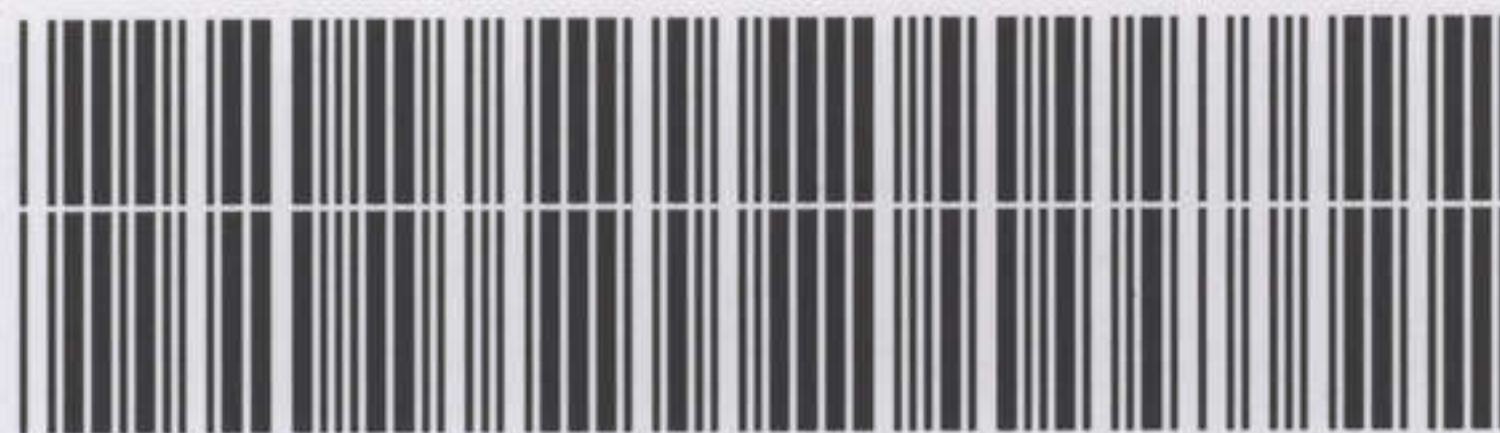


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS VAMPIRE

Item number: 351/7

Title: February 1966 - January 1968



AWM78-351/7

[351/7]

AUSTRALIAN WAR MEMORIAL
ACCESS STATUS
OPEN

Declassification Authority—Defence Records
This record has been reviewed and has been
declassified by the Department of Defence
(Navy) with effect from: 17 Dec 90
Authority D/g (N) Admin 18-13
Reviewer: LCDR R. L. Smith (RANEM)
Signature: *R. L. Smith* Date: 12 MAR 91

HMAS VAMPIRE R. of P. 1966 - 1967

[Handwritten signature]

10

RESTRICTED

18 · 206 · 609

DEPARTMENT OF THE NAVY

MINUTE PAPER

Feb '66

Report of Proceedings

HMAS

Vampire

AS (NS)

D OF O

DCNS

1ST NM

2ND NM

3RD NM

4TH NM

SEC

EAS

EAS (FM)

DPR

AS (NS) (N5)

REGISTRAR

Handwritten notes:
24/3
29/3
5/4
7/4
2/14
2/14
Re para 11 - how come?
2/14

Handwritten note:
EAS (EG) :-
These days you've
got to have a genuine
J.S. 15/6

~~D OF P
D/D OF P(A)
DTWP
D OF C
DNAP
CONS
DNI
WPB
FE~~

~~DCNP
DOA
DMT
DDM
DPS
DFSD
DNR
DNES~~

~~ACDC
ACMD
DMED
PNA
DWE
MDG
AS (NS) (N5)
REGISTRAR~~

Separate
Report
Circulating

- NOTES:
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DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-609

Feb '66

HMAS

Vampire

Report of Proceedings

D OF

24/3

D/D OF P (A)

24/3

DGEE

25/3

DTWP

26/3

D OF C

6/4

DNAP

12/4

CONS

12/4

DNI

15/4

HPB

17/4

DCNR

20/4

DCI

21

LMI

22/5

DDM

23

DES

10/5

DES

16/5

DNR

11 May

DNES

12/5

ACDC

16/5

ACMD

18/5

ED

19/5

DA

20/5

DWE

23/6

MDG

25/6

DNAB

29/6

AS (NS) (N5)

23/6

REGISTRAR

AS (NS)

DCNS

2NM

4NM

DPR

REGISTRAR

D OF C

1NM

3NM

SEC

FAS (EG)

FAS (FM)

AS (NS)

(N5)

Separate Report circulating

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D.N.A.S.

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INDEXED
INIT. *UM*
DATE *22/3/66*

DEPT OF NAVY
CANBERRA
18 | 206 | 609

HMAS VAMPIRE - REPORT OF PROCEEDINGS - FEBRUARY, 1966.

(HMAS VAMPIRE letter 7/1/04 dated 5th March, 1966.)

RECEIVED
C 22 MAR A.M.
NAVY DEPT
A.F.17/59/1

II

The Secretary,
Department of the Navy.

1. Forwarded.
2. With reference to paragraph 14, the report on the damage to "K" Turbo Alternator has been referred to the General Manager, Garden Island Dockyard for further investigation and will be forwarded in due course.

V.A.T. Smith.
REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

18 MAR 1966

PW.

AS (NS) 22/3

AS (NS) 23/3

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HMAS VAMPIRE - REPORT OF PROCEEDINGS - FEBRUARY, 1966.

(HMAS VAMPIRE letter 7/1/04 dated 5th March, 1966.)

II

A.F.17/59/1

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(Sgd) V. A. T. SMITH

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

18 MAR 1966

PW.

HMAS VAMPIRE,
At Sea.

5 MAR 1966

HMAS VAMPIRE - REPORT OF PROCEEDINGS - FEBRUARY, 1966

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of February, 1966.

2. At 0835 Tuesday 1st VAMPIRE cast off from Fitting Out Wharf, Garden Island and manoeuvred off Pinchgut with HMA Ships YARRA (Captain G.J. WILLIS, ADC, RAN), DERWENT (Commander J.D. STEVENS, RAN) and PARRAMATTA (Commander R. PERCY, RAN) until HMAS MELBOURNE (Captain D.C. WELLS, RAN), flying your flag, slipped from No. 2 Buoy at 0900. The escorts formed astern of MELBOURNE for departure from Sydney Harbour. On clearing the Heads the column was reversed and units were then detached to comply with the scheduled exercise programme. Taking DERWENT under my orders I proceeded to Area NV (South) where both ships carried out successful surface throw off firings.
3. At 1400 VAMPIRE and DERWENT rejoined YARRA to the east of Sydney Heads and commenced the LONGEX Phase of JUC60. This 48 hour exercise certainly provided the realism of long hours of tedious searching without contact but at the same time provided the first opportunity for the ship's participation in a full operational exercise. The general concept was a search by a Hunter Killer group of three escorts in the area Sydney to Jervis Bay for two "enemy" submarines capable of launching missiles on airfields in the area.
4. An LRMP aircraft from Nos. 10 or 11 Squadrons, RAAF, was on task continuously and although these aircraft gained many Jezebel contacts, these were rarely localized and in consequence incidents for the ships were few and far between. For the last four hours of the exercise the ships acted as an escort for an imaginary convoy proceeding into Jervis Bay. Each escort carried out the duty of OTC for one third of the overall exercise period. VAMPIRE's period coincided with the major on task time of Helos from 817 Squadron although the directive allowed little opportunity for exercising Helo Control.
5. At 1000 Thursday 3rd February, you Sir, came aboard by Helicopter accompanied by your Fleet Operations Officer and Flag Lieutenant. Your visit coincided with the convoy phase of the exercise and terminated at 1430 when escorts carried out a formation anchorage in Jervis Bay. You disembarked by barge at 1432.
6. The same afternoon the Ship's boarding party organisation was tested by calling alongside and searching work boats from HMAS CRESWELL which were manned by crew members from MELBOURNE, acting as KUMPIT crews. This proved a most beneficial exercise, especially in view of the ship's likely duties during her forthcoming period in the Strategic Reserve.
7. In the evening an Operation Awkward was conducted in Jervis Bay, when divers of the Mobile Clearance Diving Team attacked units of the Fleet at anchor. Adverse weather conditions resulted in certain restrictions being applied for safety and this detracted somewhat from the value obtained.



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8. Acting under the orders of Captain First Frigate Squadron and in company with YARRA and DERWENT, VAMPIRE weighed and proceeded at 2300 on 3rd. Once outside Jervis Bay the ships separated for a Dawn Encounter which was scheduled to take place at 0400 the following morning. As is usual in this type of exercise realism is somewhat lost by the absence of gunfire. This was alleviated to an extent by the use of Starshell and the successful firing of a torpedo by VAMPIRE at the conclusion of the serial.

9. Further exercises continued during the day, including our first Replenishment at Sea and Pilotless Target Aircraft firings. Only a token amount of fuel was taken from HMAS SUPPLY during the replenishment but this was adequate to exercise the replenishment drill. The Pilotless Target Aircraft firings were not very successful due in part to the rather erratic control of the target and it is a pity that there are not other opportunities to exercise firings at this type of target which is considered most realistic.

10. With the workup now completed VAMPIRE set course for Sydney, securing alongside Cruiser Wharf, Garden Island at 1730, Friday 4th. Accompanied by members of my Command team I flew to NAS Nowra the following morning to participate in the JUC washup and returned the same evening.

11. For the next 12 days the ship remained in Sydney preparing for the voyage north. Much needed preservation and painting was progressed in the face of constant storing and, for the most part inclement weather. At 1100 on Thursday, 10th members of the NSW Guide Dog Association came onboard and in a small ceremony I handed the President, Dr. Pryde a cheque for \$1000 on behalf of the Ship's Company. This money had been raised by past and present members of the VAMPIRE's crew and is sufficient to provide and train a Guide Dog. I was particularly pleased that the Ship's Company wished to make such a worthwhile donation to a very deserving cause but nonetheless disappointed that human interest stories such as this should apparently be considered insufficiently newsworthy to be reported by the press. (Photographs of this ceremony are included at Appendix G).

12. At 1030 on Friday 11th, you Sir paid a brief visit and addressed the Ship's Company which was appreciated.

13. At 0845 on Monday 14th, VAMPIRE cast off and was moved by tugs to No. 4 Buoy to replenish ammunition. DERWENT who had been secured outboard, was similarly moved to No. 2 Buoy and on completion of ammunitioning both ships returned to their berths at Cruiser Wharf, VAMPIRE securing at 1538 and DERWENT at 1545. I had the privilege on this day of lunching with you on the occasion of the return call of His Excellency the Governor of New South Wales, Sir Roden Cutler, VC.

14. The period in Sydney was indeed a useful, and as it turned out, necessary Self Maintenance Period. The co-operation of the Dockyard resulted in nearly all URDEFS and INDEFS which had accumulated during the work up to be completed and ship's staff was able to complete the majority of outstanding defect items and important planned maintenance. A serious setback occurred when 'K' Turbo Alternator was found to have serious bearing damage during a routine maintenance inspection.

...../3.

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3.

With the resources of Garden Island Dockyard the unit was almost complete by departure and has since been completed by ship's staff. Details have been separately reported. The efforts of the Machinery Spares Depot to see us fully equipped for the trip north were greatly appreciated.

15. On Thursday 17th, I took HMAS DERWENT under my orders and by 1000 both ships had cast off and proceeded for passage north to undergo service in the Commonwealth Strategic Reserve. Despite overcast skies and drizzle a considerable number of families and friends who had been permitted to enter the Dockyard that morning, farewelled the ships on their departure. On leaving Garden Island VAMPIRE proceeded to a position off Sydney Heads to await DERWENT who was scheduled to undergo a check DG Ranging. An AA firing for VAMPIRE was cancelled due to the unfavourable weather.

16. After a brief and not fully satisfactory ranging DERWENT joined VAMPIRE and the two ships proceeded north. On passage a fairly comprehensive programme was carried out despite the somewhat inclement weather which continued for the first few days out. A number of hours were spent in EW trials and exercises between the two ships the results of which are being reported in greater detail by DERWENT. Details of exercise serials are at Appendix E.

17. On the morning of Thursday both ships entered Seeadler Harbour, Manus Island and secured alongside Lombrum Wharf at 0800 with DERWENT outboard of VAMPIRE. After a busy forenoon's work and a commendably rapid fuelling both ships and HMAS TARANGAU engaged in a number of sporting contests. The Senior and Junior Sailors' Messes ashore were made available in the evening, and this facility was greatly appreciated.

18. After this welcome break, which followed the first week of passage VAMPIRE and DERWENT cast off and proceeded at 0800 the next morning. On passage to Borneo the exercise programme was continued and the fine weather reminded all that we were well and truly "up north". During the morning watch of 26th the ships crossed the Equator an event which was celebrated in traditional style in the afternoon in the presence of King Neptune and his Court.

19. The ships left the Australia Station on the 27th and chopped to the operational control of the Commander Far East Fleet which was reported in my signal DTG 270901Z.

20. The conduct of the ship's company has been satisfactory; they are fit and well and morale appears to be high. I have every reason to be extremely pleased with the state of the ship. Machinery and equipments are functioning well and a concerted effort has been made by all hands to efface the ravages of the long refit period in Dockyard hands. This has resulted in a remarkable improvement in the ships appearance and by the date of arrival in Singapore VAMPIRE will have achieved that state of cleanliness expected of all RAN ships.

I have the honour to be,
Sir,

Your obedient servant

J. L. W. Merson
(J. L. W. MERSON)
A F T A I N

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Flag Officer Commanding,
HM AUSTRALIAN FLEET.

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APPENDIX 'A'

(a)	Distance run during the month	4,966.4
(b)	Hours underway during the month	328
(c)	Distance run since commissioning	10,585.9
(d)	Hours underway since commissioning	754

(Note: (c) and (d) have been corrected to read from the end of 1965 refit)

(e) Economical speed exceeded:

<u>Date</u>	<u>Period</u>	<u>Reason</u>
1st	1 hr 30 mins	Exercise QUICKSTEP
2nd	11 hrs	LONGEX
4th	4 hrs 20 mins	Exercise QUICKSTEP
18th	6 hrs	} EW exercise with DERWENT Speed 17
19th	12 hrs	
20th	5 hrs 30 mins	
21st	1 hr 40 mins	
22nd	25 mins	
23rd	35 mins	Exercise on passage " " "
25th	14 hrs	} Necessary passage speed 18
26th	19 hrs 30 mins	
27th	3 hrs	
		EW exercise with DERWENT

APPENDIX 'B' - SPORT

Prior to departure from Sydney only one sporting fixture was arranged when VAMPIRE defeated PARRAMATTA at Rugby 15-0 in a very hard played match.

2. During the one day visit to TARANGAU a heavy sporting programme was arranged, with both VAMPIRE and DERWENT competing with TARANGAU and the PNG Division. The results were as follows:

Cricket - VAMPIRE/DERWENT 98 runs defeated TARANGAU 24 runs.
.22 Shooting - PNG Division 456 DERWENT 375 VAMPIRE 363.
Tennis - TARANGAU 28 games VAMPIRE 23 DERWENT 8
Soccer - VAMPIRE 6 defeated DERWENT nil -
VAMPIRE 1 defeated TARANGAU nil
Volleyball - TARANGAU 2 defeated VAMPIRE nil
PNG Division Recruits 2 defeated VAMPIRE ORDS nil
Softball - TARANGAU 22 defeated VAMPIRE 9
Badminton - DERWENT defeated VAMPIRE
TARANGAU defeated VAMPIRE
Basketball - VAMPIRE 47 defeated TARANGAU 46

APPENDIX 'C' - OFFICERS' MOVEMENTS

4th February - Lieutenant D.A. PICKFORD (Eng M) RAN posted to HMAS SYDNEY
9th February - Surgeon Lieutenant G.A. MENDE, RAN joined from HMAS PENGUIN
16th February - Lieutenant B.P. FRIZELL (Eng M) RAN posted to HMAS STUART.

APPENDIX 'D' - TRAINING

Little training was done during the first two weeks of the month due to the necessity to employ hands on storing, ammunitioning etc., before the ship's departure for the Strategic Reserve.

A comprehensive training programme for ORDS (Various) was undertaken after departure from Sydney with all available sailors receiving class instruction daily.

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APPENDIX 'E' - EXERCISES

1. During Workup

a. <u>Seamanship</u>	RAS	1
	Helo transfer	1
	Steering gear breakdown	1
b. <u>AIO</u>	CLAPEX	1
	SPX(B)RIX	1
c. <u>GUNNERY</u>	SUTOF	1
	NEX	1
	MAX	1
	PTA firing	1
d. <u>TAS</u>	TFX	1
	DTFX	1
	Awkward	1
	Stream Bathy	Numerous

2. On Passage

a. <u>Seamanship</u>	General drills	2
	Tow aft (prepared only)	1
	RAS Breakdowns	4
	Quiz (internal)	4
	Quiz (external)	3
b. <u>AIO</u>	RFX2	1
	Voicex RP	3
	SPX(B)/RIX	3
	Farsex	2
	OOW Manoeuvres	1
	CLAPEX	1
c. <u>Gunnery</u>	NGSCX	2
	Small arms firing	2
	Boarding Party	1
	Defence Stations	24 hours
	Rapid engagement of S/M	3
d. <u>TAS</u>	DTFX	1
	SSTX	2
	Tubes Drill	3
	Mortar Drill	2
	IDCT	2
	Lite Mortar firings	1
	Demolition practice	1
e. <u>NBCD</u>	Minor NBCDX	4
f. <u>EW</u>	EWX 42	2
	EWX 57	4

APPENDIX 'F' - LIVE MORTAR FIRINGS

NIL

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DEPARTMENT OF THE NAVY

18-206-741

MINUTE PAPER

HMAS

Vampire

Report of Proceedings

July '66

AS (NS) *2/18/8*

~~D OF O~~

~~DCNS~~

1ST NM *YIMM 23/5*

2ND NM *25/VIII*

3RD NM *26/8*

4TH NM *26/8*

SEC *230*

FAS (EG) *2/8*

~~8 (FM)~~ *27/8*

DPR *3/2*

AS (NS) (N5) *2/9*

REGISTRAR

~~D OF P~~

~~D/D OF P(A)~~

~~DTWP~~

~~D OF C~~

~~DNAP~~

~~CONS~~

~~DNI~~

~~HPB~~

~~FE~~

~~DCNP~~

~~DOA~~

~~DMT~~

~~DDM~~

~~DPS~~

~~DFSD~~

~~DNR~~

~~DNES~~

~~ACDC~~

~~ACMD~~

~~DMED~~

~~PNA~~

~~DWE~~

~~MDG~~

~~AS (NS) (N5)~~

~~REGISTRAR~~

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26/8

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-741

Report of Proceedings

HMAS Vampire

July '66

~~D OF P~~ 23/8
~~D/D OF P (A)~~ 24/8
~~DGEE~~ 25/8
~~DTWP~~ *td 8/19
~~D OF C~~ 23/8
~~DNAP~~ 6/9
~~CONS~~ 26/9
~~DNI~~ 26/9
~~HFB~~ 26/9 P3
~~DOA~~ 27/9
~~DMT~~
~~DDM~~
~~DPS~~ 27/9
~~DCNS~~ 27/9
~~DESD~~ 27/9
~~DNR~~ 27/9
~~DNES~~ 29/9
~~ACDC~~ 29/9
~~ACMD~~ 29/10
~~DMED~~ 29/10
~~DWE~~ 28/10
~~MDG~~ 22/11
~~DNAS~~ 27/11
~~AS (NS) (N5)~~ 27/11

SUPPLY DIVISION
 - 3 NOV 1966
 (MELB.)

REGISTRAR

AS (NS)	DCNS	2NM	4NM	DPR	REGISTRAR	} Separate Report circulating
D OF O	1NM	3NM	SEC	FAS (EG)	FAS (FM) AS (NS) (N5)	

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Handwritten marks and initials at the bottom right.

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HMAS VAMPIRE - REPORT OF PROCEEDINGS - JULY, 1966.

(HMAS VAMPIRE'S letter 7/1/004 dated 2nd August, 1966.)

II

A.F. 17/59/1

The Secretary,
Department of the Navy.

1. Forwarded.

(Sgd) V. A. T. SMITH

REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

12 AUG 1966

RW

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CONFIDENTIAL

18 | 206 | 74

HMAS VAMPIRE - REPORT OF PROCEEDINGS - JULY, 1966.

(HMAS VAMPIRE'S letter 7/1/004 dated 2nd August, 1966.)

II

A.F. 17/59/1

The Secretary,
Department of the Navy.

1. Forwarded.

V.O.T. Smith.
REAR ADMIRALOffice of the
Flag Officer Commanding,
HM Australian Fleet.

12 AUG 1966

RW

*Newell 12/8**A.17/8***CONFIDENTIAL**

CONFIDENTIAL

7/1/004

HMAS VAMPIRE,
At Sea.

2nd August, 1966

HMAS VAMPIRE - REPORT OF PROCEEDINGS - JULY, 1966

Sir,

I have the honour to report the proceedings for HMA Ship under my command for the month of July, 1966.

2. All times are local and time changes were made as follows:

0001	-	15th	-	Advanced	clocks	30	minutes	to	Zone	-8 $\frac{1}{2}$
0001	-	16th	-	"	"	"	"	"	"	-9
1815	-	24th	-	Retarded	"	"	"	"	"	-8 $\frac{1}{2}$
1815	-	25th	-	"	"	"	"	"	"	-8
1815	-	26th	-	"	"	"	"	"	"	-7 $\frac{1}{2}$
0001	-	31st	-	Advanced	"	"	"	"	"	-8

3. From the 1st to the 13th VAMPIRE continued duty as Tawau Guardship, and operated the following ships on behalf of the Commander Naval Forces Borneo:

HMAS SNIPE (Lieutenant Commander D.J. Orr, RAN)
HMS LANTON (Lieutenant Commander M.J. Cassidy, RN)
KD SRI PAHANG (Lieutenant J. Aeria, RMN)
KD SRI SARAWAK
RFA EDDYROCK (Captain R.V. Warren, DSC)

4. Except for the night of the 6th, VAMPIRE patrolled the eastern approaches to Tawau each night and during the period 12 Jong Kongs, 1 Kumpit and 2 fast cigarette-trader boats were stopped and investigated. On the night of the 7th a fast contact, suspected to be a cigarette trader, was detected to the east of Sipadan Light and chased northward at 24 knots. On this occasion rocket flares were used as illuminants and short bursts of bofor fired near the contact but the chase was abandoned due to the proximity of the reefs in the vicinity of Mabaul Island. A cigarette trader with 2 x 75 HP outboards was reported to have arrived at Semporna the following morning and this is considered likely to have been the craft involved.

5. During daylight hours the ship was kept on the move principally in transit to and from Darvel Bay where work on Civil Aid projects progressed. Concurrent with the building of the jetty at Salakan Island a second project, the erection of a 400 gallon water tank at Larapan Island, was undertaken. This was a short and simple task which took only 2 working days, and was completed on the 4th. Project parties were landed whenever possible at Salakan and this project was completed on the 10th. A separate report on these projects has been rendered to the Commander Naval Forces Borneo.

6. Two Naval Gunfire Support Firings, one Air Spot and one Ground Spot were successfully carried out off Timba Mata Island, in Darvel Bay. Throughout the period shore leave in Tawau was restricted to organised sports parties only, and as a result the ship entered harbour less frequently than had been intended. Whenever possible, however, swimming and banyan parties were landed at suitable islands by day and this recreation proved most popular. In the evening of the ship's standoff on the 6th a ship's concert was held on the forecastle. A considerable amount of latent talent had come to light and this concert provided a welcome change and was most successful.

...../2.

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7. Three LRMP Aircraft sorties were flown by RAF Shackletons during this first half of the month and as a result of improved co-ordination the aircraft reported nearly all small craft in the vicinity of Tawau which greatly facilitated the investigation of likely targets.
8. Late in the evening of the 8th, KD SRI SARAWAK struck a submerged object whilst on patrol north east of Si Amil Light. The following day VAMPIRE effected a rendezvous for divers to make an examination, which revealed the starboard propeller to have two blades bent and the port propeller one blade bent. Fortunately no other damage was evident, and VAMPIRE escorted SRI SARAWAK to Tawau to await a decision on repairs. It was proposed that VAMPIRE's divers replace the propellers at Tawau, but in the event it was decided to slip the ship at Labuan and accordingly SRI SARAWAK was sailed from Tawau pm 10th, after a final examination to confirm the vibration being experienced at slow speeds was acceptable for the passage. Minor assistance was also given to the other smaller patrolling ships which again confirmed that this is one of the more important tasks of the Tawau Guardship.
9. On the 9th the British Secretary of State for Defence, Mr. Dennis Healey spent a short while in the Tawau area, but this did not include a visit to VAMPIRE. On the 2nd RFA FORT DUNVEGAN anchored off Tawau and VAMPIRE replenished with provisions.
10. On the 11th RFA TIDEFLOW arrived in Tawau to top up RFA EDDYROCK and in order to conserve fuel in the latter, VAMPIRE fuelled on the 12th from TIDEFLOW before her return to Singapore.
11. The ship's Diving Team were able to assist the Tawau Port Authorities on the 11th. A large crate filled with engineering spare parts had fallen between the wharf and a ship unloading and broken open; working at slack water the ship's divers were able to recover the majority of the equipment from the muddy bottom, and this provided ideal training in difficult conditions.
12. At 0600 on the 13th the ship made a rendezvous with KD HANG TUAH (A/Commander B. Hyde-Smith, RMN) off Ligitan Island to turn over the duties of Guardship. This completed a most interesting period of duty for the ship and which had provided all on board with a number of varied tasks and a feeling of accomplishment.
13. At 0800 we parted company with HANG TUAH and set course northward. A fast passage was made to Hong Kong via the Sulu Sea and Mindoro Straits, and calm weather enabled the ship's company to apply finishing touches to the ship which resulted in her looking her best for entry into harbour. VAMPIRE entered Lei-u-Mun Pass at 0800 on Saturday 16th, securing at North Wall, Victoria Basin at 0830.
14. By 1900 the same day Local Warning One had been hoisted at the Royal Observatory Hong Kong, giving initial warning of the approach of a tropical depression. At 2345 orders were received from Commodore Hong Kong to prepare to sail by 0930 the following morning, as the weather information indicated that Tropical Storm "Mamie" was likely to pass close to the Colony. More reports during the night indicated the storm was closer than expected and the ship prepared to sail earlier if necessary. I attended a Meteorological briefing in the Operations Room, HMS TAMAR at 0730 which provided the most up to date information available and at 0827 on the 17th the ship cast off and proceeded to sea via Lei-u-Mun, being preceded out of harbour by USS CHICAGO and HMS BERWICK (Commander F.E. Dick, RN).

...../3.

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At 0930 BERWICK was stationed one mile to port and the two ships proceeded south west at 24 knots passing across the expected track of the storm. At 1200 an up to date position of the storm centre, which had been obtained by USS CHICAGO by radar, was received. Throughout the day and night courses and speeds were adjusted to pass astern of the storm at a range of about 60 miles. In the event this storm altered course and passed south of Hong Kong with little effect on the Colony. When information was received from Commodore Hong Kong that conditions in harbour were suitable for the ships to return course was set for Lei-u-Mun and VAMPIRE entered harbour and secured at West Arm at 0840, and BERWICK at North Wall at 0845 on the 18th.

15. The remaining six days at Hong Kong were uninterrupted by any bad weather and the long awaited visit was fully enjoyed. With the prospect of the Annual Inspection to follow the ship's first call at Hong Kong, the majority of shopping had been left to this occasion, and throughout the week a continual stream of purchases of all descriptions was brought on board. During the period a very effective liaison was achieved with the 1st Battalion, Welch Regiment with whom the ship was affiliated. A great many of the ship's company were most hospitably entertained and two small parties of sailors were accommodated for 2 days at their barracks. Numbers of the Regiment were shown around the ship and given lunch, but it was evident the ship could not fully repay the kindness and hospitality shown by this Regiment.

16. An Advancement Board was convened on the 19th to examine candidates for Petty Officer and Leading Rank. The Board also examined candidates for Standard NBCD qualification. The results were 8 passes in Section 1 Part 1, 9 passes in Section 1 Part 2 and 8 passes in NBCD.

17. The ship cast off and proceeded out of Hong Kong in Procedure Alfa at 0900 on Sunday 24th and was given the traditional pyrotechnic send off by Jennie's Side Party. A tropical depression which had been forming for several days in the vicinity of the Macclesfield Bank gave some cause for concern and it was accordingly decided to proceed at 24 knots to the west of the Paracels to pass across the expected movement and into the safe semi circle. Hourly barometer readings were recorded with a steady pressure drop but by 0200 on the 25th the ship was across the line and by 0800 the barometer commenced to rise as the ship then proceeded southwards in the south west quadrant at 20 knots. At this time winds of Force 7 and 8 were being experienced decreasing to Force 6 as the day passed. By 0800 the following day the barometer had risen to 1008 and the wind had decreased to Force 3. This depression which intensified to Typhoon status and was named "ORA" eventually passed over the northern part of Hainan.

18. The bad weather encountered caused numerous minor leakages into the ship as a result of:

- (a) Unsatisfactory watertight doors which continue to leak despite having been recently straightened and re-rubbered.
- (b) Failure of rivetted joints in the superstructure; some 80 aluminium rivets were subsequently replaced on 'B' Deck alone due to complete brittle failure.
- (c) Badly positioned ventilation intakes which are required to be open for habitability yet which receive spray.

(A separate report will be submitted on this subject.)

...../4.

CONFIDENTIAL

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4.

19. VAMPIRE entered Singapore Naval Base at 0930 Wednesday 27th and secured alongside HMAS DERWENT (Commander J.D. Stevens, RAN) at No. 2 Berth at 0945.

20. During the two days in Singapore an excellent job of re-winding the after air conditioning compressor motor was undertaken by the Dockyard. This motor had failed during the trip south from Hong Kong, considerably impairing habitability in the after part of the ship, and it was with great relief that the Dockyard managed to complete repairs and return the motor to the ship just prior to sailing.

21. At 0805 Friday 29th in the presence of the Commander Far East Fleet, Vice Admiral Sir Frank Twiss, KCB, DSC, VAMPIRE, followed shortly afterwards by DERWENT, cast off and proceeded into the stream. The two ships formed column and left harbour in Procedure Alfa. On clearing Johore Strait DERWENT was detached to proceed independently while VAMPIRE carried out an AATX en route to Area XL where an AA firing against a towed sleeve was exercised. Unfortunately low cloud forced the aircraft and sleeve to an altitude which precluded a satisfactory evaluation of the AA system, but the firing was valuable for drill purposes especially as there had been no opportunity for AA firings since May 18th. On completion of the shoot VAMPIRE set course to the south east and rejoined DERWENT at 1600.

22. The subsequent passage through Indonesian claimed waters was without incident. The two ships proceeded in line abreast at 1000 yards, burning navigation and upperdeck lighting and at Defence Stations. An effective EMCON policy obviated the necessity to use voice circuits, and VAMPIRE used only Navigational Radar. No positive sightings of Indonesian Naval vessels nor aircraft were made except when off Surabaya a ship when challenged replied "ALRI RIGA bound Surabaya."

23. The two ships cleared Lombok Strait at 1830 on the 31st and set course to the south east for Darwin.

24. Throughout the month the health and behaviour of the ship's company has been satisfactory and their morale good. A second lecture on security in accordance with your directive was given on the 10th. The Ordinary Seamen have now completed their Training Syllabus and examinations are in progress. This month almost completes the 6 month period in the Strategic Reserve during which the ship carried out a wide variety of tasks and has steamed a considerable mileage. It has been at times strenuous but rewarding duty and all on board now look forward eagerly to the ship's return to Australia and a period of leave which has been well earned.

I have the honour to be,

Sir,

Your obedient servant.

(J.L.W. MERSON)
CAPTAIN

Flag Officer Commanding,
HM AUSTRALIAN FLEET.

(Copy to: The Commander, Far East Fleet

The Flag Officer, Second-in-Command, Far East Fleet.)

