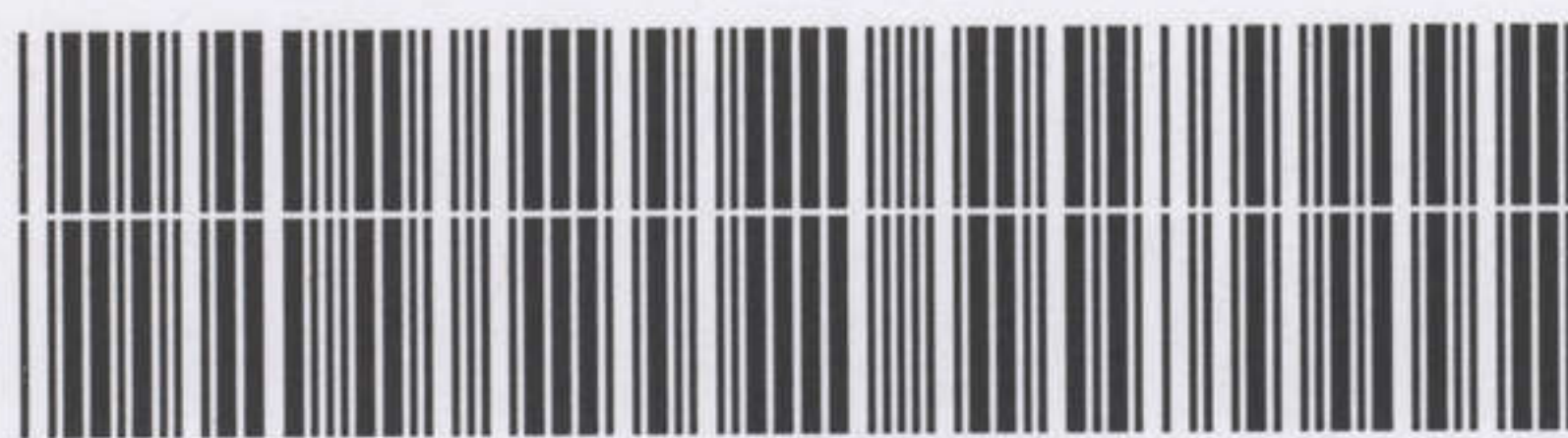


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS YARRA

Item number: 374/19

Title: January-December 1981



AWM78-374/19

RESTRICTED

[374/19]

HMAS YARRA

1981

AUSTRALIAN WAR MEMORIAL
ACCESS STATUS
OPEN

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1/16/1

HMAS YARRA
at Sydney

2 February 1981

The Flag Officer Commanding
H.M. Australian Fleet

HMAS YARRA - REPORT OF PROCEEDINGS FOR
JANUARY 1981

Sir,

1. I have the honour to report the proceedings of HMAS YARRA under my command for the month of January 1981.
2. Throughout the month YARRA remained at Garden Island Dockyard undergoing the 1980/81 main refit. I proceeded on leave on Monday 5th, returning to duty on Tuesday 27th. In my absence, the Executive Officer, Lieutenant Commander J.W. HEWETT RAN, assumed command.
3. At the beginning of the month YARRA was in the Outer Captain Cook Dock, east side, bows north, at Garden Island Dockyard. On Wednesday 14th the Dock was flooded to 9'6" to check HMAS YARRA and BRISBANE for leaks and on Thursday 15th the Dock was fully flooded prior to undocking on Friday 16th. At 0927 on Friday 16th YARRA was cold moved to East Wall, starboard side to, bows north. At 1120 YARRA was cold moved back into Outer Captain Cook Dock and secured starboard side, bows north, for the weekend. The ship was docked down during the early afternoon of Monday 19th and subsequently the dock was pumped dry in the latter part of that day.
4. The ship was visited by the Ships Habitability Committee at 1330 on Wednesday 21st as part of a two day tour round the Fleet units in Sydney. The committee were briefed by the Heads of Department on the problem areas and progress made in other areas, followed by a short tour of selected spaces within the ship.
5. Progress in the Refit has been slow during January due to limited support by Garden Island Dockyard Staff but with other Fleet units leaving Garden Island the pace is picking up. Further comment on Refit progress is contained in the technical sections of this report.

...2/...

RESTRICTED

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2.

Electrical

6. Refit progress during the period has not been satisfactory due to the disruption to the workforce by Christmas, New Year holidays and the undocking of HMAS BRISBANE.

7. Progress of the M22 installation has regressed due both to the holiday period, and the requirement to transfer electrical fitters to the machinery spaces to remove cable trays in preparation for hull plate repairs.

Marine Engineering

8. Progress by GID on the ship's Refit has been limited due to the allocation of most of the available GID labour to other ships. However, an improvement in the dockyard manning has occurred toward the end of the period.

9. Further surveys of the ships hull and machinery have revealed additional essential repairs, notably to the bilge keels and K1 diesel alternator (HMAS YARRA REDEFS 38/81-47/81). These have been undertaken by GID and the FMU.

10. Work by ship's staff is progressing well as more staff are becoming available with the completion of the leave period.

General

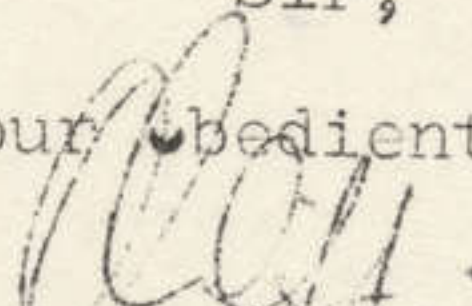
11. The ship's company are continuing to work satisfactorily in all areas and progress is being made.

12. The health and conduct of the ship's company has been good throughout the period. The refit is now entering its fourth month and morale remains high.

I have the honour to be,

Sir,

Your obedient servant,


(P.A. KNIFE)
Commander RAN
Commanding Officer

...3/...

RESTRICTED

RESTRICTED

3.

- Annexes:
- A. HMAS YARRA - Steaming Return January 1981.
 - B. HMAS YARRA - Report of Exercises and Drills
January 1981.

RESTRICTED

RESTRICTED

Annex A to HMAS YARRA
Letter 1/16/1 dated
2 February 1981.

HMAS YARRA - STEAMING RETURN - JANUARY 1981

Distance steamed during the month:	Nil
Hours underway during the month:	Nil
Total distance steamed since commissioning:	579830nm
Total hours underway since commissioning:	40951hr
Occasions for exceeding fast routing speed:	Nil

RESTRICTED

RESTRICTED

Annex B to HMAS YARRA
Letter 1/16/1 dated
2 February 1981.

HMAS YARRA - REPORT OF EXERCISES AND DRILLS -
JANUARY 1981

1. Harbour. The harbour emergency party was exercised daily. Exercises conducted included fire, flood and casualty.

2. Sea. Nil.

Sports

<u>Date</u>	<u>Activity</u>	<u>Participants</u>	<u>Venue</u>	<u>Result</u>
28/1/81	Squash	3	KUTTABUL	Lost

RESTRICTED

RESTRICTED

1.16.1

HMAS YARRA
at Sydney

2 March 1981

The Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS YARRA - REPORT OF PROCEEDINGS
FEBRUARY 1981

Sir,

1. I have the honour to report the proceedings of HMAS YARRA under my command for the month of February 1981.
2. I departed the ship on duty on 19th February 1981 to attend the first of HMAS ADELAIDE's Courts Martial in San Diego, California, United States of America, and I returned on 2nd March 1981. During my absence LCDR J.W. HEWETT RAN, the Executive Officer, temporarily assumed command.
3. HMAS YARRA was host ship to USS RATHBURNE (CMDR T.S. ALTHOUSE USN) during her visit to Sydney from 19th February to 23rd February 1981. A full programme of sport and entertainment was provided and apparently enjoyed by all those who took part.
4. There has been an encouraging increase in refit activity last month and now that the overtime ban has been temporarily lifted by all sections of the dockyard, greater progress is anticipated. Further comment on Refit progress is contained in the technical sections of this report.

Electrical

5. Refit progress throughout the reported period has been adequate, taking into account the restraints induced by dockyard overtime bans and rolling strikes. These were lifted in the last week of the month and this should now enable work to progress at a more satisfactory rate.
6. M22 progress has improved and the setting to work of the Combined Antenna System by the dockyard, prior to installation onboard, will commence early in March.
7. Work carried out by the Ship's Company is progressing well.

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RESTRICTED

RESTRICTED

- 2 -

Marine Engineering

8. An encouraging increase in refit activity has occurred during the month as the Garden Island Dockyard manning in the ship has improved and the overtime bans, imposed since December 1980, have been removed. Good Progress has been made on the replacement of shell plating, repair of the ballast and fuel tanks, and the opening up of the port and starboard bilge keels. The survey of hull plating behind the bilge keels has indicated excessive wastages and further repairs will be necessary.

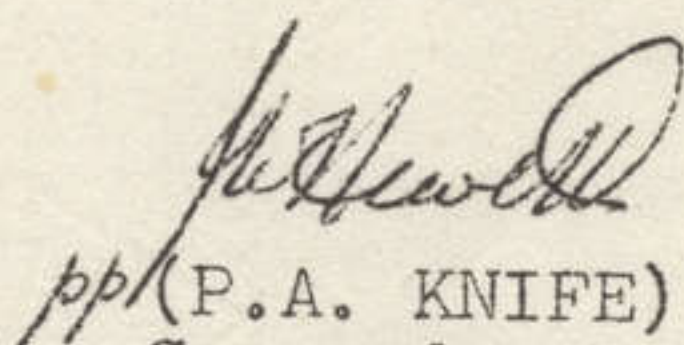
9. Progress by ship's staff has been very good, particularly on hull work, and the enthusiasm of the department has increased significantly now that results are being achieved.

10. Garden Island Dockyard work on the propulsion plant has improved with the removal of most of the auxiliary machinery from the ship and the completion of tube removal from both main boilers. The Fleet Maintenance Unit party working on the overhaul of 'K' diesel alternator have done very well with crankshaft removal now taking place.

General

11. The Ship's Company continue to carry out their tasks onboard with vigour and progress is being made.

12. One highlight of the month has been the successful higher rates training programme which 25 sailors undertook. The results of the board were most gratifying with 23 sailors passing Part 1 and Part 2 of the Command Test.


pp/ (P.A. KNIFE)
Commander RAN
Commanding Officer (ADD)

- Annexes:
- A. HMAS YARRA Steaming Return - February 1981
 - B. HMAS YARRA Report of Exercises and Drills - February 1981

RESTRICTED

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Annex A to HMAS
YARRA letter 1.16.1
dated 2 March 1981

HMAS YARRA - STEAMING RETURN - FEBRUARY 1981

Distance steamed during the month	NIL
Hours underway during the month	NIL
Total Distance steamed since commissioning	579830 NM
Total Hours underway since commissioning	40951 HRS
Occasions for exceeding fast routing speed	NIL

RESTRICTED

RESTRICTED

Annex B to HMAS
YARRA letter 1.16.1
dated 2 March 1981

HMAS YARRA - REPORT OF EXERCISES
AND DRILLS - FEBRUARY 1981

1. Harbour The Ship provided one Defence Watch at HMAS WATSON to act as consort for HMAS MELBOURNE's command team training on 16, 17 and 18th of February 1981. The personnel involved acquitted themselves well.

The harbour emergency party was exercised daily. Exercises conducted included fire, flood and casualty.

2. Sea Nil

<u>Date</u>	<u>Sport</u> <u>Activity</u>	<u>Participants</u>	<u>Venue</u>	<u>Result</u>
4.2	Squash	6	Roslyn	Lost
4.2	Golf	4	Moore Park	Drew
4.2	Volleyball	2	NISC	Won
4.2	Cricket	3	Reg Bart.	Won
4.2	Ten Pin Bowls	2	Rushcutter	Won
11.2	Volleyball	2	NISC	Lost
11.2	Volleyball	2	NISC	Won
11.2	Ten Pin Bowls	7	R/Cutter	Drew
18.2	Volleyball	2	NISC	Won
20.2	Softball	11	NISC	Lost
24.2	Volleyball	6	NISC	Lost
25.2	Squash	6	R/Cutter	Lost
25.2	Ten Pin Bowls	6	R/Cutter	Lost

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1.16.1

HMAS YARRA
at Sydney

31 March 1981

The Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS YARRA - REPORT OF PROCEEDINGS
MARCH 1981

Sir,

1. I have the honour to report the proceedings of HMAS YARRA under my command for the month of March 1981.
 2. At the beginning of the month YARRA was in the Outer Captain Cook Dock, east side, bows north, at Garden Island Dockyard. On Saturday 14th March the dock was flooded to check HMAS YARRA for leaks and Sunday 15th the dock was fully flooded prior to undocking on Monday 16th. At 0815 on Monday 16th YARRA was cold moved to the Oil Wharf, port side to, bows south. At 1135 YARRA was cold moved to West Wall, port side to, bows north.
 3. At 1100 on Thursday 19th, I called on His Excellency the Governor of New South Wales, Air Marshall Sir James Rowland, KBE, DFC, AFC.
 4. The Refit has progressed satisfactorily throughout the Month. However, the requirement to replace the waterwall in the Port Boiler has provisionally set the Completion Date back from 14th August to 21st August 1981. Should the Starboard Boiler require similar replacement, the Completion Date is expected to be further delayed. Further comment on Refit progress is contained in the technical sections of this report.
- Electrical
5. At the halfway stage of this extended refit, most routine work is well advanced and the major tasks, such as the installation of M22, have progressed satisfactorily.
 6. During the period, a possibility arose of an 8GR - 301 radar from HMAS CERBERUS being installed in HMAS YARRA to replace Radars 978 and 293. The proposal to install this radar will be documented, with the aim of installation at the next main refit.
 7. Personnel training from external sources has been

.../2...

