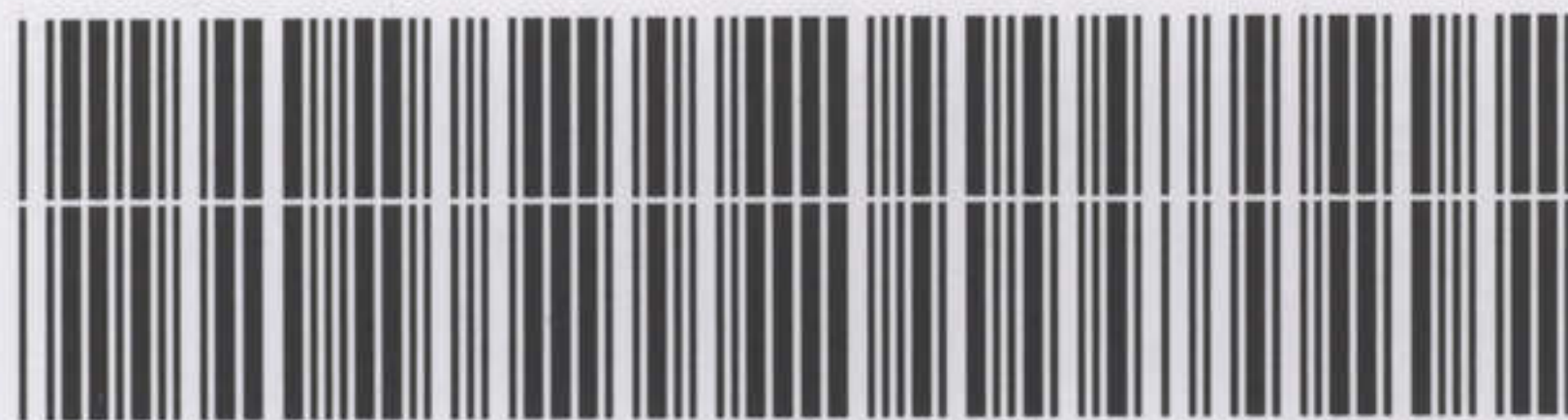


**AWM78**  
**Reports of Proceedings,  
HMA Ships and Establishments**

**HMAS VAMPIRE**

**Item number: 351/15**

**Title: January 1977 - January 1978**



AWM78-351/15



[315/15]

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

Vampire  
Originals 1977  
NO REPORT RECEIVED FOR 15-26 JUNE/77



FILE: 428/3/2049

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS

VAMPIRE

REPORT OF PROCEEDINGS

JANUARY '77

~~DNO~~ AMP at CID throughout the month of 10/3

~~DGNOP~~

~~DCNS~~

~~CNS~~

~~CNP~~

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

AB 9/3/77





Telephone:  
359-3113

ROYAL AUSTRALIAN NAVY

**RESTRICTED**

JMH

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

No. A.F.1/16/59

**22 FEB 1977**

Department of Defence (Navy Office)

HMAS VAMPIRE REPORT OF PROCEEDINGS - JANUARY, 1977

Forwarded.

*J.D. Stevens*

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

*J* Enclosure:

HMAS VAMPIRE Report of Proceedings 1/16/10 dated 2nd  
February, 1977

*DCNS  
(A)*

CENTRE  
INFORMATION ANALYSIS  
DEFENCE  
FEB 24 11 23 AM

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**RESTRICTED**



NO. 1: HMAS VAMPIRE N/R  
RESTRICTED  
RECEIVED

FEB 24 11 57 '77

DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

10/10/77

NAVY AIRCRAFT REPORT OF PROCEEDINGS 1/10/77 dated 2nd

ENCLOSURE:

For Commander, Australian Fleet  
Commander  
(1. D. STEVEN)

10/10/77

10/10/77

NAVY AIRCRAFT REPORT OF PROCEEDINGS - 10/10/77

Department of Defence (Navy Office)

10/10/77

10/10/77

EVANS REPORT 10/10/77  
10/10/77  
10/10/77  
10/10/77  
OFFICE OF THE

10/10/77

10/10/77



RESTRICTED  
NAVY AIRCRAFT REPORT



RESTRICTED

HMAS VAMPIRE,  
at Sydney.

2nd February, 1977

1.16.10

Flag Officer Commanding,  
HM AUSTRALIAN FLEET.

For Information:

The Commanding Officer,  
HMAS VENDETTA

The Commanding Officer,  
HMAS DUCHESS.

HMAS VAMPIRE - REPORT OF PROCEEDINGS - JANUARY, 1977

Sir,

I have the honour to report the proceedings of HMAS VAMPIRE under my command for the month of January, 1977.

2. Throughout the month VAMPIRE continued an A.M.P. at Garden Island, being berthed port side to HMAS STALWART until Monday 17th, when at 0945 the ship was moved cold to port side to HMAS STUART at South End Cruiser Wharf, where she remained until the end of the month.

MARINE ENGINEERING.

3. Main and auxiliary machinery has been under maintenance throughout the month. Mechanical repairs to L5 Diesel Alternator (HMAS VAMPIRE message DAU 141020Z Dec'76 - URDEF 127/77) were completed and load trials were successfully carried out on Thursday 27th January, 1977.

WEAPONS ELECTRICAL

4. Although leave requirements severely reduced the ship's staff work force available, full use has been made of FMU and FMP assistance to eliminate a variety of minor Weapons Systems defects and a backlog of High Power planned maintenance. Garden Island Dockyard have progressed satisfactorily in the replacement of LWO 2 A radar aerial and G 2 Turbo Generator.

..(2)..

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(2) RESTRICTED

HEALTH CONDUCT AND MORALE

5. The conduct and health of the ship's company have been good and the morale remains high.

*J.E. Ferrier*  
(J.E. FERRIER)  
LIEUTENANT COMMANDER, RAN  
FOR COMMANDING OFFICER. A.O.L.

Enclosure:  
Annex A & B.

RESTRICTED



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ANNEX A to HMAS VAMPIRE  
letter 1.16.10 dated  
2nd February, 1977

STEAMING RETURN

1.	Distance steamed during month	Nil
2.	Hours underway during month	Nil
3.	Distance steamed . since commissioning	57271.2 miles
4.	Hours underway since commissioning	38113.6 hours
5.	Periods on which economical speed was exceeded	Nil

-----  
ANNEX B.

TRAINING RETURN

A.I.O.

17-21 Jan'77 ASAC Requalification.

COMMUNICATIONS

3 Jan	Navcomex 405
5 Jan	Navcomex 210
10 Jan	Navcomex 204
13 Jan	Navcomex 251
14 Jan	Navcomex 501
18 Jan	Navcomex 202, 401
19 Jan	Navcomex 201, 202, 401, 417
20 Jan	Navcomex 201, 202, 401, 417
21 Jan	Navcomex 202, 210, 401
24 Jan	Navcomex 201, 202, 210
25 Jan	Navcomex 202, 210, 251, 401, 405
26 Jan	Navcomex 202, 210, 401, 417
27 Jan	Navcomex 202, 401, 510
28 Jan	Navcomex 201, 202, 210, 401, 417

NBCD.

Daily Fire Fighting and D.C. Exercises

DIVING

One Officer qualified S.D.O.  
One sailor qualified as Ships Diver (CABA)  
25 Jan Bottom Search - Two divers.

RESTRICTED



File Number

N 428	2	2049	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

Secret
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\*NOTE: Please print all entries clearly.

## REGISTRATION

Title	HMAS VAMPIRE Report of Proceedings January 1977		
Mark to	DCNS	A	
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## SUBJECT INDEX

Posting	Precis	Initials
B24.2	As above	

## NAME INDEX

Heading	Precis	Initials
HMAS Vampire	As above	

## LOGGING

Originator	Originator's Reference	Date	Initials
LOCHE	AF 1.16.59	22.2.77	

Information Classifier	(Signature)	(Date)
	28.2.77	



FILE: 428/3/2107

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS

*VAMPIRE*

REPORT OF PROCEEDINGS

*FEBRUARY '77*

~~DNO~~ *AMP + leave, followed by an exercise period interrupted by*  
~~DGNOP~~ *unexpected return to harbour for compassionate leave + medical*  
~~DCNS~~ *cases + a burst economiser tube. f. 7/4*

~~CNS~~ *18/4*

~~CNP~~ *CR 20/4*

~~CNTS~~ *21/4*

~~DGLOG-N~~

~~CNM~~ *26/4*

~~DGSUP-N~~ *27/4*

~~PRLO-N~~ *28/5*

~~IADMIN-N~~ *AB 5/5/77*

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

*AB 7/4/77*



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CMR

ROYAL AUSTRALIAN NAVY

Telephone: 359-9111

Extension 3139

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

AF 1/16/59

23 MAR 1977

Department of Defence (Navy Office)

HMAS VAMPIRE - REPORT OF PROCEEDINGS - FEBRUARY 1977

N/R

Forwarded.

J.D. Stevens

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

Enclosure:

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

DCNS

A

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MAR 29 12 12 '77  
DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE



1/16/10

RESTRICTED

HMAS VAMPIRE  
at Sydney

4th March, 1977.

FLAG OFFICER COMMANDING  
HM AUSTRALIAN FLEET.

For Information:

The Commanding Officer  
HMAS VENDETTA

The Commanding Officer  
HMAS DUCHESS

HMAS VAMPIRE -- REPORT OF PROCEEDINGS -- FEBRUARY, 1977.

Sir,

1. I have the honour to report the proceedings of HMAS VAMPIRE under my command for the month of February, 1977.
2. HMAS VAMPIRE commenced the month of February berthed outboard of HMAS STUART at South End Cruiser Wharf whilst carrying out an AMP and concluding seasonal leave. On the 8th February STUART was shifted to an alternate berth and VAMPIRE moved in against the Cruiser Wharf.
3. During the first week of the month I took seasonal leave, Sir, and unfortunately was absent from your Commanding Officer's meeting on Friday 4th February.
4. On 9th February, a group of new entry senior cadets from the Royal Australian Naval College were given an introduction into Officer responsibilities and ship management by my heads of departments and subspecialised Officers. The subsequent letter of appreciation was well received and appeared to indicate that the day was of good value. On 12th February a party of RANR recruits visited the ship for a familiarisation tour.
5. A valuable period of Command Team refresher training was carried out at HMAS WATSON from the 14th to 16th February, making good use of the recently formed Command Team Training Cell, and smoothing out many of the problems associated with a long leave period and changes in personnel.
6. Six ladies from the staff of CPSO were entertained to lunch in the Wardroom on Thursday 17th February. The ladies represented a good cross-section of CPSO responsibilities and the visit was both beneficial to the ship and appreciated by the ladies concerned.

7/-



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7. On Friday 18th February I had the pleasure of welcoming onboard and entertaining to lunch your Chief of Staff, Sir, Commodore J.D. STEVENS.

8. The AMP having been completed the ship sailed at 1000 Monday 21st February. After a successful FM 16 MF/DF calibration carried out with HMAS WATSON, VAMPIRE successfully sought out HMAS OXLEY during her deep diving trial. Throughout the night and the following day the strong wind and resultant 'lumpy' sea afforded a rough welcome to the many new VAMPIRE'S.

9. At 0745 on Tuesday 22nd February VAMPIRE made an unscheduled entry into Sydney Harbour in order to land one sailor at Watsons Bay Wharf to compassionate leave. The ship sailed on completion to resume her exercise programme. A torpedo firing exercise during the late forenoon and early afternoon, in which VAMPIRE was to act as OXLEY'S target, was cancelled due to the high sea state. This must have been particularly galling for OXLEY, the Governor General being embarked for the day. At 2300 that night, whilst bound towards Jervis Bay and a further torpedo firing exercise it was reported to me that ABUC VAUGHAN was suffering from a suspected case of appendicitis. As a precautionary measure course was altered towards Sydney and a better diagnosis awaited. Further evidence of appendicitis was confirmed at 2330 and I signalled my intention to enter harbour and land the patient at Kuttabul Steps (VAMPIRE KOW/MVE/RTT 221250Z FEB 77). Landing of AB VAUGHAN direct to HMAS PENGUIN was discounted because of the inclement weather, heavy swell and the deteriorating condition of the sailor.

10. At 0125 (Wednesday 23rd February), after connecting the second boiler shortly before entering harbour, a possible burst economiser tube in 'A' Boiler was reported. VAMPIRE subsequently entered harbour on one boiler, landed ABUC VAUGHAN (as a stretcher case) by ship's boat and in driving rain secured to No 2 buoy to investigate the boiler defect. (VAMPIRE RTT 221528Z February 77). On inspection it was ascertained that a lower tube in 'A' Boiler had burst and after consultation with your staff, Sir, repairs were started as soon as possible. At 0600, ABUC VAUGHAN had his appendix removed at RANH PENGUIN.

11. Later that day an ammunition top up was carried out and the ship subsequently cold moved alongside North End of Cruiser Wharf. The co-operation of all concerned in speedily executing these operations was much appreciated. VAMPIRE remained alongside for the rest of the week, repairs being completed and 'A' Boiler pressure tested during the evening of Thursday 24th February. At 0900 on Friday 25th February VAMPIRE assumed the duty of STANDBY SHIP.

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(3)

12. On Monday 28th February, when preparing for sea, further frustration occurred when the motor driven forced lubrication pump in A Engine Room proved defective. Sailing was delayed to effect repairs which were finally completed at 2230 that evening after a replacement pump had been 'borrowed' from HMAS DUCHESS. The ship remained alongside overnight.

WEAPONS AND ELECTRICAL ENGINEERING

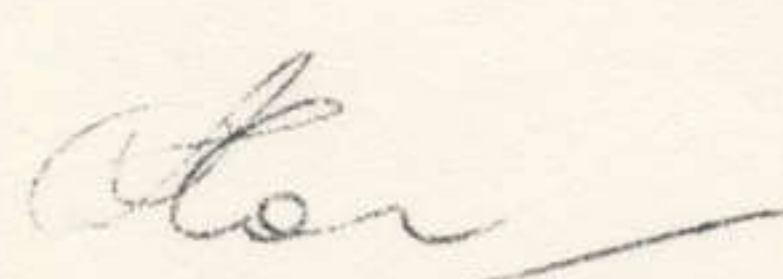
13. At the end of the Assisted Maintenance Period all dockyard and HMAS STALWART (FMU) work was completed except for work by the latter on FH5. Due to a variety of minor defects in wiring and AVR circuits, completion of G2 Turbo Generator replacement and trials was delayed until the day before sailing. The replacement of 'A' Engine Room motor driven force lubrication pump motor with a motor removed from HMAS DUCHESS was carried out on 28th February, delaying the ship's sailing by 24 hours. This delay would have been markedly reduced had there been a replacement motor available.

MARINE ENGINEERING

14. Steam was raised off 'B' Boiler on 9 February and concurrently with trials on G2 generator (URDEF 123/77) main and auxiliary machinery was proven in a two basin trial on 16th February 1977. Generator trials completed P.M. 20th February 1977. Whilst steaming in units on 23rd February 'A' Boiler fractured tube 1S18 at its lower end (URDEF 133/77 HMAS VAMPIRE DAU 230452Z FEB 77). Ships staff cut the defective tube length from the boiler, and plugged both tube stubs. Water pressure test to working pressure was carried out on 24th February successfully. The written report is being forwarded. Sailing on 28th February was deferred due to failure of the motor driven forced lubrication pump in 'A' Engine Room (URDEF 134/77). Main and auxiliary machinery has not been fully tested operationally during the month.

HEALTH CONDUCT AND MORALE OF SHIPS COMPANY

15. The conduct of the ship's company has been very good with only eight offences recorded for the month. The majority of these were minor with one of a more serious nature. Health is sound. The general morale of the ships company is satisfactory.

  
(A.R. HORTON)  
CAPTAIN RAN  
COMMANDING OFFICER

Enclosure: Annex A.  
B.  
C.

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ANNEX A TO HMAS VAMPIRE  
letter 1/16/10 dated  
4th March, 1977.

STEAMING RETURN

1.	Distance steamed during February	446.4
2.	Hours underway during February	41.4
3.	Distance steamed since commissioning	57717.6
4.	Hours underway since commissioning	38155.1
5.	Periods in excess of fast routeing speed	NIL

ANNEX B TO HMAS VAMPIRE  
letter 1/16/10 dated  
4th March, 1977.

MOVEMENTS RETURN

<u>ARRIVE</u>	<u>PLACE</u>	<u>DEPART</u>
-	SYDNEY	21 FEBRUARY
21 FEBRUARY	JERVIS BAY AREAS	23 FEBRUARY
23 FEBRUARY	SYDNEY	-

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ANNEX C TO HMAS VAMPIRE  
letter 1/16/10 dated  
4th March 1977.

EXERCISE RETURN

<u>EXERCISE</u>	<u>NUMBER</u>	<u>TOTAL HOURS</u>
<u>COMMUNICATIONS</u>		
NCX 201	2	2
NCX 202	15	15
NCX 405	1	2
NCX 501	1	2
JOCOMEX	1	6
TATICAL PUBLICATION INSTRUCTION	2	4
<u>NBCD</u>		
EXERCISE EMERGENCY STATIONS	1	$\frac{1}{4}$
EXERCISE LEAVING SHIP STATIONS	1	$\frac{1}{4}$
<u>ASW</u>		
CASEX A1	1	$2\frac{1}{2}$
CASEX A5	1	$2\frac{1}{2}$
PROWLEX	1	3
LASWF	1	$\frac{1}{2}$
<u>DIVING</u>		
HALF NECKLACE	1	$1\frac{1}{2}$
BOTTOM SEARCH	2	$3\frac{1}{4}$
CIRCULAR BOTTOM SEARCH	1	$1\frac{1}{2}$
POKER GAUGE TEST	1	$\frac{1}{2}$
PROPELLOR CLEAN	2	$6\frac{3}{4}$

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File Number

N428	3	2107	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

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\*NOTE: Please print all entries clearly.

## REGISTRATION

Title	H.M.A.S. "VAMPIRE" Report of proceedings February 1977		
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HMAS VAMPIRE	aw.	

## LOGGING

Originator	Originator's Reference	Date	Initials
LOCAL	AF 1/16/59	13/3/77	

Information Classifier		
(Signature)		(Date)



FILE: 428/3/ 2182

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS

VAMPIRE

REPORT OF PROCEEDINGS

MARCH 1977

DNO A long but interesting report covering exercises off Sydney / JB  
DGNOP + Royal Galt escort duty from Newcastle to JB, Sydney,  
Melbourne, Adelaide + Fremantle. 23/5  
DCNS Trunking - Spelling and English book! 30/5

CNS

CNP

CNTS

DGLOG-N

CNM

DGSUP-N

PRLO-N

IADMIN-N

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AS 23/5/77



ROYAL AUSTRALIAN NAVY

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Extension 3139

OFFICE OF THE  
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FLEET HEADQUARTERS,  
GARDEN ISLAND, N.S.W. 2000

AF

JMH  
1/16/59

Department of Defence (Navy Office)

10 3 MAY 1977

HMAS VAMPIRE REPORT OF PROCEEDINGS - MARCH, 1977

1. Forwarded.
2. Fleet Staff are taking follow up action on the matters raised in paragraphs 25 and 33.

*J.D. Stevens*

(J.D. STEVENS)

Commodore  
for Commander Australian Fleet

*J* Enclosure:

HMAS VAMPIRE Report of Proceedings 1/16/10 dated 5th  
April, 1977

*DONS  
(A)*

RECEIVED  
DEFENCE  
MAY 2 10 20 AM

RECEIVED

**RESTRICTED**



NOM: HMAS VAMPIRE MR

RECEIVED

MAY 5 10 56 '77

DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

1311

RECEIVED

ENCLOSURE:

FOR COMMANDER AUSTRALIAN FLEET  
COMBODOLS

(P.D. SLEAVES)

10 K

RECEIVED

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ROYAL AUSTRALIAN NAVY



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1/16/10

HMAS VAMPIRE  
at Fremantle

FLAG OFFICER COMMANDING  
HM AUSTRALIAN FLEET.

5th April, 1977.

For Information:

The Commanding Officer  
HMAS VENDETTA.

The Commanding Officer  
HMAS DUCHESS



HMAS VAMPIRE - REPORT OF PROCEEDINGS - MARCH 1977

Sir,

1. I have the honour to report the proceedings of HMAS VAMPIRE under my command for the month of March 1977.
2. On Tuesday 1st March HMAS VAMPIRE sailed from Cruiser Wharf Garden Island Dockyard with the instructor and members of ASAC 1/77 course embarked, having completed repairs to a motor driven forced lubrication pump late the previous evening. Throughout the next four days the majority of exercise time was spent operating with service helicopters and civilian fixed wing aircraft to provide the course with 'live' aircraft hours. The shortcomings of this period were covered in HMAS VAMPIRE KEB/KEZ 031206Z MAR 77.
3. During the afternoon of Tuesday 1st March the weather precluded helicopter operations and after a determined but vain effort to carryout a surface shoot I decided to enter Jervis Bay to practise 'junior officers' navigation training, anchoring for the night on completion.
4. VAMPIRE sailed next morning at 0700 to commence a RANTAU trial of the new GRP surface gunnery target. The initial towing trial was carried out by HMAS AWARE, VAMPIRE recording and observing as required by the trial orders. MR. HYLAND (GMGID) was transferred by gemini from AWARE on completion of the first part of the towing trial and the target was secured to VAMPIRE'S tow line at 1045 for the second half of the trial. Whilst turning at 20 knots, a requirement of the trial, the tow line parted. Because of the floating property of the towline it was soon located and recovered and an hour later, a new eye splice having been made, I was able to continue and complete the trial. In view of the freshening wind and sea conditions, VAMPIRE returned the target to CRESWELL rather than transfer the tow to AWARE as planned, continuing exercises on completion until bad weather again led to a decision to anchor overnight in Jervis Bay.