CONFIDENTIAL

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APPENDIX 'A' - STEAMING

- (a) Distance run during the month 7,227.3
- (b) Hours underway during the month 429.34
- (c) Distance run since commissioning 273,134.4
- (d) Hours underway since commissioning 19,090.46
- (e) Economical speed exceeded:

<u>Date</u>	<u>Period (Hours)</u>	<u>Average Speed</u>	<u>Fuel expended per hour</u>	<u>Distance run per ton fuel</u>	<u>Reason or Authority</u>
2	1.6	19	3.7	5.13	Investigating surface contact
3	2.2	20	4.2	4.75	Proceeding to patrol
7	1.0	22	5.6	3.93	Investigating surface contact
8	3.5	17	2.8	6.1	Proceeding to patrol
9	3.5	22	5.6	3.93	Proceeding to patrol
10	1.5	20	4.2	4.75	Proceeding to patrol
12	9	21	4.9	4.28	Proceeding to and from NGSF
13	16	20	4.2	4.78) Passage speed to Hong Kong
14	20	20	4.2	4.78	
17	3	23	6.3	3.65	Avoiding Typhoon 'Mamie'
24	14	24	7.2	3.33) Avoiding Typhoon 'Ora'
25	24	21	4.9	4.28	
26	24.5	20	4.2	4.78) Passage speed to Singapore
27	3.2	20	4.2	4.78	
29	13.4	19.6	4.0	4.9) Passage speed to Darwin
30	24	18	3.2	5.63	
31	23.5	18	3.2	5.63)

APPENDIX 'A1' - MOVEMENTS AND EMPLOYMENT

- 1 - 13 15 operational boardings of small craft
- 3 H/L transfer
- 4 OOW Manoeuvres
- 8 NGSCX and NGSF ROFX (Close range)
- 9 Diving Team H/L transfer
- 11 Diving Team
- 12 NGSCX and NGSF
- 29 2 x AATX
1 x AA MR/CRF
- 29/30/31 Defence Stations.

APPENDIX 'C' - OFFICERS' MOVEMENTS

Nil

...../2.

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2.
CONFIDENTIAL

APPENDIX 'D' - SPORT

2nd	Soccer	- VAMPIRE v Tawau Police	Lost 4-2
	Rugby	- VAMPIRE v Combined Tawau Services	Won 13-5
	Volleyball-	VAMPIRE v RAF Tawau	Lost 15-12
9th	Rugby	- VAMPIRE v Tawau	Won 18-8
20th	Rugby	- VAMPIRE v 1 Welch Regiment	Lost 8-0
	Soccer	- VAMPIRE v 1 Welch Regiment	Lost 10-0
	Sailing	- VAMPIRE v 1 Welch Regiment	Lost 13-8
	Cricket	- VAMPIRE v 1 Welch Regiment	Won Outright

APPENDIX 'E' - MAINTENANCE RENDERED BY VAMPIRE WHILST TAWAU GUARDSHIP

2nd	KD SRI PAHANG	- GR250 Transceiver made serviceable by replacement of decoupling capacitor
9th	KD SRI SARAWAK-	Diving on propellers
11th	HMS LANTON	- Bell and Howell cinema projector. Attempts to repair gearing unsuccessful after 6 hours work.

CONFIDENTIAL

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-761

HMAS

Vampire

Report of *August '66* proceedings

~~AS(NS)~~ *20/9*

~~D of O~~

~~DCNS~~

~~1NM~~ *20/9*

~~2NM~~ *23/9*

~~3NM~~ *20/9*

~~4NM~~ *26/9*

~~SEC~~ *27/9*

~~FAS(EG)~~

~~FAS(FM)~~ *27/9*

~~DPR~~ *28/9*

~~AS(NS)(N5)~~ *4/10*

Registrar

D of P	D of P(A)	DGFE	DTWP	D of C	DNAP	CONS	DNI	} Separate Report Circulating.
HPB	DCNP	DOA	DMT	DDM	DPS	DFSD	DNR	
DMED	ACTP	DWE	MDG	DNAS	AS(NS)(N5)	Registrar		

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2/2

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-761

HMAS

Vampire

Report of Proceedings *August '66*

D of P *14/9*

D/D of P(A) *15/9*

DGEE *15/9*

DTWP *21/9*

D of C *21/9*

DNAP *21/9*

CONS *23/9*

DNI *29 Sep*

HPB *29/9*

DCNP

DOA

DMT *2/10*

DDM *6/10*

DPS *7/10*

DESD *7/10*

DNR *10 Oct*

DNES *11/10*

ACOC *14/10*

ACMD *16/10*

DMED *28/10 - re ball bearing in gearing*

ACTP *1/11*

DWE *17/11*

MDG *21/11*

DNAS *21/11*

AS(NS) (N5) *28/11*

Registrar



~~AS(NS) DCNS 2NM 4NM DPR Registrar~~) Separate
~~D of C 1NM 3NM SEC FAS(EG) FAS(FM) AS(NS) (N5)~~) Report Circulating.

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4/10/66

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HMAS VAMPIRE - REPORT OF PROCEEDINGS - AUGUST, 1966

(HMAS VAMPIRE letter 7/1/04 dated 2nd September, 1966.)

II

A.F. 17/59/1

The Secretary,
Department of the Navy.

1. Forwarded.

(Sgd) V. A. T. SMITH

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

- 8 SEP 1966

PW.

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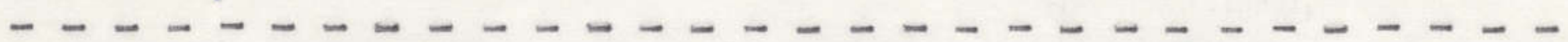
NAVY—CANBERRA

18	206	761
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 9 SEP A.M.
 NAVY REGISTRY

HMAS VAMPIRE - REPORT OF PROCEEDINGS - AUGUST, 1966

(HMAS VAMPIRE letter 7/1/04 dated 2nd September, 1966.)



II

A.F. 17/59/1

The Secretary,
Department of the Navy.

- 1. Forwarded.

V.A.T. Smith.
 REAR ADMIRAL.

Office of the
 Flag Officer Commanding,
 HM Australian Fleet.

- 8 SEP 1966

PW.

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ROYAL AUSTRALIAN NAVY

RESTRICTED

17/59/1

REF. No. 7/1/04

HMAS VAMPIRE,
At Sydney.

- 2 SEP 1966

HMAS VAMPIRE - REPORT OF PROCEEDINGS - AUGUST, 1966

Sir,

I have the honour to report the proceedings for HMA Ship under my command for the month of August, 1966.

2. All times are local and time changes were made as follows:

0001	-	1st	-	Advanced	clocks	30	minutes	to	Zone	-8½
0001	-	2nd	-	"	"	"	"	"	"	-9
0001	-	3rd	-	"	"	"	"	"	"	-9½
0001	-	6th	-	"	"	"	"	"	"	-10

3. For the first three days of the month HMAS VAMPIRE with HMAS DERWENT (Commander J.D. Stevens, RAN) in company, continued passage eastward from Lombok Strait to Darwin. Both ships chopped to your operational command at 0800 on the 1st, having completed a six month tour in the Strategic Reserve. At 1800 on Tuesday 2nd, a rendezvous was effected with HMAS DIAMANTINA (Lieutenant Commander P.G. Duncan, RAN) to transfer the Fleet Dental team for return passage to Singapore.

4. DERWENT preceded VAMPIRE into Darwin harbour on Wednesday 3rd, securing at No. 1 Berth, Stokes Hill Wharf at 0800, VAMPIRE securing alongside outboard shortly afterwards. Officers of HM Customs were soon onboard and by lunchtime the Ship's Company had been cleared. During the forenoon, representatives from three Missions came on board and were presented with \$200 worth of toys which had been purchased by the Ship's Company in Hong Kong for distribution among the Mission children. Both ships were open to public inspection for 2 hours in the afternoon when a number of visitors, including Miss Australia, 1966 came on board.

5. VAMPIRE cast off at 0800 Thursday 4th, at the same time dressing ship on the occasion of the birthday of Her Majesty Queen Elizabeth, the Queen Mother. DERWENT formed astern for departure from harbour remaining in this formation for passage through Clarence and Dundas Straits. A quiet passage eastwards was made after passing Cape Don, the ships entering Torres Strait at 0630 on Saturday 6th. Despite fresh south easterly winds and a northerly set, good progress was made through the northern half of the Barrier Reef, allowing sufficient time for a short period at anchor in the Lindeman Islands on Monday 8th. The Barrier Reef was cleared at 1415 on the 9th and VAMPIRE and DERWENT entered Moreton Bay at 0500 the following morning for passage to Brisbane. VAMPIRE secured alongside No. 1 Berth, Newstead Wharf at 1000, DERWENT securing outboard at 1015. A large number of relatives and friends were on the wharf to greet the ships and both ships landed Queensland long leave libertymen. HMAS VENDETTA (Commander D.W. Leach, RAN) entered harbour at 1600 and secured at the Naval Wharf, Newstead.

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RESTRICTED

6. DERWENT cast off and proceeded at 1000 Thursday 11th, followed shortly afterwards by VAMPIRE. Both ships turned in Newstead Reach and proceeded down river, clearing Moreton Bay at Caloundra at 1500. After an uneventful passage south the ships entered Port Jackson on Saturday 13th August, DERWENT securing alongside South Cruiser Wharf, Garden Island at 1000, and VAMPIRE securing alongside outboard at 1023.
7. Many hundreds of relatives and friends came on board soon after arrival and over the next few hours a large majority of the Ship's Company proceeded on long leave.
8. At 0800, Monday 15th the ship reverted to 24 hours' notice for steam for the Mid Cycle Docking period. At 0815 the same day the ship was moved by tugs to No. 4 Buoy for partial de-ammunitioning, returning alongside at 1115. At 1030 on 22nd the ship was moved into Captain Cook Dock, remaining there for the remainder of the month.
9. In the first two weeks of the Mid Cycle Docking period a large amount of machinery has been opened up for inspection, in particular the external surfaces of A boiler superheater and B unit main gear casing. In the latter it was found that a ball bearing had passed through the gear teeth, causing surface damage, and as a result the ship reverted to 36 hours' notice at 1330 on 23rd. This forms the subject of a separate report. Normal scheduled planned maintenance by Dockyard and Ship's Staff has commenced on the Weapons and electrical machinery.
10. The condition of the ship is good and work is progressing satisfactorily to maintain this standard whilst in Dockyard hands. The health and behaviour of the Ship's Company has been most satisfactory and morale is good. A great proportion of the Ship's Company is now on leave and will return during September for Pre Commissioning Training.

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



(Michael B. RAYMENT)
LIEUTENANT COMMANDER RAN
COMMANDING OFFICER

Flag Officer Commanding,
HM AUSTRALIAN FLEET.

RESTRICTED

RESTRICTED

APPENDIX 'A' - STEAMING

(a)	Distance run during the month	3,640.8
(b)	Hours underway during the month	245.27
(c)	Distance run since commissioning	276,775.2
(d)	Hours underway since commissioning	19,336.13
(e)	Economical speed exceeded:	

<u>Date</u>	<u>Period (Hours)</u>	<u>Average Speed</u>	<u>Fuel expended Per Hour</u>	<u>Distance run per ton fuel</u>	<u>Reason or Authority</u>
1st	23.5	18.0	3.2	5.63	} Required passage speed to Darwin
2nd	17.5	18.0	3.2	5.63	
9th	.5	22.6	6.0	3.76	Steaming trial on A Boiler

APPENDIX 'A1' - MOVEMENTS AND EMPLOYMENT

- 1 - 3 Passage Singapore to Darwin
- 3 At Darwin
- 4 - 10 Passage to Brisbane
- 10 At Brisbane
- 11 - 13 Passage to Sydney
- 13 - 14 At Sydney operational
- 15 - 31 At Extended Notice for Mid Cycle Docking.

APPENDIX 'B' - EXERCISES

- 1 Major NBCDX
- 2 Seaboat
7 Bathythermograph
- 4 H/L Transfer
- 12 EW Exercise (2 hours)

APPENDIX 'C' - OFFICERS' MOVEMENTS

- 2 Surgeon Lieutenant M.H. DOWSETT, (D) RAN joined
DIAMANTINA for passage to Singapore.
- 13 Sub Lieutenant R.J. BAYLEY (X) RAN joined from
United Kingdom for training.

APPENDIX 'D' - SPORT

NIL

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18.6.682.

HMAS

Vampire

Sept '66
Report of proceedings

~~AS(NS)~~

28/10

~~D of O~~

~~DCNS~~

WVWV 3/11

~~1NM~~

- after 31/10/66

~~2NM~~

2/5/8

~~3NM~~

~~4NM~~

28/10

~~SEC~~

~~FAS(EG)~~

~~FAS(FM)~~

31/10

~~DPR~~

3/10

~~AS(NS)(N5)~~

31/10

Registrar

D of P	D of P(A)	DGFE	DTWP	D of C	DNAP	CONS	DNI) Separate Report Circulating.
HPB	DCNP	DOA	DMT	DDM	DPS	DFSD	DNR	
DMED	ACTP	DWE	MDG	DNAS	AS(NS)	(N5)	Registrar.	

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20/25

DEPARTMENT OF THE NAVY

MINUTE PAPER

18.6.682

HMAS

Vampire

Sept '66
Report of Proceedings

D of P *19/11*

D/D of P(A) *19/11*

DGFE *20/11*

DTWP *21/11*

D of C *21/11*

DNAP *21/11*

CONSD *21/11*

DNI *21/11*

HPB *21/11*

DCNP *21/11*

DOA *21/11*

DMT *21/11*

DDM *21/11*

DPS *23/11*

DESD *23/11*

DNR *25/11*

DNES *29/11*

ACIS *29/11*

ACMD *29/11*

DMED *29/11*

ACTP *29/11*

DWE *10/12*

MDG *13/12*

BNAS *13/12*

AS(NS) (N5) *21/12*

Registrar



~~AS(NS) DCNS 2NM 4NM DPR Registrar~~) Separate
~~D of C 1NM 3NM SEC FAS(EG) FAS(FM) AS(NS) (N5)~~) Report Circulating.

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7 OCT A.M.

NAVY—CANBERRA		
18	6	682

HMAS VAMPIRE - REPORT OF PROCEEDINGS - SEPTEMBER, 1966.

(HMAS VAMPIRE letter 7/1/04 dated 10th October, 1966.)

II

A.F. 17/59/1.

The Secretary,
Department of the Navy.

- 1. Forwarded.

[Handwritten Signature]
REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

13 OCT 1966

WRS

A 17/10

N. B. Smith 18/10

HMAS VAMPIRE - REPORT OF PROCEEDINGS - SEPTEMBER, 1966.

(HMAS VAMPIRE letter 7/1/04 dated 10th October, 1966.)


II

A.F. 17/59/1.

The Secretary,
Department of the Navy.

1. Forwarded.

(SGD.) I. H. CARTWRIGHT

 REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

13 OCT 1966

WRS

17/59/1

TELEPHONE:

REF. No. 7/1/04

HMAS VAMPIRE,
At Sydney.

10 OCT 1966

HMAS VAMPIRE - REPORT OF PROCEEDINGS - SEPTEMBER, 1966

Sir,

I have the honour to report the proceeding for HMA Ship VAMPIRE under my command for the month of September, 1966.

2. The majority of this month was spent docked down in the Captain Cook Dock whilst undergoing a Mid Cycle Docking period. The ship was undocked on Friday 23rd and moved to alongside Cruiser Wharf where she remained for the final week. Notice for steam was shortened to 8 hours on Thursday 29th.

3. Due to an unexpected availability of Dockyard labour the ship benefitted greatly during this period and achieved far more work than had been expected particularly as regards work on the Hull in the Marine Engineering department. The considerable assistance provided by the Fleet Maintenance Party was also particularly valuable and maximum use of available vacu-blast equipment has enabled the ship to complete blasting of 80% of the upper deck area.

4. During this commission every effort has been made to progress this work and to remove the build up of paint on the superstructure and ships side. The results of this planned programme will undoubtedly be reflected in the future in so far as ship husbandry is concerned.

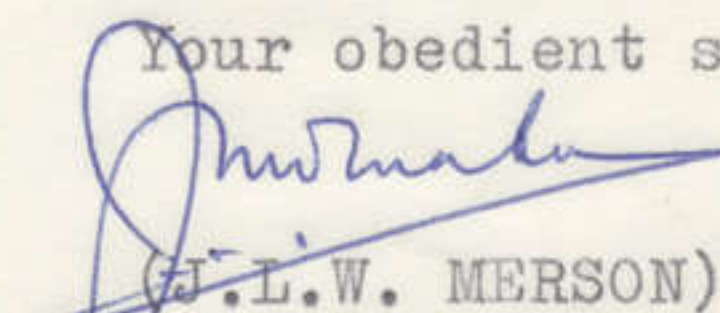
5. Maximum leave was given and the majority of the Ship's Company returned from leave during the month. With a change round of personnel of approximately 35% every effort will be made to achieve a fully worked up state and train the new intake of Ordinary Seaman as soon as possible. To this end a comprehensive programme of P.W.T. was arranged for the Gunnery, T.A.S. and R.P. branches and the forthcoming exercise will undoubtedly prove to be of great value.

6. The general conduct of the Ship's Company during the month has been particularly gratifying with only a small number of offences being committed. Health and morale are very good.

I have the honour to be,

Sir,

Your obedient servant.


(J.L.W. MERSON)
CAPTAIN



Flag Officer Commanding,
HM AUSTRALIAN FLEET.

~~CONFIDENTIAL~~

APPENDIX 'A' STEAMING

(a)	Distance steamed during month	Nil
(b)	Hours underway during month	Nil
(c)	Distance run since commissioning	276,775.2
(d)	Hours underway since commissioning	19,336.13
(e)	Economical speed exceeded:	Nil

APPENDIX 'A1' - MOVEMENTS

1 - 30 Sept Mid Cycle Docking period, Garden Island.

APPENDIX 'B' - EXERCISES

NAVCOMEXS Only

APPENDIX 'C' - OFFICERS MOVEMENTS

23 Sept Lieutenant Commander M.J. TAYLOR joined from HMAS PENGUIN.

26 Sept Lieutenant Commander M.B. RAYMENT joined HMAS HARMAN.

APPENDIX 'D' - SPORT

Nil

~~CONFIDENTIAL~~

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-826

HMAS Vampire

Report of proceedings Oct '66

AS(NS) 22/11

D of O

DCNS

1NM after 1/12/66 per.

2NM 23/11

3NM 1/12

4NM 2/12

SEC

FAS(EG)

FAS(FM) 10/12

DEP 13/12

AS(NS)(N5)

Registrar

D of P	D/D of P(A)	DGFE	DTWP	D of C	DNAP	CONS	DNI	} Separate Report Circulating.
HPB	DCNP	DOA	DMT	DDM	DPS	DFSD	DNR	
DNES	ACDC	ACMD						
DMED	ACTP	DWE	MDG	DNAS	AS(NS)(N5)	Registrar.		

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NAVY—CANBERRA

18 206 826.

HMAS VAMPIRE - REPORT OF PROCEEDINGS - OCTOBER, 1966

(HMAS VAMPIRE letter 7/1/04 dated 11th November, 1966.)

II

A.F. 17/59/1

The Secretary,
Department of the Navy.

1. Forwarded.

2. The Captain, HMAS VAMPIRE is being informed that this Report of Proceedings contains too much detail concerning Exercise Swordhilt. R.I. Appendix 29A paragraph 5(c) is relevant.

V.O.T. Smith.
REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

PW. 15 NOV 1966

AS (NS) 18
NSB 21/11

CONFIDENTIAL

17/59/1

REF. No. 7/1/04

HMAS VAMPIRE,
At Sydney.

Sir,

11 NOV 1966

I have the honour to report the proceedings of HMA Ship VAMPIRE under my command for the month of October, 1966.

2. At 0950 on Saturday 1st, the ship cast off and proceeded to sea for a Fleet Family Day in company with the Flagship MELBOURNE, QUEENBOROUGH and the remainder of the 10th Destroyer Squadron. It was a fortunate choice of days for the weather had been inclement. On this day however conditions were perfect and with calm seas and sunny weather the large number of families thoroughly enjoyed their most interesting day at sea. The programme included a diving and torpedo firing demonstration by HM S/M TABARD, live bombing, strafing and rocket firing by aircraft from NAS Nowra, carrier flying operations and a live mortar firing by all escorts. At 1600 VAMPIRE entered harbour astern of MELBOURNE and then proceeded independently off Bradley's Head to berth in the Outer Captain Cook Dock at 1630, where the families were disembarked.
3. On Sunday 2nd, a displacement check was carried out in connection with the half-life conversion of the ship scheduled for 1969. This test required still water conditions in order to make an accurate assessment of draught so that the ship's displacement under known conditions of load might be determined.
4. At 0900 on Tuesday 4th, VAMPIRE sailed for a brief shakedown after the mid cycle docking period. A defect in the fire control system unfortunately caused the AA shoot for this day to be cancelled. Weather conditions were bad and the rough seas took their toll of the many new sailors who had joined during the period in harbour.
5. At 1700 the ship returned to harbour and secured to No. 4 Buoy to exercise Operation Awkward. This exercise went very smoothly and the swimmers carrying out an attack on the ship were all detected before reaching their target. The one limpet that they succeeded in placing on the hull was quickly located and removed, and the exercise was terminated at 2100.
6. The ship slipped from No. 4 Buoy at 0805 the following day and proceeded for further exercises. The first serial was a Casex A4/5 with HM S/M TABARD. Helicopters were due to join for the latter half of this serial but bad weather kept them on the ground. Light mortar firings scheduled for 1615 were also cancelled as the seas were such that the projectiles could not have been recovered. An exercise RAS with HMAS MELBOURNE at 1630 was foreshortened owing to the potential danger to personnel on the upper deck as the ship pitched into seas of considerable size. This exercise produced some excellent photographs which are attached at Appendix. Night flying operations were also cancelled by MELBOURNE, and instead of acting as rescue destroyer, VAMPIRE entered Jervis Bay in company with MELBOURNE and anchored at 1913 in D1 berth.

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7. Anchor was weighed at 0530 on Thursday 6th and the ship proceeded to sea to carry out a DTFX with DERWENT as target. On completion both ships carried out a live mortar firing and then commenced a Casex B3 with QUEENBOROUGH and HM S/M TABARD at 0800. Valuable helo control practice was obtained later in the day when a Casex C1 was carried to a successful conclusion with good co-ordination being achieved between ships, helicopters and LRMP aircraft. This exercise ended at 1600, and, since a scheduled TFX with QUEENBOROUGH was cancelled due to the rough weather conditions, VAMPIRE steamed slowly northwards towards Sydney in order to arrive early on Friday 7th to enable the Dockyard to progress work on the defect in fire control system. At 0640 the ship secured alongside at Chowder Bay to refuel and subsequently berthed on VENDETTA at the Cruiser Wharf at 0830.

8. Work on the defective gunnery system was completed satisfactorily during the afternoon of Saturday 8th. This day was also Navy Day, and some 1500 visitors came onboard and inspected the ship.

9. ~~At 0945~~ Monday 10th saw a very large Fleet departure from Sydney for the Run up phase prior to the major 4 nation exercise scheduled for the remainder of the month. VAMPIRE cast off and proceeded in company with MELBOURNE flying your flag, VENDETTA and QUEENBOROUGH, SUPPLY, DUCHESS, DERWENT and HMNZS TARANAKI joined off Sydney Heads, HOBART joined at 1300. All ships then participated in Run-up exercises which continued until the forenoon of Saturday 15th and are fully listed in Appendix B.

10. Major exercises included in this programme were two night shadowing and SAG attacks, two synthetic A/S actions involving all ships, one night encounter exercise, a "Komarex" and an entry screen at Jomard Passage. Gunnery exercises included a SUTOF and one NGSF using air spotting and an air dropped smoke target. Unfortunately a PTA firing scheduled for the forenoon of Friday 14th was cancelled due apparently to radio interference causing the targets to abort their flights. VAMPIRE was OCE for one of the SAG attacks during the early hours of Wednesday 12th and for the NEX during the evening of Thursday 13th.

11. An entry screen was exercised during the afternoon of Friday 14th and by 1800 all ships had passed north through Jomard Passage towards the Solomon Sea. At 1230 on Saturday 15th VAMPIRE and SUPPLY were detached and proceeded to the westward to rendezvous with the USN destroyers TAUSSIG and BOYD on the following day. VAMPIRE replenished from SUPPLY at 1130 on Sunday 16th and then awaited the arrival of the USN ships who finally joined at 1300. On completion of their ~~their~~ replenishment, VAMPIRE with TAUSSIG and BOYD in company (forming Group Bravo) proceeded south to Morobe Harbour while SUPPLY proceeded to Lae. At 1600 Phase I of the Exercise commenced.

12. At 1733 Group Bravo anchored close to the islands off Morobe Harbour, and the Commanding Officers, CIC Officers and Communications Officers of both USN ships came on board VAMPIRE for briefing and discussion. After returning to their ships at 1900 the group weighed and proceeded north at 27 knots to arrive off Karkar Island via Vitiaz Strait at dawn on Monday 17th. All ships were darkened and under conditions of complete radar and radio silence.

13. At 2350, after detecting 'X' Band rackets on an ahead bearing for some time VAMPIRE operated radar for a brief period and subsequently identified HM S/M OBERON on the surface in Vitiaz Strait. The positions of ORANGE submarines, were not known but the use of her radar negated out silence policy and could have disclosed the position of Group Bravo to the enemy.

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14. After passing clear of OBERON, the group altered course to the north-west at 0011 on the 17th. Shortly afterwards TAUSSIG obtained a 'P' Band racket ahead. It was considered possible that this racket could have emanated from the four unidentified ships reported by an LRMP aircraft earlier in the day. No amplifying reports on this sighting had been received, and the racket was treated with suspicion. At 0135 a ship was sighted ahead. She identified herself as the MV RAMAT, bound Lae from Madang and was allowed to proceed. By 0210 TAUSSIG still held a racket to the north-west and at 0239 two darkened ships bearing dim navigation lights were sighted, one to the south and one to the north, both at a distance of about five miles. When challenged they made no coherent reply, so VAMPIRE altered course to investigate the northerly one while TAUSSIG and BOYD investigated the southerly ship. Thinking them to be BLUE escorts, both targets were engaged at 0253 for half an hour when Group Bravo reformed and continued towards Karkar Island. It was assessed that both of these ships were sunk. At the subsequent Post Exercise discussion it was ascertained that no Blue forces were in the area and so it must be considered that two neutral ships were sunk as a result of their inability to identify themselves.

15. At dawn on the 17th October Group Bravo arrived off Karkar Island and steamed between that island and Bagabag Island until 0705 when a Sea Vixen was sighted flying low around Karkar. It immediately flew off to the north, and, anticipating an air strike within the hour, Group Bravo steamed to the south east at 20 knots in order to obtain greater sea room to manoeuvre. At 0829 a lone Buccaneer made ^{the} first attack, which was the forerunner of many others to occur during the day.

16. At 0920 TAUSSIG reported that she had a sailor with acute tonsillitis and requested his transfer for medical attention. A jackstay transfer was accordingly carried out at 0930 and the ships were in an out of action state when two further air attacks occurred. The condition of the US sailor, a signalman, improved in the next two days, and he subsequently remained on board for the remainder of the exercise.

17. On receipt of a signal ordering Group Charlie, comprising DERWENT, DUCHESS and VENDETTA to proceed to a position off Umboi Island and DERWENT's ETA of 1300, I decided to combine the two groups in order to achieve increased AA protection for both groups. VAMPIRE therefore lead the way between Crown and Long Islands and joined forces with Group Charlie off Umboi Island. A circular formation was ordered, and the force steamed west to be in a central position between Crown and Tolikiwa Islands.

18. Further raids by Blue aircraft occurred during the afternoon, but never by more than four aircraft. The combined armament of the force being 29 4.5" or 5" guns plus one sea-cat and numerous CR weapons, it was considered that few, if any, of the attacking aircraft were able to press home a very effective attack. By 1600 it was obvious from the frequency of air attacks and the large number of aircraft rackets to the north, that the Blue CVA was fairly close in that direction. This was confirmed at 1610 by a racket, classified Type 984 radar bearing 350°. Some 30 minutes later TAUSSIG reported a surface contact 35 miles to the north, obtained on her air warning radar which was assessed as being HMS VICTORIOUS. With the wind from the south-east, it was appreciated that the CVA would have to close the range in order to operate her aircraft and so a decision was made to close and attack. At 1800 the range was 24 miles with VICTORIOUS on a flying course by plot, and by 1900 the range had closed to 14 miles.

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At about this time 3 of the five escorts were detached from the Blue group and a surface action ensued. It is not possible to assess the result, but these escorts were outnumbered 2 to 1 and outgunned 5 to 1. At 1950 the Force manoeuvred past the Blue escorts and closed to within gun range of VICTORIOUS. When within 8000 yards, the Force altered away and a simulated torpedo attack was carried out by the Tenth Destroyer Squadron. Of the 15 torpedoes fired two were considered to have hit. The Force then retired to the south with DERWENT, TAUSSIG and BOYD in company, and subsequently manoeuvred to keep clear of VICTORIOUS and her screen until the rendezvous for Phase II at 0600 on Tuesday 18th.

19. By 0600 the various units had integrated as a Blue convoy and supporting units, and course was shaped to pass through Vitiaz Strait. At 0825 VAMPIRE obtained a sonar contact which was classified as possible. An urgent attack was carried out and HMS CLEOPATRA and two helicopters were ordered to assist. Nine attacks were carried out and contact was lost and regained twice before the convoy had passed clear and the action was broken off at 0939. During the action a good sounder trace was obtained and contact was established on UWT although the identity of the submarine could not be ascertained at the time. It is considered that this submarine was sunk.

20. After rejoining the screen, VAMPIRE was detached to join VICTORIOUS at 1345, and after fuelling from TIDESPING became an Orange Force unit once again, together with VICTORIOUS, CLEOPATRA and BOYD. BOYD took rather a long time to fuel, and the high speed departure of VICTORIOUS (representing a guided missile destroyer with surface to surface capability) was delayed. This delay necessitated a change in the original plan and necessitated attacks on the main force being carried out from the north rather than from ahead.

21. On completion of this action, all ships reformed and the escorts proceeded ahead towards Jomard Passage to execute a departure screen. VAMPIRE formed a SAU with CLEOPATRA and together searched one of the southerly sectors without incident until 1947 when a green grenade was sighted at some distance. DERWENT, several miles away, gained contact at 2001 and attacked. VAMPIRE took no part in any ASW incidents and joined the convoy screen at about 2230.

22. At 0001, MELBOURNE and TARANAKI detached and a new screen was formed to counter MELBOURNE's planned KOMAR attack which commenced at 0632 when VAMPIRE detected a small, fast moving contact on radar to the west at 9½ miles (Radar range was restricted for exercise purposes to 10 miles). This was assumed to be a KOMAR and course was altered to close at high speed. At about the same time DUCHESS reported a second attack developing from the north-west. VAMPIRE's contact painted on radar only a few times before it faded at 9 miles, presumably when it turned away and retired at speed, and therefore no opportunity to open fire was obtained. The KOMAR's "missile" was not detected by radar but was sighted by the OOW heading for the main body and carrying out evasive turns, VAMPIRE with CLEOPATRA continued to steam towards the last known position of the KOMAR until 0645 when both ships were ordered to rejoin.

23. By 0800 on Thursday 20th, VAMPIRE was formed astern of HOBART in Formation "St. Barbara" waiting to commence a surface gunnery practice against a Williams high speed target towed by DUCHESS. Unfortunately the tow parted before the practice started, and a throw off shoot with HOBART as target was carried out instead. VAMPIRE was the first to fire at 1020 and on completion took station astern of SUPPLY for PTA firings.

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The first PTA run started at 1251, and after obtaining six TTB's, the target was shot down. Two further runs were carried out but the initial success could not be repeated. This shoot was particularly gratifying in view of the many difficulties which have beset the ship's AA gunnery system and it is to be hoped that the system will continue to be effective.

24. At 1407 VAMPIRE proceeded to form on TIDESPRING in formation 'KODAK' and remained in station until gunnery firings were completed and all ships joined for a close formation photograph. On completion VAMPIRE proceeded at 1815 to fuel from TIDESPRING. After fuelling, VAMPIRE became part of TG 327.6 with VICTORIOUS with whom the ship remained for the rest of the exercise except for a few hours NGS detachment during Phase III.

25. Throughout the 21st, 22nd and 23rd, VAMPIRE operated as part of VICTORIOUS's screen, operating independently of the convoy (TG 327.8) and MELBOURNE's group (TG 327.7). TG 327.6 passed through or near submarine probability areas during the morning and forenoon of the 21st, the morning of the 22nd, and during the middle watch of the 23rd, the route being east from Bouganville Reef then south to pass between Kenn and Frederick Reefs. During these three days there were many sonar contacts, several of which were attacked by various units of the screen, but all were finally classified biologics or non sub, and it is believed that TG 327.6 reached its objective at 0001 on the 24th without being attacked by a submarine.

26. Air attacks were carried out on VICTORIOUS by Orange Canberras during the forenoon of the 23rd, but VAMPIRE herself was not attacked. One of these raids, comprising two Canberras, flew past the ship at a range of 1500 yards low, slow and straight, making themselves a perfect gunnery target.