RESTRICTED

encouraged, as has the progression of task books, although the refit environment limits the range of tasks able to be attempted.

Marine Engineering

8. The work by GID on the machinery plant and hull is progressing satisfactorily. However, the results of the "Wear and Waste Test" on the port main boiler have required the renewal of the front water wall tubes in that boiler. Additionally, further investigations of the remaining water wall tubes in both main boilers are being carried out by GID and the Fleet Boiler Inspector.

9. The progress by Ships Staff, FMP and FMU on the refit continues to be good, but, manpower shortages and the need to not hinder work by GID is hampering internal compartment preservation.

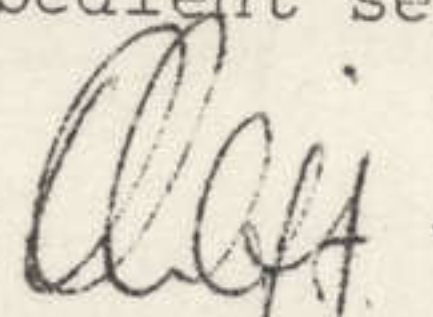
General

10. The Ships Company continue to carry out their allotted tasks onboard with vigour and progress is being made in all areas. Their conduct has remained good throughout the period and morale remains high despite the prospect of a further extension to this already-extended refit period. Success in the weekly touch rugby competition has provided an excellent fillip to the spirits of all onboard.

I have the honour to be,

Sir,

Your obedient servant



(P.A. KNIFE)
Commander RAN
Commanding Officer

- Annexes:
- A. HMAS YARRA Steaming Return - March, 1981.
 - B. HMAS YARRA Report of Exercises and Drills March, 1981.

Annex A to HMAS YARRA
letter 1.16.1
dated 31 March, 1981

HMAS YARRA - STEAMING RETURN - MARCH 1981

Distance steamed during the month	NIL
Hours underway during the month	NIL
Total Distance steamed since commissioning	579830 NM
Total hours underway since commissioning	40951 HRS
Occasions for exceeding fast routing speed	NIL

Annex B to HMAS YARRA
letter 1.16.1
dated 31 March, 1981

HMAS YARRA - REPORT OF EXERCISES
AND DRILLS - MARCH 1981

1. Harbour The harbour emergency party was exercised daily. Exercises conducted included fire, flood and casualty.

2. Sea Nil.

3. Sport

<u>Date</u>	<u>Activity</u>	<u>Participants</u>	<u>Venue</u>	<u>Result</u>
4.3	Touch Rugby	10	Rushcutter	Lost
4.3	10 Pin Bowls	7	Rushcutter	Won
11.3	Touch Rugby	12	Randwick	Won
11.3	Touch Rugby	12	Randwick	Draw
11.3	Squash	4	Kuttapul	Lost
11.3	Golf	4	Moore Park	Draw
11.3	10 Pin Bowls	7	Rushcutter	Won
18.3	10 Pin Bowls	7	Rushcutter	Won
18.3	Touch Rugby	14	Randwick	Won
18.3	Touch Rugby	14	Randwick	Won
18.3	Golf	6	Rushcutter	Lost
18.3	Squash	8	Kuttapul	Won
25.3	Touch Rugby	12	Randwick	Won
25.3	Golf	3	Moore Park	Lost
25.3	Touch Rugby	12	Randwick	Won
25.3	10 Pin Bowls	7	Rushcutter	Draw
25.3	Touch Rugby	12	Randwick	Won
25.3	Squash	4	Kuttapul	Won

RESTRICTED

1.16.1

HMAS YARRA
at Sydney

01 May 1981

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

The Flag Officer Commanding
HM AUSTRALIAN FLEET (AFLOAT)

HMAS YARRA - REPORT OF PROCEEDINGS
APRIL 1981

Sir,

1. I have the honour to report the proceedings of HMA Ship YARRA under my command for the month of April 1981. All times are zone KILO (-10).
2. At the beginning of the month YARRA was berthed on West Wall, port side to, bows north, Garden Island Dockyard continuing long refit. The ship remained alongside until 0930 Monday 13 when YARRA was cold moved back into Outer Captain Cook Dock and secured starboard side to, bows north. The ship was docked down at 1045 Tuesday 14 and subsequently the dock was pumped dry during the afternoon.
3. I commenced leave on 16 April 1981, and will be returning to duty on Monday 4 May. In my absence, the Executive Officer, Lieutenant Commander J.W. HEWETT RAN, assumed command.
4. Progress of the refit has been satisfactory during the month. However, delay in replacement of the Ikara launcher (GMGID RSH/OON/RSD 150630Z APR 81 refers) has caused concern and the requirements for HMAS VAMPIRE boiler refurbishment (GMGID IAU/RDD/RDH 230737Z APR 81 refers) has provisionally set the completion date back to 11 September 1981. The decision taken by foreman employed by the Commonwealth to strike until 28 May 1981 gives further cause for concern about the probability of meeting the refit completion date of even 11 September. Further comment on refit progress is contained in the technical sections of this report.

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RESTRICTED

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- 2 -

Electrical

5. Dockyard work during the period has been satisfactory with installation of the M22 system progressing on schedule. Set to work start dates for the weapons systems have been defined and work progression indicates that these dates should be met.

6. Ship's staff work has been progressing acceptably in all sections.

Marine Engineering

7. The refit has progressed satisfactorily during the month. Subsequent to redocking on Tuesday 14th repair to the underwater hull and fittings has continued. Progress, by Garden Island Dockyard, on internal structure repairs has been good with the majority of work in fuel and ballast tanks now complete.

8. Further examination of the water walls in both boilers has indicated a life of 4 years (with the exception of the front wall, port boiler). Re-assembly of the main boilers is proceeding to plan and re-tubing of the port boiler superheater has commenced, however, an impending shortfall in labour due to other dockyard commitments may cause future delays.

9. Other outstanding work by the dockyard on the propulsion plant is continuing, albeit slowly, and some auxiliary machinery re-installation has commenced. Ship's staff, Fleet Maintenance Unit and Fleet Maintenance Party work is progressing well, notably, "K" diesel alternator (FMU) and repair of internal structural cracking (FMP)

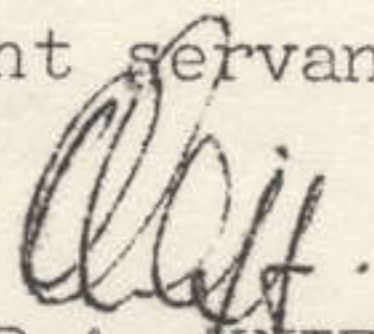
General

10. The ship's company continues to work well and the appearance of the ship is improving slowly as the refit progresses.

11. The health, welfare, conduct and morale of the ship's company has remained good throughout the month.

I have the honour to be
Sir,

Your obedient servant


(P.A. KNIFE)
Commander RAN
Commanding Officer

Annexes: A. HMAS YARRA Steaming Details - April 1981
B. HMAS YARRA Details of Exercises and Drills
- April 1981

RESTRICTED

RESTRICTED

Annex A to
HMAS YARRA letter 1/16/1
dated 01 May, 1981

HMAS YARRA - STEAMING DETAILS - APRIL, 1981

Distance steamed during the month	NIL
Hours underway during the month	NIL
Total distance steamed since commissioning	579830 NM
Total hours underway since commissioning	40951 HRS

RESTRICTED

RESTRICTED

Annex B to
HMAS YARRA letter 1/16/1
dated 01 May, 1981

HMAS YARRA - DETAILS OF EXERCISES AND DRILLS - APRIL 1981

1. The harbour emergency party was exercised daily. Exercises conducted included fire, flood and casualty.

2. The following sport was played by the ship's company.

<u>DATE</u>	<u>ACTIVITY</u>	<u>PARTICIPANTS</u>	<u>VENUE</u>	<u>RESULT</u>
01	Touch Rugby	12	Randwick	Won
01	Golf	4	Moore Park	Lost
01	Ten Pin Bowling	7	Rushcutter	Draw
01	Soccer	6	Centenial Park	Lost
08	Soccer	5	Nirimba	Lost (2) Won (1)
08	Rugby Union	15	Randwick	Won
08	Aust Rules	20	Moore Park	Lost
08	Golf	3	Moore Park	Lost
08	Ten Pin Bowling	7	Rushcutter	Draw
15	Aust Rules	18	Moore Park	Lost
15	Rugby Union	7	Randwick	Lost
15	Soccer	1	Balmoral	Draw
22	Rugby Union	2	Randwick	Won
22	Soccer	1	Randwick	Won
22	Aust Rules	18	Nirimba	Lost
29	Aust Rules	20	Moore Park	Lost
29	Golf	4	Chatswood	Lost

RESTRICTED

RESTRICTED

1.16.1

HMAS YARRA
at Sydney

1 June 1981

The Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS YARRA-REPORT OF PROCEEDINGS
MAY 1981

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of May 1981. All times are zone KILO (-10).

2. The ship has remained in the Outer Captain Cook Dock, Garden Island throughout the month while the long refit has progressed. YARRA has now passed the seventh month of the refit and progress has remained satisfactory. Due to industrial action and to other commitments of higher priority by the dockyard, refit completion is now expected on the 21st August 1981. Further comment on refit progress is contained in the technical sections of this report.

3. I called on the Naval Support Commander, Rear Admiral A.J. Robertson AO, DSC, at his Headquarters on Wednesday 6th May. During the period 11 - 20 May I acted as Senior Naval Officer at the Maritime Headquarters, Sydney, for exercise BELL BUOY 81 and I attended the Senior Officers' Media Awareness Course at Film Australia Lindfield on 21 - 22 May.

Electrical

4. Dockyard and ship's staff work during the period has continued to be satisfactory and progress in all sections remains on schedule. The M22 fit is progressing well, although a little behind planned schedule. No delays to the refit are foreseen for this reason.

Marine Engineering

5. Improvement in refit progress, due notably to the easing of industrial tension within the dockyard and the return to work of the foremen, was apparent this month. However, a stoppage by the Federated Engine Drivers and Firemens Union is presently causing some delays, even though shiftwork is still continuing.

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RESTRICTED

RESTRICTED

- 2 -

6. Work on the main boilers is encouraging with retubing of both boilers well advanced and repairs to the inner casings now completed. The refitting of auxilliary machinery is progressing very slowly but it is not expected that this will delay the refit completion date,

7. The work on the ship's underwater hull and fittings is progressing rapidly. However, due to unsatisfactory standards, some fitting work was required to be re-done. The continual emergence of new work has kept the hull repair programme tight and the repair of the boiler room keel plate (REDEF 73/81) has necessitated a delay in undocking until 18 June 1981. Replacement of both bilge keels is complete and only painting and preservation remains outstanding.

8. Ship's staff work is now being carried out during the silent hours due to the introduction of shiftwork and increased overtime in the dockyard but, progress in this area remains good.

General

9. The Ship's Company continues to work well with the ship's appearance slowly improving. Pre work-up training will commence in early June, continuing until the middle of July. All personnel are looking forward to this change to the regular refit routine and to the brightening prospect of returning YARRA to sea and the fleet.

