. One occurred on a topping winch, and the other on No pump room circulating pump. Both were rectified by ships staff.

18. The crack in the saturated steam main on Monday, 13th, heralded the discovery of two more in the same system on Monday, 20th, and Friday, 24th respectively. URDEFS were raised and defects were rectified by GID. URDEF action to survey the system has been approved.

19. The After auto tension winch, which has been defective since the refit, was trialled and operated satisfactorily although there is still outstanding work to be completed.

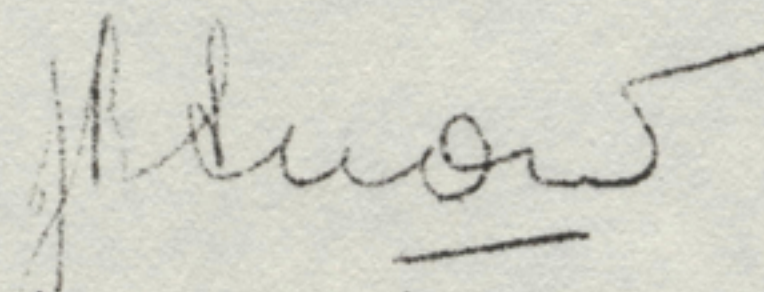
20. HEALTH, CONDUCT AND MORALE

The health and conduct of the ships company has been satisfactory throughout the month and morale has remained high. A ships picnic, largely financed by the Ships Fund, was held in the National Park, Lane Cove on Saturday, 25th. It was well attended by the ships company and their families and was voted an unqualified success.

I have the honour to be,

Sir,

Your obedient servant.



(J.B. SNOW)
CAPTAIN RAN
COMMANDING OFFICER

Annexes: A. Steaming Return.
 B. Exercise Return.
 C. Replenishment Return.

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Annex A to HMAS SUPPLY letter 1/16/1
dated 5th March, 1978.

STEAMING RETURN

(a)	Distance steamed during the month	1984 miles
(b)	Hours underway during the month	175 hours
(c)	Distance steamed since commissioning	450330 miles
(d)	Hours underway since commissioning	34540 hours

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Annex B to HMAS SUPPLY letter 1/16/1
dated 5th March, 1978.

EXERCISE RETURN (SEA)

<u>EX. NO.</u>	<u>SHORT TITLE</u>	<u>DATE</u>	<u>DURATION</u>
1	Miniwar	14th	6
9	OOW Evolutions	9th	3
10	OOW Manoeuvres	14th	2
		15th	2
		17th	3½
		28th	1
12-17	See Annex C		
18A	TOW FWD (Receive Gear)	14th	2½
20	Helo/ILR	7th	1½
21	MANORD	9th	1
24	Shiphandling (X.O.)	27th	1
25	SCREENPLAY	9th	6
		10th	3
		15th	4
		17th	6
		28th	4
29	Blind Pilotage	7th	1½
		8th	1½
		9th	1½
		10th	1½
		27th	1½
30	MINTRAN	8th	1
		16th	1½
47A	CASEX A6	16th	4
49	CASEX C2	27th	3
79	MAJOR DCX	8th	4½
	Closing Down	16th	5
80		8th	-
		16th	-
81	NUC Transit	16th	2
82	Shelter Stations	8th	-
		16th	-
83	Prewet	16th	-
159	AACRFX	9th	2
		15th	½
160	SUCRFX	9th	2
142	AAROFX	15th	½
NE	Miscellaneous		
	Small Arms Firing	8th	1
	Fire Party Training JB	7th	3
	Seaboat Drills	9th	2½
	Night Diving JB	7th	4

EXERCISE RETURN (HARBOUR)

<u>Exercise</u>	<u>Dates (Inclusive)</u>
Fire Exercise	1st - 5th, 10th - 12th, 17th - 26th.
MIDN Flashing (Harbour & Sea)	1st - 3rd, 6th - 10th, 13th - 17th, 20th - 24th, 27th - 28th.

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Annex C to HMAS SUPPLY letter 1/16/1
dated 5th March, 1978.

REPLENISHMENT RETURN

<u>DATE</u>	<u>SHIP</u>	<u>RIG</u>	<u>REMARKS</u>
8th	MELBOURNE	4 Probe 12 Probe 2 Jackstay	Hook - up only. Hook - up only.
9th	PERTH	-----	4 X RASAP (D).
	VENDETTA	-----	4 X RASAP (D).
	TORRENS	-----	6 X RASAP (N).
	PERTH	3 QRC	Token
10th	PERTH	4 Probe	
	STUART	3 QRC	
	VENDETTA	4 Probe	
15th	PERTH	3 QRC 13 Jackstay	Hook - up only.
	VAMPIRE	4 Probe 14 Jackstay	Hook - up only.
	STUART	4 Probe 14 Jackstay	Hook - up only.
16th	VAMPIRE	3 QRC	Token.
	STUART	4 Probe	
17th	VENDETTA	4 Probe	
	PERTH	3 QRC	
	VAMPIRE	3 QRC	
28th	TORRENS	----- 4 Probe 14 Jackstay	5 X RASAP (D) Token
	STUART	----- 4 Probe 14 Jackstay	5 X RASAP (D) Token

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HMAS SUPPLY
At Sea

5th April, 1978.

The Flag Officer Commanding,
HM Australian Fleet.

HMAS SUPPLY - REPORT OF PROCEEDINGS MARCH, 1978

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of March, 1978. Time zones are as indicated.
2. The ship began the month at sea in the East Australian Exercise Areas continuing serialised training as part of the CASEX week of Exercise JUC 98 (EAXP 9/78 and AJASS Operation Order 1/78 refer). At 0800(L) on Friday, 3rd, HMA Ships VAMPIRE and VENDETTA were replenished and on completion they detached to assume their ORANGE Force roles for the LONGEX Phase of the exercise.
3. At 1800(L) on Friday, 3rd, Exercise JUC 98, LONGEX Phase, commenced and at 1830(L) the ship joined HMAS MELBOURNE, HMAS STUART and HMCS RESTIGOUCHE (CMDR H.G. PORTER, CF - CANCOMDESRON 2 CAPT S.W. RIDDEL, CF embarked). During this Phase BLUE Force, consisting of HMA Ships MELBOURNE, SUPPLY, PERTH, TORRENS, STUART, HMC Ships PROVIDER (CAPT K.M. YOUNG, CF), RESTIGOUCHE, KOOTENAY (CMDR B.P. MOORE, CF), and HMNZS WAIKATO (A/CAPT I.L.S.B. BRADLEY, RNZN), followed a preplanned route off the central and southern New South Wales coast in a scenario which escalated from cold war harrassment and surveillance by ORANGE Force to hot war. The exercise was planned and executed to fulfil work-up training as Phase I of RIMPAC 78, and its multi-threat nature and Rules of Engagement play were a welcome departure from the stereotyped JUC Exercise.
4. Throughout this period Naval Operational Deception (NOD) was conducted to deny intelligence to ORANGE Forces and, as contact was avoided, the deception appears to have been successful. On several occasions ORANGE air strikes by F111 aircraft were observed but only once was an attack seen to be directed against HMAS SUPPLY. Opportunities arose during the LONGEX Phase to replenish HMC Ships RESTIGOUCHE and KOOTENAY and HMNZS WAIKATO. The replenishment with HMCS RESTIGOUCHE occurred within a few days of the anniversary of the last occasion of replenishment from HMAS SUPPLY during RIMPAC 77. Action Messing was exercised for the midday and evening meals on Friday, 3rd.
5. At 0200(L) on Sunday, 5th, clocks were retarded one hour to Zone (K).
6. The LONGEX Phase completed at 1900(K) on Monday, 6th, when the ship entered Jervis Bay in company with HMAS MELBOURNE and HMCS PROVIDER for a formation anchorage. At 1923(K) the ship came to the port anchor in 20 metres of water in A2 anchorage, Jervis Bay. The ship's diving team carried out a half necklace search after anchoring.
7. At 0715(K) on Tuesday, 7th, anchor was weighed and the ship sailed at Action Stations for an exercise minefield transit from Jervis Bay. This marked the commencement of the final or Strike Holding Phase of Exercise JUC 98.

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...../ 2 During this Phase HMAS SUPPLY

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During this Phase HMAS SUPPLY was required to support the Task Group while strikes were carried out against ORANGE surface and land Forces. The group remained in a multi-threat environment throughout, but once again deception apparently protected HMAS SUPPLY from significant enemy action.

8. Prior to the end of the exercise HMAS VAMPIRE was forced to withdraw due to a machinery breakdown, and at 0941(K) on Wednesday, 8th, HMAS VENDETTA joined the group after a final desperate attack on BLUE Force. At 1015(K) HMAS VENDETTA was replenished and thereafter remained as a member of BLUE Force.

9. At 0200(K) on Thursday, 9th, HMCS RESTIGOUCHE, HMCS KOOTENAY and HMNZS WAIKATO were detached to conduct non-scenario training exercises. At 0645(K) on Friday, 10th, the entry of all surface units into Sydney Harbour commenced with HMAS SUPPLY, HMAS PERTH and HMCS RESTIGOUCHE. At 0730(K) the ship berthed starboard side to at West Dock Wall, Garden Island.

10. HMCS PROVIDER berthed outboard at 0910(K), and fittingly HMAS SUPPLY acted as host ship for HMCS PROVIDER'S Sydney visit.

11. An Assisted Maintenance Period commenced forthwith, while the ship was prepared for deployment. Fuel cargo was embarked during the week commencing Monday, 13th. During the period alongside Officers and key senior sailors attended RIMPAC 78 briefing both at Fleet Headquarters and onboard.

12. During the forenoon of Monday, 13th, I and my Executive Officer attended a presentation by Captain I.W. KNOX, RAN on Phase II of the Officers' Structure Study. In the afternoon six of my Officers accompanied me to a presentation given by the Director General of Naval Personal Services, Commodore L.J. McINERNEY and his staff. The following day a similar presentation was given to the Ship's Company by the Personnel Liaison Team. Two of my Officers commenced JOTC 1/78 at HMAS WATSON on Monday, 13th.

13. The Staff Officer, Seaman Officers' Postings, Commander I.D.G. MACDOUGALL, conducted career interviews onboard P.M. Tuesday, 14th.

14. On Thursday, 16th, I was a guest at a luncheon hosted by the Flag Officer Commanding, East Australia Area, Rear Admiral J. DAVIDSON, for the Commanding Officers of the visiting Canadian Forces ships, prior to which I attended a Commonwealth Navies memorial service, sponsored by the Canadian Navy, at the HMAS WATSON Memorial Chapel. This service was televised by a Canadian Broadcasting Corporation Crew for coast-to-coast screening in Canada later in the year.

15. At 0830(K) on Tuesday, 21st, HMCS PROVIDER slipped from alongside and proceeded for a visit to Melbourne.

16. I attended the Fleet Reception held in your Flagship, Sir, on the evening of the 22nd.

17. Arrangements, including storing ship, for the RIMPAC deployment were all but complete prior to the Easter break. Only fresh provisions remained for embarkation on the 28th. A Promotion Board was held onboard on Tuesday, 21st, and 15 candidates were successful.

18. On Tuesday, 28th, I attended a pre-sail meeting in company with other RIMPAC Commanding Officers before joining you for lunch, Sir, onboard your Flagship. In the afternoon I returned to Fleet Headquarters with several of my Officers to discuss arrangements for the forthcoming visit to Port Moresby and the clearance of the old Royal Australian Navy Oil Fuel Installation.

.... / The ship was to depart

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19. The ship was to depart for Exercise RIMPAC 78 at 1020(K) on Wednesday, 29th, but, due to a union meeting, large tugs were not available. The remainder of the ships involved in the exercise sailed as programmed using Naval tugs but HMAS SUPPLY was delayed until 1245(K).
20. An exercise minefield transit was carried out on leaving Sydney Harbour. On clearing the minefield at 1350(K) course was set to rendezvous with HMA Ships TCRRENS and PERTH and HMNZS WAIKATO. The latter had sailed earlier in the day from a port visit to Newcastle. Although HMAS SUPPLY was 2 hours behind the P.I.M. due to the late departure, the rendezvous was effected at the scheduled time, 1745(K).
21. For the remainder of the month the ship made a fast passage up the New South Wales and Queensland coasts for Phase II of Exercise RIMPAC 78 and exercised in accordance with Task Group 178.1 Passage Exercise Programme - 29th March, 1978 to 5th April, 1978 (Tab A to Annex Q to Section 2 CTF 178 SUPPINT).
22. At 2130(K) on Thursday, 30th, HMCS RESTIGOUCHE joined having earlier sailed from a port visit to Brisbane.
23. The month closed inauspiciously when, while fuelling HMAS PERTH at 0515(K) on Friday, 31st, a valve casting fractured on No 3 rig. This caused the upper deck and RAS party to be liberally covered with oil, but fortunately no one was injured. Clocks were advanced one hour to zone L (-11) in the evening.
24. MARINE ENGINEERING: The Assisted Maintenance Period was concentrated on making good known defects prior to the ship's deployment. The saturated steam defects were rectified by Dockyard and the Fleet Maintenance Party, and the addition of pipe supports seems likely to reduce flexing.
25. Investigation of the No 3 rig shut off valve blow out indicates there was a fault in the valve casting and TM179 action is being implemented. All machinery is performing satisfactorily.
26. HEALTH, CONDUCT AND MORALE: The health of the ship's company has remained satisfactory throughout the month with the morale remaining generally high. Easter was a most welcome break for all before the RIMPAC deployment. Whilst overall conduct was satisfactory, there was an increase in the number of petty and minor offences committed during the month. Some of the unrest can be attributed to the presence alongside of HMCS PROVIDER whose hospitality and generosity proved too much for some of HMAS SUPPLY's Ship's Company. During the month I addressed the ship's company on Security and the dangers associated with alcohol and drug abuse.

I have the honour to be,

Sir,

Your obedient servant.

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[Signature]
(V.B. SNOW)
CAPTAIN RAN
COMMANDING OFFICER

Annexes: A. Steaming Return.
 B. Exercise Return.
 C. Replenishment Return.

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Annex A to HMAS SUPPLY letter C1/16/1
dated 5th April, 1978.

STEAMING RETURN

(a)	Distance steamed during the month	3716 Nautical Miles.
(b)	Hours underway during the month	295 Hours.
(c)	Distance steamed since commissioning	454046 Nautical Miles.
(d)	Hours underway since commissioning	34835 Hours.

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Annex B to HMAS SUPPLY letter C1/16/1
dated 5th April, 1978.