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(2)

5. On Thursday 3rd March the ship sailed at 0730 having disembarked a fire fighting team and an awning cleaning party. ASAC training was carried out throughout the day when aircraft were available. An unfortunate conflict of areas precluded an NGS shoot during the afternoon, particularly so because expected helicopters, the reason for the conflict, became unserviceable and did not arrive on task. The ship anchored that evening and carried out a successful exercise Awkward. The attackers during the exercise were provided by CDT 2 and the ships diving team was augmented by DT5, on loan from exercise Anchorman. Towards the end of the exercise the weather had noticeably deteriorated and even inside the bay the increase in the swell was apparent. VAMPIRE sailed at midnight and spent an extremely uncomfortable night on passage to Sydney. In driving rain the ship passed through Sydney Heads, arriving alongside the northern end of Cruiser Wharf at 0810 on Friday 4th March. Shortly after berthing the news of HMNZS PARANAKI'S breakdown and our subsequent early departure to Royal Flight SAR duty was heard. At that stage and after two weeks of poor weather I think that we could have been forgiven for feeling that fate was conspiring against us.

6. In much improved weather the ship cast off and proceeded to Royal Flight SAR duty at 0830 on Sunday 6th March. The fine weather gradually deteriorated, being replaced by rain squalls and total cloud cover. VAMPIRE was on her allotted station at 0930 on Monday 7th March. The Royal Flight was detected by LWO 2 at 200n.m. and tracked for the next 500 miles of its journey, passing south of VAMPIRE at 1029. SAR duty completed, the ship turned towards Jervis Bay and the promise, by NAS NOWRA, of fine weather.

7. The ship anchored in Jervis Bay, off Captains Pt. during the forenoon of Tuesday 8th March and work commenced immediately on those 'final touches' required before taking up Royal Escort duty. The weather remained mainly fine and I was extremely pleased with the results produced during the day. A final floodlighting trial was carried out that night. Next morning the ship got underway and course was shaped for the rendezvous with HMY BRITANNIA. Before quitting the exercise areas however, a surface shoot was conducted against a target towed by HMAS AWARE. During the day several man overboard drills were carried out by the junior officers under training.

8. The rendezvous with HMY BRITANNIA, flying the flag of Flag Officer Royal Yachts RADM HUGH JANION, was effected at 0800 on Thursday 10th March. The Royal Yacht looked most impressive with its gleaming hull and large masthead flags flying in the northeasterly breeze. Later in the forenoon VAMPIRE followed BRITANNIA in fuelling from RFA GREY ROVER (CAPT H. JOHNSTON) and on completion of replenishment GREY ROVER was detached to proceed independently to Sydney.

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(3)

9. After making a landfall off Port Stephens on Friday 11th March, course was shaped for Newcastle. After embarking a pilot at 0730 HMY BRITANNIA led VAMPIRE into harbour, the ships berthing at No 5 Throsby and No 4 Lee wharf respectively. Although, quite naturally, the focus of attention was BRITANNIA all requested facilities were provided on arrival and I was met by a representative for the Naval Agent. I called on Flag Officer Royal Yachts at 1030 and together with my Executive, Gunnery and Navigating officers subsequently attended a Royal Escort brief held in BRITANNIA'S wardroom. Making a break with hitherto accepted custom the Royal Yacht entertained myself and twelve of my officers at an RPC that lunchtime. This event was naturally considered something of an honour and presented an ideal opportunity for all concerned to meet their opposite numbers. During the afternoon I accompanied RADM JANION and two BRITANNIA officers to lunch at the Newcastle Club followed by a cricket match hosted by Newcastle University. A win for the combined BRITANNIA/VAMPIRE team was felt to be an omen for the following three weeks.

10. The Royal Squadron was officially formed at 1600 and shortly afterwards the Prime Minister, accompanied by his wife, boarded the Royal Yacht in preparation for the two day passage to Sydney. As was to be expected this golden opportunity to vent their feelings was not ignored by the workers from the Newcastle State Dockyard and a liberal supply of 'fresh' tomatoes was provided for the demonstration. Her Majesty Queen Elizabeth II was unfortunately delayed in her arrival and it was not until twenty five minutes after VAMPIRE slipped that Court Flags were broken out in BRITANNIA. An interesting three quarters of an hour was spent waiting in the Basin in a freshening easterly breeze before leaving harbour at 1830K, two cables astern of the Royal Yacht. As may be imagined the crowds bidding farewell to the Queen were impressive and considerably larger than those which had greeted the entry of the Royal Squadron earlier in the day. It was gratifying to hear the cheering increase for the passage of VAMPIRE. An interesting foible of the Royal Yacht was exhibited on sailing when the time of sunset, 1815K, was delayed until BRITANNIA slipped. Having cleared the harbour and the pilot having disembarked from BRITANNIA the Royal Squadron altered course to the south west and began its passage to Jervis Bay.

11. A southerly change passed through the coastal waters off Jervis Bay at 0710 on Saturday 12th March leaving in its wake a fresh breeze and haze which reduced visibility to approximately four miles. At 0900, after plenty of warning, and whilst stationed 5 cables astern of the Royal Yacht, a 21 Gun Royal Salute was fired. This must have roused any remaining sleepers at the light house station on Point Perpendicular which was some three quarters of a mile on my starboard quarter at the time. On completion of the salute the Royal Squadron anchored in formation off Captains Point. During the day the Royal Family picniced on Murray's Beach and the Yachtsmen banyaned on

K  
RESTRICTED

n  
Captains/-



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(4)

Captains Beach. Anchor was weighed and the Squadron proceeded to sea at 1900 that evening. As a result of Englands promising start in the Centenary Test Match I signalled FORY, during the departure from Jervis Bay; Proverbs 27 verse 1 which was speedily replied to with Isaiah Chapter 56 verse 12. Feeling somewhat bested in this exchange I decided to wait and see what the next day's play would bring.

12. The fine morning of Sunday 13th March augured well for the Royal Entry into Sydney Harbour. Spectating craft could be seen, on radar, gathering off the Heads soon after eight o'clock and half an hour later there were in excess of seventy small boats waiting to welcome the Queen. Whilst still two miles to seaward of the Heads both ships were surrounded by a milling, colourful escort too numerous to count. An attitude of lordly indifference to the antics of these craft paid dividends and no untoward incidents occurred although the efforts of the police launches in clearing our way ahead was very helpful and much appreciated. BRITANNIA however was apparently not so fortunate it being understood that she was struck twice by small boats and at one stage had to put her engines to full astern. A Royal Salute was fired from North Head at 0915 followed by another, twenty five minutes later from Macquaries Point, when BRITANNIA stopped to the east of Fort Denison. Her Majesty the Queen disembarked from BRITANNIA by Royal Barge to Man O'War steps at 1000 where the crowds awaiting her arrival were, like those lining the shores of the harbour most impressive. The Royal Barge and attendant boats having been hoisted the Squadron got underway, BRITANNIA to berth at the Overseas Terminal and VAMPIRE at No 7A Sydney Cove. Even after the Queens disembarkation the interest of the numerous small boats was not dissipated and again the strenuous efforts of the Marine Police were much appreciated. The laid down programme (JUBILEE THREE) continued to be followed to the minute throughout the day which aroused feelings of admiration for the stamina of both the Queen and Prince. At the end of the second day's play in the Centenary Test Match I signalled Revelations chapter 18 verse 17 plus the first two words of verse 18 to FORY who replied by cancelling his reference to Isaiah chapter 56 verse 12. This exchange of Biblical quotations was apparently observed with much amusement by Her Majesty the Queen, Prince Philip and Mr. Frazer the latter subsequently passing FORY yet another quotation Mathew chapter 6 verse 28 on return to Canberra. The Sydney Daily Telegraph gave front page coverage to the initial exchange.

13. Having completed the remainder of her Sydney engagements Her Majesty the Queen accompanied by Prince Philip disembarked from BRITANNIA at 1140 on Monday 14th March, court flags being struck at 1230 VAMPIRE cast off at 1430 and proceeded to a waiting station in Farm Cove to be followed half an hour later by BRITANNIA. The exit from Sydney was not hampered by any spectators, the only craft accompanying the Royal Squadron being police boats. It was a pleasure to receive a BZ from FORY at this time for the smart appearance of the ship and ships company. On clearing the Heads RFA GREY ROVER joined and all three ships continued southward for the remainder of the day.

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14. A southerly change passed over the Royal Squadron leaving in its wake a gradually strengthening wind and some rain. BRITANNIA replenishing fuel from GREY ROVER at 0900 experienced relatively fine weather but an hour and a half later when it was VAMPIRE'S turn there was a steady 40 knots of headwind and driving rain. During the RAS the leakage of FFO into a tank not being fuelled caused a small oil spill on the ship's starboard side and resulted in an eight minute break in the pumping. On completion of the RAS VAMPIRE was detached and immediately made, at best speed, for the lee of Wilsons Promontory. Enroute the effects of the oil spillage on the upperdeck were erased and on anchoring in Refuge Cove that evening an effective cleanup of the ship's side was carried out. The ship got underway at 2045 and set off in pursuit of BRITANNIA.

15. Normal night cruising station one mile astern of BRITANNIA was taken whilst both ships were outside the Rip which BRITANNIA passed through at 0500 on Wednesday 16th March. The westerly wind's effect was soon lost once past Point Lonsdale and a smooth though chilly transit of the south channel ensued. BRITANNIA embarked her pilot at 0815 five cables south of Fawkener Beacon and then both ships proceeded to Port Melbourne, BRITANNIA berthing at inner east and VAMPIRE at outer east Station Pier both ships port side to. I attended an RPC hosted by HMAS LONSDALE for the Royal Squadron at midday. Her Majesty the Queen and Prince Philip embarked in the Royal Yacht at 1530, the only Royal movement that day. That evening I attended an informal reception hosted by the Victoria League. Other activities engaged in by VAMPIRE officers and sailors were a tour of the Healesville Sanctuary, an informal reception at Anzac House and individual visits to the Centenary Test Match, then in its fourth day.

16. Thursday 17th March promised to be a fine day, especially for the 100 members of the Royal Squadron granted free tickets for the final day's play in the Test Match. Her Majesty's engagements including a brief visit to the M.C.G., continued throughout the day, ending with a state reception in the evening. At 2245 VAMPIRE cast off and proceeded to a waiting position to the west of Station Pier. Despite much maneuvering the strong westerly wind finally precluded my remaining at the waiting position and VAMPIRE proceeded down the channel to the open water south of Fawkener Beacon. BRITANNIA eventually cast off some 30 minutes later than expected so that it was not until after midnight that station was taken astern at one mile and the slow transit of Port Phillip Bay commenced. I was pleased at the minimal abuse of the late leave granted to my ship's company.

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17. Early in the morning watch of Friday 18th March the Squadron entered the South Channel and by 0615 had cleared the Rip and set course to round Cape Otway. HMAS SWAN was encountered just outside the Rip and she passed a message of 'Loyal Greeting' to Her Majesty before proceeding into Port Phillip Bay. The strong south westerly wind and attendant swell unfortunately precluded all thoughts of a jackstay transfer of five members of the Royal Household for a brief visit which was to have included a gunnery display and lunch. A request to continue with the gunnery exercise as planned was not approved and the day progressed uneventfully with VAMPIRE wallowing one mile astern of BRITANNIA.

18. The land in the vicinity of Cape Jervis, was raised on radar at 0720 on Saturday 19th March. Whilst in the approaches to Backstairs Passage a cover point on the main steam bulkhead valve in A Boiler Room blew. Consequently the boiler was shut down and the subsequent formation anchorage in Antechamber Bay carried out on one boiler. Repairs were commenced immediately, the Squadron remaining at anchor whilst an evening barbecue for the Royal Family and Household took place on a nearby beach.

19. During the night the Squadron steamed in the southern part of the Gulf of St. Vincent, closing the land at 0800 on Sunday 20th March for a two hour coastal passage to Glenelg. Shortly before nine o'clock an aquatic escort began to form, increasing in numbers as the time for Her Majesty's disembarkation approached. The Squadron stopped eight cables west of Glenelg jetty and amongst a seething mass of small boats, reminiscent of Sydney, the Queen and Prince Philip proceeded ashore in the Royal Barge. The Squadron got underway at 1050 and began the final leg of the passage to Adelaide, BRITANNIA berthing at 1 berth at 1327 followed shortly afterwards by VAMPIRE at No 2 berth. CMDR. P.M. MULCARE (NOICSA) called on me on completion of his call on FORRY and sporting and social activities, almost overwhelming throughout the visit, were quickly off the mark with a hockey match and an invitation to the Royal South Australian Yacht Squadron.

20. I entertained NOICSA, the manager of EMI Electronics (Australia) LTD (MR. M.A. PEARSON) the master of GREY ROVER (CAPTAIN H. JOHNSTON) and three other guests to lunch on Monday 21st March and in the evening I was extremely honoured to dine with her Majesty the Queen, Prince Philip and members of the Royal Household onboard HMY BRITANNIA, an experience which I am unlikely to forget.

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21. The following morning, in view of the fresh northerly wind, it was decided to sail VAMPIRE directly after RFA GREY ROVER in order to give BRITANNIA the maximum amount of room in which to manoeuvre. Her Majesty disembarked from BRITANNIA at 1000, GREY ROVER unberthed immediately afterwards and once she had been turned and was clear VAMPIRE with the help of two tugs turned and left harbour. On clearing the newly erected forest of beacons outside the Outer Harbour VAMPIRE waited for BRITANNIA, taking station astern shortly after midday. By this time the pleasant conditions of the forenoon had begun to disappear and the effect of the approaching front felt. BRITANNIA and VAMPIRE replenished fuel during the afternoon whilst leaving the Gulf of St. Vincent and transiting Investigator Strait. Despite an expected improvement in the weather situation I was considerably happier once this fuelling was completed. With the high passage speed involved in the Adelaide - Geraldton leg the poor weather experienced for the remainder of the day led to an 'everyman for himself' situation, ships progressing in the order BRITANNIA, GREY ROVER, VAMPIRE. Although the weather improved on the 23rd, another front and southerly change passed over the ship at 0440 on Thursday 24th March further slowing progress and causing minor damage to light fittings and ventilator flaps. The upperdecks were placed out of bounds for the third day running.

22. Breaksea Island light was raised at 0315 on Friday 25th March in much improved weather conditions. Both BRITANNIA and VAMPIRE replenished fuel during the forenoon, being hampered only by the long, high swell remaining in the wake of the previous day's high winds. Signals being exchanged between FORY and NOCWA, the Royal Household and DEFNAV during the forenoon suggested that due to weather considerations the visit to Geraldton might be cancelled and so the announcement just after 1800 that evening that the visit was officially cancelled and that the Squadron would arrive early in Fremantle was not unexpected. That afternoon for the first time since leaving Adelaide, it was possible to carry out an ROFX using both main and secondary armament. Shortly afterwards a practice steampast for man and cheer ship was executed under FORY'S critical eye on completion of which the Squadron steamed slowly northwards past Cape Naturalists in order to make its ETA off Fremantle the following morning.

23. BRITANNIA embarked her pilot at 0755 on Saturday 26th March, berthing on completion of a turn in the inner harbour. VAMPIRE was ordered to enter harbour shortly afterwards and berthed port side to at 'C' shed. After a period of uncertainty, concerning the possible requirement to sail for a Royal Picnic either that night or the next day, privileged leave was eventually granted from midday until 2000, just over an hour before the expected time of arrival of Her Majesty at BRITANNIA. At about 1630H a decision not to sail until at least the following morning was made known and privileged, all night, leave was granted. At the same time VAMPIRE was invited to shift berth from astern of BRITANNIA to a berth opposite on North Quay. Fremantle Port Authority found it somewhat difficult to arrange a cold move at such short notice and it was not until 2030 that the evolution was completed.

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24. A decision on sailing was not received until 1120 on Sunday 27th March although as a precautionary measure VAMPIRE had begun to raise steam at 0930 and when it came it was for the Royal Yacht to cast off and proceed at 1630, VAMPIRE as usual casting off 30 minutes before and waiting in order to take station astern. Just before lunch, I was extremely pleased to entertain, with my officers, five members of the Royal Household. Although only a brief encounter the visit was well received on both sides and certainly gave us yet another insight into the many faces of the Royal Yacht. Having sailed the Squadron headed north and by the time the fairway buoy had been passed preparations were well in hand for VAMPIRE'S steam past of BRITANNIA with man and cheer ship for Her Majesty. The execution signal was given at 1730 and VAMPIRE hauled out to starboard increasing speed to 22 knots, photographs from BRITANNIA testifying to the impressive sight this made to those viewing. Catering to the Queens reported predilection for destroyers manoeuvring at speed, station astern was regained with maximum elan much to the delight (or chagrin) of some sailors on the quarterdeck who were washed down! Shortly afterwards a formation anchorage was executed to the north of Rottnest Island, off Bathurst Point. The anchorage was of only short duration because concern over the swell arose in BRITANNIA resulting in the Squadron weighing anchor and steaming in company overnight. I was pleased with the efforts of all involved in getting the ship to sea within 30 minutes, the notice for sea having been set at four hours.

25. The scheduled programme of events for the Royal Entry into Fremantle harbour was carried out between 0900 and 1000 on Monday 28th March, a public holiday in Western Australia. The aquatic welcome was by far the most orderly experienced during Royal Duty and because of the area kept clear around BRITANNIA I feel that it lost most of its impact. Somewhat unexpectedly VAMPIRE was ordered to enter harbour before Her Majesty disembarked from BRITANNIA and so having turned in the inner harbour and waited for Her Majesty to depart, VAMPIRE again berthed starboard side to at No 2 berth, North Quay. I was called on by LEUT J.R. STAPELTON Commanding Officer HMAS ATTACK, in Fremantle to act as required by NOCWA (CDRE N.A. BOASE) during the Royal Entry into Fremantle. The Squadron's social programme, arranged by NOCWA, began at 1200 that day and continued apace until the end of the month. It was annoying to note for the second time, the first time having been in Melbourne, an invitation to drinks by a local organisation involved defrayment of expenses by the invited officers. The reception on this occasion was hosted by the combined Royal Commonwealth Society and Australian-American Association. I cannot remember ever having this experience before and sincerely hope that it is not a sign of things to come. My visit to the reception was necessarily brief because at 2145 I and six of my officers had the honour of being received by Her Majesty the Queen prior to our attending a reception in BRITANNIA. It was a pleasant and memorable ending to a very full day although for VAMPIRE it did signify the beginning of the end of Royal Duty.

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26. On Tuesday 29th March, together with FORY, the Master GREY ROVER and other guests, I was entertained to lunch by NOCWA and that evening the junior sailors of the Squadron attended a dance held in their honour by the Flying Angel Club.

27. I made my farewell to the Queen at 1200 on Wednesday 30th March, VAMPIRE'S only remaining participation in Royal Duty being the provision of a ceremonial sentry until the officers and ratings of the Royal Yacht manned and cheered ship at 1430 for the final departure of Her Majesty the Queen and His Royal Highness Prince Philip the Duke of Edinburgh. Royal Duty officially ended at 1600 when the Royal Party departed by air for Bombay and then England. There was naturally a sense of anti-climax when Royal Duty ended, the experience was unique to most of the ship's company and will long be remembered by them. The Royal Yacht remained in port for a further three days and the social programme both organised and 'self-help' served to fill the gap left by the Queens departure. That evening I and nineteen of my officers attended a dual function, firstly drinks and a buffet dinner hosted by the West Australian Club followed by a dance hosted by the Royal Commonwealth Society. The aim of both hosts seemed to be to overwhelm the Squadron officers with hospitality and a thoroughly enjoyable evening was had by all. I am only too happy to confirm the reputed generosity of the citizens of Perth. The highlight of the day, however, was the receipt of a signal from FORY conveying Her Majesty's good opinion of VAMPIRE and her satisfaction in the way in which our Royal Escort duties had been discharged. This signal, arriving only two hours before the Queens departure from BRITANNIA, really marked the completion of Royal Duty and was a most satisfactory conclusion to the hard work put in by all on board. The signal and my reply are attached.

28. The next day, accompanied by FORY, NOCWA and the Master GREY ROVER I lunched at the Royal Perth Yacht Club. More time being available for sport than hitherto a number of inter squadron matches took place during the day. It is gratifying to be able to report victories for VAMPIRE in Golf, Rugby and Soccer versus BRITANNIA. These triumphs were, unfortunately balanced by a loss when VAMPIRE played Canning Rugby Club that evening.

#### MARINE ENGINEERING

29. Main and auxiliary machinery performed satisfactorily during the month. Feed losses gradually increased, three main steam joints in A Boiler have been renewed in addition to normal defect work. A unit main engine lubricating oil separator is unserviceable awaiting clutch spares.

WEAPONS/-

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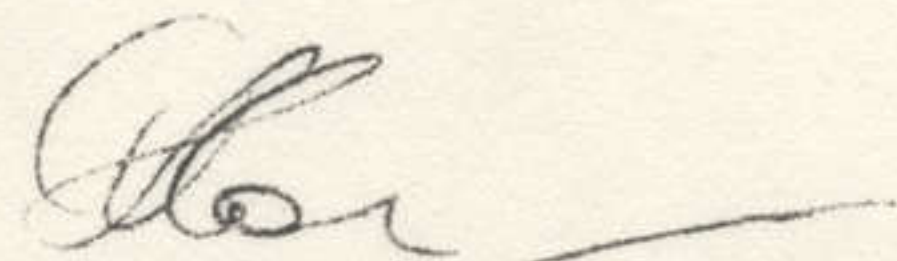
(10)

WEAPONS ELECTRICAL ENGINEERING

32. A surface firing on 9th March and a rapid open firing exercise on 25th March, failed to disguise the extended period inactivity of the main and secondary armament imposed by Royal Squadron Orders. The lack of use and exposure of the weapons in an uncovered state to all weathers has called for an additional effort from the maintainers. The main pre-occupation of the WEE Department both before and during the Royal Tour was with jury rigging, setting to work and operating the floodlighting system. Although eventually the drill with HMY BRITANNIA was perfected, some anxious moments of darkness were experienced in the early days of the tour through lack of precise directions from the Yacht. A high state of availability was achieved in the month mainly

HEALTH CONDUCT AND MORALE

33. During the demanding and unsettled routine of Royal Escort duty with weekend sailings and unusual periods of leave common the morale of the ships company has peaked and troughed but overall has remained good. Although the 29 incidents of offences committed increased by two thirds over the previous month and despite stringent discipline throughout the Royal Duty overall the conduct of the ships company was, with few exceptions very good. Health, the general health of the ships company has been good. The only incident of note was the occurrence of 25 cases of chemical burns to the eyes associated with the application of the detergent 'Gamlen' which was being used to remove oil spillage along the ships side. This was attributed to the sailors not wearing protective goggles and when they did so the design was faulty in that Gamlen entered the eyes via the upper air vent in the goggles. It is recommended that more goggles of a safer design be obtained for the ship.