10. The health, welfare, conduct and morale of the ship's company has remained good throughout the month.

I have the honour to be

Sir,

your obedient servant



(P.A. KNIFE)
Commander RAN
Commanding Officer

- Annexes:
- A. HMAS YARRA Steaming Details - May 1981
 - B. HMAS YARRA Details of Exercises and Drills - May 1981

RESTRICTED

RESTRICTED

Annex A to HMAS YARRA
letter 1.16.1 dated
1 June 1981

HMAS YARRA - STEAMING DETAILS - MAY 1981

Distance steamed during the month	Nil
Hours underway during the month	Nil
Total distance steamed since commissioning	579830 NM
Total time underway since commissioning	40951 HRS

RESTRICTED

RESTRICTED

Annex B to HMAS YARRA
letter 1.16.1 dated
1 June 1981

HMAS YARRA - DETAILS OF EXERCISES AND
DRILLS - MAY 1981

1. Daily fire and casualty exercises were conducted throughout the month by the harbour emergency party.
2. The following sport was played by the ship's company:

<u>DATE</u>	<u>ACTIVITY</u>	<u>PARTICIPANTS</u>	<u>OPPONENTS</u>	<u>RESULT</u>
06	AUST RULES	9	SYD ESTAB	WON
06	RUGBY	5	WATSON	LOST
06	SOCCER	1	NIRIMBA A	LOST
13	SOCCER	5	KUTT/WAT	WON
13	GOLF	5	NIRIMBA	WON
13	SQUASH	4	NIRIMBA	LOST
13	AUST RULES	9	ALBATROSS	WON
13	RUGBY	2	PENGUIN	LOST
13	10 PIN BOWLING	4	KUTTABUL	WON
20	RUGBY (ASSAULT CUP)	17	SWAN	DRAW
20	SOCCER	4	NTH ESTAB	LOST
20	AUST RULES	5	NIRIMBA A	LOST
27	GOLF	3	ALBATROSS	LOST
27	10 PIN BOWLING	4	NAVAL POLICE	WON
27	AUST RULES	18	NIRIMBA C	WON
27	AUST RULES	18	CRESWELL	LOST

RESTRICTED

RESTRICTED

1.16.1

HMAS YARRA
at Sydney

1 July 1981

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

The Flag Officer Commanding
HM AUSTRALIAN FLEET (AFLOAT)

HMAS YARRA - REPORT OF PROCEEDINGS
JUNE 1981

Sir,

1. I have the honour to report the proceedings of HMA Ship YARRA under my command for the month of June, 1981. All times are zone KILO (-10).

2. The ship remained in the Outer Captain Cook Dock, Garden Island, until 12 June. The dock was flooded on 11 June and the ship was moved cold the following day to alongside the East Wall, Garden Island, bows south. The refit is progressing satisfactorily and the completion date remains 21 August 1981. Further comment on refit progress is contained in the technical sections of this report.

3. I attended the Fleet Commanders' handover ceremony onboard HMAS STALWART on 1 June and I called on you, Sir, at Fleet Headquarters on 4 June. On 13 June, with my wife and family, I attended the passing out parade of cadets at T.S. CAMPBELTOWN at Ingleburn, NSW. During the period 16 - 20 June, I was at HMAS CERBERUS for the gunnery and communications stages of YARRA's PWT and from 22 - 24 June I attended the Senior Officer's Joint Warfare Study Period at the Australian Joint Warfare Establishment, RAAF Base, WILLIAMTOWN.

Electrical

4. Set-to-work of most systems commenced during the period but not all are proceeding satisfactorily.

5. The Mulloka program is now expected to complete set-to-work at completion date, 21 August, after having been delayed by approximately four weeks. The delay has been caused primarily by the inaccurate and unvalidated documentation of the prototype equipment fitted. Once set-to-work, the operational performance of the system is expected to be degraded because of the poor physical condition of the transducer staves (Message RDH/VEH/RSH 030535Z JUN81 refers).

6. The Ikapa system set-to-work, although proceeding satisfactorily at present, will be delayed by the late return of the launcher towards the end of July.

RESTRICTED

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RESTRICTED

- 2 -

7. Although there are minor delays in other systems none are expected to delay Refit Completion on 21 August.

Marine Engineering

8. The rate of progress has improved substantially during the period and completion of the Refit is anticipated to be as planned.

9. Approximately 50% of the auxilliary machinery has been returned to the ship with the remainder nearing completion in the GID workshops. The GID work on both main boilers has progressed very well with the near completion of the re-tubing of the port boiler and partial re-bricking of both boiler furnaces achieved this month. Contract work on auxilliary machinery has been barely satisfactory due to extensive delays and poor supervision. However, two of the three contractor refitted auxilliaries were completed during the month with the third, a pump having failed during onboard trials.

10. The ship was undocked on 11 June without incident but some underwater hull repairs were re-classified as non mandatory by GID to achieve this. Since undocking GID has continued with the hull repairs which can be carried out whilst the ship is afloat. This has required the ship to remain at a very light displacement to keep the work areas above the water line. The shell plating was holed below the waterline in the boiler room on 14 June during bilge preservation by ships staff (YARRA Redef 77/81 refers) and temporary repairs were effected with the aid of divers.

11. Progress by ship's staff, FMU and FMP has been good. However, all have been hampered by conflicting requirements with GID, particularly during this month as GID work intensity onboard has increased.

Supply and Secretariat

12. The ship's SOAP officially ended on 27 June. Backloading of Naval Stores commenced 29 June and is expected to complete by 24 August. Action is in hand to process stores received since 27 June against shortage list schedules. Once all stores are backloaded an estimation can be made as to the level of support that can be expected for equipments and systems.

General

13. The ship's company continues to work well with the ships appearance improving albeit slowly due to the commencement of PWT early in the month. All members of the ship's company have received quarterly security and drug awareness lectures.

14. The health, welfare, conduct and morale of the ship's company has remained good throughout the month.

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I have the honour to be

Sir,

Your obedient servant

Oliff
(P.A. KNIFE)
Commander RAN
Commanding Officer

- Annexs: A. HMAS YARRA Steaming Details - June, 1981.
B. HMAS YARRA Details of Exercises and Drills -
June, 1981.

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Annex A to HMAS YARRA
letter 1/16/1 dated
1 July, 1981

HMAS YARRA - STEAMING DETAILS - JUNE 1981

Distance steamed during month	NIL
Hours underway during month	NIL
Total distance steamed since commissioning	579830 NM
Total time underway since commissioning	<u>4⁰951 HRS</u>

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Annex B to HMAS YARRA
letter 1/16/1 dated
1 July, 1981

HMAS YARRA - DETAILS OF EXERCISES AND
DRILLS - JUNE 1981

1. Daily fire and casualty exercises were conducted throughout the month by the harbour emergency party.

2. The following sport was played by the ship's company;

<u>DATE</u>	<u>ACTIVITY</u>	<u>PARTICIPANTS</u>	<u>OPPONENTS</u>	<u>RESULT</u>
03JUN	Rugby Union	20	Nirimba A	Lost
03JUN	Rugby Union	20	Plats/W'hen	Won
03JUN	Rugby Union	20	Albatross	Lost
03JUN	Soccer	3	Nirimba	Draw
10JUN	Soccer	1	Nirimba B	Lost
10JUN	Rugby Union	4	Nirimba 2	Won
10JUN	10 Pin Bowls	7	Big Ships	Won
10JUN	Hockey	7	5/7 RAR	Won
10JUN	Hockey	7	Hawks Ag Coll	Lost
17JUN	Soccer	1	Albatross	Lost
17JUN	Aust Rules	4	Watson	Won
17JUN	Golf	2	Kuttabul	Lost
17JUN	10 Pin Bowls	7	Watson 1	Lost
24JUN	10 Pin Bowls	7	Watson	Lost
24JUN	Rugby Union	2	Nirimba	Lost
24JUN	Soccer	3	Nirimba	Lost

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1/16/1

HMAS YARRA
at Garden Island

1 August, 1981

The Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS YARRA - REPORT OF PROCEEDINGS JULY 1981

Sir,

1. I have the honour to report the proceedings of HMA Ship YARRA under my command for the month of July, 1981. All times are zone KILO (-10).

2. At the beginning of the month the ship was secured port side to, East Dock Wall. Refit progress was satisfactory at that stage. The ship was moved cold to the North End Cruiser Wharf, Monday 20 July, 1981, securing starboard side to. HMAS YARRA remained at the NEE at the end of the month.

3. A series of industrial disputes during July has jeopardised completion of the refit in time on 21 August, 1981. At this stage, no firm completion date can be nominated (GMGID RDH 300744Z JUL81 refers). Further comment is made in the technical sections of this report.

4. Pre-workup training continued for the ships company during the month with satisfactory results being achieved by all participants. Command Team Training took place at HMAS WATSON 8-17 July, 1981. Commander R.M. JESSURUN, as Commanding Officer (Designate), was able to attend that training.

Marine Engineering

5. July was a difficult month for the refit with a number of industrial disputes occurring which caused significant delay to refit progress. The most serious cause of delay was the overtime ban by the Commonwealth Foremen's Association which has, with other contributing disputes, resulted in the Refit Completion Date becoming unachievable.

Boilers

6. The lead boiler is currently two weeks behind schedule. Re-tubing and water pressure testing to authorized test pressure has been completed on the port boiler and boiling out has commenced. Raise steam is now planned for the second week of August.

Main Engines and Auxiliaries

7. Work on the main engines is nearing completion and all auxiliary machinery is now in the ship ready for final fitting. C2 diesel alternator and the main refrigeration plant were successfully trialled during the month.

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Lagging

8. A serious problem has developed with the re-lagging of steam machinery and systems by GID. Lagging is normally carried out during overtime which is presently unavailable. Recovery during normal working hours will further delay the remaining GID work in the Machinery spaces

Electrical

9. Harbour acceptance trials for the weapon systems commenced during the period and are on schedule. Trials on the steam turbine generators cannot start until the main propulsion system is operational. There are some areas that are becoming highly reliant on the lifting of bans by the Storeman and Packers Union.

Supply and Secretariat

10. The ship continues to backload SOAP shortages received from Provider, but has been hindered by the Transport Workers Union strike and other industrial troubles. Some problems have been experienced in the procurement of UNDA and UNDB items of stores, as a consequence of the Storeman and Packers Union bans. It is currently intended to victual the ship 10-14 August in preparation for sailing on refit completion.

General

13. Despite current refit completion date uncertainty the spirit of the ships company remains high. Work completion rate is satisfactory and generally only slowed by the occasional poor weather.

14. The health, welfare, conduct and morale of the ships company has remained good throughout the month.

I have the honour to be,

Sir,

Your Obedient Servant



(P.A. KNIFE)
Commander RAN
Commanding Officer

Annexs: A. HMAS YARRA Steaming Details - July 1981.
B. HMAS YARRA Details of Exercises and Drills
July, 1981.

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Annex A to
HMAS YARRA letter
1/16/1 dated
1 August, 1981

HMAS YARRA - STEAMING DETAILS - JULY 1981

Distance steamed during month	-	Nil
Hours underway during month	-	Nil
Distance steamed since commissioning	-	579,830 NM
Hours underway since commissioning	-	49951 HRS

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Annex B to HMAS YARRA
letter 1/16/1 dated
1 August, 1981

HMAS YARRA - DETAILS OF EXERCISES AND DRILLS
JULY 1981

1. Daily fire and casualty exercises were conducted throughout the month by the harbour emergency party.
2. The following sport was played by the ships company.

<u>DATE</u>	<u>ACTIVITY</u>	<u>PARTICIPANTS</u>	<u>OPPONENTS</u>	<u>RESULT</u>
1.7.81	RUGBY COLTS	2	VIC BARR	LOST
1.7.81	SOCCER	3	KUTT/WAT	WON
1.7.81	RUGBY	2	KUTT	LOST
1.7.81	10 PIN BOWLS	5	KUTT	WON
1.7.81	RIFLE SHOOT	3	WATSON	LOST
8.7.81	RIFLE SHOOT	2	WATERHEN	WON
8.7.81	10 PIN BOWLS	3	WATSON 1	WON
15.7.81	GOLF	1	WATSON	LOST
15.7.81	10 PIN BOWLS	5	WATSON	WON
15.7.81	AUST RULES	2	ALBATROSS	LOST
22.7.81	10 PIN BOWLS	6	PENGUIN	WON
22.7.81	RUGBY	2	ALBATROSS	LOST
29.7.81	RUGBY	2	PENGUIN	WON
29.7.81	10 PIN BOWLS	3	PLATYPUS	LOST
29.7.81	GOLF	1	PENGUIN	LOST
22.7.81	RUGBY (COLTS)	2	N/CASTLE U/23	LOST
26.7.81	RUGBY (COLTS)	2	FAR NTH COAST	WON

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1/16/1

HMAS YARRA
at Garden Island

28 August 1981

The Flag Officer Commanding
Her Majesty's Australian Fleet

HMAS YARRA - REPORT OF PROCEEDINGS AUGUST 1981

Sir,

1. I have the honour to report the proceedings of HMA Ship YARRA under my command for the period 1 - 27 August. All times are zone KILO (-10).