27. At 2300 on Sunday 23rd, VAMPIRE was detached from TG 327.6, and joined the convoy screen. Phase III commenced at 0001 on Monday 24th, with the convoy steaming towards Pearl Bay, north of Rockhampton, to carry out a 'paper' landing in support of Army operations. At 0320 VAMPIRE, HOBART and BOYD detached to proceed to Townshend Island to carry out NGSF, arriving at 0555. The first call for fire was received at 0628, followed by three others at 0809, 0850 and 0944, the last being controlled by an air spotter. All were good shoots except the first, which was affected by a minor fault in the system which was located and rectified. At 1004 VAMPIRE completed her NGS task and proceeded to join the WRG which was steaming up and down the coast between Pearl Bay and Flat Island replenishing escorts as necessary. The ship fuelled from SUPPLY and then carried out a token ammunitioning (all 4.5" empties were transferred) with RESURGENT. These replenishments were carried out in bad weather conditions. On completion, VAMPIRE and BOYD detached and joined the screen of CTG 327.6 in VICTORIOUS, operating in the close air support role in the vicinity of the Keppel Isles. At 2200, VAMPIRE and BOYD were detached to carry out an independent ASW sweep to the north-east of VICTORIOUS' patrol area and did not rejoin as close screen until midday the following day. At 1730 on the 25th VICTORIOUS commenced a three ship replenishment with TIDESPRING and RELIANT. TIDESPRING detached during the first watch, and at 0040 on Wednesday 26th, RELIANT also detached. VICTORIOUS with VAMPIRE and BOYD screening ahead then proceeded north of Lady Elliot Island to rendezvous with HOBART, HAMPSHIRE and TAUSSIG who joined at 0620. TG 327.6 then steamed south at speed to carry out Phase IV, the air strike against Williamstown.

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28. There were no incidents en route to the operating area 110 miles east of Point Stephens Light, until 0108 on the 27th when VAMPIRE, HOBART and HAMPSHIRE sighted a green grenade to the east of the screen. HOBART and TAUSSIG formed a SAU and investigated, and VICTORIOUS altered to the west. However, the SAU gained no contact and was soon ordered to rejoin, and VICTORIOUS evaluated the sighting as "natural phenomena."

29. At 0745, after VICTORIOUS had launched her strike aircraft, TAUSSIG gained sonar contact and soon after sighted a periscope. TG 327.6 evaded the submarine and TAUSSIG, who had lost contact at 0800, rejoined. During the forenoon several groups of Orange aircraft attacked the force, but none attacked VAMPIRE. Phase IV ended at 1200 and CTG 327.6 detached HOBART, HAMPSHIRE and TAUSSIG to join the convoy, at this time 25 miles to the north-west. VAMPIRE closed VICTORIOUS and a jackstay transfer of personnel was carried out - 2 CPO's, 2 PO's plus five sailors were transferred from VAMPIRE to go to Sydney (town) and one PO and 5 ratings from VICTORIOUS embarked to take passage in VAMPIRE to Melbourne (town) for leave. On completion, the ship detached and joined the convoy at 1330, at which time VAMPIRE commenced fuelling from MELBOURNE. An interesting large turn was completed during this fuelling in order to allow MELBOURNE to operate aircraft. After fuelling, VAMPIRE was proceeding to clear the screen and join HAMPSHIRE for the passage to Melbourne when a green grenade was sighted on the starboard bow. As DERWENT, VENDETTA and 2 helos investigated VAMPIRE continued to clear the area in company with HAMPSHIRE.

30. During the afternoon of the 27th HAMPSHIRE's helo transferred one of my officers and four sailors to TAUSSIG for a familiarization period in return for one of TAUSSIG's officers and three enlisted men. Later BOYD and TAUSSIG joined and the four ships continued in company towards Melbourne.

31. At 1330 on Friday 28th, BOYD closed for a jackstay transfer of personnel - one officer and one sailor went to BOYD in exchange for one officer and one enlisted man. On this occasion a jackstay was hardly necessary as BOYD closed initially to within about 20 feet. Thereafter the transfer was effected at approximately 160 feet.

32. The remainder of the passage was without incident, and the ships entered Port Phillip at 0500 on Saturday 29th. HAMPSHIRE proceeded to berth at Station Pier, Port Melbourne. At 1015 and VAMPIRE berthed in the River Yarra, starboard side to at No. 6 berth after turning in the International basin. BOYD and TAUSSIG subsequently berthed at No. 7 North Wharf.

33. A comprehensive programme of official and social events was arranged for this visit to Melbourne during Cup week and it proved to be almost as hectic a time as the exercise period itself.

34. On Sunday 30th I flew to Sydney in order to attend the Post Exercise Discussion at HMAS RUSHCUTTER the following morning. This proved to be an excellent presentation which provided a clear and concise picture of the exercise as a whole and highlighted the many incidents which occurred during the exercise. On completion of the discussion I had pleasure in attending the luncheon given by you Sir aboard the Flagship before returning to Melbourne.

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35. Without doubt this month has proven to be of immense value to the ship. The exercise Run-up conducted on passage north in company with the many other RAN units and HMNZS TARANAKI provided a most worthwhile shakedown period. The main exercise period which followed proved to be realistic and rewarding and is without doubt the best in which I have had the opportunity to participate since the end of the war and provided all units with a full opportunity to test their operational effectiveness.

36. The health of the ship's company has been very satisfactory and morale is high. Despite the considerable sea time during the month it was possible to bring the appearance of the ship up to a creditable state by arrival in Melbourne. All machinery has operated satisfactorily and the ship is considered to be operationally sound. During the month the ship's company were addressed on all aspects of security in accordance with AF Memorandum No. 6/66.

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


(J.L.W. MERSON)
C A P T A I N

Flag Officer Commanding,
HM AUSTRALIAN FLEET.

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APPENDIX 'A' - STEAMING

- (a) Distance steamed during month 8,528.0
- (b) Hours underway during month 503.50
- (c) Distance run since commissioning 285,303.2
- (d) Hours underway since commissioning 19,840.03
- (e) Economical speed exceeded:

Date	Period (hours)	Average Speed	Fuel expended per hour	Dist. run per ton	Reason or authority
1	1.5	19.6	3.9	4.9	Returning to harbour in company with HMAS MELBOURNE
4	0.25	18.0	3.2	5.7	Proceeding to exercise area
5	0.40	18.0	3.2	5.7	" " "
6	1.0	17.0	2.8	6.2	Casex A17
10	9	18.6	3.5	5.4	Exercise RUN-UP
11	11	19.5	3.9	4.9	" " " "
12	18	19.7	3.9	4.8	" " " "
13	19	21.8	5.3	4.1	" " " "
14	2	21.0	4.8	4.3	" " " "
16	8	20.6	4.5	4.5	Exercise SWORDHILT
17	17	23.2	6.6	3.7	" " " " "
18	9	22.0	5.6	4.0	" " " " "
19	19	20.9	4.8	4.3	" " " " "
20	10	18.0	3.2	5.7	" " " " "
21	24	20.1	4.2	4.8	" " " " "
22	24	21.0	4.8	4.3	" " " " "
23	17	20.1	4.2	4.8	" " " " "
24	0.55	20.1	4.2	4.8	" " " " "
25	7	18.0	3.2	5.7	" " " " "
26	22	20.8	4.6	4.5	" " " " "
27	14	22.0	5.6	4.0	" " " " "
27	9	18.7	3.5	5.4	Passage to MELBOURNE in company with HMS HAMPSHIRE
28	22	19.1	3.6	5.2	" " " " "

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APPENDIX 'B' - EXERCISES

Type of Exercise	No.	Date and remarks
<u>GUNNERY</u>	3	
AATX	3	4th, 11th, 13th
AAMRF/CRF	1	20th
SUTOF	2	13th, 20th
NGSFX	1	12th - air dropped smoke target, air spot
NGSF	1	24th - ground and air spot
NGSCX	1	11th
REWF	1	12th
Starshell firing	1	13th
Metratest	2	11th, 12th
RIX	2	11th, 12th
<u>TAS</u>		
Casex A4/A5	3 hrs	5th
Casex B3	3 hrs	6th
Casex C1	3 hrs	6th
Farsex	2 hrs	11th
DTFX	1	6th
Live Mortar firings	3	1st, 4th, 6th (see App. 'D')
Light Mortar firing	1	11th - competitive
Operation AWKWARD	1	4th
<u>AIO</u>		
SPX (B)	2	11th, 12th
CLAPEX	2	11th, 13th plus numerous during SWORDHILT
NEX	3	12th, 13th, 13th
"KOMAREX"	2	14th, 19th
Departure screen	1	19th
Entry screen	1	14th
Helo control	6 hrs	6th, and during SWORDHILT
<u>SEAMANSHIP</u>		
RAS Abeam method	9 day	5th, 10th, 11th, 12th, 15th, 16th,
	2 night	18th, 20th, 22nd, 24th, 27th.
Jackstay, light	4	17th, 20th, 27th, 28th
Jackstay, heavy	1	24th - RESURGENT Supplying ship
Seaboat	2	4th, 11th.

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APPENDIX 'C' - SPORT

Nil.

APPENDIX 'D' - UNDERWATER EXPLOSIONS (MORTAR Mk 10)

<u>Date</u>	<u>Time</u>	<u>Position</u>
1st	1435K	33°54'S 151°43'E
4th	1325K	34°02'S 151°34'E
6th	0735K	35°01'S 151°09'E

APPENDIX 'E' - OFFICERS' MOVEMENTS

4th - Midshipman (SL) E.J. HACK, RAN joined from HMAS KUTTABUL for training.

9th - Lieutenant K.R. VINCENT, RANER joined for 19 days ACT.

29th - Lieutenant K.A. DOOLAN, RAN departed for courses in UK.

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DEPARTMENT OF THE NAVY

18.206.863

MINUTE PAPER

Nov 66

HMAS Vampire

Report of proceedings

~~AS(NS)~~ 12

~~D of O~~

~~DCNS~~ 31

~~1NM~~ 9/1

~~2NM~~ 11/2

~~3NM~~ 12/1

~~4NM~~ 12/1

~~SEC~~ 13/1

~~FAS(EG)~~

~~FAS(FM)~~ 16/1

~~C of S~~ 17/1

~~DPR~~

~~AS(NS) (N5)~~ 20/1

Registrar

D of P	D/D of P(A)	DGFE	DTWP	D of C	DNAP	CONS	DNI	} Separate Report Circulating.
HPB	DCNP	DOA	DMT	DDM	DPS	DFSD	DNR	
PNA	ACMD	DMED	ACTP	DWE	MDG	DNS	AS(NS)(N5)	

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-863

Nov 66

HMAS

Vampire

Report of Proceedings

D of P *3/12*

D/D of P(A) *30/12*

DGEE *30/12*

DTWP *3/1*

D of C *12/1*

DNAP *3/1*

CONS *16/1*

DNI *2*

HPB *18/1*

DCNF *18/1*

DOA *18/1*

DIT *19/1*

DDM *20*

DPS *23/1*

DFSD *23/1*

DNA *23/1*

DNES *23/1*

ACDC *27/1*

INA

ACMD *27/1*

DMED *27/1*

ACTPL *3/2*

DWE *17/3*

MDG *27/3*

DNS *3/3*

AS(NS) *3(N5)*

Registrar



~~AS(NS) DCNS 2NM 4NM DPR Registrar~~

~~D of O 1NM 3NM SEC FAS(EG) FAS(FM) C of S AS(NS)(N5)~~

) Separate Report Circulating.

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HMAS VAMPIRE - REPORT OF PROCEEDINGS - NOVEMBER, 1966

(HMAS VAMPIRE 7/1/04 dated 9th December, 1966.)

II

A.F. 17/59/1

The Secretary,
Department of the Navy.

1. Forwarded.
2. The Annual Inspection of HMA Ships VENDETTA and DUCHESS will be dealt with separately.

(SGD.) I. H. CARTWRIGHT,

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

PW. 17 DEC 1966

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NAVY—CANBERRA

18

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HMAS VAMPIRE - REPORT OF PROCEEDINGS - NOVEMBER, 1966

(HMAS VAMPIRE 7/1/04 dated 9th December, 1966.)

II

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J. A. T. Smith.
REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

17 DEC 1966

PW.

Smith

*W. Smith
22/12.*

RESTRICTED

17/59/1

RESTRICTED

REF. NO. 7/1/04

HMAS VAMPIRE,
At Sydney.

19 DEC 1966

Sir,

I have the honour to report the proceedings of HMA Ship VAMPIRE under my command for the month of November, 1966.

2. For the first two days of the month the ship remained alongside No 6 North Wharf in the River Yarra and adjacent to the US Ships BOYD and TAUSSIG. On the 1st - Melbourne Cup Day - quite a number from on board endeavoured to alter their fortunes with regrettably little success. Together with the Captains of other visiting warships I called on the Lord Mayor of Melbourne, Councillor Ian Beaurepaire during the forenoon of the 2nd. Despite the inclement weather on this day I endeavoured to repay some of the many kindnesses and hospitality shown to the Ship during our visit with a luncheon party for some 60 guests.
3. After a most enjoyable four day visit VAMPIRE cast off at 1100 on Thursday 3rd. The Rip was cleared at 1350 and course set for Sydney. When off Gabo Island the following forenoon a signal reporting the USS TIRU incident was received but it was appreciated that other ships were better placed to assist so normal passage speed was therefore maintained.
4. The ship entered Sydney Harbour on Saturday 5th and secured alongside QUEENBOROUGH at Cruiser Wharf, Garden Island at 0801 to commence a leave and self maintenance period. VAMPIRE remained alongside Cruiser Wharf for the remainder of the month except for Thursday 10th when a cold move was made to No. 4 buoy. Whilst at the buoy X magazine was de-ammunitioned to enable welding to be carried out in an adjacent fuel tank.
5. On Tuesday 15th I proceeded to Jervis Bay and carried out a Harbour inspection of VENDETTA the following day. On the 17th I sailed in VENDETTA to carry out her Sea inspection with DUCHESS in company. This was slightly curtailed when both ships were ordered to join DERWENT in a search for a lost torpedo. All 3 ships subsequently entered harbour late that evening. On Monday 21st I carried out a preliminary harbour inspection of DUCHESS which was berthed alongside Garden Island.
6. The self maintenance period in Sydney during the month has been most valuable. Despite the numbers on leave a considerable amount of work has been achieved and ships staff were given willing assistance by the Fleet Maintenance Party. In particular machinery bilges have been given special attention. Vacu-blasting to the entire upper deck is now almost complete. The ship has been singularly free of cockroaches but the opportunity to fumigate was taken on Saturday 19th. P.W.T. and Command Team training has also been carried out during the month.

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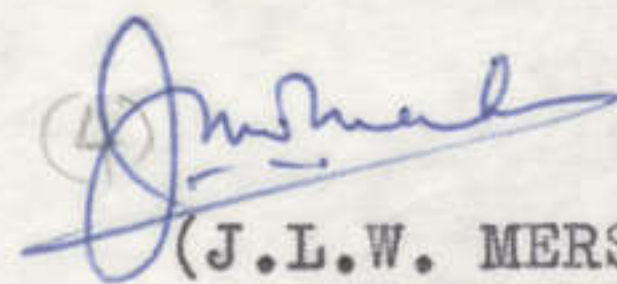
RESTRICTED

REF. No.

It will be with great regret that I turn over command of VAMPIRE and the 10th Destroyer Squadron to Captain N.E. McDonald, R.A.N. early next month. It is of some consolation however to know that the ship has performed most satisfactorily and is in a good operational state. I have been most pleased with the general conduct and efforts of all those who have served on board during my period in command and it was particularly pleasing that the Squadron had some opportunity, although a short one, of operating together during the recent major exercises.

I have the honour to be,

Your obedient servant



(J.L.W. MERSON)
CAPTAIN

RESTRICTED

ROYAL AUSTRALIAN NAVY

PHONE

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REF. NO.

APPENDIX 'A' STEAMING

(a) Distance steamed during month	561.5
(b) Hours underway during month	46.05
(c) Distance run since commissioning	285,864.7
(d) Hours underway since commissioning	19,886.08
(e) Economical speed exceeded	Nil

APPENDIX 'B' EXERCISES

Nil.

APPENDIX 'C' OFFICERS MOVEMENTS

15 Nov Lieutenant M.B. WARD, R.A.N. joined from HMAS PENGUIN.
 15 Nov Lieutenant J. DAVIES, R.N. Joined from HMAS ALBATROSS.
 28 Nov Lieutenant G.L. BLACK, R.A.N. joined from HMAS HARMAN.
 17 Nov Lieutenant M.E.H. EARLAM, R.A.N. joined HMAS MELBOURNE.
 24 Nov Lieutenant W. HACKWORTH, R.A.N. joined HMAS CERBERUS.

APPENDIX 'D' SPORT

Nil.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18 206 877

HMAS Vampire

Report of proceedings Dec '66

AS(NS) 19/1
 D of O 20/1
 DCNS 21/1
 1NM 24/1
 2NM
 3NM 27/1
 4NM 27/1 6 1/2
 SEC
 FAS(EG)
 FAS(FM) 9/2
 C of S 10/2
 DPB 13/2
 AS(NS)(N5) 14/2
 Registrar

~~D of P D/D of P(A) DGFE DTWP D of C DNAP CONS DNI~~ } Separate
~~HPB DCNP DOA DMT DDM DPS DFSD DNR DNES ACDC~~ } Report
~~PNA ACMD DMED ACTP DWE MDG DNS AS(NS)(N5) Registrar~~ } Circulating.

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

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NAVY—CANBERRA

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877.

16 JAN A.M.

HMAS VAMPIRE - REPORT OF PROCEEDINGS - DECEMBER, 1966

(HMAS VAMPIRE letter 7/1/04 dated 3rd January, 1967)

II

A.F. 17/59/1

The Secretary,
Department of the Navy.

1. Forwarded.
2. The material defects mentioned in paragraphs 4, 6 and 15 were rectified before the ship's departure for Strategic Reserve.
3. Minute I has been upgraded to RESTRICTED.

V.A.T. Smith.
REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

PW. 11 JAN 1967

RESTRICTED

AS/N5) 16/1

*NS Smith
17/1 17/1*

RESTRICTED

ROYAL AUSTRALIAN NAVY

St 2529

17/59/1

TELEPHONE

REF. No. 7/1/04

HMAS VAMPIRE,
At Sydney.

3 JAN 1967

Flag Officer Commanding,
HM AUSTRALIAN FLEET.

Sir,

I have the honour to report the proceedings of HMA Ship VAMPIRE under my command for the month of December, 1966.

2. I assumed command on Monday, 5th December, having relieved Captain J.L.W. MERSON, RAN. At this time the ship was alongside Cruiser Wharf, Garden Island, completing a self maintenance period. The greater part of my first few days on-board was fully occupied in matters relating to two Boards of Enquiry of which I was the President, in accordance with FOCAF Messages DTG 020429Z and 050702Z December. I called upon the Flag Officer Commanding, HM Australian Fleet, Rear Admiral V.A. SMITH, CBE, DSC p.m. Friday, 8th December.

3. HMAS VAMPIRE sailed at 0900K, Monday, 12th December for a shakedown cruise, in company with HMAS VENDETTA (Commander P.R. BURNETT, RAN). The following four days were very busy ones, a considerable amount of calibrating and setting to work of equipment being carried out in addition to departmental drills, live practices, DG ranging and a successful full power trial.

4. It was frustrating to experience a fault in the gunnery fire control radar early in the period, and no effort was spared to locate and remedy this. However after another AA shoot on Friday, 16th December had shown that the AA gunnery system was still unsatisfactory, dockyard assistance was sought and further trials arranged for the forthcoming week.

5. VAMPIRE entered harbour on Friday afternoon and secured bows south alongside HMAS VENDETTA at Fitting Out Wharf. During this weekend the ship was fumigated, becoming habitable again on Sunday, 19th December.

6. At 0900K Monday 19th December VAMPIRE cast off and proceeded for the exercise areas to complete her shakedown, in company with VENDETTA. AA tracking, testing and firing was carried out throughout the day in the presence of technical representatives of GMGID staff but despite every effort the fire control system did not produce satisfactory results.

7. The same evening VAMPIRE anchored in Jervis Bay in Berth C1. Further TAS and Gunnery exercises were carried out on Tuesday 20th December, before proceeding to join HM Submarine TABARD and HMAS VENDETTA off Sydney, in order to assist SM4 (Commander G. TOTTENHAM, RN) in his Sea Inspection of TABARD.

8. The Sea Inspection of TABARD consisted of three phases affecting VAMPIRE and VENDETTA. In Phase I, from 202100K to 202330K, TABARD, proceeding on the surface on a simulated war patrol, and escorted by VENDETTA, was approached first by an aircraft and then by VAMPIRE in order to test her reactions.



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9. Phase II, from 202330K to 220900K, was the most valuable for the escorts. Both ships and the submarine were restricted to an area of about 200 square miles east of Broken Bay, and while the ships patrolled this area TABARD's aim was to transit inshore on the 21st December, carry out a photo-reconnaissance and retire, and then to transit inshore again on the 22nd to land Commandos and to lay mines. During this phase there were three A/S actions, the first being generated by Commander SM4, and the last two as a result of unalerted detections by VAMPIRE's sonar. Much valuable practice in investigating and classifying bottom echoes was obtained during this exercise.

10. During Phase II a news broadcast from 2UE was intercepted at 1130K, 21st December, reporting a yacht on fire about three miles to seaward of Bilgola. As this was not far away VAMPIRE and VENDETTA proceeded in company to the area and the maritime aircraft, which was also taking part in the exercises with TABARD was asked to investigate. However by 1218K it was clear that the sighting reported by 2UE had been a smoke marker dropped by the aircraft at about 1045K. VAMPIRE and VENDETTA consequently resumed their exercise. This incident was reported in my signal DTG 210218Z December.

11. Phase III, from 220900K to 221000K, was a Casex A16, during which TABARD fired four torpedoes at VENDETTA. Each escort recovered two torpedoes, both ships then entering Sydney Harbour and securing to buoys off Garden Island, to top up with ammunition and to disembark TABARD's torpedoes. On completion of this VAMPIRE berthed alongside HMAS QUEENBOROUGH (Commander J.P. VAN GELDER, RAN) at the Cruiser Wharf, Garden Island at 1515K.

12. At 0900K Friday, 23rd December, I carried out a "Walk round" of HMAS DUCHESS (Commander H.K. DUNCAN, RAN) at Cruiser Wharf. The results of this will be included in the final report on the Annual Inspection, which was commenced by my predecessor and should be completed after the forthcoming Sea Inspection in January, 1967.

13. At 1130K I addressed the Ship's Company on the introduction of an Australian White Ensign, in accordance with ACNB Message DTG 220446Z December.

14. The remainder of the month was spent at Garden Island preparing the ship for her forthcoming cruise to the Far East. As much leave as practicable was given to all personnel in accordance with FOCAF Signal DTG 130640Z and 1966 ended in the customary manner with 16 bells by ORDWM J.C.W. REEVES, R65432.

Condition of the ship

15. The general state of the hull and machinery is good and all engineering equipments have functioned satisfactorily. On 29th December a split was discovered in the ~~transom~~ stern and is the subject of URDEF 38/67.

Training

16. (a) Officers. No officers' training has been carried out during the month except for Supply departmental training for one Supplementary List Midshipman.

(b) Sailors. On 8th December I convened a Promotion Board for Leading Rank and Petty Officer Rank. The results of this Board were generally satisfactory. A limited amount of Ordinary Seamen training has been carried out during the month. A two day period of harbour training for 12 Sea Cadets and 2 Instructors from T.S. SHROPSHIRE was held on 2nd and 3rd December.

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17. The health, conduct and morale of the Ship's Company have been satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

N. E. McDonald

(N.E. McDONALD)
C A P T A I N

RESTRICTED

APPENDIX 'A' - STEAMING

(a) Distance steamed during month	1917.7
(b) Hours underway during month	137.39
(c) Distance run since commissioning	287782.4
(d) Hours underway since commissioning	20023.47
(e) Economical speed exceeded:	

Date	Period Hours	Average Speed	Fuel expended per hour	Dist. run per ton	Reason or authority
12	.53	20.0	4.2	4.8	Proceeding to exercise area in accordance with EAXP
12	.28	24.0			" " " " "
13	.44	22.0	5.6	4.0	" " " " "
14	3.24	17.5			Pro - S/M Casex in accordance with EAXP
15	1.06	21.0	4.8	4.3	Proceeding to exercise area
16	4.11	27.6			Full power trial
19	3.28	20.8	4.8	4.3	Proceeding to exercise area in accordance with EAXP
20	2.00	18.7	3.5	5.4	As requisite for TABARD's Sea Inspect
21	1.20	20.0	4.2	4.8	Investigating report of vessel in distress. VAMPIRE's 210218Z refers.
21	1.00	17.2			TABARD Sea Inspect.

APPENDIX 'B' - EXERCISES

Type of Exercise	No.	Date and remarks
<u>GUNNERY</u>		
AATX	3	12th, 16th, 19th
AAMRF/CRF	3	12th, 16th, 19th
NGSCX	1	15th
NGSF	1	15th
SUTF (Williams Target)	1	20th
<u>TAS</u>		
Casex A4/5	6 hrs	14th
Casex A15	4 hrs	14th
Casex C1	5 hrs	15th
Casex A17	1 hr	14th
Casex A16	1 hr	22nd
Live ASWF	1	13th (See Appendix 'D')
Sea Check Firing	1	20th
Helo Control	1 3/4 hrs	14th
<u>GENERAL</u>		
Light Jackstay	2	15th
Helo Winching Demonstration	1	20th
Major NBCDX	1	15th
Full Power Trial	1	16th
MF/DF Calibration	1	12th
HF/DF Calibration	1	13th
UA3 Calibration	1	13th
Radar Trials	1	21st
DG Check	1	16th

APPENDIX 'D' - SPORT

Nil.

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APPENDIX 'D' - UNDERWATER EXPLOSIONS (Mortar Mk 10)

<u>Date</u>	<u>Time</u>	<u>Position</u>
13th	1734, 1735K (2 salvoes)	35°05'S 151°04'E

APPENDIX 'E' - OFFICERS' MOVEMENTS

- 5th - Captain J.L.W. MERSON, RAN departed for HMAS WATSON.
Captain N.E. McDONALD, RAN joined as Captain D10 from HMAS SUPPLY.
Lieutenant Commander B.F. LEDLIE, RAN joined from HMAS ALBATROSS.
- 9th - Lieutenant C.F. BOLTON, RAN joined from HMAS MELBOURNE.
- 12th - Commander D.C. BRETT, RAN joined from HMAS KUTTABUL.
- 22nd - Commander L.W. BINNINGTON, RAN departed for HMAS KUTTABUL.
- 28th - Lieutenant Commander D.J. MARTIN, RAN joined from the United Kingdom.
Instructor Lieutenant J.R. WATSON, RAN joined from HMAS WATSON.
Surgeon Lieutenant (D) D.E.M. EVANS, RAN joined from HMAS MELBOURNE.
- 29th - Lieutenant Commander P.G.N. KENNEDY, RAN departed for HMAS KUTTABUL.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.915

HMAS Vampire

Report of Jan 67

AS(NS) 20/3

D of O 14/3

DCNS 16/3

1NM 17/3

2NM 21/3

3NM 22/3

4NM 23/3

SEC 24/3

FAS(EG) 25/3

FAS(FM) 27/3

C of S 31/3

DPR 2/4

AS(NS)(N5) 10/4

Registrar

D of P D/D of P(A) DGFE DTWP D of C DNAP CONS DNI } Separate Report Circulating.
HPB DCNP DOA DMT DDM DPS DFSD DNR DNES ACDC
PNA ACMD DMED ACTP DWE MDG DNS AS(NS)(N5) Registrar

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

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NAVY—CANBERRA		
18	206	915

HMAS VAMPIRE - REPORT OF PROCEEDINGS - JANUARY, 1967

(HMAS VAMPIRE's 7/1/04 of 1st February, 1967.)

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 6 MAR AM
 NAVY REGISTRY

[Handwritten signature]

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A.F. 17/59/2

The Secretary,
Department of the Navy.

- 1. Forwarded.

RPur

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

- 1 MAR 1967

PW.

NSD/AS (NS) 7/3
9/3

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7/1/04

HMAS VAMPIRE,
At Singapore.

1st February, 1967

HMAS VAMPIRE - REPORT OF PROCEEDINGS - JANUARY, 1967
(All times are Zone Time except when stated otherwise)

Sir,

I have the honour to report the proceedings of HMA Ship VAMPIRE under my command for the month of January, 1967.

2. On New Year's Day 1967, VAMPIRE was alongside at Garden Island making final preparations to sail for duty in the Strategic Reserve. On 4th January, in company with HMAS DUCHESS, the ship cast off and proceeded, after many long and fervent farewells from several hundred relatives and friends gathered on the wharf.
3. A comprehensive exercise programme had been arranged for the passage north and on the first and second days, AA tracking and firings were carried out. These serials revealed that, in AA fire, the gunnery control system was still not satisfactory in spite of intense efforts to achieve this before sailing. This is further discussed in paragraph 21. Other exercises carried out en route to the Strategic Reserve appear in Appendix 'B'.
4. After an uneventful passage through the Capricorn Channel and Whitsunday Passage both ships entered Cairns at 0830 on 8th January to refuel, sailing on completion at midday for Darwin. It is of interest that the small tug available to assist berthing and unberthing has a pull of only 1.5 tons and must therefore be handled delicately in conditions of strong wind or tide.
5. On 10th January, having passed through the Prince of Wales Channel, I transferred by jackstay to HMAS DUCHESS together with three of my officers to carry out her sea inspection. The results of this inspection are included in the final report under cover of my letter 3/05 dated 3rd February, 1967.
6. At 0805(1K) on Thursday, 12th January VAMPIRE and DUCHESS entered Darwin Harbour and secured at Outer Stokes Hill Wharf. HMA Minesweepers TEAL and IBIS were at the Inner side of this wharf. Shortly after securing the Commander Mine Countermeasures A/Commander J. FERGUSON, DSC, RAN, the Captain of HMAS TEAL (Lieutenant Commander P.F. EGAN, RAN) and the Captain, HMAS IBIS (Lieutenant Commander M.deV. SALMON, RAN) called upon me. At 1030(1K) the Naval Officer in Charge North Australia Area (Captain K.D. GRAY, DSC, RAN) also called following which he accompanied the Captain of HMAS DUCHESS and myself in calls upon His Honour, The Administrator and the Deputy Lord Mayor.
7. Throughout the day several of my officers carried out harbour inspections of HMA Ships TEAL and IBIS on behalf of the Commander Mine Countermeasures, in accordance with FOCAF letter 39/31/3 dated 21st November, 1966. The results of these inspections have since been forwarded to the Commander Mine Countermeasures.

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8. While at Darwin an Air Defence Exercise was arranged with the RAAF, and soon after departure at 0805(1K) on Friday, 13th January, both ships were attacked by Mirage aircraft. In both the forenoon and afternoon sorties ample radar warning was obtained although the two Mirages were flying very low, and after the initial strikes valuable training in gun direction was obtained as the aircraft carried out several more runs on each ship. On completion of this exercise, course was set for the Lombok Strait and Indonesian claimed waters. Operational control of the unit passed to the Commander Far East Fleet at 0001(Z) 15th January.

9. VAMPIRE and DUCHESS entered the Java Sea during the night of the 15th January, and immediately encountered strong head winds which were to last for the next four days. These winds, which at times reached force eight, were unusually strong for this time of the year, and appeared to be a strengthening of the northwest monsoon, caused by a particularly unstable inter-tropical convergence zone. I was unable to obtain more than a very sketchy picture of meteorological conditions throughout the Java Sea area, although every likely source of information was explored. It was no surprise to find that Radio Djakarta was of little assistance and not adhering to the schedule laid down in the Admiralty List of Radio Signals.

10. The bad weather caused most of the scheduled exercises to be cancelled, and for a time both ships were forced to reduce speed to avoid damage from pounding. A very strong current, set up by the monsoon, also helped to delay the unit, and by the evening of the 16th January it was apparent that DUCHESS would arrive off Singapore on the 18th with less than 20% of fuel remaining. As further exercises had been arranged for both ships until the 20th January, it was desirable to replenish underway; this was therefore carried out at dawn on Wednesday, 18th January, both VAMPIRE and DUCHESS replenishing from the RFA OLEANDER, which had been sailed for the benefit of HMS AJAX.

11. This was my first close up view of this class of tanker and I was most impressed by her general appearance and replenishment arrangements, particularly on the Replenishment Deck, where the protection of personnel such as winch drivers seems to have been given a great deal of attention.