EXERCISE RETURN (SEA)

<u>EX NO</u>	<u>SHORT TITLE</u>	<u>DATE</u>	<u>DURATION (HOURS)</u>
12	RASAP (D)	29TH	2
15	RASAP (N)	30TH	3
24	X.O. Shiphandling	10TH	$1\frac{1}{2}$
		29TH	$1\frac{1}{2}$
25	SCREENPLAY (EMCON)	29TH	2
29	BLIND PILOTAGE	6TH	1
		7TH	1
		10TH	1
		29TH	$\frac{3}{4}$
NN	RADAR I.E. CHECK (2 SHIP)	30TH	1
30	MINTRAN	7TH	$1\frac{1}{2}$
		29TH	$1\frac{1}{2}$
NN	AIOEX	30TH	2
		31ST	2
49	CASEX C2	1ST	3
		2ND	9
NN	CASEX A5	1ST	6
112	NCX 201	2ND	1
113	NCX 202	29TH	1
NN	NCX 301	30TH	1
NN	NCX 402	2ND	1
134	AA 1	30TH	1
160	SUCRFX	3RD	2
		31ST	2
NN	JUC 98	3RD - 10TH	-

EXERCISE RETURN (HARBOUR)

<u>EXERCISE</u>	<u>DATES (INCLUSIVE)</u>
(a) Duty watch fire exercise	10TH - 28TH.
(b) Midshipman's Flashing	13TH - 16TH, 28TH.
(c) Day diving	23RD

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Annex C to HMAS SUPPLY letter C1/16/1 dated
5th April, 1978.

REPLENISHMENT RETURN

<u>DATE</u>	<u>SHIP</u>	<u>RIG</u>	<u>REMARKS</u>
1ST	VAMPIRE	4 PROBE	
	VENDETTA	4 PROBE	
2ND	PERTH	4 PROBE	
		12 PROBE	HOOK - UP ONLY
	TORRENS	3 QRC	
	STUART	3 QRC	
3RD	VAMPIRE	11 QRC	
	VENDETTA	11 QRC	
5TH	STUART	4 PROBE	
	PERTH	4 PROBE	
	KOOTENAY	4 PROBE	
	MELBOURNE	4 PROBE	
7TH	PERTH	4 PROBE	
	STUART	4 PROBE	
	RESTIGOUCHE	4 PROBE	
8TH	VENDETTA	4 PROBE	
9TH	VENDETTA	4 PROBE	
	STUART	3 QRC	
	TORRENS	4 PROBE	
	MELBOURNE	4 PROBE	
	PERTH	3 QRC	
10TH	WAIKATO	4 PROBE	
29TH	TORRENS	3 QRC	HOOK - UP ONLY
		13 JACKSTAY	
30TH	TORRENS	13 JACKSTAY	
	PERTH	14 JACKSTAY	
31ST	PERTH	3 QRC	
	TORRENS	4 PROBE	
	WAIKATO	4 PROBE	

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HMAS SUPPLY
At Kahului

5th April, 1978.

The Flag Officer Commanding,
HM Australian Fleet.

HMAS SUPPLY - REPORT OF PROCEEDINGS APRIL, 1978

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of April, 1978. Time zones are as indicated.
2. On Saturday, 1st, HMAS SUPPLY was on passage from Sydney to Hawaii for Phase Two of Exercise RIMPAC 78, in company with HMA Ships MELBOURNE, PERTH, TORRENS, RCN Ships RESTIGOUCHE, PROVIDER, KOOTENAY and HMNZS WAIKATO. The ships formed Task Group 178.1 with you, Sir, as CTG 178.1 and CTF 178, embarked in HMAS MELBOURNE. HMAS STUART was astern of the group with an engineering defect and unable to join. During the afternoon of Sunday, 2nd, HMAS MELBOURNE detached to join HMAS STUART who was replenished before returning to Sydney.
3. While on passage the ships exercised in accordance with CTF 178 Broad Intentions and Supplementary Instructions and CTF 170/RIMPAC 78 Operation Order.
4. On Tuesday, 4th, Phase Two of RIMPAC 78 commenced, although the intelligence build up to this phase had commenced during Phase 1 three weeks earlier. The group now steamed north maintaining a primarily covert posture in an effort to defeat surveillance by the Orange Force opposition during a period of cold war tension.
5. On Thursday, 6th, and Friday, 7th, non-scenario CASEX serials were carried out with HMA Ships ONSLOW and OVENS. From the 5th to 9th a period of Air Direction Exercises and non-scenario strikes by RAAF F111 aircraft, operating from Kwajalein Atoll, were programmed; however after Thursday, 6th, the aircraft were grounded as a result of defects found in United States Air Force F111s. Although this period was cut short it was a valuable opportunity for the group to exercise operations in a hostile environment.
6. On Monday, 10th, (Zone -12) the International Dateline was crossed and at 2359 (-12) clocks were retarded 24 hours to Zone +12 and Monday, 10th, was repeated.
7. The Intelligence summaries until this time had depicted a steadily deteriorating situation between Purple and White Nations and at 2130 (+12) on Monday, 10th, the group was informed that White had declared war on Purple as a result of a pre-emptive strike on the capital of White. As a direct result of this situation relations between Orange and Blue worsened and at 1503 (+11) on Tuesday, 11th, TF 178 went to exercise readiness condition (EXREADCON) five.

...../ The group was instructed

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The group was instructed not to close any Orange Forces closer than 50 miles and engage any Orange units within that range.

8. At 1702 (+11) on Thursday, 13th, the group came under missile attack from Orange surface units and fifteen minutes later USS HAROLD E. HOLT, simulating a KRESTA II, was sighted. HMAS SUPPLY remained undamaged during this attack. As a result war was declared between Blue and Orange Forces in the central Pacific and the remainder of RIMPAC 78 was played in a hot war environment.
9. At 0230 (+10) on Friday, 14th, HMAS SUPPLY was attacked by a submarine and it was assessed that the ship had been hit by one torpedo aft. Speed was reduced to 10 knots for two hours and a damage control exercise carried out in the engineroom.
10. At 0100 (+10) on Saturday, 15th, HMAS MELBOURNE temporarily withdrew from the exercise to medivac a sailor to Johnston Island. The patient, ABCK BLACKA, had been transferred from HMAS SUPPLY on the previous day suffering from appendicitis and, as a result of complications arising from the operation, the decision to transfer him ashore was made.
11. At 2050 (+10) on Saturday, 15th, USS TRUXTON joined the group and at 0100 (+10) the following morning USS HEWITT joined.
12. At 0800 (+10) on Sunday, 16th, the group integrated with Amphibious Readiness Group Five consisting of United States Ships BARBOUR COUNTY, MOUNT VERNON, MOBILE, DULUTH, FORT FISHER and DENVER. Unfortunately it was not possible to replenish any of these ships, in response to a previous request, as only 200,000 gallons of dieso cargo was available for transfer. However the opportunity was not wasted and between 0930 (+10) and 1300 (+10) US Ships DENVER, MOUNT VERNON, FORT FISHER and DULUTH carried out probe rig hook-ups with HMAS SUPPLY.
13. At 0001 (+10) on Monday, 17th, HMA Ships SUPPLY and PERTH in company with HMC Ships PROVIDER and KOOTENAY were detached for the Pearl Harbour area. During this passage HMAS SUPPLY came under simulated gunfire attack from three Orange Destroyers. Although it was assessed that the ship had been hit aft the damage was minor and did not affect any of the ships capabilities.
14. At 0750 (+10) on Monday, 17th, a pilot was embarked off Point Papa Hotel at the entrance to Pearl Harbour and the ship entered harbour while closed up at Action Stations. This was in pursuance of a direction to enter Pearl Harbour in company with HMAS PERTH and HMCS KOOTENAY to carry out a constructive evacuation of prisoners of war and to secure FFO stocks for the use of Blue Forces.
15. On entry the ship's landing party was sent ashore by boat to secure the wharf and act as berthing party, and at 0908 (+10) the ship berthed port side to at H1 Wharf with the assistance of two tugs. No opposition was encountered and at 1150 (+10) embarkation of FFO cargo commenced. Operation AWKWARD was exercised from arrival until 1000 (+10).

...../ Due to the extremely slow rate

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16. Due to the extremely slow rate of cargo embarkation (178 tons per hour maximum) you, Sir, instructed the ship to sail at 1400 (+10) on Tuesday, 18th, with as much cargo as could be loaded by that time. The ship sailed at Action Stations and on passing Ford Island came under attack from an Orange Patrol Boat. Fire hoses were used to beat off the attack and no damage was suffered by the ship.
17. On clearing harbour at 1500 (+10) the ship was joined by HMAS PERTH and HMCS KOOTENAY and a fast passage was commenced to rejoin TG 177.2 for Phase Three of exercise RIMPAC 78.
18. At 0231 (+10) on Wednesday, 18th, the ship was attacked by a submarine and the throw of the dice indicated HMAS SUPPLY had been hit by three torpedoes. This was sufficient to put the ship out of action for 6 hours and required a speed reduction to 6 knots and a silent EMCON posture. It was later confirmed that the attack was carried out by a friendly submarine.
19. As a result of the out of action period it was not possible to meet the programmed rendezvous with the Task Group. Other exercise commitments necessitated HMCS KOOTENAY detaching at 0340 (+10), and at 1112 (+10) HMAS PERTH detached leaving HMAS SUPPLY unescorted for the remainder of the passage to the rendezvous.
20. At 1430 (+10) HMAS SUPPLY joined TG 177.2 which at this time comprised HMA Ships MELBOURNE and TORRENS, HMC Ships RESTIGOUCHE, PROVIDER and KOOTENAY and HMNZS WAIKATO. The remainder of Phase Three was conducted in support of the strike holding operation without further significant attacks.
21. At 1400 (+10) on Thursday, 20th, You, Sir, embarked by helicopter to conduct a walkround of the ship. You were accompanied by your Flag Lieutenant and the Fleet TAS Officer. At 1600 (+10) you returned by helicopter to HMAS MELBOURNE.
22. At 2000 (+10) on Friday, 21st, the RCN ships were detached to proceed into Pearl Harbour.
23. At 0100 (+10) on Saturday, 22nd, the Soviet AGI PELENG was sighted close in to the group and at 0215 (+10) it withdrew to the south following USS ENTERPRISE.
24. At 0525 (+10) on the 22nd the group was informed that peace proposals had been initiated and hostilities would cease; however a further missile attack was directed at the ship at 0915 (+10) but no damage was sustained.
25. At 1100 (+10) on the 22nd the remaining ships in TG 177.2 joined USS ENTERPRISE and her escort USS JOHN PAUL JONES. You, Sir, transferred to USS ENTERPRISE for luncheon and shortly before your return to HMAS MELBOURNE the RAN Ships formed up close astern of USS ENTERPRISE. At 1430 (+10), as you returned onboard, HMA Ships SUPPLY, PERTH and TORRENS passed close up your Flagship's starboard side and cheered ship in your honour.

...../ This event was preceded by aircraft

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This event was preceded by aircraft from USS ENTERPRISE staging a fire power demonstration.

26. At 1940 (+10) on Saturday, 22nd, the ship was detached on completion of replenishing the RAN ships and proceeded to rendezvous with US Ships TRUXTON and HEWITT and HMNZS WAIKATO at 2220 (+10). For the remainder of the night and the forenoon of Sunday, 23rd, passage was made in company to arrive off Point Papa Hotel at 1115 (+10).

27. At 1125 (+10) the ship entered the approach channel to Pearl Harbour and at 1142 (+10) a pilot was embarked off Hospital Point. The ship berthed starboard side to at K8 Wharf at 1220 (+10). I attended a reception by the Commander US Third Fleet (Vice Admiral S. Gravely USN) in the afternoon and an evening reception hosted by the USN participants in Exercise RIMPAC 78.

28. At 0900 (+10) on Monday, 24th, I attended the RIMPAC 78 "Hot wash-up" with my Navigating Officer, Gunnery Officer and two senior sailors. My comments on the exercise are contained in the following signals.

- (a) HMAS SUPPLY JAC/KEB 182130Z APR 78 (Phase Two QUICKREP FEEDER Report).
- (b) HMAS SUPPLY JAC/KEB 230734Z APR 78 (Phase Three QUICKREP FEEDER Report).
- (c) HMAS SUPPLY JAC/KEB 232320Z APR 78 (RIMPAC 78 - REPORTS).
- (d) HMAS SUPPLY JAC 271942Z APR 78 (NON - TDS REPORTING Procedures).

29. Following the exercise wash-up I attended a lunch hosted by COMARPAC (Rear Admiral M.A. Martin CF) onboard HMCS RESTIGOUCHE, and an evening reception onboard HMCS KOOTENAY. On Tuesday, 25th April I was present at an Anzac Day commemoration held in the National Memorial Cemetery of the Pacific at which you Sir, delivered the address. This was followed by an informal reception at the Australian Consulate, hosted by the Consul Mr W.C. Rowe.

30. On Wednesday, 26th April I joined you Sir, onboard the Flagship for the Fleet reception and ceremonial sunset. On Thursday, 27th April I attended a dinner in your honour onboard the Flagship. Other social activities have revolved around HMAS SUPPLY's host ship, USS PONCHATOULA (Captain E.I. Carmichael USN), with whom a strong association has been formed.

31. Although alongside in Pearl Harbour for the remainder of the month it was twice necessary to shift berth. This was carried out by tugs and pilot at 0730 (+10) on Thursday, 27th, to H1 Wharf to embark cargo and again at 0830 (+10) on Saturday, 29th, to K7 Wharf.

32. MARINE ENGINEERING

No 2 and No 3 main boilers were externally cleaned at sea during the period with no disruption to normal ship's operation.

...../ On two occasions the tiller was

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33. On two occasions the tiller was forced hard to port by a malfunction in the steering gear, and it has been necessary to run both steering motors at all times since these incidents. A trial is to be conducted to locate the problem on passage to Port Moresby.

34. Because of heavy operational commitments of the ship only essential maintenance has been carried out. The ship's machinery, however, has performed satisfactorily.

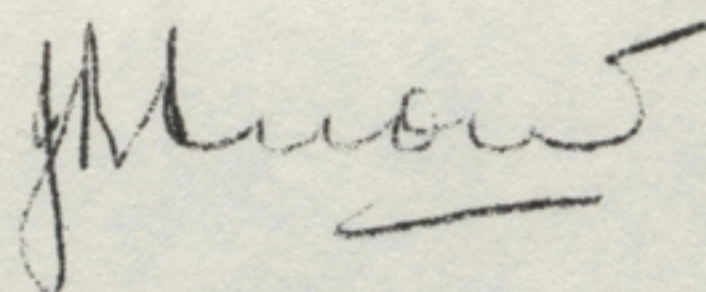
35. HEALTH, CONDUCT AND MORALE

The health of the ship's company has been very good and morale is high. There has been a pleasingly low incidence of disciplinary cases, despite the prevalence of soft drugs in the Naval Base and the availability of alcohol.