(A.R. HORTON)  
CAPTAIN RAN  
COMMANDING OFFICER

ENCLOSURE: Annex A.  
B.  
C.

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Annex A to HMAS VAMPIRE  
letter dated  
5th April, 1977.

STEAMING RETURN

1.	Distance steamed during March	5360.7
2.	Hours underway during March	382.6
3.	Distance steamed since commissioning	63078.3
4.	Hours underway since commissioning	38537.7
5.	Periods in excess of fast routing speed:	

<u>DATE</u>	<u>DURATION</u>	<u>SPEED</u>	<u>REASON</u>
09 MAR	3 HRS	21	SU 1/2 Passage to Refuge Cove to clean oil spill from ships side.
15 MAR	3 HRS	20	
18 MAR	5 HRS	19	Royal Escort
23 MAR	14 HRS	21	Royal Escort
24 MAR	5 HRS	20	Royal Escort

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Annex B to HMAS VAMPIRE  
letter dated  
5th April, 1977.

MOVEMENTS RETURN

<u>ARRIVE</u>	<u>PLACE</u>	<u>RETURN</u>
-	SYDNEY	01 APR
01 APR	JB AREAS	04 APR
04 APR	SYDNEY	06 APR
06 APR	TASMAN SEA	08 APR
08 APR	JERVIS BAY	09 APR
09 APR	TASMAN SEA/PASSAGE NEWCASTLE	10 APR
11 APR	NEWCASTLE	11 APR
11 APR	PASSAGE TO SYDNEY	13 APR
13 APR	SYDNEY	14 APR
14 APR	PASSAGE TO MELBOURNE	16 APR
16 APR	MELBOURNE	17 APR
17 APR	PASSAGE TO ADELAIDE	20 APR
20 APR	ADELAIDE	22 APR
22 APR	PASSAGE TO FREMANTLE	25 APR
26 APR	FREMANTLE	-

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Annex C to HMAS VAMPIRE  
letter dated  
5th April, 1977.

## EXERCISE RETURN

<u>EXERCISE</u>	<u>NUMBER</u>	<u>TOTAL HOURS</u>
<u>GUNNERY</u>		
SU 2	1	3
Saluting Gun Drill	2	$\frac{1}{4}$
21 Gun Salute	1	-
<u>ASW</u>		
Mortar	1	1
OPAWKEX	1	$4\frac{1}{2}$
<u>COMMUNICATIONS</u>		
NCX 201	4	2
NCX 202	8	4
NCX 205	1	$2\frac{1}{2}$
NCX 207	1	$2\frac{1}{2}$
NCX 405	1	$2\frac{1}{2}$
J COMEX 3	1	6
J COMEX 6	2	8
LONG COMEX	1	2
<u>DIVING</u>		
Half Necklace	3	$4\frac{1}{2}$
U/W Maintenance	2	4
Directional Signals	2	1
Poker Gauge Test	1	$\frac{1}{2}$
FRE DIPS	5	$\frac{1}{2}$
<u>NBCD</u>		
Firefighting Instructions	1	8
Exercise Emergency Stations	1	-
Exercise Leaving Ship Stations	1	-
<u>SEAMANSHIP AND NAVIGATION</u>		
Junior Officers Pilotage	6	10
Junior Officers Blind Pilotage	6	10
Blind Pilotage	12	$5\frac{1}{2}$
Junior Officers Pilotage	4	3
Training.		
Formation Anchorage	3	-
Anchorage	5	-
RAS	4	$5\frac{1}{2}$

MOBEX/-

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MOBEX

Free Danlay/Recovery  
GRF Target Trial  
Helo Transfer

1  
1  
1

$\frac{1}{4}$   
 $6\frac{3}{4}$   
 $\frac{1}{4}$

AIO

ASAC 1/77 Course  
NGS Voice Procedure  
Theory Instruction  
Internal Exercises

-  
1  
7  
10

-  
1  
 $19\frac{1}{2}$   
16

Annex D to HMAV VAMPIRE  
letter dated  
5th April, 1977.

Signals to and from HMAS VAMPIRE on completion of Royal Duty.

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File Number

N 428	3	2182	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

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\*NOTE: Please print all entries clearly.

## REGISTRATION

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HMAS VAMPIRE	as title	

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		/ /	

Information Classifier

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(Signature)5 / 5 / 77  
(Date)



- Proverbs 27 verse 1 - Boast not thyself of tomorrow; for thou knowest not what a day may bring forth.
- Isaiah 56 verse 12 - Come ye, say they, I will fetch wine, and we will fill ourselves with strong drink; and tomorrow shall be as this day, a day great beyond measure.
- Revelations 18  
verse 17 - For in one hour so great riches is made desolate. And every ship master, and every one that saileth any whether, and mariners, and as many as gain their living by sea, stood afar off, And cried ...
- Mathew 6 verse 28 - And why are ye anxious concerning raiment? Consider the lilies of the field, how they grow; they toil not, neither do they spin.



FILE: 428/3/ 2237

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS

VAMPIRE

REPORT OF PROCEEDINGS

APRIL 1977

DNO

An interesting and busy month, including the WAN FU e  
OFFSHORE ECHO SAR incidents

DGNOP

DCNS

CNS

CNP

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.





ROYAL AUSTRALIAN NAVY

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Telephone:

359-9111

Extension 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

Department of Defence (Navy Office)

HMAS VAMPIRE - REPORT OF PROCEEDINGS - APRIL, 1977

Forwarded.

*J.D. Stevens*

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

Enclosure:

*CM* HMAS VAMPIRE Report of Proceedings 1/16/10 dated 6th May, 1977

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INFORMATION ANALYSIS  
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MAY 31 11 31 AM

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NOM: HMAS

VAMPIRE W/R

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MAY 31 11 31 '77

DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

HMAS VAMPIRE REPORT OF PROCEEDINGS 1/10/77 dated 27 May 1977  
Enclosure:

For Commander Australian Fleet  
Commander  
(J.D. STEVENSON)

10 June

Revised

HMAS VAMPIRE - REPORT OF PROCEEDINGS - 1977

Department of Defence (Navy Office)

1/10/77

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NAVY OFFICE  
HMAS VAMPIRE  
OFFICE OF THE

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NAVY OFFICE





1/16/10

1-16-59  
HMAS VAMPIRE  
at sea

RESTRICTED

6th May 1977

FLAG OFFICER COMMANDING  
HM AUSTRALIAN FLEET.

For Information:

The Commanding Officer  
HMAS VENDETTA

The Commanding Officer  
HMAS DUCHESS



HMAS VAMPIRE - REPORT OF PROCEEDINGS - APRIL 1977

Sir,

1. I have the honour to report the proceedings of HMAS VAMPIRE under my command for the month of April 1977.

2. Activities in April began very early with a cold move from No 2 berth North Quay Fremantle to No 11 berth at 0530 H on Friday 1st to meet merchant shipping requirements in the port. Later in the forenoon I received word that the junk WAN FU, enroute Australia to America and only recently departed from Fremantle was in difficulties some 650 miles to the North West. Despite the date, which also led to a local radio station offering free trips round the bay in HMY BRITANNIA, there was no doubt in my mind about the validity of the report and I took steps to prepare the ship for sea. Throughout the forenoon further reports, some contradictory, continued to be received and the WAN FU incident gathered momentum. The facts, as they emerged, revealed that WAN FU's skipper Charles Falkiner (Philip Year RANC 1945 entry) had suffered a possible stroke which had incapacitated him and resulted in WAN FU requesting medical assistance. Marine Operations Centre Canberra requested Naval assistance (COMAUSFLT KAO/LEV 010536Z APR 77).

3. There appeared to be two problems, one the rendering of medical assistance and the other the safety of the WAN FU. To cope with the former I was fortunate to have CMDR T. HORGAN RANR, embarked for the second leg of VAMPIRE's round Australia deployment. With the assistance of CDRE N. BOASE (NOCWA) I obtained the services of two experienced ocean going yachtsmen from the Royal Freshwater Bay Yacht Club who agreed, subject to an examination of their legal position, to take over the WAN FU if required for the return passage to West Australia should this be required. The signal to "sail with despatch" was received during a luncheon at which I was entertaining RADM H. JANION (Flag Officer Royal Yacht) the Harbour Master of Fremantle (Captain Coleman) the Vice President of the West Australian Club Mr. R. LESTER and Mr W. BURGESS.

4/-

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(2)

4. All lines were cast off and the ship proceeded to sea at 1500, when steam for full speed became available. Extra personnel embarked were:

MR M. FINN (RFBYC)  
MR C. KELLY (RFBYC)  
MR C. HAWKINS (TVW 7)  
MR L. BEECHI (TVW 7)  
MR D. TRAVERS (W.A. NEWSPAPERS)  
MR R. D'RAINE (W.A. NEWSPAPERS)  
MR M. ROBERTS (P.R.O. on the Staff of NOCWA)

5. BRITANNIA, preparing to sail the next day was piped for the last time, hardly the farewell I had envisaged, and goodwill messages were exchanged. Once clear of the harbour VAMPIRE proceeded at 24 knots maintaining this speed until effecting the rendezvous at 2300 (H) the following day. Shortly after 2000 (H) that evening the WAN FU was located by a tanker the M.V. FORT EDMONTON, and although unable to provide anything other than moral support - Mr. Falkiner refusing to leave WAN FU and in any event no suitable boat being available for transfer she nobly stood by WAN FU for the next day providing excellent sit-reps and valuable updating position reports.

6. M.V. FORT EDMONTON was raised on radar at 2135 on Saturday 2nd April and the WAN FU was sighted at 2247. FORT EDMONTON got underway for Botany Bay as VAMPIRE approached, making I suspect a grateful exit having lost about 28 hours passage time. After VAMPIRE had been maneuvered in to a downwind position CMDR HORGAN, the two yachtsmen and myself transferred by gæmini to WANFU. After some discussion and a medical examination Mr. Falkiner decided to transfer to VAMPIRE for return passage to Perth and Neurosurgical examination. He was transferred to VAMPIRE that evening and his wife, daughter and younger son the next morning at first light. Messrs Finn and Kelly together with ASLT P.D. SMITH and ABUC D.R. NEICH R104010 were transferred to WAN FU for the passage to West Australia. After the transfer of personnel to and from VAMPIRE and some stores/fuel to WAN FU had been completed and after receiving assurances of 'happiness' from Mr. Finn, the WAN FU's new master, VAMPIRE departed, at 18 knots for Fremantle at 0800 Sunday 3rd April. The wind being force 5 from the south east it was impossible for WAN FU to make a direct approach to either Carnarvon or Geraldton and, even with its engine running, speed made good was initially of the order of three knots. Communication with WAN FU was maintained on 4136.3 KHZ, VAMPIRE keeping a continuous listening watch and WAN FU a six hourly schedule. Mr Falkiner was making satisfactory progress and although it was still considered essential to obtain a further medical check in a hospital the urgency of the outward bound trip was removed and I was able to settle on an ETA of 0800 on the 5th April.

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7. Twice on the return passage there were failures of mainsteam pipe joints in 'A' Boiler Room (starboard side) which resulted in the stopping of the ship and the locking of the starboard shaft followed by a period of steaming on the port shaft at 14 knots whilst repairs were effected.

8. The ship entered harbour at 0740 on Tuesday 5th March, berthing port side to at A berth, Victoria Quay. Both press and television were out in force, which coupled with the efforts of our embarked pressmen, ensured extensive coverage both in newspapers and on all television channels that evening. On arrival the ship reverted to 24 hours notice for sea and recommenced the SMP begun on completion of Royal Duty. The change in route for the ships return to Sydney resulting from the WAN FU incident plus the Easter Weekend in Fremantle found favour in most quarters although CPOMTH REDDACLIFFE who had expected to take DEE in Townsville suddenly found himself with an eight day train journey instead.

9. In retrospect particular points of note arising from the WAN FU SAR activities are:

a. The excellent and speedy answers provided by your staff Sir, particularly with regard to the legal points concerning the position of Messrs Finn and Kelly and the requirement to obtain a signature on Lloyds Open Form.

b. The value of the geniai dinghy in transferring personnel and stores in even moderate seas.

c. The buoyant effect on morale and teamwork resulting from the favourable publicity being generated for both VAMPIRE and the RAN and a feeling of undertaking an important and realistic task.

10. An informal reception was held onboard during the evening of Wednesday 6th April and afterwards I hosted a dinner party attended by:

Captain and Mrs Robson - Training Captain HMAS LEEUWIN  
CMDR and Mrs J.K. Markham - HMAS LEEUWIN  
CMDR and Mrs E.H. Scriven RANR - Department of Transport Surveyor.

Miss Marjorie Charleson - West Australian Turf Club  
Mr. and Mrs D. Langoulant - Vice Commodore Royal Perth Yacht Club.

11. Leave to those not required for duty, was granted from secure on Thursday 7th April until the following Tuesday morning. I was not alone in taking full advantage of the opportunity to see this infrequently visited part of Australia during the long Easter Weekend. WAN FU arrived safely at Carnarvon during the forenoon of Sunday 10th April, ASLT SMITH and ABUC NEICH returning onboard that evening. Enquiries of both Mr Finn and ASLT Smith revealed nothing untoward concerning the passage to Carnarvon which fortunately took less time than expected. On this happy note VAMPIRE ended its participation in the WAN FU incident.

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12. All lines were cast off at 1000 on Tuesday 12th April and the ship proceeded to sea and the possibility of yet another SAR operation, this time involving a missing boat (OFF SHORE ECHO) containing four people last seen in the vicinity of Busselton at 0700 (H) two days previously. As VAMPIRE rounded Rottnest Island Perth Radio reported the location of the craft by two ORION aircraft some 70 miles to the south west. In anticipation of an official request for assistance speed was increased to 22 knots and in due course VAMPIRE was ordered to assist (COMAUSFLT KEB 120418Z APR 77). At 1345(HZ) I assumed the duty of On Scene Commander the remaining ORION aircraft departing for RAAF PEARCE shortly afterwards. Having ascertained that no medical assistance was required I decided to embark all four members of the OFF SHORE ECHO's crew, transferring POQMG WITHERS R65604 and ABUC NEICH for the trip to Bunbury. Those embarked from the OFF SHORE ECHO were Mr M. Searle and his son Garry and Mr. J. Thomas and his stepson Michael, all of Katanning W.A.. Progress into the fresh south easterly wind and sea was necessarily slow and a transfer of the tow to the Bunbury pilot boat four miles north west of Bunbury breakwater did not take place until about midnight that evening. Mr Searle and his party re-embarked in OFF SHORE ECHO just before the tow was transferred. Once all was clear course was shaped to round Cape Naturaliste and rejoin the planned track to Adelaide.

13. The remainder of the passage proceeded uneventfully, South Neptune Island light being raised at 2015 (I) on Friday 15th April and the ship berthing at the Mobil Oil Wharf, Adelaide at 0800(IX) the following morning. During the crossing of the 'Bight' in far more pleasant conditions than on the previous occasion, both .50 calibre and 40/60 Bofors were exercised and the opportunity taken to exercise OOW's in man overboard and steering gear breakdown drills.

14. On completion of fuelling, berth was shifted to No 2 berth Port River, starboard side to. Before finally securing for the day the ship's company was mustered on the fore part of the ship for a photograph. This occurrence aroused plenty of interest from the passers by on the wharf and even detained a Channel 7 television camera team, originally on the wharf to cover VAMPIRE's entry and berthing. CMDR P.H. MULCARE (NOICSA) called on me during the forenoon. That evening the Naval Association of Tee Tree Gully hosted a Tramps Ball at Modbury Civic Centre which was much enjoyed by many members of the ship's company.

15. Sunday 17th April proved to be a day for visits. During the forenoon a party of cadets and their instructors from T.S. Adelaide were shown round VAMPIRE and during the afternoon the ship was inspected by 2855 members of the public. Whilst the ship was thus employed a contingent of officers and sailors participated in the Elizabeth ANZAC DAY March, parading the Australian White Ensign. A return fixture with the Woodville Rugby Club, that afternoon, unfortunately resulted in a loss to the Ship's team. I and three of my officers dined informally with CMDR MULCARE that evening.

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16. The ship proceeded to sea at 0900(IX) the next morning. During the forenoon of Tuesday 19th April, whilst exercising action stations, a 40/60 shoot was carried out. Wilson's Promontory was rounded during the first dogwatch when course was shaped south of the Kingfisher Oil Field towards Gabo Island.

17. A passage close in to the coast of New South Wales, including passing inside Montagu Island, was used to exercise all OOW in the use of both horizontal and vertical sextant angle fixing. The value of this exercise was increased by its coincidence with a quarterly full power trial. Departure was taken from Brush Island for R445A where a surface shoot was carried out against a Williams Target during the late afternoon. This was the first time, since before Royal Duty, that the 4.5 inch guns had been properly exercised and the results appeared good. The night was spent in company with HMAS SWAN.

18. Exercises the next day started with OOW Maneuvres and concluded with an AA tracking serial. The ship entered harbour at 1430, berthing alongside HMAS PERTH at Cruiser Wharf, and reverting to twenty four hours notice for sea for the AMP.

19. I had the pleasure of calling on you, Sir, during the forenoon of Friday 22nd April.

20. After the ANZAC DAY long weekend the remainder of the following week was utilised by the ship's ASW team in refresher training culminating in two days Command Team Training at HMAS WATSON. During the afternoon of Friday 29th April I attended the funeral of the late LSQMG T.S. APTE of HMAS VAMPIRE who had died after being struck by a motor car during the evening of Anzac Day. VAMPIRE furnished the funeral firing party and a number of mourners as a mark of respect at the loss of one of her company.

21. After a cold move during the early forenoon of Friday 29th April VAMPIRE spent the remainder of the month undergoing AMP alongside the north end of Fitting Out Wharf.

#### WEAPONS ELECTRICAL ENGINEERING DEPARTMENT

22. The SMP period in Fremantle unfortunately included the Easter Weekend but every effort was made to catch up on a backlog of high power planned maintenance. Water ingress into firing solenoid boxes and contractors marred one 40/60 shoot. A surface 4.5" firing on 20th April was marred by a defect in 'B' turret, which was rectified immediately after the shoot, and a power fluctuation, attributed to a loss of condenser vacuum affecting G turbo generator. The load was transferred to a diesel generator and the firing was completed using 'A' turret only, thus proving the oil servo unit in the training system which had been replaced by ships staff the previous weekend in Adelaide. The following day, 21st April, full advantage of ample on task time was taken to carry out 18 AA tracking runs thus thoroughly proving both Red and Blue M22 Systems and all three turrets for follow.

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23. On arrival in Sydney for 2 weeks SMP, opportunity was taken to press for a complete overhaul of UA3 and FH5 aerial runs, Mortar Mk 10 (AN) Driver Control Cards and re-run damaged cable runs through 'A' Boiler Room which affected UHF transmitter remoting capability. At the same time I.N.O. conducted series inspections on all guns, both barrels of M3 failing wear tests. This mounting has not been fired this year. Both barrels have now been replaced. Three WE officers borne were required to sit on WE Fleet Promotion Boards. The one candidate from the ship for CPOET passed his board.

24. MARINE ENGINEERING DEPARTMENT

During the 'WAN FU' SAR 1-5 April steam was twice taken out of A unit to make good severe main steam pipe joint breakages in A Boiler Room. A Boiler lightly primed 14th April due to a malfunctioning feed regulator which was then adjusted. Shortly after leaving Adelaide 18th April G2 Turbo Generator was taken off load due to speed and vacuum problems. A considerable quantity of weed and debris was removed from the cooling system and the machine returned to load the same afternoon. A full power work up was attempted on 20th April and abandoned after an unusual LP bearing temperature and poor LO cooler performance were experienced in A Engineroom. Examination showed the LO cooler water system was partially blocked with weed and debris and also that the spray supplies to the LP turbine coupling were restricted with foreign material. To date, one LP bearing has been changed, and a second bearing in A unit planned for turning out.

25. NEOX stern tube oil consumptions increased to a peak of 35 gallons per day (HMAS VAMPIRE DDW/OHL 201140, APR 77) and air testing of glands, and associated pipe work was in progress. No untoward inboard leakages of oil underway have been noted, and no outboard leakage of air or NEOX observed under air pressure tests. The inner wearing fales of the port stern gland are unevenly worn, and arrangements are in hand to machine them to a proper standard of finish.

26. HEALTH, CONDUCT AND MORALE

The health overall has been good apart from some minor sporting injuries and several cases of respiratory tract infections. The general conduct and behaviour of the ships company has been good and morale has remained high during the month. There was a substantial decrease in the number of offences committed. The Welfare Committee met during the month.

  
(A.R. HORTON)

CAPTAIN RAN  
COMMANDING OFFICER

Enclosures: Annex A.  
B.  
C.