12. At 1230(GH) on 18th January an AALRF at a sleeve target was carried out but results were unsatisfactory. At 1305(GH) when about to commence a CASEX, VAMPIRE was ordered by Commander, Far East Fleet to proceed to a position north of the ANAMBA ISLANDS in the South China Sea, and to assist the tug TAZMAN ZEE, in which a crew member was suffering from Appendicitis. The ship proceeded at 30 knots but at 1530(GE) it was necessary to reduce speed to 24 knots because of deteriorating weather conditions. By this time I had decided that unless there was a rapid and marked improvement in sea and swell conditions, which seemed most unlikely, I would not lower a boat but remain in the vicinity and offer medical advice, unless either the tug or its tow were able to provide a boat or raft which could operate safely in the prevailing weather. This situation resolved itself however at 1545(GH), when, having closed to about forty miles from the tug's estimated position, a signal was intercepted from her, reporting that the stricken sailor had been transferred to a freighter, the AMERICAN SULTAN, and that she was proceeding. VAMPIRE therefore reversed course for the exercise area, anchoring in position off Pulau Aur at 1910(GH).

13. The lack of a suitable seaboat, dinghy or faft in Australian Darings, for use in emergencies such as this, forms the subject of a separate report.

...../3.

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14. Further exercises were carried out on 19th January (see Appendix 'B'), and at 0730(GH) HMA Ships VAMPIRE and DUCHESS entered the Singapore Straits and proceeded in close company to HM Naval Base. At 0900(GH) the flag of the Commander, Far East Fleet, Vice Admiral Sir Frank Twiss, KCB, DSC, was saluted by HMAS VAMPIRE with 15 guns, and the ship then berthed bows south at No. 2 berth, Stores Basin at 0910(GH).

15. At 1115(GH), accompanied by the Captain of HMAS DUCHESS I called upon the Chief of Staff, Rear Admiral D.H. MASON, and at 1130(GH) on the Commander, Far East Fleet.

16. On Tuesday, 24th January, the Commander Far East Fleet was received on board at 1130(GH). He then addressed the Ships' Companies of both DUCHESS and VAMPIRE, met Chief Petty Officers and Officers in their messes and talked to junior sailors of both ships.

17. The remainder of the month was spent undergoing self maintenance. During this period I took the opportunity to call upon the Captains of several of HM Ships present including BULWARK, KENT and HAMPSHIRE, and also the Captain Inshore Flotillas.

CONDITION OF THE SHIP

18. The external appearance of the ship has deteriorated somewhat because of the bad weather between Darwin and Singapore, but this is being rectified and a satisfactory standard should be achieved shortly.

19. The condition of the hull and superstructure is generally satisfactory. Main engines and auxiliaries have performed very well.

20. The phasing and scaling of the MCS 10 system which was commenced on departure from Sydney was completed on 20th January, and it is expected that a forthcoming sea check firing will prove that the system is operationally satisfactory.

21. The FPS Mark 3 gunnery system has still not performed to my satisfaction in the AA mode. During the self maintenance period alongside the ship's staff carried out system checks including bench mark and distance object alignments which did not reveal any major misalignments. Minor defects were however discovered which could influence the accuracy of the system. This can only be proved by forthcoming AA firings.

TRAINING

22. a. Officers

Five Midshipmen are now borne and their training is in full swing. Four more are expected to join early next month.

b. Sailors

The training of Ordinary and Higher ranks has been progressed at every opportunity and a Higher Ranks Board has been programmed for the end of February.

HEALTH, CONDUCT AND MORALE

23. The health, conduct and morale of the Ship's Company has been satisfactory.

...../4.

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I have the honour to be,

Sir,

Your obedient servant,

N. E. McDonald
(N.E. McDONALD)
C A P T A I N

Flag Officer Commanding,
HM AUSTRALIAN FLEET.

(Copy to: The Commander,
FAR EAST FLEET

Flag Officer,
Second-in-Command,
FAR EAST FLEET.)

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APPENDIX 'A' - STEAMING

a. Distance steamed during month	5,427.8
b. Hours underway during month	347.20
c. Distance run since commissioning	291,292.5
d. Hours underway since commissioning	20,233.28
e. Economical speed exceeded.	

<u>Date</u>	<u>Period in hours</u>	<u>Average speed</u>	<u>Fuel expended per hour</u>	<u>Distance per ton</u>	<u>Remarks or Authority</u>
6th	1.07	18.0	3.2	5.7	As necessary for gunnery exercises
7th	1.01	20.0	4.2	4.8	ARL Table Calibration
8th	2.00	19.1	3.6	5.2	OOW Manoeuvres
11th	1.00	17.0	2.8	6.2	As necessary for gunnery exercise
13th	3.46	20.2	4.3	4.7	ADEX with RAAF Darwin
17th 18th	21	19.0	3.6	5.2	As necessary to r/v with RFA OLEANDER
18th	10	22.6	6.2	3.8	As necessary for exercises off Singapore and proceeding to r/v with TAZMAN ZEE as in paragraph 10.

APPENDIX 'B' - EXERCISES

<u>Type of Exercise</u>	<u>No.</u>	<u>Date and remarks</u>
<u>GUNNERY</u>		
AATX	4	4th, 5th, 18th, 30th
AAMRF/CRF	2	4th, 18th
RIX	3	6th, 10th, 11th
SUTOF	1	6th
Starshell firing	1	19th
GDX	3	13th(2), 19th
NGSCX	2	25th, 31st
MAXBUS	1	19th
<u>TAS</u>		
FARSEX	2	11th, 13th
DTFX	1	11th
SSTX	3	11th, 13th, 16th
Light ASWF	2	14th(3 salvoes), 19th(3 sal.)
Sea Check firing	1	19th(triplane)
Demolition Exercise	1/2 day	24th
TFX	1	11th
<u>AIO</u>		
SPX(B)	3	6th, 10th, 11th
CLAPEX	5	9th, 10th, 11th, 25th, 31st
ADX	3	13th(2), 19th
Voice Procedure Exercise	4	23rd, 24th, 26th, 30th
IFF/SIF Trials	1	7th, 13th
<u>GENERAL</u>		
NBCDX	2	5th, 6th
Light jackstay	2	10th(2)
RAS abeam method	1	18th
Seaboat	2	10th, 14th
<u>COMMUNICATIONS</u>		
Navcomex 202	18	
" 203	2	
" 206	9 intership, 18 intraship	
" 401	10	
" 404	1	
" 501	2	
EWX 91	4	
" 61	1	

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APPENDIX 'C' - SPORT

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<u>Date</u>	<u>Fixture</u>	<u>Result</u>
12th	Basketball- Vampire v. Duchess	Won 14-4
12th	Squash - " /Duchess v. Melville	Lost 0-5
21st	Hockey - " " v. HMS Hampshire	Won 8-0
21st	Rugby - Combined intra ship trial	
25th	Basketball - Vampire v. Duchess	Won 30-16
26th	" - " v. HMS Cleopatra	Won 35-22
27th	Soccer - " Duchess v. HMS HAMPSHIRE	Lost 1-2
27th	Rugby - " v. HMS KENT	Lost 10-11
27th	Basketball - " v. HMS BULWARK	Lost 40-65
30th	Rugby - " v. 95 Commando Unit	Lost 3-6
31st	Hockey - " v. Far East Tr. Cent.	Lost 2-4
31st	Waterpolo - " /Duchess v. HMS BULWARK	Lost 2-12

APPENDIX 'D' - UNDERWATER EXPLOSIONS

Nil

APPENDIX 'E' - OFFICERS' MOVEMENTS

2nd - Lieutenant SSSG D.H. OWEN, RAN joined from KUTTABUL

26th - Midshipman SLEX P.B. ANDREWS, RAN departed for HMAS GULL

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DEPARTMENT OF THE NAVY

MINUTE PAPER

March 1962

Report of proceedings

~~7244~~ HMAS Vampire
 AS(NS) 27/4
 D of O 28/5
 DCNS 29/5
 1NM 30/5
 2NM 31/5
 3NM 1/6
 4NM 2/6
 SEC 3/6
 EAS(EG) 4/6
 EAS(FM) 5/6
 C of S 6/6
 DPR 7/6
 AS(NS) (N5) 8/6
 Registrar

~~D of P D/D of P(A) DGFE DTWP D of C DNAP CONS DNI~~ } Separate
~~HPB DCNP DOA DMT DDM DRS DESD DNR DNES ACDC PNA~~ } Report
~~ACMD DMED ACTP DWE MDG DNS AS(NS)(N5) Registrar~~ } Circulating.

- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

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NAVY—CANBERRA

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HMAS VAMPIRE - REPORT OF PROCEEDINGS - MARCH, 1967

(HMAS VAMPIRE's 7/1/04 of 1st April, 1967.)

RECEIVED

21 APR P.M.

NAVY REGISTRY

II

A.F. 17/59/2.

The Secretary,
Department of the Navy.

1. Forwarded.
2. HMAS VAMPIRE has completed an active month.


REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

19 APR 1967

RW

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ROYAL AUSTRALIAN NAVY

17/59/2

TELEPHONE

REF. No. 7/1/04

HMAS VAMPIRE,
At Sea.

- 5 APR 1967

Flag Officer Commanding,
HM AUSTRALIAN FLEET.

HMAS VAMPIRE - REPORT OF PROCEEDINGS - MARCH 1967

It is requested that the following amendments be made to HMAS VAMPIRE's Report of Proceedings - March, 1967 :-

- a. Add to paragraph 16, in brackets after SPINAX - (Commander J.F. O'Connell USN) and in brackets after RPS RIZAL - (Commander G. Barreras P.N.)
- b. Paragraph 20, line 5 - for 'DANGEN' read 'DANGER'.

(1) *N. E. McDonald*
(N. E. McDONALD)
C A P T A I N



CONFIDENTIAL

7/1/04

HMAS VAMPIRE,

At Bangkok.

1st. April, 1967.

HMAS VAMPIRE - REPORT OF PROCEEDINGS - MARCH, 1967

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of March, 1967.

2. On Wednesday 1st March, 1967 HMAS VAMPIRE lay at No. 2 berth, Singapore Naval Base, with HMAS DUCHESS alongside. At 0900 with appropriate ceremony, the Australian White Ensign was hoisted for the first time. Both ships' companies were paraded on the wharf, together with guards and the Far East Fleet Band, which had kindly been provided for the occasion by the Commander Far East Fleet. Official guests who witnessed the ceremony included the Acting Australian High Commissioner, Mr. A.L. Vincent, The Commander Far East Fleet, Vice Admiral Sir Frank Twiss, KCB, DSC, the Flag Officer Second in Command Far East Fleet, Vice Admiral C.P. Mills, CB, CBE, DSC, the Captain of HMS VICTORIOUS, Captain I.S. McIntosh, DSO, MBE, DSC, the Australian Defence Adviser, Singapore, Captain I.M. Burnside RAN together with several other RAN Officers at present serving on the Far East Station.

3. The brief service of dedication was conducted by Chaplain E. Rolfe, the Small Ships' Chaplain, being relayed to all present by suitably arranged speakers. There could have been few indeed who were not moved by the simple words of the service or who did not feel a strange mixture of regret at the ending of an era, combined with pride and quickening enthusiasm at the start of another.

4. At 1045, together with the Captain of HMAS DUCHESS, I called on the Chief of Staff to the Commander Far East Fleet, Rear Admiral D.H. Mason CB, in connection with the hull state of DUCHESS. This matter was subsequently brought to the attention of the Australian Commonwealth Naval Board, and other interested authorities, in COMFEEF's Signal DTG 020722Z March.

5. At 1445, Thursday, 2nd March Rear Admiral Mason paid a brief, informal visit to HMAS VAMPIRE, which, earlier in the afternoon had been reberthed outboard of HMAS DUCHESS.

6. On Friday, 3rd March, at 0832 HMAS VAMPIRE sailed for Exercise FOTEX 67, in company with HMS VICTORIOUS (Captain I.S. McIntosh, DSO, MBE, DSC), wearing the flag of the Flag Officer Second in Command Far East Fleet, Vice Admiral C.P. Mills, CB, CBE, DSC, HMAS DUCHESS and HM Ships KENT, ARETHUSA (Captain D1), FALMOUTH, and BRIGHTON.

7. After clearing Singapore Straits an exercise involving an opposed passage of a convoy to Pulau Tioman began. The convoy consisted of the RFA's OLYNTHUS, RELIANT and RETAINER, and the opposition was provided by HM Submarines ANCHORITE and AMPHION.

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2.

8. This exercise was relatively uneventful during the early stages, so opportunity was taken to replenish VAMPIRE from the RFA OLYNTHUS at 1630. During the remainder of the serial VAMPIRE was able to gain one unalerted detection, and take part in several anti submarine actions. At 0400, Saturday, 4th March when off Pulau Tioman, she was detached to proceed to Manila for Exercise SIYASAT, the first major SEATO exercise to be planned and conducted by the Philippine Armed Forces.

9. At 1030, Saturday 4th March, I addressed the Ship's Company on the subject of Security, in accordance with AF Memo 6/66.

10. After an uneventful passage HMAS VAMPIRE arrived in the approaches to Manila Bay at dawn on Tuesday, 7th March. At 0700 she refuelled from USS KENNEBEC using the span wire rig, 195 tons of FFO being embarked. I was disappointed with the poor standard of gear and seamanship displayed by this tanker, which compared unfavourably with that which I had experienced previously with the RFAs in the Far East Fleet and HMAS SUPPLY.

11. HMAS VAMPIRE arrived at Manila at 1130, and secured on the north side of Pier 15, a newly constructed 'finger' wharf, which will be capable of taking three ships of escort size, at separate berths on either side when dredging is completed in the not too distant future. The Australian Services Attache, Acting Commander D.M. Wogan-Browne, RAN and his assistant, Master at Arms C. Carroll were present to greet the ship on arrival.

12. At 1400, accompanied by the Services Attache I called upon the Chief of Staff of the Philippine Navy, Commodore A. Alano, the Component Commander for Exercise SIYASAT, Commodore P.G. Viado, and His Excellency, the Australian Ambassador, Mr. F.H. Stuart.

13. At 0900, Wednesday 8th March, with several of the ship's officers, I attended a pre-sail conference on the Naval aspects of Exercise SIYASAT, at the Philippine Naval Headquarters. This ambitious exercise, which involved all three services and which forms the subject of a separate report, consisted of the following:

- a. A Sea Training Phase from 9th-11th March.
- b. A Free Play Phase from 13th-16th March.
- c. A Fire Power demonstration and Naval Review on 16th March, followed by entry into Manila.

14. Two days were spent in harbour prior to the Sea Training Phase, one on completion, and a further day following the final phase which ended on 16th March. It was a valuable exercise for HMAS VAMPIRE, and, I believe for all the units which took part, and it proved that in spite of equipment differences and some language difficulties, the SEATO Forces can operate reasonably well together. However, as seems to be the case frequently nowadays, a major shortcoming which was revealed at the Post Exercise Discussion on 17th March, was the inadequacy of communications, both ashore and afloat.

15. The four days in Manila during the exercise were not without their social activities. Cocktail parties which were held by the Philippine Navy to mark the beginning and end of the exercise, were well attended by officers from the ships taking part. In addition several of my officers and I were entertained at cocktails by the Australian Services Attache, Commander Wogan-Browne, and at dinner by the Naval Component Commander, Commodore P. Viado and Mrs. Viado.

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16. I was also able to entertain the Captain of USS SPINAX and RPS RIZAL, together with the Services Attache at lunch, and The Captain of HMS AISNE (Commander W.S. GUETRBOCK RN) at dinner. His Excellency The Australian Ambassador (Mr. F.H. Stuart) also visited HMAS VAMPIRE for a short time on Friday 17th March, and met her officers in the Wardroom.

17. The fact that the ship was berthed alongside on each occasion of entering Manila was very much appreciated, and contributed greatly to the low incidence of absenteeism and lack of incidents ashore involving VAMPIRE's personnel. During the few days in harbour a bus tour to Pagsanjan Falls and informal entertainment was arranged for the Ship's Company by the USO, and some sailors visited the US Base at Sangley Point. In general most of the officers and men enjoyed this trip to Manila.

18. Another dividend from the berthing was that on 17th March VAMPIRE was able to provide HMS AISNE with 18 tons of feed water, through a 230 foot canvas hose rigged from one side of Pier 15 to the other. This relieved the serious shortage created by evaporator trouble which had caused her to drop out of the final stages of Exercise SIYASAT on 16th March.

19. The valuable assistance rendered by the Australian Services Attache and his able assistant while HMAS VAMPIRE was in Philippine waters was commendable and contributed greatly to the success of the visit.

20. At 0900, Saturday 18th March, VAMPIRE cast off from Pier 15, and sailed from Manila in company with HMS AISNE. Both ships replenished from USS MATAPONI at 1300 in position 14°10'N 120°00'E after which course was set for Singapore via the normal route to the North of North DANGEN Reef. Owing to a defective steam pipe and her poor evaporator capacity HMS AISNE was restricted to using one boiler for the entire passage. Fortunately the latter was uneventful, and at dawn on Tuesday, 21st March, when off Johore Shoal Buoy she was detached, a tug having arrived to escort her to the Naval Base. VAMPIRE berthed bows south at No2, Stores Basin at 0750.

21. At 1030, the Third Naval Member, Rear Admiral F.W. Purves OBE, who had arrived in Singapore two days previously to inspect and review the condition of HMAS DUCHESS, was received onboard. Later in the day I was a guest at a luncheon given for him by the Chief of Staff, Rear Admiral D.H. Mason, CB, at Beaulieu House. The Flag Officer, Second in Command, Far East Fleet, Vice Admiral C.P. Mills, CB, CBE, DSC, the Acting High Commissioner for Australia, Mr. A.L. Vincent, and the Captains of HMS VICTORIOUS and HMAS DUCHESS were also present.

22. At 2000 I had the honour to attend a dinner party at Admiralty House, when the Commander Far East Fleet, Vice Admiral Sir Frank Twiss KCB, DSC, entertained over thirty Flag and Commanding Officers who had taken part in FOTEX 67. This was a memorable and most enjoyable occasion.

23. HMAS VAMPIRE remained at No2 Berth, until Thursday 28th March, during which period essential maintenance was carried out, some with dockyard assistance. The ship also took part in the Fleet Sports Meeting which involved representatives from all ships and Naval establishments in Singapore. This was a very well organised meeting, and VAMPIRE participated in as

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many events as possible. However, owing to the ship's previous programme, which caused her to miss the first day, she did not come higher than 5th in the Small Ships aggregate.

24. On Thursday, 23rd March, I entertained the Third Naval Member Rear Admiral F.W. Purves OBE, at luncheon onboard, together with my Engineer Officer and the Captain of HMAS DUCHESS. In the evening I attended the Fleet Boxing Finals at HMS TERROR, when two competitors from VAMPIRE took part, albeit unsuccessfully. Most of the evening's honours went to the Fleet Flagship, HMS VICTORIOUS.

25. On Friday, 24th March, I called on Captain P.G. La Niece RN of the Fleet Maintenance Ship TRIUMPH, and the following day on the Captain of HMS FEARLESS (LPD), Captain H.A. Corbett, DSO, DSC. I was conducted on a brief tour of FEARLESS, which ship I found to be full of interest.

26. In the evening of Sunday 26th March I had the pleasure of entertaining the Captain of HMS TERROR (Captain R.F. Plugge, DSC) and the Chief Staff Officer Intelligence (Captain R.W. Garson) and their ladies at dinner onboard.

27. At 1145, Monday, 27th, the Captain of HMS TRIUMPH returned my call of Friday 24th, and I entertained him at lunch onboard. Later that day I was fortunate to be shown over HMS VALIANT, a Nuclear Powered Submarine. This was well worth while, and I was impressed by the advances, not only in the technical field but also in habitability standards.

28. At 0845, Tuesday, 28th March, VAMPIRE sailed from Singapore Naval Base with HMAS DUCHESS in company, bound for BANGKOK. During the afternoon, when passing close to Pulau Pemanggil, the wreck of SS MAHA THEVI was observed still high and dry, and looking much the same as when we had left her in February. (my letter 145/8 dated 28th February 1967 refers). She had not slid off the rocks into deeper water, as reported by some newspapers. A hydrographic note to this effect has been rendered.

29. During the passage northward two jackstay transfers were carried out with HMAS DUCHESS, for higher rates training. Radar and UHF calibrations, and a sonar beam pattern check were also attempted, but owing to technical defects it was necessary to terminate the UHF calibrations.

30. After a calm and uneventful passage up the Gulf of Thailand, VAMPIRE and DUCHESS arrived at Bangkok Bar at 0735 Tuesday 30th March, where the pilot was embarked by each ship for the passage up river. The bar was crossed at 0800, approximately two hours before slack water at the berth which had been allocated at SATHU PRADIT. I had ordered a tug to stand by to assist if required, but this proved unnecessary, and at 1045 when the ebb was beginning, VAMPIRE secured with one bridle to No.2 buoy (13°40.5'N 100°30.1'E). HMAS DUCHESS, whose approach had been made somewhat difficult by the swing of the ship at No.1 buoy, secured on VAMPIRE's port side at 1140. Both ships were met by Lieutenant M.B. Ward RAN, who had been sent in advance from Singapore, to help with arrangements for the visit, and the liaison officer Lieutenant Somkate of the Royal Thai Navy. Unfortunately the Australian Services Attache Colonel J. Oachiltree was unable to be present, being absent from Bangkok on duty.

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31. At 1230, accompanied by the Captain of HMAS DUCHESS, I called on His Excellency The Australian Ambassador, Mr. A.H. Loomes OBE, and had the pleasure of lunching with him at the official residence. Among the other guests were Captain R.J. Scrivenor, A/Captain R.C. Savage, and Commander D.C. Johns, all of whom are at present serving in Bangkok.

32. At 1430 I called on the Chief of Naval Staff of the Royal Thai Navy, Rear Admiral Nai Nopprakoon at Naval Headquarters. In the evening, accompanied by several officers from VAMPIRE I attended an excellent cocktail party at the home of Commander D.C. Johns RAN.

33. At 1230, Saturday, 31st March, His Excellency the Australian Ambassador to Thailand visited HMA Ships VAMPIRE and DUCHESS, meeting officers from both ships in the wardroom of DUCHESS. He was accompanied by Captain R.J. Scrivenor, RAN, The Australian Military Advisor's representative. I had the pleasure of entertaining them at luncheon onboard VAMPIRE together with the Captain of HMAS DUCHESS and the Executive Officer of both ships.

CONDITION OF THE SHIP

34. The performance of main and auxiliary machinery has been satisfactory although the period in Singapore (for Fleet Sports) in fact became a major although unplanned self maintenance period. Apart from repacking the port stern gland and making good a major steam leak in B boiler room, H Diesel Generator had to be given a top overhaul, after a perforated exhaust water jacket flooded one cylinder bank with water, and what should have been a minor task on No.2 auxiliary feed pump became a major effort, involving the removal from A boiler room of an extremely awkward and heavy valve chest and exhaust pipe, so that Singapore Dockyard could separate the two. A list of minor work was also accomplished, so that on departure for Bangkok the machinery maintenance was up to date and with a low consumption figure.

The external appearance of the ship has improved considerably, and good progress has been made on ship husbandry.

TRAINING

35. a. Officers. Midshipman's training has been satisfactory and provided the present progress is maintained the syllabus should be completed on schedule.

b. Sailors. Training has progressed satisfactorily throughout the month. However the disruptions caused by Exercise SIYASAT and the Easter week sporting activities have resulted in a limited amount only being achieved.

The ordinary seaman training syllabus is now 50% completed. During the month instruction for the May Higher Ranks Command Test commenced and all practical tests for the Branch Technical Tests due to be held in May have been carried out. Fifty six sailors have been recommended for the Branch Technical Test examination.

HEALTH, CONDUCT AND MORALE

36. The health, conduct and morale of the ship's Company have been satisfactory.

I have the honour to be,

Sir,

Your obedient servant.

N. E. McDonald
(N. E. McDONALD)
CAPTAIN

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The Flag Officer,
HM AUSTRALIAN FLEET.

(Copy to: The Commander, Far East Fleet.

The Flag Officer, Second in Command, Far East Fleet)

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HMAS VAMPIRE - REPORT OF PROCEEDINGS - MARCH 1967

APPENDIX A

a. Distance steamed during the month	6045.8
b. Hours underway during the month	372.48
c. Distance run since commissioning	300,104.5
d. Hours underway since commissioning	20,801.14
e. Economical speed exceeded:-	

<u>Date</u>	<u>Period in Hours</u>	<u>Average Speed</u>	<u>Fuel/ Hour</u>	<u>Miles/ TOn</u>	<u>Remarks</u>
3rd	6	19.6	4.0	4.9	FOTEX
4th	22	17.5	3.0	5.9	Passage
5th	24	17.5	3.0	5.9	speed as
6th	9	17.5	3.0	5.9	required
					by COMFEE
					280829Z
					Feb.
10th	1	17.4	2.9	6.0	Exercise
11th	4	19.2	3.8	5.1	SIYASAT
13th	2	17.9	3.2	5.7	
14th	2	18.7	3.6	5.3	
15th	3	17.4	2.9	6.0	
16th	1	17.8	3.1	5.8	
18th	11	18.8	3.6	5.3	Passage Sp.
19th	24	20.3	4.4	4.6	as reqd.
20th	24	21.0	4.9	4.2	byCOMFEE
21st	3	17.5	3.0	5.9	280829Z Feb
28th	14	19.5	3.9	4.9	Passage Sp.
29th	22	20.0	4.2	4.7	as reqd. by
30th	2	20.7	4.6	4.5	COMFEE
					230837Mar.

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H.M.A.S. VAMPIRE - REPORT OF PROCEEDINGS - MARCH 1967

APPENDIX B - EXERCISES.

<u>Type of Exercise</u>	<u>No.</u>	<u>Date and Remarks</u>
<u>Gunnery</u>		
AATX	1	11th
AAMRF	1	11th
AACRF	1	11th
SUTF	1	10th
ROFX	1	16th
AAGDX	4	9th, 10th, 11th(2)
<u>T.A.S.</u>		
Casex A17	16 hours	3rd & 4th FOTEX
Casex A4/5	5 hours	9th & 10th
Casex B3	3½ hours	10th
Casex B6	6 hours	10th & 11th
Casex A17	5 hours	11th
Casex A18	3 hours	11th
Casex A13	1 hour	11th
live ASWF	one	16th
<u>AIO</u>		
RFX 2	2	9th & 29th
CLAPEX	4	9th, 10th, 11th (2)
HSPX	2	1st & 2nd
Voice Procedure	2	1st & 2nd
<u>Seamanship & General.</u>		
Jackstay	3	14th, 29th & 30th
RAS (L) Abeam Method	5	3rd, 7th, 11th, 14th & 18th
Seaboat	2	19th (2)
OOW Manoeuvres	3 hours	9th

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H.M.A.S. VAMPIRE - REPORT OF PROCEEDINGS - MARCH 1967

APPENDIX C

JANUARY 1967

HMAS VAMPIRE

<u>DATE</u>	<u>SPORT</u>	<u>VS</u>	<u>RESULT</u>
12th Jan	BASKETBALL	DUCHESS	VAMPIRE WON 14-4
12th Jan	SQUASH	DUCHESS/MELVILLE	DUCHESS/MELVILLE WON 5-0
21st Jan	HOCKEY	HAMPSHIRE	VAMPIRE WON 8-0
25th Jan	BASKETBALL	DUCHESS	VAMPIRE WON 30-16
27th Jan	BASKETBALL	BULWARK	BULWARK WON 65-40
27th Jan	SOCCER	HAMPSHIRE	HAMPSHIRE WON 2-1
27th Jan	RUGBY	KENT	KENT WON 11-10
30th Jan	RUGBY	95 COMMANDO	95 COMMANDO WON 8-3
31st Jan	WATER POLO	BULWARK	BULWARK WON 12-2
31st Jan	HOCKEY	F.E.T.C.	F.E.T.C. WON 4-2

TOTAL REPRESENTATION 55

NOTE: WET SEASON CANCELLED TWO GAMES OF RUGBY AND ONE OF SOCCER

FEBRUARY 1967

HMAS VAMPIRE

<u>DATE</u>	<u>SPORT</u>	<u>VS</u>	<u>RESULTS</u>
1st Feb	RUGBY	40 COMMANDO	40 COMMANDO WON 8-0
4th Feb	BASKETBALL	K.D. MALAYA	K.D. MALAYA WON 65-21
11th Feb	RUGBY	DUCHESS "nds.	VAMPIRE WON 9-8
11th Feb	RUGBY	W'ROOM vs SENIOR SAILORS	W'ROOM WON 12-0
12th Feb	RUGBY	DUCHESS 1st.	VAMPIRE WON 9-6
12th Feb	TENNIS (3 DOUBLES PAIRS)	DUCHESS	DUCHESS WON 7 SETS
18th Feb	BASKETBALL	OFFICERS vs MIDS.	MIDS. WON 42-30
18th Feb	BASKETBALL	MULL OF KINTYRE	VAMPIRE WON 49-46
19th Feb	BASKETBALL	CLEOPATRA	VAMPIRE WON 46-22
14th Feb	BASKETBALL	KENT	VAMPIRE WON 57-40
26th Feb	RUGBY	KENT	VAMPIRE WON 14-13

TOTAL REPRESENTATION 80

NOTE: WET SEASON CANCELLED A GAME OF RUGBY, HOCKEY AND SOCCER

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MARCH 1967

HMAS VAMPIRE

<u>DATE</u>	<u>SPORT</u>	<u>VS</u>	<u>RESULTS</u>
2nd Mar	RUGBY	95 COMMANDO	VAMPIRE WON 9-8
2nd Mar	SOCCER	DUCHESS	DUCHESS WON 6-4
17th Mar	BASKETBALL	PHIL NAVY	PHIL NAVY WON 90-50
17th Mar	VOLLEYBALL	PHIL NAVY	VHIL NAVY WON 3-0

FEESSPORE 20 - 23 MARCH

<u>DATE</u>	<u>SPORT</u>	<u>VS</u>	<u>RESULT</u>
21 -23 Mar	GOLF (TEAM OF 4)	29 OTHER SHIPS	VAMPIRE WON
	BASKETBALL	BLACKPOOL	VAMPIRE WON 53-10
	BASKETBALL	FALMOUTH	VAMPIRE WON 23-18
SEMI FINAL	"	HQ 3 COMMANDO	HQ 3 COMMANDO WON 20-13
	6 A SIDE HOCKEY	LONDONDERRY	VAMPIRE WON 2-1
	"	AJAX	VAMPIRE WON 3-1
	"	DUCHESS	DRAW 1-1
	"	LLANDAFF	DRAW 1-1
	"	HQ 3 COMMANDO	HQ 3 COMMANDO WON 1-0
	"	BLAXKPOOL (RUNNER UP)	BLACKPOOL WON 1-0

INDIVIDUAL BOSUN DINGHY	OTHER SHIPS	VAMPIRE 5th
2 MAN BOSUN DINGHY	OTHER SHIPS	VAMPIRE 3rd

TENNIS	{ 1 DOUBLES	LLANDAFF	VAMPIRE WON 2-0
	{ 1 SINGLES	FORTH	VAMPIRE WON 2-0
QUARTER FINAL"	"	BULWARK(FINAL WINNERS)	BULWARK WON 2-0

7 A SIDE RUGBY (VAMPIRE A)			
"	VICTORIOUS (B)		VAMPIRE WON FORFEIT
"	S.N.A.S.U.		VAMPIRE WON 10-0
"	95 COMMANDO		95 COMMANDO WON 9-0
"	FEARLESS		FEARLESS WON 5-3
"	LONDONDERRY		LONDONDERRY WON 18-0

7 A SIDE RUGBY (VAMPIRE B)			
"	AMPHION		VAMPIRE WON FORFEIT
"	CHICHESTER		VAMPIRE WON 5-0
"	VICTORIOUS C		VAMPIRE WON 5-3
"	CLEOPATRA		VAMPIRE WON 5-0
"	FEARLESS		VAMPIRE WON 16-0
QUARTER FINAL	"	95 COMMANDO(FINAL WINNER)	95 COMMANDO WON 15-3

VOLLEY BALL (VAMPIRE A)			
"	FALMOUTH		VAMPIRE WON
"	ARETHUSA B		VAMPIRE WON
"	MANXMAN		VAMPIRE WON
"	HQ 3 COMMANDO		HQ 3 COMMANDO WON
"	TERROR(FINAL WINNER)		TERROR WON

VOLLEY BALL (VAMPIRE B)			
"	LONDONDERRY A		VAMPIRE WON
"	CHICHESTER		VAMPIRE WON
"	TRIUMPH		VAMPIRE WON
"	FEARLESS		FEARLESS WON
"	CLEOPATRA		CLEOPATRA WON

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FEFSPORT 20 -23 MARCH

<u>DATE</u>	<u>GAME</u>	<u>VS</u>	<u>RESULT</u>
	X-COUNTRY	TEAM OF 8, 6 TO COUNT 22 OTHER TEAMS	VAMPIRE 11th)/ALL 5th OUT OF SMALL SHIPS
	SMALL ARMS	OTHER SHIPS	PO STD ROBERTS RIFLE 4/24 M/GUN 6/24 OTHER RESULTS NOT FINALISED
	BOXING	2 TOOK PART IN SPECIAL BOUTS DURING FINALS.	

