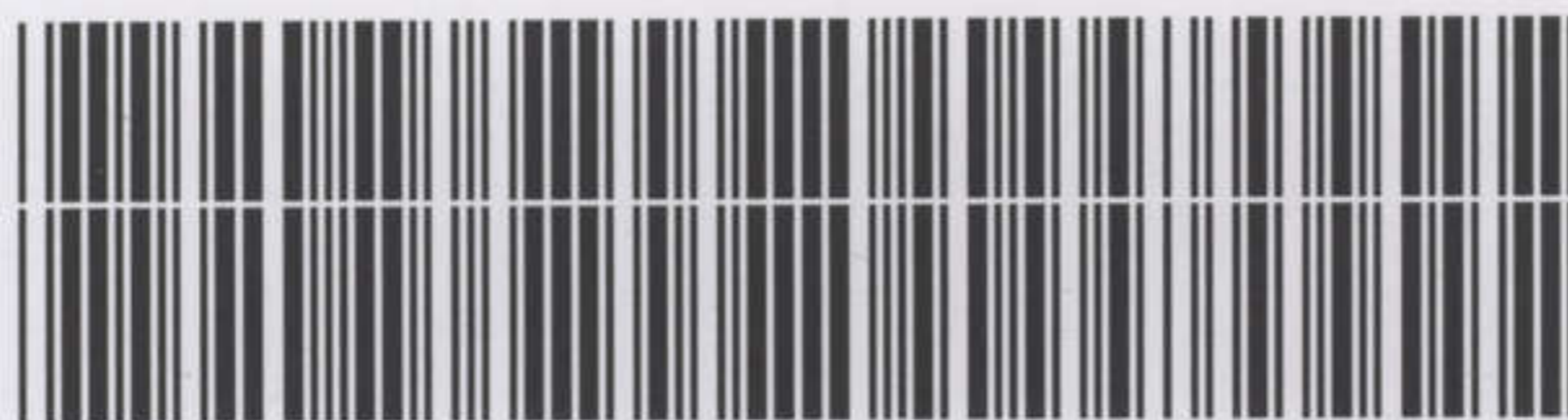


**AWM78**  
**Reports of Proceedings,  
HMA Ships and Establishments**

**HMAS VAMPIRE**

**Item number: 351/14**

**Title: January 1976 - January 1977**



AWM78-351/14

[351/14]

Vampire

Originals 1976

Declassification Authority—Defence Records  
This record has been reviewed and has been  
declassified by the Department of Defence  
(Navy) with effect from: 17 Dec 90  
Authority Dig (N) Admin 18-13.  
Reviewer: LCDR R. L. Smith (RANEM)

Signature: R. L. Smith Date: 14 MAR 91

RESTRICTED

FILE: 428/3/1372

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HMAS

VAMPIRE

Report of Proceedings JANUARY '76

~~ASRP-N~~

19/2/76

~~DNO~~

02 had a pleasant run home from the Far East deployment. Sub Lt. Mulline, who joined in Singapore for the return journey, travelled by Service Air.

~~DGNOP~~

27/2/76

22/4.

~~DCNS~~

~~CNS~~

30/4

~~CNP~~

29/4

~~CNPS~~

30/4

~~CNSW~~

31/5

~~CNMP~~

1/5

FAS C of S - N W 61576

~~PRLO-N~~

13/8/76

~~ASRP-N (NS55)~~

- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
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AB 19/2/76.



RESTRICTED  
ROYAL AUSTRALIAN NAVY

FRK

Telephone:  
359-9111

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

A.F. 1/16/59

13 6 FEB 1976

Department of Defence (Navy Office)

HMAS VAMPIRE - REPORT OF PROCEEDINGS - JANUARY 1976

Forwarded.

(R.C. SWAN)  
Commodore  
for Commander Australian Fleet

Enclosure.

HMAS VAMPIRE Report of Proceedings dated 1st February 1976

RESTRICTED

RESTRICTED

1.16.10

HMAS VAMPIRE  
At Sea

1st February, 1976

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET

For Information:

The Commanding Officer,  
HMAS VENDETTA

The Commanding Officer,  
HMAS DUCHESS



HMAS VAMPIRE - REPORT OF PROCEEDINGS, JANUARY, 1976

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of January, 1976.

2. HMAS VAMPIRE greeted the new year alongside at HMS TAMAR, enjoying the mild and pleasant Hong Kong weather and the close attention of Suzies Side Party. The full sports programme from the previous year continued with sailing, cricket and soccer matches arranged against local opposition.
3. During the stay Mr. Run - Run Shaw kindly invited a party of sailors to look around the Shaw Film Studios, where the sailors were able to see the making of some of the martial arts films which are so popular at the moment. Others from the ship paid one day visits to the island of Macao, where the shopping and surroundings were interestingly different from Hong Kong. The navigating officer and I paid a visit to the Hong Kong Royal Observatory where the impression gained was of a first class professional outfit, specialising in typhoon tracking and warning.
4. The visit to Hong Kong was an enjoyable one with the Australian Commission and the Australian Community being very hospitable to the ship. A good liaison was also maintained both socially and professionally with HMS TAMAR.
5. HMAS VAMPIRE was scheduled to leave Hong Kong at 1000H on Friday 9th January and a short programme of exercises was organised with HMS CHICHESTER. Unfortunately the exercises had to be cancelled, when a last minute gyro problem prevented VAMPIRE sailing for Singapore until 1400. The ship departed in gleaming condition from the work of Suzies Side Party. Where else could one get such hard work and such a reliable service for so little in return?
6. The weather on the passage to Singapore was poor with force 6 northerly winds and a heavy following sea. This however had little effect on the ship's routine and a variety of exercises was carried out, including a light and live mortar firing and 40/60 firings. Shortly after 0900GH on 13th January identities were exchanged with USS FOX, USS HEPBURN and USS GRAY, which were operating off the east coast of Malaysia. It is understood that the USN ships were going

RESTRICTED

/to...

2. RESTRICTED

to exercise with the Iranian group of ships due in Singapore from Colombo on 19th January. It is possible that they were also keeping their eye on the movements of Russian ships through the area. USS FOX, under the command of Captain Weekes USN, requested OOW manoeuvres with HMAS VAMPIRE and a valuable one hour exercise resulted. The ships parted company at 1140 and at 1300 that afternoon VAMPIRE carried out sonar tracking on the Triplane Target in the exercise areas off Malaysia. This was worthwhile, especially for the maintainers as it gave them a good opportunity for fault finding. The exercise was completed at 1500 and the ship anchored in the vicinity of Johore Shoal Buoy at 1930.

7. One occurrence of special interest on the passage from Hong Kong to Singapore was the sighting of 4 Russian warships at 1805GH on 12th January. Details were reported in HMAS VAMPIRE FOD 121209Z JAN 76. The Russian ships passed about 6 miles to the west of VAMPIRE in poor visibility.

8. HMAS VAMPIRE weighed anchor at 0800GH on 14th January and went alongside starboard side to number 6 berth in the Sembawang Dockyard Naval Basin at 1000. Sub Lieutenant S. Mullins, RAN joined the ship on arrival to take over the duties of Master Gunner.

9. The naval basin is now under the control of the Port of Singapore Authority. Berths 6 and 7 are still available for use by ANZUK and other friendly naval forces providing sufficient notice is given. Two RN civilian stores officers look after the British facilities, i.e. equipment for 6 and 7 berths and the Senoko fuel farm. Berth 5 is still being used as a berth for RFA SIR GALAHAD, but this is understood to be a temporary arrangement. The ship's diving team carried out a diving survey of berths 6 and 7 for the RN and they were found to be in good condition.

10. At 0830 on 19th January an Iranian naval group comprising the IIS BANDAR ABBAS, FARAMAZ, BABR and BAYADOR berthed starboard side to in berths 5 and 7 of the naval basin. The senior Iranian naval officer, Captain 2nd class Chafik called on me at 1000. They had expected to visit Jakarta and Fremantle after the Singapore visit, but due to events at home were returning to Iran via the Maldives and Seychelles from Singapore. As this was their first ~~visit~~ overseas deployment, the Iranians were out to make the most of their visit to Singapore.

11. VAMPIRE left Singapore at 1000 on Tuesday 20th January. At 1630 the ship slowed down to allow King Neptune and his court to carry out a belated, but very necessary, inspection of the ship's company. The crossing-the-line ceremony took place on the focsle and all offenders were dealt with summarily and with little sympathy.

12. A valuable unalerted Damage Control exercise was carried out on the afternoon of 21st January. The ship went to action stations as a result of simulated enemy attacks and the one hour exercise blew away many of the cobwebs which had collected in Hong Kong and Singapore.

/13...

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13. The passage to Jakarta was otherwise uneventful and at 0950G on Thursday 22nd January VAMPIRE stopped just inside the breakwater of Tanjong Priok harbour to embark the pilot and deputy Australian Naval Attache. The ship berthed starboard side to in berth 301 at 1000. A welcoming party of a naval band and a group of about 50 Indonesian naval officers, petty officers and sailors was fallen in on the wharf to greet the ship.

14. The Commanding Officer of the Tanjong Priok Naval Station, Lieutenant Colonel Sunarmijoto, accompanied by the Australian Naval Attache, Captain M. Clarke RAN, called on me on arrival. My first call was on the Chief of Staff, Third Naval Area, Colonel Sundoro Syamsuri, who took the call on behalf of the Commander - in - Chief, Third Naval Area. I then called on the Australian Ambassador, His Excellency Mr. R.A. Woolcott. My third and final call was on the Mayor of North Jakarta, Mr. Dwinato Brodjosupadmo. Colonel Syamsuri returned my call at 1315 in the afternoon.

15. A cocktail party for 93 guests was held on board on the evening of Friday 23rd January. Because of heavy rains the party was held on the bridge and in the Wardroom. A reasonable number of Indonesian Naval Officers and their wives attended and there was also a good turn out of the foreign attache corps and Australians resident in Jakarta. I hosted a dinner on board for the Australian Ambassador, Commodore Sohero Socbroto, Captain Clarke and their wives after the party. Return receptions for the ship were given by the Australian Naval Attache on the Saturday and the Indonesian Navy on Sunday 25th January.

16. A full sporting programme was arranged for the visit and two rugby matches and a soccer match were played against the Indonesian International Sports Club. The close matches and the good after game hospitality made the occasions very enjoyable. A volleyball match against an Indonesian Naval side proved a little embarrassing, as the ship's team on arrival found that the game had been billed as one between the R.A.N. and the Indonesian Navy. The subsequent annihilation took place in front of over one hundred spectators and VAMPIRE's team discovered the hard way that volleyball is one of the most popular sports in Indonesia. More fortunate were the people who went water skiing at the invitation of the Indonesian navy. They were looked after marvellously and were afterwards presented with an enormous trophy. Water skiing is a favourite sport of Admiral Prasodjo Mahdi of Area 3.

17. Daily bus tours were arranged to Puncak which was about 3 hours away in the mountains. Embassy bungalows were generously made available and the sailors were able to enjoy a barbecue in beautiful surroundings, despite the sometimes inclement weather.

18. The weather in Jakarta could only be described as wet and windy. Cyclone Vanessa, which later ranged down the West Australian coast, was building up to the south of Java when we arrived in Jakarta. We were indeed lucky that the weekend break allowed us to avoid it. The Indonesian navy were not so lucky as they lost a Komar patrol boat in rough seas on the day of our arrival. (This incident was reported to Canberra by the Australian Naval Attache).

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19. An unfortunate incident occurred when a sailor was injured in a motor bike accident. The Indonesian Navy was very quick to assist, however as surgery was involved it was decided to 'Medivac' him to Singapore for treatment. The RAAF provided an aircraft and medical team from Butterworth at very short notice and flew the sailor to Singapore where he was operated on.

20. The ship left Tanjong Priok for Australia at 0940 on Monday 26th January, again to the accompaniment of a guard and a band on the wharf. Lieutenant Colonel Sunarmijoto called on board to wish VAMPIRE well before sailing. The Indonesian Navy was most hospitable during the visit and went out of their way to ensure the visit was a success. There was no evidence or mention of the problems in Timor affecting their good will towards the R.A.N. Jakarta is an interesting port for a short visit, however it does lack some of the facilities which sailors like and as we were virtually on our way home to Australia we were pleased to be on our way.

21. Good weather favoured the ship for the whole of the passage from Sunda to Fremantle. On the morning of the 27th we passed close in to Flying Fish Cove to allow the ship's company to view the settlement on Christmas Island at close quarters. On 29th January a P.A.C. was fired using all 4.5" turrets and on 29th January a live mortar firing and 40/60 firings took place.

22. HMAS VAMPIRE went alongside port side to berth A and B in Fremantle Inner Harbour at 1000H on Saturday 31st January, 1976. It was good to be back in Australia again. As the ship was sailing early the following Monday, all calls were considered paid and received. However the Naval Officer Commanding Western Australia, Commodore Clarke and his wife called on board shortly after arrival to welcome the ship home.

#### Marine Engineering

23. Ship's staff repairs to A boiler (URDEF 83/77) were tested on 3rd January. The repair was satisfactory, however tube root leakage was treated on the main water drum. HMAS VAMPIRE DDW 041206Z JAN 76 INDEF 22/77 refers.

24. Hong Kong United Dockyard completed repairs to the starboard I.L.R. platform at 2 deck level (URDEF 82/77) on 2nd January.

25. Main and auxiliary machinery have performed satisfactorily during the month and feed water losses have been reduced to tolerable levels steaming each boiler.

#### Weapons Electrical Engineering

26. No major problems appeared through the month of January. Generator problems referred to in previous reports now appear to be satisfactorily resolved. The mortar MK10 AN continues to be somewhat unreliable and needing of constant maintenance effort.

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27. The period in Singapore demonstrated quite clearly that this previously good logistic support facility has become just another Far East Port. From the pure engineering standpoint, Subic Bay now has better facilities for maintenance, although the climate there is likely to be much hotter and there is the typhoon season.


28. Outstanding major defect at the end of the month is Blue M22 system awaiting stores.

Health, Conduct and Morale

29. The conduct and health of the ship's company have been satisfactory. At the end of January there was still one sailor in the B.M. Hospital, Hong Kong and another in the New Zealand Forces Hospital, Singapore. Both were the result of road accidents.

30. The sailors are pleased to be back in Australia after a fairly long period away and are looking forward to leave with their families.

I have the honour to be,  
Sir,  
Your obedient Servant,

  
(G.M. JUDE)  
CAPTAIN, RAN  
COMMANDING OFFICER

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

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Annex A to HMAS VAMPIRE letter 1.16.10 dated 1st February, 1976

STEAMING RETURN

1. Distance steamed during January - 3,844.6 miles.
2. Hours underway during January - 270.
3. Distance steamed since commissioning - 525,750.6 miles.
4. Hours underway since commissioning - 35,990.7.
5. Periods in excess of fast routing speed - NIL.

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Annex B to HMAS VAMPIRE letter 1.16.10 dated 1st February, 1976

EXERCISE RETURN

<u>Exercise</u>	<u>Number</u>	<u>Total Hours</u>
<u>Gunnery</u>		
NGSCX	2	3
40/60 CRSUFX	2	3
.50 CAL CRSUFX	1	1½
SUPAC	1	1½
<u>ASW</u>		
Live mortar firing	2	-
Light mortar firing	2	-
182 streamed	1	24
IDCT	3	3
Triplane target tracking	1	2
Advancement and training	6	6
<u>Diving</u>		
Berth survey in Singapore	2	2½
Hull survey	2	2½
General	3	4
<u>Communications</u>		
NAVCOMEX 201		6
NAVCOMEX 202		16
NAVCOMEX 205		4
RRx		8
MSX		4
TTX		6
MMX		5
MTX		5
<u>AIO</u>		
Advancement training	-	20
<u>NBCD</u>		
All ship exercise	1	2
Section exercises	2	4

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Annex C to HMAS VAMPIRE letter 1.16.10 dated 1st February, 1976.

MOVEMENTS RETURN

<u>Arrive</u>	<u>Place</u>	<u>Depart</u>
	Hong Kong	9 JAN
14 JAN	Singapore	20 JAN
22 JAN	Jakarta	26 JAN
31 JAN	Fremantle	

RESTRICTED

File Number

N428	3	1372	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

REST.
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\* NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS VAMPIRE - REPORT OF PROCEEDINGS - JANUARY 1976

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

Cancel File No ..... and inform Movements Section.

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SUBJECT INDEX

Posting	Precis	Initials

NAME INDEX

Heading	Precis	Initials
HMAS VAMPIRE	afa,	

LOGGING

Originator	Originator's Reference	Date	Initials
FOCAF	AF 1/16/59	16/2/76	

Information Classifier Debbie (Signature) 18/2/76 (Date)

RESTRICTED

FILE: 428/3/1436

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

19<sup>th</sup> - 29<sup>th</sup> FEBRUARY '76

HMAS VAMPIRE REPORT OF PROCEEDINGS

~~ASRP-N~~ 30/3

~~DNO~~ For the period of this report VAMPIRE remained in Sydney undergoing an AMP

~~DCNS~~ Captain Horton has relieved Captain Jure in command

~~CNS~~ 28/4 and as COMNAV DESRON TWO.

23/4

~~CNP~~ 19/4

~~CNTS~~ 20/4

~~DGLOG-N~~ 31/5

~~CNM~~ 31/5

~~DGSUP-N~~ 14/5/76

~~PRLO-N~~ 13/8/76

~~ASRP-N~~ (NS55)

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AB 29/3/76



**RESTRICTED**  
**ROYAL AUSTRALIAN NAVY**

CMR

Telephone  
359 9111

Extension 3175

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

A.F.

1/16/59

24 MAR 1976

Department of Defence (Navy Office)

HMAS VAMPIRE - REPORT OF PROCEEDINGS - 19TH - 29TH  
FEBRUARY 1976

1. Forwarded.
2. The outboard auxiliary feed pump mentioned in paragraph 7 remains serviceable although output is affected by a cracked steam cylinder liner and scored pump end liner. Spares are being manufactured and will be fitted by GID when available.

*R.C. Swan*  
 (R.C. SWAN)  
 Commodore  
 for Commander Australian Fleet

Enclosure:

HMAS VAMPIRE Report 1/16/10 dated 1st March 1976

**RESTRICTED**

RESTRICTED

1.16.10

HMAS VAMPIRE  
At Sydney

1st March, 1976

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET

For Information:

The Commanding Officer,  
HMAS VENDETTA

The Commanding Officer,  
HMAS DUCHESS



HMAS VAMPIRE - REPORT OF PROCEEDINGS  
19th FEBRUARY TO 29th FEBRUARY 1976

Sir,

I have the honour to report the proceedings of HMA ship under my command for the period 19th February to 29th February 1976.

2. I assumed command of HMAS VAMPIRE and AUSDESRON TWO from Captain G.McC. Jude, RAN on Thursday 19th February 1976 having joined the previous day.

3. Since taking command the ship has remained alongside S.E. Cruiser Wharf carrying out an AMP and long leave period.

4. Upperdeck maintenance and painting has been seriously curtailed due to recent inclement weather but this should be progressed as soon as the weather improves.

Marine Engineering

5. Ship's staff, FMU and FMP are making satisfactory progress on defect and planned maintenance work.

6. Investigations with GID staff indicate that scuffing of the Port Main Gearing (INDEF 19/77, URDEF 71/77) has been present since the 1966 inspection. More detailed examinations will be made when the gear box is opened during the AMP.

7. Work on the outboard Feed Pump in B Boiler Room (URDEF 58/77) has not commenced. It is understood that the availability of spares and time estimates for repair are the prime problems. It is unlikely that the feed pump defect will be rectified during the current AMP.

8. The cracking of X Gundeck (INDEF 30/77) has been repaired.

Weapons Electrical Engineering

9. Although the extended leave period has severely reduced the maintenance personnel available on board, the AMP is progressing satisfactorily with the FMU providing valuable assistance in most areas.

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2.

10. There has been no significant change in the major defect state since the last report. Outstanding urgent defects are:-
- a. URDEF 70/77 'A' turret training - in hand dockyard.
  - b. URDEF 79/77 Mufax clutch spring - in hand FMU.
  - c. URDEF 86/77 G2 amplidyne - repair completed awaiting trial.
  - d. URDEF 87/77 AN/URT-24 coupler - in hand FMU.
  - e. URDEF 88/77 Pitometer log - in hand dockyard.
  - f. URDEF 80/77 M22 pulse transformer - repair completed awaiting trial.

11. Minor defects outstanding include a dockyard alignment of UA3 J Band and a leaking seal on the forward M22 radome.

12. The overall state of the electrical department is good.

Health, Morale and Conduct

13. The health, morale and conduct of the ship's company, which consists mainly of Sydney and NSW natives awaiting the second leave period, have been good.

I have the honour to be,  
Sir,  
Your obedient Servant



(A.R. HORTON)  
CAPTAIN, RAN  
COMMANDING OFFICER

Annex A: Steaming Return.

RESTRICTED

RESTRICTED

Annex A to HMAS VAMPIRE letter 1.16.10 dated 1st March, 1976

STEAMING RETURN

1. Distance steamed during February - 2,463 miles
2. Hours underway during February - 164 hours
3. Distance steamed since commissioning - 528,213.6 miles
4. Hours underway since commissioning - 36,154.7 hours
5. Periods in excess of fast routing speed - Nil

RESTRICTED

File Number

<i>H 28</i>	<i>3</i>	<i>1436</i>	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

<i>Rest.</i>
--------------

\* NOTE: Please print all entries clearly.

REGISTRATION

Title *WMA's Vampire - Report of Proceedings 19th 20th Feb 76*

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

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SUBJECT INDEX

Posting	Precis	Initials
<i>R24.2</i>	<i>As above</i>	

NAME INDEX

Heading	Precis	Initials
<i>WMA's Vampire</i>	<i>As above</i>	

LOGGING

Originator	Originator's Reference	Date	Initials
<i>FOCAF</i>	<i>AF 1.16.59</i>	<i>24, 3, 76</i>	

Information Classifier *[Signature]* (Signature) *25, 3, 76* (Date)

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

MARCH 76

HMAS

VAMPIREREPORT OF PROCEEDINGS~~ASRP-N~~

5/5

~~DNO~~

VAMPIRE remained in Sydney throughout the

~~DGNOP~~

18/6 month under going maintenance and joining

~~DCNS~~

leave

14/6

~~CNS~~

22/6

~~CMB~~

23/6

~~CNTS~~

24/6

~~DGLOG-N~~

28/6

~~CNM~~

30/6

~~DESUP-N~~~~PRLO-N~~

27

~~ASRP-N~~

(NS55) 6/7

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ROYAL AUSTRALIAN NAVY

**RESTRICTED**

JMH

Telephone:  
359 0111

Extension 3175

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

A.F.