2. For the entire month the ship has been at Garden Island secured alongside, starboard side to, North End Cruiser Wharf. Refit progress has been further delayed due to the disruptive effects of industrial stoppages. A firm completion date has not been nominated at this stage (GMGID RDH 200622Z AUG 81 refers). Amplifying comments are made in the technical section of this report.

3. Pre-workup training continued throughout the month with satisfactory results being achieved by all participants. On Monday 24 and Tuesday 25, Fleet Staff conducted Ship's Safety Inspections.

Marine Engineering

4. Continuing industrial disputes within GID have again caused further delays to the refit milestones during August. Considerable effort by the ship staff has made good some of the time lost but an overall delay has been unavoidable.

Boilers

5. Steam was raised in the lead boiler (port) on Tuesday 25, following successful boiling out and final water pressure test. The second boiler is expected to be ready for trials on Thursday 3 September, 1981.

Auxiliary Machinery

6. All auxiliary machinery is anticipated to be ready for trial prior to Friday 4 September with the exception of 'K' Turbo Alternator (T/A) which is seriously behind schedule. Progress on outside machinery has been good with HAT's completed successfully on the Steering System

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and trials commenced on 'R' Diesel Alternator and the main air - conditioning units.

HAT's (Steam)

7. HAT's commenced on Tuesday 25 and are planned to culminate in a Full Basin Trial on Monday 7 September, with the exception of 'K' Turbo Alternator.

Lagging

8. While efforts by GID to complete re-lagging in the machinery spaces have improved, it has been necessary for the ship staff and FMP to undertake a large amount of re-lagging to meet basic safety requirements for raising steam and the commencement of HAT's. The assistance of the FMP lagging team has been greatly appreciated.

Electrical

9. Most work achieved during the period involved presenting weapons systems for HAT's, with the result that most met the originally planned refit completion date of Friday 21. Those that did not, include the radar displays JUA and JYA, and the EM Log.

10. Concern is felt for the two turbo generators and the boiler room diesel which cannot be trialled until the prime moving equipment has been set to work. Load trials of K diesel and L turbo alternators are planned for the week commencing 28 August. However, serious delays to completion of K turbo alternator give rise to doubts that this machine will be operational by the time the ship first proceeds to sea in mid-September.

Supply and Secretariat

11. The ship has continued to process shortages of Naval Stores ex-SOAP. From Monday 24 all Supply Managers have been requested to supply directly to the ship, thus officially ending the SOAP. During August storing ship of Victualling Stores was completed with the exception of fresh provisions. The latter items will be stored when the sailing date becomes known.

General

12. The health, welfare and conduct of the ship's company remains good. Despite the frustrating delays to the refit, and the tragic death of ABUC D.J. Richards

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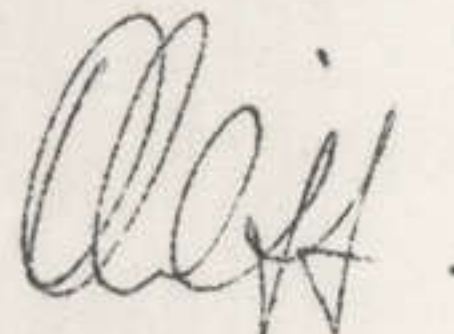
R126370 as a result of a road accident, the morale of all personnel remains high. Positive results of the extended refit period have been the rapid improvement in the external appearance of the ship, although much yet remains to be done, and the blasting, metal spraying and painting of the majority of exposed deck areas.

13. I hand over command of HMAS YARRA to Commander R.M. Jessurun, RAN, on Friday 28 August. The extension of the refit period to beyond the date of change of command has been a matter of considerable personal disappointment, with the lack of dockyard capacity, expansion of the work package, low level of priority for YARRA and disturbingly high level of industrial disputation in the dockyard being the main causes. However, completion of the refit is confidently anticipated in mid - September and is eagerly awaited by all onboard.

I have the honour to be,

Sir,

Your Obedient Servant



(P.A. KNIFE)
Commander RAN
Commanding Officer

Annexes: A. HMAS YARRA Steaming Details - August 1981.
B. HMAS YARRA Details of Exercises and Drills
August 1981.

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Annex A to HMAS YARRA
letter 1/16/1 dated
28 August 1981

HMAS YARRA -- STEAMING DETAILS - AUGUST 1981

Distance steamed during month	-	Nil
Hours underway during month	-	Nil
Distance steamed since commissioning	-	579,830 NM
Hours underway since commissioning	-	40951 HRS

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Annex B to HMAS YARRA
letter 1/16/1 dated
28 August 1981

HMAS YARRA - DETAILS OF EXERCISES AND DRILLS
AUGUST 1981

1. Daily fire and casualty exercises were conducted throughout the month by the harbour emergency party.

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HMAS YARRA
at Sydney

02 October 1981

The Flag Officer Commanding
Her Majesty's Australian Fleet

HMAS YARRA - REPORT OF PROCEEDINGS SEPTEMBER 1981

Sir,

1. I have the honour to report the proceedings of HMA Ship YARRA under my command for the period 28 August to 30 September 1981. All times are zone KILO (-10).
2. I assumed command at 0800 Friday 28 August from CMDR P.A. Knife RAN. The ship being in refit and berthed at North End Cruiser Wharf, Garden Island.
3. The refit started on 27 October 1980 and was then planned to end on 25 June 1981. This period was extended in December 1980 to 24 August 1981 due to changes in work priorities and industrial problems. From 24 August the refit end date was put in abeyance and subject to successful machinery set to work and trials. The refit finally ended on 28 September having taken 11 months. During this time the ship was docked 3 times spent 6 months in dry dock, cold moved 14 times and was victim of over 35 industrial disturbances that caused delays.
4. At 1000 on Tuesday 8 September I called upon the Naval Support Commander, RADM A.J. Robertson AO DSC at his headquarters. I then called upon the Commander Third Destroyer Squadron, CAPT M.B. Rayment RAN onboard HMAS TORRENS. At 1200 I called upon you, Sir, onboard HMAS MELBOURNE and remained for lunch in the company of the Commanding Officer HMAS BRISBANE (CAPT J.S. Dickson DSC RAN) and your Flag Lieutenant (LEUT R.M. Hancock RAN). On Wednesday 9 September I called upon the senior officer afloat, the Commanding Officer HMAS MELBOURNE, CDRE M.W. Hudson RAN.
5. I joined HMAS TORRENS for four days sea riding on 14 September, when the Executive Officer LCDR J.W. Hewett RAN assumed command. The unscheduled opportunity to sea ride gave me the chance to complete this unit of the Commanding Officer Designate course that I missed due to lack of time and a suitable ship. During the four

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days HMAS TORRENS participated in AWW, ASW and in company exercises,, all of which gave me a good familiarisation and reinforced my view that the sea riding unit of the CO Desig course should be mandatory, especially for officers who have not been to sea for 'some' years.

6. The ship was moved cold to No. 3 buoy at 0840 Wednesday 16 September and remained there overnight before being returned to the East Wall at 1415 Thursday 17 September. While at the buoy the ship was ammunitioned, carried out an Ikara D3 alignment test and completed a compass swing for the AGMC 6. This move gave a sense of realism to the anticipated refit completion date and over 60% of the ships company remained onboard overnight, truly buoyed up by the occasion.

7. An industrial dispute prevented the ship entering the dry dock for an inclining experiment and high point tests on Monday 21 September. A decision was made to delay this docking and associated tests (DEFNAV Canberra RDH/RDK/IAQ 250634Z SEP81) until December and thereby allow SATS and work up to proceed as planned, conducted

8. The week commencing Monday 21 September saw the dockyard provide a maximum effort to complete refit work and particularly to provide at least one serviceable Turbo Alternator. Meanwhile ship's staff, assisted by FMP, continued to repair the myriad of faults found on setting to work. A final basin trial was conducted late Friday 25 September and approval was given to proceed to sea the following Monday.

9. Accompanied by my command team I witnessed a demonstration at HMAS WATSON on Thursday 24 September of a small ship's ESM equipment by a representative of EM Systems, California. Such a system could add great flexibility to HMAS YARRA's capability (HMAS YARRA letter 5/3/3 dated 29 September 1981).

10. Marine artist Mr David Hogan kindly presented a painting of HMAS YARRA 2 (1938-42) to the ship, which I accepted onboard on Friday 25 September. The painting dramatically captures the spirit of the brave ship before she was sunk, escorting ships in a convoy at sea, and I am pleased to be able to hang it in my cabin alongside a bosun call presented to the ship by one of only 13 men who survived.

11. The refit ended at 0800 Monday 28 September and the ship proceeded to sea at 1040 for sea acceptance trials

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in the East Australian Exercise Areas. The strong winds reaching 120 kmph on Sunday caused a certain amount of apprehension amongst the ships company but calm seas and sunny skies again welcomed YARRA to sea. The ship anchored in Jervis Bay for the night at 1900.

12. Helicopter winching and ILR demonstrations were conducted prior to weighing anchor and proceeding to sea at 1030 Tuesday 29 September. Trials were progressed and the ship remained at sea overnight.

13. The ship entered Jervis Bay at 0730 Wednesday 30 September and fifteen midshipmen (13 ladies) were embarked from HMAS CRESWELL prior to proceeding on the sound range. Ranging was completed sooner than expected and the spare time was well used to give all seaman officers, most of whom are new to YARRA, an opportunity to handle the ship. The midshipmen were disembarked at 1430 and the ship proceeded to sea.

14. Overnight sonar SAT's were conducted with HMAS OTWAY. Again this was the first opportunity for many onboard to work with Mulloka and the results were most pleasing giving both operators and the command confidence in the system.

15. The strong weekend winds must have blown the migrating 'Bogong' moth to sea. They seemed to home in on the LWO2 aerial which at times resembled an enlarged bee hive. Their appearance at sea however did not make one homesick for their usual migratory stopping places.

16. YARRA remained at sea at the end of the month.

Marine Engineering

17. The ship proceeded to sea with all marine engineering equipment serviceable, except KILO turbo-alternator and the testing of R.A.S. high points.

18. The longevity of the refit was considered to be caused by three main reasons:

- a. massive growth in the hull work package resulting in 26 weeks actual time in dry dock;
- b. a lack of capacity within GID and a large number of industrial disputes (in excess of 35) which deprived the refit of labour; and

c. a lack of effective quality assurance

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c. a lack of effective quality assurance within GID particularly in the Mechanical Production Group which resulted in work having to be re-done.

19. The high failure rate of GID refitted equipment during Harbour Acceptance Trials was disappointing and in many cases rectification of defects was a long and drawn out process. Equipment in this category included:

- a. port boiler safety valves;
- b. LIMA turbo alternator;
- c. KILO turbo alternator (still unserviceable);
- d. port extraction pump; and
- e. main feed pump.

Also a large number of equipments were late being presented for trial due to defects in GID work found during installation and preliminary inspections.

Electrical

20. Weapons Electrical Department work undertaken and completed by GID was, in most cases, most satisfactory. The new installation of M22 and IFF 12 proceeded smoothly as did the routine repair and overhaul of most rotating machinery.

21. At the time of sailing however five major defects existed:

- a. K2 Turbo generator turbine was unserviceable as it had been for 20 months;
- b. AGMC-6 reserve compass gyro unit had a 'drift' defect and an expanding bubble in the compass bowl;
- c. Kilo Diesel Generator heat exchanger had a cooling water leak;
- d. Sonar 182 winch cable reels do not fit onto the winch, and the capstan can not safely operate at high speed on load; and
- e. Operations Room displays were not wholly serviceable although in a better condition than they had been for some years.

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Supply and Secretariat

22. Throughout the month SOAP shortages have continued to arrive and be processed. On sailing the stockholding of allowed stores reached 80-85% primarily through the refit completion date continually moving right and staff refraining from commencing issues from storerooms until the ship actually sailed. A CLOR was called for and all stores of a critical nature were hastened. These items were in the main provided prior to sailing.

23. Problems continue with signalled UNDA demands. Almost without exception these demands result in a nil stock reply and lead times for exceeding AUSMIMP's. Again the continued movement of the refit completion date has enabled most items to be supplied prior to sailing.

24. On the day of sailing it was discovered that the MK19 MOD 3C Master Gyro Compass was not supported with spares. Whilst the COLM's produced an AID, this did not appear on the ABR 5074 NAVEST or APL. A copy of another ship's APL was obtained and compared to the ledger card. This confirmed a nil stock situation in the ship. Action must now be taken to ensure this equipment is supported for the future.