I have the honour to be,

Sir,

Your obedient servant.



(J.B. SNOW)
CAPTAIN RAN
COMMANDING OFFICER

Annexes:

- A. Steaming Return.
- B. Exercise Return.
- C. Replenishment Return.

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Annex A to HMAS SUPPLY letter C1/16/1
dated 5th May, 1978.

STEAMING RETURN

- | | | |
|-----|--------------------------------------|---------------|
| (a) | Distance steamed during the month | 7206 miles. |
| (b) | Hours underway during the month | 535 hours. |
| (c) | Distance steamed since commissioning | 461252 miles. |
| (d) | Hours underway since commissioning | 35370 hours. |

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Annex B to HMAS SUPPLY letter C1/16/1
dated 5th May, 1978.

EXERCISE RETURN

A. SEA

<u>NO</u>	<u>TITLE</u>	<u>DATE</u>	<u>DURATION (HOURS)</u>
12	RASAPS (D)	4TH	2½
		6TH	2
25	SCREENPLAY	1ST	8
		4TH	11
		7TH	4½
		11TH	8
29	BLIND PILOTAGE	17TH	2
		23RD	1
50	CASEX C3	6TH	3
		7TH	3
100/102	EWX 15/17	10TH	4
160	SUCRFX	10TH	1½
NN	AATX	8TH	1
NN	NCX 305	5TH	3
		8TH	2
		9TH	3
		10TH	2
NN	AIOEX (QUIZZ)	3RD	4
NN	EXERCISE RIMPAC 78	1ST-23RD	-

B. HARBOUR

	<u>EXERCISE</u>	<u>DATE</u>	<u>DURATION</u>
1.	LANDING PARTY EXERCISE	17TH APRIL	2 HOURS
2.	OPERATION AWKWARD	17TH APRIL	1 HOUR
3.	EMERGENCY PARTY BRIEFING	23RD-30TH APRIL INCL	15 MINUTES

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Annex C to HMAS SUPPLY letter C1/16/1
dated 5th May, 1978.

REPLENISHMENT RETURN

<u>DATE</u>	<u>SHIP</u>	<u>RIG</u>	<u>REMARKS</u>
1ST	PERTH MELBOURNE	3 QRC 4 PROBE 12 PROBE	4 Rig used as duty rig throughout RIMPAC 78. 30 minutes notice by day. 1 hour by night.
3RD	PERTH RESTIGOUCHE	4 PROBE 4 PROBE	
5TH	PERTH	4 PROBE	
6TH	MELBOURNE	4 PROBE 12 PROBE	
	PERTH RESTIGOUCHE	3 QRC 4 PROBE	
8TH	TORRENS KOOTENAY	4 PROBE 4 PROBE	
	PERTH	4 PROBE	
11TH	RESTIGOUCHE PERTH MELBOURNE	4 PROBE 4 PROBE 4 PROBE 12 PROBE	
	TORRENS	4 PROBE	
14TH	PERTH MELBOURNE	4 PROBE 4 PROBE	
16TH	DENVER MT. VERNON FORT FISHER DULUTH MELBOURNE	4 PROBE 4 PROBE 4 PROBE 4 PROBE 4 PROBE 12 PROBE	Hook-up Only. Hook-up Only. Hook-up Only. Hook-up Only.
	PERTH	4 PROBE	
18TH	PERTH KOOTENAY	4 PROBE 4 PROBE	
19TH	MELBOURNE	4 PROBE 14 JACKSTAY	
	WAIKATO	14 JACKSTAY	Stores/Personnel. Stores.
20TH	KOOTENAY	4 PROBE	
22ND	TORRENS PERTH MELBOURNE	4 PROBE 3 QRC 4 PROBE	

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C1/16/1

HMAS SUPPLY
At Brisbane

5th June, 1978.

The Flag Officer Commanding,
HM Australian Fleet.

HMAS SUPPLY - REPORT ON PROCEEDINGS MAY, 1978

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of May, 1978. Time zones are as indicated.
2. On Monday, 1st, HMAS SUPPLY was berthed port side to at K7 pier Pearl Harbour. At 1400(W), having embarked a pilot, the ship cast off with the assistance of one tug and proceeded to sea for passage to KAHULUI on the Island of MAUI.
3. After an uneventful overnight passage HMAS SUPPLY arrived off the entrance to KAHULUI harbour at 0700(W) on Tuesday, 2nd, when a pilot was embarked. At 0830 (W) the ship berthed port side to at No 1 pier with the assistance of two small tugs. The harbour is very restricted for large vessels and is exposed to the prevailing trade winds. The standard practice in HMAS SUPPLY of dredging an anchor in restricted waters paid off handsomely inside the harbour and again during the final stages of berthing as the two small tugs were unable to turn the the ship to port when engine movements were made to reduce head way. No difficulties were encountered however and the evolution was completed smoothly.
4. In the evening of Tuesday, 2nd, a most successful official cocktail party was held onboard. The guest list had been prepared by the Australian Consulate HONOLULU in conjunction with the Office of the Mayor of MAUI County, and covered a broad cross-section of the community. Although KAHULUI and the neighbouring town of LAHAINA had little to offer in comparison with Pearl Harbour and Honolulu, the scenic charm of MAUI afforded handsome compensation and car tours were very popular. Fortunately the prospect of having to shift berth to an anchorage off LAHAINA was dismissed when a scheduled Merchant Ship visit was cancelled on the day of HMAS SUPPLY's arrival.
5. On the morning of Wednesday, 3rd, I called on the Mayor of MAUI County Mr Elmer F. CRAVALHO who returned my call on Friday, 5th, after which I entertained him at luncheon together with the following:

Mr Claro R. CAPILI, SEN - (Manager, Mayor's Office)
Mr Goro HOKAMA - (Council Chairman)
Representative Ronald Y. KONDO - (Representative, County of MAUI)
Mr Roger MACARTHUR - (First Hawaiian Bank)
Mr Ron VAUGHT - (Community Relations Officer)
6. On Saturday, 6th, while steaming auxiliary the inboard main feed pump was damaged through unknown causes. beyond immediate repair by ship's staff (HMAS SUPPLY DAU 071142Z May, 1978 refers).

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...../ On Sunday, 7th, the ship was opened

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7. On Sunday, 7th, the ship was opened for public inspection and 404 visitors were received.

8. Overall the visit to MAUI was a popular one with the ships company and the Mayor, who is known to harbour Anti - Navy views was won over, mainly due to the exemplary behaviour of the ships company. HMAS SUPPLY letter C5/5/28 dated 1st June, 1978 reports on this visit.

9. At 0745(W) on Monday, 8th, the ship cast off and proceeded with the pilot embarked. Because of the steady trade wind conditions, unberthing was easily achieved with one tug and by turning on the starboard anchor. No difficulties were experienced during the departure and at 0810(W) course was set to rendezvous with HMA Ships MELBOURNE (CTG 327.2 embarked), TORRENS and PERTH for return passage to the Coral Sea.

10. At 0900(W) the outboard main feed pump commenced to vibrate excessively and after tripping twice it was placed at standby. The ship continued on the Harbour Service Feed Pump at 8 knots and course was shaped towards Pearl Harbour while awaiting approval to return there for repairs (HMAS SUPPLY's message DAU 081936Z May, 78 refers).

11. Having received approval to return to Pearl Harbour the ship finally berthed starboard side to at 1930(W) at K8 pier with the assistance of two tugs and a pilot.

12. Work immediately began on stripping down the damaged pumps and it was soon apparent that preliminary estimates of the repair work were over-optimistic. The inboard main feed pump had disintegrated and the outboard main feed pump required extensive work by the Naval Shipyard. Sufficient spares were available to rebuild the outboard pump but work could not be progressed on the inboard pump despite extensive efforts by the Naval Supply Replenishment Authority to provide all spares.

13. With HMAS SUPPLY unable to return to Australia as programmed it was recommended by CTG 327.2 that:

- (a) HMAS MELBOURNE should fuel in Pearl Harbour and then return to Australia independently.
- (b) HMA Ships TORRENS and PERTH should return to Pearl Harbour, berth outboard of HMAS SUPPLY and await the completion of repairs before the three ships made the passage to the Coral Sea in company.

At 1135(W) on Tuesday, 9th, HMAS PERTH berthed outboard of HMAS SUPPLY followed by HMAS TORRENS at 1150(W). At 1450(W) HMAS MELBOURNE berthed at H2 pier and at 1630(W) accompanied by Captain N. RALPH, DSC and Captain H.P. BERGER, MVO, I attended a meeting called by Commodore R.C. SWAN, CBE, to discuss the situation. The recommendations made to you by CTG 327.2 were subsequently approved by you Sir (CTG 327.2 KNA/DAU 100506Z May, 1978 refers). HMAS MELBOURNE then sailed at 0830(W) on Wednesday, 10th, on completion of fuelling. The two escorts were fuelled from HMAS SUPPLY while alongside.

14. At 1100(W) on Wednesday, 10th, I called on the Commander Fourteenth Fleet, Rear Admiral R.S. WENTWORTH Junior USN.

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...../ A board of Inquiry into the

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15. A Board of Inquiry into the cause of the main feed pump defects was convened onboard on Thursday, 11th, as directed by COMAUSFLT message MSN/DAU 100438Z May, 1978. The board consisted of the Executive Officer, HMAS SUPPLY, Commander P.D. McKAY, RAN as President with the Marine Engineering Officer, HMAS TORRENS, Commander D.H. BLAZEY, RAN and Lieutenant M.K. GAHAN, RAN from HMAS PERTH as members. Their findings are the subject of HMAS SUPPLY's letter C1/19/5 of 15th May, 1978.
16. After an all-out effort by the Naval Shipyard and HMAS SUPPLY's Engineering Department the inboard main feed pump was repaired on schedule despite several set-backs. After assembly and testing the pump, the ship was ready to proceed on Monday, 15th, and at 1050(W) HMAS TORRENS cast off and proceeded followed by HMAS PERTH at 1100(W). The Commanding Officer, HMAS OVENS, Lieutenant Commander A.B. PARKINS, RAN, and the Australian High Commissioner HONOLULU Mr W. ROE and his wife Mrs ROE called on me immediately prior to sailing.
17. At 1127(W) on Monday, 15th, the ship cast off and proceeded with the assistance of two tugs and a pilot and once clear of Pearl Harbour HMAS Ships TORRENS and PERTH joined. A fast passage to the Coral Sea was then commenced with ships exercising in accordance with CTU 327.4.2 Operation Order 1/78 (EXERCISE QUICKSTEP).
18. As a mark of respect to the late Sir Robert Menzies, the task unit half masted colours from sunrise to sunset from Tuesday, 16th, until Friday, 19th, in accordance with DEFNAV CANBERRA message LCN 161333Z May, 1978.
19. Thursday, 18th, was cancelled by virtue of crossing the International Date Line. During the afternoon of Saturday, 20th, the task unit engaged in a very successful Kite flying competition which, due to light winds, failed all but the most worthy entrants. At 1300(L) on Monday, 22nd, King Neptune was received onboard as the ship crossed the equator and, having initiated the novices and punished the wrong doers, departed with his court at 1400(L).
20. At 1100(L) on Wednesday, 24th, HMA Ships TORRENS and PERTH were detached in company for passage to Sydney and Newcastle respectively while HMAS SUPPLY then steamed independently to Port Moresby. Good weather conditions prevailed throughout the duration of QUICKSTEP and all serials were successfully carried out.
21. During the afternoon of Thursday, 25th, a "Jogathon" around the upper deck was held in aid of Delmar Home, the charity sponsored by the ship. Sixteen joggers participated with some completing in excess of 40 laps in the hour allocated. A total of \$1470.00 was raised from the ships company who had sponsored runners at an average at 10 cents a lap. That evening a ships concert was held on the RAS deck which was thoroughly enjoyed by all and provided a high standard of entertainment.
22. At 0600(K) on Saturday, 27th, Commander P.M.S. PAFFARD, RAN, the Deputy Commander (Navy) Australian Defence Co-operation Group and a pilot were embarked off Basilisk Passage and at 0715(K) the ship berthed starboard side to outboard of HMAS STALWART at the eastern end of the Main Wharf, Port Moresby. This berth was ideal as insufficient water is available for HMAS SUPPLY directly alongside the wharf. Berthed on HMAS STALWART, the ship had plenty of water and ready access to the wharf.

...../ The task of rigging the hoses

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23. The task of rigging the hoses to drain the Oil Fuel Installation was commenced immediately and pumping started at 1430(K). At 1100(K) the Provost Marshall from the Australian Defence Co-operation Group spoke to the ships company about Port Moresby pit falls. This was a most valuable talk which was well received by all. At 1830 (K) a combined official cocktail party was held onboard HMAS STALWART on completion of which I hosted a dinner party onboard HMAS SUPPLY for the following:

His Excellency Mr D. NUTTER - (The Australian High Commissioner to Papua New Guinea)
Lady Rachel CLELAND - (Widow of the late Sir Donald CLELAND)
Brigadier General and Mrs E.R. DIRO - (Commander PNG Defence Force)
Group Captain and Mrs I.R. GORDON - (Head of Australian Defence Co-operation Group)
Mrs L. FERGUSON - (First Secretary Defence - Australian High Commission)

24. A comprehensive social and sporting programme had been arranged by the Head of the Australian Defence Co-operation Group and this enlivened the visit considerably. A tour to the Kokoda Trail environs was well supported and a performance by the National Dance Company onboard HMAS STALWART on Monday, 29th May, was acclaimed.

25. Due to the viscosity of the fuel remaining in the installation and the lack of suitable pumps, difficulties were encountered with the pumping operation and the last 2 - 3 inches (50 tons approximately) had to be removed by hand by volunteer tank mucking parties consisting of officers and sailors from both ships. The whole task including line clearance was completed with considerable relief in the early hours of Thursday, 1st June, allowing the ship to meet the programmed departure time.