1/16/59

15 APR 1976

Department of Defence (Navy Office)

HMAS VAMPIRE - REPORT OF PROCEEDINGS - MARCH 1976

Forwarded.

(R.C. SWAN)  
Commodore  
for Commander Australian Fleet

KC Enclosure:

HMAS VAMPIRE Report of Proceedings 1/16/10 dated 1st April 1976

ASRP-N  
(A)

**RESTRICTED**

nom

HMAS VAMPAIRE

N/R

RESTRICTED

12/5/51

APR 23 09 28 1951  
DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

NAVY AMBUSH REPORTS OF PROCEEDINGS 1/10/50 dated 1st April 1951  
REGIONS:

1st Commander Australia Fleet  
Commander  
(R.C. SMITH)

Forwarded

NAVY AMBUSH - REPORTS OF PROCEEDINGS - MARCH 1951

Department of Defence (Naval Office)

1/10/50

12 APR 1951

RECEIVED 12 APR 1951  
NAVY DEPT. HEADQUARTERS

1/10/50

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NAVY AUSTRALIAN NAVY

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1.16.10

HMAS VAMPIRE  
at Sydney

1st April, 1976

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET

For information:

The Commanding Officer,  
HMAS VENDETTA

The Commanding Officer,  
HMAS DUCHESS



HMAS VAMPIRE - REPORT OF PROCEEDINGS, MARCH 1976

Sir,

I have the honour to report the proceedings of HMA ship under my command for the month of March, 1976.

2. The ship has remained alongside SE Cruiser Wharf throughout the month, continuing the AMP and long leave period. Upperdeck maintenance and painting has progressed satisfactorily, despite problems created by the industrial unrest in the dockyard. The unavailability of cranes resulted in a restricted use of the vacublast machine.
3. HMAS VAMPIRE played host to a variety of visitors during the month, including a group of Direct Entry Legal Officers, two groups of officers under training from RAAF Sale and several parties of school children.
4. I attended your Commanding Officers' meeting on 1st March, and was at HMAS WATSON for the following three days undertaking the C.O. 'Desig' course at the Tactical School, in company with the Commanding Officer, HMAS SUPPLY.
5. I presided over the Fleet Board held for the eight Kuwaiti Midshipmen on 22nd and 23rd March. The results were detailed in HMAS VAMPIRE's 260132Z March, 1976. A full report on the Board's findings is being forwarded.
6. Training opportunities were limited by leave requirements, but all Seamen Officers and Signalmen carried out valuable fleetwork training in the AIOTT at HMAS WATSON. This was primarily undertaken in the DE and FS models, but when not available, the Command Cubicles/Monitor Room positions proved quite acceptable.

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7. Again in company with the Commanding Officer, HMAS SUPPLY, I carried out a two day NBCD course at HMAS PENGUIN on 25th and 26th March, 1976.

8. Lieutenant Commander K. HEYNATZ, RAN and Lieutenant M.A. HADLEY, RN joined as Mate of the Upperdeck and Diving Officer and Navigating Officer respectively during the period.

#### Marine Engineering

9. Continued satisfactory progress is being made in both ship staff and Fleet Maintenance Party work in the Propulsion and Hull sections. All mountings were replaced on 'A' Boiler and a satisfactory water pressure test to working pressure was carried out on 18th March.

10. The Fleet Maintenance Party is nearing completion of the major overhaul of 'L' Diesel Generator.

11. The dockyard has completed the dressing of the Port Main Gearing (INDEF 19/77 and URDEF 71/77). Closing up and flushing the lub-oil system has yet to be completed.

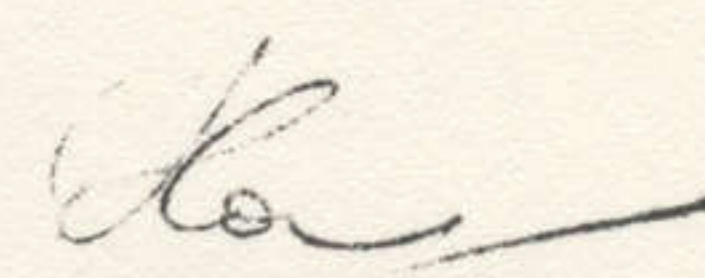
#### Weapons Electrical Engineering

12. Maintenance has progressed reasonably during the month. Defects listed in the previous report are still in hand, but URDEF 70/77 ('A' turret training) is proving difficult to rectify. Progress on this defect has been slowed considerably by industrial action in the dockyard.

#### Health, Morale and Conduct

13. The second leave period started on 19th March. The health, morale and conduct has remained good.

I have the honour to be,  
Sir,  
your obedient servant

  
(A.R. HORTON)  
CAPTAIN, RAN  
COMMANDING OFFICER



File Number

N428	3	474	1
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

REST
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\*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS VAMPIRE - REPORT OF PROCEEDINGS  
MARCH 1976

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

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SUBJECT INDEX

Posting	Precis	Initials

NAME INDEX

Heading	Precis	Initials
HMAS VAMPIRE	aja	

LOGGING

Originator	Originator's Reference	Date	Initials
FOCAF	AF1/16/59	29, 4, 76	

Information Classifier	
<u>Debbie</u> (Signature)	<u>29, 4, 76</u> (Date)

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HMAS VAMPIRE REPORT OF PROCEEDINGS APR 26

- ~~ASRP-N~~ 28/5
- ~~DNO~~ An end-of-refit monthly 4/7
- ~~DGNOP~~ 22/7
- ~~DCNS~~
- ~~CNS~~ 6/7
- ~~CNE~~ 16/7
- ~~CFPS~~ 4/7
- ~~DGLOG-N~~ 15/7
- ~~CNM~~ 16/7
- ~~DGSUP-N~~ 21/7
- ~~PRLO-N~~
- ~~ASRP-N~~ (NS55) 23/7

- NOTES:
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28/5



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**ROYAL AUSTRALIAN NAVY**

Telephone:  
359-9111 Extension 3175

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

A.F. 1/16/59

19 MAY 1976

Department of Defence (Navy Office)

HMAS VAMPIRE - REPORT OF PROCEEDINGS - APRIL 1976

Forwarded.

(R.C. SWAN)  
Commodore  
for Commander Australian Fleet

Enclosure:

HMAS VAMPIRE Report 1/16/10 dated 1st May 1976

ASRP-N  
(A)

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Dom HMAS Vampire N1A

RECEIVED

21 MAY 76 11 41

DEPT. OF DEFENCE  
CENTRAL REGISTRY

HMAS VAMPIRE REPORT 1/10/10 1010 1010 1010  
1010 1010

FOR COMMANDER VESSEL/SHIP  
COMMISSIONER  
(H.C. 2010)

*[Handwritten signature]*

HMAS VAMPIRE - REPORT OF PROCEEDINGS - 1010 1010

DEPARTMENT OF DEFENCE (NAVY OFFICE)

1010 1010  
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1.16.10

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HMAS VAMPIRE  
at Sydney

1st May, 1976

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET

For information

The Commanding Officer,  
HMAS VENDETTA

The Commanding Officer,  
HMAS DUCHESS



HMAS VAMPIRE - REPORT OF PROCEEDINGS, APRIL 1976

Sir,

I have the honour to report the proceedings of HMA ship under my command for the month of April, 1976.

2. The ship started the month alongside SE Cruiser Wharf, but on Monday, 5th April, berthed alongside HMAS STALWART's starboard side at E moorings, port side to, after a cold move. Bilge, tank, funnel and economiser cleaning was carried out. The ship returned by cold move to SE Cruiser Wharf, starboard side to, on the morning of Tuesday, 13th April. HMAS HOBART came alongside starboard side to at 1340 on the 15th April and slipped at 1000 on the 20th April. At 1055 on 22nd April HMAS DUCHESS berthed alongside starboard side to. The second leave party returned from leave on Monday 26th April and this allowed one week of intensive activity to prepare the ship for sea. After unsatisfactory progress on upperdeck husbandry in March, due to bad weather and internal dockyard problems, better progress was made this month.

3. I had the pleasure of entertaining you Sir, at luncheon on 13th April, 1976.

4. Training opportunities during the first three weeks of the month were again limited because of the leave period and the ship's internal work load. However officers and signalmen used the facilities of the Tactical Trainer Building at HMAS WATSON weekly to practise fleetwork and relative velocity problems. RP's from the ship were sent to WATSON for a three day refresher course between 21st and 23rd April. The last week of the month was a busy training period with Command Team Training in the Tactical Trainer Building, two days of mortar training at HMAS WATSON and a demolitions exercise at Holsworthy Range. An unfortunate aspect of the Command Team Training was the unavailability of the AIOTT due to a computer defect although the modified three day tactical revision course for officers, senior and leading sailors and communicators proved invaluable, albeit that the opportunity of valuable operator training was lost.

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5. Five Midshipmen joined on the 2nd April and two Midshipmen on 11th April and started a comprehensive training programme to complete the relevant sections of their task books.

6. The ship's rugby team were entered in the Mons Cup on the 7th April and were narrowly defeated in the second round by HMAS SUPPLY. The ship's soccer team combined with players from HMAS MELBOURNE and HMAS STALWART to compete in the tournament at HMAS NIRIMBA on the 14th April. The first team reached the semi-finals of the Albatross Cup and the second team, the semi-finals of the Nirimba Shield.

7. Visits to the ship by external groups were not so plentiful this month. Two parties, one of 60 pupils from Saint John's school, Narrabeena and the other of 30 cubs from the 1st Narrabeen Cub Pack were shown around the ship.

#### Marine Engineering

8. Repairs to the port side main bearing (URDEF 71.77, INDEF 19/77) were completed early in the month and flushing of the oil system was completed on the 21st April.

9. FMU completed repairs to L5 diesel generator (URDEF 85/77) and satisfactory trials were conducted on 21st April.

10. Garden Island Dockyard has progressed welding and rivetting repairs to the forward funnel in part completion of a series of funnel defects (INDEF 20/77).

11. Satisfactory main and auxiliary machinery trials were conducted 27th - 28th April.

#### Weapons Electrical Engineering

12. This has been a very busy month from the maintenance viewpoint. Significant developments have been the difficulty in completing URDEF U86/77 (G2 turbo-alternator), URDEF U70/77 (Alfa turret training motion) and URDEF U 93/77 (UA 3 J Band). The J Band performance of UA 3 has not been good and a meeting convened at VAMPIRE's request highlighted certain problem areas. Trials have been programmed during the weapon training period in an effort to prove or disprove the previous unsatisfactory results.

13. Posting actions are now almost complete and the training program will commence during the weapon training period.

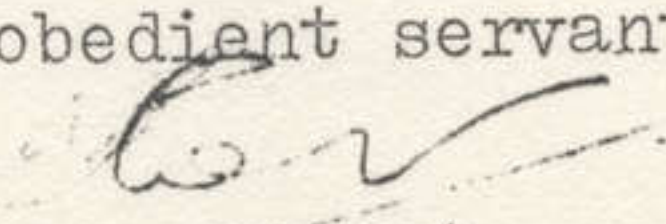
#### Health, Morale and Conduct

14. Health, morale and conduct have remained good. The ship's company are now refreshed after leave and looking forward to an interesting ship's programme

I have the honour to be

Sir,

your obedient servant

  
(A.R. HORTON)  
CAPTAIN, RAN  
COMMANDING OFFICER

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File Number

N 428	20	1532	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

*Rest.*

\*NOTE: Please print all entries clearly.

REGISTRATION

Title *HMAS VAMPIRE - REPORT OF PROCEEDINGS APRIL 1976*

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

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SUBJECT INDEX

Posting	Precis	Initials
<i>R 24.2</i>	<i>As above</i>	

NAME INDEX

Heading	Precis	Initials
<i>HMAS Vampire</i>	<i>As above</i>	

LOGGING

Originator	Originator's Reference	Date	Initials
<i>LOCAT</i>	<i>AF 1. 16. 59</i>	<i>19. 5. 76</i>	

Information Classifier *[Signature]* (Signature) *25. 5. 76* (Date)

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

May 76

HMAS Vampire REPORT OF PROCEEDINGS

~~ASRP-N~~

~~DNO~~

~~DGNOP~~

~~DCNS~~

~~CNS~~

~~CMP~~

~~CNTS~~

~~DGLOG-N~~

~~CNM~~

~~DGSUP-N~~

~~PRLO-N~~

~~ASRP-N~~

EARP until 31 May when VAMPIRE  
Sailed for US Bicentenary.  
VAMPIRE has developed a new scheme for  
illumination ship.

M. 30/76

(NS55) 24/9

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AS 14/7/76





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ROYAL AUSTRALIAN NAVY

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Telephone: 359 9111 Extension 3175

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

A.F. 1/16/59

1 JUL 1976

Department of Defence (Navy Office)

HMAS VAMPIRE - REPORT OF PROCEEDINGS - MAY 1976

Forwarded.

(R.C. SWAN)  
Commodore  
for Commander Australian Fleet

Enclosure:

HMAS VAMPIRE Report 1/16/10 dated 1st June, 1976

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1.16.10

HMAS VAMPIRE  
at sea

1st June 1976

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

The Flag Officer Commanding  
HM AUSTRALIAN FLEET (AFLOAT)

For information

The Commanding Officer,  
HMAS DUCHESS

The Commanding Officer,  
HMAS VENDETTA

The Commanding Officer,  
HMAS STUART

HMAS VAMPIRE - REPORT OF PROCEEDINGS - MAY 1976

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of May 1976.

2. On Saturday, 1st May the ship was alongside South East Cruiser Wharf in Garden Island Dockyard. The following day Sub-Lieutenant R. BAXTER and Midshipman C. BLACKNEY joined for Phase 2 training, and seven New Entry Instructor Officers and their Course Officer, Lieutenant R. LONG RAN, joined for three weeks sea training, (see Annex D). During the afternoon 20 members of the Dolls Point Cub Pack were shown around the ship.

3. HMAS VAMPIRE sailed in Procedure Bravo from South East Cruiser Wharf at 1000 on 3rd May and secured to number 2 Buoy. This was necessitated by the requirement to use a crane lighter to correctly stow the ship's outfit of liferafts which had just completed annual inspection, dockyard cranes not being available due to industrial action.

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4. Whilst hoisting the 26 foot boat at the buoy, a riding turn on the winch caused the boat to come up unevenly and the davit jammed. This resulted in a burnt-out motor and the boat had to be hoisted by hand.
5. The ship slipped from the buoy at 1155 and proceeded to Chowder Bay for fuel, berthing starboard side to at 1220. VAMPIRE sailed at 1420 for the first week of the scheduled three week shakedown/ weapon training period, leaving ship and action stations being exercised on clearing the harbour to prove the watch and station bill. Man overboard, steering and machinery breakdowns were exercised at frequent intervals during the subsequent weeks.
6. The ship entered Watson's Bay at 0815 on Tuesday, 4th May to carry out routine degaussing ranging. Prior to starting the runs, the electric motor from the 26' boat davit was despatched by boat to Garden Island Dockyard. At 1045, 24 WRANS from HMAS WATSON were embarked for a day at sea in the exercise areas. When the ship returned to land the WRANS at 1800 it was quite apparent that they had really enjoyed, what had been for most of them, their first day at sea in a warship.
7. At 1315 on Wednesday 5th May, POUW J. TWYFORD and ABUW P. FIRMAN disembarked by helicopter to join HMAS KUTTABUL for free discharge. They were accompanied by two members of the Weapon Technical Services Staff of Garden Island Dockyard who had been working on a training problem in 'A' turret. This problem is discussed in more detail in the Weapons Electrical Engineering section of this report.
8. Serials continued on Thursday, 6th May with RAS approaches on HMAS PERTH, a 4.5" surface firing against a Williams Target, which subsequently sank, and a mini-war with HMAS PERTH and HMAS PARRAMATTA in the evening. The last sea serial of the week was a successful mortar firing of nine light mortar bombs at 1100 on Friday, 7th May. On completion, the ship set course for Jervis Bay and anchored in C1 anchorage at 1330.
9. The first week at sea acted as an effective shakedown period. Many equipment failures arose and were overcome and the seamanship, operations room, machinery breakdown and OOW exercises blew away many cobwebs.
10. During the weekend in Jervis Bay, messdeck rounds, boat training, divisions and upper deck rounds all took place. Divisions at 1000 on Sunday 9th May were conducted in No. 6 dress in preparation for the Bi-Centenary visit to America. That afternoon a rugby trial was held in the grounds of HMAS CRESWELL, and was attended by about seventy players and spectators. The vigorous physical activity and the fresh air made for a very successful afternoon. The ceremonial outline lighting, prepared for the American visit, was used that night to illuminate the ship with spectacular effect.

/.....11.

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11. HMAS VAMPIRE weighed anchor at 1140 on Monday, 10th May after an inflatable liferaft and helicopter winching demonstration by NAS NOWRA. A danbuoy was layed and recovered, before leaving Jervis Bay and entering into another full week of EAXP serials. A successful 4.5 AA firing was carried out in the afternoon, when 'B' turret shot down the sleeve.
12. The ship went alongside Chowder Bay Fuelling Wharf at 0830 on Tuesday 11th May to fuel. WORSEW STOKOE and CPOUC CLARKSON from your staff, Sir, were embarked to observe the remaining serials of the week. The ship sailed at 1140 and en route to the exercise areas carried out a full power trial on 'B' boiler. A CASEX A2 with HMAS PERTH and HMAS OVENS started at 1800, the first time the ship had operated with a submarine for six months. The value of the exercise was reduced by unsatisfactory sonar performance. Serials continued the next day with another CASEX with HMAS OVENS and a mini-war in the evening with HMAS PERTH, HMAS STUART and HMAS SWAN. It is depressing to consider that it will probably be a further six months before VAMPIRE has the chance to operate with another submarine.
13. On completion of an AA 4.5" firing against a Delmar Target on Thursday 13th May the ship headed for Jervis Bay, carrying out a full power trial on 'A' boiler en route. HMAS VAMPIRE anchored in Jervis Bay at 1520 for an Exercise Awkward. The exercise was carried out with CDT1, who conducted two separate attacks, enabling the ship to come to State 1 from each Awkward watch.
14. The ship weighed anchor at 0025 on Friday morning and proceeded to Sydney. A ceremonial entry into harbour was carried out, the ship securing to Number 2 buoy, by picking up rope at 0900. "Official guests" were welcomed onboard and, on completion of this exercise, VAMPIRE berthed alongside HMAS PARRAMATTA, starboard side to, at West Dock Wall.
15. HMAS VAMPIRE sailed in company with HMAS PARRAMATTA at 0810 on Monday, 17th May for another week of EAXP serials. Commander B.G.J. DUNN RAN, Commanding Officer of HMAS VENDETTA, joined that morning to observe the ship's activities during the week, and for C.O. (Desig) practical experience.
16. On Tuesday afternoon, 18th May, HMAS VAMPIRE and HMAS PARRAMATTA carried out a minefield transit into Jervis Bay, followed by a formation anchorage, as a prelude to an Internal Security Exercise. VAMPIRE anchored in C1 anchorage at 1610, the Landing Party and Demolition Party being landed shortly afterwards. After acting as communication link ship, the ship proceeded to sea at 2035 to provide a sea patrol-line, protecting the the Internal Security operation ashore. Having been joined by HMAS PARRAMATTA for an NGSCX at 0630, VAMPIRE returned to anchor in Jervis Bay at 0800 to collect personnel involved in the exercise. The ship was delayed in weighing anchor due to a malfunction in the reducing valve providing steam to the capstan, this was corrected shortly after weighing anchor by deck tackle had started.

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After the capstan had been checked by dropping and then weighing each anchor, the ship proceeded to sea.

17. In accordance with the amended EAXP programme to meet commitments prior to the deployment for U.S.A., the ship returned to Sydney on Thursday, 20th May and secured to number 2 Buoy, at 0700. Ammunitioning started at 0930 and on completion VAMPIRE secured alongside HMAS STUART starboard side to, on HMAS STALWART at the E.M.S. mooring. The ship could move at short notice to alongside HMAS PARRAMATTA at West Dock Wall at 1100 on Friday 21st May, fuelled, and returned alongside HMAS STUART by cold move at 1415.

18. The following week alongside was spent in intensive preparations for the trip to America, with stores being embarked each day and long hours being worked on the upper deck and ship's side. At 1215 on Tuesday 25th May, I attended a luncheon given by you, Sir, at Chatsworth.

19. The 26 foot boat davit motor was returned to the ship on Thursday 27th May having been rewound by the dockyard. Despite this the condition of the davit is still doubtful, as reported in HMAS VAMPIRE's signal DAU 131040Z May 1976 (URDEF 97/77). The use of the davit, and associated rigging, will be most carefully controlled until dockyard investigations are completed on return to Sydney in August.

20. HMAS VAMPIRE slipped from HMAS STALWART at 1000 on 31st May in Procedure Alpha. You, Sir, were in HMAS STALWART to bid HMAS VAMPIRE and STUART (TU329.2.2) farewell for the Bi-Centenary visit. VAMPIRE waited for HMAS STUART in the vicinity of number 2 Buoy; the two ships then passed anti-clockwise around Fort Denison and in front of Sydney Harbour Bridge and the Opera House for the benefit of P.R. photographers in a hovering Iriquois helicopter and a small boat. The ships' companies remained fallen in until the ships passed North Head, whilst the helicopter remained in company. On clearing the heads, emergency stations were exercised and TU 329.2.2 set course for Suva.

Marine Engineering

21. Both boilers were worked up separately to full firing rate (by sprayers) and no abnormal gas, feed or smoke problems were encountered. Auxiliary machinery has in the main performed satisfactorily with repairs made to one main feed pump, an extraction pump and one forced lubrication pump.