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Annex A to HMAS VAMPIRE  
letter dated 6th May 1977

STEAMING RETURN

1.	Distance Steamed During April	4,411.6
2.	Hours Underway During April	259.3
3.	Distance Steamed Since Commissioning	67,489.9
4.	Hours Underway Since Commissioning	38,797

5. Periods in excess fast routeing speed:

<u>DATE</u>	<u>DURATION</u>	<u>SPEED</u>	<u>REASON</u>
01 APR	08 HOURS	24	WAN FU SAR
02 APR	23 HOURS	24	WAN FU SAR
04 APR	12 HOURS	20	WAN FU SAR
05 APR	05 HOURS	20	WAN FU SAR
12 APR	02 HOURS	22	OFF SHORE ECHO SAR
13 APR	19 HOURS	20	PASSAGE ADELAIDE
15 APR	08 HOURS	20	PASSAGE ADELAIDE
18 APR	08 HOURS	20	NAVIGATIONAL TRAINING
19 APR	03 HOURS	20	PASSAGE J.B. AREAS
20 APR	03 HOURS	21 (average)	QUARTERLY FULL POWER TRIAL
20 APR	02 HOURS	21	SU 2

Annex B to HMAS VAMPIRE  
letter dated 6th May 1977

MOVEMENTS RETURN

<u>ARRIVE</u>	<u>PLACE</u>	<u>DEPART</u>
-	FREMANTLE	01 APR
05 APR	FREMANTLE	12 APR
16 APR	ADELAIDE	18 APR
20 APR	JB AREAS	21 APR
21 APR	SYDNEY	-

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Annex C to HMAS VAMPIRE  
letter dated 6th May 1977

<u>EXERCISE</u>	<u>NUMBER</u>	<u>DURATION</u>
<u>GUNNERY</u>		
*50 CALIBRE SHOOT	1	1
40/60 CRSUFX	2	3
9mm INTERDEPARTMENTAL COMPETITION	1	2 $\frac{1}{2}$
SU2	1	2 $\frac{1}{2}$
AA 1	1	2
RANGE COURSE (50 PERSONNEL)	1	-
<u>ASW</u>		
UC REFRESHER TRAINING	-	2 days
<u>COMMUNICATIONS</u>		
NCX 201	5	2 $\frac{1}{2}$
NCX 202	5	2 $\frac{1}{2}$
NCX 453	2	1 $\frac{1}{2}$
NCX 454	5	3
NCX 657	1	1
EWX 23	1	2
JAMMEX	1	4
MMX	60	30
RRX	20	10
<u>DIVING</u>		
HALF NECKLACE	2	4 $\frac{3}{4}$
DIRECTIONAL SIGNALS	2	2 $\frac{1}{2}$
REPAIRS AND INSPECTIONS	3	2 $\frac{1}{4}$
PRE-DIP	2	2
NIGHT DIVE	2	2
<u>NBCD</u>		
COMMUNICATIONS EXERCISE	1	1 $\frac{1}{2}$
EXERCISES	2	2
ACTION STATIONS	2	-
<u>A10</u>		
INSTRUCTION	6	6
SYNTHETIC SAUEX	2	4
SPX	2	4
MODEX A	1	2 $\frac{1}{2}$
C.T.T.	-	2 days

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NAVIGATION AND SEAMANSHIP

OOW ENGINE DRILLS	5	2 $\frac{3}{4}$
MAN OVERBOARD DRILLS	13	2 $\frac{3}{4}$
STAMAS	1	4
OOW MANOEUVRES	1	1 $\frac{1}{2}$
JUNIOR OFFICERS PILOTAGE	3	3 $\frac{1}{2}$
BLIND PILOTAGE TRAINING	6	5

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File Number

N 428	3	2239
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

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\*NOTE: Please print all entries clearly.

## REGISTRATION

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Information Classifier	
Noelle (Signature)	1 / 6 / 77 (Date)



DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS VAMPIRE

REPORT OF PROCEEDINGS MAY 1977

DNO Participation in TUC 97 curtailed by heavy weather  
 DGNOP + a diesel generator defect. On passage to Adelaide at  
 the end of the month. 8/7

DCNS

CNS

CNP

CNPS

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.



SMV



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ROYAL AUSTRALIAN NAVY

Telephone:

359-9111

Extension 3139

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

No. A.F. 1/16/59

27 JUN 1977

Department of Defence (Navy Office)

HMAS VAMPIRE - REPORT OF PROCEEDINGS - MAY 1977

Forwarded.

*J D Stevens*

(J. D. STEVENS)

Commodore

for Commander Australian Fleet

Enclosure:

*[Handwritten mark]*  
HMAS VAMPIRE Report of Proceedings 1/16/10 dated 2nd  
June 1977

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New - HMAS Vampire N 12

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JUN 30 11 26 '77

DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

June 1977

HMAS VAMPIRE Report of Proceedings 1/10/70 dated 20

Enclosure:

For Commander Westcott Fleet  
Commander  
(1. D. SEBASTIAN)

10 June

Received

HMAS VAMPIRE - REPORT OF PROCEEDINGS - MAY 1977

Department of Defence (Naval Office)

10 JUN 77

10 JUN 77

SEVEN ISLAND H.S.M. 3000  
FLEET HEADQUARTERS  
H.M. AUSTRALIAN FLEET  
FIVE OFFICER COMMANDING  
OFFICE OF THE

Examination 3138

328-3111

10 June 1977

NAV



ROYAL AUSTRALIAN NAVY  
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1/16/10

HMAS VAMPIRE  
at Adelaide

2nd June 1977

THE FLAG OFFICER COMMANDING  
HM AUSTRALIAN FLEET.

For Information:

The Commanding Officer  
HMAS VENDETTA

The Commanding Officer  
HMAS DUCHESS

HMAS VAMPIRE - REPORT OF PROCEEDINGS - MAY 1977

Sir,

1. I have the honour to report the proceedings of HMAS VAMPIRE under my command for the month of May 1977.
2. On Sunday 1st May HMAS VAMPIRE was berthed at the north end Fitting Out Wharf, Garden Island with HMAS STUART outboard. The first week of the month was spent completing an AMP and preparing for JUC 97.
3. The pre-exercise lecture phase of JUC 97 was held at AJASS from Monday 2nd May to Thursday 5th May, ending with an afternoon visit to HMAS PLATYPUS and HMAS OXLEY. I and nine of my officers attended the lecture period which we found to be both instructive and stimulating.
4. JUC 97 commenced in earnest at 1000K on Monday 9th May when the surface units participating (HMA Ships PERTH, VAMPIRE, STUART) departed from Sydney Harbour. Immediately on clearing the Heads, VAMPIRE was detached and sped south to meet HMAS OXLEY and conduct the first CASEX serial. During the next three days, a variety of exercises (including an AA shoot) were carried out as part of the JUC CASEX week, VAMPIRE on occasion being joined by both HMAS SWAN and HMAS ARDENT, in addition to the JUC 97 participants.
5. The ship entered harbour at 0745K on Thursday 12th May berthing at the south end of Fitting Out Wharf. The berthing and subsequent unberthing were conducted by my Navigating Officer. Pausing only to gather breath and refuel, VAMPIRE sailed at 1100K to continue the JUC CASEX phase programme. Exercises continued in fine weather until the forenoon of Sunday 15th May when ABRO J.J. McKIERNAN R113276 began to exhibit symptoms of advanced appendicitis, and accordingly I transferred the duty of OCS of the current CASEX to HMAS PERTH and shaped a course for Sydney. The weather deteriorated during the forenoon, with heavy rain squalls reducing visibility. VAMPIRE entered harbour at 1130K and effected

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a transfer of the patient to a boat from HMAS PENGUIN in Watson's Bay. In increasingly heavy weather the ship put to sea to resume the JUC programme. The weather deteriorated to such an extent that remaining serials had to be cancelled, the ships remaining in company on a patrol line off Sydney Heads during the most uncomfortable night since crossing of the 'Bight' in March 1977. Enroute to the rendezvous with HMAS PERTH the opportunity was taken to conduct further ship motion data trials.

6. Towards the end of the morning watch on Monday 16th May as VAMPIRE in company with PERTH and STUART, was approaching the Heads an electrical fire broke out in the local supply panel of H3 diesel generator. The fire was quickly extinguished but the generator was left unserviceable, reducing the ship to 30% of full diesel generator availability. Shortly after arriving alongside at 0815K MHQ Sydney made the decision to postpone the sailing of ships for JUC 97 (LONGEX Phase) until the next day. As far as VAMPIRE was concerned this decision was overtaken by considerations regarding generator repairs which regrettably caused the withdrawal of VAMPIRE from the JUC 97 LONGEX. Dockyard preparations to 'open up' the ship to effect repairs to F1 diesel amplidyne (URDEF 146/77) and H3 diesel alternator local supply panel (URDEF 148/77) were got underway that afternoon. On Thursday 19th May, Sir, you carried out an informal walkaround, followed by discussions with my Chief Petty Officers and Officers. I subsequently had the pleasure of entertaining you (in company with some of my officers) to lunch. On Friday 20th May I attended the JUC post exercise discussion at MHQ.

7. The ship remained alongside until Monday 23rd May when at 0900K with F1 diesel generator serviceable VAMPIRE cast off and proceeded to sea in company with HMAS PERTH. CAPTAIN N.E. LEE RAN (Commanding Officer Designate) joined on Monday 23rd May for 5 days familiarisation. In addition, MR J. RUSSELL (Inspector Stores) joined to advise and assist in VAMPIRE'S validation of stores and equipment.

8. At 0700K on Tuesday 24th May VAMPIRE entered harbour and secured to No 2 buoy, Garden Island at 0730K. 15 members of the NSW component of the Industrial Mobilisation Course were subsequently embarked for a day at sea and at 0900K VAMPIRE and PERTH slipped and proceeded. While a variety of ship manouveres and gunnery serials were being conducted, members of the course were given a comprehensive tour of the ship with the emphasis being placed on departmental organisation and functions. Reasonable weather along with satisfactory gunnery practices provided the course with plenty of action and ample opportunity to witness typical RAN activities at sea.

9. Both ships returned to Sydney Harbour that afternoon to land the IMC, sailing on completion at 1700K, to resume the exercise programme. At 0805K on Friday 27th May VAMPIRE berthed port side to north end Cruiser Wharf Garden Island. On completion of fuelling by lighter, VAMPIRE assumed duties as stand by ship for the weekend. During the week just passed CAPTAIN LEE was able to witness a full range of activities such as all facets of gunnery, OOW manœuvres, securing to a buoy, F111 exercises, etc. and ship handling was practiced.

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10. At 1500K on Friday 27th May I called on you, Sir, preparatory to relinquishing command on 3rd June.

11. With fine weather prevailing, VAMPIRE cast off all lines at 1100K on Sunday 29th May and proceeded down harbour via the Eastern Channel to sea. A large number of yachts in Sydney Harbour ensured a careful if not lively departure. Once clear of the Heads course was shaped for Adelaide.

12. Clocks were retarded 30 minutes to zone IK ( $-9\frac{1}{2}$ ) at 1800K on Tuesday 31st May, and at the end of the month VAMPIRE was negotiating Backstairs Passage, south of Adelaide having experienced 70 knot winds and very high seas over the previous 18 hours.

#### WEAPONS ELECTRICAL ENGINEERING DEPARTMENT

15. Some defects have remained outstanding for the month owing to lack of availability to dockyard repair. These include FH5 HFDF aerial runs, UA3 except I band and JYA 7 plotting table markers. A combination of two generator defects, F1 diesel generator amplidyne (URDEF 146/77) and H3 diesel generator local supply panel (URDEF 148/77) caused the ship to remain alongside for one week until one was repaired. Due to the unavailability of a spare local supply panel for H2 D/G, this generator remains unuseable.

16. A particularly heavy programme of gunnery serials was successfully undertaken with satisfactory results. One AA night firing was not undertaken because a defective vertical stabilizer in Blue System prevented camera recordings from being made. One surface firing was marred by a defective firing relay which caused a waste of serial time while a second turret was brought into use to complete the firing.

17. After considerable ships staff and dockyard effort, the Mortar MK 10(AN) has finally performed close to required parameters. Since the last live firing, two more minor defects have been corrected by ships staff which should finally correct inaccuracies in pattern spread and range, although this is yet to be tested.

18. The ships company were addressed on matters of electrical safety during the month.

#### MARINE ENGINEERING DEPARTMENT

19. Main and auxiliary machinery has performed satisfactory during the month.

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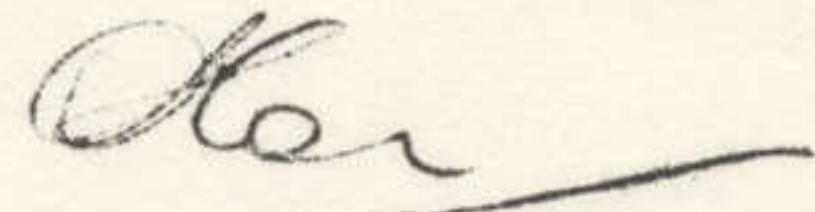
HEALTH CONDUCT AND MORALE

20. The health of the ship's company has been very good with minor colds and lacerations needing treatment being the main complaint. Conduct has been good with absence charges accounting for two thirds of the 17 proven charges. Three warrants and one committal order were read, resulting in one dismissed one committed and two suspended sentences. Morale remains at a satisfying level.

I have the honour to be

Sir

your obedient servant



(A.R. HORTON)  
CAPTAIN RAN  
COMMANDING OFFICER

Enclosure: Annex A  
B  
C

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Annex A to HMAS VAMPIRE  
letter 1/16/10  
dated 2nd June 1977

STEAMING RETURN

A. Distance steamed during May 4,145.4 miles  
B. Hours underway during May 318 hours  
C. Distance steamed since commissioning 71,635.3 miles  
D. Hours underway since commissioning 39,115 hours  
E. Occasions on which fast routing speed was exceeded

<u>DATE</u>	<u>DURATION</u>	<u>SPEED</u>	<u>REMARKS</u>
11 MAY 77	1	20	CASEX C2
12 MAY 77	2	25	MINI WAR
26 MAY 77	1	20	SU1/SU2

Annex B to HMAS VAMPIRE  
letter 1/16/10 dated  
2nd June 1977

MOVEMENTS RETURN

<u>ARRIVE</u>	<u>PLACE</u>	<u>DEPART</u>
01 MAY	SYDNEY	09 MAY
09 MAY	E.A.X.A.	16 MAY
16 MAY	SYDNEY	23 MAY
23 MAY	E.A.X.A.	27 MAY
27 MAY	SYDNEY	29 MAY
29 MAY	PASSAGE TO ADELAIDE	31 MAY

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Annex C to HMAS VAMPIRE  
letter 1/16/10  
dated 2nd June 1977

<u>EXERCISE</u>	<u>NUMBER</u>	<u>DURATION</u>
<u>GUNNERY</u>		
AA1	4	4½
AA2	1	3
AA3	4	3½
AAROFX	1	1
SUTOF	1	1½
NG1	3	2½
NG2/3	2	4½
AA5	1	½
SU 1/2	1	2
<u>ASW</u>		
CASEX E7	1	1½
CASEX C2	8	27
CASEX C2(S)	4	6
CASEX A2	1	3
CASEX C3	2	12
LASWF	3	N/A
MORTAR FIRING	1	½
<u>COMMUNICATIONS</u>		
NCX 201/202	5	2½
NCX 205	2	2
NCX 207	3	4½
EWX 23	2	4
EWX 22	1	2
EWX 5	1	4
<u>DIVING</u>		
STORES RECOVERY	1	100mins
DIRECTIONAL SIGNALS	1	197mins
PRE DIPS	-	179mins
S/B DIVER EXERCISE	-	47mins
½ NECKLACE SEARCH	-	350mins
NIGHT DIVING PRACTICE	-	98mins
<u>NBCD</u>	TOTAL = 971mins = 16½	
NBCDX (FRD)	1	1
NBCDX (AFT)	1	1
EMERGENCY STATIONS	1	N/A
LEAVING SHIP STATIONS	1	N/A
MINOR NBCDX (F)	1	¾
D.C./FIRE EXERCISE	Daily	-

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(2)

A10

VOICE PROCEDURE EXERCISE	3	4 $\frac{1}{2}$
MINI WAR	1	4
GOPEX/RAINEX	2	7
RIX/SPX	1	1
RFX	1	1 $\frac{1}{2}$
F111EX	3	5 $\frac{1}{2}$
ADEX	1	1 $\frac{1}{2}$
ARRX	1	2
SAGOPEX	1	3
SYNTHETIC CASEX (PLOTING EX)	2	5

NAVIGATION AND SEAMANSHIP

RASAPS (N)	2	-
HELO TRANSFER	1	-
SEAMEX	2	1 $\frac{1}{2}$
STREAM/RECOVER 182	1	1 $\frac{1}{2}$
STEERING GEAR BREAKDOWN DRILLS	11	N/A
OOW MAN	7	7
SHIP HANDLING	5	N/A
MAN OVERBOARD DRILLS	18	N/A

RESTRICTED



File Number

N 428	3	2284	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

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\* NOTE: Please print all entries clearly.

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R24.2	As ABOVE	

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Heading	Precis	Initials
HMAS VAMPIRE	a/a	

## LOGGING

Originator	Originator's Reference	Date	Initials
FOCAF. GI.	1/16/59	27, 6, 77	

Information Classifier		
E. F. Thomas		1, 7, 77.
(Signature)		(Date)



FILE: 428/3/2290.

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS VAMPIRE

REPORT OF PROCEEDINGS <sup>1-4</sup> JUNE 1977

DNO R/V with Vendetta + visit to Adelaide. Inspection of  
DGNOP Vendetta + day at sea with IMC embarked fr. 8/7

DCNS

CNS

CNP

CNTS

DGLOG-N

CNM

DGSUP-N

PRLO-N

IADMIN-N

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SMV

Telephone:  
359-9111

Extension 3139

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ROYAL AUSTRALIAN NAVY

2

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

No. A.F. 1/16/59

28 JUN 1977

Department of Defence (Navy Office)

HMAS VAMPIRE - REPORT OF PROCEEDINGS - 1ST-4TH  
JUNE 1977

Forwarded.

*J. D. Stevens*

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

Enclosure:

*8* HMAS VAMPIRE Report of Proceedings 1/16/10 dated 4th June 1977

CEMIRE  
INFORMATION ANALYSIS  
DEPT OF DEFENCE  
JUN 31 11 53 AM

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Mem - H/As Vampire v/R

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JUN 31 11 23 '77

DEPT. OF DEFENCE  
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8

HMV'S AIRLINE REPORT OF PROCEEDINGS 1/10/10 dated 4th June 1977  
Enclosure:

For Commander Australian Fleet  
Commodore  
(J. E. STEVENSON)

10K

Enclosed

JUNE 1977

HMV'S AIRLINE - REPORT OF PROCEEDINGS - 1/10/10

Department of Defence (HEAD OFFICE)

5-2 JUN 1977

1/10/38

Examination 3438

728-2111  
(telephone)

SEA



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OFFICE OF THE  
CHIEF OF THE  
NAVY  
HEADQUARTERS  
NAVY  
3000

8



1/16/10

**RESTRICTED**

HMAS VAMPIRE  
at Adelaide

4th June 1977

THE FLAG OFFICER COMMANDING  
HM AUSTRALIAN FLEET.

For Information:

The Commanding Officer  
HMAS VENDETTA

The Commanding Officer  
HMAS DUCHESS

HMAS VAMPIRE REPORT OF PROCEEDINGS  
1st - 4th JUNE 1977

Sir,

I have the honour to report the proceedings of HMAS VAMPIRE under my command, for the period 1st - 4th June 1977.

2. The beginning of the period saw VAMPIRE clear Backstairs Passage en-route to Adelaide. The lee afforded by Kangaroo Island was welcomed after the rough crossing experienced from Bass Strait. HMA Ships VAMPIRE and VENDETTA rendezvoused at 0230IK Wednesday 1st June and in company, proceeded to the Fairway Beacon where both ships acted independently to negotiate the passage to Port Adelaide. VAMPIRE secured to the Mobile Oil Wharf at 0800IK and on completion of fuelling moved to No 1 Berth Inner Harbour where the ship was secured starboard side to at 1055IK. VENDETTA secured outboard at 1130IK.

3. The Naval Officer In Charge South Australia, CMDR P.M. MULCARE RAN called on me at 1120IK, as did the Commanding Officer HMAS VENDETTA at 1135IK. Accompanied by these officers calls were made on the Mayor of Port Adelaide MR H.C.R. MARTEN, The Right Honourable the Lord Mayor of Adelaide MR J.J. ROCHE, His Excellency, the Lieutenant Governor of South Australia MR WALTER CROCKER CBE and the Commander 4th Field Force, Brigadier P.J. GREVILLE, CBE. All return calls were considered paid.

4. During the course of the afternoon, departmental inspections as detailed in HMAS VENDETTA message KIW 230240Z APR77 were conducted in VENDETTA and my Heads of Departments carried out informal rounds.

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(2)

5. On Thursday 2nd June I, Sir, carried out my inspection of VENDETTA, my impressions being summarised in HMAS VAMPIRE message RTT 020829Z JUN77.

6. Both ships cast off at 0830IK on Friday 3rd June and proceeded into St. Vincent Gulf with some 33 members of the South Australian component of 1977 Industrial Mobilisation Course as well as NOICSA, VIP guests and members of the press. In company manoeuvres were conducted culminating with a jackstay transfer in order to pass four members of the IMC to VAMPIRE (other members being transferred by boat from VENDETTA on clearing Outer Harbour). At 1145IK VENDETTA detached and shaped course for Sydney. Guided tours, buffet lunch and a light mortar firing completed the days events and VAMPIRE returned to harbour securing starboard side to No 1 wharf Inner Harbour at 1600IK.

7. On arrival, CAPTAIN N.E. LEE RAN joined to assume command on 4 June 1977. In summarising my period in command of HMAS VAMPIRE it has been most rewarding, stimulating and enjoyable.

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	3	2290	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

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## REGISTRATION

Title	REPORT OF PROCEEDINGS - HMAS VAMPIRE - JUNE 1977.		
Mark to	DCMS <del>ASSP-N</del>		A4-16
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## NAME INDEX

Heading	Precis	Initials
HMAS VAMPIRE	a/a	

## LOGGING

Originator FOCAF.	Originator's Reference 1/16/59	Date 28, 6, 77	Initials
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Information Classifier E. J. Thomas	(Signature)	4, 7, 77.	(Date)
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FILE: 428/3/2398

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS

VAMPIRE

REPORT OF PROCEEDINGS

JULY 1977

~~DNO~~

*AMP + leave of 29/8*

~~DGNOP~~

~~DCNS~~

~~CNS~~

~~CNP~~

~~CNTS~~

~~DGLOG-N~~

~~CNM~~

~~DGSUP-N~~

~~PRLO-N~~

~~IADMIN-N~~

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*AB 29/8/77*





Telephone:  
359-9111

Extension 3139

JMH

A.F. 1/16/59

ROYAL AUSTRALIAN NAVY

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

18 AUG 1977

Department of Defence (Navy Office)

HMAS VAMPIRE - REPORT OF PROCEEDINGS - JULY, 1977

Forwarded.

*J D Stevens*

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

Enclosure:

HMAS VAMPIRE Report of Proceedings unreferenced dated 2nd August, 1977

CENTRE  
INFORMATION ANALYSIS  
DEPT OF DEFENCE  
AUG 53 14 58 JJ

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A4-16.