25. On sailing the ship was given approval to raise its FAD from 4 to 3, thus permitting greater priority to be allocated to ship's demands.

26. During September the ship maintained adequate stocks of victuals in anticipation of sailing. Some problems were experienced with obtaining sufficient dry goods but this was largely overcome by walk through demands.

27. Some problems have been experienced with Contractor supplied meat. It has been noted that some cartons do not contain the type of meat described on the outside and that some cuts of meat are covered in more fat than the maximum permitted by the Australian Defence Force Food Specifications. Whilst these occasions have been infrequent the situation is nevertheless being monitored.

General

28. September has been a frustrating and uncertain

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month culminating with the refit's end and three days at sea. All personnel have worked hard and in good spirits to achieve this success, and again give them a visible pride in their ship.

29. The health, welfare, conduct and morale of the ships company have been good throughout the month.

I have the honour to be,

Sir,

Your obedient servant,



(R.M. JESSURUN)
Commander RAN
Commanding Officer

- Annexes: A. HMAS YARRA Steaming Details - September 1981.
B. HMAS YARRA Details of Exercises and Drills
September 1981.

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Annex A to HMAS YARRA
letter 1/16/1 dated
02 October, 1981

HMAS YARRA - STEAMING DETAILS - SEPTEMBER 1981

Distance steamed during month - 485 nm
Hours underway during month - 62 hrs
Distance steamed since commissioning - 580,315 nm
Hours underway since commissioning - 41,013 hrs

Occasions on which economical speed was exceeded,

<u>DATE</u>	<u>SPEED</u>	<u>DURATION</u>	<u>REMARKS</u>
29 SEP	20	1 Hr	Log Calibrations
30 SEP	20-24	1 Hr	Sound Ranging

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Annex B to HMAS YARRA
letter 1/16/1 dated
02 October 1981

HMAS YARRA - DETAILS OF EXERCISES AND DRILLS

SEPTEMBER 1981

1. Harbour. The fire and emergency party was exercised daily.

2. Sea.

<u>Exercise No.</u>	<u>Short Title</u>	<u>Hours</u>	<u>No.</u>	<u>Remarks</u>
<u>Seamanship and General Evolutions</u>				
9	OOW ENG	4	15	
20	HELO/ILR	2	1	
24	SHIP HANDLING	3	2	
<u>Navigation</u>				
29	BLIND PILOTAGE	10	4	Modified SSD closed up.
<u>ASW</u>				
44	CASEX A1	3	1	By midnight
51	IKARA SAT 2	$\frac{3}{4}$	2	
52	IKARA SAT 3	$\frac{1}{2}$	1	
	<u>EXERCISES NOT LISTED</u>			
	DSOTS	1	Daily	
<u>NBCD</u>				
74	NBCD COMMS	1	2	
	<u>EXERCISES NOT LISTED</u>			
	FIREX	$\frac{1}{2}$	24	
<u>Engineering</u>				
169	BOILERS FALLING WATER LEVEL	$1\frac{1}{2}$	6	All were actual incidents which occurred during HATs (M.E.)
170	BOILERS LOW WATER LEVEL	$\frac{1}{2}$	2	
172	BOILERS RISING WATER LEVEL	2	8	
173	BOILERS HIGH WATER LEVEL	$\frac{1}{2}$	4	
175	F.O. PUMP FAILURE	$\frac{1}{2}$	2	
178	FAILURE OF EXTRACTION PUMP	1	3	
180	MAIN FEED PUMP FAILURE	$\frac{1}{2}$	1	

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B2

183

FUEL CONTAMINATED
BY WATER

4 1

Gunnery

EXERCISES NOT LISTED

AATX
DSOTS

2 1
Daily

Diving

EXERCISES NOT LISTED

INSPECTION AND CLEAN
U/W FITTINGS
HALF NECKLACE SEARCH
(NIGHT DIVE), AT BUOY

1 1

2 1

Divers given
presentation
on OP AWKWARD
prior to
entering water

CALIBRATE LOG

1 1

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1/16/1

HMAS YARRA
at Geelong

01 November 1981

The Flag Officer Commanding
Her Majesty's Australian Fleet

HMAS YARRA - REPORT OF PROCEEDINGS
OCTOBER 1981

Sir,

1. I have the honour to report the proceedings of HMA Ship YARRA, under my command, for the month of October 1981. At the start of the month HMAS YARRA was at sea in the East Australian exercise areas.
2. The entire month was dedicated to dockyard post refit systems tuning and sea acceptance trials. ASW systems proved satisfactory except for the 182 (towed decoy) and Ikara which was not fired due to the unavailability of a target. Surface and air weapon trials were frustrated by poor weather and the lack of targets, leaving a surface firing and a successful AA firing to be conducted. Meanwhile the newly installed M22 system was satisfactorily trialled and accepted.
3. On Thursday 1 October ASW exercises were conducted with HMAS OTWAY in which you, Sir, were embarked. These exercises included a Torpedo Firing Exercise (TFX), the last MK 8 torpedo firing planned for the RAN. Using HMAS YARRA as a target, you Sir, fired a salvo of eight torpedoes and at 0911 (-10) the last torpedo in the salvo passed directly below the bridge.
4. The conning tower of HMAS OTWAY was visible throughout the exercise and her position closely monitored. The tracks of all torpedoes were clearly visible to those on the bridge of HMAS YARRA from the time of firing and it was considered they could have been easily combed. Regrettably exercise restrictions prevented the use of Mulloka to detect the torpedoes and any counter measures.
5. At a moving and well attended ceremony, I

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scattered the ashes of the late Able Seaman Underwater Control David John Richards from the quarterdeck into the sea two miles east of Coogee Beach at 0820 (-10) Friday 2 October.

6. HMAS YARRA entered harbour and berthed at Chowder Bay at 1030 (-10). The approach to the berth was fouled by five small runabouts who were all most reluctant to move and presented a considerable hazard. Berth was shifted on completion of fuelling at 1340 (-10) to alongside HMAS VAMPIRE at south end Cruiser Wharf, bows north. The ship remained at this berth for the weekend during which those onboard commanded an excellent view of the 'Navy Week' activities.

7. Lines were cast off at 1030 (-10) Tuesday 6 October and HMAS YARRA proceeded to sea for a planned Ikara firing. This was cancelled when HMAS OTWAY was unavailable as a target. Independent exercises were conducted in lieu, during which a 14ft outboard was sighted five miles south east of Sydney heads displaying a large red flag. An investigation proved it had broken down and a message was relayed to Sydney harbour control. Within 45 minutes a police launch had located and taken the runabout in tow (HMAS YARRA BWA 060912Z OCT 81).

8. A rendezvous was made with HMAS BRISBANE at 1630 (-10). This was the first in company time for many onboard HMAS YARRA and the opportunity to exercise OOW manoeuvres and screenplay overnight was of great benefit.

9. HMAS YARRA detached during the forenoon of Wednesday 7 October and conducted a 75% full power trial. On completion the ship rejoined HMAS BRISBANE and conducted RAS approaches before passing a light jackstay. The ship remained in company until 2359 (-10).

10. Emitter trials were carried out in Jervis Bay during Thursday 8 October. Prior to starting trials, 15 midshipmen were embarked from HMAS CRESWELL and spent the day onboard, disembarking at 1600 (-10) after which the ship departed from Jervis Bay.

11. While in Jervis Bay the activity of some

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10 scallop dredgers was watched with interest. Dredgers appear to be encroaching into the closed area (Jervis Bay Nature Area) to the south and each run produces a full dredge of scallops. One is left wondering how long such a profitable take can continue despite the optimistic report in 'Australian Fisheries' September 1981. A quality control check was carried out by purchasing a bag and proved excellent value.

12. A rendezvous was made with HMAS OTWAY at 2100 (-10) and ASW trials continued. HMAS TORRENS joined at 0210 (-10) Friday 9 October until 0545 (-10) and exercises were completed at 1200 (-10).

13. HMAS YARRA entered harbour and berthed at Chowder Bay at 1400 (-10). On completion of fueling at 1600 (-10) the ship moved to alongside south end Cruiser Wharf and embarked the M22 test aerial. Berth was then moved to alongside HMAS MELBOURNE's port side with the intention of transferring all embarked fuel. In view of the suspicion that fuel might be contaminated, fuel was not transferred. Subsequent testing showed contamination did exist but this has had no detrimental effect upon the ship.

14. A cold move alongside south end Cruiser Wharf was carried out at 0800 (-10) Monday 12 October. During the day the post refit conference was conducted and a promotion board carried out for junior sailors to qualify for higher rate.

15. HMAS YARRA cast off and proceeded to sea at 0830 (-10) Tuesday 13 October. Trials continued with emphasis on the above warfare weapon systems and internal evolutions. The opportunity to exercise officers in stationkeeping was taken by joining HMAS STALWART on the night of Wednesday 14 October and HMAS TOBRUK on the night of Thursday 15 October as these ships passed through the area.

16. Identities were exchanged with the USN Amphibious Group (COMFIBRON 3 Captain C.W. Cullen USN) prior to entering Sydney harbour and securing to No. 3 buoy at 0730 (-10) Friday 16 October. Ammunition was embarked and the ship moved to alongside south end Cruiser Wharf at 1100 (-10).

17. HMAS YARRA was host ship for USS ALAMO

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(Commander L.S. Picotte USN) over the weekend. The Chiefs and Petty Officers hosted 20 senior sailors to a cocktail party on Friday night. Other informal hospitality was arranged and many sailors conducted reciprocal visits.

18. HMAS YARRA cast off and proceeded at 1000 (-10) to continue above water weapon system trials. Bad weather and target problems adversely affected the programme and the ship anchored in Jervis Bay overnight on Monday and Tuesday returning to berth alongside south end Cruiser Wharf at 1000 (-10) Thursday 22 October.

19. I entertained the Commanding Officer HMNZS CANTERBURY (Commander C.J. Carl RNZN) and Commander D.D. Farthing DSC RAN to lunch on Friday 23 October.

20. Sailing was delayed on Monday 26 October from 1000 (-11) until 1745 (-11) awaiting permission for ship's company to land the brow as dockyard crane drivers were on strike. IFF and VCD trials were cancelled at short notice as a consequence.

21. A successful seacat firing was conducted on Tuesday 27 October when Leading Seaman QMG Rowan fired and hit the delmar target which then plunged into the sea. Regrettably the other firing had to be cancelled. Other trials completed were naval gunfire support and AA firings.

22. A rendezvous was made with HMNZS CANTERBURY at 1700 (-11) when the ship was taken in tow. It was interesting to observe that HMAS YARRA drifted downwind significantly faster than HMNZS CANTERBURY. On completion of towing the ship remained in company and conducted stationkeeping and plotting exercises throughout the night.

23. Sea riders onboard for trials were disembarked in Jervis Bay at 1800 (-11) Wednesday 28 October. Mr S. Mann and Mr P. Stubbs from the Geelong Advertiser were embarked and the ship departed for Geelong.

24. Passage south was made in excellent weather conditions which greatly contrasted with the poor weather experienced during most of the trials period. Opportunity was taken to conduct a major damage control exercise and spruce the ship up for Geelong.

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25. Ideal conditions continued and the Rip was transitted at 0530 (-11) Friday 30 October at slack water with nil wind. The ship berthed at No. 3 Refinery Pier, fuelled and moved to Cunningham Pier at 1210 (-11) where she remained alongside till the end of the month.

26. I called upon His Worship the Mayor of Geelong Councillor D.J. Podbury, the Chairman of the Geelong Harbour Trust Mr H.P. Blakiston and the Chief Superintendent Barwon District Police District Chief Superintendent K. Hawkins at 1430 (-11) Friday 30 October. Calls were returned at an Official Reception onboard for 60 guests in the evening. After the reception I attended the Official opening of Geelong 'Springding 81' onboard the 'Alma Doepel', a restored three masted 150ft schooner, originally built in 1903 and now used as a sail and adventure training vessel for youths.

27. Lieutenant Commander D.L. Stevens RAN (Weapon Electrical Engineering Officer) inspected a parade of sea cadets at TS BARWON on the evening of Friday 30 October. The display of drill shown by the cadets was of a particular high standard and their enthusiasm was most encouraging. A group of 30 embarked on Saturday 31 October and after inspecting the ship they worked part of ship and showed why they are the top sea cadet group in Victoria. Twenty remained onboard overnight.

28. The ship was open to visitors on Saturday 31 October and 2954 persons came onboard. During the evening the Chief Petty Officers held an official reception for 30 persons.