26. The clearance operation is the subject of a separate report.

27. MARINE ENGINEERING

In addition to the major machinery casualties covered elsewhere, there has been a high rate of pipe failure, particularly in the closed drain system. This has created distressful conditions in the machinery spaces and has added to the difficulty of progressing other repair work. It has been a hard month for the Department as work often had to be carried out concurrently with other repairs. Long hours and exacting labour by the Cargo Party were necessary to clear the Port Moresby Oil Fuel Installation and only their effort coupled with voluntary service from the ship's companies of HMAS STALWART and HMAS SUPPLY achieved timely completion of this unpalatable and dirty task.

28. HEALTH, CONDUCT AND MORALE

Although there has been a small incidence of venereal disease the health of the ship's company has remained good throughout the month and conduct ashore has been excellent, particularly in KAHULUI and PORT MORESBY, where it was the subject of favourable comment from sources ashore. Despite the setbacks to the ship's programme and the disappointment engendered by these uncertainties morale has remained at a surprisingly high level, no doubt in anticipation of return home and the mid-winter leave period. Team spirit in adversity has been a hallmark of the month.

...../ I have the honour to be,

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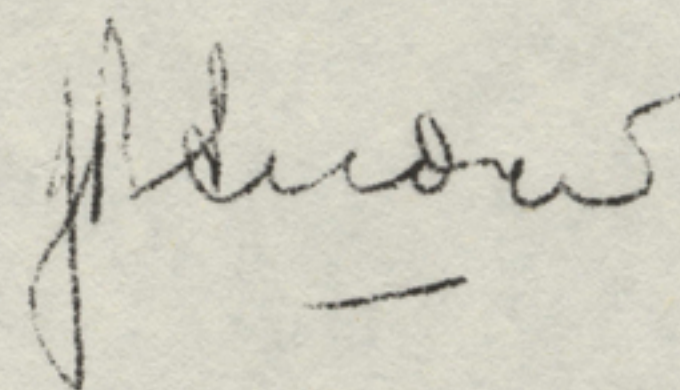
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I have the honour to be,

Sir,

Your obedient servant.



(J.B. SNOW)
CAPTAIN RAN
COMMANDING OFFICER

Annexes:

- A. Steaming Return.
- B. Exercise Return.
- C. Replenishment Return.

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Annex A to HMAS SUPPLY letter C1/16/1
dated 5th June, 1978.

STEAMING RETURN

(a)	Distance steamed during the month	4280 miles
(b)	Hours underway during the month	281 hours
(c)	Distance steamed since commissioning	465532 miles
(d)	Hours underway since commissioning	35651

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Annex B to HMAS SUPPLY letter C1/16/1
dated 5th June, 1978.

EXERCISE RETURN

SEA

<u>EX. NO.</u>	<u>SHORT TITLE</u>	<u>DATE</u>	<u>DURATION (HOURS)</u>
10	OOW Manoeuvres	16TH	2
		17TH	1½
		23RD	2
12	RASAPS(D)	19TH	2
		23RD	2
25	SCREENPLAY	16TH	11
		17TH	6
		19TH	4
		20TH	8
		22ND	6
		23RD	6
		24TH	6
29	BLIND PILOTAGE	On each occasion of Pilotage	
N/N	AIO Quiz	21ST	4
		22ND	4
112	NCX 201	15TH	1½
		24TH	1½
113	NCX 202	15TH	1
		16TH	1
		17TH	1
		19TH	1
		22ND	1
		23RD	1
115	NCX 207	17TH	1½
116	NCX 251	21ST	2
		24TH	1
N/N	NCX 305	15TH	1
		22ND	1
N/N	NCX 350	20TH	1
123	NCX 453	19TH	2
125	NCX 455	16TH	1
		24TH	1
130	NCX 652	17TH	1
133	NCX 657	19TH	1
142	AAROFX	21ST	1

HARBOUR

1. Fire and emergency party exercise daily while alongside.
2. Ships diving team exercised on 4th May, 30th May, 1978.

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Annex C to HMAS SUPPLY letter C1/16/1
dated 5th June, 1978.

REPLENISHMENT RETURN

<u>DATE</u>	<u>UNIT</u>	<u>RIG</u>
15TH	TORRENS	4 Probe
	PERTH	3 QRC
17TH	TORRENS	4 Probe
		14 Jackstay
	PERTH	3 QRC
		13 Jackstay
20TH	TORRENS	4 Probe
		14 Jackstay
21ST	PERTH	4 Probe
22ND	TORRENS	3 QRC
	PERTH	4 Probe
		14 Jackstay
23RD	TORRENS	3 QRC
	PERTH	4 Probe
24TH	TORRENS	3 QRC
		13 Jackstay
	PERTH	4 Probe
		14 Jackstay

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C1/16/1

HMAS SUPPLY
At Sydney

4th July, 1978.

The Flag Officer Commanding,
HM Australian Fleet.

HMAS SUPPLY - REPORT OF PROCEEDINGS JUNE, 1978

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of June, 1978. All times are Zone K(-10).
2. On Thursday, 1st, HMAS SUPPLY was secured starboard side to on HMAS STALWART at the Main Wharf, Port Moresby. During the early hours of the morning the task of clearing the Oil Fuel Installation was completed and by midday, hoses and other equipment belonging to the ship had been recovered.
3. At 1355 on Thursday, 1st, HMAS SUPPLY cast off with the assistance of two small tugs and proceeded for passage to Brisbane leaving HMAS STALWART to back-load specialised equipment for return to Sydney. An incident-free passage was made across the Coral Sea in ideal weather conditions and this enabled a full programme of upperdeck maintenance, departmental rounds and Junior Officers training to be achieved.
4. At 0407 on Monday, 5th, a pilot was embarked off Mooloolaba and at 0445 the ship entered Moreton Bay using the deep water channels. At 0820 two tugs were secured, and after turning in the Brisbane River, the ship secured starboard side to at the AMPOL Wharf, Lytton at 0905. Apart from an informal call by the Naval Officer Commanding QUEENSLAND CAPTAIN P.H. JAMES, RAN no formalities were observed on arrival, it being a public holiday.
5. Disembarkation of the sullage commenced at 1025 and completed at 2250.
6. At 0930 on Tuesday, 6th, HMAS SUPPLY cast off and proceeded out of the Brisbane River. CAPTAIN D.J. MARTIN, RAN, the Commanding Officer designate, joined prior to departure for passage to Sydney. Once clear of the channel the ship came to the starboard anchor in 16 metres of water to the north of Mud Island to clean the starboard side. At 1153 anchor was weighed and the ship proceeded across Moreton Bay. Passage to Sydney was shaped to take the ship 150 miles clear of the coast so that the residue from tank cleaning could be pumped out prior to arrival in Sydney.
7. At 0530 on Thursday, 8th, the ship entered Sydney Harbour and at 0618 secured to No 2 buoy with the assistance of one tug. Customs Officers were embarked on arrival and clearance was commenced immediately.

...../ At 0930 two tugs were secured and

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8. At 0930 two tugs were secured and at 0935 the ship slipped from the buoy and proceeded to berth bows north at the Oil Wharf, Garden Island. Leave was piped as soon as the ship was secured at 1015. The ship remained at this berth for the rest of the month having commenced the Assisted Maintenance Period and mid-winter leave on 8th June.

9. The ship was dressed with masthead flags on 5th and 10th on the occasions of Her Majesty's official birthday and His Royal Highness the Duke of Edinburgh's birthday respectively.

10. I called on you Sir at Fleet Headquarters at 1400 on Monday, 12th June.

11. On Friday, 16th, the ship was held off by tugs while the large catamarans between the ship and wharf were removed. The ship was then berthed alongside without catamarans so that the wharfside crane could plumb the after end of the ship to remove engineering equipment. On Wednesday, 28th, the ship was again held off while the catamarans were replaced.

12. Periods of inclement weather and the requirements to move the ship have adversely affected dockyard work on the wind and water areas of the hull and there is some doubt as to timely completion of the total task.

13. MARINE ENGINEERING

A considerable number of URDEFS and INDEFS were raised prior to the ship's return to Sydney and 80% of these have now been undertaken. Despite the effect of long leave on ship's staff participation work is progressing well.

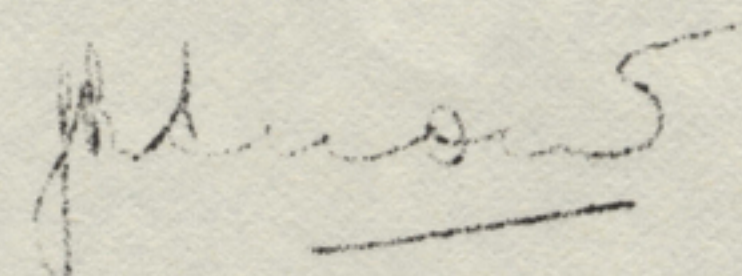
14. HEALTH, CONDUCT AND MORALE

The health, conduct and morale of the ship's company has remained very satisfactory throughout the month.

I have the honour to be,

Sir,

Your obedient servant.



(J.B. SNOW)
CAPTAIN RAN
COMMANDING OFFICER

- Annexes:
- A. Steaming Return.
 - B. Exercise Return.
 - C. Replenishment Return.

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Annex A to HMAS SUPPLY letter C1/16/1
dated 4th July, 1978.

STEAMING RETURN

(a)	Distance steamed during the month	1829 miles.
(b)	Hours underway during the month	138 hours.
(c)	Distance steamed since commissioning	467361 miles.
(d)	Hours underway since commissioning	35789 hours.

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Annex B to HMAS SUPPLY letter C1/16/1
dated 4th July, 1978.

EXERCISE RETURN

SEA

<u>EX. NO.</u>	<u>SHORT TITLE</u>	<u>DATE</u>	<u>DURATION</u>
9	OOW Evolutions	2ND	2 HOURS
		7TH	1 HOUR

HARBOUR

NN	Fire and Emergency Party Drills	8TH-30TH (INCL) $\frac{1}{2}$ HOUR EACH
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Annex C to HMAS SUPPLY letter C1/16/1
dated 4th July, 1978.

REPLENISHMENT RETURN

1. No underway replenishments were conducted during the month.

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C1/16/1

HMAS SUPPLY
At Sydney

4th August, 1978.

The Flag Officer Commanding,
HM Australian Fleet.

HMAS SUPPLY - REPORT OF PROCEEDINGS 1ST JULY, 1978 - 4TH AUGUST, 1978

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the period 1st July, 1978 to 4th August, 1978. All times are zone Kilo (-10) throughout.
2. During the month of July HMAS SUPPLY remained at the Oil Wharf, Garden Island, continuing the assisted maintenance and mid winter leave period. First leave completed on Monday, 3rd.
3. On Thursday, 13th I was President of a Court Martial at HMAS PENGUIN.
4. At 0930 on Friday, 14th the ship was held off the wharf by tugs while the large catamarans were removed. The ship berthed alongside on log fenders on completion. This evolution allowed the wharfside crane to plumb the ship and recover engineering equipment from the dockyard. At 1140 on Friday, 21st the ship was moved back onto the large catamarans to embark fuel cargo.
5. During the following week a shuttle service of lighters provided FFO and Diesel cargo totalling 5239 tons.
6. The second leave period concluded on Monday, 24th and at 1100 on that day I received you Sir, on board, to return my call and for a walk-around of the upper deck and accommodation spaces. You departed for HMAS MELBOURNE at 1150.
7. On Tuesday, 25th and Wednesday, 26th I attended a seminar on Personal Services at the Australian Government Centre, Chifley Square, Sydney. This event which was chaired by the Director General Naval Personal Services Commodore L.J. McINERNEY, RAN, provided an excellent vehicle for discussion and syndicate work, as well as valuable feedback to divisional officers.
8. The assisted maintenance period concluded on Friday, 28th and very few defects remained outstanding over the weekend. Embarkation of cargo was completed at 1300 on that day.
9. On Monday, 31st the ship was to proceed under own power to a buoy for ammunition at 0900, but a strike by dockyard crane drivers delayed this move. Once confirmation was received that the crane drivers intended to stay out the brows were manhandled ashore using the ship's company and the slipping party. This evolution was completed at 1030 and at 1033 the ship cast off and proceeded to No 2 buoy securing at 1056.

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...../ Ammunitioning was progressed without

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10. Ammunitioning was progressed without difficulty or delay and at 1124 the required amount had been embarked. A crane lighter removed the two sullage bins from the RAS Deck and later returned with two spare replenishment probes which had been left on the wharf for want of a crane.

11. At 1135 the ship slipped from the buoy and proceeded at the programmed time to sea with my successor, Captain D.J. MARTIN RAN, embarked.

12. Once clear of the port the ship exercised in accordance with E.A.X.P. 31/78 in near perfect weather conditions. Colours were half masted throughout the day on Monday, 31st in honour of the Late Honourable R. HEFFRON, former Premier of N.S.W. As HMAS TORRENS was unable to participate due to the crane driver strike all serials programmed with her were cancelled making HMAS HOBART the only ship available to replenish. In the forenoon of Tuesday, 1st August, a sailor slipped on a ladder and injured his elbow. In view of the diagnosis by the Petty Officer (MED) the ship proceeded into Jervis Bay and at 1920 transferred the patient by HMAS CRESWELL boat to the sick bay ashore.

13. On Thursday, 3rd the ship again entered Jervis Bay for 1½ hours during the forenoon for anchor and shiphandling drills.

14. On completion of fuelling HMAS HOBART on Friday, 4th the ship entered Sydney Harbour and at 1130 secured port side to at the Oil Wharf, Garden Island with the assistance of two dockyard tugs. I relinquished command to Captain D.J. MARTIN, RAN after securing.

15. It was pleasing to meet the sailing date after a little over seven weeks alongside, during which time a large amount of work had been undertaken by both dockyard and ship staff. Good weather assisted the upper deck maintenance programme and ship's side preservation. The ship was obliged to sail on the outboard main feed pump only as dockyard repairs to the inboard pump will not be completed until late August. I am confident however that the ship is ready to meet the commitments of the latter part of 1978.

16. MARINE ENGINEERING

Ships staff, dockyard and Fleet Maintenance Staff continued the effort to complete URDEF, INDEF and Planned Maintenance items. Internal examination of No 3 boiler superheater header revealed one tube had commenced to "walk" out of the tube plate; this defect was reported by URDEF 41/80, and subsequently repaired by dockyard. Water pressure testing of No 2 and 3 main boilers was progressed as was the testing of the Scotch Marine Boiler.

17. Nos 1,2, and 3 boilers were warmed through and steam raised in Nos 1 and 2 to allow a Basin Trial to be carried out on the 26th July, 1978. Commander G.T. POLDING, RAN the Marine Engineering Officer was superceded temporarily by Commander J.A. FAHEY, RAN on the 12th July, 1978. An overspeed test was carried out on the outboard main feed pump witnessed by a member of the Chief Staff Officer (Technical) Staff.