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HMAS. VAMPIRE - Rpt of Proceedings

July '77

N 112

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AUG 23 14 29 '77

DEPT. OF DEFENCE  
INFORMATION ANALYSIS  
CENTRE

1811

HMS VAMPIRE Report of Proceedings referenced dated 2nd August

Enclosure:

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

10 km

Revised.

HMS VAMPIRE - REPORT OF PROCEEDINGS - JULY, 1977

Department of Defence (Naval Office)

A.E. 1/10/77

1111

Expenditure 3138

322-3114

10/10/77



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ROYAL AUSTRALIAN NAVY

CHIEF OF THE  
NAVY  
H.M. AUSTRALIAN FLEET  
HEADQUARTERS  
GARDEN BUILDING, 152 M. 2000



RESTRICTED

HMAS VAMPIRE  
at Sydney

2nd August 1977

THE FLAG OFFICER COMMANDING  
HM AUSTRALIAN FLEET

For Information:

The Commanding Officer  
HMAS VENDETTA

The Commanding Officer  
HMAS DUCHESS

HMAS VAMPIRE - REPORT OF PROCEEDINGS - JULY 1977

Sir,

1. I have the honour to report the proceedings of HMAS VAMPIRE, under my command for the month of July 1977.
2. The entire period was devoted to an Assisted Maintenance Period.
3. On Friday 1st VAMPIRE was docked down in Fitzroy Dock, Cockatoo Island, where repairs to the starboard stern gland were completed. Undocking was delayed until 1020K on Monday 4th (GOSIEAA KOE/DAV/DPL 300255Z JUN77 refers) when the ship was moved by tugs and Naval Pilot to South End Fitting Out Wharf securing at 1125K.
4. At 1130K on Tuesday 12th I was pleased to receive you, Sir, onboard for the presentation of your commendation to LSUC D.R. NEICH R104010 for the professionalism and high standard of seamanship he displayed during assistance given to the junk WHAN FU and the launch OFFSHORE ECHO in April this year.
5. On Friday 15th I, Sir, completed a three week Tactical Course at HMAS WATSON and proceeded on two weeks leave.
6. During the evening of Wednesday 20th a "bomb threat" was received on the Quartermasters telephone. Action was initiated in accordance with current instructions and following a thorough search the ship was reverted to normal routine. (HMAS VAMPIRE message LSD/KBT 201335Z JUL77 refers)
7. The ship was moved cold at 0845K on Monday 25th alongside HMAS STALWART's port side and at 1500 the seamanship training team visited the ship to carry out a validation of the SMN/AB task inventory. VAMPIRE remained alongside STALWART for the remainder of the month.

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8. During the month children from Commeray Public School and North Rocks Childrens Home visited the ship.

#### WEAPONS ELECTRICAL ENGINEERING

9. At undocking from CODOCK, the ship had run quite satisfactorily on 50HZ, 400V shore supply for nine days. A Tempest Trial was completed on 10th July to test the effects of the absence of a number of COMCEN filters. Results are yet to be received. The Assisted Maintenance Period was proceeding satisfactorily at the end of the month although ships staff planned maintenance was reduced because of leave requirements.

10 It is expected that work submitted for HMAS STALWART F.M.U. will be satisfactorily completed, except for the installation of Secure Voice Equipment transferred from HMAS PARRAMATTA. This is due to problems encountered with inadequate drawings and design inconsistencies. The completion of URDEF 48/77 on H3 Diesel Generator Local Supply Panel marks the return of full generator availability.

#### MARINE ENGINEERING

11. Machinery has been under maintenance throughout the month. Work scheduled for the emergency docking was completed and the starboard stern gland repair has been preliminary proven under turning gear. Water washing of boiler economisers and uptakes has been completed and the saturated furnace floor of B boiler rebricked. Elsewhere, the opportunity has been taken to undertake departmental husbandary, lagging repair and planned maintenance. Minor defect work has been progressed to meet a planned basin trial during the first week in August. Commander GLEN ME S/M G.D. WHITE RAN relieved Commander GLEN J.E. FERRIER RAN on 22 July 1977.

#### HEALTH CONDUCT AND MORALE

12. The general health of the ships company over the last month has been excellent with only minor ailments requiring attention. The overall conduct has been good. Morale is high despite the extra work load for those onboard whilst the remainder are away on 2 weeks mid-year leave. Regretably, a rash of petty thieving, which commenced in mid June, continues despite searches, traps and the assistance of the Naval Police. Appropriate warnings have been issued to the ships company as a whole, on the need for the safe keeping of valuables particularly money.

I have the honour to be,

Sir,

Your obedient servant.

(N.E. IEE)

CAPTAIN RAN

COMMANDING OFFICER

Enclosures: Annex A.  
Annex B.



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~~Annex A to HMAS VAMPIRE~~  
letter 1/16/10 dated  
2nd August 1977.

STEAMING RETURN

A.	Distance Steamed During July	NIL
B.	Hours Underway During July	NIL
C.	Distance Steamed Since Commissioning	74,550.8 miles
D.	Hours Underway Since Commissioning	39,224.5 hours
E.	Occasions which fast routing speed was exceeded	NIL

Annex B to HMAS VAMPIRE  
letter 1/16/10 dated  
2nd August 1977.

DRILLS, EVOLUTIONS AND EXERCISES

<u>EXERCISE</u>	<u>NUMBER</u>	<u>DURATION</u>
<u>COMMUNICATIONS</u>		
NCX 201	4	2
NCX 202	4	2
NCX 251	1	2
NCX 302	2	4
NCX 401	4	5
NCX 402	1	2
NCX 405	2	4
NCX 417	1	2
NCX 453	1	2 $\frac{1}{2}$
NCX 454	1	1 $\frac{1}{2}$
CLASS ROOM INSTRUCTION	16	24
<u>DIVING</u>		
HALF NECKLACE SEARCH	2	5
DIRECTIONAL SIGNAL TRAINING	2	3
<u>A10</u>		
CLASSROOM INSTRUCTION	6	6
<u>ASW</u>		
ONE OFFICER QUALIFIED DEMOLITIONS SUPERVISOR - HMAS WATSON		
<u>NBCD</u>		
DC/FIREFIGHTING EXERCISES DAILY		
<u>NAVIGATION TRAINING</u>		
RELVEL	6	6

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File Number

NH28	3	2398	
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\*NOTE: Please print all entries clearly.

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Title	HMAS VAMPIRE - REPORT OF PROCEEDINGS JULY 1977		
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## NAME INDEX

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HMAS VAMPIRE	As above	

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FOCAF	AF 1. 16. 59	18. 8. 77	

Information Classifier		
(Signature)		24. 8. 77
		(Date)



FILE: 428/3/2458

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS VAMPIRE REPORT OF PROCEEDINGS AUGUST 1977

~~DNO~~ *Weapon training off Sydney / TB + participation in*  
*Exercise William Tell + Archie Ruler. J. 28/9*

~~DGNOP~~

~~DCNS~~

~~CNS~~

~~CNP~~

~~CNPS~~

~~DGLOG-N~~

~~CNM~~

~~DGSUP-N~~

~~PRLO-N~~

~~IADMIN-N~~

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*AB 28/9/77*



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ROYAL AUSTRALIAN NAVY

SMV

Telephone: 359-9111

Extension 3139

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

AF 1/16/59

21 SEP 1977

Department of Defence (Navy Office)

HMAS VAMPIRE - REPORT OF PROCEEDINGS - AUGUST 1977

Forwarded.

*J D Stevens*

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

Enclosure:

*S* HMAS VAMPIRE Report of Proceedings dated 2nd September 1977

*cds*  
*A*

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44/2  
HMS VAMPIRE Report of Proceedings dated 2nd September 1977  
Enclosure:

For Commander Australian Fleet  
Commodore  
(1. D. GERRARD)

10A

Forwarded.

HMS VAMPIRE - REPORT OF PROCEEDINGS - AUGUST 1977

Department of Defence (Naval Office)

31 SEP 1977

44/2

CHIEF OF THE  
NAVY  
HMS VAMPIRE  
OFFICE OF THE

Extension 3438

Telephone 328-8111

END

NAVY VAMPIRE

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1/16/10

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HMAS VAMPIRE  
at Sydney

2nd September 1977

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 1977

Sir,

1. I have the honour to report the proceedings of HMAS VAMPIRE, under my command for the month of August 1977.
2. The month of August has been both busy and interesting with participation in exercise WILLIAM TELL NINE and ARTIC RULER, weapon training, F111C co-operation exercises, Staff Course sea days and several useful maintenance periods.
3. At the beginning of the month VAMPIRE was secured starboard side to HMAS STALWART in order to complete a six weeks assisted maintenance and leave period.
4. The Commanding Officer HMAS STALWART Captain D.J. ORR RAN called on me at 1100 on Monday 1st August. I returned the call at 1200 that day. The Commanding Officer HMAS VENDETTA, CMDR B.G.J. DUNN RAN called on me at 0845K on Wednesday 3rd August.
5. On Thursday 4th, a two day refresher period of Command Team Training commenced at HMAS WATSON. This period was of good value to all concerned and helped to clear away cobwebs accumulated during the AMP. Onboard, the ship was dressed on the occasion of the birthday of H.M. the Queen Mother.
6. During the forenoon of Thursday 4th members of No 19 ORION AIRCREW CONVERSION COURSE visited the ship and were given an insight into VAMPIRE'S capabilities in Maritime Warfare.
7. Lines were cast off at 0945K on Monday 8th and with the ship closed up at action stations, VAMPIRE, in company with HMA Ships PERTH, VENDETTA and SWAN, sailed for the East Australian Exercise Areas and for VAMPIRE, a two week weapon training period. An opposed departure insured a lively start to the week and by 1130K the ship settled down to conduct serials in accordance with EAXP 32/77.

8/-

RESTRICTED





RESTRICTED (2)

8. In addition to a full programme of weapon practices, time in company and acting as target for two F111C strikes, a work-up phase for exercise William Tell Nine, involving live intercepts, was successfully conducted.
9. VAMPIRE anchored in C1 berth, Jervis Bay on Wednesday 10th at 1930K preparatory to a helicopter winching and life raft demonstration which was conducted during the forenoon of Thursday 11th. On completion, anchor was weighed and the practice programme continued until 0815K on Friday 12th when VAMPIRE entered Port Jackson and secured to No 2 buoy, Garden Island where fuel was embarked. At 1115K VAMPIRE slipped and proceeded to sea, bound for Jervis Bay.
10. On completion of a Naval Gunfire Support firing, VAMPIRE entered Jervis Bay and came to ANCHOR at C1 berth at 2010K. The ship, having assumed the duties of Emergency Ship from 1000K on Friday 12 remained in the Jervis Bay area for the weekend. Choppy weather prevented the successful completion of a surface firing on Saturday 13th. However, on re-anchoring, the ships Company was able to enjoy an afternoon of sport, and my officers and I were pleased to entertain members of the wardroom and staff, Royal Australian Naval College onboard.
11. On Sunday 14th I inspected the ship's company at Divisions and conducted prayers on the forecastle. On completion WO FOGO was presented his warrant, suitably framed. I then took the opportunity to address the ship's company on matters of security and the deleterious effects of alcohol, prior to carrying out upper deck rounds. In the afternoon the ship's company held a barbecue at Green Patch followed by a variety of sport.
12. Anchor was weighed at 0715K Monday 15th and during the departure from Jervis Bay marks of respect were exchanged with the two ships of the Japanese Training Squadron, (VADM FUMIO-SATO), JDS KATORI (CAPT TETONO TAKAHASHI) and JDS TAKATSUKI (CAPT SATOSHI TAKESHI).
13. At 1200K exercise William Tell Nine commenced and a successful intercept and missile firing was achieved. Whilst this was being carried out the ship continued its internal exercise programme in accordance with EAXP 33/77.
14. At 0740K Tuesday 16th VAMPIRE with PERTH and SWAN in company entered Sydney Harbour and secured to buoys, VAMPIRE to No3 buoy. The Commandant, Air Commodore Egerton, and twelve members of the Joint Services Staff Course, two personnel from USP NEEDHAM and five Garden Island civilians (including one woman) were embarked and at 0900K VAMPIRE led HMA Ships PERTH VENDETTA and SWAN (each ship with JSSC members and personnel from DEFENCE Canberra embarked) out of harbour for a sea day.

15/-

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(5)  
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15. During the course of the day, manoeuvres, gunnery firings, air strikes, light mortar firings and tours were arranged for the visitors. At 1000K VAMPIRE acted independantly to recover a section of a small vessel found awash off Bondi. The section was later identified as wreckage from F.V. JOANNE which sank of BEN BUCKLER on 29 July with loss of life. Water Police took custody of the wreckage on VAMPIRE'S return to harbour.
16. All ships returned to Sydney at 1600K and VAMPIRE secured to No 5 buoy where passengers were disembarked. Immediately following this an Operation Awkward was conducted in conjunction with HMAS VENDETTA.
17. At 0830K on Wednesday 17th twenty two members of the RAAF Staff Course including the Commandant of the college Group Captain J.A. GIBBINS, ADC were welcomed onboard and at 0855K VAMPIRE with VENDETTA in company, slipped to proceed out of harbour for another sea day. Immediately on slipping, the starboard engine temporarily lost vacuum causing a delay to the departure. On regaining the use of the starboard engine ships proceeded as planned. On passage to Jervis Bay manoeuvres, gunnery firings, light mortar firings and tours were conducted in continuing fine weather and calm seas. Both ships executed a formation anchorage in Jervis Bay at 1710K and visitors disembarked into CRESWELL boats in choppy conditions. The latter resulted from a fresh North Easterly which unexpectedly developed.
18. That evening I had the pleasure of entertaining the Commanding Officer VENDETTA to dinner as did my Wardroom for VENDETTA'S Officers. A rare occasion these days for a Squadron "get together".
19. Anchor was weighed at 0730K Thursday 18th and once clear, exercise WILLIAM TELL NINE recommenced. One successful MATRA firing was conducted during the forenoon, however, due to an unserviceable JINDIVIK, the afternoon serial was cancelled. A successful surface firing was then conducted at short notice, before VAMPIRE continued serials as per EAXP 33/77.
20. A final MATRA firing was satisfactorily completed during the forenoon on Friday 19th. Then in ideal weather conditions the ship worked up to full power and set course for Sydney. VAMPIRE secured port side to South End Fitting Out Wharf at 1530K and commenced a one week self maintenance period. On Friday evening I, Sir, attended the reception given in honour of the Japanese Training Squadron. Seventy Two hours leave was granted to the ship's company in compensation for the weekend spent in Jervis Bay.
21. On Monday 20th a three day period of instruction on JSP(AS) 13 procedures was commenced at HMAS WATSON in preparation for exercise ARTIC RULER.
22. Colours were half masted on Thursday 25th to mark the funeral of the late Right Honourable R.F.X. CONNER MHR.

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(4)

23. I, Sir, made a return call on the Commanding Officer HMAS VENDETTA at 1130K on Friday 26th and the ship assumed the duties of stand-by ship for the weekend.

24. VAMPIRE cast off at 0845K on Monday 29th and once clear of Sydney Harbour course was shaped for Byron Bay and Exercise ARTIC RULER. Once on station every opportunity was taken to conduct Junior Officers shiphandling and OOW emergency drills while waiting for the detection of 'hostile' aircraft enroute to AMBERLY airbase. At the end of the month the ship was still on station having experienced very little involvement in the exercise. Embarked for the exercise were three WRE personnel, a representative from RANRL, an officer from 16AD REGT(LT), a RAAF officer and the Fleet Comsec monitoring team.

25. During the month VAMPIRE was visited by children from West Ryde Public School, Oatley Public School and Wonona School.

26. An error in the progressive total of miles steamed since commissioning has been detected and the Steaming Return (ANNEX A) to this report has been ammended accordingly.

27. MARINE ENGINEERING DEPARTMENT

The final week of the AMP spent alongside HMAS STALWART enabled advantage to be taken of bilge cleaning facilities and to conduct basin trials. During the subsequent week at sea, all machinery was worked through wide limits and watchkeepers old and new received valuable training. A locally wasted generator tube in A Boiler was plugged and vented (VAMPIRE 121330Z AUG77 refers) ultra sonic testing of other tubes in this boiler has since been conducted by Garden Island Dockyard and results are awaited. Unfortunately a similar inspection of B Boiler scheduled to follow that of A Boiler was aborted. This is the subject of a letter in the course of despatch. Two single boiler full power workups and a successfull annual full power trial were conducted during the period. A 31 knot passage towards Sydney Heads on Friday 19th had a most desirable effect on morale. Machinery has performed as satisfactorily as can be expected for equipment of this maturity. A comprehensive training programme has been established and is providing encouraging results.

28. WEAPONS ELECTRICAL ENGINEERING

Intensive weapons practices in the second two weeks of the month proved all systems. M3 40/60 mount was replaced by Garden Island Dockyard during the weeks SMP 22-28 August but has yet to be set to work. A part from Governor and AVR Auto/hand change over relay problems on G2 turbo-generator on the last two days of the month, all power generation and distribution systems have been maintained operational. The month has seen the return to availability of the FH5 HF/DF set. A calibration is planned to prove this equipment.

29/-

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29. HEALTH CONDUCT AND MORALE

The general health of the ship's company has been very good with only minor ailments requiring attention. The slight rise in the number of respiratory cases attended over the latter part of the month is thought to stem from contact with the endemic situation currently existing in the Sydney area. Seven sailors were hospitalized during the month. Discipline has been generally good with only slightly more minor offences recorded than the previous month. The mid-year leave break has settled the ship's company. Incidents of theft continue, despite positive efforts to prevent, repeated warnings and making readily available safe custody facilities onboard. Close co-operation by ship's staff with the Naval Police is continuing in anticipation of more positive results. The morale of the ship's company remains high. the ship's welfare committee met twice during the month.

I have the honour to be

Sir,

Your obedient servant.



(N.E. LEE)  
CAPTAIN RAN  
COMMANDING OFFICER

Enclosures: Annex A.  
B.  
C.

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ANNEX A to HMAS VAMPIRE  
letter 1/16/10 dated  
2nd September 1977

STEAMING RETURN

A. Distance Steamed During August 2505.4 miles  
B. Hours Underway During August 230.3 hours  
C. Distance Steamed Since Commissioning 575,056.2 miles  
D. Hours Underway Since Commissioning 39,563.2 hours  
E. Occasions on which fast routing speed was exceeded:

<u>DATE</u>	<u>DURATION</u>	<u>SPEED</u>	<u>REMARKS</u>
11 AUG	1 hour	23	Single Boiler Workup
16 AUG	1 hour	22	JSSC Sea Day
17 AUG	1 hour	22	RAAF Sea Day
18 AUG	1 hour	24	Single Boiler Workup
19 AUG	2 hours	31	Full Power Trial

ANNEX B to HMAS VAMPIRE  
letter 1/16/10 dated  
2nd September 1977

MOVEMENTS RETURN

<u>ARRIVE</u>	<u>PLACE</u>	<u>DEPART</u>
01 AUG	SYDNEY-AMP	08 AUG
08 AUG	E.A.X.A.	19 AUG
19 AUG	SYDNEY-SMP	29 AUG
29 AUG	NSW/QLD Coast	31 AUG
	Exercise ARTIC	
	RULER	

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ANNEX C to HMAS VAMPIRE  
letter 1/16/10 dated  
2nd September 1977

DRILLS, EVOLUTIONS AND EXERCISES

<u>EXERCISE</u>	<u>NUMBER</u>	<u>DURATION</u>
<u>GUNNERY</u>		
AA3	2	2 hours
SU1	2	2 hours
NG 1	3	N/A
NG 2	3	2 hours
NG 3	3	4 hours
ROFX (45)	1	1 hour
ROFX (CR)	1	1 hour
GFT	1	$\frac{1}{2}$ hour
NEX	2	8 hours
<u>ASW</u>		
LASWF	3	$1\frac{1}{2}$ hours
CASEX A2	1	$1\frac{1}{2}$ hours
CASEX A3	1	3 hours
CASEX C3	1	3 hours
OPERATION AWKWARD	1	6 hours
<u>COMMUNICATIONS</u>		
NCX 201	10	5 hours
NCX 202	10	5 hours
NCX 204	7	7 hours
NCX 208	1	1 hours
NCX 401	1	2 hours
NCX 418	1	2 hours
NCX 453	1	2 hours
NCX 657	5	10 hours
EWX 22	1	2 hours
EWX 23	1	4 hours
EWX 10 (MOD)	2	2 hours
Classroom Inst.	36	36 hours
<u>AIO</u>		
C.T.T.	-	2 days
Mine Transit	2	2 hours
RAINEX/GOPEX	2	4 hours
ADEX	2	3 hours
Operation Awkward	1	6 hours
NEX	2	8 hours
EX ARTIC RULER	-	2 days
EX WILLIAM TELL	3	N/A

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(2)

PIVING

Half Necklace	4	15 hours
Operation Awkward	1	6 hours
Directional Signals	4	4 hours

NBCD

Action Stations	4	N/A
Minor NBCDX	2	4 hours
Major NBCDX	2	6 hours
Emergency Stations	2	N/A
Leaving Ship Stations	1	N/A
Fire Fighting Training	1	4 hours
Gas Mks Tests	1	2 days
D.C. and Fire Exercises	Daily	N/A

SEAMANSHIP

TOWEX	2	4 hours
Light Jackstay	1	1½ hours

NAVIGATIONAL AND GENERAL

OOW MANEUVERES	6	6 hours
Man Overboard Drills	17	N/A
Ship Handling	8	10 hours
OOW Anchorage	4	N/A
Blind Pilotage	10	N/A
FORM AGE	1	N/A
OOW EMERG DRILLS	9	N/A
SEA DAYS	2	15 hours
RASAPS	3	5 hours
HELO WINCHING/ILR DEMO	1	2 hours

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File Number

N 428	3	2458	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

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## REGISTRATION

Title	HMAS VAMPIRE - REPORT OF PROCEEDINGS - AUGUST 1977		
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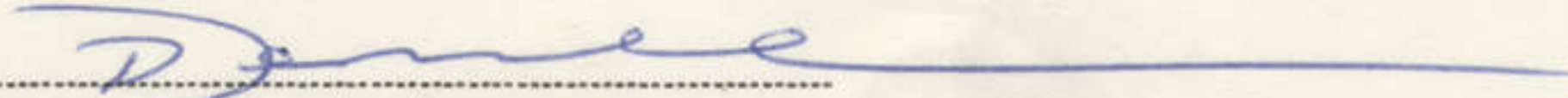
## NAME INDEX

Heading	Precis	Initials
HMAS VAMPIRE		

## LOGGING

Originator	Originator's Reference	Date	Initials
FOCAL	11/6/59	21, 9, 77	

Information Classifier

 (Signature)	26 9, 77 (Date)
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FILE: 428/3/ 2531

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS

VAMPIRE

REPORT OF PROCEEDINGS

SEPTEMBER '77

DNO 'Western' & 'Jubilee Salute' deployment with visits to Port  
Philip Bay, Adelaide, Fremantle & Geelong. fr 7/11

DGNOP

DCNS

CNS

CNP

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.