Marine Engineering

29. The M.E. Department has had a successful month at sea during this post refit trials period.

30. Main Engines. The main engines have run very well however the failure of the de-aerator extraction pump motor (HMAS YARRA RDH/IAH 300810Z SEP 81) has limited power available to 90% of full power. A preliminary sea trial at 80% full power was successfully conducted on 14 October 1981 and the full power sea acceptance trial will be carried out when the de-aerator becomes serviceable.

31. Main Boilers. Both main boilers have performed well with none of the overheating problems which occurred prior to the 1981 refit being evident.

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32. Auxiliary Machinery. Most outside and auxiliary machinery has run well with only minor problems. Two items which are causing considerable trouble are 'K' turbo alternator which has yet to achieve successful load trials and the turbo driven fire and bilge pump which is unserviceable with an out of balance governor drive assembly (HMAS YARRA IAH/RIH 281131Z OCT 81).

33. Post Refit V.A. Trials. The V.A. trials were conducted at sea 26 - 28 October and showed all main and auxiliary rotating machinery to be in good condition with the exception of the turbo-driven fire and bilge pump and the turbo driven forced lubrication pump (HMAS YARRA RIH 281129Z OCT 81).

Weapons Electrical

34. Weapons electrical trials were conducted with the assistance of personnel from RANTAU and GMGID.

35. Above Water Weapon Systems. Tuning of M22 and the gun continued throughout the month and trials conducted have proved satisfactory. A few trials remain outstanding and should be completed early in November. Seacat functioned well.

36. Underwater Weapon Systems. All sonars functioned satisfactorily. Mulloka ranges were similar to pre-refit ranges and the system is working well. An Ikara firing remains to be conducted to complete these trials.

37. High Power. Electrical power generation is restricted without Kilo turbo alternator. Further work on this is due in the mid November maintenance period.

Supply and Secretariat

38. October was the first full month of support for ships equipment and activities. The monthly supply effectiveness figures have produced a point of entry figure of 61% and nett effectiveness figure of 69%. A direct parallel may be drawn from the 20% shortfall of these figures on those laid down in DI(N) SUP 47-1, with the 20% shortages of ships inventory ex-SOAP. Undoubtedly these shortages comprise items with long re-supply lead times. The material outstanding file and a recent CLOR are being examined to identify those items of shortages that should be actively hastened.

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Whilst this was done on departure from refit, the monthly effectiveness figures suggest a need to examine the matter further. The next few months of supply operation may produce a clearer picture with respect to identifying CC1 candidates.

39. No major problems were experienced in Victualling this month and advantage was taken to top up stocks each time the ship berthed at GI.

General

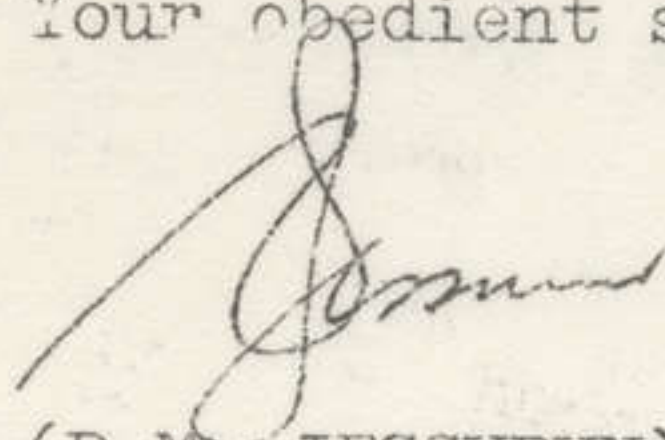
40. The month at sea has inspired the ships company who have worked with enthusiasm, pride and great team spirit. Minor trials set backs have brought out the best in the technical categories who have worked long hours to produce excellent results. The demand on the ship's company has been commendably met and morale is high. They have all been advised about security precautions and the dangers of drugs.

41. The health, welfare and conduct have been good throughout the month.

I have the honour to be,

Sir,

Your obedient servant,



(R.M. JESSURUN)
Commander RAN
Commanding Officer

- Annexes:
- A. HMAS YARRA Steaming Details - October 1981.
 - B. HMAS YARRA Details of Exercises and Drills October 1981.

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Annex A to HMAS YARRA
letter 1/16/1 dated
01 November 1981

HMAS YARRA - STEAMING DETAILS - OCTOBER 1981

Distance steamed during month - - 3,824nm
Hours underway during month - - 344hrs
Distance steamed since commissioning - 584,139nm
Hours underway since commissioning - 41,357hrs

Occasions on which economical speed was exceeded,

<u>DATE</u>	<u>SPEED</u>	<u>DURATION</u>	<u>REMARKS</u>
10OCT	20	½ Hr	Log Calibrations
7OCT	24 - 27	3 Hrs	80% Full Power Trial
14OCT	24 - 26	2 Hrs	80% Full Power Trial

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Annex B to HMAS YARRA
letter 1/16/1 dated
01 November 1981

HMAS YARRA - DETAILS OF EXERCISES AND DRILLS
OCTOBER 1981

1. Harbour. The fire and emergency party was exercised daily.

2. Sea.

<u>Exercise No.</u>	<u>Short Title</u>	<u>Hours</u>	<u>No.</u>	<u>Remarks</u>
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Seamanship and General Evolutions

9	OOW ENG	9	2	
10	OOW MANOEUVRES	1¼	1	
12	RASAP(D)	1	1	
13	J.STAY(D)	½	1	
18A	TOW FWD-Receive Gear	1½	1	
21	MANORD	5	13	
25	SCREENPLAY/STATION MASTER	22	3	
	<u>EXERCISES NOT LISTED</u>			
	<u>BOAT DRILLS</u>	¾	2	

Navigation

13	BLIND PILOTAGE	13	16	
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Action Information Organisation

32	SPX/STX	4	1	
36	GOPEX/RAINEX	60	3	
37	ARRX	6	2	Good

ASW

43	CASEX E1	1	1	
44	CASEX A1	13½	3	
45	CASEX A2	2	1	
49	CASEX C2	3	1	
51	IKARA SAT 2	1½	1	
52	IKARA SAT 3	3	2	
53	EXDAK CHECK	2	1	
54	IKARA COUNTDOWN	Cont.	1	
60	162/162M	2	2	Successful trace
18A	TOW FWD-Receive Gear	1½	1	
21	MANORD	5	13	
25	SCREENPLAY/STATION MASTER	22	3	
	<u>EXERCISES NOT LISTED</u>	...	2/...	
	<u>BOAT DRILLS</u>			

Navigation

13	BLIND PILOTAGE	13	16	
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62	UWT DRILLS	Each CASEX		
	<u>EXERCISES NOT LISTED</u>			
	CASEX A6	3	1	
	CASEX A5	2	1	
	PROWLEX	2½	1	
	CASEX E14	2	1	
	182 SCREENING AND RECOVERING	1	1	
	<u>NBCD</u>			
73	FAIDEX	1	1	
74	NBCD COMMS	2	2	
75	CLEANEX	1½	1	Including brief on Monitoring & Decontamination
78	MINOR DCX	½	10	
78A	MINOR DCX at Sea	½	7	
79	MAJOR DCX	3	1	
80	CLOSING DOWN		1	
82	SHELTER STATIONS	½	1	
83	PREWET	1	2	
85	CITADEL TEST	2	2	
	<u>EXERCISES NOT LISTED</u>			
	FIRE FIGHTING (JB FIRE GROUND)	6	1	20 Ships Coy
	<u>NAVCOMEX</u>			
112	NCX201	3	3	
113	NCX202	2	2	
125	NCX455	2	1	
	<u>EXERCISES NOT LISTED</u>			
	NCX209	2	1	
	SCREENPLAY	20	4	By flashing light
	TOWEX	2	1	
	EWX 5	3	1	
	<u>Gunnery</u>			
134	AA1/AATX	15	6	
135	AA2	5	2	
143	CM1/TX	6½	5	
144	CM2	1	1	
150	SU1/SUTX	2½	3	

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158	SU9	3	3	Gun Functioning Trial
161	NG1	3	2	
162	NG2	4	2	

Engineering

169	BOILERS-FALLING WATER LEVEL	2	4	
170	BOILERS-LOW WATER LEVEL	$\frac{1}{2}$	2	
172	BOILERS-RISING WATER LEVEL	$\frac{1}{2}$	1	
173	BOILERS-HIGH WATER LEVEL	$\frac{1}{2}$	1	
179	FAILURE OF AIR EJECTORS	1	1	
180	MAIN FEED PUMP FAILURE	2	2	
182	TOTAL STEAM FAILURE	1	1	
183	FUEL CONTAMINATED BY WATER	2	1	

Diving

EXERCISES NOT LISTED				
	SEARCH FOR OBJECT OFF SEFOW		1	
	SEARCH FOR WITCHES HAT EAST DOCK WALL		1	
	CHECKED MAIN SUCTION INLETS FOR CIRCULATORS CLEANED SCREWS		1	

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HMAS YARRA
at Sea

02 December 1981

The Flag Officer Commanding
Her Majesty's Australian Fleet

HMAS YARRA - REPORT OF PROCEEDINGS
NOVEMBER 1981



Sir,

1. I have the honour to report the proceedings of HMA Ship YARRA under my command for the month of November 1981. All times are zone Lima (-11).
2. At the beginning of the month the ship was berthed at Cunningham Pier, Geelong, partaking in the cities 'Springding 81' festival. Many people visited the ship including 5,487 during ship open to visitors, 30 school children and 65 guests from the Ballarat Childrens home, which is the ship's charity. The visit was hailed a 'great' success by all onboard, many of whom also took the opportunity to attend the Melbourne Cup.
3. The visit ended at 0830 Wednesday 04 when the ship cast off and proceeded. A falling vacuum in the starboard engine necessitated anchoring to investigate after clearing the channel (URDEF 13/83 HMAS YARRA IAH/RIH 040312Z NOV 81). The investigation revealed that the centre portion of a CAF gasket joint had been left in the gland steam collectors during refit. This caused a 70 minute delay after which passage was made out of Port Phillip and a rendezvous was made with HMAS PARRAMATTA. Her changed appearance belied our class relationship and stimulated much comment. A 'passex' was conducted from 1428 to 1830 when sister ships DE45 and 46, in their 21st year (commanded by officers from the 1953 RAN College intake) worked together for the first time since HMAS PARRAMATTA decommissioned in May 1977. Course was then set for Sydney in deteriorating weather and rising seas.
4. A modified pre-action calibration firing was conducted in Bass Strait during the forenoon of Thursday 05 to investigate cartridge ejection problems with the gun (HMAS YARRA letter 52/2/2 of 18 November 1981). The

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gun fired satisfactorily with no identifiable problems. Opportunity was also taken to conduct acceptance trials on the 50mm machine gun.

5. The frustrations of delayed and cancelled planned Ikara firings were displaced by the euphoric boost of a successful firing early on Friday 06. The missile was fired at a graiduff target, using mulloka information, at a range of 9,600 yards. The torpedo entered the water approximately 200 yards to the left of the target and surfaced alongside the target where it was recovered by TRV 802.

6. YARRA entered Sydney harbour at 1320 Friday 06, ammunitioned at No. 3 buoy, and then moved to East Wall under the con of the Executive Officer.

7. The ship remained alongside for a 10 day self maintenance period. During this time training readiness evaluations were carried out by your staff, culminating in a walk round by your Chief of Staff on Friday 13. Opportunity was also taken to train the ships command and demolition teams at HMAS WATSON in preparation for the work up.

8. Action stations were closed up and YARRA cast off and proceeded to start work up at 1030 Monday 16. Throughout Monday and Tuesday YARRA remained in company with HMAS TORRENS and HMNZS CANTERBURY conducting various exercises including ASW, with HMAS ONSLOW, and gunnery firings. Despite uncomfortable weather, the ships company gained valuable experience in defence manning and specialist training. Meanwhile internal drills ensured the whole ships company were kept involved.

9. A full ceremonial entry, with the ships company ranged on deck in long whites, was made into Sydney harbour in perfect weather at 1030 Wednesday 18. The ship then secured to No. 4 buoy and welcomed His Royal 'Cleanliness', Sheik Oram Ortep from 'Fleetrageia' onboard at 1100. His 'Cleanliness' showed a great interest in the ship and its unique Australian made equipment which he could well be persuaded to purchase for his own Navy. His 'Cleanliness' was given a rousing farewell as the ships company manned and cheered ship.

10. At 1305 a SMASHEX message involving HMAS ONSLOW was received onboard and the ship immediately prepared for sea. YARRA slipped from No. 4 buoy 43 minutes later, left

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harbour and proceeded at best speed for the datum 80 miles south of Sydney. HMAS BRISBANE located the submarine and the exercise ended at 1513 when YARRA reversed course for Sydney and again secured to No. 4 buoy at 1630.