...../ The health of the ships company

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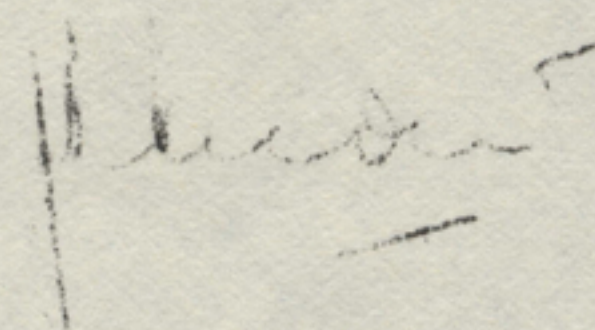
18. HEALTH, CONDUCT AND MORALE

The health of the ship's company has remained satisfactory throughout the period. Morale is high with the prospect of a full operational programme. Conduct has been most satisfactory considering the long period alongside in Sydney.

I have the honour to be,

Sir,

Your obedient servant.



(J.B. SNOW)
CAPTAIN RAN
COMMANDING OFFICER

- Annexes:
- A. Steaming Return.
 - B. Exercise Return.
 - C. Replenishment Return.

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Annex A to HMAS SUPPLY letter C1/16/1
dated 4th August, 1978.

STEAMING RETURN

- | | | |
|-----|--------------------------------------|---------------------|
| (a) | Distance steamed during the month | 975 nautical miles. |
| (b) | Hours underway during the month | 134 hours. |
| (c) | Distance steamed since commissioning | 468336 miles. |
| (d) | Hours underway since commissioning | 35923 hours. |

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Annex B to HMAS SUPPLY letter C1/16/1
dated 4th August, 1978.

EXERCISE RETURN

1. HARBOUR

<u>DATE</u>	<u>EXERCISE</u>
1st - 30th (incl)	Daily emergency party drills.
3rd - 28th (incl)	Daily communications exercise in accordance with harbour training programme.
25th	OOW/QM steering gear brief and drills.
25th	Harbour plotting exercise. (All RP's).
25th	Exercise S.S.D.
26th	Exercise Action/Emergency/Leaving Ship Station.

2. SEA

<u>DATE</u>	<u>EX NO</u>	<u>SHORT TITLE</u>	<u>DURATION (HOURS)</u>
31JUL78	21	MANORD	1
31JUL78	24	Shiphandling (CO DESIG)	$\frac{1}{2}$
31JUL78	29	Blind Pilotage	1
01AUG78	9	OOW Evolutions	1
01AUG78	36	RAINEX/GOPEX	$2\frac{1}{2}$
01AUG78	29	Blind Pilotage	1
02AUG78	25	SCREENPLAY	$5\frac{1}{2}$
02AUG78	133	NCX 657	$1\frac{1}{2}$
02AUG78	21	MANORD	1
02AUG78	78	Minor DCX	$1\frac{1}{2}$
02AUG78	160	SUCRFX	$1\frac{1}{2}$
02AUG78	36	RAINEX/GOPEX	2
02AUG78	121	NCX 451	2
02AUG78	18	TOW FWD (SUPPLY Gear)	$1\frac{1}{2}$
02AUG78	18A	TOW FWD (Receive Gear)	$\frac{1}{2}$
02AUG78	12	RASAP(D)	1
02AUG78	NN	CASEX A5	2
02AUG78	15	RASAP(N)	$1\frac{1}{2}$
03AUG78	25	SCREENPLAY	7
03AUG78	10	OOW Manoeuvres	1
03AUG78	24	Shiphandling	$1\frac{1}{2}$
03AUG78	36	RAINEX/GOPEX	2
03AUG78	78	NBCDX	4
03AUG78	50	CASEX C3	3
03AUG78	25	SCREENPLAY	2
03AUG78	29	Blind Pilotage	2
04AUG78	25	SCREENPLAY	$6\frac{1}{2}$
04AUG78	10	OOW Manoeuvres	1
04AUG78	29	Blind Pilotage	1

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Annex C to HMAS SUPPLY letter C1/16/1
dated 4th August, 1978.

REPLENISHMENT RETURN

<u>DATE</u>	<u>SHIP</u>	<u>RIG</u>	<u>REMARKS</u>
02AUG78	HOBART	4 PROBE 14 JACKSTAY	Hook-up only.
02AUG78	HOBART	13 JACKSTAY	Night.
03AUG78	HOBART	3 QRC	RAS(L)
04AUG78	HOBART	4 PROBE	RAS(L)

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C4/16/1

HMAS SUPPLY,
At Sydney.

5th September, 1978.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET

HMAS SUPPLY - REPORT OF PROCEEDINGS
4 - 31 AUGUST, 1978

Sir,

1. I have the honour to report the proceedings of HMAS SUPPLY, under my command, for the period 4th to 31st August, 1978. All times are zone Kilo (-10).
2. I assumed command of HMAS SUPPLY on the afternoon of Friday, 4th. At 1630 I called upon you, Sir, with Captain J.B. SNOW, reporting that the handover had been completed.
3. At 1000 on Monday, 7th, the ship cast off from the Oil Wharf, Garden Island, and proceeded to sea in company with HMAS HOBART. A minefield transit was exercised on departure, which heralded the start of Exercise SUBEX'78. At 1130 a successful torpedo firing exercise was conducted against HMAS SUPPLY. The tracks were clearly visible as one torpedo passed close astern and the other directly under the bridge.
4. Once clear of harbour the ship exercised in accordance with SUBEX'78 (COMAUSSUBRON ONE EXOPORD 5/78), EAXP 32/78 and HMAS HOBART ORE (COMAUSFLT EXOPORD 14/78).
5. At 1015 on Tuesday, 8th, HMAS SUPPLY temporarily detached from the exercise and steamed towards Jervis Bay to land a sailor with suspected acute appendicitis. As the sailor was suffering severe pain a helicopter medivac was requested. This was very quickly approved and at 1130 he was transferred to a helicopter for evacuation to hospital at HMAS ALBATROSS (HMAS SUPPLY messages NZT/MOK 080016Z AUG 78 and KVN/NZT/MVD 080022Z AUG 78 refer). At 1230 HMAS SUPPLY rejoined the exercise.
6. At 2040 on Tuesday, 8th, the ship entered Jervis Bay and at 2107 came to starboard anchor in A1 anchorage. Shortly afterwards HMA Ships HOBART and TORRENS anchored nearby. After remaining overnight the ship weighed and proceeded to sea in company with HMA Ships HOBART and TORRENS at 0600 on Wednesday, 9th, to take part in HMAS HOBART's Final Battle Problem. Participation in this particular exercise was of considerable value to HMAS SUPPLY, providing an opportunity to test operational aspects of the ship's organisation and routines.
7. On completion of the Battle Problem the two escorts entered Sydney Harbour. HMAS SUPPLY exercised independently until 1800 when, TORRENS having rejoined, both ships continued Exercise SUBEX'78.
8. During the afternoon of Thursday, 10th, the opportunity was taken, with TORRENS, to rehearse the manoeuvres for the Joint Service Staff College sea day programmed for the following week.

...../HMAS SUPPLY's part in

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9. HMAS SUPPLY's part in Exercise SUBEX'78 completed at 1035 on Friday, 11th, and at 1330 the ship berthed port side to at the Oil Wharf, Garden Island, remaining there until Wednesday, 16th.

10. On Monday, 14th, and Tuesday, 15th, FFO and Dieso cargo were embarked from lighters.

11. At 09.0 on Wednesday, 16th, the ship cast off and proceeded, in company with HMAS TORRENS, with 23 students and staff from the Joint Services Staff College embarked. A programme of demonstration for their benefit was conducted during the day and at 1530 they were disembarked by work boat in the vicinity of No.3 buoy, Sydney Harbour. During the forenoon a forced lubrication pump defect limited the ship's speed to 9 knots for 30 minutes, causing the delay of a planned replenishment demonstration.

12. Having landed the Staff Course the ship sailed from Sydney Harbour for passage to Hobart. The passage south was conducted in pleasant weather conditions without incident and at 1000 on Friday, 18th, the ship berthed port side to at Macquarie No.4 Wharf in Hobart with the assistance of two tugs. On arrival I called upon the Lord Mayor, Alderman D.G. PLAISTER, other official calls being considered paid and returned.

13. During the evening of Friday, 18th, my officers and I gave an official cocktail party onboard for 70 guests. On Sunday, 20th, the ship was opened for public inspection and, despite very unpleasant weather, 454 local people took the opportunity of coming onboard. The visitors took particular interest in a scale model of the ship and the firefighting and small arms displays.

14. The visit was successful and was enjoyed by the Ship's Company. It was marred only by the arrest of several local youths caught pilfering from Officers' cabins during the open day (HMAS SUPPLY message LSD 201350Z AUG 78 refers). Fortunately the youths were apprehended by ship's staff, and all articles were recovered and returned to the owners.

15. At 1030 on Monday, 21st, the ship cast off and proceeded out of Hobart harbour and commenced passage to Sydney. Poor weather, with winds up to 40 knots and rough seas, made work on the upper deck hazardous and as a result no exercises could be carried out enroute.

16. On Tuesday, 22nd, a RAS Deck saturated steam line fractured making the ship incapable of underway replenishment until dockyard repairs could be carried out. As a result the programmed refuelling of HMA Ships PERTH, SWAN and YARRA on Wednesday, 23rd, had to be cancelled. You, Sir, were to transfer to HMAS SUPPLY by jackstay, firstly from HMAS SWAN, and then, after the report of a defect in that ship, from HMAS YARRA during the replenishment serial. However, due to the adverse weather, this was also cancelled. Arrangements were then made for you to join by helicopter and at 0825 on Wednesday, 23rd, a transfer was attempted. Unfortunately this was unsuccessful due to excessive wind and movement of the ship, and the helicopter returned to Sydney with you still embarked.

17. Having had to abandon all programmed serials, and not feeling very successful, the ship steamed independently to Sydney, entering the heads at 1415. The passage down harbour was conducted under strong southerly wind conditions and several times small yachts caused concern as they approached the ship, apparently out of control. With the assistance of two tugs the ship berthed port side to at the Oil Wharf, Garden Island, at 1500. The ship remained at this berth undergoing a Self Maintenance Period for the remainder of the month.

...../While alongside,

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18. While alongside the inboard main feed pump, which had become defective during Exercise RIMPAC 78, was replaced. Due to delays in its installation and other defective items the families' sea day programmed for Thursday, 31st, had to be postponed (HMAS SUPPLY message KNA/KVI 280500Z AUG 78 refers).

19. During the month I addressed the Ship's Company on security matters and the dangers of alcohol and drug abuse.

20. MARINE ENGINEERING

Machinery and boilers operated satisfactorily with the exception of the following:

- a. The Starboard Steam Generator developed several leaking tubes and is the subject of a wear and waste test by Fleet Staff.
- b. The Ahead HP Thrust Pads were found to be below acceptable standard during the course of routine planned maintenance, and were replaced by ship's staff. This is the subject of a separate report.

21. Departmental morale remains high, and preparations for the forthcoming deployment are progressing satisfactorily.

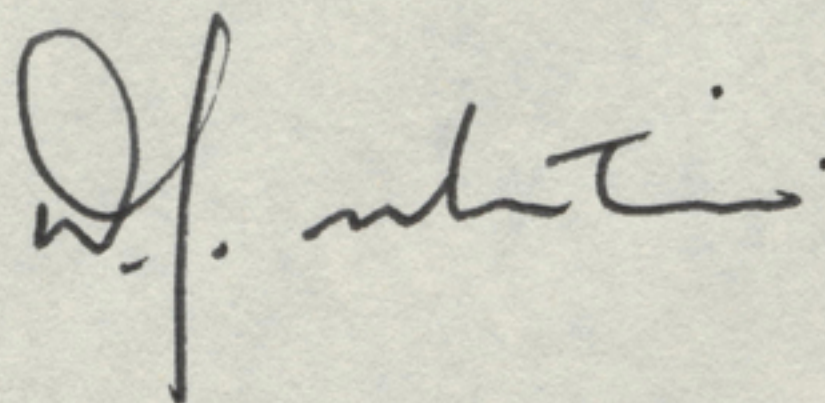
22. HEALTH, CONDUCT AND MORALE

The health and conduct of the Ship's Company has been good during the period and morale is satisfactory.

I have the honour to be,

Sir,

Your obedient servant,



(D.J. MARTIN)
CAPTAIN R.A.N.
COMMANDING OFFICER

Annexes: A. Steaming Return.
B. Exercise Return.
C. Replenishment Return.

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Annex A to
HMAS SUPPLY Letter 1/16/1
dated 5th September, 1978.

STEAMING RETURN (04 - 31 AUG)

a.	Distance steamed during the period.	2484 nautical miles
b.	Hours underway during the period.	190 hours
c.	Distance steamed since commissioning.	470997 nautical miles
d.	Hours underway since commissioning.	36076 hours

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Annex B to
HMAS SUPPLY Letter 1/16/1
dated 5th September, 1978.

EXERCISE RETURN (04 - 31 AUG)

1. HARBOUR

Emergency Party Exercise - 5th, 6th, 11th - 15th, 19th,
20th, 24th - 31st.

2. SEA

<u>EX NO</u>	<u>SHORT TITLE</u>	<u>DATE</u>	<u>DURATION (HOURS)</u>
10	OOW MANOEUVRES	10th	3½
		16th	1
25	SCREENPLAY	9th	3
		10th	8½
		11th	7
25	STATIONMASTER	10th	1
29	BLIND PILOTAGE	7th	1
		8th	½
		9th	½
		11th	1
		16th	1
		18th	1
		21st	1
		23rd	1
30	MINTRAN	7th	1
		9th	1
74-83	MAJOR NBCDX/NUC TRANSIT	9th	4
142	AAFX (BUS)	9th	½
142	AAROFX	16th	½

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Annex C to
HMAS SUPPLY Letter 1/16/1
dated 5th September, 1978.

REPLENISHMENT RETURN (4 - 31 AUG)

<u>DATE</u>	<u>SHIP</u>	<u>RIGS</u>	<u>REMARKS</u>
7th	HOBART	4 PROBE	HOOK-UP-ONLY
8th	TORRENS	4 PROBE	
9th	HOBART	4 PROBE	EXERCISE EMERGENCY BREAKAWAY
11th	TORRENS	4 PROBE 14 JACKSTAY	
16th	TORRENS	4 PROBE 14 JACKSTAY	J.S.S.C. SEA DAY

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C1/16/1

HMAS SUPPLY
At Singapore

5th October, 1978

The Flag Officer Commanding,
HM AUSTRALIAN FLEET

HMAS SUPPLY - REPORT OF PROCEEDINGS
SEPTEMBER 1978.