27th Mar	VOLLEY BALL	DUCHESS	VAMPIRE WON 2-1
	SQUASH (TEAM OF %)	DUDHESS	DUDHESS WON 2-1

TOTAL REPRESENTATION 80

NOTE: OWING TO BEING AT SEA ON MONDAY 20th COULD NOT COMPETE IN
FEFSPORT IN THE FOLLOWING:- BOXING, SOCCER, WATERPOLO, SQUASH.

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HMAS VAMPIRE - REPORT OF PROCEEDINGS - MARCH 1967

APPENDIX D

<u>Arrive</u>	<u>Place</u>	<u>Depart</u>	<u>Remarks</u>
-	Singapore Naval Base	3rd March	FOTEX and to Manila
7th March	Manila	18th March	Exercise SIYASAT off west coast of Philippines.
21st March	Singapore Naval Base	28th March	
30th March	Bangkok	3 April	

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DEPARTMENT OF THE NAVY

18.6.780.

MINUTE PAPER

HMAS

Vampire

Report of proceedings

June 1967

W/23/8

AS(NS)

11/8

~~D of O~~

20 4/6

~~DCNS~~

15/8

~~1NM~~

15/8

~~2NM~~

16/8

~~3NM~~

23/8

Re para 23. The early promotion of Lt Col Martin occurs his removal from Vampire and the situation of having 3 first lieutenants within 7 months 16/8.

~~4NM~~

28/8

SEC

~~FAS(EG)~~

30/8

FAS(FM)

~~IC of S~~

31/8

~~DER~~

1/9

AS(NS)

(N5) re 4/9

Registrar

~~D of P D/D of P(A) DGFE DTWP D of C DNAP CONS DNI HPB DCNP DOA DMT DDM DPS DFSD DNR DNES ACDC PNA ACMD DMED ACTP DWE MDG DSAP AS(NS)(N5) Registrar~~

} Separate Report Circulating.

NOTES: (A) This report should be dealt with and passed on promptly.

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

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Office of Commander
Far East Fleet
Singapore
Tel. 59141 Ext. (5735)

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7th August 1967

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18 6 780

The Secretary
Australian Commonwealth Navy Board

HMAS VAMPIRE - REPORT OF PROCEEDINGS - JUNE, 1967

1. Forwarded.

C. Roberts
(C.K. ROBERTS)
Captain, Royal Navy
for Fleet Commander

Enclosure: HMAS VAMPIRE - Report of Proceedings - June 1967
No. 7/1/04 dated 6th July 1967

Copy to:

The Flag Officer Commanding HM Australian Fleet

H. S. Smith,
11/8.

7/1/04

HMAS VAMPIRE,
At Manila.

6th July, 1967

HMAS VAMPIRE - REPORT OF PROCEEDINGS - JUNE, 1967(All times are Zone Times except where otherwise stated)

Sir,

I have the honour to report the proceedings of HMA Ship VAMPIRE under my command for the month of June, 1967.

2. The ship was alongside No. 5 Berth, Singapore Naval Base on the 1st of the month, an assisted maintenance period having begun the previous day. At 0830 I commenced the Harbour Inspection of HMAS DUCHESS. This forms the subject of a separate report.
3. At Colours on Friday, 2nd June the ship was dressed to mark the 14th Anniversary of the Coronation of Her Majesty, Queen Elizabeth II. At 1130 HMAS DUCHESS sailed from Singapore, followed by many envious looks from HMAS VAMPIRE, but also with her best wishes for a calm voyage back to Sydney and a happy homecoming. That evening I was a guest of the Wardroom when they dined the Commander Far East Fleet Vice Admiral Sir Frank Twiss, KCB, DSC, whose tour of duty was to end within the next fortnight.
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5. During the afternoon of Thursday, 6th June ACNB Message DTC 070429 permitting Junior Sailors to land from HMA Ships in plain clothes in certain areas was received. This news was greatly appreciated by the Ship's Company of HMAS VAMPIRE.
6. The official birthday of Her Majesty Queen Elizabeth II was celebrated on Saturday, 10th June and at 0730 the Ship's Company paraded by Divisions, in conformity with HM Ships present. At 0800 a 21 gun salute was fired by HMS FORTH, all ships dressing overall.
7. Owing to the need to test the after high points, the base plates of which had been renewed during the previous week, HMAS VAMPIRE carried out a cold move to No. 14 Berth at 0730 on Tuesday, 13th June where suitable facilities exist. The ship was wound at 1330 and remained bows north in this berth until completion of the Maintenance period.
8. Between 1130 and 1200 on the 14th June, the Commander Far East Fleet, Vice Admiral Sir Frank Twiss, KCB, DSC, was cheered around the Fleet as he passed in his barge. At 1120 on the same day I called on his successor Vice Admiral W.D. O'Brien, CB, DSC.

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9. On Friday, 16th June, I presided over a trial Midshipmen's Board, which was held to test the knowledge of the eight young officers of the General List who have been carried since mid January, 1967. The results of this board were most pleasing.

10. The maintenance period ended on Monday, 19th June and the ship came to eight hours notice for steam. A great deal of valuable technical assistance had been received during this time from the Fleet Maintenance Unit.

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13. On this particular day the Midshipmen's Board was also held in accordance with FOCAF Message DTG 190218Z May, and I was most gratified to find that all candidates passed and that two First Class passes were obtained.

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17. During the day preparations for the Harbour Inspection were completed, while most of the Departmental Inspections were carried out by Australian Fleet Staff Officers.

18. By 0730 on Wednesday, 28th everyone onboard had done his best to ensure their ship was fit to receive the Flag Officer Commanding HM Australian Fleet for his Harbour Inspection. It was with some concern therefore that the gathering of heavy rain clouds was observed to the south west, and considerable disappointment was felt by all when heavy rain began at 0920, ten minutes before the inspection was due to begin.

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19. Wet weather routine was speedily substituted for that already planned, and at 0930, immediately following his arrival, Rear Admiral R.I. Peek, OBE, DSC was able to meet all officers in the Wardroom. This was followed by the Ship's Company mustering by the 'Open List' in the cafeteria.

20. The Harbour Inspection proceeded throughout the day until its completion at 1600, when the Flag Officer, accompanied by his Staff returned to the Flagship.

21. At 1630, the ship slipped from Alfa Buoy and was moved by tugs and Dockyard Pilot to No. 5 Berth. This move was essential for the final lining up and settling of the new Master Gyro compass which required at least 24 hours alongside in still water.

22. On Thursday, 29th June, at 0930, I called on the Flag Officer Second in Command Far East Fleet, Rear Admiral E.B. Ashmore, CB, DSC. Later, at 1230, together with the Captains of HMA Ships MELBOURNE, SUPPLY and DERWENT, I had the pleasure of lunching with the Flag Officer Commanding HM Australian Fleet onboard HMAS MELBOURNE. His Excellency the Australian High Commissioner to Singapore, Mr. A.R. Parsons, the Minister for Finance Mr. Tan Teck Khim, together with the Fleet Commander, his Second in Command, Rear Admiral E.B. Ashmore, CB, DSC, the Chief of Staff Rear Admiral D.H. Mason, CB, the Commodore Superintendent, HM Dockyard, Singapore, Commodore F.C.W. Lawson, DSC, AMI Mech E, were also present.

23. During the evening of the 29th, my First Lieutenant, Lieutenant Commander (now Commander) D.J. Martin, was relieved by Lieutenant Commander P.R. Sinclair. Lieutenant Commander Sinclair is VAMPIRE's third First Lieutenant in less than 18 months, and the third since I assumed Command in December, 1966.

24. On Friday, 30th June, HMAS VAMPIRE cast off at 0900 and led HMAS DERWENT and HMNZS TARANAKI (Commander P.R.H. Silk, RNZN) to sea for exercises. These included a surface gunnery firing at a towed target, a helicopter control exercise and a Farsex. At 2130, HMAS VAMPIRE and HMAS DERWENT were ordered to screen HMAS MELBOURNE and HMAS SUPPLY, and the force proceeded towards Manila.

Maintenance Period Singapore 31st May-19th June

25. This period was originally planned with a view to reducing outstanding Dockyard planned maintenance in order to minimize the load in what was then expected to be a very short refit at the end of the year. In the event the Maintenance period came at a very useful time from most viewpoints, with the possible exception that preparations for the annual inspection had to take second place to maintenance.

26. Due to the remarkably few RN ships on the Far East Station at this particular time, a great deal of Dockyard and Fleet Maintenance Unit assistance was offered. Within the usual financial restrictions full use was made of this with the result that, at the end of the quarter, all planned maintenance work and most defect work was fully completed. In view of the demanding nature of the programme for VAMPIRE's final 3 months in the Strategic Reserve this is considered an important achievement.

Condition of the ship

27. The external appearance of the ship is good, and the state of the hull is satisfactory. Her main and auxiliary machinery have worked well and apart from some unreliability of radio equipment probably due to its unsuitable environment, there have been few defects of consequence.

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Training

28. a. Officers

Midshipmens' training has been completed satisfactorily and their remaining few weeks onboard will be devoted to consolidation.

b. Sailors

Ordinary Seamens' training has progressed satisfactorily throughout the month. All branch examinations have been completed with the exception of the gunnery categories. The requirement to familiarize Ordinary Seamen with Whaler sailing was effected during the month in Singapore, and this has completed the seamanship training syllabus. Higher Ranks training has been limited to preparation for practical tests prior to the August Branch Technical Test examinations.

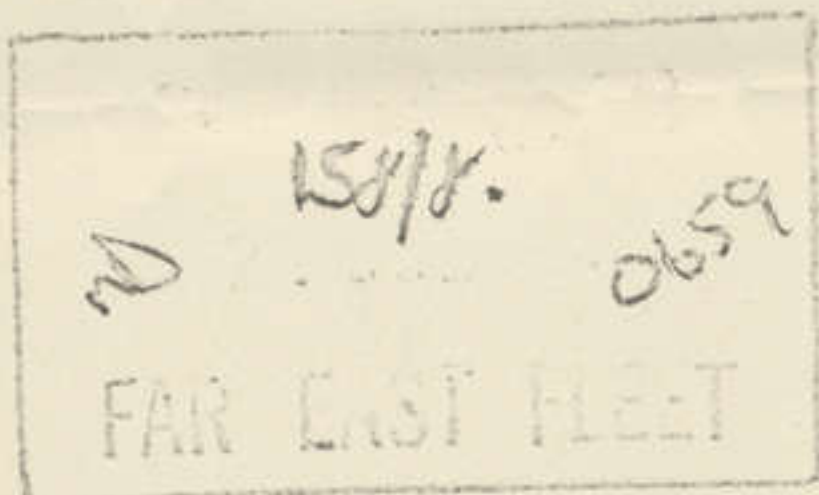
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29. The morale and health of the Ship's Company remain satisfactory. Their conduct has been very good. I have been impressed by their hard work and general conduct during the Maintenance period in Singapore and the days immediately preceding the Admiral's inspection. During these periods they have produced that "little bit more" which has been most gratifying.

I have the honour to be,

Sir,

Your obedient servant.



N. E. McDonald
(N. E. McDONALD)
C A P T A I N

Flag Officer Commanding,
HM AUSTRALIAN FLEET (FLAG)

(Copy to: The Commander Far East Fleet
The Flag Officer Second in Command Far East Fleet
The Flag Officer Commanding HM Australian Fleet (R/L).)

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APPENDIX 'A' - STEAMING

a.	Distance steamed during month	1718.4
b.	Hours underway during month	114.15
c.	Distance steamed since commissioning	316303.3
d.	Hours underway since commissioning	21764.47
e.	Economical speed exceeded:	

<u>Date</u>	<u>Period in hours</u>	<u>Average Speed</u>	<u>Tons/Hour</u>	<u>Miles/Ton</u>	<u>Reason or authority</u>
22nd	3.10	22.1	5.7	4.0	To make ETA from practice areas
23rd	2.30	19.9	4.1	4.8	To land medical case
26th	3	20.4	4.5	4.6	For Sea Inspection
30th	2.30	17.5	3.0	5.9	To make ETA practice areas and for gunner serial
	1.30	17.1	2.8	6.1	For ASW serial

APPENDIX 'B' - EXERCISES

<u>Type of Exercise</u>	<u>No. carried out</u>	<u>Date and remarks</u>
<u>GUNNERY</u>		
AAMRF	2	22nd (Rushton) 26th (Rushton)
AATX	3	18th, 20th (two sorties) 22nd
NGSCX	2	8th, 15th
SUTF	1	30th
RFX2	1	21st
MAX	1	26th
Small Craft Boarding Party Exercise	1	26th
<u>AS</u>		
DTFX	1	21st
TFX1	1	26th
Casex A/4/5	3½ hrs	26th
Casex A10	8 hrs	21st
Casex A17	3½ hrs	22nd, 26th
Casex B3	2½ hrs	22nd
Live Mortar Firing	1 pattern	22nd (one pattern)
Light Mortar Firing (unassessed)	1 pattern	26th
Farsex	1½ hrs	30th
<u>AIO</u>		
HSPX	7	5th, 6th, 7th, 8th, 9th, 15th, 15th
AAGCX	3	8th, 15th, 26th
Helo control	5 hrs	26th, 30th
Radar Index Error Check	1	21st

SEAMANSHIP & NBCD

Light Jackstay	2	26th
Fuelling abeam	1	22nd
Tow aft	1	26th
Seaboat	3	21st, 23rd, 26th
MO Con ship into harbour	1	27th
Closing down to State 1 Condition ZA	1	23rd
Testing Respirators	1	23rd

APPENDIX 'C' - SPORT

<u>Date</u>	<u>Sport</u>	<u>Versus</u>	<u>Result</u>
31/5	Basketball	HMNZS TARANAKI	Draw 17-17
2nd	"	HMS MULL OF KINTYRE	Won 49-48
2nd	Cricket	FMU	Won by 2 wickets
5th	Basketball	HMS FEARLESS	Won 60-40
5th	Softball	USS JAMESTOWN	Lost 5-2
5th	Waterpolo	HMS FEARLESS	Won 7-3

6th	Hockey	FMU	Lost 1-0
6th	Basketball	USS JAMESTOWN	Lost 60-47
7th	Soccer	FMU	Lost 6-1
7th	Waterpolo	HMS MULL OF KINTYRE	Lost 8-7
9th	Basketball	FMU	Lost 55-52
9th	Cricket	IMS	Lost by 2 wickets
12th	Rugby	HMNZS TARANAKI	Lost 20-6
14th	Waterpolo	HMNZS TARANAKI	Won 1-0
14th	Soccer	HMNZS TARANAKI	Lost 3-1
16th	Cricket	FMU	Won by 2 wickets

Total representation - 85

The amount of sport played was restricted to some extent by the small number of ships in harbour during the three week maintenance period. Bad weather was responsible for the cancellation of one game of hockey, cricket, soccer and waterpolo.

APPENDIX 'D' - UNDERWATER EXPLOSIONS

<u>Date</u>	<u>Time</u>	<u>Position</u>
22nd	1058Z	02° 04' N 104° 59' E

APPENDIX 'E' - SHIP'S MOVEMENTS

<u>Arrive</u>	<u>Place</u>	<u>Depart</u>	<u>Remarks</u>
30th May	SNB	20th	Maintenance
20th	Practice areas	27th	Exerciss & sea inspection
27th	SNB	30th	Harbour inspection
			28th - sailed for Manila 30th

APPENDIX 'F' - OFFICERS' MOVEMENTS

29th - Lieutenant Commander P.R. Sinclair, RAN joined from HMAS KUTTABUL

30th - Commander D.J. Martin, RAN departed for HMAS CRESWELL.

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HMAS VAMPIRE - REPORT OF PROCEEDINGS - JUNE, 1967

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(HMAS VAMPIRE letter 7/1/04 of 6th July, 1967)

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The Secretary,
Department of the Navy.

1. Forwarded.

RPink

REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet,
HMAS MELBOURNE,
C/- G.P.O.

18 AUG 1967

PS.

*Bill
23/8*

Registrar

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7/1/04

HMAS VAMPIRE,
At Manila.

6th July, 1967

HMAS VAMPIRE - REPORT OF PROCEEDINGS - JUNE, 1967

(All times are Zone Times except where otherwise stated)

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Sir,

Your obedient servant.



Flag Officer Commanding,
HM AUSTRALIAN FLEET (FLAG)

(Copy to: The Commander Far East Fleet
The Flag Officer Second in Command Far East Fleet
The Flag Officer Commanding HM Australian Fleet (R/L).)

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APPENDIX 'A' - STEAMING

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	1.30	17.1	2.8	6.1	For ASW serial

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RFX2	1	21st
MAX	1	26th
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<u>TAS</u>		
DTFX	1	21st
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Casex A/4/5	3½ hrs	26th
Casex A10	8 hrs	21st
Casex A17	3½ hrs	22nd, 26th
Casex B3	2½ hrs	22nd
Live Mortar Firing	1 pattern	22nd (one pattern)
Light Mortar Firing (unassessed)	1 pattern	26th
Farsex	1½ hrs	30th
<u>AIO</u>		
HSPX	7	5th, 6th, 7th, 8th, 9th, 15th, 15th
AAGCX	3	8th, 15th, 26th
Helo control	5 hrs	26th, 30th
Radar Index Error Check	1	21st

SEAMANSHIP & NBCD

Light Jackstay	2	26th
Fuelling abeam	1	22nd
Tow aft	1	26th
Seaboat	3	21st, 23rd, 26th
XO Con ship into harbour	1	27th
Closing down to State 1 Condition ZA	1	23rd
Testing Respirators	1	23rd

APPENDIX 'C' - SPORT

Date	Sport	Versus	Result
31/5	Basketball	HMNZS TARANAKI	Draw 17-17
2nd	"	HMS MULL OF KINTYRE	Won 49-48
2nd	Cricket	FMU	Won by 2 wickets
5th	Basketball	HMS FEARLESS	Won 60-40
5th	Softball	USS JAMESTOWN	Lost 5-2
5th	Waterpolo	HMS FEARLESS	Won 7-3

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Date	Sport	Team	Result
6th	Hockey	FMU	Lost 1-0
6th	Basketball	USS JAMESTOWN	Lost 60-47
7th	Soccer	FMU	Lost 6-1
7th	Waterpolo	HMS MULL OF KINTYRE	Lost 8-7
9th	Basketball	FMU	Lost 55-52
9th	Cricket	IMS	Lost by 2 wickets
12th	Rugby	HMNZS TARANAKI	Lost 20-6
14th	Waterpolo	HMNZS TARANAKI	Won 1-0
14th	Soccer	HMNZS TARANAKI	Lost 3-1
16th	Cricket	FMU	Won by 2 wickets

Total representation - 85

The amount of sport played was restricted to some extent by the small number of ships in harbour during the three week maintenance period. Bad weather was responsible for the cancellation of one game of hockey, cricket, soccer and waterpolo.

APPENDIX 'D' - UNDERWATER EXPLOSIONS

Date	Time	Position
22nd	1058Z	02°04'N 104°59'E

APPENDIX 'E' - SHIP'S MOVEMENTS

Arrive	Place	Depart	Remarks
30th May	SNB	20th	Maintenance
20th	Practice areas	27th	Exerciss & sea inspection
27th	SNB	30th	Harbour inspection
			28th - sailed for Manila 30th

APPENDIX 'F' - OFFICERS' MOVEMENTS

- 29th - Lieutenant Commander P.R. Sinclair, RAN joined from HMAS KUTTABUL
- 30th - Commander D.J. Martin, RAN departed for HMAS CRESWELL.
- 5th Lcdr R.A. Osborn joined from HMAS KUTTABUL*

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7/1/04

HMAS VAMPIRE,
At Manila.

6th July, 1967

HMAS VAMPIRE - REPORT OF PROCEEDINGS - JUNE, 1967

(All times are Zone Times except where otherwise stated)

Sir,

I have the honour to report the proceedings of HMA Ship VAMPIRE under my command for the month of June, 1967.

2. The ship was alongside No. 5 Berth, Singapore Naval Base on the 1st of the month, an assisted maintenance period having begun the previous day. At 0830 I commenced the Harbour Inspection of HMAS DUCHESS. This forms the subject of a separate report.

3. At Colours on Friday, 2nd June the ship was dressed to mark the 14th Anniversary of the Coronation of Her Majesty, Queen Elizabeth II. At 1130 HMAS DUCHESS sailed from Singapore, followed by many envious looks from HMAS VAMPIRE, but also with her best wishes for a calm voyage back to Sydney and a happy homecoming. That evening I was a guest of the Wardroom when they dined the Commander Far East Fleet Vice Admiral Sir Frank Twiss, KCB, DSC, whose tour of duty was to end within the next fortnight.

4. USS JAMESTOWN (Commander J.F. Skelley, USN), a liberty ship converted into a Technical Research Vessel, arrived at Singapore on 3rd June. HMAS VAMPIRE had been nominated as her host ship, and during her stay several sporting activities and social events were organised for her officers and Ship's Company. Her Captain called on me at 1200 and I had the pleasure of entertaining him at luncheon the following day. I returned his call at 1000 on 7th June, 1967.

5. During the afternoon of Thursday, 6th June ACNBN Message DTG ~~070929Z~~ permitting Junior Sailors to land from HMA Ships in plain clothes in certain areas was received. This news was greatly appreciated by the Ship's Company of HMAS VAMPIRE.

6. The official birthday of Her Majesty Queen Elizabeth II was celebrated on Saturday, 10th June and at 0730 the Ship's Company paraded by Divisions, in conformity with HM Ships present. At 0800 a 21 gun salute was fired by HMS FORTH, all ships dressing overall.

7. Owing to the need to test the after high points, the base plates of which had been renewed during the previous week, HMAS VAMPIRE carried out a cold move to No. 14 Berth at 0730 on Tuesday, 13th June where suitable facilities exist. The ship was wound at 1330 and remained bows north in this berth until completion of the Maintenance period.

8. Between 1130 and 1200 on the 14th June, the Commander Far East Fleet, Vice Admiral Sir Frank Twiss, KCB, DSC, was cheered around the Fleet as he passed in his barge. At 1120 on the same day I called on his successor Vice Admiral W.D. O'Brien, CB, DSC.

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On Friday, 16th June, I presided over a trial Midshipmen's Board, which was held to test the knowledge of the eight young officers of the General List who have been carried since mid January, 1967. The results of this board were most pleasing.

10. The maintenance period ended on Monday, 19th June and the ship came to eight hours notice for steam. A great deal of valuable technical assistance had been received during this time from the Fleet Maintenance Unit.

11. At 1030 on Tuesday 20th, after carrying out two AA tracking sorties, HMAS VAMPIRE sailed for the practice areas, to tune up in preparation for her Sea Inspection. Various exercises were carried out during the remainder of the week including an AA firing, several casexes and a fuelling from the RFA GOLD RANGER. These exercises are detailed in Appendix 'B'.

12. At 2315 on Thursday, 22nd June, HMAS VAMPIRE anchored at Loyang and embarked essential electrical stores and mail for HMA Ships MELBOURNE and DERWENT. At 0800 on Friday 23rd, the ship sailed for Pulau Aur, but at 1100 was forced to return to Loyang to land a medical patient who was suffering from a disturbing kidney ailment. After disembarking him at 1545, the ship again sailed and anchored to the west of Pulau Aur at 2225.

13. On this particular day the Midshipmen's Board was also held in accordance with FOCAF Message DTG 190218Z May, and I was most gratified to find that all candidates passed and that two First Class passes were obtained.

14. During the weekend of the 24th and 25th June, the finishing touches were applied to ready the ship for her forthcoming Harbour Inspection, and drills and training continued to ensure that all were adequately prepared for the Sea Inspection.

15. At 0700 on Monday, 26th June, HMAS VAMPIRE weighed anchor and proceeded south from Pulau Aur to make rendezvous with HMAS MELBOURNE wearing the flag of the Flag Officer Commanding, HM Australian Fleet, Rear Admiral R. I. Peek, OBE, DSC, and HMAS DERWENT. At 0830 a jackstay transfer was carried out with HMAS MELBOURNE and the Flag Officer, together with the Fleet Operations Officer, Fleet Communications Officer, Fleet Gunnery Officer, Fleet TAS Officer, Fleet Direction Officer and the Flag Lieutenant were received onboard. At 0845 the Sea Inspection commenced.

16. At 1750 after a very concentrated several hours of exercises, the Flag Officer Commanding, HM Australian Fleet and his staff returned to HMAS MELBOURNE by jackstay, and VAMPIRE proceeded to participate with HMAS DERWENT and two helicopters in a Casex A4/5. On completion of this exercise at 2130 HMAS VAMPIRE was detached to return to Singapore Naval Base, to ensure an early start the following day on replacement by Dockyard of a defective Master Gyro. At 1000 HMAS MELBOURNE with HMAS DERWENT in company entered harbour, the former saluting the flag of the Far East Fleet Commander with 15 guns. HMAS MELBOURNE proceeded to Charlie Buoy while HMAS DERWENT berthed in the Stores Basin. HMAS SUPPLY was already at anchor in the Quarantine Anchorage.

17. During the day preparations for the Harbour Inspection were completed, while most of the Departmental Inspections were carried out by Australian Fleet Staff Officers.

18. By 0730 on Wednesday, 28th everyone onboard had done his best to ensure their ship was fit to receive the Flag Officer Commanding HM Australian Fleet for his Harbour Inspection. It was with some concern therefore that the gathering of heavy rain clouds was observed to the south west, and considerable disappointment was felt by all when heavy rain began at 0920, ten minutes before the inspection was due to begin.

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19. Wet weather routine was speedily substituted for that already planned, and at 0930, immediately following his arrival, Rear Admiral R.I. Peek, OBE, DSC was able to meet all officers in the Wardroom. This was followed by the Ship's Company mustering by the 'Open List' in the cafeteria.

20. The Harbour Inspection proceeded throughout the day until its completion at 1600, when the Flag Officer, accompanied by his Staff returned to the Flagship.

21. At 1630, the ship slipped from Alfa Buoy and was moved by tugs and Dockyard Pilot to No. 5 Berth. This move was essential for the final lining up and settling of the new Master Gyro compass which required at least 24 hours alongside in still water.

22. On Thursday, 29th June, at 0930, I called on the Flag Officer Second in Command Far East Fleet, Rear Admiral E.B. Ashmore, CB, DSC. Later, at 1230, together with the Captains of HMA Ships MELBOURNE, SUPPLY and DERWENT, I had the pleasure of lunching with the Flag Officer Commanding HM Australian Fleet onboard HMAS MELBOURNE. His Excellency the Australian High Commissioner to Singapore, Mr. A.R. Parsons, the Minister for Finance Mr. Tan Teck Khim, together with the Fleet Commander, his Second in Command, Rear Admiral E.B. Ashmore, CB, DSC, the Chief of Staff Rear Admiral D.H. Mason, CB, the Commodore Superintendent, HM Dockyard, Singapore, Commodore F.C.W. Lawson, DSC, AMI Mech E, were also present.

23. During the evening of the 29th, my First Lieutenant, Lieutenant Commander (now Commander) D.J. Martin, was relieved by Lieutenant Commander P.R. Sinclair. Lieutenant Commander Sinclair is VAMPIRE's third First Lieutenant in less than 18 months, and the third since I assumed Command in December, 1966.

24. On Friday, 30th June, HMAS VAMPIRE cast off at 0900 and led HMAS DERWENT and HMNZS TARANAKI (Commander P.R.H. Silk, RNZN) to sea for exercises. These included a surface gunnery firing at a towed target, a helicopter control exercise and a Farsex. At 2130, HMAS VAMPIRE and HMAS DERWENT were ordered to screen HMAS MELBOURNE and HMAS SUPPLY, and the force proceeded towards Manila.

Maintenance Period Singapore 31st May-19th June

25. This period was originally planned with a view to reducing outstanding Dockyard planned maintenance in order to minimize the load in what was then expected to be a very short refit at the end of the year. In the event the Maintenance period came at a very useful time from most viewpoints, with the possible exception that preparations for the annual inspection had to take second place to maintenance.

26. Due to the remarkably few RN ships on the Far East Station at this particular time, a great deal of Dockyard and Fleet Maintenance Unit assistance was offered. Within the usual financial restrictions full use was made of this with the result that, at the end of the quarter, all planned maintenance work and most defect work was fully completed. In view of the demanding nature of the programme for VAMPIRE's final 3 months in the Strategic Reserve this is considered an important achievement.

Condition of the ship

27. The external appearance of the ship is good, and the state of the hull is satisfactory. Her main and auxiliary machinery have worked well and apart from some unreliability of radio equipment probably due to its unsuitable environment, there have been few defects of consequence.

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Midshipmens' training has been completed satisfactorily, and their remaining few weeks onboard will be devoted to consolidation.

b. Sailors

Ordinary Seamens' training has progressed satisfactorily throughout the month. All branch examinations have been completed with the exception of the gunnery categories. The requirement to familiarize Ordinary Seamen with Whaler sailing was effected during the month in Singapore, and this has completed the seamanship training syllabus. Higher Ranks training has been limited to preparation for practical tests prior to the August Branch Technical Test examinations.

Health, Conduct and Morale

29. The morale and health of the Ship's Company remain satisfactory. Their conduct has been very good. I have been impressed by their hard work and general conduct during the Maintenance period in Singapore and the days immediately preceding the Admiral's inspection. During these periods they have produced that "little bit more" which has been most gratifying.

I have the honour to be,

Sir,

Your obedient servant.



Flag Officer Commanding,
HM AUSTRALIAN FLEET (FLAG)

(Copy to: The Commander Far East Fleet

The Flag Officer Second in Command Far East Fleet

The Flag Officer Commanding HM Australian Fleet (R/L).

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APPENDIX 'A' - STEAMING

RESTRICTED

a.	Distance steamed during month	1718.4
b.	Hours underway during month	114.15
c.	Distance steamed since commissioning	316303.3
d.	Hours underway since commissioning	21764.47
e.	Economical speed exceeded:	

<u>Date</u>	<u>Period in hours</u>	<u>Average Speed</u>	<u>Tons/Hour</u>	<u>Miles/Ton</u>	<u>Reason or authority</u>
22nd	3.10	22.1	5.7	4.0	To make ETA from practice areas
23rd	2.30	19.9	4.1	4.8	To land medical case
26th	3	20.4	4.5	4.6	For Sea Inspection
30th	2.30	17.5	3.0	5.9	To make ETA practice areas and for gunnery serial
	1.30	17.1	2.8	6.1	For ASW serial

APPENDIX 'B' - EXERCISES

<u>Type of Exercise</u>	<u>No. carried out</u>	<u>Date and remarks</u>
<u>GUNNERY</u>		
AAMRF	2	22nd (Rushton) 26th (Rushton)
AATX	3	18th, 20th (two sorties) 22nd
NGSCX	2	8th, 15th
SUTF	1	30th
RFX2	1	21st
MAX	1	26th
Small Craft Boarding Party Exercise	1	26th
<u>AS</u>		
DTFX	1	21st
TFX1	1	26th
Casex A/4/5	3½ hrs	26th
Casex A10	8 hrs	21st
Casex A17	3½ hrs	22nd, 26th
Casex B3	2½ hrs	22nd
Live Mortar Firing	1 pattern	22nd (one pattern)
Light Mortar Firing (unassessed)	1 pattern	26th
Farsex	1½ hrs	30th
<u>AIO</u>		
HSPX	7	5th, 6th, 7th, 8th, 9th, 15th, 15th
AAGCX	3	8th, 15th, 26th
Helo control	5 hrs	26th, 30th
Radar Index Error Check	1	21st
<u>SEAMANSHIP & NBCD</u>		
Light Jackstay	2	26th
Fuelling abeam	1	22nd
Tow aft	1	26th
Seaboat	3	21st, 23rd, 26th
EO Con ship into harbour	1	27th
Closing down to State 1 Condition ZA	1	23rd
Testing Respirators	1	23rd

APPENDIX 'C' - SPORT

<u>Date</u>	<u>Sport</u>	<u>Versus</u>	<u>Result</u>
31/5	Basketball	HMNZS TARANAKI	Draw 17-17
2nd	"	HMS MULL OF KINTYRE	Won 49-48
2nd	Cricket	FMU	Won by 2 wickets
5th	Basketball	HMS FEARLESS	Won 60-40
5th	Softball	USS JAMESTOWN	Lost 5-2
5th	Waterpolo	HMS FEARLESS	Won 7-3

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6th	Hockey	FMU	Lost 1-0
6th	Basketball	USS JAMESTOWN	Lost 60-47
7th	Soccer	FMU	Lost 6-1
7th	Waterpolo	HMS MULL OF KINTYRE	Lost 8-7
9th	Basketball	FMU	Lost 55-52
9th	Cricket	IMS	Lost by 2 wickets
12th	Rugby	HMNZS TARANAKI	Lost 20-6
14th	Waterpolo	HMNZS TARANAKI	Won 1-0
14th	Soccer	HMNZS TARANAKI	Lost 3-1
16th	Cricket	FMU	Won by 2 wickets

Total representation - 85

The amount of sport played was restricted to some extent by the small number of ships in harbour during the three week maintenance period. Bad weather was responsible for the cancellation of one game of hockey, cricket, soccer and waterpolo.