22. On 10th May, the main steam strainer cover in 'B' Engine Room was repaired underway with steam taken off 'B' unit, whilst power was maintained on 'A' unit.

Weapons Electrical Engineering

23. The month was extremely active for the WEE department. A great deal of work had been undertaken in most areas during the AMP and this required considerable setting to work.

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R E S T R I C T E D

24.

Notable work areas were as follows:

a. Alpha turret training gearbox (URDEF 70/77).

This problem has been with the ship for some time and the gearbox was worked on by GID during the 1974/1975 refit for the same defect (poor tuning and recovery response in the training motion). The defect re-appeared during VAMPIRE's 1975/76 deployment and was taken on by GID during AMP. The turret achieved a successful recovery firing during the work-up period but will require further investigation during the forthcoming intermediate docking as the gearbox is still very noisy. Autographic records are being observed every two weeks in accordance with GNGID DSC/KOD 170357ZMAY76.

b. G2 turbo alternator (URDEF 86/77)

This defect initially arose at the end of the FAR EAST deployment. The amplidyne commutator was skimmed and undercut and the machine was thoroughly cleaned and dried. When steam became available setting to work commenced but initial results were not good and the high power section was required to work many hours. The problem remained during the work-up and some concern was felt by the ship's staff in view of the pending west coast U.S.A deployment. Shift work was instituted to give 24 hour coverage on the task over a one and a half week period and assistance from GID and your staff, Sir, was made available. The defect was solved by the ship's staff on Tuesday 18th May, 1976, but the generator will be watched carefully over the next few weeks.

c. Preparations for ceremonial lighting.

The requirement to illuminate ship during the west coast U.S.A deployment led to a degree of trial and error work in an effort to find a viable means of lighting the ship with available equipment. When it was discovered that insufficient floodlights were held and that lead time on new procurement was excessive (6 - 10 weeks), available stocks of festooning were drawn and an initial trial was conducted on the night of Thursday 29th April. This was observed by your staff, Sir, and approved with some modifications (addition of fore to main and main down lighting) a further trial was carried out during the weekend of 8/9th May, 1976, whilst at anchor in Jervis Bay. The general effect was most impressive and the scheme was approved for use during deployment.

...../25

R E S T R I C T E D

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25. The department has now completed its 60% (approx) change in personnel, including five Chief Petty Officers (heads of sections) and most of its high power section. This will necessitate a new and comprehensive training programme which will be undertaken during deployment.

Health, Morale and Conduct


26. Morale has remained good, and with the ship's return to sea at the beginning of the month, the efficiency and enthusiasm of the ship's company rose accordingly. The better appearance of the ship as she threw off the effects of 2½ months AMP and leave in a dockyard environment also contributed.

27. The weekend in Jervis Bay contributed towards welding the team together - and overcoming the Monday to Friday syndrome - and was generally looked upon favourably by all hands.

28. Conduct has remained good, the number of offences being relatively small. One serious case of contempt and three of extended absence were the only incidents to mar this satisfactory situation.

29. Health remained satisfactory throughout the month.

I have the honour to be,  
Sir,  
Your obedient Servant

  
(A.R. HORTÓN)  
CAPTAIN, RAN  
COMMANDING OFFICER

Annexes: A. Steaming Return.  
B. Exercise Return.  
C. Movements Return.  
D. Officer's joining and leaving.

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Annex A to HMAS VAMPIRE letter 1.16.10 dated 1st June 1976

STEAMING RETURN

1. Distance steamed during May.....3,194.4 miles
2. Hours underway during May.....256.2 hours
3. Distance steamed since commissioning.....531,408 miles
4. Hours underway since commissioning.....36,410.9 hours
5. Periods in excess of fast routing speed:

<u>Date</u>	<u>Speed</u>	<u>Duration</u>	<u>Reason</u>
11th May	21	1 hour	Full power trial 'B' boiler
12th May	20	2 hours	CASEX
13th may	20.5	1 hour	Full power trial 'A' boiler
17th May	21	1 hour	Surface shoot against Williams Target

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## RESTRICTED

Annex B to HMAS VAMPIRE letter 1.16.10 dated 1st June, 1976

EXERCISE RETURN

<u>Exercise</u>	<u>Number</u>	<u>Total hours</u>
<u>Gunnery</u>		
40/60 gun functioning	2	2
4.5" gun functioning	2	4
RIX	2	4
Balloon tracking	1	1
NGSCX	3	3
NGI	3	8
SU2	3	8
SU (MISC)	2	3½
SU PAC	1	1
AA1	3	6
AA3	3	8
AA4	1	2
AA(MISC)/40/60	1	1½
ISEX	1	17
Small arms firings	3	5
<u>AIO</u>		
RIX/SPX	2	4
NGI	3	8
GOPEX	4	15
ARRX/ADX	6	25
Mini-wars	3	20
SU2	3	8
INTAWKEX	1	2
OPAWKEX	1	6
MINTRAN	2	2
ISEX	1	17
The following exercises involved aircraft control.		
Synthetic ASW exercise	3	10½
CASEX C2(S)	2	4½
CASEX A6	1	4
XBT trial	1	1½
AA1	3	6
AACRFX	3	3½
AA3	3	8
AA4	1	2

/2.....Exercise

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<u>Exercise</u>	<u>RESTRICTED Number</u>	<u>Total hours</u>
<u>ASW</u>		
Light mortar firings	3	-
CASEX A2	1	4
CASEX A6	1	4
182 streaming	3	6
Scare charge demonstration	1	1
ISEX	1	17
OPAWKEX	1	6
CASEX C2S	2	4½
Synthetic ASW exercise	3	10½
UWT drills	1	2
<u>Communications</u>		
NAVCOMEX 201	9	9
202	13	13
205	1	2
207	1	2
415	1	2½
419	1	2
453	1	2
454	1	2
455	1	2
657	1	2
JOCOMEX 1	1	3½
4	1	2½
EWX 22	6	8
23	9	14
<u>NBCD</u>		
Major NBCDX	1	2
Close down to 1Z	1	1
DC drills	2	7
Emergency and leaving ship stations	2	1½
<u>Seamanship</u>		
Anchoring/weighing anchor	5	5
Securing to buoy	3	1½
Light jackstay	2	2
Heaving line transfer	3	1½
Helo transfer	3	½
Light mortar bomb recovery	3	1
Man overboard recovery	7	1½
Lay/recover danbuoy	1	1
Weigh anchor by decktackle	1	½

RESTRICTED

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Annex C to HMAS VAMPIRE letter 1.16.10 dated 1st June, 1976

MOVEMENTS RETURN

<u>Arrive</u>	<u>Place</u>	<u>Depart</u>
	Sydney	3rd May
7th May	Jervis Bay	10th May
14th May	Sydney	17th May
20th May	Sydney	31st May

RESTRICTED

**RESTRICTED**  
RESTRICTED

Annex D to HMAS VAMPIRE letter 1.16.10 dated 1st June, 1975

OFFICERS LEAVING AND JOINING

Joining

3rd May Sub-Lieutenant R. BAXTER  
Midshipman C. BLACKNEY  
Lieutenant R. LONG (NEIO Course Officer)  
Lieutenant N. WORTLEY (NEIO Course)  
Lieutenant B. THOMSON ( NEIO Course)  
Lieutenant S. SNELGAR ( NEIO Course)  
Lieutenant J. DUNNE (NEIO Course)  
Lieutenant W. McCAULY (NEIO Course)  
Lieutenant J. OLDFIELD (NEIO Course)

30th May Chaplain K. JARVIS  
Sub-Lieutenant S. HAMILTON  
Sub-Lieutenant C. DARBY  
Sub-Lieutenant K. LASCELLES  
Sub-Lieutenant R. HEGINBOTHAM

Leaving

20th May NEIO Course  
28th May Sub-Lieutenant R. BAXTER  
Midshipman C. BLACKNEY  
31st May Lieutenant J.W.R. MORGAN RN

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File Number

N478	3	1615	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

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\*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS VAMPIRE - REPORT OF PROCEEDINGS  
- MAY 1976

Mark to CNS (Name or Designation) A (Location)

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SUBJECT INDEX

Posting	Precis	Initials

NAME INDEX

Heading	Precis	Initials
HMAS VAMPIRE	As title	

LOGGING

Originator	Originator's Reference	Date	Initials
PH HQ GARDEN IS.	1/16/59	1.7.76	

Information Classifier

E. Davis (Signature) 5.7.76 (Date)

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HMAS VAMPIRE

REPORT OF PROCEEDINGS JUNE 176

~~ASRP-N~~

~~DNO~~

~~DGNOP~~

~~DCNS~~

~~CNS~~

~~CNP~~

~~CNTS~~

~~DGLOG-N~~

~~CNM~~

~~DGSUP-N~~

~~PRLO-N~~

~~ASRP-N~~

Visits to Fiji, <sup>Pago Pago</sup> and Pearl Harbour enroute to  
USA for bi-centennial celebrations. For  
VAMPIRE her first port of call in USA  
was Long Beach - 24 - 29 June.

L. 3/9

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AB 12/8/76

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ROYAL AUSTRALIAN NAVY



CMR

Telephone:  
259 9111

Extension 3175

H.M.A. FLEET HEADQUARTERS  
GARDEN ISLAND, N.S.W. 2007

1/16/59

29 JUL 1976

Department of Defence (Navy Office)

HMAS VAMPIRE - REPORT OF PROCEEDINGS - JUNE 1976

Forwarded.

(R.C. SWAN)  
Commodore  
for Commander Australian Fleet

Enclosure: *AM*

HMAS VAMPIRE Report 1/16/10 dated 2nd July 1976

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CENTRE  
INFORMATION VAMPIRE  
DEPT OF DEFENCE  
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DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
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FOR THE DIRECTOR  
GENERAL INVESTIGATIVE  
COMMUNITY  
(11/10/75)

11/10/75

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DEPARTMENT OF DEFENCE (HEAD OFFICE)

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1.16.10

HMAS VAMPIRE  
at San Francisco

2nd July 1976

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

The Flag Officer Commanding  
HM AUSTRALIAN FLEET (AFLOAT)

For information

The Commanding Officer  
HMAS SUPPLY

The Commanding Officer  
HMAS DUCHESS

The Commanding Officer  
HMAS VENDETTA

The Commanding Officer  
HMAS STUART



HMAS VAMPIRE - REPORT OF PROCEEDINGS - JUNE 1976

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of June, 1976.

2. On Tuesday 1st June the ship was enroute to Suva with HMAS STUART in company, having sailed from Sydney at 1000 the previous day. During the forenoon a UA3J Trial was conducted with the aid of two F111 aircraft from 6 Squadron RAAF which, on the trial's completion at 1245, made use of splash targets streamed by both ships. OOW manoeuvres were carried out during the afternoon and evening. Clocks were advanced one hour that night, zone Lima (-11), and a further hour to zone Mike (-12) on Thursday 3rd June 1976.

3. A continuing exercise programme was followed which contained a regular fare of OOW manoeuvres and operations room / communications exercises designed to be executed by on watch personnel. The manoeuvres were conducted as convenient to passage requirements, in particular the need to conserve fuel, and the progressing of upperdeck preparations for the forthcoming be-centennial visit. For the latter reason the operations room and communications exercises were largely conducted outside normal working hours. Details of exercises are contained in Annex B.

4. The island of Kandavu was raised on radar at 0120 on Saturday 5th June and dawn found the ship steaming in the Kandavu passage. Our Suva harbour pilot and his 'apprentice' were embarked at 0900 and the ship berthed at the north end of King's Wharf, port side to at 0931. HMAS STUART berthed outboard at 0947. The ship was met by a High Commission representative and LCDR T. LEWIS, RAN. Fuelling commenced at 1025 and was completed by 1520. Miss M. KING, the Acting High Commissioner was my guest at lunch, (details in annex D).

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5. HMAS STUART cast off at 1650, VAMPIRE following at 1700 and having cleared the harbour entrance reefs, course was set for American Samoa. A small fire in the economiser of 'A' boiler was reported at 2330 and was extinguished by 2335. At 2359 although still nineteen hours stemming away from the international date line the ship began it's second Saturday 5th June. The day was only forty three minutes old when, following erratic boiler level control on 'A' boiler, the boiler than being steamed, it had to be shut down and the ship in consequence lost power and steerage way. Power to essential services was quickly restored and 'B' boiler, already being flashed as a precautionary measure, was connected and the ship was able to get underway at 0120. This incident is further discussed in the Marine Engineering section of this report. By sunrise the Fijian Islands had been left astern and the ship was heading towards the volcanic island of Niua Fo'ou through gloomy S.E. monsoon weather. The island was raised on radar at 1330 and sighted at 1500. Because of the weather an upper deck smorgasbord and potted sports were cancelled and for the same reason the upperdeck preparations for the bi-centennial visit received a setback. Niua Fo'ou was dipped at 1700 and clocks were advanced at 2330 to zone X-ray (+11).
6. American Samoa was raised on radar at 0625 on Sunday 6th June, As the land was closed, extremely heavy rain reduced visibility to less than half a mile but this cleared shortly before arrival at the harbour entrance. The pilot was embarked off Breakers Point at 0958 and the ship berthed port side to at the fuel wharf Pago Pago at 1017. HMAS STUART secured outboard at 1027.
7. A representative of the Governor of American Samoa met the ship only to inform me that the Coastguards, deputed to be our hosts, were absent on an SAR mission and so with a touch of self help the short visit got underway. Dieso fuelling began at 1045 and was completed at 1450. An informal lunchtime visit was made by the Governor American Samoa (Earl Rush). Sports teams landed during the afternoon for inter-ship Rugby, but the only pitch available proved so bad that only touch football could be played. Leave was given and its outcome was encouraging bearing in mind that only two local centres of entertainment were open, namely one hotel and one restaurant.
8. HMAS STUART cast off at 0950 on Monday 7th June and VAMPIRE followed at 1000. The harbour was cleared at 1031 and course was shaped round the south of Tutuila Island before heading N.N.E. towards Pearl Harbour. By the following morning the S.E. monsoon had been left behind and the ship was under the influence of the N.E. tradewinds and nice judgement was required when deciding which part of the upperdeck to paint next. During the passage some concern was felt at the increased fuel consumption, the fuel now being an F.F.O./Diesel mixture. A temporary ban was placed on exercises involving manoeuvring which during this leg of the passage had in any case been carried out with a stationing speed of 15 knots. Clocks were advanced, for the only time between Pago Pago and Pearl Harbour at 2330 on Thursday 10th June to zone W (-10). Divine service was held at 1000 on Sunday 13th June and at 1030 procedure Alpha was exercised. A proposed practice for ship open to visitors had to be cancelled due to the freshening wind and the remainder of the day was devoted to rest, recreation and mental preparation for the following three days.
9. The island of Oahu was raised on radar at 0308 on Monday 14th June the pilot boarding at 0840. He brought with him an aloha lei which was draped round the bow from the time of his arrival until just before our departure. The ship secured starboard side to at B26 berth at 0930, to find a large welcoming party in attendance. HMAS STUART berthed outboard at 0942. Calls were made by myself and CMDR C.M.G. HOLE, RAN (HMAS STUART) on COMFOURTEEN - RADM R.S. WENTWORTH JNR, and COMTHIRDFLT - VADM R.P. COOGAN. A reception hosted by RADM WENTWORTH JNR and CAPT BALDWIN (COMDESRON 33) was held ashore in the 'Tea House' at 1830 that evening, and a reception was held onboard VAMPIRE the next evening, followed by a buffet dinner onboard HMAS STUART.

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10. During the second day of the visit myself, CMDR 'MUSCLES' HOLE, CAPT 'THE ROCKET' CROCKET and CMDR 'NASTY' HARTNETT played an 'international tennis match. Lack of practice whilst at sea was the best excuse that could be offered for our defeat. I held a luncheon party on Wednesday 16th June, the guest list being as in Annex D, and the Chief Petty Officers hosted a cocktail party on the maintop that evening.

11. Daily visits were arranged to the USS ARIZONA memorial; and round the island tours organised by the YMCA. Both were very well attended. Sport played during the visit included golf, tennis, cricket, rugby and there was a practice held for the San Francisco sailing competition.

12. At 0815 on Thursday 17th June HMAS STUART cast off, HMAS VAMPIRE following at 0830. As both ships departed the buoyed channel they were passed by the Korean warships CHUNG BUK and JUN NAM which were also due to visit west coast ports as part of the bi-centennial celebrations. Course was shaped to pass south and then west of Oahu in order to pass into exercise area W322 by 1130. The day's practice programme included three one hour, non-delaying, exercises with aircraft provided by COMTHIRDFLT. The exercises were from 1130 to 1230 an AATX, from 1430 to 1530 an AAWEX/STRIKEX and from 1700 to 1800 a BEAREX. On completion of the exercises the ship settled down to face the freshening N.E. wind which soon raised the 'lumpiest' sea encountered since leaving Sydney. In view of the weather and the long distance yet to be covered all manoeuvring serials were deleted from the daily practice programmes.

13. At 0630 on Saturday 19th June SMNETS A. SPENCER S113292 was electrocuted whilst working on a tumble dryer in the ship's laundry. Despite immediate first aid and the swift attentions of the Medical Officer, SMN SPENCER did not regain consciousness and was pronounced dead at 0745. A Commanding Officer's investigation was held during the day.

14. You Sir, ordered the Board of Inquiry, comprising CMDR C.M.G. HOLE, RAN (President), LCDR K.W. SCANLON, RAN and LEUT R.E. HUGHES, RAN. These officers were embarked from HMAS STUART by jackstay at 0845 on Sunday 20th June. All evidence presented was recorded on tape and the board completed taking statements at 1730. During the inquiry the programme of exercises continued including a two hour period of equal speed OOW manoeuvres prior to a jackstay transfer at 1815, when the Commanding Officer of STUART and his Supply Officer and Weapons Electrical Engineer Officer were returned to their ship. Clocks were advanced one hour at 2330 bringing the ship into zone Victor (+9).

15. At 1639 on Monday 21st June HMAS STUART took station astern at standard distance and at 1655 colours were half masted and ships reduced speed to six knots. At 1700 the funeral service for the late SMN SPENCER was said on the quarter deck followed by his burial at sea with full Naval honours. The passage was resumed in gloomy weather and with the temperature far below that which might reasonably have been expected.

16. Radio and radar silence was imposed at 0600 the following morning in preparation for an encounter at sea exercise with the USS GRIDLEY which was enroute San Diego to Pearl Harbour. The exercise officially began at 1100 and all forces were constrained to pass through a 'constructive choke point' of radius 60 nautical miles during an unspecified period. An ESM detection prompted a diversion of the orange forces (VAMPIRE and STUART) to the south of the planned route but due to the preplanned live mortar firings and fuel constraints, course was reluctantly altered back to the north two hours later. Intermittent ESM detections were made throughout the afternoon and shortly after 1800, not

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wishing forces to pass without some form of contact, LW02 was radiated. This action proved premature, both forces being due to pass each other thirteen miles apart within the next fifteen minutes. A spirited engagement ensued swiftly followed by FINEX. After exchanging pleasantries, the USS GRIDLEY picked up speed and soon disappeared from view astern. HMAS STUART was detached at 1718 prior to a war at sea exercise with the USS ENTERPRISE. The detachment had two advantages in that it produced two separate targets requiring location and it also furthered the passage of STUART towards San Diego.

17. Radio and radar silence was again imposed at 0600 on Wednesday 23rd June with both ships inside the 'vulnerability area' which was activated at 1200. Intelligence at Pearl Harbour had suggested that VAMPIRE and STUART might well be only one of many problems facing the ENTERPRISE and so speculation was rife as to how much or how little attention the two ships would receive. At 1455 VAMPIRE was overflown by an S-3A aircraft which was promptly 'shot down' as was the S-3A which came within range at 1605. Subsequent to the first overflight two A-7E aircraft attacked the ship on two separate occasions, making two passes during each attack. During the build up to the first attack it became obvious from an intercepted conversation, being held between the two pilots, that HMAS STUART had been located 60 miles to the South West. Between 1809 and 1818 all radars were successfully jammed but at no stage during the exercise was any communications jamming experienced or spoofing suspected. The exercise ended at 1900 with morale high in both the operations room and gunnery quarters.

18. Course was shaped for Port Hueneme at 1910 with the by now large swell gradually subsiding as the wind backed and eased. The swell and sea state had reached such proportions the previous evening that little sleep had been had by anyone, the ship necessarily steering a course almost beam to sea. In the wake of this change in the weather came the expected haze/smog for which this part of the world is renowned. The poor weather experienced between Pearl Harbour - Long Beach did mean that less than one full days work was carried out on the upperdeck. A landfall was made on San Nicholas island at 2220 and clocks were advanced for the last time, to Pacific daylight saving time, at 2330, zone T (+7).

19. Port Hueneme loomed out of the early morning mist on Thursday 24th June at a range of five miles. The ship was almost at the harbour entrance before the pilot boarded at 0703 and twenty five minutes later VAMPIRE was berthed port side to at the south end of Pier 4 in the company of numerous target vessels, civil vessels and the USS PEGASUS. Fuelling quickly got underway and the first mail since Pearl Harbour was received.

20. By 1104 fuelling and watering ship had been completed and fifteen minutes later lines were cast off and the ship began manoeuvring in a harbour whose confines permitted little room for error. Having cleared the harbour entrance and disembarked the pilot, the ship headed south east down the Santa Barbara channel towards Long Beach. The liaison officer from USS HOLLISTER LEUT J. MOSHER and a legal officer, LEUT CAMPBELL were embarked for the passage. During the passage and also the time spent fuelling, lectures were given to the ship's company about Californian law, emphasising those concerning driving and drinking in particular. Warrant number 2/76 was read on the quarterdeck at 1300.

21. The Long Beach buoy was passed at 1530 and the pilot embarked during the turn into the inner basin at Long Beach at 1555. The ship berthed port side to at Pier 7 at 1604. Besides the by now expected welcoming party, which included the Australian Consul General, San Francisco, the Hon. J.D. Mollede there was a party of five wives/feminine well wishers who had flown into Los Angeles from Sydney the previous day. The standard and pace of the entertainment enjoyed at Long Beach was set by the USS HOLLISTER (our host ship) at a reception held that evening.