- References: A. AF letter 5/5/437 dated 30th August, 1978.
B. HMAS STALWART passage programme dated 1st September, 1978.
C. RAN/TNI-AL Operation Order for Exercise NEW HORIZONS II.

Sir,

1. I have the honour to report the proceedings of HMAS SUPPLY under my command for the month of September, 1978. Time zones are as indicated.
2. On Friday 1st the ship was at the Oil Wharf, Garden Island, undergoing a Self Maintenance Period. On that day I attended the Fleet Commanding Officers' meeting, after which you, Sir, entertained your "band of brothers" to lunch in the Flagship. Although some of the topics discussed had a familiar ring to one who has attended such meetings over the years, the get together was very good value. I have since talked to my officers about the views expressed at the meeting, and hope to submit as feedback some comments to Fleet Headquarters.
3. On Tuesday 5th Rear Admiral M.P. REED, A.O., (Chief of Naval Technical Services) visited the ship to see the state of the hull and machinery and to discuss with the ship's staff the forthcoming refit. The opportunity was taken to talk with the Admiral about our ideas for removal of unwanted equipment to reduce the maintenance load in the future, which have been reported separately.
4. Cargo embarkation was commenced at 0935K on Tuesday 5th. That afternoon 25 Legacy children were given a conducted tour of the ship. At 1110K on Wednesday 6th a full load of cargo had been embarked and from 1115K to 1135K basin trials were conducted.
5. On Wednesday 6th an URDEF was raised due to a one inch crack in a copper line in the RAS deck steam system. The flange pulverised when repairs were first attempted. No steam could be provided to the two forward pump rooms or the forward winches and capstan. Fleet Maintenance Unit Staff from HMAS STALWART worked until after midnight to ensure the defect was rectified in time for the ship to sail for families' day the following morning. (HMAS SUPPLY DAU/DNY 110426Z SEP 78 refers)
6. At 1000K on Thursday 7th the ship cast off and proceeded to sea for families' day, which was a great success despite overcast weather with scattered rain. During this time trials were conducted on the

...../inboard main feed pump

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inboard main feed pump, the refitting of which had been completed the day before by Garden Island Dockyard. The ship had been running without an alternative main feed pump since early May.

7. At 1400K SUPPLY entered Port Jackson and berthed just after 1500 at the Oil Wharf. I misjudged the approach to the wharf and had to back off at the last minute, with some anxiety, to make a second attempt. The families accepted the explanation that this also had been a demonstration for their benefit.

8. As a result of financial restraints on the fuel vote for this financial year, 2000 tons of the diesel fuel cargo was unloaded on the Thursday night and Friday morning, water ballast being taken on to compensate. During the forenoon of Friday 8th there was a SMASHEX. This ship was neither required to recall people who had been despatched on long weekend leave, nor to shorten the notice for sea. At 1720K HMAS YARRA berthed alongside on completion of her part in the exercise, and between 1745K and 1945K was fuelled.

9. At 0900K on Monday 11th HMAS YARRA cast off from alongside and, at 1040K, HMAS SUPPLY sailed for operation REGROUP 78 in accordance with references A and B.

10. Once clear of the harbour the ship made independent passage northward and at 0700K on Wednesday 13th met HMA Ships STALWART (CTU 327.2.1) and TORRENS. During those first few days the ship had to reduce speed several times, and stop on one occasion, due to loss of vacuum in the main condenser. This has been diagnosed as a defective closed feed controller which cannot be rectified until the assisted maintenance period in Singapore in October.

11. Owing to this defect it was considered prudent to conduct only single ship replenishment for the remainder of the month to minimise boiler water level variations and thereby reduce the risk of loss of power with ships alongside. Even then it was necessary to order an emergency breakaway on one occasion. All ships which replenished from HMAS SUPPLY during the month were warned beforehand of the remote possibility of the ship having to reduce revolutions while conducting replenishment operations. Due to the ship's slow deceleration rate there was no danger as long as the problem was recognised.

12. At 1700K on Wednesday 13th HMAS TORRENS was fuelled prior to passage through the Great Barrier Reef. Soon afterwards TORRENS stopped dead in the water for two hours, having to let go an anchor, complaining of salt water in her fuel. This regrettable incident was clearly the fault of HMAS SUPPLY, but we have been unable to discover how it happened. The ballasting of two tanks prior to departure from Sydney could have been a contributing factor but the accident should never have happened.

13. On completion of replenishment the Task Unit settled down for passage in company through the inner route of the Great Barrier Reef while non-maneuvring exercises were conducted in accordance with reference B. The weather was beautiful and there were no incidents except for the loss of main condenser vacuum while going through one particularly narrow section. Steerage way was not quite lost and the vacuum was soon regained.

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...../The Task Unit cleared

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14. The Task Unit cleared the reef via Gannet Passage at 1040K on Saturday 16th and once into deep water HMAS TORRENS was replenished at 1600K, this time without the unwanted additive.

15. On Wednesday 20th HMAS VENDETTA joined from Singapore. At 0630H on Thursday 21st, HMAS SUPPLY entered the swept channel in the western approaches to Ujung Pandang preceded by TORRENS, VENDETTA and STALWART. At 0900H the ship came to her starboard anchor in 14 fathoms, 8.3 cables from the northern breakwater, where we remained throughout the visit.

16. On arrival I joined the Commanding Officers of HMA Ships STALWART, TORRENS and VENDETTA and the Australian Naval Attache Jakarta, Captain R.J. WHITTEN, O.B.E., RAN, on official calls in accordance with reference C, handing out and receiving crests at a great rate.

17. At 0900H on Friday 22nd my Operations Officer and I attended the opening ceremony for Exercise New Horizons II in the operations room at DAERAL-7. On completion of this simple but friendly ceremony a pre-exercise briefing was conducted during which HMAS SUPPLY was required to deliver a briefing on replenishment. Separate briefings had also been given onboard the TNI-AL Ships by HMAS SUPPLY's officers.

18. While in Ujung Pandang a full programme of harbour training, sport and social functions had been arranged. Our Indonesian hosts, although shy, were both friendly and hospitable. The town left a lot to be desired as a sailors' run ashore, but most of our people managed to enjoy themselves in one way or another. At the outset there had been adverse reaction to the ship being anchored in the roads but, in the event, this proved to be a popular decision. STALWART lent us two forty foot boats which worked perfectly (the promised Indonesian ferry having not materialised), and the sailors quite enjoyed the routine of boats, booms and ladders. In addition, we were remote from the exotic aroma and cacophony suffered by our sister ships alongside. While at anchor the Viking lifeboats were lowered for annual testing and the opportunity was taken to hold an inter-part regatta which the Wardroom won.

19. At 0743G on Monday 25th anchor was weighed and the ship proceeded via the swept channel in company with HMAS STALWART to start the sea training phase of Exercise NEW HORIZONS II. HMA Ships TORRENS and VENDETTA, KRI MONGISIDI (CTU 78.2.1) and KRI MARTADINATA had sailed earlier and joined the heavy ships to seaward of the swept channel at 1200G.

20. For the next four days the six ships, joined occasionally by aircraft and a submarine, exercised in company in accordance with reference C. The exercise, although simple and with negligible tactical value for us visitors, was interesting, and a high level of friendly co-operation was achieved between HMAS SUPPLY and the TNI-AL destroyers. KRI MONGISIDI in particular was well driven and CTU 78.2.1 (KOLONEL LAUT(P) ANWAR AFFANDI) exercised a high standard of Command and Control. One very disturbing feature was their penchant for sudden, unexpected and illogical changes of sequence of ships in column, causing manoeuvres in which all ships acted like bees around a honey pot. Jockeying for a position in a melee is an uncomfortable feeling in a fleet tanker.

...../The TNI-AL Ships showed
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The TNI-AL Ships showed a high level of ability during jackstay transfers. The sailors were always correctly dressed, all with protective helmets and lifejackets, and were obviously familiar with the routine. Their handling of the fuelling rig, however, was not good, indicating that their nods and smiles at the pre-exercise briefing had been more a show of good manners than an indication of understanding.

21. At 1240G on Thursday 28th the Medical Officer, Lieutenant K.L. COLLINS RANR, was transferred to HMAS STALWART by helicopter to take out a sailor's appendix.

22. At 1400G on Thursday 28th you, Sir, embarked by helicopter from HMAS STALWART, accompanied by the Indonesian Fleet Commander (Panglima Armada RI) Laksamana Muda Prasodjo MAHDI. At 1730G KRI MARTADINATA was called alongside and the Indonesian Fleet Commander was transferred by jackstay. At 1900G you, Sir, were transferred to HMAS VENDETTA by the same means.

23. At 0530G on Friday 29th HMAS SUPPLY detached from the exercise on completion of replenishing HMA Ships TORRENS and VENDETTA. The ship then steamed to Singapore via Carimata Strait.

24. During the forenoon of Friday 29th I addressed the Ship's Company on security, drugs, alcohol abuse, homosexuality and tattoos. On Saturday 30th the opportunity was taken to conduct several hours of shiphandling, seaboard and man overboard drills. The month closed with HMAS SUPPLY having just entered the Northern Hemisphere.

Health, Conduct and Morale.

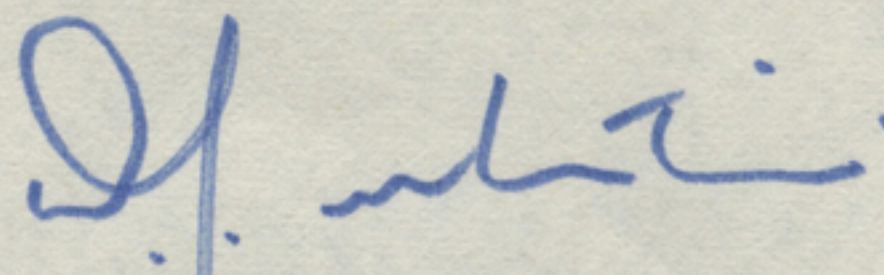
25. The health of the Ship's Company has been generally good except for some tummy upsets after the visit to Ujung Pandang. Conduct has been good despite the requirement to impose midnight leave in Indonesia.

26. Morale is good. There was some disappointment at the cancellation of the visit to Melbourne on the way home, but this has been sorted out. A vigorous programme of divisional meetings has been conducted during the month, partly to prepare the hands for the three week visit to Singapore.

I have the honour to be,

Sir,

Your obedient servant,



(D.J. MARTIN)
CAPTAIN RAN
COMMANDING OFFICER

- Annexes: A. Steaming Return.
B. Exercise Return.
C. Replenishment Return.

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Annex A to
HMAS SUPPLY Letter 1/16/1
dated 5th October, 1978.

STEAMING RETURN

a.	Distance steamed during the period.	5127 nautical miles
b.	Hours underway during the period.	377 hours
c.	Distance steamed since commissioning.	476124 nautical miles
d.	Hours underway since commissioning.	36453 hours

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Annex B to
HMAS SUPPLY Letter 1/16/1
dated 5th October, 1978.

EXERCISE RETURN

Reference: A. AF letter 65/17/56 dated 20th July, 1977.

1. Sea

<u>EX NO</u>	<u>SHORT TITLE</u>	<u>DATE</u>	<u>DURATION(HOURS)</u>
10	OOV MANOEUVRES	17th	2+2
		18th	1½+1½
		19th	1½+1½
		25th-28th(incl)	2(daily)
25	SCREENPLAY	16th	3
		17th	5+6
		18th	6+4
		19th	6
32	SPX/STX	29th	5
36	GOPEX/RAINEX	14th	8
		19th	8
		20th	4
37	ARRX	15th	1½
		25th	2½
NN	RELVELEX	14th	2+2
		16th	2
		19th	2
		20th	2
NN	AIO VOICE PROCEDURES	16th	2½
21	MANORD	30th	2
24	SHIPHANDLING	30th	2
29	BLIND PILOTAGE	11th	1
		21st	2
		25th	2
113	NCX 202	13th	2+2
		14th	1
		15th	1+1
		17th	1
		18th	1
		19th	1
		20th	1
117	NCX 350	13th	1½
		14th	1½+1½
		16th	1½
118	NCX 401	14th	1½
		15th	1½
		18th	1½
		19th	1½
NN	NCX 350	13th	2
		14th	2
		15th	2+2
		16th	2
NN	NCX 403	15th	1½
NN	NCX 402	16th	2
		19th	2

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NCX 604

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127	NCX 604	18th	2
133	NCX 657	14th	2
64	CASEX C25	26th	2
142	AAROX	16th	1(night)
		18th	2
		25th	2(night)
159	AATX/AATFX(SLEEVE)	26th	2
12	RASAP(D)	20th	2(STALWART Guide)

2. Harbour

- a. Emergency party fire exercises conducted daily in harbour.
- b. Ujung Pandang harbour training phase of Exercise NEW HORIZONS II.

(1) Communications:

NCX 204
NCX 405
NCX 301
NCX 205
NCX 401

(2) Operation Awkward:

Divers sent to HMAS STALWART. Ship conducted paper action only.

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Annex C to
HMAS SUPPLY Letter 1/16/1
dated 5th October, 1978.

REPLENISHMENT RETURN

<u>DATE</u>	<u>SHIP</u>	<u>RIGS</u>	<u>REMARKS</u>
13th	TORRENS	-	RASAPS(D)
	STALWART	-	RASAPS(D)
	TORRENS	14 JACKSTAY	
	STALWART	9 JACKSTAY	
	TORRENS	4 PROBE	
14th	STALWART	9 JACKSTAY	
16th	TORRENS	4 PROBE	CONDUCTED EMERGENCY
		14 JACKSTAY	BREAKAWAY
18th	TORRENS	4 PROBE	
19th	TORRENS	-	RASAPS(D)
	STALWART	-	RASAPS(D)
20th	STALWART	9 JACKSTAY	STALWART GUIDE
	TORRENS	14 JACKSTAY	
	VENDETTA	3 QRC	4 SHIP RAS, TORRENS
	STALWART	-	ON STALWART.
	TORRENS	4 PROBE	
26th	KRI MONGISIDI	11 PIGTAIL	TOKEN FUEL
	TORRENS	4 PROBE	
	VENDETTA	3 QRC	
27th	KRI MARTADINATA	5 JACKSTAY	TFR TNI-AL FLEET CMDR
	VENDETTA	14 JACKSTAY	TFR COMAUSFLT
29th	TORRENS	4 PROBE	
	VENDETTA	3 QRC	

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C1/16/1

HMAS SUPPLY
At Cockburn Sound
4th November, 1978.