428/3/2531



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**ROYAL AUSTRALIAN NAVY**

SMV  
Telephone: 359-9111  
Extension 3139

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

AF 1/16/59

26 OCT 1977

Department of Defence (Navy Office)

HMAS VAMPIRE - REPORT OF PROCEEDINGS -  
SEPTEMBER 1977

Forwarded.

*J D Stevens*

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

*Q*

Enclosure:

HMAS VAMPIRE Report of Proceedings 1/16/10 dated 2nd October 1977

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HMAS

Vampire

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HMAS VAMPIRE Report of Proceedings 1/10/70 dated 2nd October 1977

ENCLOSURE:

For Commander, Australian Fleet  
Commodore  
(A. D. BELLING)

John

Revised

SEPTEMBER 1977

HMAS VAMPIRE - REPORT OF PROCEEDINGS -

Department of Defence (Naval Office)

30 OCT 1977

1/10/70

GAZDEN ISLAND HMAS 3000  
FLEET HEADQUARTERS  
H.M. AUSTRALIAN FLEET  
NAVY OFFICER COMMANDING  
OFFICE OF THE

EX-1000 3130

Telephone: 320-3111

SEA

ROYAL AUSTRALIAN NAVY

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1/16/10

1/16/59  
HMAS VAMPIRE  
at Sydney

2nd October, 1977

THE FLAG OFFICER COMMANDING  
HM AUSTRALIAN FLEET

For Information:

The Commanding Officer  
HMAS VENDETTA

HMAS VAMPIRE - REPORT OF PROCEEDINGS - SEPTEMBER 1977

Sir,

I have the honour to report the proceedings of HMAS VAMPIRE, under my command for the month of September 1977.

2. The beginning of the month saw VAMPIRE patrolling an area off Byron Bay, continuing its role as an air defence picket in exercise Arctic Ruler. (VAMPIRE's message KEA/KLK 012200Z SEP77 and VAMPIRE's letter 5/5/19 dated 11 October, 1977 refer). At 2016K on Thursday 1st the exercise completed and with light winds and calm seas VAMPIRE worked up to 20kts and shaped a course for Sydney. (VAMPIRE's message KEB/KGN 230330Z AUG77 refers)

3. At 0930K on Friday 2nd VAMPIRE entered Port Jackson and on completion of lowering the boat executed a sternboard to berth starboard side to the South End Cruiser Wharf at 1000K. I then attended a meeting convened by you, Sir, for Commanding Officers of ships taking part in WESTEX 77.

4. At 0900K on Monday 5th lines were cast off and the ship proceeded to sea with HMA Ships PERTH and SWAN in company. Once clear of the Heads WESTEX 77 phase one exercises commenced and when HMAS SUPPLY joined at 1630K with you embarked, Sir, TG 327.3 was established.

5. Exercises continued in accordance with the practice programme until 0600K on Wednesday 7th when VAMPIRE with PERTH and SWAN in company detached and entered Port Phillip Heads where members of the staff and students of the Australian Army Staff College were embarked. Among the thirty personnel embarked in VAMPIRE was BRIG I.G.C. GILMORE the Commandant of the College. Once clear of the Heads passage was made to rejoin SUPPLY while tours of the ship were conducted.

Manoeuvres/-

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(2)

Manoeuvres, ROFX, light mortar firing, jackstays and hookups were carried out and lunch provided before re-entering Port Phillip Heads and disembarking the ASC at 1600K.

6. Passage to Adelaide was resumed at 1800K and as the exercises continued so the confidence of the ship's company to work well while in company increased. Clocks were retarded 30 minutes to Zone India Kilo at 1815K on Thursday 8th and at 0030IK on Friday 9th the T.G. entered Backstairs Passage. VAMPIRE secured starboard side to out board PERTH at No.1 berth, Inner Harbour at 0830IK Friday 9th.

7. At 1100IK I, Sir, accompanied by the Commanding Officers PERTH and SWAN, called on the Mayor of Port Adelaide, Mr. H.C.R. Marten and at 1830IK that evening I, along with eight of my officers, was pleased to co-host an Official Fleet Reception held in PERTH. On completion of the Reception I entertained seven local dignitaries to dinner.

8. On Saturday 10th I, Sir, had the pleasure of accompanying you to luncheon at Hardy's Winery and on Sunday 11th I, with my Supply Officer and NOICSA attended luncheon with the committee of the South Australian National Football League followed by the spectacle of a hard fought game of Australian Rules.

9. During our visit to Adelaide the ship was visited by many clubs, organisations and schools and on Sunday 11th the ship was open for public inspection with 1947 visitors being welcomed onboard. The social and recreational activities were of the high standard VAMPIRE has become accustomed to in Adelaide.

10. Due to a gale warning being in force, the sea day programmed for Monday 12th was cancelled and in lieu the VIP's were given the opportunity to visit all ships in harbour and witness static displays before partaking in luncheon. At 1000IK I had the honour to welcome onboard the Governor of South Australia, HE Mr. Keith Seaman OBE and yourself, Sir.

11. At 1330IK VAMPIRE cast off and led PERTH and SWAN to Outer Harbour and out to sea. A high salinity level in 'B' Boiler prevented VAMPIRE replenishing with F.F.O. on the evening of Monday 12th and an unscheduled RAS was conducted at 0715IK on Tuesday 13th - otherwise exercises and evolutions were carried out as per the programme.

12/-

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(3)

12. Clocks were retarded 30 minutes to Zone India(-9) at 1815IK on Wednesday 14th and again by one hour to Zone Hotel(-8) at 1815I on Thursday 15th.

13. At 0820H on Friday 16th the ashes of the late POCD Michael John Brotherton (EX R.N.) were scattered in position 35°17'S 117°22'E after a short service was held on the quarterdeck.

14. On completion of a successful night encounter against TU 327.3.2 a rendezvous with HMA Ships MELBOURNE and BRISBANE was effected at 0700H on Sunday 18th. During the day a full rehearsal for the Fremantle Silver Jubilee Shopwindow was conducted and with six ships in company it proved to be invaluable.

15. At 0640H on Monday 19th with VAMPIRE in charge, the escorts executed a formation anchorage to the South West of the entrance to Fremantle Harbour. Guests were embarked at 0740H and anchor weighed at 0750H. Once all ships were clear the Fremantle Shopwindow commenced. In ideal weather conditions the six ships teamed up to give a display of manoeuvres, air weapon firings, gunnery firings, mortar firings and underway replenishments and jackstays. Apart from the VIT's onboard, a large number of Junior Recruits and members of the press were embarked.

16. At 1610H VAMPIRE secured starboard side to USS BENJAMIN STODDERT at F/G berth Victoria Quay, Fremantle. That evening my officers and I had the pleasure of entertaining CAPT P. BLUNDELL USN (COMDESRON 35) CMDR A.M. MACDONALD (Commanding Officer USS B. STODDERT) and the officers of USS B. STODDERT to pre dinner drinks.

17. I, Sir, called on the Commanding Officer MELBOURNE CDRE R.C. SWAN CBE at 0815H on Tuesday 20th before accompanying COMDESRON 35 to call on the General Manager, Fremantle Port Authority at 0930H and the Deputy Mayor of Fremantle at 1030H. At 1200H I was pleased to host a luncheon onboard for seven local dignitaries and that evening my Senior Sailors hosted a Cocktail Party onboard.

18. On Wednesday 21st I attended a luncheon party at Royal Perth Yacht Club and in the evening I attended a reception at HMAS LEEUWIN in honour of Navy Week. During the visit groups of Junior Recruits, School children and parties from various clubs were shown over the ship.

19/-

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(4)

19. At 0935H on Thursday 22nd VAMPIRE cast off and proceeded to sea. Once all units of the Task Group were clear exercises recommenced in accordance with WESTEX 77 Phase Two programme several exercises were conducted with USS BENJAMIN STODDERT before she continued on ahead to Melbourne.

20. Clocks were retarded one hour to Zone India (-9) at 2330H on Saturday 24th and again by one hour to zone Kilo (-10) at 2330I on Monday 26th.

21. At 0300K on Wednesday 28th VAMPIRE followed MELBOURNE and SUPPLY through Port Phillip Heads and negotiated the Southern Channel. Once clear VAMPIRE and BRISBANE detached and proceeded North to Station Pier where the ships secured at 0800K. Guests for a Sea Day in Port Phillip Bay were embarked and at 0900K lines were cast off and passage made into the Bay. Among the 15 guests embarked in VAMPIRE was the Lord Mayor of Melbourne CR. I. Rockman. Additionally four children who had won a local competition were welcomed onboard. Although the wind strengthened from the North during the day, all programmed activities took place and received adequate press and TV coverage. Due to the strong wind VAMPIRE anchored in position 174 Williamstown Oil Pier 1.2 miles to disembark the guests at 1420K before making way to Geelong. VAMPIRE finally berthed starboard side to Cunningham Pier, Geelong at 1645K in moderating conditions.

22. An official cocktail party for local dignitaries was held onboard that evening and on Thursday 29th I was pleased to entertain three couples at dinner. On Friday 30th 3 of my officers accompanied me to a most enjoyable luncheon with the Mayor and at 1630K a Civic Reception in honour of VAMPIRE's visit was held in 'Osborne House' the RAN's first college (1912 - 1929). The ship remained alongside for the remainder of the month.

23. MARINE ENGINEERING

Machinery and equipment has performed satisfactorily for a ship of this age and time out of refit. Both A and B units turbo driven forced lubrication pumps have been refurbished following partial failures. As is frequently the case with auxiliary machinery, spares were either not held or were of the innccorrect dimensions. As a consequence both tasks were magnified by having to rob lesser important pumps and by having to modify spare gear. VAMPIRE's message DAU 010510Z SEP77 and DAU 250735Z SEP77 refer.

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(5)

On leaving Adelaide 12th September 1977, B unit feed system was temporarily contaminated from K evaporator drains. On clearing the harbour, the unit was cleared of contamination and the water of B Boiler replaced. Subsequent inspection of B Boiler showed no ill effects (VAMPIRE message DAU 120740Z SEP77 refers).

24. A replacement 26ft FUB was delivered to the ship with A and A AFASC 01384 on the disengaging gear completed. This modification proved unsatisfactory in design because of the excessive flexing of the engine compartment bulkheads. Following an unsuccessful trial of a further dockyard modification the disengaging gear was modified by ships staff in accordance with VAMPIRE proposals contained in TM179 RH1/77 and has since proved both satisfactory and safe in operation. The departmental training programme continues to provide satisfying results and will be further boosted by the planned deployment away from Australia. A conflict is evident, however, between the training commitment/operational requirement and the formidable task of raising the standard of husbandry in machinery spaces to a standard acceptable for pending annual inspections.

25. WEAPONS AND ELECTRICAL ENGINEERING

During the first 3 weeks of WESTEX 77, 1742 effective rounds of 40/60 ammunition were expended, mostly on demonstration firings. A similarly high useage of 4.5 inch turrets in mostly ROFEX's has placed a heavy burden on the weapons maintainers. All firings have been successful except for the Mortar, earlier in the month, which had a rammer failure and a breech jam during firings.

26. BLUE M22 system radar has been unserviceable for the latter half of the month awaiting delivery of spares from Sydney but has not affected exercise capability.

27. All electrical and electronic equipment has achieved a high degree of serviceability although in almost constant use. Communications equipment particularly has required considerable efforts to keep up with the demand. The problems encountered and the inability of ships staff to complete the setting to work of the Secure Voice Equipment has been reported by URDEF signal and my WEEEO's quarterly letter.

HEALTH/-

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(6)

28. HEALTH CONDUCT AND MORALE

The general health of the Ships Company over the last month has been good. However again there was a rise in the number of respiratory cases requiring attention. Although five sailors remain in extended absence overall there was a decrease in absenteeism. The extended absenteeism can be attributed partly to the youth of the offenders and to the ships operational commitments whilst preparing for the forthcoming annual inspection. This increased internal workload has caused predictably, a slight decline in the ships company morale. The welfare committee met once during the month.

I have the honour to be,

Sir,

Your obedient Servant.



(N.E. LEE)  
CAPTAIN RAN  
COMMANDING OFFICER

Enclosures: Annex A  
B  
C

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Annex A to HMAS VAMPIRE  
letter 1/16/10 dated  
2nd October, 1977.

STEAMING RETURN

A. Distance steamed during September 5986.2  
B. Hours underway during September 449.2  
C. Distance steamed since commissioning 581,042.4  
D. Hours underway since commissioning 40,012.4  
E. Occasions on which fast routing speed was exceeded:

<u>DATE</u>	<u>DURATION</u>	<u>SPEED</u>	<u>REMARKS</u>
01/02 SEP	14 HRS	20	PASSAGE FROM EX ARCTIC RULER
07 SEP	$\frac{1}{4}$ HR	22	ASC DEA DAY MANOEUVRES
14 SEP	$\frac{1}{2}$ HR	24	SAGOPS
17 SEP	1 HR	23	NEX
18/19 SEP	$\frac{1}{2}$ HR	23	FREMANTLE SHOPWINDOW
22 SEP	1 HR	22	MAKE GOOD R/V.
24/26 SEP	1 HR	23	OOW MANS
28 SEP	$\frac{1}{2}$ HR	23	OOW MANS

Annex B to HMAS VAMPIRE  
letter 1/16/10 dated  
2nd October, 1977

MOVEMENTS RETURN

<u>ARRIVE</u>	<u>PLACE</u>	<u>DEPART</u>
01 SEP	NSW/QLD COAST (EX ARCTIC RULER)	02 SEP
02 SEP	SYDNEY	05 SEP
05 SEP	PASSAGE TO ADELAIDE	09 SEP
09 SEP	ADELAIDE	12 SEP
12 SEP	PASSAGE TO FREMANTLE	19 SEP
19 SEP	FREMANTLE	22 SEP
22 SEP	PASSAGE TO GEELONG	28 SEP
28 SEP	GEELONG	-

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Annex C to HMAS VAMPIRE  
letter 1/16/10 dated  
2nd October, 1977.

DRILLS, EVOLUTIONS AND EXERCISES

<u>EXERCISE</u>	<u>NUMBER</u>	<u>DURATION</u>
<u>GUNNERY</u>		
RFX 3	1	1
AA1/AA2/AA3	1	1½
AACRF	2	2½
MM1/AA1	2	1½
SYNTHETIC AARF	1	6
NGSFX	2	4
SU3	1	3
NEX	2	10
AA1/CM1	1	1
SMALL ARMS FIRING	1	1½
AAROFX	3	4
<u>ASW</u>		
CASEX C2S	2	7
CASEX A2	1	2
CASEX C2	1	2
CASEX A2S	1	3
CASWF	5	2½
UWT COMMEX	1	1
EX TAME TIA MARIA	1	6
<u>COMMUNICATIONS</u>		
NCX 401	7	9
NCX 402	3	2½
NCX 501	1	3
NCX 419	1	1
NCX 657	4	5
NCX 453	3	6
NCX 604	2	2
LONG COMMEX	2	5
NCX 350	2	4
NCX 254	1	2
NCX 205	1	2
NCX 203	1	½
NCX 305	1	2
EWX 1	1	2
EWX 2	2	6
EWX 5&6	3	7
EWX 7	1	1½
EWX (10 MOD)	5	10
EWX 11	1	1
EWX 13	1	2
EWX 14	1	2
EWX 15	1	4
EWX 20	3	8
EWX 22	3	3½
EWX 23	5	8
EWX 24	1	1½

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(2)

NCX 201	20	5
NCX 203	2	1
NCX 205	2	2
NCX 251	1	1
NCX 252	1	1
NCX 501	2	2
NCX 350	4	8
<u>AIO</u>		
MODEX B	1	1
RAINEX/GOPEX	5	28
SPX/STX	6	11
NEX	2	10
SHADEX	1	18
SAGOPS/SAUOPS	3	7
EX ARCTIC RULER		24
ARRX	4	12
<u>DIVING</u>		
DIRECTIONAL SIGNALS	1	2½
SCREW INSPECTION	1	1½
<u>NBCD</u>		
INTERNAL NBCD	2	52 mins
MAJOR NBCDEX	1	68 mins
MINOR NBCDEX	2	125 mins
<u>SEAMANSHIP</u>		
LIGHT JACKSTAY	9	14 ½
RASALS	6	N.A.
RAS(L)	10	N.A.
<u>NAV AND GENERAL</u>		
OOW MANOEUVRES	10	15
SCREENFLAY	13	50
SEA DAYS	5	38
IHOTEX WITH F31B	1	1
SHIP HANDLING	7	7
OOW EMERG DRILL	26	N.A.
MAN OVERBOARD EX	17	N.A.
BLIND PILOTAGE	12	N.A.
OOW ANCHORAGE	1	N.A.

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File Number

N428	3	2531	
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DETAILS OF INFORMATION  
ANALYSIS

Security Classification

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\*NOTE: Please print all entries clearly.

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Title	HMAS Vampire - Report of Proceedings September 1977		
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Posting	Precis	Initials

## NAME INDEX

Heading	Precis	Initials
HMAS Vampire	aka.	

## LOGGING

Originator	Originator's Reference	Date	Initials
FOCAF	1/16/59	26, 10, 77	

Information Classifier		
(Signature)		2, 11, 77 (Date)



DEPARTMENT OF DEFENCE (NAVY OFFICE)

File: 428/3/2600

HMAS

VAMPIRE

REPORT OF PROCEEDINGS

OCTOBER 1977

DNO

Western 77, Passage Geelong to Sydney + stopwindow.

DCNS

Index deployment, passage Sydney towards Singapore with visits to Brisbane (sea-day) + Cairns. p. 16/12.

CNS

8/1/78

Spelling!

DGNPP

8/1/78

CNORP

CNP

17/1

CNTS

19/1

DGLOG-N

20/1

CNM

26/1

DGSUP-N

27/2

PRLO-N

ARC 3/2

IADMIN-N

B 14/2

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16/12/77



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ROYAL AUSTRALIAN NAVY

SMV

Telephone: 359-9111

Extension 3139

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

AF 1/16/59

6 DEC 1977

Department of Defence (Navy Office)

HMAS VAMPIRE - REPORT OF PROCEEDINGS - OCTOBER 1977

Forwarded.

*J D Stevens*

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

Enclosure:

*am* HMAS VAMPIRE Report of Proceedings 1/16/10 dated 1st November  
1977

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HMS VAMPIRE Report of Proceedings 1/10/70 dated 1st November  
Enclosure:

For Commander Australian Fleet  
Commodore RAN  
(J. D. STEVENSON)

10 Dec 1977

Forwarded.

HMS VAMPIRE - REPORT OF PROCEEDINGS - OCTOBER 1977

Department of Defence (NSA Office)

8 DEC 1977

1/10/70

OFFICE OF THE  
CHIEF OF THE  
NAVY  
HEADQUARTERS  
12/11/77

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ROYAL AUSTRALIAN NAVY

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HMAS VAMPIRE  
at sea

1st November, 1977

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commanding Officer  
HMAS VENDETTA

HMAS VAMPIRE - REPORT OF PROCEEDINGS - OCTOBER, 1977

Sir,

I have the honour to report the proceedings of  
HMAS VAMPIRE under my command for the month of October, 1977.

2. October has been another busy and interesting month for VAMPIRE with the last phase of WESTEX 77 culminating in the Sydney Shopwindow, a short AMP in Sydney and the initial stages of SINDEK 77. Throughout the month work has progressed steadily towards your inspection Sir, programmed for mid November in Singapore.

3. At the beginning of the month VAMPIRE was secured starboard side to Cunningham Pier, Geelong. On Sunday 1st 2385 members of the public visited the ship. The visit to Geelong proved both enjoyable and relaxing and it required a concentrated effort on the part of all onboard to cast off lines and proceed at 0900K on Sunday 2nd.

1000K  
would  
have been  
early  
enough!

4. Passage was made across Port Phillip Bay in rainy but calm conditions and once clear of Port Phillip Heads course was shaped to take station astern of HMA Ship MELBOURNE and SUPPLY at 1300K. HMA Ships BRISBANE and DERWENT were also in company. During the afternoon an injured pigeon (No VHA 10002 (1976)) was found onboard. After a period of intense care and affection this feathered friend took to the air and set course directly towards Melbourne.

5. Whilst on passage to Sydney, exercises were continued in accordance with the WESTEX 77 - Phase Two programme and at 0800K on Monday 3rd a Sydney Shopwindow rehearsal for TG 327.3 took place (HMA Ships STALWART, PERTH and SWAN having rejoined previously.) At 0500K on Tuesday 4th VAMPIRE, with STALWART, PERTH and SWAN in company, detached and proceeded into Port Jackson where VAMPIRE secured to No 5 Buoy, Garden Island at 0705K.

6. Fourteen VIP's were embarked by boat at 0830K. Among these guests were heads of newspapers and radio stations, members of local industry and universities and a member of the NSW Parliament. VAMPIRE slipped from the buoy at 0900K and with the other ships in company sailed from Sydney to take part in the Silver Jubilee Sydney Shopwindow. At 0925 BRISBANE joined the formation whence manoeuvres were conducted enroute

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to a rendezvous with MELBOURNE and STALWART. During this phase VAMPIRE had to manoeuvre to avoid two divers in the water attempting to photograph the manoeuvres. (HMAS VAMPIRE KEB 040020Z OCT77 refers) Once formed up on MELBOURNE, aircraft were launched and an impressive air weapons and flying demonstration was executed followed by gunnery firings from surface units, a fly past by NAS NOWRA aircraft, token RAS(L) and Jackstays and a light mortar firing. Near perfect conditions prevailed throughout the day and it was with a feeling of pride in doing a job well, that all ships set course for Sydney.