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22. A breakfast meeting of the Long Beach Armed Services Committee (Chamber of Commerce) was held in the Naval Support Activity bachelor officer's quarters at 0700 on Friday 25th June and was attended by myself and eleven officers. The meeting was chaired by Mr. Doug Goldie who involved himself very much with the whole of the arrangements for the ship's visit. During the meeting there were numerous indications of the friendly feelings held by those present towards Australia. Calls, made during the forenoon of 25th June, were paid on CAPT R. FLYNN (CONAVSUPACT LOSA/LONG BEACH) CAPT E. MILLER (COLBNS) and CAPT W.D. HART (SOPA - USS BLUE RIDGE). I was accompanied on these calls by the A.C.G. San Francisco, who had also been present at the breakfast.

23. Tours organised during the time in Long Beach began that day with bus trips to Disneyland and Universal Studios. All tours were well attended but unfortunately, despite welfare fund subsidisation, the cost of hiring buses proved so expensive that the planned number of tours could not be fully realised. However the dial-a-sailor programme plus self help transport left very few disappointed people.

24. At 1500 CDRE R.G. LOOSLI CBE, RAN called informally and he later attended the official cocktail party which was held in glorious summer weather. I hosted a dinner party after the cocktail party, and at the same time a buffet supper for the Wardroom and ladies of the USS HOLLISTER was taking place in the Wardroom. On Saturday 26th June the Chief Petty Officers hosted a cocktail party for their counterparts from the USS HOLLISTER, BLUE RIDGE and the Naval Support Activity.

25. Ship open to visitors on the following day was attended by only 258 people despite press and radio coverage and an added attraction in the form of a pipe band playing on the jetty. The low number of visitors is attributed to the remoteness of the ship's berth within the Naval Base.

26. Monday 28th June was a day for storing, preparing for sea and visiting those tourist attractions not yet crossed off the list. The great number of attractions in the Long Beach area gave everyone more than enough to keep themselves interested and occupied, in consequence, the behaviour of the ship's company during this first west coast visit was good. At 0900 fifty deaf and hard of hearing children from the Henry W. Longfellow Elementary School were shown round the ship. Sport played in Long Beach included soccer V USS HOLLISTER, golf, tennis and squash.

27. The ship regretfully sailed at 0900 on Tuesday 29th June but with perhaps just a sigh of relief at the change in the social pace. I considered the visit to have been exceptionally pleasant in all aspects. Beyond the outer breakwater the navigation was handed over to the SBLT's under training each of whom in turn carried out dummy anchorages during a circumnavigation of Santa Catalina Island. I was disappointed in the standard displayed of practical navigation in confined waters. HMAS STUART joined at 1600 and after a brief spell of Officer of the Watch manoeuvres conducted by my Executive Officer (LCDR V.R. LITTLEWOOD, RAN) course was set north westward through the Santa Barbara channel, initially on the starboard shaft only whilst a defect to the port engine throttle was repaired, as reported separately in the Marine Engineering section of this report.

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28. The weather deteriorated during the night to such an extent that speed had to be held at sixteen knots whilst joining HMAS SUPPLY, flying your flag Sir, at 0800 on Wednesday 30th June. An hour later a RAS approach on HMAS SUPPLY was carried out, VAMPIRE being followed by STUART. At 0924 the ship made it's approach for it's first RAS(L) in seven months, and all lines were gone at 1015. Life guard station was assumed on completion of the RAS whilst STUART made her approach and then fuelled. The continuing poor weather precluded further manoeuvring and so course was set to the north west and within the weather imposed limitations preparations for the visit to San Francisco continued.

29. Weapons Electrical Engineering

Most of the month has been spent at sea, with opportunities available to rectify many minor defects. Major defects have been avoided during the month and URDEF 103/77 (Blue M22 System is the most significant outstanding task. Rectification is awaiting receipt of stores (HMAS VAMPIRE OWR 162200Z JUN76 refers). When this action is complete ship's staff can further investigate URDEF 98/77 (Blue System M22 stabilization). It is unfortunate that very little AA tracking is available during the current deployment as this is the best method of troubleshooting system defects.

30. During the month some steam failures have occurred and the laid down procedures for total steam failures have been adequately dealt with by the WEE Department.

31. Marine Engineering

Main and auxiliary machinery has performed in a generally satisfactory manner. Opportunity was taken during passage steaming to make good defects as they arose on machinery. On 5th June, 'A' main boiler would not feed through the main feed check, and associated pipework, and an emergency light up on 'B' boiler was made. Subsequent investigations showed that the feed valve in the boiler regulator had become disconnected from the internal linkages, and fell in to the shut position, thus blocking feed water to the main feed check.

32. On 10th June, whilst on passage from Samoa to Pearl Harbour, a main engine lubricating oil system pipe fractured in Aunit. The starboard shaft was turned under turning motor to cool down, and the pipe repaired when oil circulation was stopped. The engine was reconnected on 11th June.

33. On passage from Long Beach to San Francisco, the port engine's ahead nozzle control valves jammed in a part open position. On dismantling the control gear, a large ground steel shim (4" x 2" approx) was found jammed in the cross head of No. 2 ahead nozzle control valve. After removal, re-assembly and test, the engines were reconnected and satisfactory performance ensued.

34. Morale, Conduct and Health

With the America 200 deployment in full swing, morale is good.

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35. Despite ~~two~~ isolated cases of contempt, conduct has been very pleasing, with only a small number of relatively minor offences occurring in each port. The many tourist attractions and the strict drinking laws in California obviously contributed to this.

36. There have been some minor problems in regard to suitable club facilities for Petty Officers in USN establishments. These sailors are not permitted in CPO's clubs, yet find EM's clubs completely inappropriate for them. This problem, which has always existed, is now exacerbated with RAN CPO's and PO's using the same mess facilities ashore in Australia.

37. Over-all health of the ship's company is satisfactory.

I have the honour to be,

Sir,

Your obedient Servant



(A.R. HORTON)  
CAPTAIN, RAN  
COMMANDING OFFICER

- Annexes: A. Steaming Return.  
B. Exercise Return.  
C. Movements Return.  
D. Calls and Official Entertainment.

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Annex A to HMAS VAMPIRE letter 1.16.10 dated 2nd July, 1976

1. Distance steamed during June .....7,388.6 miles.
2. Hours underway during June.....533.6 hours.
3. Distance steamed since commissioning .....538,796.6 miles
4. Hours underway since commissioning .....36,944.5 hours
5. Periods in excess of fast routing speed:

<u>Date</u>	<u>Speed</u>	<u>Duration</u>	<u>Reason</u>
5th/6th June	18	35 hours	Passage - Suva, Pago Pago

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Annex B to HMAS VAMPIRE letter 1.16.10 dated 2nd July, 1976

EXERCISE RETURN

<u>Exercise</u>	<u>Number</u>	<u>Total hours</u>
<u>Gunnery</u>		
Saluting gun drill and firing	2	4
40/60 CRSUFX	1	1½
40/60 BU	1	2
4.5" PAZ firing	1	1
4.5" recovery firing	1	1
Synthetic SAG op EX	2	4
NGSCX	3	3
Small arms	3	3
AAWDX	3	8
AA†	1	1½
<u>Communications</u>		
NCX 201	12	12
NCX 202	23	23
NCX 202 (Junior Officers)	13	13
NCX 205	5	5
NCX 207	3	3
NCX 210	2	2
Fleetwork instruction	4	4
NCX 453	9	9
NCX 657	4	4
JOCOMEX 4	1	4
EWX 22	12	12
EWX 23	11	11
<u>NBCD</u>		
Emergency/Leaving ship stations	1	¾
NBCD COMMS EX	1	2
<u>ASW</u>		
UWT drills	2	3
Synthetic ASWEX	4	11
Stream/recover 182	2	4
Scare charge demonstration	2	1
Live mortar firing	1	½
<u>AIO</u>		
ARRX	4	9¾
GOPEX	5	31
Radar index error	1	1¼
UA3J trial	1	3
BEAREX	1	1
Surface encounter	1	6

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<u>Exercise</u>	<u>Number</u>	<u>Total hours</u>
RAINFORM and ECR instruction	-	22½
Relative velocity and voice instruction	-	13
Code instruction	-	2
<u>Seamanship and Navigation</u>		
OOW manoeuvres	13	19½
RASAP	2	3
Jackstay transfer	2	1½
Heaving line Transfer	1	½
Man overboard drills	2	¾
Dummy anchorages	5	6¼
Junior officers blind pilotage	4	2½

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Annex C to HMAS VAMPIRE letter 1.16.10 dated 2nd July 1976

MOVEMENTS RETURN

<u>Arrive</u>	<u>Place</u>	<u>Depart</u>
5th June	Suva	5th June
6th June	Pago Pago	7th June
14th June	Pearl Harbour	17th June
24th June	Long Beach	29th June

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Annex D to HMAS VAMPIRE letter 1.16.10 dated 2nd July, 1976

CALLS AND OFFICIAL ENTERTAINMENT

Suva

Saturday 5th June: Luncheon for Acting Australian High Commissioner  
1200 to Fiji (Miss M. King), LCDR & Mrs. T. LEWIS,  
X.O. HMAS VAMPIRE, C.O. HMAS STUART.

Pago Pago

Sunday 6th June: Lunchtime drinks for Governor of American  
1200 Samoa (Earl Rush) during informal call.

Pearl Harbour

Monday 14th June: With C.O. HMAS STUART called on Commandant 14th  
1100 Naval District (RADM J.R. WENTWORTH JNR)

1400 With C.O. HMAS STUART called on Commander  
Third Fleet (VADM R.P. COOGAN)

1800 Attended reception given by COMFOURTEEN and  
COMDESRON 33 (CAPT J.A. BALDWIN).

Tuesday 15th June: Official reception, co-hosted with HMAS STUART  
1830 Guests included:

COMFOURTEEN  
COMDESRON 33  
COMNAVBASE Pearl Harbour  
CMDR W. DAWSON (USS BREWTON)  
CMDR HELD (USS DAVIDSON)  
COMNAVSURFPAC  
Consul General for Korea  
Consul General for Panama  
A.C.G. Hawaii

2030 Attended buffet supper hosted by C.O. HMAS STUART.

Long Beach

Thursday 24th June: Attended reception given by USS HOLLISTER  
1830

Friday 25th June: Attended breakfast meeting of Long Beach  
0700 Armed Services Committee (Chamber of Commerce)  
chaired by Mr. D. Goldie.

1000 Called on CONAVSUPACT (CAPT R.E. FLYNN).

1020 Called on SOPA - USS BLUE RIDGE (CAPT W.D. HART).

1040 Called on COLBNS (CAPT E. MILLER).

1500 Informal call by CDRE R.G. LOOSLI, RAN.

1830 Official reception onboard, guests included:

/RADM and Mrs. ....

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RADM and Mrs. G. STEELE, USCG.  
CAPT and Mrs. W.D. HART.  
CAPT R. FLYNN.  
CMDR J. DARWIN (USS HOLLISTER).  
CDRE R.G. LOOSLI, RAN.  
Dean Consular Corps.  
Deputy Consul General for Great Britain.  
Consul General for Canada.  
A.C.G. San Francisco.  
GROUP CAPTAIN W. WADE, RAAF.  
Mr. and Mrs. D. Goldie.

2015

Dinner for RADM and Mrs. STEELE, CAPT  
and Mrs. W.D. HART and Hon. and Mrs. J.  
McRedie.

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File Number

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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

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\* NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS VAMPIRE - REPORT OF PROCEEDINGS  
JUNE 1976

Mark to CNS (Name or Designation) A (Location)

Cancel File No ..... and inform Movements Section.

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Heading	Precis	Initials
HMAS VAMPIRE	As above	

LOGGING

Originator	Originator's Reference	Date	Initials
SOCAF	AF 1-16-59	29.7.76	

Information Classifier [Signature] (Signature) 3.8.76 (Date)

FILE: 428/3/1724

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HMAS VAMPIRE

REPORT OF PROCEEDINGS JULY 1976

~~DNO~~ 27/10

~~DGNOP~~ 28/11

~~DCNS~~

~~CMS~~

~~CNP~~ CA 216/11

~~CNTS~~

~~DGLOG-N~~ 17/11

~~CNM~~ 19/11

~~DGSUB-N~~ 24/11

~~PRLO-N~~

~~LADMIN-N~~ AB30/5

This R.o.P covers VAMPIRE'S visits to San Francisco, Seattle, Pearl Harbour and return passage across the Pacific.

1-26/10

- NOTES:
- A. This copy is circulated so that Heads of Division may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Heads of Division with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Section.
  - D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

AB16/9/76

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ROYAL AUSTRALIAN NAVY



CMR

Telephone:  
19 9111

Extension 3175

1/16/59

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

3 SEP 1976

Department of Defence (Navy Office)

HMAS VAMPIRE - REPORT OF PROCEEDINGS - JULY 1976

1. Forwarded.
2. The matter of mail difficulties reported in paragraph 40 has been raised separately.

*R.C. Swan*  
(R.C. SWAN)  
Commodore  
for Commander Australian Fleet

Enclosure:

HMAS VAMPIRE Report of Proceedings 1/16/10 dated 1st  
August 1976

CENTRAL REGISTRY  
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NR Nom HMAS VAMMRE  
Report of Proceedings  
July 1976

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Number 1310  
HMAS VAMMRE Report of Proceedings July 1976

Subject:

For completion of proceedings  
completed  
(Date: 2/9/76)

Availability to non personnel  
The subject of this proceedings referred to  
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HMAS VAMMRE - REPORT OF PROCEEDINGS - JULY 1976

Department of Defence (Head Office)

1/10/76

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FOR INFORMATION ONLY

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CENTRAL REGISTRY

1.16.10

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HMAS VAMPIRE  
at sea

1st August, 1976

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

The Flag Officer Commanding  
HM AUSTRALIAN FLEET (AFLOAT)

For information

The Commanding Officer,  
HMAS SUPPLY

The Commanding Officer,  
HMAS VENDETTA

The Commanding Officer,  
HMAS DUCHESS

The Commanding Officer,  
HMAS STUART



HMAS VAMPIRE REPORT OF PROCEEDINGS

JULY, 1976

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of July, 1976.

2. HMAS VAMPIRE was steaming northwestward along the west coast of the United States on Thursday, 1st July in company with HMAS SUPPLY, flying your flag, Sir, and HMAS STUART. S.E. Farrallon Island light was raised at 0408 and the ship passed beneath the Golden Gate Bridge at 0837 as the first salvo of a twenty one gun salute was fired by HMAS VAMPIRE. The docking pilot boarded in the vicinity of the degaussing range at 0910 and the ship berthed port side to at Pier 19 (North) at 1006, HMAS STUART securing outboard at 1011.

3. At 1100 my Executive Officer, CMDR V.R. LITTLEWOOD, attended a security brief given by the Armed Forces Police Department, San Francisco, onboard HMAS SUPPLY. As a result of this brief HMAS VAMPIRE was the only ship open to visitors during the five day stay, security measures being rigorously observed. ||

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4. Together with eleven of my officers I attended the Fleet reception onboard HMAS SUPPLY at 1800 and afterwards I hosted a dinner party onboard HMAS VAMPIRE, (details Annex D).
5. The following day, at 1000, I called on you, Sir, in the Flagship to discuss events to date and the forthcoming programme. During that afternoon a detachment of officers and sailors from HMAS VAMPIRE, representing the RAN units, attended a rehearsal for the sunset parade at the Praesidio.
6. On Saturday evening 3rd July, I attended, with you, Sir, CAPT B.L. CLEARY RAN and CMDR C.M.G. HOLE RAN, the sunset retreat onboard the USS CORAL SEA. Afterwards I attended the official reception in San Francisco's City Hall. Most of the Officers of HMAS VAMPIRE also attended the above functions and during the dancing which ensued at the City Hall - led by the RAN contingent - a number of local people commented to me that it was the best use yet made of that forum.
7. HMAS STUART cast off next morning, Sunday 4th July, and proceeded to her anchorage for the Silver Eagle Parade. On completion of the twenty one gun salute fired from Treasure Island at 1200, the ship's bell was rung for two minutes. HMAS STUART berthed outboard at 1515.
8. Two detachments from HMAS VAMPIRE were paraded during the day as part of the Bicentennial celebrations. The first was an unarmed detachment at the Golden Gate Park at 1100 for the Independence Day Parade. The second parade, at which an armed guard was paraded, commenced at 1800 at the Praesidio. On this occasion both the Australian National Flag and the White Ensign were paraded. I consider that on both occasions the RAN was well represented and many favourable comments were subsequently made to me.
9. HMAS VAMPIRE was open to visitors on the 3rd, 4th, and 5th July, being host to approximately 11,000 visitors. The visitors were without exception well behaved, some having queued for over an hour before stepping onboard.
10. During the visit, tours were arranged to Napa Valley, Muir Woods and Sausalito, and in and around San Francisco. Sport played included Rugby and Softball. A Cricket Match Vs Marina C.C. with a combined STUART/VAMPIRE team was lost (115 runs to 75) and a Soccer match Vs San Francisco Creakers was also lost by 2 goals to 1. As had been the case in Long Beach there was plenty for everyone to do, with a corresponding favourable effect on behaviour. The large number of young ladies waving farewell indicated that more than a few hearts were left in San Francisco.
11. At 1400 on Tuesday, 6th July HMAS STUART cast off her lines and proceeded to her assigned waiting position. HMAS VAMPIRE followed at 1415. On completion of the unberthing of HMAS SUPPLY column was formed at 500 yard intervals in the order, SUPPLY, VAMPIRE, and STUART and TG 329.2 proceeded to sea in the face of a very strong westerly wind which fortunately eased once clear of the coast.

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12. At 1633 HMAS VAMPIRE had to haul out of the line as a result of the jamming open of a port engine ahead nozzle which is further discussed in the Marine Engineering section of this report. Station was resumed with the port engine at slow ahead. The capability to reduce power rapidly on the port engine without the need for an extra watchkeeper to be closed up was restored during the visit to Seattle. Later that afternoon, fog which had been threatening to envelop the ships since the exit from San Francisco, had reduced visibility to less than three cables, during the next two days all officers of the watch were able to experience watchkeeping in reduced visibility. Throughout the passage from San Francisco to Cape Flattery, exercises were conducted in accordance with CTG 329.2 exercise programme.
13. At 1440 on Thursday, 8th July, after completing two RAS approaches, HMAS VAMPIRE closed HMAS SUPPLY in order to fuel. During the fuelling, which was completed at 1553, I had the pleasure of welcoming you onboard and talking with you, Sir, before your return to HMAS SUPPLY at 1540.
14. You, Sir, ordered the detaching of both HMAS STUART and myself at 1636 and HMAS VAMPIRE subsequently entered the seaward end of the strait of St. Juan da Fuca traffic separation system at 2024 that evening. In fine weather conditions Puget Sound traffic separation system was entered at 0200. At 0618 the ship was stopped off Port Madison to permit 'touching up' of the boot topping, the passage to Seattle being resumed at 0803. The pilot boarded at 0840 off Duwamish Head and the ship berthed starboard side to at 0900. Due to the incorrect positioning of the single large catamaran provided at the berth, the ship's position had to be adjusted at 1030 with the aid of a tug, steam for slow speed on one boiler having been maintained during the intervening period.
15. The reception at Pier 70 was overwhelming, the ship being met by a variety of dignitaries and well wishers. I held a press conference onboard at 0920 and departed on my official calls at 1005, accompanied by the Hon. J.D. McCredie (A.C.G. San Francisco) with whom I subsequently lunched. I hosted the official reception at 1830 and a dinner party at 2030, (details at Annex D).
16. During the evening the first of a number of activities planned and staged by the Seattle Hospitality Committee (Chairman Mrs Arthur G. Dunn - also Chairman Bicentennial World Marine Festival) and/or the Australia Club (President Mrs. Avis Campbell) took place. This was a dance for the Ship's Company at the Seattle Science Centre which I attended, together with my dinner guests, at a later stage of the evening. The above organisations, over the ensuing three days also hosted a picnic day at nearby Mt. Rainier, a dinner for officers at the home of Mrs. Dunn, and a cocktail party for Officers, Chief and Petty Officers, also at the home of Mrs. Dunn. On the latter occasion, ship's crests and framed photographs of HMAS VAMPIRE with the Opera House and Harbour Bridge in the background were presented. Hospitality was exceedingly generous throughout the visit, and together with a highly successful dail-a-sailor operation, exhausted the supply of personnel to attend functions. On the final day only four starters could be found for a tour of the brewery, the remainder being otherwise engaged (or perhaps unfit as reported in column 8 of the Sydney Morning Herald on 15th July 1976).

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17. In company with some of my officers and Mrs. Dunn and Mrs. Melita O'Hara (Treasurer, Bicentennial World Marine Festival) I was a guest of the Washington Jockey Club at Long-acres Race Track on Saturday, 10th July 1976 where the fifth and feature race was named the HMAS VAMPIRE purse. Unfortunately the ability to pick winning horses did not generally match the honour accorded us that day.

18. During the visit, which I consider to have been the most successful of our three on the west coast, many appreciative comments were made about the ship's appearance, especially the silhouette lighting, and the appearance and behaviour of the ship's company.

19. Although not swamped by visitors, as in San Francisco, there were 5,500 visitors during open days on Saturday 10th and Sunday 11th July. The following day, demand for entry was so great that an impromptu open day was organised during which a further 1,500 people visited the ship. These numbers do not take into account the large number of private parties taken round the ship as a result of shore organised activities, dial-a-sailor and chance encounters ashore. Our host ship, USS HIGBEE was not berthed close by, but none the less proved very helpful and hosted a most enjoyable cocktail party at their pied à terre ashore. There was not much time for sport during the visit, but two Rugby matches were played, one Vs a Fijian side, from the personnel standing by the new minesweeper being built in Seattle, and the other Vs the Seattle Rugby Club. In both matches VAMPIRE was defeated.