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

HMAS SUPPLY - REPORT OF PROCEEDINGS - OCTOBER 1978.

References: A. COMAUSFLT Operation Order 25/78 dated 22nd September, 1978.
B. CTF 606 Operation Order 1/78 dated 29th September, 1978.
C. AF Letter 5/5/437 dated 30th August, 1978.

Sir,

1. I have the honour to report the proceedings of HMAS SUPPLY under my command for the month of October 1978.
2. At 0845GH on Sunday 1st, SUPPLY entered Johore Strait after an independent passage from Indonesia and Exercise New Horizons. In accordance with local requirements a pilot was embarked for the passage to Sembawang Shipyard, where the ship berthed at 1100GH. The self maintenance period started at once, and continued unabated for the ensuing three weeks.
3. On Monday 2nd I made a round of official calls, as follows: the Australian High Commissioner, Mr. G.J. Price, MBE, at 0950GH; the Commander Naval Forces West Malaysia, Commodore Mohd Sidk bin Shabudin, at 1040GH, and the Commander New Zealand Force South East Asia, Brigadier J.L. Smith, MBE, at 1115. Commodore Sidk returned my call at 1210GH.
4. On the forenoon of Wednesday 4th you, Sir, arrived in Singapore in HMAS STALWART, with HMA Ships TORRENS and VENDETTA in company. At midday, HMAS SUPPLY became your Flagship, and you were welcomed onboard shortly afterwards. During the afternoon I accompanied you on your official calls.
5. SUPPLY remained alongside in Singapore for twenty days. This is a longer period than desirable for any visit but, having accepted that nothing could be done to lessen the duration or to make a short call anywhere else during the period, the ship's company settled down to make the most of the situation.
6. Recognising that the impending visit could create pressures upon the ship's company, efforts had been made, during the previous month, to prepare the people on board for the long period alongside. This education programme was attempted through the medium of divisional periods, medical lectures, daily orders, and various tracts of an uplifting nature. Considerable attention was paid to the creation of a sensible sporting programme which would present sufficient challenge and activity without becoming a chore.
7. An interdivisional competition was held during the three weeks with all parts of ship playing against each other in cricket, volleyball, deck hockey, touch rugby and golf. The ship also participated in a great variety of sports against the other ships of the Task Group, and British, New Zealand, Malaysian and Singapore Armed Forces units. SUPPLY's teams entered into the fray with a lot of enthusiasm and did well.

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8. Some twenty wives, girl friends and daughters of SUPPLY people arrived in Singapore on a packaged holiday arranged by Ansetts in Sydney. This was a great success for all concerned.

9. The major occupation during the period alongside was the maintenance period. The list of tasks to be undertaken during the three weeks was considerable, and was tackled with gusto by the ship's staff and the Fleet Maintenance Unit. The FMU deserve, and have received from us, sincere thanks and praise for their excellent work. Some important defects were rectified. The loss of main engine vacuum (urdef 54/80) was found to have been caused by a metal foreign body in the closed feed controller. The stern gland was repacked (urdef 79/80), but this effort was no more successful than the previous five attempts, making it necessary to impose restrictions on the amount of wheel used when the ship is at speeds above 15 knots. Number one air conditioning unit (urdef 56/80), failure of which left the centre castle without air conditioning for three days in Singapore, was repaired.

10. The air conditioning unit serving the communications centre (urdef 55/80) proved to be a lengthy task. The unit was landed on a jackstay from the top of the bridge, from whence it was lifted into STALWART for rebuilding. After several delays, the necessary spares were received from England on Thursday 19th and the unit was partially rebuilt in STALWART. At 1120GH on the next day, the unit was replaced by helicopter in position. The evolution called for particularly skilful flying by the pilot, Lieutenant C. Mayo RAN. Final installation and setting to work were completed a day after our departure from Singapore.

11. Approval had been received prior to arrival in Singapore to engage a local contractor for preventive maintenance up to a total cost of \$2,500 Australian. A firm called Eggs - Viking Singapore was employed in No. 2 pump room to strip, clean chemically, wire scrub and preserve the bilges and adjacent coffer dams. This they did well. It had been hoped also to have some other work done, but the job undertaken turned out to be more time consuming than expected.

12. In general, the visit was worthwhile. All were impressed with the cleanliness and efficiency of the city state. Many struck up acquaintances with Singaporean, Malaysian and New Zealand Service personnel; one Midshipman was lent to a Malaysian patrol craft, K.D. SRI SARAWAK, for a week's patrol. Many groups, mostly of schoolchildren, were conducted around the ship. Not surprisingly, a lot of time was devoted to shopping. All in all, the visit was successful, particularly in terms of maintenance achieved. Also, it was gratifying to note the almost complete lack of incidents, accidents, breaches of discipline and ill health of any kind.

13. HMAS SUPPLY cast off at 0937GH on Saturday 21st and proceeded to sea with HMAS STALWART in company. Mr. Price, Brigadier Smith and the Australian Defence Adviser, Captain D.H. Thomson RAN, took passage through Johore Strait in SUPPLY, disembarking by STALWART's helicopter at 1136GH.

14. HMA Ships VENDETTA and TORRENS joined at 1150GH and 1318 respectively, thus bringing the task group back to full strength for Operation Regroup phase seven. Both escorts were refuelled on Saturday 21st during the exercises which were conducted whilst on passage south east towards Gaspar Strait.

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15. Clocks were advanced 30 minutes to zone H(-8) at midnight on Saturday 21st, when Exercise Sandgroper officially started. At 1134H on Sunday 22nd the group was augmented by USS KIRK (Commander F.J. Barnes), USS LOCKWOOD (Commander J.R. Fitzgerald), and USS KNOX (Commander W.A. Hartman) of the 15th Destroyer Squadron (Captain J.H. Berry), to form Blue surface forces for Sandgroper. The oiler USS ASHTABULA (Captain R.W. Leeds) joined at 1100H to the south of Sunda Strait.

16. It is not intended to recount here the details of Exercise Sandgroper. The exercise provided further proof that Australian, United States and New Zealand maritime forces can come together with little or no initial preparation and, after a reasonably brief period, achieve an acceptable level of efficiency.

17. The exercise participants included: three RAN/RNZN destroyer escorts, STUART, SWAN and CANTERBURY, which started life on the Orange side and then defected to Blue; the Orange Submarines ONSLOW and OVENS; Orange and Blue Long Range Maritime Patrol aircraft from the RAAF, USN and RNZAF; and F111, A4G and F4E aircraft of the RAN, RAAF and USAF.

18. To bring these various participants together called for thorough and careful organisation which, in the main, was achieved. The scenarios varied from strained relations through war to a peacetime practice programme, and activities took place in the Indonesian archipelago, in the open ocean and in a simulated narrow strait.

19. There were some interesting innovations, some successful trials and, as usual, lessons to be re-learned. It was interesting to witness the uncertainties and stresses of the "marking" situation, and to be constrained by rules of engagement which were controlled from a distant headquarters. But, in this ship, there were neither the time nor the facilities to become involved deeply in these and other aspects.

20. From SUPPLY's point of view, the priority tasks were the provision of command and accommodation facilities for the Task Group Commander and his staff and the timely and effective liquid replenishment of the frigates and destroyers. These objectives were achieved reasonably well but with some shortcomings and setbacks.

21. All frigates and destroyers were replenished by SUPPLY at least once, and these generally were successful. There were some exceptions. USS KNOX suffered slight spillage of diesel when the probe was rejected several times while pumping was taking place; no such trouble was experienced with her sister ships.

22. HMAS VENDETTA was fuelled by probe from No. 4 rig early on the morning of Friday 27th. The weather was unpleasant, and there was trouble in mating, with the probe being rejected a number of times. The ship suffered several spills of FFO while being brought up to a reasonable fuel percentage; finally, after a reasonably long period of undisturbed pumping, it was decided to terminate the evolution. No abnormality could be found in the probe, but it was changed to be on the safe side.

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23. Concurrently, STUART was being replenished at No. 3 rig using the Quick Release Coupling. After a period of difficult station keeping, two defects occurred simultaneously, making it necessary to order an emergency breakaway. The senhouse slip securing the forestay of the derrick collapsed, allowing the rig to swing between aft and abeam. A piston valve rod fractured in one of the winches controlling a trough of the hose, thus depriving the RAS crew of the ability to control the hose. On completion of returning the gear, which was carried out safely and promptly, STUART passed very close down SUPPLY's starboard side. Further replenishments were cancelled, and the two defects repaired.

24. STUART, unfortunately, was not finished yet. She was ordered to replenish at 0915 on Saturday 28th. Considerable difficulty was experienced in mating the probe and, when pumping finally started, a coupling in the hose on her upper deck parted, allowing a gush of oil to well up over the forecastle. STUART then proceeded directly to No. 3 rig where she was topped up without delay or incident.

25. Subsequent investigation of the probe used by STUART revealed that a roller sheave fitted on the probe was of the wrong size. This was corrected. While STUART had been replenishing successfully, a joint in the saturated steam line serving the RAS deck developed a serious leak. Termination of the replenishment was considered but, in the event, it was possible to complete STUART and USS LOCKWOOD before repairing the defect during the night.

26. For the last two days of the month the ship took part in programmed serials in the West Australian practice areas. Weather by this stage was fine and calm. A highlight for SUPPLY was an approach to USS ASHTABULA to receive a small quantity of fuel to balance the books.

27. Apart from the occasional defects mentioned above, the material state of ship and equipment throughout the month was satisfactory. The exception was number 3 boiler which, it is suspected, has leaking superheater tubes (urdef 58/50).

Health, Conduct and Morale

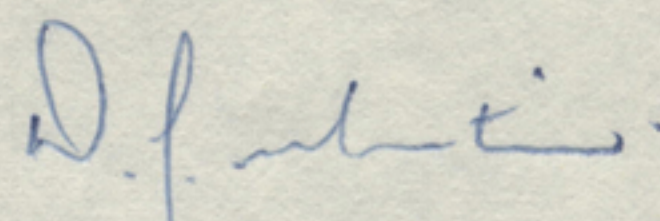
28. The health of the ship's company has been very good, particularly in view of the time spent in the exotic, and not always healthy, East.

29. I am particularly pleased with conduct onboard and ashore. Morale is high.

I have the honour to be,

Sir,

Your obedient servant,



(D.J. MARTIN)
CAPTAIN RAN
COMMANDING OFFICER

- Annexes: A. Steaming Return.
B. Exercise Return.
C. Replenishment Return.

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Annex A to
HMAS SUPPLY Letter 1/16/1
dated 4th November, 1978.

STEAMING RETURN.

a.	Distance steamed during the month.	3613 nautical miles
b.	Hours underway during the month.	265 hours
c.	Distance steamed since commissioning.	479737 nautical miles
d.	Hours underway since commissioning.	36718 hours

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Annex B to
HMAS SUPPLY Letter 1/16/1
dated 4th November, 1978.

EXERCISE RETURN

1. SEA

<u>EX NO</u>	<u>SHORT TITLE</u>	<u>DATE</u>	<u>DURATION (HOURS)</u>
10	OCW MANOEUVRES	21st	1+1
		30th	$1\frac{1}{2}+1\frac{1}{2}$
		31st	1+1
NN	SMALL ARMS FIRING	24th	1
21	MANORD	30th	2
62	ADEX	30th	2+2
		31st	2+2+1
NN	AATX	30th	1
142	AAFX	30th	$2\frac{1}{2}$
5	NEX	30th	4
50	CASEX C3	31st	$3+3\frac{1}{2}$
NN	SCREENEX	31st	$1\frac{1}{2}$
12	RASAPS(D)	30th	1
29	BLIND PILOTAGE	1st	$2\frac{1}{2}$
		21st	$2\frac{1}{2}$
NN	DARKEN SHIP	23rd	10
		24th	10
		25th	10
		29th	10
		30th	10
		31st	10

2. HARBOUR

a. Emergency Party Exercises were conducted daily while in Harbour.

b. Singapore Harbour Training.

(1) Communications

NCX 401
NCX 201
NCX 202
NCX 207
NCX 251
NCX 302
NCX 252

Two hours daily on 9th, 10th, 11th, 16th, 17th, 18th, 19th and 20th.

(2) AI0 - Training in HMAS TORRENS

Surface Plotting - 10th, 11th, 12th, 16th and 17th.

Two hours each day.

Rainform Reporting - 10th, 11th, 12th, 16th and 17th.

One hour each day.

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Annex C to
HMAS SUPPLY Letter 1/16/1
dated 4th November, 1978.

REPLENISHMENT RETURN

<u>DATE</u>	<u>SHIP</u>	<u>RIGS</u>	<u>REMARKS</u>
21st	TORRENS VENDETTA	4 Probe 3 QRC 13 Jackstay	
23rd	USS KNOX VENDETTA TORRENS	4 Probe 3 QRC 4 Probe	
25th	TORRENS USS KNOX	4 Probe 4 Probe	Pressure in receiving ship caused some rejection of the probe and minor spillages.
26th	USS KIRK VENDETTA	4 Probe 4 Probe	Approach only. Fuelling cancelled.
27th	STUART VENDETTA	3 QRC 4 Probe	Emergency breakaway -- Derrick failure. Probe rejected numerous times during refuelling.
28th	STUART STUART USS LOCKWOOD	4 Probe 3 QRC 4 Probe	Fuel line on STUART upper deck burst.
29th	VENDETTA HMNZS CANTERBURY	3 QRC 4 Probe	
30th	USS KNOX TORRENS STUART	- - -	RASAPS(D) RASAPS(D) RASAPS(D)
31st	USS ASHTABULA USS ASHTABULA TORRENS STUART SWAN	Station 3 & 11 4 Probe 4 Probe 3 QRC 4 Probe	ASHTABULA Guide - SUPPLY fuelled from ASHTABULA Hook up only

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HMAS SUPPLY,
at Sydney.

7th December, 1978

The Flag Officer Commanding,
HM AUSTRALIAN FLEET

HMAS SUPPLY REPORT OF PROCEEDINGS NOVEMBER 1978

Sir,

1. I have the honour to report the proceedings of HMAS SUPPLY under my command for the month of November 1978. Times throughout this report have been suffixed by the zone indicator in use.