11. The SMASHEX caused the planned AWKEX to be cancelled. However the ship remained at the buoy overnight and conducted an internal AWKEX which proved most beneficial.

12. Members of your staff, led by the Chief of Staff, embarked on Thursday 19 and YARRA proceeded to sea at 0904 for a training battle problem. Other participating units included HMNZS CANTERBURY, HMAS ONSLOW and aircraft from NAS NOWRA, while HMA Ships TORRENS and BRISBANE lent authenticity to the exercise with air raid reports. The pressure of the exercise was well received by the ships company who showed that although they are inexperienced and lack team training, they are enthusiastic and eager to perform well. On completion of the problem YARRA berthed at 1545 alongside the Oil Wharf at Garden Island.

13. Industrial problems postponed fuelling from Thursday 19 to early Friday 20. YARRA then moved at 1015, under own power, as tug drivers were on strike, to alongside HMAS VAMPIRE at No. 2 Woolloomooloo where the ship remained for the weekend.

14. YARRA sailed for week two of her work up in company with HMAS VAMPIRE at 0920 Monday 23. During the day replenishment approaches and jackstays were exercised with HMAS VAMPIRE and various operational trials were conducted with HMAS PARRAMATTA.

15. An exercise call for help from 'Reinsville', which was devastated by earthquakes and tidal waves, saw YARRA anchor in Jervis Bay at 0550 Tuesday 24 to conduct a disaster relief exercise. Fortunately weather conditions were excellent and the ship's boats, assisted by a local workboat were able to quickly land shore parties, equipment and stores. Devastation and despondency at the disaster scene were real and best summed up by Naval Officer-in-Charge Jervis Bay who said it was identical to Darwin after cyclone Tracy, except it lacked the pungent odours. The ships organisation proved equal to the occasion and all sailors participated eagerly. learning much and enjoying the experience.

16. Meanwhile a beach survey was carried out to find

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the most suitable landing place for an LCH. Great value was gained by the divers and navigation party who surveyed, marked a channel and erected lead marks. The day was a great success and provided an ideal opportunity for ships personnel to weld together as a team to constructively participate in a vital exercise while having fun.

17. The ship weighed anchor at 1600 and proceeded to sea to continue weapon exercises. During the remainder of the week exercises were conducted with HMNZS CANTERBURY, HMAS PARRAMATTA and HMAS ONSLOW. Emphasis was placed on co-ordinating command and control aspects while conducting anti-submarine, surface weapon systems and shiphandling serials. These culminated in a night encounter exercise with YARRA and HMAS PARRAMATTA brazenly challenging the superiority of HMAS BRISBANE and HMNZS CANTERBURY. The lack of passive electronics was sorely felt in YARRA and the consequences were inevitable.

18. YARRA entered Sydney harbour and secured alongside HMAS STALWART at the EMS mooring at 1130 Friday 27. The ship remained alongside for the weekend and welcomed the assistance given by the fleet maintenance unit.

19. A co-ordinated departure was made with HMAS BRISBANE and HMNZS CANTERBURY at 1000 Monday 30. After transitting the minefield at Sydney Heads, high speed manoeuvres including a light line transfer with HMAS BRISBANE were conducted for the benefit of families and the media embarked in HMAS BRISBANE. The fine calm weather assisted in making this a spectacular display while providing watchkeeping officers with valuable training.

20. YARRA then continued work up with HMNZS CANTERBURY and HMAS ONSLOW, remaining at sea in the East Australian Exercise areas at the end of the month.

Marine Engineering

21. The operation of the department has been satisfactory throughout the month which has seen the completion of post refit trials, a successful SMP, a satisfactory T.R.E. and the commencement of work ups.

22. Main Propulsion Machinery. Both main engines have run well however the starboard engine suffered total vacuum failure when the starboard gland collector became blocked by a piece of C.A.F. jointing left inside during refitting by GID (HMAS YARRA IAH/RIH 040312Z NOV 81).

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On this occasion the ship was forced to stop while repairs were made.

23. Both main boilers have performed well however the material used by GID to form the rammed refractory insulation in the furnaces has proved inadequate due to extensive cracking and shrinkage necessitating considerable repair work by ship staff. The boiler uptake monitoring equipment has again proved unreliable and alternative monitoring arrangements are employed in two gas passes (HMAS YARRA RDH/IAH/ONT 260714Z NOV 81).

24. The main propulsion plant is presently limited to 90% full power due to the de-aerator being unserviceable (HMAS YARRA IAH/RDH 07052Z OCT 81) and consequently the post refit full power sea acceptance trial has not been conducted during the post refit trials period (HMAS YARRA RIH/RIR 282134Z OCT 81).

25. Generating Machinery. The operation of the ships generators has been less than satisfactory as KILO turbo-alternator has remained unserviceable throughout the month and the ships diesel alternators have been plagued by a stream of defects due to continuous use.

26. Auxiliary Machinery. Most auxiliaries have run well with the exception of the turbo driven fire and bilge pump (HMAS YARRA IAH/RIH 281131Z OCT 81), the steam capstan (HMAS YARRA IAH/RIH 270001Z OCT 81) and the main feed pump (HMAS YARRA IAH/RIH 091116Z NOV 81).

27. When opened for routine inspection during the SMP the main feed pump was found to be badly damaged internally due to an impeller guide ring coming adrift. The pump had been refitted by GID during the 1981 refit. Repairs were carried out by FIM and ship staff with the pump being fully re-built in six days. This was considered an outstanding achievement and the ship sailed to commence work up on schedule.

28. Hull. Despite concerted efforts by ship staff, to achieve the required air pressure test standards, the Citadel remains unsatisfactory (HMAS YARRA ICG/RIR/RIH 090818Z NOV 81).

Weapons Electrical

29. Weapons and electrical systems have performed satisfactorily throughout the month, and generally all systems have been available when required.

30. Internal communications (sound powered phones and

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broadcast systems) have caused continuous problems and require constant maintenance. Temporary lines are being installed to overcome inherent shortcomings.

Supply and Secretariat

31. The Supply Department performed satisfactorily throughout the month. Two representatives from the Navy Office, Navy Supply Branch, joined the ship in Geelong for sea familiarisation during the return trip to Sydney. Both the ships staff and passengers gained much benefit from the visit.

32. The Department achieved slightly higher supply effectiveness figures this month than last. The point of entry effectiveness of 68% and net effectiveness of 76% should be reflected in some increases in the November CRAM report.

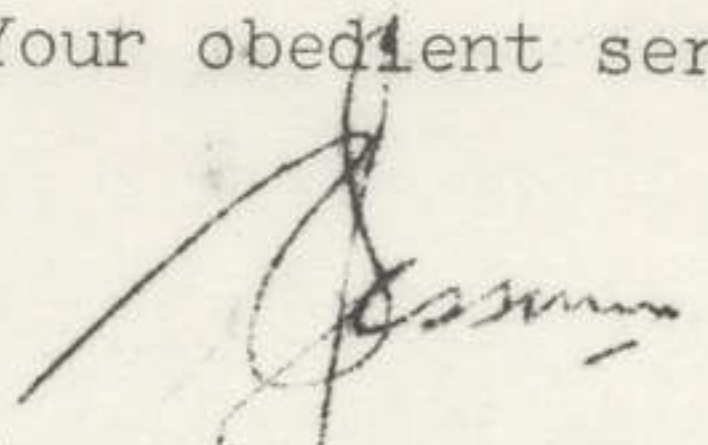
General

33. The visit to Geelong and the long hours of the work up have begun to meld the ships company into an effective and happy team. Each department and specialisation is showing a real sense of purpose which has been infective and produced satisfactory results. This has resulted in a high morale onboard and is reflected by the very good conduct displayed throughout the month when offences were reduced by two thirds. Health onboard has been good.

I have the honour to be,

Sir,

Your obedient servant,


(R.M. JESSURUN)
Commander RAN
Commanding Officer

- Annexes:
- A. HMAS YARRA Steaming Details - November 1981.
 - B. HMAS YARRA Details of Exercises and Drills November 1981.

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Annex A to HMAS YARRA
letter 1/16/1 dated
02 December 1981

HMAS YARRA - STEAMING DETAILS - NOVEMBER 1981

Distance steamed during month - 2631nm
Hours underway during month - 187hrs
Distance steamed since commissioning - 586770nm
Hours underway since commissioning - 41544hrs

Occassions on which economical speed was exceeded,

<u>DATE</u>	<u>SPEED</u>	<u>DURATION</u>	<u>REMARKS</u>
18NOV	24-26	1 Hr	SMASHEX TWO (Proceeded to Datum)
19NOV	24	1 Hr	Training Battle Problem
30NOV	24	1 Hr	High Speed OOW Manoeuvres

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Annex B to HMAS YARRA
letter 1/16/1 dated
02 December 1981

HMAS YARRA - DETAILS OF EXERCISES AND DRILLS
NOVEMBER 1981

1. Harbour. The fire and emergency party was exercised daily.

2. Sea.

<u>EX No.</u>	<u>Short Title</u>	<u>Hours</u>	<u>No.</u>	<u>Remarks</u>
<u>Tactical</u>				
5	NEX	6	1	
<u>Seamanship and General Evolutions</u>				
6	DISTEX	8	1	
9	OOW ENG	5	8	
10	OOW MANOEUVRES	2½	2	
12	RASAP (D)	3¼	5	
13	J.STAY (D)	3½	4	
15	RASAP (N)	1	2	
16	J.STAY (N)	½	1	
19	TOW AFT-Supply gear			Gear laid out
21	MANORD	2¼	6	
22	CEREMONEX	1½	1	
25	SCREENPLAY/STATION MASTER	21	6	
27	INTAWKEX	3	1	
	<u>EXERCISES NOT LISTED</u>			
	BOAT DRILLS	1	2	
<u>Navigation</u>				
29	BLIND PILOTAGE	9	14	
30	MINTRAN	2	4	
31	FORMATION ANCHORAGE	¾	1	
	<u>EXERCISES NOT LISTED</u>			
	CONNING ECP	1	2	
<u>Action Information Organisation</u>				
33	ASACEX (HS)	6	2	Good training for ASAC
35	INTEX	7	1	INTAWKEX, value for OPS

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36	GOPEX/RAINEX	12	2	Good training for AB/LS
37	ARRX	18	5	Good training for AB/SMN
	<u>EXERCISES NOT LISTED</u>			
	REL VEL EX	5	2	Good value for on watch AB
	CASEX	23½	8	Various CASEX's
	NGS 1/3	3	1	Comms EX good for operators
	NIGHT ENCOUNTER	6	1	Various EX good for operators and LS
	TBP	7½	1	Various EX good for all concerned
<u>ASW</u>				
46	CASEX A3	3	1	
47	CASEX A4	6	2	
48	CASEX C1	1	1	Combined with A4
50	CASEX C3	5	2	
52	IKARA SAT 3	4	3	
54	IKARA FIRING	3	1	Good results
60	162/162M	1	1	
62	UWT DRILLS	2	2	
63	CASEX E10	3	1	
68	TBP	4	1	
69	SMASHEX 2	4	1	
70	MINEFIELD TX	5	3	
71	INTAWKEX	3	1	
<u>NBCD</u>				
73	FAIDEX	3	3	
74	NBCD COMMS	8	4	
78	MINOR DCX	6	16	HEP
78A	MINOR DCX at Sea	4	2	SSFB
79	MAJOR DCX	9	3	
82	SHELTER STATIONS	1	1	
85	CITADEL TEST	4	1	
	<u>EXERCISES NOT LISTED</u>			
	CASUALTY		1	
<u>NAVCOMEX</u>				
112	NCX201	13½	4	
113	NCX202	4	7	
119	NCX404	2	1	
120	NCX405	2	1	
125	NCX455	3	1	
	<u>EXERCISES NOT LISTED</u>			
	NCX402	2	1	
	NCX350	2	1	
	NCX419	2	1	
	NCX204	1	1	

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Gunnery

136	AA3	2	1
158	SU9	4	3
159	AACRFX	1	1
160	SUCRFX	3	3

Engineering

169	BOILERS FALLING WATER LEVEL		6
172	BOILERS RISING WATER LEVEL		8
175	F.O. PUMP FAILURE		2
176	MAIN BLOWER FAILURE		1
177	MAIN CIRCULATING PUMP FAILURE		1
178	FAILURE OF EXTRACTION PUMP		2
180	MAIN FEED PUMP FAILURE		2
181	LOSS OF MAIN ENGINE LUB OIL PRESSURE		2
184	MAJOR FUEL OIL LEAK IN BURNER LINE		1
189	LOSS OF MAIN ENGINE VACUUM		1