7. On closing the Heads VAMPIRE formed up astern of MELBOURNE with BRISBANE and PERTH in column astern of VAMPIRE for a Fleet entry. Once ships had rounded Bradleys Head VAMPIRE was detached and secured to No 5 buoy, Garden Island at 1415K.

8. Ammunition was embarked during the forenoon of Wednesday 5th preparatory to sailing for Singapore and the Indian Ocean. That day I was pleased to entertain the Commanding Officer, HMAS STALWART, CAPT. D.J. ORR, RAN, and COS(Planning) to FOCEA, CAPT GOLDRICK to luncheon. At 1300K the ship was moved cold to starboard side to STALWART where an assisted maintenance period was commenced.

9. On Thursday 6th and Friday 7th I, Sir, along with my Executive Officer and Engineer Officer attended the 1977 Naval Symposium at HMAS WATSON and in addition I attended the buffet dinner on Thursday evening. Then on Saturday 8th, Sir, my officers and I took the opportunity to entertain you Sir, members of your staff, members of FOCEA's staff, GMGID and members of his staff and other ships' captains onboard for cocktails.

10. The ship was moved cold to starboard side to HMAS VENDETTA, Northend Cruiser Wharf at 0930K on Monday 10th and at midday my officers and I welcomed the Commanding Officer and Officers of HMAS DUCHESS onboard for farewell drinks prior to DUCHESS paying off on 24th October.

11. During the ships stay in Sydney 30 members of the Bondi Chapter of the Order of the Eastern Star visited VAMPIRE. In addition departmental inspections were commenced by members of your staff, Sir.

12. With all preparations completed, albeit some hastily, VAMPIRE cast off at 0945K and proceeded to sea in company with HMA Ships SUPPLY, PERTH and SWAN for the commencement of SINDEK 77. Exercises en route to Brisbane were conducted in accordance with SINDEK 77 - Stage One programme including manoeuvres as laid down in publications held by the Navies we will be operating with.

13. VAMPIRE and SUPPLY detached at 0200K on Friday 14th and shaped course for Caloundra light and the entrance to Moreton Bay. The passage into Moreton Bay and up the Brisbane River was undertaken in hot windless conditions and once SUPPLY berthed VAMPIRE turned at rest and secured port side to SUPPLY at the Maritime Wharf, Hamilton at 1030K. I had the pleasure

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of attending Government House with you, Sir, for luncheon with the Governor of Queensland, His Excellency, Sir James Ramsay CBE, DSC. and in the evening my Officers and I helped co-host an official reception onboard SUPPLY. That night I was pleased to entertain seven local personalities to dinner.

14. At 1150 RADM MAHI Indonesian Navy was welcomed onboard for a tour of inspection before returning to SUPPLY for luncheon with you, Sir.

15. On Sunday 16th 25 members of the Ships Company and I attended the Navy Week Shrine Service at Anzac Square, where the Governor of Queensland gave an address and later in the day 947 members of the public visited the ship. Numbers were limited due to Vampire's position and the use of only one gangway. During the weekend many social functions were arranged for the Ships Company including a cocktail party given by the Victoria League and a luncheon hosted by the English Speaking Union.

16. VAMPIRE was held off the berth by two tugs at 0900K on Monday 17th in order to allow SUPPLY to cast off and move down river to Lytton. Once SUPPLY was clear VAMPIRE was moved back to the berth securing port side to at 0950K. During that day visits were made by children from the Worilda Kindergarten and the Mortville State School.

17. At 0857K on Tuesday 18th I was pleased to welcome you, Sir, onboard prior to the ships departure for the Brisbane Silver Jubilee Seaday. A total of 24 VIPs and two schoolboys were embarked for the sea day and at 0930K lines were cast off. Passage was made down the Brisbane River with HMAS BALIKPAPAN in company and once both units were clear of Pile Light a programme of manoeuvres, light mortar firings, small arms firings, RASAPS with SUPPLY and lunch was executed. On completion you Sir, your staff and all guests were transferred to boats off Pile Light for passage back to Brisbane. VAMPIRE then shaped course for the East Channel and the open sea where a rendezvous with SUPPLY was effected at 1930K. Exercises were then commenced in accordance with HMAS VAMPIRE programme 7/4/10 dated 6th October, 1977 and passage was made to the Cairns area.

18. The passage was undertaken in ideal weather conditions and all exercises programmed were completed. SUPPLY was detached at 0600K on Friday 21st and as VAMPIRE was required to wait until STALWART had completed fueling in Cairns and shifted berth, the ship came to single anchor SSE Fitzroy Island 1 mile at 0630K. A fishing competition was conducted in what was reputed to be the best fishing spot in Australia and a massive total of nine fish were caught.

19. Anchor was weighed at 1130K and passage made into Cairns harbour. The ship was turned at rest off the fueling berth and at 1400K VAMPIRE secured port side to STALWART at No 1 berth. At 1530K the Commanding Officer, HMAS CAIRNS, CMDR M.J.S. KEAY, RAN, called on me and I was informed of the possibility of having to sail early on Monday 24th in order to

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allow a merchant ship the berth. That evening at 1830K my officers and I together with STALWART's officers co-hosted an official reception for local personalities onboard STALWART and on completion I had the opportunity to entertain 7 guests onboard for dinner.

20. On Saturday 22nd I had the pleasure of taking my Executive Officer, Supply Officer and Navigator on an aerial tour of the Cairns district in a light aircraft belonging to one of my dinner guests of the previous night. During the afternoon the ship was open for public inspection and 1220 people were welcomed onboard.

21. During the forenoon of Sunday 23rd a Post Exercise discussion on Exercise Southern Cross II was held in STALWART. The Indonesian Fleet Commander, RADM MAHDI, Ships' Captains and Officers were duly met at VAMPIRE's accommodation ladder and escorted across to STALWART.

22. The earlier sailing time of 0500K on Monday 24th was confirmed at 1600K on Sunday and the message passed to libertymen ashore. At approximately 2200K whilst asleep in my cabin I was physically attacked by an unknown person who was obviously in an unbalanced state. (HMAS VAMPIRE message NZO/MAR 240154Z OCT77 refers)

23. During the visit to Cairns the ship was opened for public inspection twice attracting a total of 1755 visitors. In addition local clubs and associations extended a warm welcome to members of the Ship's Company.

24. Lines were cast off at 0455K on Monday 24th and once clear of the channel, VAMPIRE anchored in position 340 No One West Bn, 2.5 miles at 0640K. Anchor was weighed at 0900K and with STALWART and SWAN in company VAMPIRE proceeded north thereby embarking on SINDEK 77 Stage Five Phase one. The transit of the inner Barrier Reef and Torres Strait occupied the next 36 hours and at 2200K on Tuesday 25th anchors were secured for sea and the group entered the clear waters of the Gulf of Carpentaria. Clocks were retarded 30 minutes to Zone INDIA KILO at 1815K on Thursday 27th and at 1500IK(-9½) a rendezvous with SUPPLY and PERTH in Beagle Gulf was realised. The luxury of having the services of a Wessex helicopter in STALWART was put to good use with regular visits by the task group's Chaplain to all units and the landing of a compassionate case at Darwin along with mail.

25. Once the task group reformed, exercises were conducted as programmed in the Stage Five Phase two orders and passage was made towards Lombok Strait and Singapore. The first serial programmed was a replenishment from SUPPLY and I, Sir, was able to transfer by jackstay to SUPPLY and call on you to discuss several matters.

26. On Sunday 30th I inspected the ships company at divisions and on completion addressed them on the programme, drug abuse, and security, before carrying out rounds of the upper deck. Clocks were again retarded, one hour this time

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to Zone HOTEL INDIA (-8½) at 1815IK.

27. At 0900HI on Monday 31st you, Sir, paid VAMPIRE a visit, arriving by helicopter along with the F.C.O. and WOSY who conducted the Communications Departmental inspection during the course of the day. Having conducted a brief walk round of each department, you, Sir, departed by helicopter at 1200HI whilst the task group commenced the transit of Lombok Strait. The FCO and WOSY were later returned to SUPPLY by jackstay during a replenishment that evening.

28. At the close of the month the TASK GROUP was making good way, North of Java, bound for Singapore and preparations were well underway for a crossing of the line ceremony to be held on Tuesday 2nd November. News of the change to VAMPIRE'S programme in Singapore was well received by the ships company with the period 4th - 19th November now to be spent in harbour.

#### MARINE ENGINEERING

29. The period has been relatively trouble free, there being only three defects of significance, all of which resulted in requests for outside assistance. Both forward and after hot water tanks failed within one week and as the third hot water tank has been unserviceable for three years cold showers became the norm. (HMAS VAMPIRE's 290130Z SEP77 and 040310Z OCT77 refers). Fresh water consumption dropped dramatically. All three tanks were beyond economical repair but after certain "cliff hanger" changes in priorities, Garden Island Dockyard fitted two replacement tanks ex-Duchess. A hole in the crown of No 1 dieso tank was also repaired by dockyard thereby overcoming an embarrassing fuel contamination problem. (HMAS VAMPIRE 282140Z SEP77 refers)

30. The SMP 4th-12th October was spent partly alongside STALWART, where excellent service was forthcoming, and partly, third Daring outboard alongside Garden Island. The latter predeployment period proved to be a sobering lesson for one spoiled by the experience of operating from a base or depot ship. At every turn, maintenance and predeployment preparations were frustrated by lack of transport, cranes, stores, shore power and a repeated change in programme. Preparations for the annual inspection planned for this period had to be deferred in their entirety. The Refit Notification letter was received in Brisbane and the preparation of the main defect list is nearing completion. The financial constraints will cause the majority of planned maintenance and much defect work to be deferred again and this must have an effect on the reserve of reliability during the post refit operational period.

#### WEAPONS AND ELECTRICAL ENGINEERING

31. An extremely intense period of self maintenance was conducted in Sydney from 5th to 11th October. Repairs were completed on Red M22 system which had become unreliable due to radar component failures. Two AA shoots conducted

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during the month were marred by Red system inaccuracies attributable to backlash in the tracking aerial drive. Transferring to Blue system during the shoot conducted on 12th October showed that this has become, by default, the more accurate system in AA when the fifth round fired shot down the sleeve target, the previous four having been T.T.B.'s.

32. Bravo turret elevation pump motor was found to be open circuited during DSOT's on 24th October, on departure from Cairns. The motor was transferred to HMAS STALWART by helicopter that afternoon and was returned, rewound, by jackstay during the forenoon of 27th October.

33. The heavy work load on communications equipment over the last two months is beginning to tell in the form of numerous minor breakdowns. HMAS STALWART has assisted by commencing work planned for the Singapore AMP and providing "hot spares" necessitating a daily exchange of units whilst on passage to Singapore.

34. Completion of the I.D. defect list and preparations for Annual Inspection have further kept the department very busy.

#### HEALTH, CONDUCT AND MORAL

35. The general health of the ships company over the last month has been excellent with only minor ailments requiring attention. Overall morale remains high with much anticipation for the forthcoming AMP in Singapore being evident. For a number this will be the first visit to Singapore.

36. Conditions in most of the machinery spaces and in the galleys are almost intolerable in the tropics, however good weather making facilities in most messdecks compensate for the uncomfortable heat.

37. Overall there has been an increase in absenteeism for the month (7 to 11) with the majority of these being aggravated, and half being repeated offences. The principle reason for this situation is the extra work necessary by all departments in preparing for the forthcoming inspection and the inexperience of the offenders. Apart from absenteeism the general conduct both onboard and ashore is good.

38. The welfare committee met once during the month. A number of short safety talks have been given and the ships company has been addressed on security aspects and alcohol and drug abuse.

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I have the honour to be,

Sir,

Your obedient servant.



(N.E. LEE)  
CAPTAIN, RAN  
COMMANDING OFFICER

Enclosures: 1. ANNEX A  
2. ANNEX B  
3. ANNEX C

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Annex A to HMAS VAMPIRE  
letter 1/16/10 dated  
1st November, 1977

STEAMING RETURN

A. Distance steamed during October 4,823.5 miles  
B. Hours underway during October 357.6 hours  
C. Distance steamed since commissioning 585,865.9 miles  
D. Hours underway since commissioning 40,370.0 hours  
E. Occasions on which fast routing speed was exceeded:-

<u>DATE</u>	<u>AURATION</u>	<u>SPEED</u>	<u>REMARKS</u>
03OCT77	30 minutes	23 knots	Shopwindow rehearsal
04OCT77	30 minutes	23 knots	Sydney shopwindow
18OCT77	20 minutes	20 knots	Brisbane sea day

Annex B to HMAS VAMPIRE  
letter 1/16/10 dated  
1st November, 1977

MOVEMENTS RETURN

<u>ARRIVE</u>	<u>PLACE</u>	<u>DEPART</u>
01OCT77	Geelong	02OCT77
02OCT77	Passage to Sydney	04OCT77 WESTEX 77
04OCT77	Sydney - AMP	12OCT77
12OCT77	Passage to Brisbane	14OCT77 SINDEK 77 Stage 1
14OCT77	Brisbane	18OCT77
18OCT77	Passage to Cairns	21OCT77 SINDEK 77 Stage 3
21OCT77	Cairns	24OCT77
24OCT77	Passage to Singapore	-

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Annex C to HMAS VAMPIRE  
letter 1/16/10 dated  
1st November, 1977

DRILLS, EVOLUTIONS AND EXERCISES

<u>EXERCISE</u>	<u>NUMBER</u>	<u>DURATION</u> <u>Hrs</u>
EWX 24	3	3.5
EWX 23	5	10
EWX 110	3	3
EWX 5	1	5
EWX 20	1	12
MMX	1	10
EWX 7	1	2
MTX	1	1.5
Fleetwork Instruction	4	6
NCX 501	1	1
NCX 201	3	1
NCX 202	5	3
NCX 401	5	5
NCX 453	2	4
NCX 507	1	1
NCX 604	1	1
NCX 205	1	1
NCX 251	2	2
NCX 657	6	6
<u>AIO</u>		
MODEX BRAVO	1	05
ARRX	3	14.5
GOPEX/RAINEX	4	19
SPX/STX	5	11.5
RFX 2	1	2
REL VEL QUIZ	2	7
MODEX ALPHA	1	1
IFF CHECKS	1	1.5
FLYEX	3	5
<u>DIVING</u>		
CHECK UNDERWATER DRAIN	1	1
HMAS KIMBLA	1	2
CHECK SCREWS	1	2.5
NIGHT DIVE	1	1
DIRECTIONAL SIGNALS	2	3.5
<u>TAS</u>		
LASW	3	1
182 STREAM	1	2
SYNTHETIC CASEX	1	2

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DAILY HARBOUR EXERCISES	6	1.5
EX EMERGENCY STATIONS	1	5min
EX LEAVING SHIP STATIONS	1	8min

GUNNERY

AA1/AA3	1	0.5
SAGOPS	1	1
BALLOON TRACKING	1	1

SEAMANSHIP

VERTREP	10	2.8
RASAPS	2	2
LIGHT JACKSTAY	5	2.5
RAS (LIQUID)	4	3

NAVIGATION AND GENERAL

OOW MAN.	8	10.5
SCREENPLAY	6	52
JUNIOR OFFICERS' NAVIGATION TRAINING	3	9.5
BUND PILOTAGE	9	N/A
OOW EMERG DRILLS	5	1.5
SHOPWINDOW SYDNEY	1	5
SEA DAY BRISBANE	1	5
MIDN ANCHORAGES (DUMMY)	10	7
OOW ANCHORAGES	2	N/A
SHIPS COMPANY DIVISIONS	1	1

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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	HMMS VAMPIRE - REPORT OF PROCEEDINGS - OCTOBER 1977		
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## SUBJECT INDEX

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R242 (HMMS VAMPIRE)	C.	C.

## NAME INDEX

Heading	Precis	Initials

## LOGGING

Originator FOAF.	Originator's Reference AF 1/16/59	Date 6/12/77	Initials
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Information Classifier  Daniel	(Signature)	9/12/77	(Date)
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DEPARTMENT OF DEFENCE (NAVY OFFICE)

File: 428/3/2621

HMAS

VAMPIRE

REPORT OF PROCEEDINGS

NOVEMBER '77

DNO Report covers SINDRx deployment, exercises off Singapore,  
 DCNS visit to KD Malaya, AMP in Singapore, annual  
 inspection, passage through the Malacca Straits +  
 CNS start of Exercise Compass 77 p 12/1

DGNPP 28/1

CNORP 26/1

CNP 31/1

CNTS 2/2

DGLOG-N 2/2

CMM

DGSUP-N

PRLO-N 15/2

IADMIN-N 16/2

HISTORIAN

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.

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SMV

ROYAL AUSTRALIAN NAVY

Telephone: 359-9111

Extension 3139

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

AF 1/16/59

22 DEC 1977

The Department of Defence (Navy Office)

HMAS VAMPIRE - REPORT OF PROCEEDINGS - NOVEMBER 1977

Forwarded.

*J D Stevens*

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

*att* Enclosure:

HMAS VAMPIRE Report of Proceedings 1/16/10 dated 1st December 1977

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CENTRE

HMAS VAMPIRE Report of Proceedings 1/10/70 dated 1st December 1977

Enclosure:

For Commander Australian Fleet  
Commodore RAN  
(1. D. STEVENSON)

10 Kmm

Revised.

HMAS VAMPIRE - REPORT OF PROCEEDINGS - NOVEMBER 1977

The Department of Defence (NSA Office)

5 DEC 1977

1/10/70

OVERSEA ISLAND 12.11.77  
HMAS VAMPIRE  
HMAS AUSTRALIAN FLEET  
HMAS OFFICER COMMANDING  
OFFICE OF THE

EX-100-3438

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ROYAL AUSTRALIAN NAVY

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1/16/10

HMAS VAMPIRE  
at sea

1st December, 1977

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commanding Officer  
HMAS VENDETTA

HMAS VAMPIRE - REPORT OF PROCEEDINGS - NOVEMBER, 1977

Sir,

I have the honour to report the proceedings of HMAS VAMPIRE, under my command, for the month of November, 1977.

2. November has been both busy and varied for VAMPIRE, with SINDEK 77 Stages five, six and seven, an AMP, a visit to K.D. Malaya and a chance to see Singapore; your Annual Inspection Sir, and Compass 77, a combined USN/RAN/RN passage exercise.
3. The beginning of the month saw VAMPIRE, a part of TG 327.4, making way north to the Singapore exercise areas. Exercises were conducted en-route in accordance with SINDEK 77 Stage five passage programme. At 1815H on Tuesday 1st, clocks were retarded one hour to zone Golf Hotel (-7½).
4. During the afternoon of Wednesday 2nd, King Neptune convened his court onboard and heard some 60 charges of gross misconduct. All were found guilty and duly punished in the traditional way.
5. A rendezvous with RMN Ships RAHMAT, SERANG, PERDANA and TODAK was effected at midday on Thursday 3rd, and a series of combined exercise was undertaken. Whilst replenishing with FFO from HMAS SUPPLY, CAPTAIN RENGAN the RMN Liason Officer was received onboard by jackstay. He remained in VAMPIRE until arrival alongside at K.D. Malaya Jetty where the ship berthed starboard side to at 1000GH on Friday 4th.
6. At 1030GH on that day I called on COMNAVWEST, Commodore P.K. NETTUR KMN, RMN, followed at 1100GH by a call on the Commanding Officer K.D. MALAYA, COL M.W. ALVISSE KMN, RMN. At 1930 my officers and I had the pleasure of entertaining a number of officers and their wives from K.D. MALAYA, and RMN ships alongside, onboard at a cocktail party, followed by a buffet dinner. The

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weekend that followed was enjoyed to the full by the ships company. The hospitality and friendship extended by the various messes at K.D. MALAYA was both sincere and overwhelming. In general the visit was considered well worth while and K.D. MALAYA is highly recommended as a Singapore berth for RAN ships in the future.

7. The ship was moved cold to starboard side to HMAS STALWART, off Sembawang Dockyard at 1400GH on Monday 7th. My Executive Officer stood in for me during this move, as I, Sir, had the pleasure of accompanying you, along with the Commanding Officers of the other RAN ships in Singapore, to luncheon at the Defence Advisors residence. (Captain I.H. Nicholson, RAN)

8. Once secured alongside STALWART, work commenced in earnest on completing preparations for your inspection, Sir, and on continuing the assisted maintenance period. With the extra time alongside it was also possible to allow the maximum numbers ashore on leave and to play sport. It soon became apparent that large sums of money were being spent ashore and further money changing had to be organised at short notice.

9. At 1330GH on Thursday 10th I, Sir, along with six of my officers attended a preliminary brief on Compass 77 and on Friday 11th my Operations Officer attended a Weekly Practice Programme meeting in SUPPLY for the period 19-22nd November. Remembrance Day was observed on Friday 11th in the traditional manner.

10. On Saturday 12th, I had the privilege of joining other Commanding Officers at a dinner party in honour of your birthday, Sir. On Monday 14th I attended a luncheon hosted by you onboard SUPPLY.

11. Inspections of the Gunnery, AIO and TAS departments were carried out on Monday 14th and inspections of the Engineering and Electrical departments were carried out on Tuesday 15th. Wednesday 16th was devoted to your Annual Inspection of the ship Sir, and although all the planned programme was completed, the day was marred by constant deluges of rain. On completion of your Inspection, Sir, the ships company gathered ashore for a celebration and I was able to convey my thanks for the tremendous effort made by all.

12. At 0815GH on Thursday 17th I called on you, Sir, to discuss personal matters.

13. The ship's visit to Singapore finally came to an end when at 0910GH on Saturday 19th all lines were cast off and passage to the Singapore Exercise Areas, in company with HMAS SUPPLY, was made. The visit had been well worth while for all onboard and although a great deal of hard work was necessary to complete preparations for the



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inspection in time, adequate time remained for leave and recreation. The only unfavourable aspect of the visit was the need for a ferry and boat routine to cover the comparatively long distance from ship to shore; the journey frequently taking place in heavy rain. However, the visit was obviously well planned and the conduct of the ships company ashore was most pleasing.