20. Regretfully, the ship cast off at 0900 on Tuesday 12th July, and commenced its passage northward towards the rendezvous with HMAS SUPPLY, flying your flag, Sir, and HMAS STUART off Race Rocks light. The currents and tidal rips encountered off Admiralty Inlet and Point Wilson provided an uncommon and useful experience. Until shortly before the rendezvous, which was accomplished at 1430, man overboard drills for junior officers were carried out to the north of Port Angeles. The transit of the straits of St. Juan da Fuca was completed by 1830 and course was set southwest for Pearl Harbour. A full and varied programme was conducted enroute with plenty of opportunities, in particular, for junior officers to practise and improve their watchkeeping skills.

21. At 0815 on Thursday 15th July the first line was passed for a light jackstay transfer during which you, Sir, accompanied by LCDR R. WALLS RAN transferred to HMAS VAMPIRE for the day. Your return, Sir, was accomplished again by light jackstay at 1739.

22. Saturday 17th June proved to be a welcome respite from the exercise programme, the day being further improved by fine weather. During the afternoon a kite flying competition was held which, despite tremendous enthusiasm, initially proved abortive for HMAS VAMPIRE. However, after some careful searching for a better 'flying course' and more experience, a creditable number of kites of varying size became airborne, the best performer operating on a line length of 2,100 ft and achieving a height of 800 ft.

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23. During Divine Service, held on the Quarterdeck on Sunday 18th July, the ashes of the late Norman Harold Roberts were scattered in position 27 degrees 15 minutes north, 153 degrees 40 minutes west.
24. The exercise programme continued on Monday 19th July, initially with a period of man overboard drills, during which three CPO's (CPOCD, CPOMTP3 & CPOETW3) demonstrated their prowess, and then two AATX/STRIKEX with aircraft provided by COMTHIRDFLT. HMAS VAMPIRE was OCE for the exercises and after the initial strike, conducted, a number of successful formal AA tracking runs using the forward M22 system.
25. In preparation for the entry into Pearl Harbour, HMAS VAMPIRE was detached with HMAS STUART at 0710 on Tuesday, 20th July. The entry of all ships was subsequently delayed for approximately three quarters of an hour and as a result HMAS VAMPIRE did not pass the outer channel buoys until 0921. The ship was berthed by my Executive Officer, CMDR V.R. LITTLEWOOD, starboard side to at B 22 berth at 1005. HMAS STUART berthed outboard at 1015. This arrival at Pearl Harbour was in contrast to the previous one in June, there being no band and the welcoming party being somewhat smaller. Further, the port services organisation was not quite up to expectations as regards the timely provision of services.
26. At 1200 I attended a luncheon hosted by the First Hawaiian Bank and in the evening I attended the official reception hosted by you, Sir, followed afterwards by the dinner party hosted by COMFOURTEEN, (RADM J.S. WENTWORTH Jnr.). The following day, I had the pleasure of lunching with you, Sir, and in the evening I attended the barge supper hosted by COMTHIRDFLT (VADM R.P. COOGAN, at which you, Sir, were also present.
27. Thursday, 22nd July was a quiet day, spent mainly in seeking out the 'rabbits' so far not purchased at a rapidly emptying P.X. During the late forenoon the return RAN/USN Tennis match between two officers from COMFOURTEEN staff and CMDR HOLE and myself was played, and I regret to inform you, Sir, that the trophy made onboard HMAS VAMPIRE is temporarily remaining in Pearl Harbour.
28. Sport played during the three day visit included, Cricket Tennis and Golf. Particular features were Rugby Vs Hawaiian Harlequins (lost 9 - 8), Soccer Vs Hawaiian Rangers (draw 4 - 4), and the final of the inter mess tug-of-war, which was won by the Marine Engineering Mess. Our host ship, USS RATHBURNE, was the most conveniently situated of all our host ships being berthed just astern and liaison in consequence was good.
29. At 0850 on Friday, 23rd July, HMAS STUART cast off and at 0904, having been delayed by the late removal of a catamaran, HMAS VAMPIRE cast off and proceeded to sea with HMAS STUART at standard distance astern. The entrance channel was cleared at 0946 and at 1004 station was taken in a sector based on HMAS SUPPLY. A BEAREX, conducted with the aid of VC1 squadron, took place between 1500 and 1635. The small size of the areas allocated precluded a realistic exercise, but proved useful for air raid reporting, weapon direction, and air picture compilation. As in the previous BEAREX (16th June 1976), the P3 aircraft conducted photographic runs on completion of the exercise.

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30. HMAS VAMPIRE fuelled from HMAS SUPPLY at 0954 on Saturday 24th July, after which replenishment all watchkeeping officers, except those under training, had conned the ship during either a RAS (L) or Light Jackstay. During the afternoon a successful inter mess 'potted sports' competition was held on the upper deck.

31. The exercise programme continued on Monday 26th July. The day was drawing to a close when VAMPIRE made her approach for another RAS (L). The ship, conned by SBLT S.N. MULLINS RAN, was alongside HMAS SUPPLY at 1830. It appeared that the auto tensioning winch was not operating correctly and at 1841 the jackstay weak link parted and the probe was pulled free with a consequent small oil spillage. The ancilliary lines were passed back when it was discovered that the damage to SUPPLY's No. 4 rig was not immediately repairable. Station was taken astern of SUPPLY and STUART until SUPPLY's rig No. 3 became free. Fuelling was finally completed at 2030.

32. The next morning at 1120 the first line was passed for a light jackstay transfer conducted in order that LSCK D.G. JEFFREY R94971 of HMAS SUPPLY could be examined by my Dental Officer. The sailor was returned, again by light jackstay, during the first dogwatch. Enderbury Island, part of the Phoenix group, was raised on radar at 2146 and a final fix being obtained from Sydney Island at 0435.

33. A live mortar firing was carried out in position 6° 02'S 171° 21'W on Wednesday 27th July. The firing was conducted during a major NBCDX as were the preceding SUPAC and 4.5" ROFX. An uneventful RAS (L) was carried out during the evening.

34. King Neptune's visit, deferred as a result of the previous evening's jackstay transfer, occurred during the dogwatches on Thursday 29th July. All novices were initiated in his courtly rituals and one or two people were permitted the privilege of re-acquaintance. My Executive Officer conducted OOW manoeuvres.

35. Futuna Island was raised on radar at 0605 on Saturday 31st July, and dipped at 0850. A RAS (L) was carried out during the forenoon, when two probe rigs were connected, the after probe being connected for a test run only. When this had been passed back to SUPPLY, a light jackstay was rigged and WOSY R.E. ROACH R48209 and LSPH F.V. SHILTON R110814 were transferred to VAMPIRE. A land fall on Nggelelevu Island was made at 1540 that afternoon. Whilst approaching the entrance to the Nauuleu Passage, it was learned from a Radio Australia broadcast that two French minesweepers, enroute Tahiti - Singapore, had run aground in the Fijian Islands. Their position was later refined to Thikombia Island and at 2225 HMAS SUPPLY reversed course, taking HMAS STUART with her in order to investigate the area and if possible render assistance. VAMPIRE continued her passage South Westward toward a rendezvous, the following morning, with HMFS KULA.

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36. Weapons Electrical Engineering

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The month of July was spent on the west coast of the United States. Ceremonial lighting was rigged in San Francisco and Seattle and proved to be very successful. The impact was more noticeable in Seattle as VAMPIRE was the only Naval ship present and the berth was downtown at a commercial pier. Much favourable comment was forthcoming and the overall effectiveness of outline festooning has been proved. It is also much easier to rig, cheaper, and less demanding of power than overall floodlighting.

37. Problems with turbo alternators that have been previously reported now appear to have been resolved and all five generators are fully serviceable.

38. Alpha turret training motion has been monitored fortnightly as directed, and a complete set of records together with a report will be available to dockyard staff on return to Sydney. There are indications that the problems reported by URDEF 70/77 are still present, although the turret is operable.

39. Marine Engineering

Main and auxiliary machinery has performed most satisfactorily during the month. On passage from San Francisco to Seattle the first group nozzle control valve on 'B' main engines stayed open during a rapid reduction from 220 r.p.m. (HMAS VAMPIRE DAU 081717Z July, 1976 URDEF 105/77).

40. The valve and operating gear was dismantled at Seattle, several sliding parts renewed, fine clearances eased by polishing, and the valve re-assembled. Tests under steam on leaving Seattle confirmed a satisfactory repair was made. (HMAS VAMPIRE DAU 141756Z July, 1976).

40. Morale, Conduct and Health

The ship's company enjoyed all the America 200 port visits which took place during the month. However, the overall high morale was not assisted by the mail difficulties. (Which were the subject of considerable signal traffic). Despite being advised beforehand of the mail rates which would apply during the deployment the ship's company could not understand why no mail concessions were granted, particularly when conflicting advice was being given their families by various postal authorities.

41. Libertyman's conduct ashore was most pleasing, there being no incidents involving local police or shore patrols in any American port.

42. Health of the ship's company has remained satisfactory.

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*A.R. Horton*  
(A.R. HORTON)  
CAPTAIN, RAN  
COMMANDING OFFICER

- Annex A - Steaming Return.  
B - Exercise Return.  
C - Movements Return  
D - Calls and Official Entertainment.



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Annex A to HMAS VAMPIRE letter 1.16.10 dated 1st August, 1976

STEAMING RETURN

1. Distance steamed during July.....6,672.9 miles
2. Hours underway during July .....452 hours
3. Distance steamed since commissioning...545,469.5 miles
4. Hours underway since commissioning.....37,396.5 hours
5. Periods in excess of fast routing speed:

<u>Date</u>	<u>Speed</u>	<u>Duration</u>	<u>Reason</u>
7th July	18-19	5 hours	Patrolling sector
13th July	17-18	10 hours	PASSEX Seattle-Oahu
14th July	17-19	22 hours	PASSEX Seattle-Oahu
15th July	18	3 hours	PASSEX Seattle-Oahu
16th July	18	7 hours	PASSEX Seattle-Oahu
17th July	18	4 hours	PASSEX Seattle-Oahu
23rd July	18	8 hours	PASSEX Oahu-Sydney
24th July	18	15 hours	PASSEX Oahu-Sydney
25th July	17.5	5 hours	PASSEX Oahu-Sydney
26th July	18	3 hours	PASSEX Oahu-Sydney
27th July	18	4 hours	PASSEX Oahu-Sydney

6. Time zones were changed:-

- 1830 14th July - clocks retarded one hour, zone T to zone U
- 1830 15th July - clocks retarded one hour, zone U to zone V
- 1830 17th July - clocks retarded one hour, zone V to zone W
- 1830 26th July - clocks retarded one hour, zone W to zone X
- 1830 29th July - clocks retarded one hour, zone X to zone Y
- 2359 29th July - clocks advanced 24 hours, zone Y to zone M

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Annex B to HMAS VAMPIRE letter 1.16.10 dated 1st August, 1976

EXERCISE RETURN

<u>Gunnery Exercise</u>	<u>Number</u>	<u>Total hours</u>
RIX	5	5
Synthetic SAGOPS	3	4
Balloon TX/ wind find	3	2
PAC	2	2
ROFX	2	2
AA1	1	2
BEAREX	1	2
STRIKEX/ AATX	2	2
CR ROFX (40/60)	1	1
CR SUFX (40/60)	1	1½
NGSCX (internal)	2	2
(external)	2	2
Saluting Gun Drill	1	¼
Small Arms	2	3
<u>Communications</u>		
NCX 202	6	6
NCX 207	1	1
NCX 210	2	1
NCX 350	15	15
NCX 401	3	5
NCX 405	2	2
NCX 501	1	1
EWX 11		
EWX 22	7	7
EWX 23	6	6
EW tasking	6	18
Radar recognition/ EW theory	-	8
<u>NBCD</u>		
Communications exercise	1	1
Minor DC exercise	1	2
Major DC exercise	1	3
Action Stations	2	-

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<u>Exercise</u>	<u>Number</u>	<u>Total hours</u>
<u>ASW</u>		
Synthetic ASW/SAU procedures	4	6
Stream 182	3	6
Competitive light mortar firing	2	-
Action mortar firing	1	-
UWT exercise	2	2
Consort pinging	4	4
<u>AIO</u>		
Synthetic ARR <del>X</del>	4	5
GOPEX / RAINFORM	3	9 $\frac{1}{2}$
SAU procedures/ ASWEX	3	4 $\frac{3}{4}$
RFX 3	1	$\frac{1}{2}$
CASEX A2 S	1	1
Synthetic SAGOPS	3	4
STRIKEX/ AATX	2	2
BEAREX	1	2
RIX/ SPX	5	5
NGSCX	4	4
Aircraft control	-	4
<u>Seamanship and Navigation</u>		
OOW manoeuvres	10	13 $\frac{1}{4}$
OOW RAS(L)/Jackstay	8	-
RAS(L)	9	9
Jackstay transfer	6	2 $\frac{1}{2}$
Man overboard drills	14	4 $\frac{3}{4}$
OOW drills	5	1 $\frac{1}{2}$
Station Master	5	38
SCREENEX	2	3 $\frac{3}{4}$
SCREENPLAY	3	24
Splash target	1	1 $\frac{1}{4}$
J.O. blind pilotage	6	15

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Annex C to HMAS VAMPIRE letter 1.16.10 dated 1st August, 1976

MOVEMENTS RETURN

<u>Arrive</u>	<u>Place</u>	<u>Depart</u>
1st July	San Francisco	6th July
9th July	Seattle	13th July
20th July	Pearl Harbour	23rd July

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Annex D to HMAS VAMPIRE letter 1.16.10 dated 1st August, 1976

CALLS AND OFFICIAL ENTERTAINMENT

San Francisco

Thursday 1st July	1800	Attended Fleet reception onboard HMAS SUPPLY.
	2000	Dinner party onboard HMAS VAMPIRE: CAPT. and Mrs. J. Frick (USS CORAL SEA). Mr. and Mrs. D. de Jersey Court (President, Navy League). Mr. and Mrs. S. Maliphant (Australian Senior Trade Commissioner). CMDR and Mrs L.G. WILSON, MBE.
Friday 2nd July	1100	Called on Fleet Commander.
Saturday 3rd July	1900	Attended Sunset Retreat onboard USS CORAL SEA. (CAPT J. Frick, USN)
	2100	Attended reception at City Hall, San Francisco.
Sunday 4th July	1100	Guest of honour with Fleet Commander and C.O. HMAS SUPPLY at Golden Gate Park Bicentennial parade.
	2000	Attended Sunset Parade at Praesidio.
Monday 5th July	1700	Attended onboard Flagship for presentation of "Gathering of Eagles" plaque by City of San Francisco.
	1800	Attended reception onboard Korean ship ROK CHUNG BUK.

Seattle

Friday 9th July	1030	Called on RADM J.R. Murray Jnr. (COMTHIRTEEN).
	1055	Called on CAPT S.S. Beckwith (C.O.S. to Commandant, Thirteenth Coastguard District).
	1120	Called on Hon. Sam Smith (Acting Mayor and President, Seattle City Council).
	1230	Lunched with Hon. J.D. McCredie (A.C.G. San Francisco).
	1830	Hosted official reception onboard. Guests included; RADM and Mrs. J.D. Murray, Commandant 13th Naval District.

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/.....CAPT and..

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CAPT and Mrs. V.J. Manaca, Supervisor  
Shipbuilding, Conversion and Repair.

CAPT and Mrs. R.S. Hopper, NAS Whitbey  
Island.

CAPT and Mrs. W.C. Giovanetti, COMDESRON  
37.

CAPT and Mrs. J.K. Nunneley, Puget Sound  
Naval Shipyard.

CAPT and Mrs. S.W. Hubbard Jnr., USS  
KITTY HAWK.

CMDR and Mrs. D.G. Schuster, Naval  
Support Activity.

CMDR and Mrs. L.E. Ryan.

Mr. and Mrs. C.R. Meurk, Todd Shipyard  
Corporation.

Mr. G.G. Whipple, Lockheed Shipbuilding  
Corp. Seattle.

Mr. and Mrs. M.T. Stamper, Boeing Corp.

Hon. and Mrs. R. Anderson, Consul Gen-  
eral, Canada.

Hon. and Mrs. L.F. Hope, Consul General  
Great Britain.

2030 Hosted dinner for;  
RADM and Mrs. J.D. Murray Jnr.,  
Commander 13th Naval District.

CMDR and Mrs. L.E. Ryan, USS HIGBEE.

Mr. and Mrs. R.E. Thomson, Seattle Port  
Intelligence.

Mr. and Mrs. A.G. Dunn, Seattle Hospit-  
ality Committee.

Mrs. V. Hannig, U.S. Bicentennial fellow-  
ship to Australia.

Hon. J.D. McCredie, A.C.G. San Francisco.

CMDR and Mrs. V.R. LITTLEWOOD.

Saturday 10th July	1200	Luncheon at Longacres Race Track.
	1830	Attended Warrant Officers/Chief Petty Officer's cocktail party.
	2030	Attended USS HIGBEE cocktail party.
Sunday 11th July	1900	Dinner hosted by Mr. and Mrs Dunn (Seattle Hospitality Committee).
Monday 12th July	1800	Cocktail party given by Seattle Hospit- ality Committee and Australia Club for Ship's Officers and Senior Sailors.

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/.....Pearl Harbour

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Pearl Harbour

Tuesday 20th July	1200	Luncheon given by First Hawaiian Bank.
	1820	Attended Fleet reception in HMAS SUPPLY.
	2000	Dinner Party hosted by Commander, Fourteenth Naval District. (RADM R.S. Wentworth Jnr.).
Wednesday 21st July	1200	Lunched with Fleet Commander onboard HMAS SUPPLY.
	1800	Guest of COMTHIRDFLT (VADM R.P. Coogan USN) for barge supper.
Thursday 22nd July	1830	Attended USS RATHBURNE (host ship) cocktail party.

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File Number

N428	3	1724	1724
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

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\*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS Vampire - Report of Proceedings -  
July 1976.

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

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SUBJECT INDEX

Posting	Precis	Initials
R 24.2	a/a.	

NAME INDEX

Heading	Precis	Initials
HMAS Vampire	a/a.	

LOGGING

Originator	Originator's Reference	Date	Initials
FOCAF	1/16/59	3.9.76	

Information Classifier	
<u>R. Jeffrey</u> (Signature)	<u>8.9.76</u> (Date)



FILE: 428/3/1771

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HMAS VAMPIRE REPORT OF PROCEEDINGS AUGUST 1976

~~DNO~~ R.O.P. covers VAMPIRE's last leg home from  
~~DGNOP~~ America before commencing her 15 on  
22/10 09 Aug.

~~DCNS~~  
~~CNS~~ 29/10

25/10

~~CNE~~ 29/10  
~~CNFS~~ 7/11

~~DGLOG-N~~

~~CMM~~ 3/11  
~~DGSUP-N~~ 5/11

~~PRLO-N~~ 9/11

~~IADMIN-N~~ 12/11

- NOTES:
- A. This copy is circulated so that Heads of Division may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Heads of Division with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Section.
  - D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

AB 13/10/76



JMH

ROYAL AUSTRALIAN NAVY

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Telechona:  
3111 Extension 3138

1/16/59

H.M.A. FLEET HEADQUARTERS,  
GARDEN ISLAND, N.S.W. 2000  
**28 SEP 1976**

Department of Defence (Navy Office)

HMAS VAMPIRE - REPORT OF PROCEEDINGS - AUGUST, 1976

Forwarded.

*R.C. Swan*  
(R.C. SWAN)  
Commodore  
for Commander Australian Fleet

Enclosure:

HMAS VAMPIRE Report of Proceedings 1/16/10 dated 1st September, 1976

**RESTRICTED**

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1.16.10

HMAS VAMPIRE  
at Sydney

1st September 1976

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For information:

The Commanding Officer,  
HMAS VENDETTA

The Commanding Officer,  
HMAS DUCHESS

HMAS VAMPIRE REPORT OF PROCEEDINGS

AUGUST, 1976

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of August, 1976.

2. On Sunday 1st August 1976 HMAS VAMPIRE was independently transitting the Navuku Passage, HMA ships SUPPLY and STUART having temporarily detached the previous night to investigate the grounding of two French Minesweepers on Thikombia Island. HMAS STUART rejoined during the morning watch and a rendezvous with HMFS KULA was effected at 0900, south of Suva. Leut J.W. Wells RAN and LSSIG B.R. Moore were transferred to KULA by gemini as was the outgoing mail. After getting underway there followed two hours of basic manoeuvres which ended with HMFS KULA carrying out heaving line transfers, firstly with VAMPIRE and then with STUART. The VAMPIRE personnel were retrieved by gemini at 1215 and after expressions of goodwill and farewells had been exchanged, course was set to rejoin HMAS SUPPLY and your flag, sir. On rejoining a heaving line transfer for the delivery of SUPPLY's mail was carried out. Column in the order SUPPLY, VAMPIRE, STUART, was then formed for the transit of the Kandavu Passage.

3. The days activities were conducted in indifferent weather but this did not deter the members of the VAMPIRE TURF RACING CLUB from holding a meeting on X gun deck during the afternoon. Despite the heavy going there was a full card of runners and the finery of the ladies brightened an otherwise dull afternoon.

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The following morning at 0800 VAMPIRE assumed duty as escort destroyer attendant on an aircraft carrier, simulated by HMAS SUPPLY. On completion of this exercise a light jackstay transfer took place during which WOSY R.E. Roach and LSPH C.V. Shilton were returned to the flag ship. A full power trial was conducted during the forenoon, the results being discussed in the Marine Engineering Section of this report. Hunter Island was raised on radar at 1020, fixing continuing into the afternoon until MATTHEW Island was dipped on radar at 1540. An uneventful RAS(L) and light jackstay were carried out that evening.

5. At 1545 on Tuesday 3 August VAMPIRE and STUART were detached to proceed south westward to their start positions for a tactical exercise scheduled to commence at 0600 on Thursday 5 August. In preparation for the exercise HF and LRAW radar silence was imposed on TG 329.2 from 1700 that evening and UHF silence was maintained from shortly afterwards.

6. HMAS STUART detached at 0700 on Wednesday 4 August and HDWS radar silence was maintained thereafter. Opportunity was taken during the forenoon to carryout Messdeck Rounds, the standard presented being quite pleasing.