APPENDIX 'D' - UNDERWATER EXPLOSIONS

<u>Date</u>	<u>Time</u>	<u>Position</u>
22nd	1058Z	02°04'N 104°59'E

APPENDIX 'E' - SHIP'S MOVEMENTS

<u>Arrive</u>	<u>Place</u>	<u>Depart</u>	<u>Remarks</u>
30th May	SNB	20th	Maintenance
20th	Practice areas	27th	Exerciss & sea inspection
27th	SNB	30th	Harbour inspection 28th - sailed for Manila 30th

APPENDIX 'F' - OFFICERS' MOVEMENTS

29th - Lieutenant Commander P.R. Sinclair, RAN joined from HMAS KUTTABUL

30th - Commander D.J. Martin, RAN departed for HMAS CRESWELL.

501 LCDR R.A. Osborn RAN JOINED FROM HMAS KUTTABUL

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.1062

HMAS Vampire

Report of proceedings July 1967

14/8/67

~~AS(NS)~~ *25/9/67*

~~D of O~~ *25/9*

~~DCNS~~ *25/9*

~~1NM~~ *29/9*

~~2NM~~ *3/10*

~~3NM~~ *10/10*

~~4NM~~ *12/10*

~~SEC~~ *16/10*

~~FAS(EG)~~ *10*

~~FAS(FM)~~

~~C of S~~ *13/11*

~~DPR~~ *14/11*

~~AS(NS)~~ *16/11* ~~(N5)~~ *18/11*

Registrar

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HPB DCNP DOA DMT BDM DPS DFSD DNR DNES ACDC PNA
ACMD DMED ACTP DWE MDG DSAP AS(NS)(N5) Registrar~~ } Separate Report Circulating.

NOTES: (A) This report should be dealt with and passed on promptly.

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

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HMAS VAMPIRE - REPORT OF PROCEEDINGS - JULY, 1967

(HMAS VAMPIRE's 7/1/04 of 5th August, 1967.)

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A.F. 17/59/2

II

The Secretary,
Department of the Navy.

1. Forwarded.

[Handwritten Signature]
REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

13 SEP 1967

PMS

[Handwritten Signature]

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7/1/04

HMAS VAMPIRE,
At Sea.

5th August, 1967

HMAS VAMPIRE - REPORT OF PROCEEDINGS - JULY, 1967

(All times are Zone Times except where otherwise stated)

Sir,

I have the honour to report the proceedings of HMA Ship VAMPIRE under my command for the month of July, 1967.

2. On the first of the month, VAMPIRE was in company with HMA Ships MELBOURNE, wearing the flag of the Flag Officer Commanding HM Australian Fleet, SUPPLY and DERWENT, and HMNZS TARANAKI, en route from Singapore to Manila, to participate in the annual SEATO maritime exercise, known this year as "SEA DOG". During this passage all ships engaged in a number of exercises which are listed in Appendix 'B'.
3. At 1250(GH) on Saturday 1st, a Sea Venom from HMAS MELBOURNE was unable to land on because of defective landing gear and was forced to fly to the RAF Station Tengah, Singapore, for repairs. MELBOURNE and VAMPIRE detached and waited for it to return, which it did without incident at about 1700(GH). The two ships then proceeded in company to rejoin the remainder of the force.
4. At 0500(GH) on the morning of Sunday 2nd, my Medical Officer, Surgeon Lieutenant D.H. Owens, was transferred to HMAS MELBOURNE by seaboard to assist with an urgent operation on a sailor who was suffering from an intestinal obstruction. At 0810(GH) the ships again stopped to transfer the Fleet Chaplains to HMAS VAMPIRE by boat, returning them again at 1100(GH). At this time a patient from VAMPIRE who also had a stomach ailment was transferred to HMAS MELBOURNE. At about 1500(GH), VAMPIRE rejoined SUPPLY, DERWENT and TARANAKI, while MELBOURNE continued towards Subic Bay to land her medical case, who needed further hospital care. VAMPIRE's Medical Officer remained in the Flagship until her arrival in Manila, three days later.
5. The exercise programme continued throughout Monday, 3rd July, and HMAS MELBOURNE having completed her mission at Subic Bay re-joined at 1530(H) on Tuesday, 4th. At 1900(H) the same day the three escorts began to refuel from HMAS SUPPLY, and on completion all ships were formed into line ahead, remaining in this formation for the night and the subsequent entry into Manila Bay.
6. At 1000(H) on 5th July HMAS MELBOURNE fired a National Salute before anchoring. Having embarked a Pilot HMAS VAMPIRE proceeded into South Harbour, Manila, to berth at the southwest end of Pier 15, while SUPPLY, DERWENT and TARANAKI anchored in the roads.
7. A check survey of the south side of the pier was commenced by ship's staff soon after VAMPIRE's arrival, in order to determine whether there was enough water alongside for an escort to berth ahead of the ship, and also to ascertain the depths up to 400 feet off these berths. The former part of this survey could not be completed fully because of dredging operations which were in progress 250 feet ahead of the ship, but the latter check showed that there is ample water (least 36 feet) off the berth. A sketch of the results of the survey has been sent to the Harbour Superintendent in Manila.

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8. During the following few days weather conditions in Manila were most frustrating for ships at anchor, and for a considerable period boat traffic and leave were suspended. However on 7th July it was practicable to berth HM Submarines AMPHION and ANCHORITE on VAMPIRE and the US Submarines CUSK and CHARR at the west end of Pier 15. This improved the overall leave situation somewhat.

9. The ship was open to the public on Saturday 8th and Sunday 9th July, and an estimated total of 1500 visited VAMPIRE on each occasion. Many had to be turned away. A minority of the visitors, mainly youths, was ill-disciplined and rude, and on several occasions the crowd had to be held back at the foot of the gangway to prevent people from being crushed by pressure from behind. As the berthing facilities are not yet completed the availability of only one gangway aggravated the problem, and although police assistance was requested to control the crowd, this was not forthcoming.

10. It is considered that, if HMA Ships are to be open to visitors in Manila in future, and prior publicity of this is given in the press, sufficient gangways and policemen must be provided so that as many visitors as possible may visit the ship in the short time which is usually available. This matter has been raised separately with the Australian Services Attache, Manila for the benefit of ships visiting this port in the future.

11. On Friday 7th July, Phase I of Exercise "SEA DOG" commenced, under the Directorship of the Flag Officer Commanding, HM Australian Fleet, Rear Admiral R.I. Peek, OBE, DSC, who was to conduct affairs from a Maritime Headquarters which had been established at Sangley Point, while being represented simultaneously afloat by some of his staff, who were to remain in HMAS MELBOURNE. Phase I was a harbour training period and consisted mainly of communications exercises and briefings on various aspects of the forthcoming sea phases of "SEA DOG". It was a valuable period in spite of limited success with the communications exercises.

12. During the five days period in Manila I attended several official functions, including a Cocktail Party and a Dinner Party given by His Excellency, the Australian Ambassador, Mr. F.H. Stuart, and a reception by the Commander PATFORSEVEN.

13. At His Excellency's reception on Thursday, 6th I was able to meet the Minister for the Navy, the Honourable Mr. D. Chipp for the first time. The following day he paid an informal visit to HMAS VAMPIRE at 1315(H). This was greatly appreciated, and while onboard he was conducted on a very brief 'walk round', meeting and speaking to several of the senior and junior sailors and most of the ship's officers. He departed at 1500(H).

14. At 0830(H) on Monday 10th, HMAS VAMPIRE cast off from Pier 15 and, assisted by tugs and Pilot proceeded to sea for "SEA DOG" Phase II, the Sea Work Up, in company with HMAS MELBOURNE and US Ships BRONSTEIN, HOOPER, TAYLOR and EVANS and RPS CEBU. This work up consisted of a series of gunnery, anti-aircraft and anti-submarine exercises, details of which are listed in Appendix 'B'. Unfortunately the consorts which were to participate with VAMPIRE in most of the serials during this period (RP Ships CEBU and RIZAL, HMT Ships PINKLAO and PRASAE) had either been delayed by defects or withdrawn altogether from the exercise. Thus the ship spent most of the phase operating alone which was rather disappointing. The Casex A17 held during the night of 13th/14th July was, however of great benefit, and when the work up ended during the afternoon of Friday, 14th VAMPIRE was ready for anything which the exercise proper might have in store for her.

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15. Phase III, an opposed entry into Lingayen Gulf through mined waters, commenced at 1600(H) on Friday 14th, and ended at 1340(H) on Saturday 15th, after all ships had anchored. HMAS VAMPIRE was Screen Commander for the entry screen and in general this was a very valuable exercise. Detailed comments on Phase III are included in the Post Exercise Report. (My letter 1/9/025 dated 8th August, 1967).

16. On Sunday morning a debriefing of Phases II and III was held onboard USS HORNET. This also gave CTG's the opportunity to brief their Commanding Officers on Phase IV, and to straighten out several procedural and tactical misunderstandings which had arisen during earlier phases.

17. In the evening of Saturday 15th July, I dined onboard HMAS MELBOURNE at the invitation of CTG 472.3 (Captain A.M. Synnot, RAN). Also present were several other Senior Officers and Commanding Officers of units of Task Group 472.3, and I had the pleasure of meeting Captain E.E. Buckwalter (COMDESRON ELEVEN); Captain R.E. McCabe (COMCORTON THREE); Commander J.D. Taylor (Commanding Officer USS TAYLOR); Lieutenant Commander Sant Siengsuka (Commanding Officer HMTS PINKLAO); Lieutenant Commander R. Donnelly (Commanding Officer USS EVANS); Lieutenant Commander Velasquez-Saurez (Commanding Officer USS HOOPER); and Lieutenant Commander J. Watson (Commanding Officer USS BRONSTEIN). On this informal occasion a good liaison was established which was to continue throughout the exercise.

18. Phase IV, which consisted of protecting a convoy from air and surface threats, during passage from Lingayen to Bangkok, commenced at 0500(H) on Monday, 17th July. At this time the escorts weighed and, with VAMPIRE as Screen Commander, began to form a departure screen to protect the sortie of the aircraft carriers HMAS MELBOURNE and USS HORNET. By 1015(H) both carriers were clear of the swept channel, and ships had begun to form into Task Group 472.2 (HORNET's group) and Task Group 472.3 (MELBOURNE's group). VAMPIRE as Screen Commander of Task Group 472.3, was to accompany MELBOURNE and the convoy ships SUPPLY, GUADALOUPE and MAGOFFIN throughout Phase IV, except when detached with HMTS PINKLAO to screen USS MAGOFFIN, from 2330(G) on the 23rd until 0920(G) on the 25th July. Detailed comments concerning incidents and the overall conduct of Phase IV are included in the Post Exercise Report.

19. At 0800(G) on 25th July the flag of Rear Admiral R.I. Peek, OBE, DSC, the Flag Officer Commanding HM Australian Fleet was hoisted in HMAS VAMPIRE.

20. At 0600(G), Wednesday, 26th July VAMPIRE stopped, while the Fleet Gunnery Officer, Fleet TAS Officer and the Flagship's Operations Officer, plus several unofficial Chinese tradesmen were transferred from HMAS MELBOURNE by seaboat. MELBOURNE and SUPPLY then proceeded for Singapore, while VAMPIRE rejoined the ships of Task Force 472 for the passage north up the Gulf of Thailand. All air and submarine activity in Phase IV ceased at 0700(G).

21. At 1155(G) HMAS VAMPIRE led the way into the swept channel through an imaginary minefield and anchored in position 270' Samuk Point 2.5m at 1410(G). A few minutes later "SUBMISS" was initiated because the surfacing signal from USS CUSK was one hour overdue, and at 1510(G) HMAS DERWENT and USS BRONSTEIN were detached to search for her. She was located on the surface some hours later and the "SUBMISS" was cancelled. The ship remained at anchor at Bang Saen overnight.

22. At 0600(G) on Thursday 27th July, VAMPIRE with the US Ships DAVIDSON and BRONSTEIN weighed and proceeded to the Bangkok Bar, where all ships embarked Pilots. VAMPIRE then led up the river berthing bows west at the eastern end of the wharves at Klong Toey at 1000(G). US Ships DAVIDSON and BRONSTEIN then berthed on VAMPIRE.

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23. At 1240(G) the Flag Officer Commanding HM Australian Fleet, Rear Admiral R.I. Peek, OBE, DSC arrived onboard for lunch and to receive return calls from two high ranking Thai Admirals. At 1400(G) the Deputy Commander-in-Chief of the Royal Thai Navy, Admiral Anand Nataroy, called, followed by the Fleet Commander Admiral Nai Nopakum, at 1500(G). A guard was paraded for the arrival of both officers. Rear Admiral Peek left the ship at 1520(G) to pursue his many duties in connection with Exercise "SEA DOG".

24. At 1830(G) on the 27th I attended an official Cocktail Party given by the Commander in Chief of the Royal Thai Navy for officers of units participating in "SEA DOG". On the following day, I attended two functions, the first being lunch with His Excellency the Australian Ambassador Mr. A.H. Loomes, OBE, and the second the official Cocktail Party given by the Flag Officer Commanding HM Australian Fleet at the comfortable Royal Thai Air Force Officers Club. At the latter I had the honour of meeting the Prime Minister of Thailand General Thanom Kittacachorn.

25. The Post Exercise Discussion was held on Saturday, 29th July at the Royal Thai Naval Academy commencing at 0900(G). This presentation gave a very clear picture of what did and did not happen, and pointed quite clearly to the two most notable shortcomings of "SEA DOG" and many other similar exercises, namely the inadequacy of the Air Defences and the marked initial inefficiency of the communications organisation.

26. At 1530(G) on the 29th BRONSTEIN cast off from Klong Toey and was followed by DAVIDSON and then VAMPIRE at 1615(G). Two tugs and a Pilot were used and although an ebb was running, no difficulty was experienced by any ship in turning in mid-stream. At 1835(G) the Pilot was disembarked at the Bar, and with a final farewell to the two USN escorts, VAMPIRE proceeded south down the Gulf of Thailand en route to Hong Kong and Korea. At 1900(G) the flag of the Flag Officer Commanding HM Australian Fleet was hauled down in accordance with Message DTG 220614z July.

27. The movement of Tropical Storm "Fran" was watched in great interest on both the 30th and on the 31st July, as it lay across the ship's track to Hong Kong, but fortunately, as the month ended it began to move away to the north west, and eventually crossed the coast of China near Hainan Island.

CONDITION OF THE SHIP

28. The arduous programme for July required a great deal of steaming, much of it on two boilers. Despite this and the fact that VAMPIRE is overdue for refit main and auxiliary machinery have continued to operate satisfactorily. The hull and superstructure remained reasonably watertight during the bad weather encountered in the early part of the month, but joints between aluminium and steel structures are seriously wasted (HMAS VAMPIRE AS 2061z DH 80/67) and will require early attention in the forthcoming refit. This deterioration is now beyond the capacity of the ship's staff to arrest.

29. The Weapons and Electrical material state has remained highly satisfactory, the almost continuous running contributing to this result. Both gunnery and A/S equipments were used successfully during "SEA DOG", however in the last few hours of the exercise a defective Rotary Switch in the 170 Tilt/Train Head rendered this equipment partially unserviceable until receipt of a spare unit from Australia.

30. The appearance of the ship is satisfactory taking into account the considerable seetime throughout the month.

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31. The absence of store ships during Exercise "SEA DOG" had a marked effect upon VAMPIRE, with her limited refrigeration space and poor stowages for fresh vegetables. The latter could not be replenished until Bangkok on 27th July, which resulted in considerable lack of variety in meals, particularly during the second half of the exercise.

TRAINING

32. a. Officers

In Bangkok on the 25th July the Midshipmen GLEX left the ship to return to Sydney, having completed their sea time. Their experiences during Exercise "SEA DOG" were of great value in rounding off many aspects of their earlier training, and although their presence onboard resulted in a very crowded wardroom, with sometimes as many as 28 officers, they will be missed.

b. Sailors

Ordinary Seamens' training has been completed during the month. In addition the opportunity has been taken to employ them in their branch specialisation throughout Exercise "SEA DOG". A limited amount of higher ranks training for approximately 50 candidates has also been carried out in preparation for the Branch Technical Test examinations to be held in August. However, the demands of the recent exercises have restricted training considerably.

HEALTH, CONDUCT AND MORALE

33. The health, conduct and morale of the Ship's Company have been generally satisfactory. There was an upsurge of minor leave breaking in Bangkok, which I attribute to the fact that to conform with the spirit of "SEA DOG" orders and the precedent set by the Senior US Officer Afloat (COMASWGRU 3), all night leave was granted on an individual basis only, and leave for the majority was restricted to 2330(G) on the first day and 0100(G) on the second. I consider that such restrictions, after a lengthy period at sea, are most likely to result in increased leave breaking. This subject is being raised separately in my report on Exercise "SEA DOG".

I have the honour to be,

Sir,

Your obedient servant.

N. E. McDonald
(N. E. McDONALD)
C A P T A I N

Flag Officer Commanding,
HM AUSTRALIAN FLEET (FLAG)

(Copy to: Flag Officer Commanding, HM Australian Fleet (R/L)
The Commander, Far East Fleet
Flag Officer Second in Command, Far East Fleet).

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APPENDIX 'A' - STEAMING

a. Distance steamed during month	7,985.4
b. Hours underway during the month	515.25
c. Distance steamed since commissioning	324,288.7
d. Hours underway since commissioning	22,280.12
e. Economical speed exceeded:	

<u>Date</u>	<u>Period</u> <u>Hours</u>	<u>Average</u> <u>Speed</u>	<u>Tons/</u> <u>Hour</u>	<u>Miles/</u> <u>Ton</u>	<u>Reason or authority</u>
2nd	3.00	19.2	3.7	5.2	Exercises on passage Singapore-
3rd	3.19	18.5	3.4	5.5	Manila
4th	5.00	21.5	5.2	4.2	" " " " " "
10th	1.40	17.6	3.0	5.8	Exercise "SEA DOG" Work up
12th	5.30	21.1	4.9	4.3	" " " " " "
13th	2.18	23.8	7.2	3.4	" " " " " "
14th	20.00	18.3	3.3	5.6	" " " " " "
15th	5.45	18.5	3.4	5.5	Exercise "SEA DOG"
17th	10.00	19.4	3.8	5.0	" " " " " "
18th	1.00	29.6	15.0	1.8	" " " " " "
18th	8.40	20.3	4.4	4.6	" " " " " "
19th	9.00	21.5	5.2	4.2	" " " " " "
20th	2.45	20.7	4.7	4.4	" " " " " "
21st	2.00	17.3	2.9	5.9	" " " " " "
22nd	2.10	17.5	3.0	5.9	" " " " " "
23rd	1.50	17.9	3.2	5.7	" " " " " "
24th	9.25	18.0	3.2	5.7	" " " " " "
25th	4.00	18.2	3.3	5.6	" " " " " "
26th	5.00	18.3	3.3	5.6	" " " " " "
29th)					
30th)	53.00	17.0	2.8	6.1	Necessary to make ETA Hong Kong
31st)					

APPENDIX 'B' - EXERCISES

<u>Type of Exercise</u>	<u>No.</u>	<u>Date and remarks</u>
<u>Gunnery</u>		
AATX	1	22nd
AAMRF	1	10th
AACRF	1	10th
SUTF	1	11th
SUCRF	2	11th, 13th
ROFX	1	4th
NEX	2	4th
NGSCX	2	1st, 8th
GDEX	2	4th, 14th
RIX	1	1st
Metratest	1	4th
<u>TAS</u>		
DTFX	1	3rd
Casex A4/5	4 hours	10th
Casex A17	8 hours	13th/14th
Casex B3	6 hours	12th
Casex B6	4 hours	11th
Casex C1	6 hours	13th
Light ASWF	1 pattern	3rd
<u>AIO</u>		
SPX(B)	2	1st, 2nd
AAGCX	numerous	During Exercise "SEA DOG"
ARRX	1	12th
ADEX	2	4th, 14th
Helo Control	33 hours	13th, 14th and "SEA DOG"
Radar Index Error Check	1	12th
IFF Performance Check	1	18th
Entry Screen	1	15th
Departure Screen	1	17th
<u>Seamanship and General</u>		
Jackstay	2	20th, 25th
Fuelling ahead method	8	3rd, 4th, 12th, 13th, 18th, 20th,

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Fuelling astern method (grappled float only)	2	3rd
Seaboats	2	2nd, 3rd
Minor NBCDX	1	3rd
Close down to state 1 Cond. ZA	1	3rd
OOW Manoeuvres	8 hours	1st, 2nd, 3rd, 4th

APPENDIX 'C' - SPORT

<u>Date</u>	<u>Sport</u>	<u>Versus</u>	<u>Result</u>
8th	Rugby	Nomads (Manila)	Navy won 12-3
28th	Rugby	Royal Bangkok Sports Club	RBSC won 12-0

Total representation = 19

In the game against Nomads a combined HMAS VAMPIRE/HM Submarines AMPHION team played. VAMPIRE provided 9 of the players.

The small amount of sport played was due to being only six days in harbour, four of these being at Manila during Exercise "SEA DOG" concentration when sports facilities were at a premium.

APPENDIX 'D' - SHIP'S MOVEMENTS

<u>Arrive</u>	<u>Place</u>	<u>Depart</u>	<u>Remarks</u>
5th	Manila	10th	To "SEA DOG"
15th	Lingayen Gulf	17th	
26th	Bang Saen	27th	
27th	Bangkok	29th	To Hong Kong

APPENDIX 'E' - OFFICERS MOVEMENTS

26th - Surgeon Lieutenant D.E.M. EVANS, RAN joined HMAS DERWENT
28th - 8 Midshipmen GLEX departed for HMAS PENGUIN.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.1076.

August, 1967

Report of proceedings

HMAS *Dampier*

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2NM *17/10*

3NM *17/10*

4NM *18/10*

SEC *19/10*

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- NOTES: (A) This report should be dealt with and passed on promptly.
- (B) On this file comments should be brief; if any matter requires comprehensive treatment, reference to another Branch, or approval of a Board Member, a new file should be raised, cross-referenced to this one.

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HMAS VAMPIRE - REPORT OF PROCEEDINGS - AUGUST, 1967.

(HMAS VAMPIRE'S 7/1/04 of 2nd September, 1967.)

II

A.F. 17/59/2

The Secretary,
Department of the Navy.

1. Forwarded. HMAS VAMPIRE has had a busy month. It is apparent that her visit to Korea was a success.

R. P. ...
REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

27 SEP 1967

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7/1/04

HMAS VAMPIRE,
At Sea.

2nd September, 1967

HMAS VAMPIRE - REPORT OF PROCEEDINGS - AUGUST, 1967

(All times Zone times except where otherwise stated)

Sir,

I have the honour to report the proceedings of HMA Ship VAMPIRE under my command for the month of August, 1967.

2. On Tuesday 1st August, the ship was south of the Paracels in the South China Sea and proceeding towards Hong Kong from Bangkok. During the day gale force winds and heavy seas were experienced as the ship passed east of Typhoon "Fran", but conditions did not necessitate a reduction in speed and VAMPIRE arrived at Hong Kong as planned securing port side to the West Wall at HMS TAMAR at 1435(I), on the 2nd August.

3. The ship was stored while in Hong Kong from the RFA RELIANT. It was indeed fortunate that she was in harbour as provisions were very low, and owing to restrictions on the export of food to Hong Kong from Communist China, there was a severe shortage of fresh provisions locally.

4. During this short time in Hong Kong there were several bomb incidents, but the rioting, which had marred VAMPIRE's previous visit had ceased, and the police appeared to be firmly in control of the internal situation.

5. At 1545(I) on Friday, 4th August, the ship sailed for Korea, passing through the Taiwan Straits during the evening of the 5th. At 1630(I) on the 7th August a rapid open fire exercise was conducted and VAMPIRE then continued her voyage, transferring to the operational control of the Commander in Chief, United Nations Command at 2100(I).

6. At 0730(I) Tuesday, 8th August, the ship arrived off Katoku To where the Australian Services Attache, Lieutenant Colonel W.K. Whyte, MC, Lieutenant Commander A.S. Bowen, USN, a ROK Navy Liaison Officer-Lieutenant KIM Kyong Sup, and the ship's Liaison Officer Lieutenant Commander N.J. Stoker, RAN, who had been sent in advance from Hong Kong embarked, bringing with them suitable charts and hydrographic information for the passage to Chinhae. VAMPIRE then entered the Naval Base, and having fired a National Salute of 21 guns at 0855(I), which was returned by ROKN Ship TAE DONG, berthed port side to at Pier No. 2 at 0900(I). The ship was met by Mr. P.G. Timmins, Third Secretary at the Australian Embassy, Seoul.

Chinhae - 8th/10th August

7. The short time spent in Chinhae was memorable, mainly because of the genuine enthusiasm for the visit shown by the Korean Navy, who had not seen one of HMA Ships for several years.

8. On arrival HMAS VAMPIRE was greeted by a naval band and shortly afterwards ROK Naval personnel staged a most impressive display of marching and Taguendo, on the wharf. The ROKN Ship KYONG NAM (APD-81) had been allocated as our host ship, and very soon her Liaison Officer arrived to offer guidance and assistance.

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9. Numerous functions were organised onboard for this 2 day visit. These included a ship's party for 30 orphans, afternoon tea for some local Australian missionaries and an official reception by the Wardroom officers and myself. I also paid the usual courtesy calls, attended a ROKN reception and entertained several senior dignitaries onboard. Details of these functions are listed in Appendix 'E'. During my conversations with ROK Naval officers it soon became apparent that they would very much like to send one of their ships to Australia on a goodwill tour, but were concerned at the likely cost of the oil fuel which would be required. This matter has been raised separately.

10. On Wednesday, 9th August, with the concurrence of the local authorities, 38 officers and sailors from VAMPIRE formed a voluntary working bee and spent several hours at a local orphanage, which had been visited by an officer following the ship's party referred to in paragraph 9 above, and found to be in an appalling condition. The orphanage was cleaned and repainted and repairs to the building and its appointments were carried out. In addition, the ship's company donated a sum of money to buy medical supplies and other essential commodities, and the Medical Officer assisted in treating the children, many of whom were suffering from skin infections.

11. At 0800(I) on Thursday, 10th August, after a most enjoyable and informative two days, VAMPIRE sailed from Chinhae. A ROKN Lieutenant Commander KIM Kyong Su, was embarked for passage to Inchon, primarily to assist should any ROK Naval Patrols be detected. Fog was encountered late in the evening, off Gunto Island where over one hundred fishing boats were plying their trade. No difficulty was experienced in threading a way through, and after an uneventful passage up the west coast, the ship arrived off the entrance to Inchon at 0900(I) Friday, 11th August, anchoring in position 37°26'54"N 126°35'17"E. This city is the port for Seoul, and a large number of merchant ships were anchored in the roads throughout the ship's visit.

Inchon - 11th/15th August

12. The pattern of welcome and hospitality here was much the same as in Chinhae. Tours of Seoul and Panmunjon (in the Demilitarized Zone between South and North Korea) were arranged, and these proved to be of great interest to the ship's company. Functions onboard included a children's party, a reception by the officers and myself, in addition to the official luncheons and dinners which I gave. The Mayor of Inchon and the ROK Navy kindly entertained several officers and myself ashore, and US Navy and civilian organisations were generous in their provision of facilities for the ship's company. Lists of official guests plus details of calls and entertainments in Inchon and Seoul are shown in Appendix 'E'.

13. At 1100(I) on Tuesday, 15th August, HMAS VAMPIRE weighed and proceeded for Hong Kong, after an extremely interesting week in Korea. The efforts of the Australian Services Attache in helping to make the visit a success were greatly appreciated. It is difficult for him to maintain satisfactory liaison with ROKN authorities in either Chinhae or Inchon, both of which are some distance from Seoul, and in retrospect I consider that the provision of a ship's Liaison Officer in advance was a wise decision.

14. At 2330(I) the ship reverted to the operational control of the Commander, Far East Fleet.

15. En route to Hong Kong another rapid open fire exercise was carried out and after an otherwise uneventful passage, the ship berthed on the East Wall at HMS TAMAR at 1600(I) Friday, 18th August for a ten day self maintenance period.

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16. In the evening of Saturday, 19th August, I entertained the Australian Senior Trade Commissioner Mr. P.R. Searcy, OBE, and Mrs. Searcy at dinner onboard.

17. Early on Sunday morning, storm warning No. 1 was hoisted at the Royal Observatory, Hong Kong, which signified the approach of Typhoon 'Kate' to within 400 miles of the Colony. Notice for steam was shortened to 2 hours at 0700(I), and by 0800(I) Sunday 20th it became apparent that the typhoon would approach very close to Hong Kong. Accordingly, VAMPIRE cast off at 0930(I) and proceeded to sea with HMS AJAX (Captain G.A.deG. Kitchin, RN) in company. Course was set to the south-west at 24 knots to cross the grain of the storm and reach the navigable semi-circle. This was achieved in comparatively calm weather, and by 2200(I) both ships were well to the south-west of the threat. Course was then altered to the eastward and speed adjusted so that the unit could attain a position behind the storm.

18. During the morning of the 21st, both ships turned to the north-east to close Hong Kong, as the forecasts and the local weather seemed to indicate that 'Kate' was moving rapidly clear of the area to the north-west. However, during the forenoon the barometer began to fall slowly and the wind force increased considerably. By 1145(I) it was decided to retrace our steps to the south, and at about the same time the Royal Observatory, Hong Kong, re-located the storm centre by radar some 90 miles south of the island and moving north. This gave rise to the belief, later confirmed, that 'Kate' had two 'eyes', the southerly one of which had been moving north-west during the night, while the northerly one remained almost stationary and re-organised. VAMPIRE and AJAX had approached to within about 110 miles south-est of 'Kate' (now re-classified as a tropical storm) and the maximum wind speed recorded was 54 knots.

19. By 1900(I) on the 21st, the storm had passed 20 miles west of Hong Kong, causing strong winds with gusts of up to 90 knots in the Colony. At 1930(I) course was altered to the north and both ships returned to harbour in moderate weather.

20. At 1145(I) on Tuesday, 22nd, VAMPIRE secured at her original berth on North Wall to continue the interrupted self maintenance period. Only minor damage had been caused by 'Kate' in Hong Kong, but she had replenished considerably the Colony's water reservoirs, which had been almost empty. It was a great relief to the local inhabitants when the stringent water restrictions which had been in force for some months were lifted p.m. on 22nd August,

21. At 1830(I) several of my officers and I attended a very pleasant cocktail party given by the Commodore-in-Charge, Hong Kong, Commodore T.H.P. Wilson for the ships in harbour.

22. At 1045(I) Wednesday, 23rd August HMS AJAX (with VAMPIRE's Medical Officer embarked) and HM Minesweepers WILKIESTON and FISKERTON sailed to assist in a search for an unidentified aircraft, which had crashed about 60 miles south of Hong Kong earlier in the forenoon. The search of the area was being co-ordinated by USS HOLLISTER who was co-operating with several US aircraft, from both the US Navy and Air Force. The RN ships found neither wreckage nor survivors, but it is understood that three crew members, one of whom was dead, were recovered by the US forces. Chinese Nationalist authorities subsequently stated that the lost aircraft was one of theirs. HMS AJAX and the minesweepers returned to harbour a.m. 25th August.

23. During the afternoon of Friday, 25th August, accompanied by the Navigating Officer and Naval Airman (MET) of HMAS VAMPIRE I visited the Royal Observatory, Hong Kong, where, after meeting the Director, we were conducted over the establishment by the RN Liaison Officer, who is seconded to it, and were able to see the scope of the facilities available and to obtain a valuable insight into the accuracy and coverage of the reports which emanate therefrom.

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We saw the relative tracks followed by AJAX and VAMPIRE when evading 'Kate', which had been compiled from our frequent position and weather reports. We were very impressed by records of the intensity of severe Typhoons of past years, e.g., 'Wanda' in September, 1962, and photographs of the tremendous damage caused by them.

24. On Saturday, 26th August, I entertained the Captain D2 Far East Fleet, Captain G.A.deG. Kitchin, RN, of HMS AJAX, at luncheon onboard.

25. At 1100(I) on Monday, 28th August, HMAS DERWENT entered harbour and secured to No. 2 Buoy. That afternoon warning was received of another tropical storm which might threaten Hong Kong. This was designated Typhoon 'Marge'.