Diving

	EXERCISES NOT LISTED		
	OPERATION AWKWARD (HALF NECKLACE SEARCHES AND RENDER MINE SAFE PROCEDURES RMS)		1
	POKER GAUGE TEST AND SCREW CLEAN		1
	DISTEX (WHARF AREA BOTTOM SEARCH AND BEACH SURVEY FOR LCH OPERATIONS)		1
	SEARCH FOR KEYS DROPPED		1
	EMS BERTH		

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HMAS YARRA
at Sydney

04 January 1982

The Flag Officer Commanding
Her Majesty's Australian Fleet

HMAS YARRA - REPORT OF PROCEEDINGS
DECEMBER 1981

Sir,

1. I have the honour to report the proceedings of HMA Ship YARRA, under my command for the month of December, 1981. Zone time Lima (-11) is used throughout.
2. At the beginning of the month, YARRA was at anchor in Jervis Bay. In week three of her work up. Anchor was weighed at 0805 Tuesday 01 and the ship sailed as consort to HMNZS CANTERBURY who was conducting her final battle problem. Opportunity was taken onboard to work the ship at action stations in a multi threat environment and conduct internal battle problem assessments. YARRA was detached at 1700 and throughout the remainder of the week continued work up conducting anti-submarine exercises with HMAS ONSLOW and various gunnery firing serials, including a surface shoot against a Williams target towed by HMAS IBIS.
3. The ship anchored in Jervis Bay at 1800 Wednesday 02 and remained overnight. During the evening a mess dinner was held to dine out three heads of departments, the Executive Officer, the Weapons Electrical Officer and the Marine Engineer Officer all of who leave the ship this month.
4. YARRA returned to Garden Island at 0900 Friday 04 and berthed alongside East Wall under the con of the Executive Officer. The ship remained alongside over the weekend and was opened for inspection by the general public on Sunday 06 when 680 visitors came onboard. This figure differs significantly to the 2,064 who visited HMAS ADELAIDE on Sunday 20.
5. YARRA cast off at 0950 Monday 07 and proceeded to sea for exercise GRIM JIM and independent exercises in consolidation of work up. Latter exercises included towing HMAS IBIS and officer of the watch manoeuvres with HMAS FREMANTLE which were great value for both ships' officers, and good fun. HMAS FREMANTLE was most impressive

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and her rapid acceleration a delight to watch.

6. Exercise GRIM JIM started at 1400 Monday 07 in flat calm seas with YARRA escorting HMAS IBIS on an opposed transit with a speed of advance of 15 knots. At 1615 a 'southerly buster' hit the area with winds in excess of 45 knots and caused speed to be reduced to 10 knots for two hours, during which time approximately two thirds of the hull of HMAS IBIS could often be seen above water. The opposed transit ended at 0700 Tuesday 08 without incident. GRIM JIM continued with HMAS ONSLOW conducting under water looks and another opposed transit at 1400 with YARRA and HMAS PARRAMATTA escorting HMAS FREMANTLE, again without incident. These freeplay serials gave the Mulloka controllers good watchkeeping experience and the chance to investigate a number of contacts, none of which could be confirmed submarine and prosecuted.
7. At 1615 Tuesday 08 the main feed pump became unserviceable (HMAS YARRA 080602Z URDEF 19/83) and it was necessary to pass responsibility for exercise GRIM JIM to HMAS PARRAMATTA and return to harbour. Records and supporting documentation were transferred to HMAS PARRAMATTA at 0500 Wednesday 09 and the ship proceeded to Garden Island berthing alongside East Wall at 0800.
8. A families day was conducted on Friday 11. YARRA sailed in company with HMAS PARRAMATTA at 1000 having embarked 180 relatives and friends. In fine weather our families were shown over the ship and witnessed gunnery firings and S2G aircraft flypast and rocketing, and ship evolutions. The ship returned to harbour at 1300 and berthed alongside HMAS STALWART after which the ships company and families joined together for an excellent smorgasbord luncheon.
9. YARRA remained alongside HMAS STALWART for the remainder of the month. Many of the ships company proceeded on Christmas leave while those who remained continued with ship maintenance.
10. A two day adventure training expedition was led by two Sub Lieutenants in the Wisemans Ferry area of Sydney on Thursday 17/Friday 18. The officers led eight sailors, from all departments, on a hike along the 'Old Great North Road' in the Dharug National Park. The weather was hot and fine and all personnel thoroughly enjoyed the experience after some initial apprehension.

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11. A group of 12 sea cadets from the Sydney area spent a week onboard from Sunday 13. They all showed tremendous enthusiasm and obviously enjoyed their stay with many stating a desire to join the navy. It was most gratifying to receive three letters of appreciation from respective parents despite describing their sons as 'dull', 'thick' and 'not very clever'.

Marine Engineering

12. The operation of the Marine Engineering Department has been good throughout the month.

13. Main Propulsion Machinery. The main engines and boilers have run well and 100% full power was available for a short period prior to the failure of the main feed pump.

14. Generating Machinery. The operation of the ship's generators continues to be unsatisfactory. Further attempts to trial KILO turbo-alternator 14-18 December were unsuccessful with further defects becoming evident in the AVR panels. GID staff are investigating.

15. Auxiliary Machinery. All auxiliaries have run satisfactorily with the exception of the main feed pump which shed the nickel plating from the pump shaft while running. (HMAS YARRA IAH/RDH 080602Z DEC 81).

Weapons Electrical

16. Weapons and electrical systems have performed satisfactorily throughout the month, and generally all systems have been available when required.

17. Investigations have detailed the shortcomings that are present in the internal communications systems onboard, and rectifying procedures are being undertaken by ships staff.

18. Concern is still felt about the continued unserviceability of the 'K2' Turbo Alternator Automatic Voltage Regulator (AVR). Generator trials were programmed for 14-18 December but were unable to be carried out due to a further defect being discovered in the AVR cabinet. The complete AVR has been removed and is presently being 'bench' tested by GID. The required constant running of one Diesel Alternator has produced a number of minor defects.

Supply and Secretariat

19. The supply effectiveness figures have continued

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to improve and it is expected that this will be vindicated by the December CRAM report.

20. The Supply Officer took leave in mid-December and was relieved until the end of the month by an experienced Reserve Officer from Hobart (LCDR G.R. Latham).

General

21. YARRA conducted post refit trials, sea acceptance trials and three weeks of work up prior to Christmas leave. A pleasing standard of performance was attained by the ship's company who showed tremendous enthusiasm and willingness. Regrettably the leave, period which extends until 15 February interrupts the work up, and during this time the Executive Officer, Weapons Electrical Officer, Marine Engineer Officer and Navigating Officer will be replaced along with over 25% of the ships company, including the Signals Yeoman, a number of senior sailors in charge of sections and 50% of RP and SIG category sailors.

I hope they put
that month
where there's
money is!

22. Morale onboard remains good and news of the pay rise was enthusiastically received. Many sailors expressed an improved view of the service and an intention to re-engage.

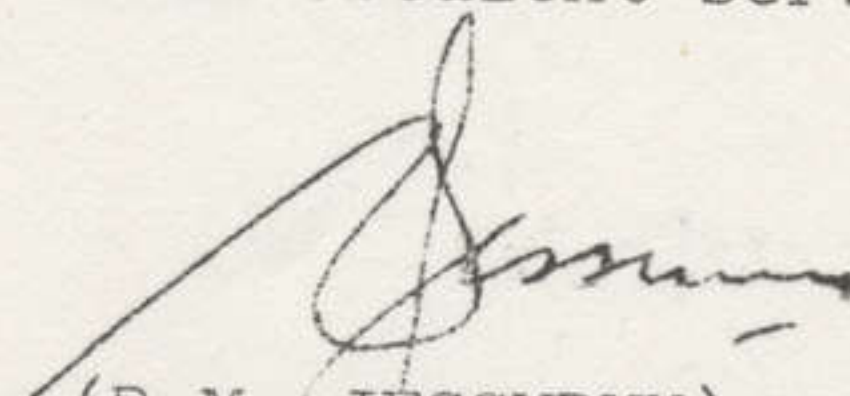
23. Health onboard has been very good. Only one case of venereal disease (gonorrhoea) was reported and treated in the past six months.

24. The conduct of the ship's company has been satisfactory.

I have the honour to be,

Sir,

Your obedient servant,


(R.M. JESSURUN)
Commander RAN
Commanding Officer

Annexes: A. HMAS YARRA Steaming Details - December 1981.
B. HMAS YARRA Details of Exercises and Drills
December 1981.

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Annex A to HMAS YARRA
letter 1/16/1 dated
04 January 1982

HMAS YARRA - STEAMING DETAILS - DECEMBER 1981

Distance steamed during month	1346mn
Hours underway during month	110hrs
Distance steamed since commissioning	588116nm
Hours underway since commissioning	41654hrs

Occasions on which economical speed was exceeded.

<u>DATE</u>	<u>SPEED</u>	<u>DURATION</u>	<u>REMARKS</u>
01DEC	20 - 24	1 Hr	A/R for HMNZS CANTERBURY FBP

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Annex B to HMAS YARRA
letter 1/16/1 dated
04 January 1982

HMAS YARRA - DETAILS OF EXERCISES AND DRILLS
DECEMBER 1981

1. Harbour. The fire and emergency party was exercised daily.

2. Sea.

<u>Exercise No.</u>	<u>Short Title</u>	<u>Hours</u>	<u>No.</u>	<u>Remarks</u>
<u>Tactical</u>				
1	MINI WAR	7	1	CANTERBURY FBP
<u>Seamanship and General Evolutions</u>				
9	OOW ENG	3 $\frac{1}{4}$	2	
10	OOW MANOEUVRES	2 $\frac{1}{2}$	1	
13	J.STAY(D)	$\frac{1}{2}$	1	
19	TOW AFT-Supply Gear	2	1	
21	MANORD	1 $\frac{3}{4}$	3	1 $\frac{1}{2}$ hrs J/O TNG
24	SHIP HANDLING	$\frac{1}{4}$	1	XO alongside
25	SCREENPLAY/STATION MASTER	4 $\frac{1}{2}$	1	
<u>Navigation</u>				
29	BLIND PILOTAGE	3	6	
30	MINTRAN	$\frac{1}{2}$	1	
	<u>EXERCISES NOT LISTED</u>			
	NUCTRAN	$\frac{1}{2}$	1	
<u>Action Information Organisation</u>				
33	ASACEX (VS)	16 $\frac{1}{2}$	4	EX GRIM JIM
36	GOPEX/RAINEX	7	1	CANTERBURY FBP
37	ARRX	5	1	CANTERBURY FBP
39	ADEX	5	1	CANTERBURY FBP
41	IFF CHECK A	1	1	
	<u>EXERCISES NOT LISTED</u>			
	AD3 ASAC CONTROL	3	1	2 Jets

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ASW

49	CASEX C2	6	1
51	IKARA SAT 2	1	1
	<u>EXERCISES NOT LISTED</u>		
	OPPOSED TRANSIT	19 $\frac{1}{2}$	3
	UNDERWATER LOOK	5 $\frac{1}{2}$	1

NBCD

73	FAIDEX	4	2
74	NBCD COMMS	4	2
75	CLEANEX	4	3
76	MONITEX	2	2
77	DECONTEX	1	1
78	MINOR DCX	4	8
78A	MINOR DCX at Sea	$\frac{1}{2}$	1
79	MAJOR DCX	1 $\frac{1}{2}$	1
80	CLOSING DOWN	$\frac{1}{2}$	1
81	NUC TRANSIT	1	1
82	SHELTER STATIONS	$\frac{1}{2}$	1
83	PREWETT	$\frac{1}{2}$	1

Gunnery

150	SU1	4	1	
159	AACRFX	1	2	Failed
160	SUCRFX	1	1	
161	NG1	1	1	
163	NG3	2	1	
	<u>EXERCISES NOT LISTED</u>			
	AD3	2	1	

Engineering

169	BOILERS FALLING WATER LEVEL	$\frac{1}{2}$	2
170	BOILERS LOW WATER LEVEL	$\frac{1}{2}$	1
171	BOILERS BURST BOILER TUBE	1	2
175	F.O. PUMP FAILURE	1	4
176	MAIN BLOWER FAILURE	2 $\frac{1}{2}$	3
177	MAIN CIRCULATING PUMP FAILURE	3	3
178	FAILURE OF EXTRACTION PUMP	2	2
180	MAIN FEED PUMP FAILURE	$\frac{1}{2}$	1
181	LOSS OF MAIN ENGINE LUB OIL PRESSURE	1 $\frac{1}{2}$	3
184	MAJOR FUEL OIL LEAK IN BURNER LINE	1 $\frac{1}{2}$	3

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