7. Whilst approaching the TACTEX rendezvous position on Thursday 5 August and S2E Tracker aircraft was sighted and HMAS VAMPIRE was assessed to have been located. However the RAAF F111 aircraft which overflew VAMPIRE thirty two minutes later proved to have nothing to do with the TACTEX, as was at first thought, and may not even been aware that it was enthusiastically engaged and "splashed".

8. By 1215 HMAS STUART, approaching the rendezvous from the south east, had joined and a two ship SAG was formed. Events moved swiftly thereafter with sighting of HMAS SUPPLY and then HMAS TORRENS. TORRENS was promptly engaged by the SAG which was augmented by HMAS DERWENT. By now a spirited engagement was taking place between VAMPIRE, STUART and DERWENT defending SUPPLY and TORRENS, defending HMAS MELBOURNE. Despite a valiant rearguard action on the part of the 'workers' the concensus gave a belated victory to the 'tourists' in this encounter. The action was broken off at 1307 and ships took their previously assigned stations, the guide being HMAS SUPPLY.

9. HMAS MELBOURNE's thirteen gun salute, to your flag, sir, was returned by VAMPIRE. I then assumed the duty of screen co-ordinator and reformed the sector screen. A mail delivery was made by helicopter at 1441. Later in the afternoon and again during the first dog watch it was necessary for me to detach ships from the screen as SAU's to investigate incidents instigated by your staff sir. A sector screen was maintained overnight, HMA ships TORRENS, VAMPIRE, DERWENT and STUART screening the main body consisting of HMA ships SUPPLY, the guide, and the Flagship MELBOURNE.

10. The following morning at about 0630 customs officers were embarked by helicopter from MASCOT. By 0700 ships were formed in column in the order MELBOURNE, DERWENT, VAMPIRE, STUART, TORRENS and SUPPLY and were proceeding northwards towards Sydney Heads into a fresh north westerly wind. The planned fleet entry into Sydney was delayed by

/ approximately

# RESTRICTED

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approximately half an hour due to the arrival at the Heads, at the scheduled entry time of the tanker ROBERT MILLER. VAMPIRE followed DERWENT to the cruiser wharf, berthing at the north eastern end at 1048. TORRENS berthed outboard at 1101.

11. The crowds awaiting the arrival not only of TG329.2 but also DERWENT were a pleasing sight on what, still by this time, proved to be a cold morning. Customs clearance of baggage was swiftly carried out on the jetty and due to the preparations made ashore the uniting of the ships company with families and friends quickly took place. Short leave was granted almost immediately but due to the requirement to de-ammunition long leave did not begin until Monday 9 August.

12. On the morning of 9 August the ship was cold moved to number three buoy, where de-ammunition commenced at 0900. The ship remained at the buoy overnight and de-ammunition was completed at 1330 the next day. The time taken to de-ammunition can be directly attributed to the unavailability of the armanent lighters after 1400 on the first day and the lack of the correct number of shell and cartridge containers on the second day. Due to industrial action in the dockyard the planned move to alongside HMAS STALWART at 1400 had to be cancelled and this eventually took place on the morning of Wednesday 11 August, completing at 0910. Shortly after berthing a pre-docking meeting with dockyard and Fleet staff, postponed from the previous day, was held onboard to establish exactly what work was to be undertaken during the I.D. period.

13. At 0915 on Monday 16th August the ship cast off from HMAS STALWART and cold moved to Captain Cook Graving Dock, berthing at 1010, on the West Wall of the outer dock. The caisson was secured and at 1115 the ship was positioned over the blocks and flooding down commenced. At 1430 the ship docked down onto the blocks and flooding down was completed at about 1600.

14. Since entering the dock planned work has progressed satisfactoraly and no delays to date have been experienced.

#### Weapons Electrical Engineering

15. Prior to the commencement of the I.D. the WEE Department was kept particularly busy checking equipment and support spares to ensure that the material state of the department was up-to-date for the start of the I.D. period. Five equipment defects were discovered at the beginning of the month - these defects have been raised as INDEF's.

16. The majoity of the electrical component of the 'I.D. Work-List' has been undertaken by the dockyard. However, the apparent lack of repair capacity for H.F. communications equipment is a cause of concern, and it seems likely that some repairs will be outstanding on completion of the I.D. period.

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Marine Engineering

17. Main and auxiliary machinery has continued to perform most satisfactorily; unfortunately due to high uptake temperatures the full power trial was unsuccessful. Both evaporators have continued to maintain high outputs and no restrictions were required.

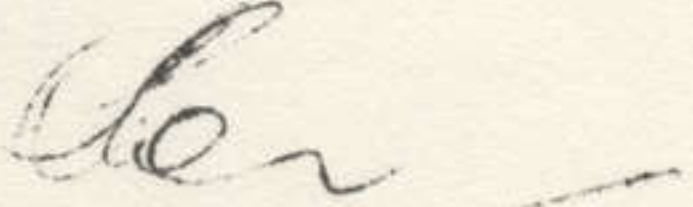
18. Slips staff and dockyard are making satisfactory progress on defect and planned maintenance work. The lack of ventilation due to removal of weathermaker coils for cleaning is causing discomfort while in drydock, which will be exacerbated in the event of hot weather.

Morale, Conduct and Health

19. Despite the inconvenience of shipboard life whilst in drydock, with only shore heads facilities being available, the ships company's morale remains high. Over half the company is on leave.

20. Conduct is pleasing with only a small number of minor offences being recorded.

21. The health of the ships company is satisfactory.

  
(A.R. HORTON)  
CAPTAIN, RAN  
COMMANDING OFFICER

Annex A - Steaming Return.  
B - Exercise Return.  
C - Movements Return.

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Annex A to HMAS VAMPIRE .  
letter 1/16/10  
September 1976

STEAMING RETURN

1. Distance steamed during August 2004.7
2. Hours underway August 133
3. Distance steamed since commissioning 547,474.2
4. Hours underway since commissioning 37,529.5

5. Periods in excess of fast routing speed:

<u>Date</u>	<u>Speed</u>	<u>Duration</u>	<u>Reason</u>
1st	17½	10hrs	Passage to TACTEX.
2nd	17½	15hrs	Passage to TACTEX
2nd	25½kts	2hrs	Full Power Trials
3rd	17½kts	16hrs	Passage to TACTEX
5th	20kts	7hrs	TACTEX
5th	18kts	2hrs	PASSEX

6. Time zones were changed:

1830 2nd August clocks retarded 1 hour, zone M to zone H.

1830 4th August clocks retarded 1 hour, zone L to zone K.

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Annex B to HMAS VAMPIRE  
letter 1/16/10  
September 1976

EXERCISE RETURN

<u>Exercise</u>	<u>Number</u>	<u>Total Hours</u>
<u>Gunnery</u>		
Synthetic SAGOPEX	2	3
SUPAC	1	1
ROFX	1	1½
NGSCX	2	2
Action Stations	2	3
STRIKEX	1	4
<u>Communications</u>		
NCX 204	1	1
NCX 205	1	1
NCX 350	1	1
NCX 405	1	2
NCX 454	1	1
V/S Instruction	2	4
<u>NBCD</u>		
Major DC exercise	1	3
Emergency Stations	1	-
Leaving Ship Stations	1	-

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Cont.....



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<u>Exercise</u>	<u>Number</u>	<u>Total Hours</u>
<u>ASW</u>		
Consort pinging	1	1
UWT exercise	1	1
SAU approaches	2	2
<u>AIO</u>		
Synthetic SAGOP exercise	2	3
GOPEX / RAINFORMEX	1	4
<u>Seamanship and Navigation</u>		
OOW Manoeuvres	2	3 $\frac{1}{2}$
RAS (L)	1	1 $\frac{1}{4}$
Light Jackstay	2	$\frac{1}{2}$
Heaving Line Transfer	2	$\frac{1}{2}$
RESDES Exercise	1	1
J.O. Blind Pilotage	1	1
Helo Transfers	2	$\frac{1}{2}$

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Annex C to HMAS VAMPIRE  
letter 1/16/10  
September 1976

MOVEMENTS RETURN

ARRIVE

PLACE

DEPART

6 August

Sydney

-

**RESTRICTED**

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Annex C to HMAS VAMPIRE letter 1/16/10 dated 1 September 1976

MOVEMENTS RETURN

ARRIVE

6th August 1976

PLACE

Sydney

DEPART

-

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Annex D to HMAS VAMPIRE letter 1/16/10 dated 1 September 1976

OFFICERS JOINING AND LEAVING

JOINING

C.F. BOLTON LCDR	KUTTABUL	18 Aug 76
B.R. HORE LCDR	CERBERUS	7 Aug 76
R.A. KEHLS ASLT	DUCHESS	20 Aug 76

LEAVING

V.R. LITTLEWOOD LCDR	WATSON	23 Aug 76
S.N. MULLINS SBLT	ATTACK	30 Aug 76
I.J. CRUICKSHANK LEUT	NIRIMBA	23 Aug 76
G.L. BRICE LEUT	MELBOURNE	16 Aug 76
K.J. JARVIS CHAP	STALWART	9 Aug 76
V.E. HARVEY LCDR	HARMAN (NO)	16 Aug 76

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File Number

N428	3	1771	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

Restricted
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\*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS Vampire - Report of Proceedings  
August 1976.

Mark to CNS (Name or Designation) (A) (Location)

Cancel File No ..... and inform Movements Section.

Close File No .....

Cross reference this file with: .....

SUBJECT INDEX

Posting	Precis	Initials
R24.2	afm.	

NAME INDEX

Heading	Precis	Initials
HMAS Vampire	afm.	

LOGGING

Originator	Originator's Reference	Date	Initials
		/ /	

Information Classifier R. Jeffrey (Signature) 6, 10, 76. (Date)

FILE: 428/3/ 1835.

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HMAS VAMPIRE

REPORT OF PROCEEDINGS *SEP '76,*

~~DNO~~

~~DGNOP~~

~~DCNS~~

~~CNS~~ 3/12

~~CNP~~

~~CNTS~~ 13/12

~~DGLOG-N~~

~~CNM~~ 13/12

~~DGSUP-N~~ 15/12

~~FRLO-N~~

~~IADMIN-N~~ AB30/5

*ID period at GID for whole of the month.*

*L. 29/11*

- NOTES:
- A. This copy is circulated so that Heads of Division may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Heads of Division with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Section.
  - D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

ROYAL AUSTRALIAN NAVY

JMH

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Telephone  
20 1111

Extension 3139

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

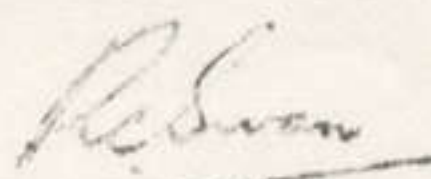
1/16/59

28 OCT 1976

Department of Defence (Navy Office)

IMAS VAMPIRE - REPORT OF PROCEEDINGS - SEPTEMBER, 1976

1. Forwarded.
2. Garden Island Dockyard are still investigating the defects discussed at paragraph 14. The causes have not yet been identified.

  
(R.C. SWAN)  
Commodore  
for Commander Australian Fleet

Enclosure:

*am* IMAS VAMPIRE Report of Proceedings 1/16/10 dated 1st October, 1976

CENTRE  
INFORMATION ANALYSIS  
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Oct 29 14 24 '75  
DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

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1975  
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(The following information is being provided to you)

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Department of Defence (1975 01100)

NOV

28 OCT 1975

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RESTRICTED - SECURITY INFORMATION

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In reply  
Quote: 1.16.10

HMAS VAMPIRE  
at Sydney.

1st October, 1976.

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

For Information:

The Commanding Officer,  
HMAS VENDETTA.

The Commanding Officer,  
HMAS DUCHESS.

HMAS VAMPIRE - REPORT OF PROCEEDINGS FOR THE  
MONTH OF SEPTEMBER, 1976.

---

Sir,

I have the honour to report the proceedings of  
HMAS VAMPIRE for the month of September, 1976.

2. On Wednesday 1st September, 1976, HMAS VAMPIRE was docked down in the outer Captain Cook dock at Garden Island. Dockyard, having entered the dock on Monday, 16th August 1976. Work during the intermediate docking continued satisfactorily throughout the month, progress meetings being held on Wednesday 8th and Thursday 23rd September.

3. I lunched with RADM S.J. LLOYD (DGNHS) onboard HMAS MELBOURNE on Friday 3rd September, 1976.

4. The dock was flooded during the forenoon of Monday 13th September and, all watertight checks having proved satisfactory, the ship moved out of the dock the following morning, berthing alongside HMAS BRISBANE at the south end of the Cruiser Wharf, Garden Island.

5. I was absent from the ship on leave, on Monday 13th and Tuesday 14th September, completing that week at HMAS CERBERUS, attending a fleetwork PWT.

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6. Command Team Training undertaken at HMAS WATSON from Monday 20th to Wednesday 22nd September was enthusiastically carried out and proved to be a valuable three days.

7. Steam was raised on both boilers on Friday 24th September in preparation for basin trials which were conducted on Wednesday 29th September,

8. The ship's main leave period ended on Monday 27th September with everyone generally having had three weeks leave.

9. A cold move from alongside HMAS BRISBANE to alongside the northern end of the Cruiser Wharf was carried out at 1600 on Thursday 30th September. This was in preparation for the ship being open to visitors during the forthcoming Navy Week.

10. The month ended in celebratory fashion with the Ship's Ball which was held at the South Sydney Leagues Club. This function was well attended and proved not only a pleasant end to the leave and intermediate docking period but also a good start to the shakedown and workup ahead.

11. Numerous courses, PWT's and CTT were carried out during the month and details are at Annex B. The ship also underwent a Training Readiness Evaluation Inspection carried out by your staff, Sir.

#### WEAPONS ELECTRICAL

12. An eventful month in which much work was progressed by GID and ship's staff during the ID period. Most areas of work were adequately catered for, the notable exception being HF Communications for which Dockyard capacity was unavailable. This work was eventually taken on by HMAS STALWART (FMU).

13. Areas of concern at the end of the month are the outstanding URDEF 110/77 on Blue M22 and URDEF 70/77 on the Alpha Turret Training motion. Dockyard work in both these areas is progressing but lack of capacity has limited the manhours available.

14. Late in the month the left gun of Alpha Turret and the right gun of X - Ray Turret failed ship tests and both problems are under investigation by ship's staff ( URDEFS 112/77 and 113/77 refer).

#### MARINE ENGINEERING.

15. Undocking was delayed from 10th September to 13th September to permit completion of shell plating repairs to B Boiler Room ( HMAS VAMPIRE DDW 230622Z - INDEF 29/77 refers).

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16. The replacement of floor tubes in A Boiler was proven satisfactory by water pressure on 23rd September. ( HMAS VAMPIRE DDW 251637Z June - INDEF 61/77 refers)

17. After floating of safety valves on 27th September, a two boiler basin trial and Training Readiness Evaluation was conducted on 29th September. Air conditioning machinery, and certain items of domestic equipment have yet to be set to work.

HEALTH CONDUCT AND MORALE.

18. The ship's company morale is high. Half yearly leave has been completed and the ship has resumed normal routine before completing the intermediate docking period.

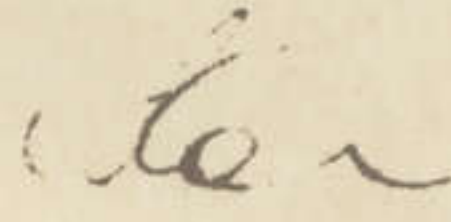
19. Conduct continues to be pleasing with only a small number of offences recorded.

20. The health of the ship's company is satisfactory.

I have the honour to be,

Sir,

Your obedient servant.

  
(A.R. HORTON)  
CAPTAIN RAN  
COMMANDING OFFICER

Enclosure: Steaming Details.  
Training Return

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Annex A to HMAS  
VAMPIRE letter  
1.16.10 dated  
1st October, 1976.

STEAMING RETURN

- |    |  |           |
|----|--|-----------|
| a. | Distance steamed during the month:       | Nil       |
| b. | Hours underway during the month:         | Nil       |
| c. | Distance steamed since commissioning:    | 547,474.2 |
| d. | Hours underway since commissioning:      | 37,529.5  |
| e. | Periods in excess of fast routing speed: | Nil       |

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Annex B to HMAS  
VAMPIRE letter  
1.16.10 dated  
1st October, 1976.TRAINING RETURN

<u>Date</u>	<u>Event</u>	<u>Place</u>	<u>Remarks</u>
23 Aug/ 4 Sep	Junior Officers Tactical Course	HMAS WATSON	SBLT DARBY SBLT LASCELLES SBLT MULLINS
30 Aug/ 17 Sep	Ship's Diving Officer's Course	HMAS PENGUIN	SBLT HAMILTON
1 - 2 Sep	Media Awareness Course	Australian Film Commission North Sydney	CAPT HORTON
13 - 14 Sep	CPORS Acquaint	NAVCOMSTACAN	CPORS
13 - 17 Sep	R.P. PWT	HMAS WATSON	
13 - 17 Sep	Fleetwork PWT	HMAS CERBERUS	Attended by CO, XO and NO 15 - 17 Sep.
13 - 17 Sep	UC PWT	HMAS WATSON	STBD Watch
13 - 17 Sep	EW PWT	HMAS WATSON	
14 - 16 Sep	UW PWT	HMAS WATSON	
20 - 22 Sep	Command Team Training	HMAS WATSON	
20 - 21 Sep	NBCD Unit & HQ1 PWT	HMAS PENGUIN	
20 - 21 Sep	Demolitions PWT	HMAS WATSON/ Liverpool Range	
20 - 24 Sep	UC PWT	HMAS WATSON	PORT Watch

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File Number

11428	3	1835	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

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REGISTRATION

Title HMAS VAMPIRE - REPORT OF PROCEEDINGS  
SEPT 1976

Mark to PNS (Name or Designation) A-4-16 (Location)

Cancel File No ..... and inform Movements Section.

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SUBJECT INDEX

Posting	Precis	Initials
994.2	As above.	

NAME INDEX

Heading	Precis	Initials
HMAS Vampire	As above	

LOGGING

Originator	Originator's Reference	Date	Initials
SECDEF	AF 1.16.09	28, 10, 76	

Information Classifier [Signature] (Signature) 29, 10, 76 (Date)

DEPARTMENT OF DEFENCE  
(NAVY OFFICE)

HMAS VAMPIRE REPORT OF PROCEEDINGS OCTOBER 1976

~~DNO~~

~~DGNOP~~

~~DCNS~~

~~CNS~~

~~CNP~~

~~CNTS~~

~~DGLOG-N~~

~~CMM~~

~~DGSUP-N~~

~~PRLO-N~~

~~IADMIN-N~~

During the month, VAMPIRE completed her ID, and work up in the EA exercise areas, and then joined HMAS MELBOURNE for a combined visit to Melbourne.

L. 30/12

- NOTES:
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AB 21/12/76

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CMR

ROYAL AUSTRALIAN NAVY

Telephone:  
359-9111 Extension 3139

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GARDEN ISLAND, N.S.W. 2000

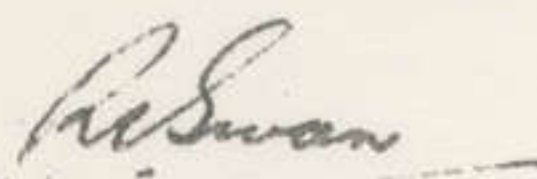
A.F. 1/16/59

8 DEC 1976

Department of Defence (Navy Office)

HMAS VAMPIRE - REPORT OF PROCEEDINGS - OCTOBER 1976

1. Forwarded.
2. The bearing problem mentioned in paragraph 32 has been examined and attributed to excessive gland steam. The bearing is satisfactory and the steam leak will be corrected at the next turbine opening. The problems in the gunnery systems have been overcome.

  
(R.C. SWAN)  
Commodore  
for Commander Australian Fleet

Enclosure:

HMAS VAMPIRE Report 1/16/10 dated 1st November, 1976

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HMAS VAMPIRE.  
at Melbourne.

1.16.10

1st November, 1976.

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

For Information:

The Commanding Officer,  
HMAS VENDETTA.

The Commanding Officer,  
HMAS DUCHESS.

HMAS VAMPIRE - REPORT OF PROCEEDINGS - OCTOBER, 1976

Sir,

I have the honour to report the proceedings of HMAS VAMPIRE under my command for the month of October 1976.

2. On Friday 1st October HMAS VAMPIRE was berthed at north end Cruiser Wharf completing her intermediate docking, the ship having been cold moved the previous evening from alongside HMAS BRISBANE at south end Cruiser Wharf.

3. Dockyard work officially finished on the 1st October, and the weekend of the 2nd and 3rd was spent in preparing for 'Ship open to Visitors' on Monday 4th October. The transformation from a ship in dockyard hands to one preparing to rejoin the fleet was as usual surprising in its rapidity.

4. Ammunitioning, planned initially to take place on Tuesday 5th October, was delayed one day to permit the dockyard to complete their work. The delay did, however, permit me the pleasure of entertaining to lunch your Chief of Staff, sir, Commodore R.C. Swan CBE.

5. The following morning the ship cold moved to No 3 buoy where 98% of the ammunition allowance was embarked, the lighters being slipped at 1445. That this figure of 98% was achieved was largely due to the good offices of the supervisors accompanying the lighters in that additional loading time was made available during the lunch hour period. A small quantity of ammunition intended for expenditure during the workup was not embarked but sufficient ammunition was held to permit the execution of planned serials.

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6. Whilst at the buoy emergency and leaving ship stations were exercised. As preparations were being made to sail at 1630 indications were obtained that a defect, such as a blown tube, had developed in B boiler. As a result of this the boiler was shut down and examined by my MEO and CMDR H. Stevenson (FMEO), leading to the conclusion that the boiler was fully serviceable. The ship subsequently sailed at 2100. On clearing the Heads course was set to intercept HMAS DUCHESS and whilst enroute steering gear breakdowns were practised. After completing a radar index error calibration with HMAS DUCHESS course was set to the south to pick up the remaining EAXP serials.

7. The following morning a CASEX A1 was carried out with HMAS OTWAY. This was the only 'in contact time' with a submarine expected during the shakedown/workup and it was pleasing to note a significant improvement in sonar performance primarily a result of the recent considerable hard work by dockyard and WEE department during the intermediate docking.