26. Because of the possibility that ships would have had to sail on Wednesday, 30th, the programmed date of DERWENT's harbour inspection, I decided to advance this by one day, fitting in such Departmental Inspections as could be done concurrently, and completing them during the return passage to Australia.

27. On Tuesday, 29th August, I carried out the harbour inspection of HMAS DERWENT, and some staff officers were also able to progress or complete their Departmental Inspections. Separate reports on these will be forwarded to the Flag Officer Commanding, HM Australian Fleet in due course.

28. During the forenoon storm warning No. 1 was hoisted all ships coming to two hours notice for steam, as Typhoon 'Marge' appeared to be intensifying and was forecast to move towards Hong Kong. At about 1500(I) however, ships reverted to four hours notice after advice from the Royal Observatory that the storm was likely to remain quasi-stationary overnight.

29. As VAMPIRE's programme in Singapore immediately prior to sailing for Australia early in September was taut, and in order to take advantage of the temporary lull in the weather to exercise with HMS AJAX and to carry out an annual and pre-refit full power trial, approval was obtained for VAMPIRE to proceed to Singapore without further delay. Accordingly at 1600(I) the ship cast off and sailed from Hong Kong.

30. Although our stay had been interrupted by weather warnings, we had found, as with previous visits to Hong Kong this year, that the local staff did everything within their power to make our self maintenance period a pleasant one.

31. Course was shaped to proceed well to the south-west of Typhoon 'Marge' and then to meet HMS AJAX for exercises. At 0115(I) on Wednesday, 30th August both ships made rendezvous and proceeded to the south. Unfortunately a SUTOF planned by AJAX for 0730(I), with VAMPIRE as target was cancelled as a result of a turret defect, and the other exercises which had been scheduled could not be carried out, as AJAX had to return to Hong Kong. By this time it was apparent that Typhoon 'Marge' would not threaten the Colony seriously.

32. The weather during the afternoon of Wednesday, 30th August was reasonably calm for this time of the year, and therefore it was possible to carry out the annual and pre-refit full power trial which commenced at 1300(I) and was successfully completed at 1655(I). An estimated speed of 30.5 knots with a foul bottom was held for 2 hours. Later that evening, and during the 31st, the south west monsoon began to blow in earnest, and the last day of the month was quite a bumpy one, as VAMPIRE headed south towards Singapore.

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Condition of the Ship

33. The general state of hull and machinery is satisfactory although the programme and the presence of typhoons during the period in Hong Kong combined to allow very little real maintenance. Preparation of the main defect list is nearly completed, the full power trial on 30th August acting as a final Marine Engineering pre-refit trial.

34. The failure of the GRUS Mk.2, reported in my Message DTG 200410z August, has marred the otherwise satisfactory state of Weapons and Electrical equipments. Weapons pre-refit trials have been progressed during the month and it is expected that Phase I will be completed in early September, in time for results to be analysed, and defects included in the Main Defect List. Satisfactory conclusion of all trials will of course depend on rectification of the GRU before leaving Singapore on 7th September.

35. The external appearance of the ship is good.

Training

36. Ordinary Seamen have completed formal instruction and were employed throughout the month in the branches appropriate to their category.

37. Higher Ranks training has been directed towards preparation for Branch Technical Tests which were held on 8th and 9th August, and Command Tests which were held at sea on 18th August, and at Hong Kong on 22nd and 23rd August. Fifty five candidates were examined for the Branch Technical Tests and forty two for the Command tests. Results of the latter were generally pleasing and passes obtained were as follows:

- a. For Petty Officer: Part I - eleven; Part 2 - six.
- b. For Leading Rank: Part I - twenty six; Part 2 - thirteen
NBCD - four.

Health, Conduct and Morale

38. The health, conduct and morale of the ship's company have been satisfactory. I was very pleased with their behaviour and bearing throughout the visits to Korea and Hong Kong, particularly the former, where their conduct received favourable comment from US Army authorities (Signals enclosed). In Inchon, all night leave was given and notwithstanding the 2359 curfew, and the long distance from Inchon to Seoul (where the main attractions were) there were no leave breakers or other incidents.

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

N. E. McDonald
(N. E. McDONALD)
C A P T A I N

Flag Officer Commanding,
HM AUSTRALIAN FLEET.

(Copy to: The Commander, Far East Fleet
The Flag Officer, Second in Command, Far East Fleet
The Commodore-in-Charge, Hong Kong).

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APPENDIX 'A' - STEAMING

a. Distance steamed during month	5357.3
b. Hours underway during month	334.40
c. Distance steamed since commissioning	329646.0
d. Hours underway since commissioning	2614.52
e. Economical speed exceeded:	

<u>Date</u>	<u>Hours</u>	<u>Average speed</u>	<u>Tons/hour</u>	<u>Miles/ton</u>	<u>Reason or authority</u>
10th	13	19.4	3.8	5.0	To make ETA Inchon
11th	5	22.2	5.7	3.9	" " " " "
20th	12	23.5	6.8	3.5	Typhoon evasion
29th	8	20.5	4.2	4.8	" " " "
30th	6	25.3	8.7	2.9	Annual Full Power Trial

APPENDIX 'B' - EXERCISES

<u>Exercise</u>	<u>No.</u>	<u>Date</u>
<u>Gunnery</u>		
Metratest	2	7th, 17th
ROFX	2	7th, 17th
<u>TAS</u>		
IDCT	6 hrs	
<u>AIO</u>		
RFX2	1	20th
<u>Seamanship</u>		
Seaboat	2	7th, 11th

APPENDIX 'C' - SPORT

<u>Date</u>	<u>Sport</u>	<u>Opponents</u>	<u>Result</u>
9th	Soccer	ROK Navy	ROK Navy won 9-1
9th	Volleyball	ROK Navy	ROK Navy won 5-0
26th	Cricket	Welch Regt.	VAMPIRE won by 30 runs

Total participation - 31

Note: Sport was limited while the ship was in Korea. The only game that the Koreans appeared keen to play was soccer. This was due to the very hot weather. In Hong Kong the uncertain programme during the typhoon season and lack of ships reduced sport to a minimum. Sailing from Hong Kong early caused the cancellation of two games of rugby, one of soccer and a sailing regatta against the Welch Regiment.

APPENDIX 'D' - SHIP'S MOVEMENTS

<u>Arrive</u>	<u>Place</u>	<u>Depart</u>	<u>Remarks</u>
2nd	Hong Kong	4th	-
8th	Chinhae	10th	
11th	Inchon	15th	
18th	Hong Kong	20th	Typhoon evasion
22nd	" "	29th	
2nd	Singapore	-	

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APPENDIX 'E'

CALLS AND OFFICIAL GUESTS

Chinhae

Tuesday, 8th August - Calls

Rear Admiral CHANG Chi Su (Commander ROK Fleet)
Commodore KIM Sang Yil (Commander Naval Base, Chinhae)
Commodore KO Kyang Yang (Superintendent, Naval Academy)
The Honourable AHN Chae Huong (Mayor of Chinhae)

Wednesday, 9th August - Lunch

Rear Admiral CHANG Chi Su (Commander ROK Fleet)
Commodore KIM Sang Yil (Commander Naval Base, Chinhae)
Commodore KO Kyong Yang (Superintendent Naval Academy)
Lieutenant Commander A.S. Bowen, USN (Chief Fleet Operations)
P.G. Timmins, Esq. (Consul, Australian Embassy)

Wednesday, 9th August - Dinner

Rear Admiral and Mrs. CHANG Chi Su
Commander and Mrs. J.O. Ginn, USN (OIC Naval Advisory Group)

Inchon and Seoul

Friday, 11th August - Calls

Captain YIN Yong Woo (Commander Naval Station Inchon)
Lieutenant Colonel C. Thomas (Commander 202 Transportation
Battalion)
Mr. KIM Hae Doo (Mayor of Inchon)
Vice Admiral KIM Yong Kwan (Chief of Naval Operations)
Rear Admiral D.G. Irvine (Commander Naval Forces Korea)
General C.H. Bonesteel III (Commander in Chief, United Nations
Command)
His Excellency R.A. Peachey (Australian Ambassador)

Saturday, 12th August - Lunch

His Excellency R.A. Peachey (Australian Ambassador)
Vice Admiral KIM Yong Kwan (Chief of Naval Operations)
Rear Admiral D.G. Irvine (Commander Naval Forces Korea)
Mr. KIM Hae Doo (Mayor of Inchon)

Saturday, 12th August, - Buffet Supper

His Excellency R.A. Peachey and Mrs. Peachey (Australian
Ambassador)
Lieutenant Colonel W.K. Whyte, MC and Mrs. Whyte (Australian
Services Attaché)

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COPY

Offices of the
Services Attache,
Australian Embassy,
Seoul.

18th August, 1967

The Secretary,
Department of the Navy.

(Copy to: The Captain, HMAS VAMPIRE (less schedules)
AHQ Canberra).

Visit to Korea - HMAS VAMPIRE

1. The visit to Korea by HMAS VAMPIRE from 8th to 15th August was a successful one and was appreciated by both Korean authorities and American Service Officers.
2. Copies of the ship's programme at Chinhae and Incheon are attached. The period of 6-7 days for a visit is an appropriate one and permits visits to two ports.
3. I believe officers and men were pleasantly surprised by their reception and by what they saw in Korea. I feel sure that they had an enjoyable and profitable visit.
4. The ship's company behaved in an exemplary manner which drew favourable comment from the US Provost Marshal at Incheon.
5. In the planning stage earlier advice of the visit and closer contact with the ship than was possible in this instance is desirable.

(W.K. WHYTE)
LIEUTENANT COLONEL
SERVICES ATTACHE

CONFIDENTIAL

AS 1320 D

UNCLASSIFIED MESSAGE

R 290815Z ROUTINE

FM COM HONG KONG
TO VAMPIRE

UNCLAS SORRY TO LOSE YOU EARLY. WE HAVE ENJOYED YOUR PRESENCE AND YOU HAVE SHOWN UP VERY WELL HERE. GOOD LUCK FOR YOUR RETURN HOME

REPLY

//290815Z AUG 67

R 290916Z ROUTINE

FM VAMPIRE
TO COM HONG KONG

UNCLAS WWT FOR YOUR KIND SIGNAL. WE HAVE ENJOYED OUR THREE TRIPS TO HONG KONG VERY MUCH AND HAVE BEEN GREATLY ASSISTED BY THE READY CO-OPERATION OF YOUR COMMAND. HOPE TO SEE YOU IN AUSTRALIA ONE DAY

DIST X X1 N C E X5
S/S PL

//290916Z AUG 67

TOD 0920Z

WALK

29.8.67

UNCLASSIFIED MESSAGE

R 150141Z
FM COMNAVFORKOREA
TO VAMPIRE

ROUTINE

UNCLAS EXCLUSIVE FOR CAPT MCDONALD FROM RADM IRVING.
1. AM SURE I SPEAK FOR THE ROK NAVY AS WELL AS MY OWN WHEN I
SAY WE ALL ENJOYED YOUR VISIT
2. PARTICULARLY IMPRESSIVE WERE THE LIVELY AND ALERT ATTITUDES
OF THE OFFICERS AND MEN OF YOUR FINE SHIP
3. GOOD SAILING AND I HOPE TO HEAR OF YOUR PROWESS ON
THE GUN LINE IN VIETNAM

// 150141Z AUG 67 //

ACT X
DIST X XI N C
FR 363 PL

TOR 1849Z

PW

15 AUG 67

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18-206-1092

DEPARTMENT OF THE NAVY

MINUTE PAPER

Sept. '67

Report of proceedings

HMAS

Vampire

copy 13/10

AS(NS)

5/22/10

Propose Dept of EA be advised as in paras 11 to 21 of Captain of Vampire's report. - Memo. fwd. 27/10/67

D of O

[Signature]

DCNS

6/27/10

1NM

[Signature] 20/10

2NM

Customs clearance arrangements are still being finalised. Vampire's remarks at para 29 show little appreciation of the instructions he received about the new customs procedures. Other action on this matter will be taken

3NM

[Signature]

4NM

SEC

[Signature] 6/11

FAS(EG)

[Signature]

FAS(EM)

[Signature] 10/11

C of S

[Signature] 13/11

DPR

[Signature] 4/11

AS(NS)

[Signature] 13/11 (N5) 20/11

Registrar

D of P	D of P(A)	DGFE	DTWP	D of C	DNAP	DSMP	CONS	DNI	} Separate Report Circulating.
HPB	DCNP	DOA	DMT	DDM	DPS	DFSD	DNR	DNES	
ACMD	DMED	ACTP	DWE	MDG	DSAP	AS(NS)	(N5)	Registrar	

NOTES: (A) This report should be dealt with and passed on promptly.

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

*Memoranda to see pls
7/11/67*

[Signature] 8/11/67

[Signature] 31/10

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18 206 1092

HMAS VAMPIRE - REPORT OF PROCEEDINGS - SEPTEMBER, 1967

20 OCT A.M.

NAVY DEPARTMENT

(HMAS VAMPIRE's 7/1/04 of 5th October, 1967)

II

A.F. 17/59/2.

The Secretary,
Department of the Navy.

1. Forwarded.
2. The visits to Djakarta and Surabaya appear to have been very successful.
3. It is hoped that a more efficient system of Customs Clearance can be evolved as a result of trials with HMA Ships HOBART, VAMPIRE and DERWENT.

RPuh
REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

19 OCT 1967

PCS.

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7/1/04,
HMAS VAMPIRE,
at Sydney,

5th. October, 1967.

HMAS VAMPIRE - REPORT OF PROCEEDINGS - SEPTEMBER, 1967

Sir,

I have the honour to report the proceedings of HMA Ship VAMPIRE under my command for the month of September, 1967.

2. On 1st September, HMAS VAMPIRE was in the South China Sea, south east of Vietnam, proceeding from Hong Kong to Singapore. A light mortar firing and ROFX were carried out during the day, the target for the latter being a meteorological balloon, which was engaged by the close range armament and by 'X' turret controlled by the Blue Director. The results of this shoot were good.
- 3 HMAS VAMPIRE passed through the Singapore Exercise Area during the forenoon of Saturday, 2nd September, but was unable to carry out any practices due to the lack of facilities such as aircraft and submarines. Unfortunately, this situation is not unusual in this area at week-ends. The ship entered harbour and secured at No. 14 Berth, Singapore Naval Base, at 1115(GH).
4. By the 4th September it was apparent that HMAS DERWENT's programme would be drastically affected by the need to clean chemically at least one of her boilers, and that her sea inspection would not take place as planned. Accordingly, all previous arrangements were cancelled and Captain (D) 10's proposal to waive the sea inspection and to complete departmental inspections on DERWENT's return to Sydney, was approved. On Tuesday, 5th September VAMPIRE's Engineer Officer (LCDR N.R.B. BERLYN, RAN) flew to Hong Kong to participate in a Board of Inquiry, convened to investigate the circumstances attending the contamination of DERWENT's feed system. (FOCAF Message DTG 050520z September refer
5. At 1100(GH) on 7th September I called on COMFEEF (Vice Admiral W.D. O'Brien, CB, DSC), who returned my call at 1145(GH) the same day, when he also took the opportunity to speak informally to the officers and senior sailors. Later I had the pleasure of having lunch with the Admiral and Mrs. O'Brien at their temporary residence in the Naval Base.
6. From 4th September, 1967 until the 6th, one officer and 4 sailors from VAMPIRE were embarked in HMS SHERATON for a short familiarization course in mine hunting. These arrangements were made in accordance with FOCAF message DTG 250002Z August. This course was considered by those concerned to have been of excellent training value.
7. On Thursday, 7th September, VAMPIRE was moved by tugs and Naval Pilot to Bravo Bouy to disembark surplus practice ammunition. At 0830(GH) the following morning, the ship sailed from the Naval Base for the last time this year, saluting the flag of COMFEEF with 17 guns on passing Beaulieu Jetty. She then proceeded to the Singapore Exercise Areas to carry out final AA and NGS firings. The AA firing was most disappointing. No TTB's were obtained, despite the great amount of effort expended on the FEP3 during the preceding week by the members of both the ship's and COMFEEF's staff. The NGS firing was, however, most successful and the results achieved were generally well up to the fleet standard.
8. After embarking the spotting team from Pulau Aur, VAMPIRE returned to harbour and anchored off Loyang at 2315(GH), remaining there until 0800(GH) the following morning, when she sailed for Indonesia.

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9. At 2000(GH) on Saturday, 8th, rendezvous was made with RFA TIDEFLOW and a RAS(L) was carried out. After embarking 101 tons of PFO, course was set for Tandjung Priok, and TIDEFLOW was detached for Singapore.

10. On Sunday 10th September the Ship's Company was addressed on the subject of security with particular emphasis on the forthcoming visit to Indonesia.

11. At 0715(G) on Monday, 11th, VAMPIRE arrived off the island of Wajank Besar, where Captain F.T. Sherborne (ANA Djakarta), an Indonesian pilot, and an A.L.R.I. Liaison Officer were embarked from the pilot boat. The ship then proceeded into Tandjung Priok and berthed starboard side to at Samudra Pura (Overseas Terminal), at 0800(G).

DJAKARTA 11th-13th September, 1967.

12. At 0900(G), accompanied by ANA, I called on the Commander of the Third Naval Area, Rear Admiral H. Nimpuno, at his headquarters in the Tandjung Priok harbour area. Subsequently, I called on Rear Admiral P.S. Srijono, representing the Chief of Naval Staff, at the Navy Headquarters, Djakarta. The Chief of Naval Staff, Vice Admiral Muljadi was in Russia at the time, leading a technical purchasing mission. Also present was Major General Moekijat KKO, representing the Commandant of the Marine Corps, who was apparently absent in Surabaya. At 1030(G) I called on His Excellency the Australian Ambassador Mr. M. Loveday, MBE.

13. All the above calls were returned between 1200(G) and 1300(G) after which I entertained His Excellency, The Australian Ambassador, RADM Nimpuno, RADM Srijono, Major General Moekijat and ANA Djakarta to luncheon onboard. At luncheon I presented suitable gifts to the Indonesian Naval Officers in exchange for those presented to me during my calls earlier in the day.

14. On Monday evening, His Excellency entertained my officers and me at a Cocktail Party at his residence. This was followed by a buffet supper, arranged and hosted by Rear Admiral Nimpuno (Commander Third Naval Area).

15. At 0915(G), Tuesday 12th September amid appropriate ceremonial, which included an Indonesian Naval Guard of Honour, I placed a wreath at the Indonesian Heroes Cemetery, Kalibata, in memory of the late Admiral E. Martadinata, ex Commander in Chief of the Indonesian Navy, who visited Australia with General A.H. Nasution in 1961, and of the Indonesian Army Officers who were killed in the "30th September incident" in 1965. I had known all of these officers fairly well during my term of duty as Naval Attache, from December 1961 until December 1963. In the evening, an Official Cocktail Party for 96 guests was held onboard, following which ANA gave a very pleasant buffet supper at his home, where I was able to meet many old friends from the Indonesian Navy.

16. During the visit to Tandjung Priok, bus tours to the scenic resort of Tugu, in the hinterland, were arranged and the Australian Embassy's swimming pool in Djakarta was opened to the Ship's Company. Apart from these entertainments, it was not possible to organize any other recreation for the sailors, other than one game of soccer.

17. At 0830(G) on Wednesday, 13th, VAMPIRE cast off and proceeded for Surabaya, with the ANA embarked. After an uneventful passage along the coast of Java, the ship arrived off the Surabaya Light Vessel at 0545(G) on the 14th, and embarked the channel pilot. Soon after entering Surabaya Strait, the ship again stopped to embark the harbour pilot and an A.L.R.I. Liaison Officer from a patrol craft, RI TJAKALANG, which then escorted VAMPIRE into Surabaya Harbour.

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18. At 0810(G) VAMPIRE berthed port side to at Madura Quay in the Naval Dockyard. This berth was directly ahead of RI IRIAN. I immediately embarked on a round of official calls, which are listed in Appendix 'F'. These were promptly returned, after which I entertained the Fleet Commander (Rear Admiral Abdul Kadir), the Commander of Naval Area V (Rear Admiral Soejatno) and the Commandant of the Naval Academy (Commodore E. Soeprapto) to luncheon onboard.

19. As at Tandjung Priok, the entertainment which could be organised for the Ship's Company was very limited, and bus tours were again arranged, this time to the inland resort of Selecta, which is about 50 miles South West of Surabaya. During the evening of Thursday 14th, my officers and I were guests of the Indonesian Navy at a reception held in the Officer's Club. At this function gifts were again exchanged and I made a short speech, half in English and half in Indonesian. On the following evening an official cocktail party was held onboard, for which 76 invitations were issued, but this was very poorly attended. Although frustrating, this state of affairs is not unusual in Indonesia, owing to the difficulty of access to ships, the transport and other domestic problems which confront many Indonesians.

20. VAMPIRE cast off at 0830(G) on Saturday, 16th, and proceeded through Surabaya Strait. RI TJAKALANG again escorted the ship, and when the pilot was being disembarked at the Light Vessel, three Fleet Air Arm Beagles flew overhead in farewell. Course was then set for Lombok Strait and thence to Darwin.

21. Special aspects of the visit of HMAS VAMPIRE to Indonesia have been reported separately to relevant authorities. I believe that it was successful and that in addition to improving relations between Indonesians and Australians, it will have helped to pave the way for future visits of a similar nature, and perhaps reciprocal cruises by A.L.R.I. ships to Australia. In general, the reception accorded officers and sailors was friendly and it seemed that the attitude towards foreigners was much more favourable than it was two or three years ago. One marked impression which the visit left with me was the disadvantage, both practically and culturally, at which the majority of VAMPIRE's officers and sailors found themselves through being mono-lingual, when compared with their Indonesian counter-parts, the majority of whom are at least bi-lingual. Another aspect with which, fortunately I was just able to cope with financially was the exchange of presents at both Tandjung Priok and Surabaya. This subject has been raised separately in Captain (D) 10's letter 211/6 dated 22nd August, 1967.

22. At 1100(H) on Sunday 17th, rendezvous was made south-west of Lombok Strait in position 9°35'S, 117°31'E with H.M.A. Ships YARRA and STUART. Captain A.J. Robertson, Captain (F) 1st Frigate Squadron, together with several of his officers, came onboard and matters of interest pertaining to Strategic Reserve duties were discussed for about an hour. Soon after noon these officers returned to YARRA, which was then detached with STUART to proceed to Singapore. VAMPIRE continued towards Darwin arriving there in the evening of the 19th. The ship secured port side to on the Australian National Shipping Commission's M.V. MULWARRA, at Stokes Hill Jetty, at 1900(IX).

23. Seven West Australian libertymen were landed at Darwin and Dr. H.T. McDonald, MBBS, joined to take passage to Sydney. VAMPIRE's Message DTG 300555Z and FOCAF's Message DTG 310008Z are relevant. In the evening the Naval Officer in Charge, North Australia, entertained me at dinner at Admiralty House. On the following morning, before sailing for Cairns, a large quantity of toys were distributed to children in the Childrens ward at Darwin General Hospital. These toys had been collected by the Ship's Company during service on the Far East Station.

24. At 0830(IX) on Wednesday, 20th, VAMPIRE cast off and proceeded via Clarence Strait and Prince of Wales Channel to Cairns

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where, with the Executive Officer handling the ship, she berthed starboard side to at No. 10 wharf, at 1600(K), Saturday 23rd. September. Seven North Queensland libertymen were landed at Cairns and two members of the S.E.W. Staff, Mr. Robinson and Mr. Foxcroft, joined to assist with pre-refit trials.

25. On Saturday evening I entertained the Lord Mayor of Cairns, Alderman C.G. Penridge and the Naval Agent Mr. H.K. Smith and their ladies at dinner onboard. On the following day, Sunday, 120 Officers and Sailors were taken on a rail motor tour to Baron Falls. This had been arranged and paid for by the Cairns Town Council, a gesture which was very much appreciated by the personnel under my command, and for which a suitable letter of appreciation has been sent.

26. At 1600(K) on Sunday, 24th, VAMPIRE sailed for Moreton Bay. As there was a great deal of time in hand, the ship anchored in position 20°06'S, 148°39'E off Armit Island, at 1045(K) on Monday, to touch up the ship's side, and to give the amateur fishermen a chance to test their tackle. After a few hours, well spent, anchor was weighed at 2000(K) and the ship continued south via the Whitsunday Passage.

27. HMAS VAMPIRE entered Moreton Bay at 0740(K) on Wednesday, 27th September and anchored 8 cables off Pile Light at 1044(K). Three Customs Officers then embarked for passage to Sydney, and 26 libertymen were landed for Customs clearance at HMAS Moreton before proceeding on long leave. The ship weighed at 1337(K) and after conducting a short stopping trial proceeded for Sydney, clearing Moreton Bay at 1640(K).

28. During the passage to Sydney, Customs clearance of all personnel proceeded smoothly and quickly. However, it soon became apparent that in some instances the Customs Officers' interpretation of the regulations was different from that of the Ship's personnel and quite often to the latter's advantage, while in other cases the amount of duty charged appeared to be very high. Had the views of the Customs Officers, and their method of assessing duty, been known before VAMPIRE departed from the Far East Station, there is little doubt that many members of the Ship's Company would have reviewed their intended purchases more critically. The subject of the briefing of Ship's Companies by Customs Officers before H.M.A.S. Ships proceed abroad has been raised separately.

29. At 0925 on Friday, 19th September, in perfect Spring weather H.M.A.S. VAMPIRE entered Sydney Harbour, and, having embarked several representatives of the press off Watsons Bay, berthed bows South at the South Cruiser Wharf at 1000. Several hundred friends and relatives greeted the Ship's arrival, and it was not long before interstate and local libertymen were on their way home. It was necessary for all libertymen, together with their friends and relatives, to pass through a Customs Check Point, which had been established on the Cruiser Wharf, but this was accomplished speedily and with the minimum of inconvenience. It was apparent however, that the facilities available to the Customs Authorities on the wharf were inadequate for anything other than a cursory inspection of the effects of a few. As three Customs Officers were onboard for two days, for the sole purpose of clearing the Ship and her personnel it appeared that this additional measure was unnecessary and an uneconomical use of man power.

30. September ended with H.M.A.S. VAMPIRE lying at the Cruiser Wharf, with a little more than half of her Ship's Company on long leave; a very quiet ship indeed when compared with the state at any time during the previous nine months.

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CONDITION OF THE SHIP.

31. The Weapons and Electrical material state has been satisfactory since rectification of the GRU defect on 7th. September. Pre-refit trials have however revealed that, in a number of cases, the required tolerances have not been met with the various weapons systems, and defect and planned maintenance items have therefore been raised for attention during the forthcoming refit. It is clear, from the tests carried out, that equipments generally require considerable dockyard effort to ensure satisfactory performance.

32. With regard to Hull and Machinery, few new defects have been discovered since the Main Defect List was forwarded early in September. All equipment is operational and one might well wonder whether a refit is really essential. However, having covered some 110,000 miles since her last refit, (a figure well in excess of the normal class average), a number of serious and progressively deteriorating defects exist, and these must be remedied if VAMPIRE is to maintain her record of high availability for any operations.

TRAINING.

33. General Interest lectures were given to Ordinary Seamen.

34. The health, conduct and morale of the Ship's Company have been satisfactory.

I have the honour to be,

Sir,

Your obedient servant.

N. E. McDonald
(N. E. McDONALD)
C A P T A I N

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

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APPENDIX 'A' - STEAMING.

- (a) Distance steamed during the month 5844 miles.
- (b) Hours underway during the month 396 hours
- (c) Distance steamed since commissioning 335,508 miles.
- (d) Hours underway since commissioning 23,010 hours.
- (e) Economical Speed Exceeded:

<u>DATE</u>	<u>HOURS</u>	<u>AV. SPEED</u>	<u>TONS/HOUR</u>	<u>MILES/TON</u>	<u>REASON OR AUTHORITY</u>
8th	4	20.2	4.4	4.6	To comply with Exercise Prgme.
8th	4	21.6	5.3	4.2	
9th	.20	17.8	3.1	5.8	To rendezvous with TIDEFLOW.
13-14th	20	19.5	3.9	4.9	To make E. T. A. Surabaja.
16th	8	18.0	3.2	5.7	To rendezvous with YARRA.
19-21st	14	18.1	3.2	5.7	To make E. T. A. Cairns.

APPENDIX 'B' - EXERCISES

<u>Type of Exercise</u>	<u>No.</u>	<u>Date</u>
<u>Gunnery:</u>		
AALRF	1	8th
AATX	3	7th(2), 8th
NGSF	1	8th
NGSCX	1	7th
OPX	1	1st
Metratest	1	1st
<u>AS:</u>		
Live ASWF	1	18th
LIGHT ASWF	1	1st
I. D. C. T.	4 hours	4, 5, 6th.
<u>AIO:</u>		
HPX	4	4, 5, 6, 7th.

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SEAMANSHIP AND GENERAL:

<u>Type of Exercise</u>	<u>NO.</u>	<u>Date</u>
Night RAS(L) (Abeam Method)	1	9th
Seaboats	6	1st, 8th(3), 14th, 23rd.

APPENDIX 'C' - SPORT

<u>Date</u>	<u>Sport</u>	<u>Versus</u>	<u>Result</u>
3rd	Basketball	BULWARK	VAMPIRE won 38-32
4th	Lugby	SIRIUS	VAMPIRE won 11-3
7th	Basketball	FORTH	VAMPIRE won 27-26
12th	Soccer	Indonesian Navy	Indonesian Navy won 6-1
15th	Soccer	" "	" " won 8-1
15th	Tennis	" "	" " won by 2 matches.

Total participating - 42.

More sport was planned during the final visit to Singapore, but facilities were difficult to obtain, as Interservice trials in most sports were in progress.

APPENDIX 'D' - MOVEMENTS

<u>Arrive</u>	<u>Place</u>	<u>Depart</u>	<u>Remarks</u>
2nd	Singapore Naval Base	8th	To Singapore Practice Areas.
8th	Loyang	9th	Disembark NGS Team.
11th	Tandjung Priok	13th	
14th	Surabaja	16th	
19th	Darwin	20th	
23rd	Cairns	24th	
25th	Armit Island	25th	Clean ship.
27th	Moreton Bay	27th	Pile Light
29th	Sydney	-	Commence Pre Refit Trials.

APPENDIX 'E' - UNDERWATER EXPLOSIONS

<u>Date</u>	<u>Time</u>	<u>Position</u>
18th	0112Z	11°25'S
	0114Z	122°42'E

APPENDIX 'F' - CALLS IN DJAKARTA AND SURABAJA

Djakarta:

(a) Calls.

- (i) Rear Admiral Harijono Nimpuno - Commander of the Third Naval Area.
- (ii) Rear Admiral P.S. Srijono - representing the Chief of Naval Staff at A.L.R.I. Headquarters.
- (iii) His Excellency, the Australian Ambassador, Mr. Max Loveday MBE.

(b) Return calls.

All calls listed above were returned.

Surabaja:

(a) Calls.

- (i) A.L.R.I. Headquarters.
- (ii) Governor Jawa Timur and the Police Commander.
- (iii) Jointly on Military and Air District Commanders.
- (iv) Mayor of Surabaja.
- (v) Captain of IRIAN - Kol. Sapto Sugiarto.

(b) Return calls.

- (i) Mayor of Surabaja.
- (ii) Governor and Police Commander.
- (iii) Military and Air District Commanders

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- iv) A. I. R. F. Officers.
- (a) Rear Admiral Abdul Kadir.
 - (b) Rear Admiral Soejatno.
 - (c) Commodore E. Soeprapto.

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42/223/92

The Secretary,
Department of Defence,
CANBERRA. A.C.T. 2600.

C 05167 2700167

(Copy to: The Secretary,
Department of External Affairs,
CANBERRA. A.C.T. 2600.)

NAVAL VISIT TO INDONESIA

Reference: My memorandum 02524 dated 3rd August, 1967.

The Flag Officer Commanding, Her Majesty's Australian Fleet has commented that the visits of HMAS VAMPIRE to Djakarta and Surabaya appear to have been very successful.

2. Extracts from the relevant Report of Proceedings of the Captain of VAMPIRE are attached.

Encl.

Secretary.

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9. At 2000(GH) on Saturday, 8th, rendezvous was made with RFA TIDEFLOW and a RAS(L) was carried out. After embarking 101 tons of FFO, course was set for Tandjung Priok, and TIDEFLOW was detached for Singapore.

10. On Sunday 10th September the Ship's Company was addressed on the subject of security with particular emphasis on the forthcoming visit to Indonesia.

11. At 0715(G) on Monday, 11th, VAMPIRE arrived off the island of Ujung Besar, where Captain F.T. Sherborne(ANA Djakarta), an Indonesian pilot, and an A.L.R.I. Liaison Officer were embarked from the pilot boat. The ship then proceeded into Tandjung Priok and berthed starboard side to at Samudra Pura (Overseas Terminal), at 0800(G).