2. At the beginning of the month SUPPLY was steaming towards Fremantle, at the close of Exercise SANDGROPER, with US Ships ASHTABULA, KIRK and LOCKWOOD, and HMA Ships STALWART, SWAN and STUART in company. At 0630H the submarines OVENS and ONSLOW joined, after which all ships took up a close formation in the approaches to Fremantle to allow representatives of the Western Australian news media to take photographs from HMAS STALWART's helicopter. SUPPLY detached at 0700H and proceeded into Cockburn Sound with HMA Ships SWAN, OVENS and ONSLOW. Two hours later, SUPPLY berthed at the escort wharf, HMAS STIRLING.

3. Commodore N.A. BOASE, the Naval Officer Commanding, WEST AUSTRALIA, called on you, Sir, at 0945H, and at 1000H you received Admiral S.R. FOLEY USN, Commander of the US Seventh Fleet. I called on Councillor A. POWELL at 1015H then, at 1215H, attended a luncheon given by the Royal Perth Yacht Club at which you and Admiral FOLEY were the principal guests. Later the same day I went to the fleet reception in HMAS STALWART at Fremantle.

4. On the Thursday, 30 guests representing the local Shire Council, clubs and organisations were entertained to luncheon onboard. The Chief Petty Officers held a reception for local citizens the next day. On the evening of the 2nd, my officers and I, with those from HMA Ships SWAN, OVENS and ONSLOW, were guests at a reception at the Rockingham Shire Council Chambers.

5. The Exercise SANDGROPER post exercise discussion was held in the operations room, HMAS STIRLING, at 0900H on Friday 3rd. It was an interesting and well arranged presentation which was a credit to the staff, particularly in view of the short time available for preparation. On completion, you held a luncheon onboard HMAS SUPPLY, attended by the Commanding Officers of units which had participated in Exercise SANDGROPER. At 1400H on Friday 3rd, your flag was transferred to HMAS STALWART, thus ending a busy and interesting month as the Flagship.

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On Saturday 4th, the ship was dressed for Navy Day in Western Australia. HMAS STIRLING was opened to the public for the first time, and ships alongside, except SUPPLY were open to the public. SUPPLY provided static displays and turned out No. 11 rig as a demonstration.

7. At 0856H on Monday 6th, SUPPLY cast off and proceeded to Fremantle where she berthed port side to H berth at 1048H. Embarkation of fuel cargo started at 1225H and completed without incident at 1215H on Tuesday, by which time 5000 tons of FFO and 1000 tons of diesolene had been received.

8. At 1400H on Tuesday 7th SUPPLY cast off and proceeded for Hobart, after an enjoyable and successful visit to Western Australia. Whilst at HMAS STIRLING, SUPPLY had tried to continue and strengthen the relationship between the RAN and the local populace, apparently with some success. Certainly the locals seemed pleased to have the Navy there. Most of the ship's company spent their leave at the adjacent clubs and establishments where they behaved in a gentlemanly manner and were made very welcome. The visit was free of incidents.

9. The passage to Hobart was made in fine weather. Being at sea alone was a strange sensation after Exercises REGROUP, NEW HORIZONS and SANDGROPER. The small amount of spare time available was given to Junior Officers' training in shiphandling and navigation. A naval psychologist from West Australia, Miss Val STEVENS, travelled in the ship during this leg of our tour in order to gain sea experience. If it is considered important for female officers to take passage occasionally in HMA Ships, and this would seem necessary for those, such as legal specialists and psychologists, who give advice about the activities of people at sea in ships, then HMAS SUPPLY has suitable facilities when the Fleet Commander is not embarked.

10. The ship berthed starboard side to, Macquarie No. 2 Wharf, Hobart at 1153L on Sunday 12th. The Commander had charge of this evolution and also took the ship out of harbour when we sailed on the Tuesday. Disembarkation of 3000 tons of FFO cargo to the Hobart oil fuel installation started at 1330L. Preparations to receive the cargo at Hobart had been assisted by an advance party from SUPPLY consisting of the Senior Engineer, Lieutenant L.F. SHIMBEL, and CPOMTP H.F. HUGHES. The transfer went smoothly and was completed by 2125L.

11. On Monday 13th I called upon His Excellency the Administrator, Mr. Justice GREEN, the Right Honorable D.A. LOWE MLA, and the Deputy Lord Mayor, Alderman BROADBY. At 1200L I gave a luncheon onboard for six prominent citizens selected by the Naval Officer-in-Charge.

12. At 0826L on Tuesday 14th SUPPLY cast off and proceeded.

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Captain P.H. JAMES, the Commanding Officer designate, was onboard for ship familiarisation enroute to Sydney. A crew from Film Australia had been embarked to take movie sequences of ships replenishing for a recruiting film.

13. HMA Ships VAMPIRE and STUART joined at 1530L on Wednesday 15th. At 1600L both ships replenished from SUPPLY with the action being filmed from onboard SUPPLY and from an Iriquois helicopter from NAS Nowra. On completion, VAMPIRE and STUART carried out high speed manoeuvres in close company to provide more film coverage. The director and cameramen were very pleased with the potential of the material obtained.

14. Having detached VAMPIRE and STUART, SUPPLY joined HMAS HOBART for overnight exercises enroute to Sydney. From 0600 to 0700L on 16th, HOBART conducted a spectacular series of manoeuvres to provide more material for the movie cameramen and their forthcoming film. HOBART detached at 0700L and proceeded independently into Sydney.

15. HMAS SUPPLY entered Port Jackson at 0800L on Thursday 16th. After turning in Woolloomooloo Bay, the ship berthed starboard side to at the oil wharf, Garden Island. Customs officers were waiting to clear people on arrival. As the processing of declaration forms had been completed in Hobart, the procedure for customs clearance was simply to land and have all items cleared. This procedure allowed families to board on arrival and personnel to be cleared quickly. It was much appreciated by the ship's company.

16. On Friday 17th and Monday 20th, 1000 tons of diesolene, previously embarked in Fremantle, were discharged to the Garden Island fuel installation. The ship's assisted maintenance period started on Monday 20th with assistance being provided by the Fleet Maintenance Party on tasks such as refitting of soot blowers, re-lagging of pipes and valve maintenance.

17. SUPPLY remained alongside throughout the rest of the month progressing maintenance and preparations for the annual inspection. On Wednesday 22nd 30 students from the De La Salle college toured the ship..

18. On 24th November an officer from the staff of the Director of Fleet Supply Requirements visited the ship to speak to the Stewards about the current situation and intended action regarding pay levels. This approach, following on from explanations and discussions previously conducted by the Supply Officer and myself, have gone some way towards allaying the fears and discontent of these sailors.

19. On 24th and 25th a dummy board was conducted for the Midshipmen of this ship who were due to sit for the fleet board in early December.

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20. Departmental inspections started on Monday 27th and continued throughout the week. The Junior Officers' Symposium and annual Naval Symposium were also conducted during the week.

Engineering

21. During the period all machinery has operated satisfactorily. Defect work has kept maintainers busy and much effort has been devoted to preparations for the annual inspection. At the beginning of November No. 3 main boiler gave indications that either the hand hole doors or tubes were leaking. Investigation further indicated that super heater tubes were causing the problem (URDEF 58/80 TM200 DP 117/84). On return to Sydney this assumption was confirmed when the boiler was pressure-tested with fleet staff and dockyard representatives present.

22. The bridge/Comcentre air conditioning unit failed again and is the subject of URDEF action. It is hoped this problem will be rectified during the current AMP (URDEF 59/80 TM200 DP 119/80).

23. Another attempt was made to repack the stern gland on Wednesday 22nd. This was unsuccessful as Clearance Diving Team Two could not seal off the stern tube completely. Some extra packing was added to stop the present leak, but leakage will occur again when the ship proceeds to sea.

24. On 30th November CMDR G.T. POLDING RAN resumed the duties of MEO relieving CMDR J.A. FAHEY AM, RAN.

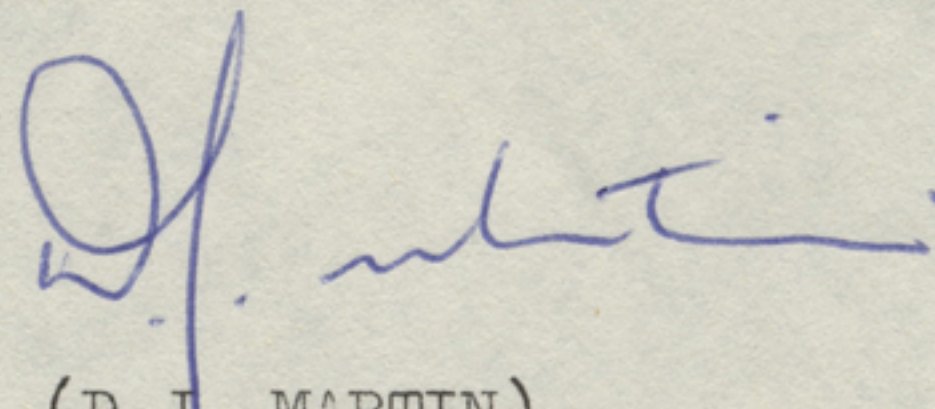
Health and Morale

25. The health of the ship's company is good and the morale high.

I have the honour to be,

Sir,

Your obedient servant



(D.J. MARTIN)
CAPTAIN, RAN
COMMANDING OFFICER

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ANNEX A TO HMAS SUPPLY
LETTER 1/16/1 DATED
7TH DECEMBER, 1978

STEAMING RETURN

a.	Distance steamed during the month	2688 Nautical miles
b.	Hours underway during the month	178 Hours
c.	Distance steamed since commissioning	482425 Nautical miles
d.	Hours underway since commissioning	36896 Hours

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ANNEX B TO HMAS SUPPLY
LETTER 1/16/1 DATED
7TH DECEMBER, 1978.

EXERCISE RETURN

1. Sea

<u>Ex. No.</u>	<u>Short Title</u>	<u>Date</u>	<u>Duration (Hours)</u>
9	OOW Evolutions (steering gear breakdown ex.)	11th	$\frac{1}{2} + 1$
10	OOW Manoeuvres	15th	2
		16th	1
21	MAN ORO	9th	$\frac{1}{2} + \frac{1}{2}$
		11th	$\frac{1}{2}$
		12th	$\frac{1}{2}$
		15th	1
24	Shiphandling (Executive Officer entering and leaving harbour)	12th	$1\frac{3}{4}$
		14th	$1\frac{1}{2}$
25	SCREENPLAY	15th	1
		16th	6
NN	Small arms firing	9th	$\frac{1}{2}$

Communications

<u>Ex. No.</u>	<u>Title</u>	<u>No. of Exercises</u>
112	NCX 201	8
113	NCX 202	8
114	NCX 205	5
123	NCX 453	1
129	NCX 651	1
130	NCX 652	1
133	NCX 657	1
NN	Long COMMEX	3

Flashing exercises were conducted for Midshipmen daily during the month.

Harbour

Emergency party exercises were conducted daily while in harbour.

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ANNEX C TO HMAS SUPPLY
LETTER 1/16/1 DATED
7TH DECEMBER, 1978

REPLENISHMENT RETURN

<u>Date</u>	<u>Ship</u>	<u>Rig</u>	<u>Remarks</u>
15th	STUART	3 - QRC	
15th	VAMPIRE	4 - PROBE	

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HMAS SUPPLY

At Sydney

4th January, 1979.

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

HMAS SUPPLY - REPORT OF PROCEEDINGS - DECEMBER, 1978.

Sir,

1. I have the honour to report the proceedings of HMAS SUPPLY under my command for the month of December, 1978. Times throughout this report are zone L (-11).

2. The beginning of the month was characterised by a high level of activity in final preparation for the annual inspection. At 0900 on Tuesday 5th I had the honour to receive you on board Sir, for your inspection of the Ship's Company at divisions followed by formal rounds of the ship. The inspection was completed at 1430. Later the same day I addressed the Ship's Company and passed on the contents of your message (RTT 050503Z DEC 78) giving a brief summary of impressions gained from the inspection.

3. Seventeen Naval Reserve Cadets and an Officer embarked on Sunday 10th for seven days annual training. A full training programme was produced to interest the cadets by employing them within their various branches as well as general training in boatwork, small arms and seamanship.

4. Those personnel not on annual leave during the month continued the much needed maintenance work, assisted by the Fleet Maintenance Party, the Fleet Maintenance Unit and dockyard personnel. Notable work where assistance was provided included the inspection of the HP turbine bearings, couplings and primary pinion bearings (INDEF 90/80 TM200 DP 125/80). Further investigation of the leaking superheater tubes in number 3 boiler (URDEF 58/80) revealed that rerolling may result in tube failure during steaming. The boiler will be banked in the standby condition and repairs will be completed during the forthcoming refit (HMAS SUPPLY KOD/DAU 190704Z DEC 78).

5. On Thursday 28th, a fracture of insulation in electrical cables leading across the well deck resulted in a small electrical fire causing further damage to cables. As a result, normal power can not be supplied forward of the centre castle (URDEF 61/80 TM200 DL 129/80).

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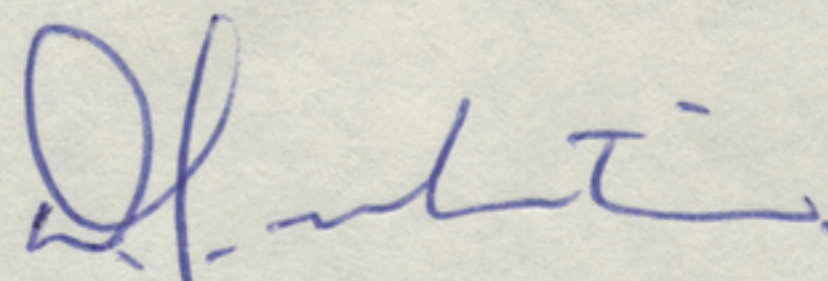
Health and Morale

6. The health of the ship's company is good and morale remains high. Although the leave period is a contributing factor all personnel have shown a deep sense of pride in the operational tasks of the ship and most recently in preparation for the inspection. They obviously look back on the year with satisfaction.

I have the honour to be,

Sir,

Your obedient servant.



(D.J. MARTIN)
CAPTAIN RAN
COMMANDING OFFICER

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ANNEX A TO HMAS SUPPLY
LETTER 1/16/1 DATED
4TH JANUARY, 1979.

STEAMING RETURN

a.	Distance steamed during the month	Nil
b.	Hours underway during the month	Nil
c.	Distance steamed since commissioning	482425 Nautical miles
d.	Hours underway since commissioning	36896 Hours

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