8. After the intermediate docking one gun in each of Alfa and Xray turrets failed their slip tests and the problem was ascribed to a defect in the recoil system. As a result of the defects which had not been rectified prior to sailing, a 4.5in gun functioning trial, night NGS firing and an AA tracking serial, scheduled for the afternoon and evening of Thursday 7th October, were not carried out. The ship berthed at Chowder Bay at 0805 on Friday 8th October, three hours earlier than planned. Representatives from WPG and INO boarded the ship on berthing to observe the slip tests and the ship later moved alongside HMNZS OTAGO. Dockyard investigations into the defective recoil systems continued into the following day.

9. With no material change to Alfa and Xray turret states, although dockyard shop work was on hand, the ship cast off from HMNZS OTAGO at 0910 on Monday 11th proceeding in company with HMAS DUCHESS to sea, ahead of the RAN/RNZN force participating in exercise Kangaroo Two, under your command, sir.

10. The gunnery serials during this week of work up were affected by a combination of the recoil system defects and, at the beginning of the week, poor weather. However on Tuesday 12th October a successful AAFTX was carried out after what looked like, to begin with, marginal starting conditions.

11/-

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11. During the week it was possible for the first, time, since my posting to the ship, to operate in company with another member of my squadron, HMAS DUCHESS. It was a pleasant experience and I think valuable for both ships. HMAS VENDETTA was also at sea on Wednesday 13th and Thursday 14th October but although sighted no opportunity presented itself for in company time.

12. The ship berthed at the south end of the Fitting Out Wharf at 0805 on Thursday 14th October having interrupted her workup programme to permit further dockyard work on the recoil system components which had been modified during the earlier part of the week.

13. On Friday 15th October operational and supply departmental inspections of HMAS DUCHESS were carried out by my officers, the technical inspections such as marine engineering and electrical being carried out by your staff, sir, in the following week. During that afternoon a minor electrical cable fire in the crown of A boiler room was discovered and swiftly extinguished, wiring repairs being completed that evening.

14. By 1600 on Saturday 16th October work on Alfa turret recoil system had been completed and harbour tests satisfactorily carried out.

15. The ship sailed at action stations on Monday 18th October with her ardour somewhat dampened but not extinguished by heavy rain, which was a portent of the poor weather to come during the week. Two serials involving aircraft had to be cancelled during that afternoon, one due to reduced visibility and the other due to lack of communications. Alfa turret was successfully fired late in the afternoon. By 1800 it was apparent that no further purpose was to be served by remaining at sea and so on completion of our NGS serial, course was set for Jervis Bay where the ship anchored at 1906. A further requirement was to investigate an oil leak in the starboard stern gland whilst at anchor. A strong southerly wind blew throughout the night.

16. VAMPIRE weighed and proceeded at 0800 the following morning, the intention being to fully test the starboard stern gland and secondly to conduct what exercises could be accomplished in the abominable weather.

Rain/-

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Rain and poor visibility precluded all firing serials and as the oil leak in the stern gland continued unabated, the decision was taken to return to Sydney to effect repairs. The ship berthed at the south end of the Fitting Out Wharf at 1600 to embark NEOX and commence repairs.

17. Repairs were completed by 0630 on Wednesday 20th October and after a basin trial proved satisfactory the ship cast off and proceeded to sea at 0900. The promulgated exercise program was resumed at 1300 in remarkably improved weather conditions. The AA shoot that afternoon was a great success and provided a morale boost to the gunnery sailors and weapons maintainers who had worked such long hours to rectify the problems with Alfa turret.

18. The ship returned to harbour at 1500 on Thursday 21st October having carried out a short but again successful AA shoot and also having completed the second of two single boiler full power work ups. Shortly after arriving at the south end of the Fitting Out Wharf a slow burning fire was discovered in the funnel uptakes of B boiler room. The fire was extinguished by ships staff, although the naval police and local fire brigades were promptly on the scene to provide assistance if required. The cause was later established to be a smouldering piece of canvas, resting against the uptakes in a relatively inaccessible position.

19. On Friday 22nd October I inspected HMAS DUCHESS, she being berthed at the north end of the Cruiser Wharf. I found the standard generally good, a lot of hard work obviously having been done, particularly between decks.

20 Fifteen members of No1 Combined Aircraft Reporting Unit Officer's Mess visited the ship during the forenoon of Saturday 23rd October.

21. The ship cast off from the Fitting Out Wharf and proceeded to sea for week three of the workup at 0845 on Monday 25th October. On leaving the Heads course was shaped to the north east in order to make a rendezvous with aircraft from RAAF Williamtown. During that afternoon 180° front intercepts were carried out in preparation for the MATRA firing scheduled for the following two days. Extra personnel embarked because of the firings, were Pilot Officer R.M. Johnson RAAF (liason from RAAF Williamtown) and LSRP W.J. Thorpe R106409 (an AIC loaned by HMAS WATSON). Enroute to the rendezvous a two boiler fullpower workup was carried out. Full power was only maintained for ten minutes, however, before high bearing temperatures in B engine room and steam leakage from a turbine horizontal joint in A engine room caused the workup to be brought to halt. After several successful intercepts had been carried out course was set to the south and the Jervis Bay exercise areas.

22/-

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22. The following morning the weather proved too poor for a Jindivik launch and the morning MATRA serial was cancelled. In company with HMAS VENDETTA the ship entered Jervis Bay to carry out independent exercises. After two dummy anchorages and a period of ship handling practice, carried out by junior officers in high winds and reduced visibility, the ship anchored in Montague Roads, where HMAS VENDETTA was already at anchor. The weather continuing to be below the required standard for Jindivik operations the afternoon MATRA serial was also cancelled. Whilst at anchor a light mortar firing was carried out. At 1900 that evening with the wind still blowing strongly from the ENE both ships weighed anchor and proceeded to sea for OOW manouveres and night steaming in company.

23. HMAS VENDETTA was detached at 0645 on Wednesday 27th October. The morning MATRA serial, the first of three scheduled that day as a result of the previous day's cancellations was successfully carried out. The second serial was at first delayed and then with the third serial finally cancelled, again due to poor weather. At 1658 station was taken in a sector ahead of HMAS MELBOURNE, flying your flag, HMAS DERWENT being already in company. Your flag, sir, was hoisted in HMAS VAMPIRE when His Excellency the Governor General Sir John Kerr AC, KCMG, K St. J, QC. embarked in HMAS MELBOURNE by helicopter.

24. The next morning a RAS(L) was carried out with HMAS MELBOURNE and you, sir, had the unusual experience of watching a ship, wearing your flag, fuel from the ship in which you were embarked. During the replenishment I had the pleasure of speaking with His Excellency the Governor General by telephone. Whilst alongside the opportunity was taken to transfer a cake and key to HMAS MELBOURNE in recognition of the day being her 21st birthday. HMAS DERWENT replenished on completion, breaking away at 0947, proceeding independently to Hobart. Shortly after the RAS(L) HMAS MELBOURNE commenced flying operations and this kept VAMPIRE in the Rescue Destroyer Station until 1425. A SCREENEX followed before station was taken for the nights passage round Wilsons Promontory and thence north westward towards the entrance to Port Phillip Bay.

25. At 0645 on Friday 29th October the formation passed through the Entrance with little noticeable effect from the rip. It was observed, that Port Lonsdale signal station was indicating an outgoing stream where as the actual stream was flooding.

26/-

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26. On being detached just south of Fawkner Beacon VAMPIRE was once more able to salute His Excellency the Governor General before preceding HMAS MELBOURNE into port, berthing at the inner end, west side, of Princes Pier. Later that afternoon, with you, sir, and Commodore P.H. Doyle OBE (HMAS MELBOURNE) I called on his excellency the Governor of Victoria and afterwards CDRE D.H.D. Smyth ADC (N.O.I.C. Victoria) Air Vice Marshall Newstead RAAF (A.O.C.) and Major General J.D. Stevenson CBE (G.O.C. Logistics) at the Defence Centre. That evening I attended, with two of my officers, the Fleet Reception, held on board HMAS MELBOURNE.

27. Over the weekend of the 30th/31st October the ship was visited by various organised groups including cubs and a detachment of sea cadets from Bendigo. The ship was also viewed by a total of 5777 members of the public.

WEAPONS ELECTRICAL

28. The intermediate docking period finished on 5th October and the majority of weapons electrical tasks were successfully completed. The notable exceptions were Blue M22 stabilisation for which dockyard assistance was unavailable (URDEF 98/77) and work on the left gun Alfa turret and right gun of Xray turret (both of which failed routine slip tests). After exhaustive investigations which revealed no obvious causes it was decided to replace the major components of Alfa left gun with new components machined to minimum tolerance. This was successful and the same process is being pursued for Xray right gun at the end of the month.

29. Most ship systems have been exercised during the workup period from 6th October to the end of the month and no new significant systems defects have appeared. Blue M22 systems azimuth gyro has been replaced and this does appear to have solved the stabilisation problem but full confidence will be restored when a shoot has been conducted on this system. M22 in AA has been successful but there are some problems in NGS/Surface that are under investigation by ship staff.

30. L5 Diesel Generator has a prime mover defect (URDEF 117/77) which is requiring a diesel strip down.

MARINE ENGINEERING/-

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MARINE ENGINEERING

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31. Main and auxiliary machinery has performed satisfactorily during the month, with the following exceptions:

- a. Starboard inner stern gland - (HMAS VAMPIRE KEB/DAU 190030Z OCT 76) where excessive oil consumption was caused by defective sealing arrangements. The defect was rectified overnight 19th/20th October 1976.
- b. L5 Diesel Alternator - (HMAS VAMPIRE DAU 281300Z OCT 76) URDEF 117/77. Investigations have shown that two liners one piston, and other running gear components are defective.

32. A full power workup was conducted on 25th October and whilst the machinery performed satisfactorily, a full power trial was not attempted because of a high engine bearing temperature, and steam leakage through a main turbine horizontal joint.

HEALTH CONDUCT AND MORALE.

33. The morale of the ships company generally is good, bearing in mind the workup and poor weather conditions during the period. Conduct has been very good with no major lapses of discipline.

34. POETS Cuddy was medivaced by helicopter from VAMPIRE suffering from early Diabetic Hyperglycaemic shock on 11th October 76. Otherwise the health of the ships company remains good.

I have the honour to be,

Sir,

Your obedient servant.



(A.R. HORTON)  
CAPTAIN RAN  
COMMANDING OFFICER

- Annex A - Steaming Return  
B - Exercise Return.  
c - Movements Return.

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Annex A to HMAS VAMPIRE  
letter 1/16/10  
1st November 1976

STEAMING RETURN

1. Distance steamed during October 3183.8
2. Hours underway during October 249.9
3. Distance steamed since commissioning 550658.0
4. Hours underway since commissioning 37779.4
5. Periods in excess of fast routing speed:

<u>DATE</u>	<u>SPEED</u>	<u>DURATION</u>	<u>REASON</u>
7th OCT	21½	1 hours	Passage R458 - R447 (EAXP)
11th OCT	22	3 hours	Single boiler full power workup
20th OCT	22	3 hours	Sailing Sydney to resume EAXP
21st OCT	22	2 hours	Single boiler full power workup
25th OCT	25	3 hours	Double boiler full power workup

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Annex B to HMAS VAMPIRE  
letter 1/16/10  
1st November 1976

EXERCISE RETURN

<u>EXERCISE</u>	<u>NUMBER</u>	<u>TOTAL HOURS</u>
<u>GUNNERY</u>		
Gun functioning 4.5"	4	3
Gun functioning 40/60	1	2
AA3	3	6
SU2	1	1½
NG1	3	3
NG2	3	5
SJCRFX (40/60)	1	2
<u>COMMUNICATIONS</u>		
NCY 201	4	4
NCY 202	3	3
204	1	1
209	1	1
251	1	1
350	1	2
401	2	2
404	3	3
418	1	1
419	1	1
453	1	1
501	1	3
EWX 22	3	5
	3	3
Officers recognition training	1	½
<u>NBCD</u>		
Minor NBCDX	1	3½
Major NBCDX	1	4
Minor DCEX	2	4½
Action stations	4	8
Emergency/leaving ship stations	1	1½

ASW/-

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ASW

LASWF	4	2
MARTAF	1	1
CASEX A1	1	4
STREAM 182	1	1
SYNTHETIC ASWEX	2	3 $\frac{1}{2}$
CONSORT PINGING	1	2 $\frac{1}{2}$

AIO

RFX 2	2	2
GOPEX	7	29
RAIFORMEX (INTERNAL)	1	11
IX/SPX	1	1
ARRX	4	8
VCD	1	2
MATRA FIRINGS	1	3 $\frac{3}{4}$
INTERCEPTS	-	4

SEAMANSHIP AND NAVIGATION

OOV MANOEUVRES	6	6 $\frac{3}{4}$
RAS (L)	1	1 $\frac{1}{4}$
HEAVING LINE TRANSFER	2	1 $\frac{1}{2}$
RASAP	4	2
HELICO TRANSFERS	6	2
RESQES	1	4 $\frac{1}{2}$
J.O. ANCHORAGES/PILOTAGE	4	5
J.O. BLIND PILOTAGE	4	5
BLIND PILOTAGE	9	5 $\frac{3}{4}$
TOWEX (P)	1	2 $\frac{1}{4}$
SCREENEX	1	1
DANLAY	1	3 $\frac{3}{4}$
CHECK LOG CALIBRATION	1	2
MINIRANS	1	3 $\frac{3}{4}$
STAMAS	1	4
MAN OVERBOARD	8	2 $\frac{1}{4}$
OOV ENGINE DRILLS	6	3 $\frac{1}{4}$

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Annex C to HMAS VAMPIRE  
letter 1/16/10  
1st November 1976

MOVEMENTS RETURN

<u>ARRIVE</u>	<u>PLACE</u>	<u>DEPART</u>
	Sydney	6th October
6th October	Jervis Bay Areas	8th October
8th October	Sydney	11th October
11th October	Jervis Bay Areas	14th October
14th October	Sydney	18th October
18th October	Jervis Bay Areas	19th October
19th October	Sydney	20th October
20th October	Jervis Bay Areas	21st October
21st October	Sydney	25th October
25th October	Williamstown/Jervis Bay Areas/Passage	27th October
29th October	Melbourne	-----

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DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

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5347 0000000

HEJRONLUB  
VLEGG/BRNAGTO

5247 0000000

AVTITTEKROMU/TEGLATE PUA

5147 0000000

GLAQUEA

5047 0000000

TEGLATE PUA VLEGG

4947 0000000

GLAQUEA

4847 0000000

TEGLATE PUA VLEGG

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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

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\*NOTE: Please print all entries clearly.

REGISTRATION

Title REPORT OF PROCEEDINGS - HMAS VAMPIRE,  
- OCTOBER 1976

Mark to DCNS (Name or Designation) 'A' (Location)

Cancel File No \_\_\_\_\_ and inform Movements Section.

Close File No \_\_\_\_\_

Cross reference this file with: \_\_\_\_\_

SUBJECT INDEX

Posting	Precis	Initials
R24.2	AS ABOVE	

NAME INDEX

Heading	Precis	Initials
HMAS VAMPIRE	AS ABOVE	

LOGGING

Originator	Originator's Reference	Date	Initials
HMA FLEET. HQ G.I.	1/16/59	8, 12, 76	

Information Classifier <u>E. F. Thomas</u> (Signature)	<u>15, 12, 76</u> (Date)
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FILE: 428/3/1942

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS VAMPIRE

REPORT OF PROCEEDINGS NOVEMBER 1946

~~DNO~~ Vampire left Melbourne with USS Long Beach on 6 Nov, carried  
out a one week SMP in Sydney, exercised in Sydney / JB  
area + visited Brisbane at the end of the month 11/11

~~DCNS~~

~~CNS~~

~~CMP~~

~~CNTS~~

~~DGLOG-N~~

~~CNM~~

~~DGSUP-N~~

~~PRLO-N~~

~~IADMIN-N~~

- NOTES:
- A. This copy is circulated so that Heads of Division may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Heads of Division with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Section.
  - D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

AB 21/1/77



JMH

ROYAL AUSTRALIAN NAVY

**RESTRICTED**

Telephone :  
359-9111 Extension 3139

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

31 DEC 1976

A.F. 1/16/59

Department of Defence (Navy Office)

HMAS VAMPIRE - REPORT OF PROCEEDINGS - NOVEMBER, 1976

Forwarded.

(R.C. SWAN)  
Commodore  
for Commander Australian Fleet

Enclosure:

HMAS VAMPIRE Report of Proceedings 1/16/10 dated  
1st December, 1976

**RESTRICTED**

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HMAS VAMPIRE  
at Sea.

1,16.10

1st December, 1976.

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

For Information:

The Commanding Officer,  
HMAS VENDETTA.

The Commanding Officer,  
HMAS DUCHESS.

HMAS VAMPIRE - REPORT OF PROCEEDINGS - NOVEMBER 1976.

Sir,

I have the honour to report the proceedings of  
HMAS VAMPIRE under my command for the month of November, 1976.

2. On Monday 1st November, VAMPIRE was berthed at Inner West Princes Pier at Port Melbourne having arrived the previous Friday. Whilst in Melbourne, VAMPIRE was guardship for the USS LONGBEACH which was anchored some 3 miles off. HMAS MELBOURNE, flying your flag, Sir, was berthed at Outer East Station Pier.

3. During the visit, which lasted until Saturday 6th November, the ship was open for public inspection for two days and on all other days was visited by organised groups of up to 150 people at any one time. The weather from the beginning of the month was poor, particularly on the day of the Melbourne Cup.

4. My engagements during this period included lunch at the Naval and Military Club, an At Home at Government House, which I attended with you Sir, and CDRE P.H. DOYLE OBE, and a civic function at Melbourne Town Hall. I also attended the Melbourne Cup Race Meeting and along with most of the other visitors suffered from the torrential "pre CUP" downpour.

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5. By the morning of Saturday 6th November the weather had begun to improve but there was still a fresh southerly wind blowing when VAMPIRE cast off at 0900 and proceeded to join USS LONGBEACH for the departure from Port Phillip. Station was taken 2.5 nm astern of LONGBEACH for the passage through the South Channel and the Entrance. USS BARBEY, joining from Geelong formed astern of VAMPIRE shortly after passing through the Rip. LONGBEACH and BARBEY being enroute to a rendezvous east of Sydney with the USS KANSAS CITY, the opportunity was taken to exercise through out the transit of Bass Strait and until detaching east of Gabo Island at 0900 on Sunday 7th November.

6. Having detached from USS LONGBEACH course was set for Sydney. During the forenoon I inspected the ship's company at divisions and then carried out upper deck rounds. A light mortar firing took place and a surface shoot was carried out that afternoon, south of the Jervis Bay areas, using a danbuoy for a target and the 26 foot motor boat for flank marking. The aim of this shoot was to investigate an overranging problem which was believed to exist in RED M22 System. The expected defect was not in evidence but two other minor defects were found which might otherwise have not been detected until after the forthcoming SMP.

7. The ship berthed at the north end of Cruiser Wharf at 0805 on Monday 8th November to commence a one week SMP.

8. During the forenoon of Wednesday 10th November it was my privilege to welcome Vice Admiral H.D. STEVENSON CBE the retiring CNS, who addressed both my ship's company and that of HMAS DERWENT. On the 11th November I attended the Naval Symposium at HMAS WATSON.

9. The SMP was completed on Monday 15th November, VAMPIRE sailing the following morning to participate in the weeks EAXP serials. Because of an industrial dispute an ammunition 'top up' planned for that morning had to be postponed. Having completed a self noise trial, with the assistance of RANTAU, the ship returned to harbour at 1830 that evening, anchoring in Watsons Bay for an overnight sonar performance check.

10. By 0800 on Wednesday 17th November the trials team had disembarked and the ship was underway, preparing to take a more active part in the week's exercise programme. Unfortunately aircraft unserviceability precluded the planned AA tracking and firing serials but later in the afternoon the first of a series of useful CASEXES was conducted. Submarine in company time being so short the 'spin off' from HMAS BRISBANE's Ikara firing preparations was much appreciated.

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- 3 -

11. During the forenoon of Thursday 18th November VAMPIRE acted as flank marking vessel for BRISBANE'S Ikara firing. This was an interesting experience for all concerned, the firing being witnessed by the majority of my ship's company. A surface shoot against the Williams target followed after which VAMPIRE rejoined BRISBANE to remain in company for the remainder of the day and for overnight passage to Sydney. The ship berthed outboard of HMAS VENDETTA at the north end of Cruiser Wharf shortly after colours on Friday 19th November and assumed the duty of "Stand by Ship".

12. Lines were cast off and the ship proceeded at 0900 on Monday 22nd November. The forenoon was taken up with DG ranging which was conducted around a large Chinese merchantman anchored off the northern end of the range, and despite the presence of a seemingly endless stream of ferries, tankers and small craft. The Heads were cleared at 1230 and course set to the south east towards a rendezvous with HMAS VENDETTA and the first of the afternoon serials. VENDETTA remained in company until midnight presenting the opportunity to carry out both OOW Manoeuvres and SCREENEX.

13. VAMPIRE entered Jervis Bay at 0630 on Tuesday 23rd November and anchored off Captains Point, proceeding at 0845 to carry out Junior Officers navigation and shiphandling practice in the bay. In the interim a party of cadets from the Royal Australian Naval College had been embarked for the purpose of a ship visit and the chance to discuss career prospects with my specialist officers. I was happy to observe an improvement in the performance of the junior officers conducting the dummy anchorages, which were completed at 1520 when the ship re-anchored off the College.

14. The visit to the ship by the cadets was continued the following forenoon. The questions asked of my officers and the discussions which took place showed both a high degree of interest and how well informed the cadets were. Towards the end of the visit problems were experienced with jellyfish blocking turbogenerator sea inlets causing the ship to sail earlier than planned but not before the cadets had completed their visit. Prior to commencing the passage to Brisbane that evening, a surface shoot, in company with HMAS VENDETTA, was carried out against a radio controlled target, to be followed by OOW manoeuvres in company with BRISBANE and VENDETTA. As on the previous passages to and from Melbourne, passage navigation to Brisbane was carried out by an officer under training.