DJAKARTA 11th-13th September, 1967.

12. At 0900(G), accompanied by ANA, I called on the Commander of the Third Naval Area, Rear Admiral H. Nimpuno, at his headquarters in the Tandjung Priok harbour area. Subsequently, I called on Rear Admiral P.S. Srijono, representing the Chief of Naval Staff, at the Navy Headquarters, Djakarta. The Chief of Naval Staff, Vice Admiral Muljadi was in Russia at the time, leading a technical purchasing mission. Also present was Major General Moekijat KKO, representing the Commandant of the Marine Corps, who was apparently absent in Surabaya. At 1030(G) I called on His Excellency the Australian Ambassador Mr. M. Loveday, MBE.

13. All the above calls were returned between 1200(G) and 1300(G) after which I entertained His Excellency, The Australian Ambassador, RADM Nimpuno, RADM Srijono, Major General Moekijat and ANA Djakarta to luncheon onboard. At luncheon I presented suitable gifts to the Indonesian Naval Officers in exchange for those presented to me during my calls earlier in the day.

14. On Monday evening, His Excellency entertained my officers and me at a Cocktail Party at his residence. This was followed by a buffet supper, arranged and hosted by Rear Admiral Nimpuno (Commander Third Naval Area).

15. At 0915(G), Tuesday 12th September amid appropriate ceremonial, which included an Indonesian Naval Guard of Honour, I placed a wreath at the Indonesian Heroes Cemetery, Kalibata, in memory of the late Admiral E. Martadinata, ex Commander in Chief of the Indonesian Navy, who visited Australia with General A.H. Nasution in 1961, and of the Indonesian Army Officers who were killed in the "30th September incident" in 1965. I had known all of these officers fairly well during my term of duty as Naval Attache, from December 1961 until December 1963. In the evening, an Official Cocktail Party for 86 guests was held onboard, following which ANA gave a very pleasant buffet supper at his home, where I was able to meet many old friends from the Indonesian Navy.

16. During the visit to Tandjung Priok, bus tours to the scenic resort of Tugu, in the hinterland, were arranged and the Australian Embassy's swimming pool in Djakarta was opened to the Ship's Company. Apart from these entertainments, it was not possible to organize any other recreation for the sailors, other than one game of soccer.

17. At 0830(G) on Wednesday, 13th, VAMPIRE cast off and proceeded for Surabaya, with the ANA embarked. After an uneventful passage along the coast of Java, the ship arrived off the Surabaya Light Vessel at 0545(G) on the 14th, and embarked the channel pilot. Soon after entering Surabaya Strait, the ship again stopped to embark the harbour pilot and an A.L.R.I. Liaison Officer from a patrol craft, MI TAJAKALANG, which then escorted VAMPIRE into Surabaya Harbour.

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18. At 0810(G) VAMPIRE berthed port side to at Madura Quay in the Naval Dockyard. This berth was directly ahead of RI IRIAN. I immediately embarked on a round of official calls, which are listed in Appendix 'F'. These were promptly returned, after which I entertained the Fleet Commander (Rear Admiral Abdul Kadir), the Commander of Naval Area V (Rear Admiral Soejatno) and the Commandant of the Naval Academy (Commodore E. Soeprapto) to luncheon onboard.

19. As at Tandjung Priok, the entertainment which could be organised for the Ship's Company was very limited, and bus tours were again arranged, this time to the inland resort of Selecta, which is about 50 miles South West of Surabaya. During the evening of Thursday 14th, my officers and I were guests of the Indonesian Navy at a reception held in the Officer's Club. At this function gifts were again exchanged and I made a short speech, half in English and half in Indonesian. On the following evening an official cocktail party was held onboard, for which 76 invitations were issued, but this was very poorly attended. Although frustrating, this state of affairs is not unusual in Indonesia, owing to the difficulty of access to ships, the transport and other domestic problems which confront many Indonesians.

20. VAMPIRE cast off at 0830(G) on Saturday, 16th, and proceeded through Surabaya Strait. RI TJAKALANG again escorted the ship, and when the pilot was being disembarked at the Light Vessel, three Fleet Air Arm Beagles flew overhead in farewell. Course was then set for Lombok Strait and thence to Darwin.

21. Special aspects of the visit of HMAS VAMPIRE to Indonesia have been reported separately to relevant authorities. I believe that it was successful and that in addition to improving relations between Indonesians and Australians, it will have helped to pave the way for future visits of a similar nature, and perhaps reciprocal cruises by A.L.R.I. ships to Australia. In general, the reception accorded officers and sailors was friendly and it seemed that the attitude towards foreigners was much more favourable than it was two or three years ago. One marked impression which the visit left with me was the disadvantage, both practically and culturally, at which the majority of VAMPIRE's officers and sailors found themselves through being mono-lingual, when compared with their Indonesian counter-parts, the majority of whom are at least bi-lingual. Another aspect with which, fortunately I was just able to cope with financially was the exchange of presents at both Tandjung Priok and Surabaya. This subject has been raised separately in Captain (D) 10's letter 211/6 dated 22nd August, 1967.

22. At 1100(H) on Sunday 17th, rendezvous was made south-west of Lombok Strait in position 9°35'S, 117°31'E with H.M.A. Ships YARRA and STUART. Captain A.J. Robertson, Captain (F) 1st Frigate Squadron, together with several of his officers, came onboard and matters of interest pertaining to Strategic Reserve duties were discussed for about an hour. Soon after noon these officers returned to YARRA, which was then detached with STUART to proceed to Singapore. VAMPIRE continued towards Darwin arriving there in the evening of the 19th. The ship secured port side to on the Australian National Shipping Commission's M.V. MULWARRA, at Stevedore Hill Jetty, at 1900(1K).

23. Seven West Australian libertymen were landed at Darwin and Dr. H.T. McDonald, MBBS, joined to take passage to Sydney. VAMPIRE's Message DTG 300555Z and FOCAF's Message DTG 310008Z are relevant. In the evening the Naval Officer in Charge, North Australia, entertained me at dinner at Admiralty House. On the following morning, before sailing for Cairns, a large quantity of toys were distributed to children in the Childrens ward at Darwin General Hospital. These toys had been collected by the Ship's Company during service on the Far East Station.

24. At 0830(1K) on Wednesday, 20th, VAMPIRE cast off and

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18-206-1124

DEPARTMENT OF THE NAVY

MINUTE PAPER

October, 1967

Report of proceedings

HMAS *Vampire*

AS(NS) *24/11*

D of O *27/11*

DCNS *27/11*

1NM *29/11*

2NM *1/12*

3NM *4/12*

4NM *11/12*

SEC *12*

FAS(EG) *12*

FAS(FM)

6 of S *12/12*

DPR *14/12*

AS(NS) (N5) *AB 15/12*

Registrar

D of P	D/D of P(A)	DGFE	DTWP	D of C	DNAP	DSMP	CONS	DNI	} Separate Report Circulating.
HPB	DCNP	DOA	DMT	DDM	DPS	DFSD	DNR	DNES	
ACMD	DMED	ACTP	DWE	MDG	DSAP	AS(NS)	(N5)	Registrar	

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

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NAVY—CANBERRA		
18	206	1124

HMAS VAMPIRE - REPORT OF PROCEEDINGS - OCTOBER, 1967

(HMAS VAMPIRE's 7/1/04 of 3rd November, 1967)

II

A.F. 17/59/2

The Secretary,
Department of the Navy.

1. Forwarded.

RP
REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

17 NOV 1967

PMS

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17/59/2

7/1/04,
H.M.A.S. VAMPIRE,
at Sydney,
3rd. November, 1967.

23

H.M.A.S. VAMPIRE - REPORT OF PROCEEDINGS - OCTOBER, 1967

(All times zone times except where otherwise stated.)

Sir,

I have the honour to report the proceedings of HMAS VAMPIRE under my command for the month of October, 1967.

2. At the beginning of the month, the ship lay at South Cruiser Wharf, at 24 hours notice for steam, a large number of her complement having been despatched to long leave or discharged to take up new postings.
3. On Tuesday, 3rd. October, 50 Ordinary Seamen replaced the 45 who had been onboard for the previous 13 months and who had completed their training in June. The same day, accompanied by the Navigating Officer, I visited Navy Office for debriefing, following the recent visit of HMAS VAMPIRE to Indonesia. (Signal DTG 250540Z of September, refers.)
4. At 0930 on Wednesday 4th. October, 1967, I called on the Flag Officer Commanding, Her Majesty's Australian Fleet, PADM R.I. PEEK, OBE DSC at Fleet Headquarters, Garden Island. During the period 5th. - 11th. October, the Canadian frigates HMCS St. CROIX (Commander J.I. DONALD, RCN) and HMCS YUKON (Commander S.I. KERR, RCN) of the Second Escort Squadron (Captain J.B. YOUNG, RCN) visited Sydney. H.M.A.S. VAMPIRE was one of the host ships and, although her crew was somewhat depleted by leave and postings, was able to combine forces satisfactorily with H.M.A.S. DUCHESS and offer some hospitality to the visitors.
5. On Friday, 5th. October, I was a guest at a luncheon given by the Commander of the Second Escort Squadron onboard HMCS YUKON, and in the evening I attended the Squadron Officers' reception in that ship. During the late afternoon, junior and senior sailors from HMA Ships VAMPIRE and DUCHESS entertained their Canadian equivalents, using the excellent facilities provided in H.M.A.S. KUTTABUL.
6. At mid-day on Friday 6th. October, the Officers of H.M.A.S. VAMPIRE and H.M.A.S. DUCHESS entertained 20 Officers from the Canadian ships in VAMPIRE's Wardroom. I also entertained the Squadron Commander and the Captains of HMCS YUKON, HMCS St. CROIX, H.M.A.S. HOBART, H.M.A.S. DUCHESS and the Fleet Operations Officer at luncheon onboard.
7. At 1500, H.M.A.S. VENDETTA secured bows south on H.M.A.S. VAMPIRE and, shortly afterwards, H.M.A.S. SUPPLY berthed at West Dock wall, for the forthcoming Dockyard "Open Day". By 1800, the cleaning of oil fuel tanks using TCV COLAC had been completed.
8. On Saturday, 7th. October H.M.A.S. VAMPIRE was one of the several ships which were open to the public from 1330 until 1645, and a total of 3108 people visited the ship.
9. H.M.A.S. VENDETTA sailed at 0800 Monday 9th. October, and at 0815 VAMPIRE was moved by tugs and Naval Pilot to No. 4 bouy for de-ammunitioning. At 0930, H.M.A.S. DERWENT returned from several months in the Strategic Reserve, her original programme having been retarded ten days.

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23A

10. De-ammunitioning was completed early on Tuesday 10th. October, when VAMPIRE was again moved by tugs and Naval Pilot, berthing bows south at the north end of the Cruiser Wharf, at 1030.

11. Departmental Inspections of H.M.A.S. DERWENT, which had been commenced in Hong Kong on 29th. August, were completed on the 11th, 12th and 13th. of October by Officers of H.M.A.S. VAMPIRE, assisted by the Fleet Direction Officer and the Navigating Officer of H.M.A.S. SYDNEY.

12. With the exception of personnel on long leave, and the few who could not be made available for other reasons, all officers and sailors attended an interesting and informative film showing and talk on Security, which was presented at GIC Kuttabul on 12th. and 13th. October, 1967, by the Fleet Security Officer.

13. Accompanied by several of my officers, I visited Cockatoo Dockyard during the forenoon of Friday 13th, in connection with the forthcoming refit of H.M.A.S. VAMPIRE. On this occasion I took the opportunity to walk around H.M.A.S. TOBRUK, which was then being used by H.M.A.S. SYDNEY as temporary sleeping accommodation for junior sailors, and was to be re-allocated to VAMPIRE on 23rd. October. The deficiencies reducing the value of TOBRUK as an accommodation ship were subsequently raised separately by signal. (DTG 160104Z Oct. 1967).

15. In view of dockyard work being undertaken in the main machinery spaces, and the condition of the armament and ship's equipment generally, much of which had already been landed for overhaul, approval was obtained AM 17th. October to revert to 47 hours notice for steam.

16. A pre-refit conference, attended by representatives of interested parties was held at Cockatoo Dockyard at 1015 on Tuesday 17th. October. During the proceedings it soon became apparent that the preliminary estimate by Cockatoo Docks and Engineering Company for the refit was considerably more than the amount allocated for this project, and that the capacity available from Garden Island Dockyard for the Weapons Component was also inadequate and could well result in a reduced weapon availability during the ships next operational period. A better indication of the accuracy of Cockatoo's preliminary estimate should be available at the Refit Progress meeting, which is programmed for November 16th. The subject of VAMPIRE's future weapons availability has been raised separately.

17. On Monday, 23rd. October, the ship was moved by tugs and naval pilot to the Fitting Out Wharf where she berthed bows south at 1045, to facilitate the removal of 'B' turret. This was completed by mid-day and at 1330, VAMPIRE again carried out a cold move to the Bolt Shop Wharf, Cockatoo Island, berthing bows South East at 1430. She was then taken in hand for refit by Cockatoo Docks and Engineering Company.

18. It soon became apparent that the liberty ferries and dockyard work-boats which were available could not cope with the demands of H.M.A.S. VAMPIRE, in addition to those of H.M.A.S. SYDNEY, which was in the final stages of refit at

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23B

Sutherland Wharf, and STALWART, which was also fitting out at Cockatoo Island. A request to the Captain of the Port for assistance was promptly met by an increase in the number of liberty ferries, and it was also decided to retain one of the ship's motor cutters in service until a work boat could be made available.

19. A small refit progress meeting, chaired by the Principal Naval Overseer and attended by Senior Overseers, representatives of Cockatoo Docks and Engineering Company, Garden Island Planning Division and the Ship's staff was held on 27th. October. Items discussed included domestic requirements for the refit and certain aspects affecting the Electrical and Engineering items. This was a useful meeting and it was decided to hold similar meetings at fortnightly intervals throughout the refit and in between the main meetings which are to be held monthly.

20. As October ended, the refit was beginning to gather momentum and it was expected that H.M.A.S. TOBRUK would be required alongside for accommodation purposes early in the coming month.

CONDITION OF THE SHIP.

21. The overall appearance of the ship has deteriorated considerably with the absence on leave of many personnel and the onset of the refit. Upper deck maintenance has been progressed as far as practicable, together with ship's staff components of the defect list.

22. The torpedo tubes have been replaced by another mounting, the A/S Mortar, 40mm mountings and 'B' turret have been removed and the barrels of 'X' turret interchanged with those of 'B' turret, to ensure greater uniformity of muzzle velocity when the ship again becomes operational.

TRAINING

23. The training of Ordinary Seamen has progressed satisfactorily. They have been employed on ship husbandry and communal duties during the forenoons, with organised instruction in the afternoons for the Seamen. A proportion of ORDS (VARIOUS) is allocated to the technical departments each month for Branch Training.

24. The health, conduct and morale of the Ship's Company have been satisfactory. Although initially they found Cockatoo Dockyard rather inaccessible, due partly to unfamiliarity with the ferry and dockyard boat time tables, by the end of the month they had adjusted themselves reasonably well to the routine of refitting in this out of the way spot.

I have the honour to be,

Sir,

Your obedient servant.

N. E. McDonald
(N. E. McDONALD)

C A P T A I N

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

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19/5/92
C8049/1

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APPENDIX 'A' - STEAMING

- (a) Distance steamed during the month nil
- (b) Hours underway during the month nil
- (c) Distance steamed since commissioning 335,508 miles
- (d) Hours underway since commissioning 23,010 hours
- (e) Economical Speed Exceeded NA

APPENDIX 'B' - EXERCISES

NIL

APPENDIX 'C' - SPORT

<u>Date</u>	<u>Sport</u>	<u>Versus</u>	<u>Result</u>
6th	Cricket	IZINGARI Small Ships trial match (9 representatives)	
9th	Golf	St. CROIX } YUKON }	VAMPIRE/DUCHESS won (3 representatives)
11th	Cricket	BIG SHIPS	Match Drawn - Rain stopped play. (4 representatives)
11th	Cricket	INTRA SHIP	VAMPIRE's ORDS (25 Players)
18th	Cricket	KUTTABUL/PENGUIN	KUTTABUL/PENGUIN won (3 representatives)
25th	Cricket	ALBATROSS	ALBATROSS won (3 representatives)
27th	Cricket	VENDETTA 1ST XI	VAMPIRE 2ND XI VENDETTA won by 17 runs.

APPENDIX 'D' - UNDERWATER EXPLOSIONS

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18-206-1145

DEPARTMENT OF THE NAVY

MINUTE PAPER

November, 1967.
Report of proceedings

HMAS Vampire

15/1/12

AS(NS) 15/1/12

D of O 18/1/12

DCNS 19/1/12

1NM 19/1/12

2NM By DOP for 2NM: Separate action being taken on para 13. 29/1/12

3NM 22/1/12

4NM 2/1/12

SEC 3/1/12

FAS(EG) 3/1/12

FAS(FM) 3/1/12

to of S 3/1/12

DPR 3/1/12

AS(NS) (N5) 3/1/12

Registrar

~~D of P D/D of P(A) DGFE DTWP D of C DNAP DSMP CONS DNI } Separate
HPB DCNP DOA DMT DDM DPS DFSD DNR DNES Dof R ACDC PNA } Report
ACMD DMED ACTP DWE MDG DSAP AS(NS)(N5) Registrar } Circulating.~~

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

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7/1/04
H.M.A.S. VAMPIRE,
at Sydney,

1st. December, 1967.

HMAS VAMPIRE - REPORT OF PROCEEDINGS - NOVEMBER, 1967

(All times Zone K)

- References: (a) HMAS VAMPIRE's letter 10/010 dated 29th. November, 1967.
(b) HMAS VAMPIRE's letter 10/010 dated 3rd. November, 1967.
(c) HMAS VAMPIRE's letter 10/010 dated 31st. October, 1967.
(d) NOL 1215/256/51 dated 20th. October, 1967.

Sir,

I have the honour to submit the report of proceedings of HMAS VAMPIRE under my command for the month of November, 1967.

2. At the beginning of the month, the ship lay alongside Bolt Shop Wharf, Cockatoo Island, at 47 hours notice for steam, a large number of her complement having been despatched to long leave or discharged to take up new postings.

3. On 6th. November, I assumed command of HMAS VAMPIRE from Captain N.E. McDONALD, A.D.C., R.A.N., who proceeded on leave and posting to HMAS HARMAN additional for Navy Office.

4. At 1100 on 7th. November, I called on you, Sir, at Fleet Headquarters, Garden Island. As both boilers were being refitted, approval was granted to revert to 72 hours notice for steam on the 9th, in the afternoon of which a small Refit Progress Meeting was held in the office of the Principal Overseer, Cockatoo.

5. The French minesweeper LA DUNKERQUOISE, (Lieutenant de Vaisseau J.N. Pouliquen, F.N.) entered Fitzroy Dock at 0830 on 9th. November, where she remained until 1630 on the 16th, when she undocked and proceeded to Garden Island. HMAS VAMPIRE was designated host ship during the period of her visit. Although attempts to arrange sporting activities failed for various reasons, the Captain and Officers of LA DUNKERQUOISE were entertained successfully at a buffet luncheon in HMAS VAMPIRE on the 10th, and at a combined VAMPIRE/DUCHESS buffet supper in HMAS DUCHESS on 17th. November.

6. At 1500 on 9th. November, I received a call from HMAS VENDETTA (Commander P.R. BURNETT, R.A.N.) and from HMAS DUCHESS (Lieutenant Commander H.K. SPURGEON, R.A.N.) at 1145 on 10th. November. Accompanied by Lieutenant de Vaisseau Pouliquen, F.N., I called upon Captain E.J. PEEL, D.S.C., R.A.N., (HMAS SYDNEY) at 1100 on 10th. November.

7. The main Dockyard Progress Meeting for the month took place in the Principal Overseer's office on the afternoon of the 16th. The following evening, accompanied by my wife, I attended the 1967 Navy League Ball which was held at the Hotel Australia. On 23rd. November, I performed the Harbour Inspection of HMAS PARRAMATTA, at Garden Island. Next day I participated in the periodical Captain's Meeting at Fleet

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CONFIDENTIAL

Headquarters. That evening I had the pleasure of attending a dinner in the Flagship, which you, Sir, gave in honour of the Chief of Naval Staff, Vice Admiral Sir Alan McNicoll, KBE, CB, GM. I also attended the annual Naval Symposium held in HMAS WATSON on the 25th. and 26th. November.

8. Four of my officers were nominated to attend a two-week AAW/ASW Tactical Course in HMAS WATSON, starting on 27th. November. Apart from the Communications Officer who was loaned at short notice as a course instructor, the necessity for the other officers to prepare for the Inspections of HMAS VENDETTA and HMAS PARRAMATTA, has caused their attendance during the first week to be rather intermittent.

9. Although it was originally intended that HMAS VAMPIRE should enter dry dock on the 23rd, industrial trouble delayed this event until the 27th. At 1415 TOBRUK was held off while HMAS VAMPIRE was moved by Naval Pilot and civilian tugs from Bolt Shop Wharf to Fitzroy Dock.

TRAINING.

10. Ordinary Seamen's training has been progressed satisfactorily during the month, by allocating a regular hour for the purpose each afternoon. In addition, the training class toured CODOCK and the QANTAS workshops at Mascot on the 8th. and 15th. of November, respectively. To acquaint them with their duties as Fire Sentries during the refit period, all Ordinary Seamen attended a firefighting course at HMAS PENGUIN on 2nd. November. A Squadron Advancement Board was convened on the 8th. and 9th.

REFIT PROGRESS.

11. HMAS TOBRUK was berthed alongside HMAS VAMPIRE at 0830 on 1st. November, having been previously used to a limited extent as an accommodation ship by HMAS SYDNEY. To bring up to a habitable state those living spaces which had not previously been occupied by HMAS SYDNEY's personnel, and to restore the concomitant domestic and ventilation services, excluding galleys, it was necessary to employ approximately ten of HMAS VAMPIRE's working hands for the preceeding week. HMAS VAMPIRE's Ship's Company transferred to TOBRUK during the afternoon of the 1st, but the former's galleys continued to be used until the 27th, by which time the Mobile Galley (embarked in TOBRUK) had been made serviceable by Garden Island Dockyard representatives. The unsatisfactory condition of the Mobile Galley has been represented in reference (a).

12. In the relatively dry weather experienced during the month, good progress has been made in chipping back large areas of the upperworks, and removing rust from the many places which are normally inaccessible. A mess-deck painting programme is being co-ordinated with dockyard work between decks.

WEAPONS ELECTRICAL

13. As stated in reference (b), it seems certain that the state of the weapons systems at the end of the refit period will be seriously affected by the limited refit vote. In particular, it is doubtful whether White and Blue close range systems will pass the Harbour Acceptance Trails because of the deletion of all CRBFD and MRS8 Predictor items from the Defect List.

14. There is every indication that Red system will be completed and set to work satisfactorily. However, as B turret has been removed, it is considered most important that a Tilt Test be carried out as soon as possible after the completion date.

Formal application for a Tilt Test is being made.

15. Ship's staff and Fleet Maintenance Party personnel are working on the MCS 10 system, as necessitated by the deletion of all Sonar items from the Defect List. Subject to the early return of a reconditioned Mortar Mounting, and the satisfactory completion of REDEF 6/67 (A/S Stabiliser Type 854), it is hoped that this system may be made operational for the next commission. Some urgent work on Hull Outfit 15 is being undertaken by Garden Island Dockyard and, in addition, it is hoped to exchange all MCS10 Predictor units for fully tested units from store.

16. The use of TOBRUK as accommodation ship during the refit has had, and will continue to have, unfortunate consequences. Apart from obvious deficiencies in the standard of accommodation, the state of dilapidation of the ventilation fans and domestic hot water systems demands a sustained effort from ship's staff to maintain these essential services. This has the direct result that less effort is devoted to planned maintenance and day to day supervision of the refit in HMAS VAMPIRE, a situation which can be ill afforded. The situation is further aggravated by the posting away of personnel during the refit period without replacement.

MARINE ENGINEERING AND HULL.

17. The completion of work on A and B boilers is expected to delay the Ship's completion date by up to three weeks. Because of an industrial dispute in Garden Island, no boiler tubes have yet been received by CODOCK from Garden Island Dockyard. It is expected that the delays to HMAS VAMPIRE's programme will be fully discussed at a meeting in the Office of the Principal Overseer on 5th. December, 1967.

18. Because of financial limitations, the Main Defect List had to be severely pruned and many essential items were transferred to Ship's Staff for completion or deferred, as reported in reference (c). A considerable number of planned maintenance items come within this category. Since reference (c) was forwarded, further Marine Engineering and Hull items have had to be deferred.

19. The problems of the Marine Engineering and Hull departments have been aggravated by the relief of the Engineer Officer, the Senior Engineer, Chief ERA and Chief Shipwright prior to the completion of the refit. The timing of these postings may well have an adverse effect on the refit as a whole, the pre-completion date and post refit trails and the work-up.

20. The starboard L.P. Turbine has been lifted in accordance with reference (d). The inspection is still in progress and so far, no major defects have been found.

SPORT.

21. During the month the ship has been represented in the Zingari cricket competition, mid-week water polo competition, inter-service tennis trials, inter-service athletics and Wednesday sailing matches. Inter-ship challenges were accepted for cricket matches. Results of sporting fixtures are shown in Appendix 'C'.

22. Due to the ship's refit programme and leave, the majority of the Ship's Company has been unable to participate in

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sporting activities but it is hoped that this situation will improve after the main leave period. Notwithstanding the difficulty during refit of sparing many ship's personnel for regular sporting activities, an effort is made to make personnel available where possible, particularly in the case of Ordinary Sailors (Various).

HEALTH, CONDUCT AND MORALE.

23. The health, conduct and morale of the Ship's Company continues to be satisfactory. The Welfare Committee has met twice during the month.

I have the honour to be,

Sir,

your obedient servant.

N. A. Boase
(N. A. BOASE)
CAPTAIN.

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

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APPENDIX 'A' - STEAMING

(a)	Distance steamed during the month	nil
(b)	Hours underway during the month	nil
(c)	Distance steamed since commissioning	335,508 miles.
(d)	Hours underway since commissioning	23,010 hours.
(e)	Economical speed exceeded	NA

APPENDIX 'B' - EXERCISES

NIL

APPENDIX 'C' - SPORTING RESULTS

<u>Date</u>	<u>Sport</u>	<u>Versus</u>	<u>Result</u>
8th.	Cricket (Zingari)	WATERHEN	Match drawn (4 representatives)
15th.	Cricket (Zingari)	WATSON/RUSHCUTTER	Match drawn (5 representatives)
22nd.	Cricket (Zingari)	NIRIMBA	Nirimba win on 1st. innings (4 representatives)
22nd.	Water-polo	NIRIMBA	Nirimba won 15 - 0 (3 representatives)
23rd.	Cricket (Zingari)	DUCHESS	Duchess won 164 - 10 (12 representatives)
29th.	Cricket (Zingari)	ALBATROSS	Albatross won on 1st. innings. (6 representatives)
29th.	Water-polo	ALBATROSS	Albatross won 11 - 0 (3 representatives)

APPENDIX 'D' - UNDERWATER EXPLOSIONS

NIL

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18 206 1183

DEPARTMENT OF THE NAVY

MINUTE PAPER

December 1967

HMAS VAMPIRE

Report of proceedings

AS(NS) ~~27/11~~ 27/11

D OF O 23/11

DCNS 24/11

1NM ~~24/11~~ 24/11

2NM ~~23/11~~ 23/11

3NM ~~23/11~~ 23/11

4NM ~~30/11~~ 30/11

SEC 23/11

FAS(EG) 23/11

FAS(FM)

C OF S 31/11

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AS(NS) ~~23/11~~ 23/11
Registrar.

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ACMD	DMED	ACTP	DWE	PEE	MDG	DSAP(M)	AS(NS)	(N5) Registrar	

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HMAS VAMPIRE - REPORT OF PROCEEDINGS - DECEMBER 1967

(HMAS VAMPIRE'S 7/1/04 of 4th January, 1968.)

II

NAVY—CANBERRA		
18	206	1183

A.F. 17/59/2

The Secretary,
Department of the Navy.

1. Forwarded. My remarks on the fire in the Diesel Generator Compartment will be forwarded separately.

RPuh

REAR ADMIRAL

CB221 Office of the
Flag Officer Commanding,
HM Australian Fleet.

17 JAN 1968 ✓

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17/59/2

7/1/04

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

4th January, 1968.

HMAS VAMPIRE - REPORT OF PROCEEDINGS - DECEMBER 1967
(All times Zone K)

Sir,

I have the honour to submit the report of proceedings of HMAS VAMPIRE under my command, for the month of December, 1967.

2. The ship remained in Fitzroy Dock at Cockatoo Island dockyard throughout the month. The planned undocking date of 21st December could not be met due to delays to work involving the rudders and propeller shafts and the ship will now remain in dock until probably the second week in January, 1968.

3. From the 4th to 8th December I attended the Senior Officer's Study Period at A.J.A.S.S. I remained at Jervis Bay over the weekend of 9th and 10th December to carry out the Harbour Inspection of HMAS VENDETTA.

4. I conducted the Sea Inspections of HMA ships PARRAMATTA and VENDETTA on 11th and 12th December. In spite of the rather uncomfortable weather which caused some serials to be cancelled or curtailed, the inspections programmes went according to plan. In addition to the two ships being inspected, HMA ships SUPPLY, QUEENBOROUGH, OXLEY, ATTACK and AITAPE, HMS TABARD and Army and RAAF units took part in the exercises.

5. At 2125 on Monday 18th December a fire broke out in 4F Diesel Generator Compartment. The fire was extinguished by the duty watch before major damage could result. The incident was reported in my signal 190300Z December.

PROGRESS OF REFIT

6. It became evident at a refit progress meeting held at Codock on 5th December that delays in manufacturing replacement boiler tubes would require the refit completion date to be retarded two to three weeks. This situation was reported in VAMPIRE signal DTG 060750Z. G.O.S.I.E.A.A.'s signal DTG 122317Z subsequently confirmed that the completion date would be retarded by three weeks.



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TRAINING

7. Ordinary Seamens training was carried out daily until 18th December, when all Ordinary Seamen and their divisional senior sailors proceeded on long leave. To provide some variety in the training programme, Ordinary Seamen toured the Newington Armament Depot on Wednesday 6th December and took part in an afternoon's sailing, swimming and recreational activity at Schnapper Island on 13th December.

HEALTH CONDUCT AND MORALE

8. The health, conduct and morale of the Ship's Company continues to be satisfactory. The Welfare Committee has met during the month.

I have the honour to be,

Sir,

your obedient servant.

N. A. Boase

(N.A. BOASE)
C A P T A I N

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

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APPENDIX 'A' - STEAMING

(a)	Distance steamed during the month	nil
(b)	Hours underway during the month	nil
(c)	Distance steamed since commissioning	335,508 miles
(d)	Hours underway since commissioning	23,010 hours
(e)	Economical speed exceeded	NA

APPENDIX 'B' - EXERCISES

NIL

APPENDIX 'C' - SPORTING RESULTS

<u>Date</u>	<u>Sport</u>	<u>Versus</u>	<u>Result</u>
6th	Waterpolo	ESTABLISHMENTS	Small ships won on forfeiture (3 reps)
6th	Cricket (Zingari)	WATERHEN	Small ships won (4 reps)
13th	Waterpolo	BIG SHIPS	Big ships won (2 reps)
13th	Cricket (Zingari)	NIRIMBA	Nirimba won (5 reps)

APPENDIX 'D' - UNDERWATER EXPLOSIONS

NIL

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Appendix G to HOMAS Vampire letter 7/1/04

dated 5-3-66.

VAMPIRE R of P

FEB, '66

O.H.M.S.



Appendix C to HMS Vampire letter

7/1/04 dated 5-3-66

Ceremony of presentation of
troop for \$1000 to Rec.,
NSW Guide Dog Assn.

by Captain, VAMPIRE on
behalf of 'Ship's' Company.

10/2/66.

See Vampire R of P
7 Feb, '66.



Appendix C to HMAS Vampire letter 7/1/04
dated 5-3-66

Summary of presentation of cheque for
\$1,000 to HMAS, NSW Guide by AUSA,
by Captain, VAMPIRE on behalf
of Ship's Company - 10/2/66.

See Vampire R of P Feb., 66.



Appendix C. To HMAS Vampire letter 7/1/04 dated
5-3-66

Amount of payment of cheque
for \$1,500 to Rev. NSW Guide
Dog Assn. by Captain, VAMIRE
on behalf of Ship's Company - 10/2/66.

See VAMPIRE R of P Feb, 66.