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15. Whilst just north of Smokey Cape on Thursday 25th November exercises were carried out with aircraft from No 1 Squadron, RAAF Amberley. The concluding exercise was an impressive series of accurate attacks on the ships splash target. Later contact with the Squadron Commanding Officer showed that these passage exercises are much appreciated by the RAAF. Clocks were retarded one hour that evening to zone K.

16. At 0500 the following morning the ship rounded the turning buoy off Caloundra Head and entered the N.W. Channel leading into Moreton Bay, in fine clear weather with a fresh N.W. breeze. The Outer Bar entrance beacons were passed at 0745, the ship berthing at Dalgetty's No 4 Wharf at 1002. Shortly after arriving I called on the Naval Officer Commanding Queensland, Captain D. NICHOLLS, OBE RAN. Unfortunately the fine weather deteriorated in the late afternoon, the ensuing rain forcing the implementation of a wet weather routine for the ships reception.

17. Over the weekend of the 27th and 28th November whilst open to public inspection, VAMPIRE was visited by a total of 827 people. This was despite press and television coverage and may have been partially due to the recent visit by participants in Kangaroo Two. The Chief Petty Officers hosted a reception during the evening of Saturday 27th November.

18. After a pleasant visit to Brisbane, lines were cast off at 1000 on Monday 29th November and VAMPIRE proceeded down river with the last of the ebb tide, clearing the Outer Bar entrance beacons shortly before midday. The navigation was again executed by an Officer under training. Further exercises were carried out with RAAF Amberley aircraft during the dogwatches and action, defence and shelter stations were exercised. Clocks were advanced one hour to zone L at 2330 (K).

19. During the last day of the month as the ship steamed southward towards the Jervis Bay exercise areas, internal preparations for the ORE continued.

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WEAPONS ELECTRICAL

20. The month began alongside in Melbourne and the opportunity was taken to replace recoil system components in X Ray Turret. After some difficulties the turret became serviceable and was successfully functioned on passage to Sydney on Sunday 7th November. Blue M22 System was finally proved serviceable at this time following some considerable down time with an unserviceable azimuth gyro.

21. A successful self noise trial and sonar assessment carried out on Tuesday 16th November with settings virtually unchanged although there is some evidence of excessive PLM. A live mortar firing was attempted but this was unsuccessful owing to depth setting problems.

22. Some problems have been experienced during the month with the sonar system and the mortar mounting and these are being worked on at the end of the month. Problems have also been experienced with the applications of corrections to Red M22 System in the surface or NGS mode.

23. The month ended in a hive of activity as the ship prepared for the ORE on 2nd December, 1976.

MARINE ENGINEERING

24. Main and auxiliary machinery has performed most satisfactorily. Erratic evaporator output has been overcome by chemical cleaning both plants by ships staff.

HEALTH CONDUCT AND MORALE

25. With two interstate visits, one early in the month to Melbourne and the other to Brisbane, the ship's company's morale continues to remain high. Conduct is very good with relatively few instances of disciplinary action being necessary. The general health of the ship's company during the period has been good.

I have the honour to be,

Sir,

Your obedient servant.



(A.R. HORTON)  
CAPTAIN RAN  
COMMANDING OFFICER

Annex A - Steaming Return.  
B - Exercise Return.  
C - Movements Return.

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Annex A to HMAS VAMPIRE  
letter 1.16.10 of 1st  
December, 1976.

STEAMING RETURN

1. Distance steamed during the month 3049.6
2. Hours underway during November 218.0
3. Distance steamed since commissioning 553707.6
4. Hours underway since commissioning 37997.4
5. Periods in excess of fast routing speed:

<u>DATE</u>	<u>SPEED</u>	<u>DURATION</u>	<u>REASON</u>
6 Nov	19.5	8 hours	exercising with USS LONGBEACH
7 Nov	19.5	9 hours	exercising with USS LONGBEACH
16 Nov	19.0	3 hours	Self noise trial
18 Nov	20.0	6 hours	ASW exercises
24 Nov	19.0	2 hours	OOW Manoeuvres & clearing exercise areas before passage to Brisbane

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Annex B to HMAS VAMPIRE letter  
1.16.10 of 1st November, 1976.

MOVEMENTS RETURN

<u>ARRIVE</u>	<u>PLACE</u>	<u>DEPART</u>
	MELBOURNE	6 November
8 November	SYDNEY	16 November
16 November	JERVIS BAY AREAS	19 November
19 November	SYDNEY	22 November
22 November	JERVIS BAY AREAS	23 November
23 November	JERVIS BAY	24 November
26 November	BRISBANE	29 NOVEMBER

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Annex C to HMAS VAMPIRE's letter  
1.16.10 of 1st December, 1976.

EXERCISE RETURN

<u>EXERCISE</u>	<u>NUMBER</u>	<u>TOTAL HOURS</u>
<u>GUNNERY</u>		
AA3	1	1
SI1	1	1
SU4	1	2
SU PAC	2	1
4.5" G.F.T.	2	1½
<u>COMMUNICATIONS.</u>		
NCX 201	2	2
NCX 202	1	1
NCX 205	1	1½
NCX 350	1	1
NCX 418	2	4
NCX 419	1	1
NCX 453	1	1
EWX 22	5	6
EWX 23	4	5
MMX	40	25
TTX	20	3½
<u>EMERGENCY DESTRUCTION</u>	1	¾
<u>NBCD</u>		
Action Stations	4	2½
Fitting & Testing Protective Masks	1	2 days at HMAS PENGUIN
Defence Watches	1	3
Shelter Stations	2	¾
Leaving Ship Stations	1	½
Fire Fighting Training (40 men)	1	4
<u>ASW.</u>		
LASWF	1	1
CASEX A1	1	2½
CASEX A2/A5	1	3
CASEX C2	2	5½
CASEX E1	1	1
CASEX E10 (FMV)	1	3
Self Noise Trail	1	12
DG Ranging	1	3
<u>AIO</u>		
ADEX	2	5
ARRX	2	2
GOPEX/RAINFORMEX	1	6
Harbour Plotting Exercise	2	5
SAG OPS	1	1½

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NAVIGATION & SEAMANSHIP.

RASAPs	5	$1\frac{3}{4}$
Sector Screening	1	14
Free Floating Dan	1	$\frac{1}{2}$
OOW Engine Drills	10	$2\frac{3}{4}$
Man Overboard Drills	12	$2\frac{1}{2}$
Log Calibration	1	3
Helo Transfer	1	$\frac{1}{2}$
Degaussing Ranging	1	$2\frac{1}{2}$
OOW MAN	3	$4\frac{1}{2}$
SCREENEX	1	1
Splash Target	2	2
Stream 182	1	1
Blind Pilotage	20	$16\frac{1}{2}$
Anchorage	3	$1\frac{1}{2}$
Junior Officers Dummy		
Anchorage	9	$5\frac{1}{2}$
Junior Officers Pilotage	3	11

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File Number

N 428	3	1942	
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DETAILS OF INFORMATION  
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Title HMAS VAMPIRE - REPORT OF PROCEEDINGS - NOVEMBER 1976

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HMAS VAMPIRE	ROP - Nov 76	

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Originator	Originator's Reference	Date	Initials
FOCAF	AF 1/16/59	31, 12, 76	

Information Classifier S. KIRK (Signature) 6.1.77 (Date)



FILE: 428/3/ 2019

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS VAMPIRE REPORT OF PROCEEDINGS DECEMBER '76

~~DNO~~ This report covers Sampson's <sup>Fuel</sup> Battle Problem, exercises in the  
EAXPara, FOMASFLT inspection + AMP from 17th to 10/2

~~DGNOP~~  
~~DCNS~~

~~CNS~~

~~CNT~~

~~CNTS~~

~~DGLOG-N~~

~~CNM~~

~~DGSUP-N~~

~~PRLO-N~~

~~LADMIN-N~~

- NOTES:
- A. This copy is circulated so that Heads of Division may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Heads of Division with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Section.
  - D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

AB 9/2/77



ROYAL AUSTRALIAN NAVY  
**RESTRICTED**

Telephone:  
359-3139

JMH

No. A.F.1/16/59

OFFICE OF THE  
FLAG OFFICER COMMANDING,  
H.M. AUSTRALIAN FLEET,  
FLEET HEADQUARTERS,  
GARDEN ISLAND, N.S.W. 2000

28 JAN 1977

Department of Defence (Navy Office)

HMAS VAMPIRE - REPORT OF PROCEEDINGS - DECEMBER 1976

Forwarded.

*J.D. Stevens*

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

Enclosure:

HMAS VAMPIRE Report of Proceedings 1/16/10 dated 4th  
January, 1977

H.

DCNS  
(A)

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Name: HMAS VAMPIRE, MR

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20/11/77

FEB 3 009 29 177  
DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

11.

REVERSE AVIATION RECORDS OF PROCEEDINGS 1/10/40 dated 4/77

Enclosure:

FOR COMMANDER, AUSTRALIAN FLEET  
COMMOBFLTS  
(1. D. OPERATIONS)

10/11/77

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REVERSE AVIATION - RECORDS OF PROCEEDINGS - DECEMBER 1940

DEPARTMENT OF DEFENCE (HEAD OFFICE)

no 4/11/77

11/11/77

OFFICE OF THE  
HEAD OF THE  
AUSTRALIAN FLEET  
HMAS VAMPIRE  
GARDEN ISLAND NSW 2080

228-3173



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KOUAT AUSTRALIEN NAVAL

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1.15.10

HMAS VAMPIRE  
at Sydney

4th January, 1977.

THE FLAG OFFICER COMMANDING,  
H.M. AUSTRALIAN FLEET.

For Information:

The Commanding Officer,  
HMAS VENDETTA.

The Commanding Officer,  
HMAS DUCHESS.



HMAS VAMPIRE - REPORT OF PROCEEDINGS - DECEMBER 1976.

Sir,

I have the honour to report the proceedings of HMAS VAMPIRE under my command for the month of December, 1976.

2. On the morning of Wednesday 1st December VAMPIRE was completing her passage from Brisbane to the Jervis Bay exercise areas. The day was taken up with exercises and drills in preparation for the ORE, due to be carried out the following day. On completion of the exercises the ship anchored in Jervis Bay close by HMAS VENDETTA where a pre-FBP/ORE brief was held by CMDR B.G.J. DUNN.

3. Action stations were assumed at 0530 the next morning and the arrival of the inspecting officers, headed by CAPTAIN R.W. BURNETT (HMAS BRISBANE) and CMDR J.O. MORRICE (F.P.N.O.), was awaited. VENDETTA, undergoing her Final Battle Problem, led the way out of harbour through the dummy minefield and into the 'war'. What followed was fast moving, diverse and almost always interesting. I was very pleased with the enthusiasm which was uniformly exhibited by my ship's company through out the day. When the end of the exercise finally came, on completion of a nuclear fallout transit, I was ordered to take charge of the entry into Sydney Harbour. The evolution was interrupted by the entry of a Japanese merchantman which despite making 22 knots could not be passed, it was, therefore, some fifteen minutes later than planned that both VAMPIRE and VENDETTA secured to numbers 2 and 3 buoys respectively and began their 'hot washups'. Both ships remained at their buoys overnight.

4. During the forenoon of Friday 3rd December an ammunition 'top up' postponed due to industrial action from early November was carried out. With my MEO and WEEO I took the opportunity at this time to informally walk around HMAS VENDETTA, which was also ammunitioning, I was impressed with the overall state of the ship bearing in mind the previous days Final Battle Problem. VENDETTA completing her ammunitioning first was cold moved alongside HMAS PARRAMATTA which was alongside the southend of Cruiser Wharf.

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The tugs/-

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(2)

The tugs returned for VAMPIRE shortly after 1100 for a move to the northend of Cruiser Wharf. At 1000 VAMPIRE assumed the duty of Stand-by Ship for the weekend.

5. Lines were cast off and the ship proceeded to sea at 0930 on Monday 6th December. Embarked for sea experience, prior to becoming an aide to the Minister for Defence, was LEUT K.M. CUSH RAN. The major part of the days exercises was given over to Naval Gunfire Support which, apart from an allegedly stray round which was later reported as being on the range, proved successful.

6. The following day after a forenoon CASEX and early afternoon surface shoot VAMPIRE joined HMAS PERTH for an exercise in which both ships were pitted against a combination of submarine and RAAF IRMP aircraft. VAMPIRE was detached by HMAS PERTH shortly after midnight.

7. The ship entered Sydney harbour at 0730 on Wednesday 8th December, berthing 'chinese style' outboard of HMAS VENDETTA and HMAS PARRAMATTA at the south end of Cruiser Wharf at 0805. During the day and the following two days the departments of my ship were inspected by either your staff officers, Sir, or by officers seconded from the command. VAMPIRE assumed the duty of Stand-by Ship on Friday 10th December for the weekend.

8. Late in the evening of Friday 10th December a telephone call intimating that there may have been a bomb onboard, was received by the Boatswains Mate. The ship, barring the duty watch, was immediately cleared and an initial search was carried out, revealing nothing onward. However during this search a second telephone call was received in which it was stated that there was only five minutes left before the 'bomb' exploded. a further search again revealed nothing and the interior of the ship was considered clear at 2330. By combining the resources of VAMPIRE, VENDETTA and PARRAMATTA a diving team was formed to carry out a half necklace search of the ship's bottom, which was supervised by LCDR M.A. LYNCH from CDT1. At 0200 the exterior of the ship was declared clear and personnel who had been readmitted to the forward cafe at 2340 were allowed to assume their interrupted sleep.

9. Throughout the period alongside, from Wednesday 8th December a watch was kept from the GDP of VAMPIRE on a rotational basis by the three ships alongside the south end Cruiser Wharf.

10. Owing to a leaking steam valve joint in A engine room the ship did not sail as planned on Monday 13th December. The time of sailing was eventually fixed for 0805 on Tuesday 14th December after the repair of another steam joint failure in A boiler room. The delay, fortunately, did not affect the IKARA firing programme of HMAS PERTH for whom the VAMPIRE was due to act as consort. The slipping and departure from Sydney were controlled by my Executive Officer LCDR C.F. BOLTON.

11/-

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(3)

11. A rendezvous with HMAS PERTH was made at midday on Tuesday 14th December and shortly afterwards a co-ordinated surface firing practice took place. VAMPIRE remained in company with PERTH for the rest of the day exercising with HMAS OXLEY and then carrying out IKARA pre-firing checks whilst night steaming. Throughout the day the weather gradually deteriorated and by evening there was a fresh north easterly wind blowing which was building up a moderate sea. At 1955 two cylinder blocks on L5 diesel generator were found cracked and a controlled shutdown was carried out (URDEF 127/77 refers).

12 The weather remained unhelpful throughout the night and by 1030 the decision to postpone the IKARA firing had been made and VAMPIRE detached. Shortly after this event I disembarked by helicopter for HMAS PENGUIN to undergo surgery to the ring finger of my left hand, which had been broken onboard some six weeks earlier. The Executive Officer assumed command on my departure.

13 Jervis Bay was entered at 1225 and the transfer of an IKARA fin made off Captains Point, to the Executive Officer of HMAS AWARE, for possible use by HMAS AWARE the following day. For the next half hour the ship manoeuvred so that LCDR BOLTON could gain some 'feel' of the ship before course was set for Sydney. The wind remained fresh from the north and a short, steep sea was encountered. At approximately 1800 a southerly change in the wind overtook the ship and with wind and sea in almost direct opposition a most dramatic effect was produced. Visibility was reduced to less than 1000 yards and the torrential rain badly interfered with the performance of both LW02 and 8GR301 radars. The weather fortunately cleared for the ship's entry into Sydney and she secured to number 2 buoy, Man of War Anchorage at 2012.

14. An early start was made on the morning of Thursday 16th December in preparation for your inspection which took place during the forenoon and afternoon. On completion of divisions you, Sir, presented the Peter Mitchell Prize to LEUT J.H. DUNCAN BEM, in front of the assembled ship's company. Throughout the inspection the weather was fine and possibly buoyed up by the thought of leave to come, enthusiasm and cheerfulness were the hallmarks of the day. The ship remained at her buoy overnight.

15. A cold move was made the next morning to the starboard of HMAS STALWART. Shortly after arriving alongside preparations for the AMP (the tank cleaning phase in particular) were well in hand. A pre-AMP meeting was held onboard HMAS STALWART during the forenoon. During the day VAMPIRE assumed the duty Stand-by Ship and retained the duty until midday Wednesday 29th December when she was relieved by HMAS STUART. Later in the day I heard, much to my satisfaction, that VAMPIRE had been awarded the OTRANTO Shield for the second year running.

16./-

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(4)

16. During the evening of Saturday 18th December an incident involving two young people and a small boat was handled by the Naval Police as a result of a report made to them by my O.O.D.. His suspicions had been aroused by the close proximity of the boat to the bow of HMAS STALWART.

17. For the remainder of the month the ship remained alongside HMAS STALWART carrying out an AMP and granting seasonal leave.

## MARINE ENGINEERING

18. Main and Auxiliary Machinery has performed satisfactorily during the month with one exception.

a. L5 diesel generator (HMAS VAMPIRE DAU 1410707 DEC 76 URDEF 127/77) after blocks on A and B banks cracked.

b. Several cover points were blown on valves on the main steam system whilst flashing up on Monday 13th December, 1976. These defects were rectified by ship's staff before proceeding to sea the following day.

## WEAPONS ELECTRICAL

19. The variety and frequency of events during early December kept the department particularly busy. However the pleasing performance of Weapons and Electrical Systems during the ORE was ample reward for the extra efforts.

20. Major problems that have come to light during the period include G2 Turbo Alternator (URDEF 123/77) and AN/Mortar MK 10 (URDEF 124/77). Fortunately, the availability during the current SMP allows adequate time to rectify all outstanding defects. It is anticipated the ship will complete the SMP in a good material state.

## HEALTH CONDUCT AND MORALE

21. The morale of the ship's company has remained high throughout the month. Conduct during the period has been good as has been the ship's company's health.

I have the honour to be,

Sir,

Your obedient servant.

*for*   
(A.R. HORTON) A.O.L.  
CAPTAIN RAN  
COMMANDING OFFICER

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Annex A  
to HMAS VAMPIRE'S  
letter 4th January, 1977.

## STEAMING RETURN

- |    |                                       |         |
|----|---------------------------------------|---------|
| 1. | Distance steamed during December.     | 1563.6  |
| 2. | Hours underway during December.       | 116.2   |
| 3. | Distance steamed since commissioning. | 57271.2 |
| 4. | Hours underway since commissioning.   | 38113.6 |

5. Periods in excess of fast routing speed:

<u>DATE</u>	<u>SPEED</u>	<u>DURATION</u>	<u>REASON</u>
1st	20 Knots	2 Hours	SU 5 in company HMAS VENDETTA.
2nd	21.3 Knots	1 Hour	ORE
2nd	19 Knots	2 Hours	ORE
6th	20.5 Knots	2 Hours	Passage to NGS Range.
7th	18.6 Knots	1 Hour	CASEX in company HMAS PERTH.
14th	20 Knots	3 Hours	Passage to firing area after sailing delayed.
15th	22 Knots	1 Hour	Passage to Jervis Bay to land IKARA Fin before returning to Sydney.

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Annex B  
to HMAS VAMPIRE'S  
letter 4th January, 1977.

MOVEMENTS RETURN

<u>ARRIVE</u>	<u>PLACE</u>	<u>DEPART</u>
1 December	Jervis Bay Areas	2 December
2 December	Sydney	6 December
6 December	Jervis Bay Areas	8 December
8 December	Sydney	14 December
14 December	Jervis Bay Areas	15 December
15 December	Sydney	-

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Annex C  
to HMAS VAMPIRE'S  
letter 4th January, 1976.

EXERCISE RETURN

<u>EXERCISE</u>	<u>NUMBER</u>	<u>TOTAL HOURS</u>
<u>GUNNERY</u>		
AA1	2	2
AA3	2	3
AA4	1	1
AA5	1	1 $\frac{1}{4}$
AACRF	1	1 $\frac{1}{2}$
SU2	1	1 $\frac{1}{2}$
SU3	1	1 $\frac{1}{2}$
SU5	2	2 $\frac{1}{2}$
4.5" GFT	1	1
NG1	2	2
NG2	2	6
NG3	1	2 $\frac{1}{4}$
<u>COMMUNICATIONS</u>		
NCX 201	3	3
NCX 202	2	2
NCX 251	1	1
NCX 303	1	1
NCX 401	2	2
NCX 404	1	2
NCX 405	1	2
NCX 419	1	1
EWX 22	1	1
EWX 23	3	4 $\frac{1}{2}$
<u>NBCD</u>		
ACTION STATIONS	4	9 $\frac{1}{2}$
DEFENCE WATCHES	2	4
SHELTER STATIONS	2	1
NUCLEAR FALLOUT TRANSIT	1	3 $\frac{3}{4}$
D.C. EXERCISES	10	8
WEARING PROTECTIVE MASKS	1	1 $\frac{1}{2}$
TESTING PREWETTING	1	1 $\frac{1}{2}$
<u>ASW</u>		
CASEX A2	1	2 $\frac{1}{4}$
CASEX A5	1	3
CASEX C3	1	1 $\frac{1}{2}$
CASEX E10-11	1	3 $\frac{1}{2}$
<u>AIO</u>		
AIR/SUB COOPERATION	1	4
GOPEX/RAINEX	3	11
SAG OPS	1	3 $\frac{3}{4}$

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NAVIGATION - SEAMANSHIP/-

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NAVIGATION AND SEAMANSHIP

FREE FLOATING DAN	1	$\frac{1}{2}$
OOW ENGINE DRILLS	2	$\frac{1}{2}$
MANOVERBOARD DRILLS	4	1
HELO TRANSFER	2	$\frac{3}{4}$
BLIND PILOTAGE	6	$3\frac{1}{4}$
SECURING TO A BUOY	2	$\frac{3}{4}$
STATION MASTER	1	4
MINE TRANSIT	1	$\frac{3}{4}$
SHIPHANDLING	1	$\frac{1}{2}$

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N428	3	2019	
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DETAILS OF INFORMATION  
ANALYSIS

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DECEMBER 1976.

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Debbie (Signature) 7 / 2 / 77 (Date)