14. The period 19th-22nd was devoted to ASW exercises with HMAS ONSLOW and was to have taken place with units of the RMN. However, defects took their toll of the Malaysian ships and the last two days were spent with RAN ships only in company. On the afternoon of Monday 21st VAMPIRE took up the search for a crashed RSAF Skyhawk due south of PULU AUR. Three firm contacts were gained on sonar and their positions marked by buoys from the salvage vessel SALVIPER before VAMPIRE had to break off the search and rejoined SUPPLY for the passage through Singapore Straits.

15. A rendezvous with a RMN landing craft was effected at 1030GH on Tuesday 22nd where mail and borrowed publications were transferred. VAMPIRE then took station astern of SUPPLY and continued passage past Singapore city where some 150 merchant ships lay at anchor and on to Malacca Straits where the other elements of TU 327.4.1, joined. The transit through these straits provided excellent experience for OOW's and junior officers in the "rule of the road" especially with regard to very large cargo carriers.

16. Once in open waters, exercises were continued in accordance with the SINDEK 77 - Stage Seven practice programme including an interaction with HMAS ONSLOW, before passing into the Indian Ocean. Clocks were retarded 30 minutes to zone Golf (-7) at 1815GH on Thursday 24th.

17. During the forenoon of Friday 25th a sonar contact was gained by HMAS SWAN just as VAMPIRE and SWAN were about to conduct a live mortar firing (fortunately the firing was delayed due to a defect in VAMPIRE's mortar) - CTE 327.4.5 KEB 250415Z NOV77 refers.

18. At midday on Saturday 26th VAMPIRE as CTU 327.4.1 assumed tactical command of TU 327.4.1 (exempt SUPPLY) and initiated a search, locate, identify and destroy mission on TU 777.8.6 (HMS CLEOPATRA, HMS AMAZON and RFA GREY ROVER) which was en route from south of SRI LANKA to Singapore. Contact with the "enemy" was not gained and it has subsequently been assumed that both task units passed silently in the night some 30 miles apart late into the middle watch on Sunday 27th. Thus commenced the RAN's participation in Exercise Compass 77.

19. A defective evaporator made it necessary for

RESTRICTED

Tactical  
Manual



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VAMPIRE to embark feed water from STALWART during the middle of the day on Sunday 27th. This evolution took 3 hours and when completed gave VAMPIRE and SWAN the task of attempting to catch up with PERTH and STUART to conduct offensive operations against TG 777.8 (USN and RN units). This action was reasonably successful with the US aircraft carrier USS MIDWAY being closed to some twenty four miles.

20. The remainder of the month was spent in company with TG 777.8 whence combined exercises and evolutions were conducted. The passage exercise Compass 77 is the subject of another report. Suffice to say that the experience was invaluable and a lot of lessons were either learnt or re-learnt. Calm seas throughout have been a noticable feature and have helped allow smooth running internally. During exercise Compass 77, passage was made to the south east and at the end of the month the TG was some 2000 miles from Fremantle with zone Foxtrot (-6) time being kept.

21. During the month the ship has received visits by LCDR RLSP D.M. QUICK RANR, who has been tasked with establishing grounds for a court martial in connection with the assault made on me the previous month; the Fleet Chaplain, the Fleet Gunnery Officer and the Fleet Medical Officer.

#### MARINE ENGINEERING

22. The first half of this months activities centered around preparations for the Annual Inspection. Because only limited work could be undertaken before arrival in Singapore, the bulk of preparations were undertaken during the AMP. The availability of overside services from STALWART enabled boiler cleans and maintenance to be completed ahead of schedule. Defects of note experienced have been the collapse of the baffles in K evaporator, and subsequently the failure of four tubes in the distiller and bearing failures in A engine turbo driven forced lubrication pump. The latter defect necessitated the stripping of a fire and bilge pump for spares, an evolution that has been all too frequent in maintaining the more important 192 turbine driven auxiliaries on line.

23. The effort that was forthcoming from the sailors of the department in the runup to the Annual Inspection has been most encouraging. A concentrated departmental training programme is now underway and the response is very satisfactory.

#### WEAPONS AND ELECTRICAL ENGINEERING

24. The port steering motor cable run insulation breakdown (INDEF 159/77) followed less than four weeks after the port interconnector cable breakdown (URDEF 180/77).

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This increase in incidence of ships wiring failures is cause for concern and requires extra vigilance on the part of watchkeepers to prevent fires developing. In both these cases, the earths were discovered very shortly after they occurred and therefore the arcing which accompanied each case, was not able to initiate a fire before power was switched off.

25. An increased incidence of communications equipment failures has been attributable to heat and continuous operation. One AN/URT - 23V transmitter has been operating continually keyed for seven weeks, since its last planned maintenance period. Prior to that time, it had operated without failure since 5th April 1977. The other AN/URT - 23V has not been so reliable and has been the subject of a number of unit exchanges with HMAS STALWART.

26. All other WE equipments although subject to minor defects, have not overtaxed the capabilities of the department to maintain a satisfactory availability. The mortar Mk 10 (AN) continues to be a heavy drain on manpower and remains unreliable.

#### HEALTH, CONDUCT AND MORALE

27. Overall the conduct of the ships company has been good. Health is sound and morale high. In general VAMPIRE is a happy and disciplined ship. Whenever possible the Fleet Chaplain has visited the ship and conducted services and fellowship classes. It has been both comforting and pleasing to see the results of numerous requests for social welfare investigations in Australia. The work carried out by this organisation has been of great value.

28. The Hazards and Safety Committee met once during the month.

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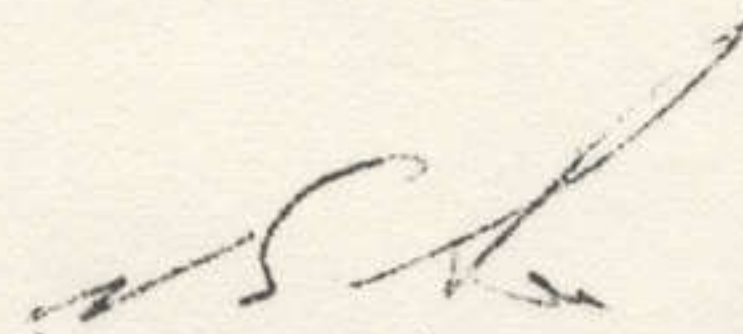
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(6)

I have the honour to be,

Sir,

Your obedient Servant



(N.E. LEE)  
CAPTAIN, RAN  
COMMANDING OFFICER

Enclosures: 1. Annex A - Steaming Return.  
2. Annex B - Movements Return.  
3. Annex C - Drills, Evolutions and Exercises.

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ANNEX A to  
HMAS VAMPIRE letter 1/16/10  
dated 1st December, 1977

STEAMING RETURN

A. Distance steamed during November 4976.9 N.M.  
B. Hours underway during November 362.3 Hrs  
C. Distance steamed since commissioning 590,842.8 N.M.  
D. Hours underway since commissioning 40,732.3 Hrs  
E. Occasions on which fast routing speed was exceeded:-

<u>DATES</u>	<u>DURATION</u>	<u>SPEED</u>	<u>REMARKS</u>
1-4	$\frac{1}{2}$ hour	20-22	SINDEX 77 Stage Six Exercise requirements
19-26	5.9 hours	20-25	SINDEX 77 Stage Seven Exercise requirements
26-30	9 hours	20-25	COMPASS 77 Exercise requirements

ANNEX B to  
HMAS VAMPIRE letter 1/16/10  
dated 1st December, 1977

MOVEMENTS RETURN

<u>ARRIVE</u>	<u>PLACE</u>	<u>DEPART</u>
01NOV77	Passage to Singapore	04NOV77 SINDEX 77 Stage 5
04NOV77	K.D. MALAYA - visit	07NOV77
07NOV77	Alongside STALWART - Sembawang - AMP	19NOV77
19NOV77	Singapore exercise areas	22NOV77 SINDEX 77 Stage 6
22NOV77	Passage into Indian Ocean	27NOV77 SINDEX 77 Stage 7
27NOV77	COMPASS 77 (Indian Ocean)	30NOV77.

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ANNEX C to  
HMAS VAMPIRE letter 1/16/10  
dated 1st December, 1977

DRILLS, EVOLUTIONS AND EXERCISES

<u>EXERCISE</u>	<u>NUMBER</u>	<u>DURATION (HRS)</u>
NCX 202	6	6
NCX 207	1	1
NCX 201	11	2
NCX 205	1	1
NCX 405	2	2
INSTRUCTION	2	4
NCX 401	5	5
NCX 417	1	1
EWX 5	2	8
EWX 22	3	6
EWX 23	2	4
EWX 6	1	2
EWX 1	1	2
MMX 7/MEN	1	3 $\frac{1}{2}$ ea
MIDN FLASHING EX.	12	12
AIO		
STRIKEX/RMN	1	1.5
SAU PROCEDURES	2	3
REL VEL QUIZ	2	5
NEX	1	3 $\frac{1}{2}$
GOPEX/RAINEX	3	11
SAGOPS	5	48
ASAC TRAINING	1	1
SPX/STX	2	4
MISCEX	1	3
AARX	3	16
TAS		
UWT COMMS	1	1
CASEX A4	1	2
CASEX A10	2	6 $\frac{1}{2}$
PROWLEX/ASW	2	11
CASEX C3	1	9
CASEX C25	1	3
CASEX A5	2	5
LASWF	1	1 $\frac{1}{2}$
STREAM 182	2	13
SSK TRANSIT/ASW	1	7 $\frac{1}{2}$
NBCD		
MINOR NBCDEX	1	1
ACTIONS STATIONS	3	NA
HARBOUR EX	9	2 $\frac{1}{4}$
MINOR DC/FIRE FIGHTING	Daily	NA

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SEAMANSHIP

VERTREP	18	3
RAS (L) WATER	1	3½
RAS (L) QRC	4	4
RAS (L) PROBE	5	5
LIGHT JACKSTAY TRANSFER	2	2
GEMINI TRANSFER	3	1
TOWEX	1	2

NAVIGATION AND GENERAL

OOW MANOEUVRES	7	12½
SCREENPLAY	5	17
SCREENEX	2	6
RASAPS	2	3½
EX STEERING GEAR BREAKDOWN	7	NA
M.O.B.E.X.	1	¾
PILOTAGE (BLIND)	3	NA
JUNIOR OFFICERS SHIPHANDLING	3	6
OOW EMERG DRILLS	4	NA
ENG EMERG DRILLS	1	NA
OOW RASAPS/RAS (L) (W)	5	NA

GUNNERY

NIGHT ASROFX	1	1
SU3	1	3
SMALL ARMS SHOOT	2	5
BALLOON TRACKING	2	4

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File Number

N 428.	3	2621	
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R24-2 (HMAS VAMPIRE)		

## NAME INDEX

Heading	Precis	Initials

## LOGGING

Originator POLAF	Originator's Reference AK 1/16/59	Date 22/12/77	Initials
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Information Classifier 	(Date) 3/1/78
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DEPARTMENT OF DEFENCE (NAVY OFFICE)

File: 428/3/2671

HMAS *VAMPIRE*

REPORT OF PROCEEDINGS *DEC 1977*

DNO *Finish of Compass 77, visit to Stirling, passage to*  
 DCNS *Seamus i/c with Stalwart + Stuart + AMP + leave*

CNS

DGNPP

CNORP

CNP

CNPS

DGLOG-N

CNM

DGSUP-N

PRLO-N

IADMIN-N

*HISTORIAN*

- 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.



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ROYAL AUSTRALIAN NAVY

SMV

Telephone: 359-9111

Extension 3139

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

AF 1/16/59

17 JAN 1978

Department of Defence (Navy Office)

HMAS VAMPIRE - REPORT OF PROCEEDINGS - DECEMBER 1977

Forwarded.

*40 Stevens*

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

Enclosure:

*am*  
HMAS VAMPIRE Report of Proceedings 1/16/10 dated 2nd January  
1978

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*Ans - Bldg A*



Non  
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VAMPINE  
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1978  
HMAS VAMPINE Report of Proceedings 1/10/78 dated 2nd January  
ENCLOSURE:

For Commander Australian Fleet  
Commander RAN  
(J. D. STEVENS)

10 11 1978

Forwarded.

HMAS VAMPINE - REPORT OF PROCEEDINGS - DECEMBER 1977

Department of Defence (Naval Office)

11 JAN 1978

1/10/78

GALEN ISLAND 12.11.78  
FLEET HEADQUARTERS  
HMA AUSTRALIAN FLEET  
FIVE OFFICER COMMANDING  
OFFICE OF THE

EXHIBITION 3138

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ROYAL AUSTRALIAN NAVY  
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1/16/10

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HMAS VAMPIRE  
at Sydney

2nd January, 1978.

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Commanding Officer  
HMAS VENDETTA

HMAS VAMPIRE - REPORT OF PROCEEDINGS - DECEMBER, 1977.

Sir,

I have the honour to report the proceedings of HMAS VAMPIRE, under my command, for the month of December, 1977.

2. The last month of 1977 saw the completion of COMPASS 77 and SINDEK 77 and VAMPIRES return to Sydney where an Assisted Maintenance and leave period commenced.
3. The month commenced with VAMPIRE continuing exercises with elements of TF 777 in the Indian Ocean due West of Sumatra. During the evening of Thursday 1st VAMPIRE with USS FRANCIS HAMMOND in company closed the remainder of the force and conducted a surface action against units engaged in underway replenishment. On completion the ships refuelled from HMAS SUPPLY prior to taking station on USS MIDWAY for a force photograph at 0630 (-7) on Friday 2nd.
4. At 0830 (-7) I, Sir, accompanied by my Operations Officer, transferred by helicopter to USS MIDWAY for the COMPASS 77 debrief, and remained onboard for luncheon before returning to VAMPIRE at 1330 (-7). Once detached from the USN group VAMPIRE closed HMAS STALWART to take on provisions. Exercises in accordance with SINDEK 77 stage eight were then conducted during the period Friday 2nd to Thursday 8th as TG 327.8 made passage to Fremantle and Cockburn Sound. Clocks were advanced one hour to zone HOTEL (-8) at 2330 (-7) on Tuesday 6th.
5. VAMPIRE, with HMAS STUART in company entered the channel to Cockburn Sound at 1000 (-8) on Thursday 8th and proceeded to STIRLING (WNSF) where the ship berthed starboard side to SUPPLY at the submarine wharf in order to refuel. At 1210 (-8) the ship moved to starboard side to the escort wharf securing at 1230 (-8). I had the pleasure of attending the Fleet reception held onboard HMAS STALWART that evening.

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FLAG OFFICER COMMANDING  
-9 JAN 1978



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6. I, Sir, called on the Rockingham Shire President, Mr A. Powell, at 0900 (-8) on Friday 9th and Mr Powell accompanied by the Shire Secretary, Mr D. Cuthbertson returned the call at 1500 (-8) that afternoon. In addition I was pleased to attend your luncheon, Sir, onboard STALWART and in the evening attend a reception in HMS TIGER.

7. In order to ease the problem of clearing a large number of ships through customs at one time in Sydney, VAMPIRE, STALWART and STUART sailed at your direction, Sir, on Saturday 10th and cleared the Gage Roads at 0930 (-8).

8. Once clear of Rottnest Island course was shaped to the south and passage to Sydney at economical speed commenced. Exercises were conducted as per HMAS VAMPIRE 7/4/10 dated 7th December, 1977. Continuing good weather and calm seas prevailed for most of the passage thus enabling completion of all programmed serials. CMDR M.R. Freeman RAN, Commanding Officer designate HMAS VENDETTA embarked in VAMPIRE for a 'DARING CLASS' familiarisation during this passage and where ever possible practical ship handling and RASAPS were programmed in addition to departmental briefs. Clocks were advanced by one hour at 2330 local on 12th, 13th and 15th to conform with Eastern Standard time.

9. A dispute with the Merchant Service Guild in Sydney necessitated a re-organisation of ships' berths as no tugs were available. VAMPIRE and STUART entered Port Jackson at 0535 (-11) on Saturday 17th and VAMPIRE secured to No 4 bouy at 0600 (-11). Customs officers were received onboard at 0630 (-11) and at 0801 (-11) the ship slipped from the bouy and moved to port side to STALWART at No 2 bouy. Once clearance by customs was granted leave was given to the Ships Company and the lengthy process of landing men and 'rabbits' by boat commenced. I, Sir, proceeded on three weeks leave that afternoon.

10. The ship was moved cold to No 7 bouy at 0930 (-11) on Monday 19th while STALWART secured to the EMS moorings and at 1430 VAMPIRE was moved by tugs and Naval Pilot to port side to STALWART. The AMP commenced in earnest with the ship remaining alongside STALWART for the remainder of the month.

#### MARINE ENGINEERING

11. Machinery and equipment has performed very satisfactorily during the month. It was gratifying to complete a successful quarterly Full power work up just prior to the ships arrival in Sydney. The results of this work up compare very favourably with those taken in the annual 2 hour full power trial previously conducted in August of this year.

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12. The ship was fortunate to have spent two days alongside at STIRLING (WNSF), in that all sailors of the ME department had the opportunity to experience the extent of support that can be provided from this base. All were impressed.

13. On arrival in Sydney, the maintenance period commenced immediately with the majority of work being undertaken by ships staff. To date progress has been satisfactory.

#### WEAPONS AND ELECTRICAL ENGINEERING

14. All equipments and systems performed satisfactorily during the month. Six URDEFS and five INDEFS which were outstanding on arrival in Sydney are to be taken on during the AMP. In addition, all work requested of HMAS STALWART FMU during the AMP has been started and is progressing satisfactorily. Work on three items was commenced by FMU on passage to Sydney from Western Australia.

15. Reports have been raised on two problems associated with M22 systems, one on NGS spotting corrections and one on Starshell fuze number settings produced by the computer. Both were design faults in the systems.

#### HEALTH, CONDUCT AND MORALE

16. The conduct of the ships company has been good with only three offences being committed. Morale is high, especially so with the pleasure of family re-union during the Christmas/New Year break.

17. The health of the ships company is sound. The services of the Fleet Mobile Dental Officer LEUT SSDN A.J. Stonnill RAN have been greatly appreciated and the ships company is now dentally fit. LEUT Stonnill moved from VAMPIRE on 23rd December after 13 weeks onboard.

18. The welfare committee met once during the month.

I have the honour to be,

Sir,

Your obedient Servant.



FOR (N.E. LEE)  
CAPTAIN, RAN  
COMMANDING OFFICER

Enclosures: 1. Annex A  
2. Annex B  
3. Annex C

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Annex A to HMAS VAMPIRE  
letter 1/16/10 Dated  
2nd January, 1978.

STEAMING RETURN

A.	Distance steamed during December	4583.3 miles
B.	Hours underway during December	339.5 hours
C.	Distance steamed since commissioning	595426.1 miles
D.	Hours underway since commissioning	41071.8 hours
E.	Occasions on which fast routing speed was exceeded:-	

<u>DATE</u>	<u>DURATION</u>	<u>SPEED</u>	<u>REMARKS</u>
01DEC77	120 mins	22	Opposed UNREP - COMPASS 77
16DEC77	90 mins	24-30	Quarterly full power workup

Annex B to HMAS VAMPIRE  
letter 1/16/10 Dated  
2nd January, 1978.

MOVEMENTS RETURN

<u>ARRIVE</u>	<u>PLACE</u>	<u>DEPART</u>
01DEC77	Indian Ocean	08DEC77 SINDEK 77 Stage 8
08DEC77	STIRLING-COCKBURN SOUND	10DEC77 Visit
10DEC77	Passage to Sydney	17DEC77 SINDEK 77 Stage 10
17DEC77	Sydney	31DEC77 AMP/Leave

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Annex C to HMAS VAMPIRE  
letter 1/16/10 Dated  
2nd January, 1978.

DRILLS, EVOLUTIONS AND EXERCISES

<u>EXERCISE</u>	<u>NUMBER</u>	<u>DURATION (HRS)</u>
<u>GUNNERY</u>		
SAGOPS/NEX	2	4
POINT OSCAR NGS'	1	2
SU3	1	2
AAROFX	2	1
CRROFX	2	1
PAC/WINDFIND	2	N/A
DAY STARSHELL	2	2
AA1	1	1
AA3	1	1
NIGHT STARSHELL	1	1
SUCRF	1	1
AAFX (MET BALLOON TGT)	1	1
SMALL ARMS SHOOT	2	2
<u>AIO</u>		
SAGOPS	2	4
SAU PROCEDURES	1	2
ARFX	2	6
ASAC TNG	3	3
NEX	1	2
REL VEL QUIZ	2	3
SPX/STX	3	6
GOPEX/RAINEX	1	3
<u>TAS</u>		
SAU PROCEDURES	1	2
PINGEX	1	2½
UWT COMEX	2	3
LIVE MORTAR FX	1	N/A
SCR DRILLS	3	6
MORTAR DRILLS	3	3
<u>COMMUNICATIONS</u>		
NCX 401	4	4
NCX 657	2	4
NCX 201	3	3
NCX 202	2	3
NCX 205	2	4
NCX 207	1	1
NCX 350	2	3
EWX 13 (CONSORT)	1	1
EWX 22	5	5
EWX 23	2	2

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<u>EXERCISE</u>	<u>NUMBER</u>	<u>DURATION (HRS)</u>
<u>NBCD</u>		
MAJOR NBCDX	2	6
MINOR NBCDX (SEA)	2	2
MINOR NBCDX (HARBOUR)	3	1
MINOR DC/FIRE EX	DAILY	N/A
EMERGENCY STATIONS	1	N/A
LEAVING SHIP STATIONS	1	N/A
ACTION STATIONS	1	N/A
SHELTER STATIONS	1	N/A
<u>NAVIGATION AND GENERAL</u>		
OOW MAN	9	15
MOBEX	7	N/A
SCREENEX	2	N/A
SCREENPLAY	7	N/A
RASAPS (XO, CO DESIG)	2	3
OOW EMERG DRILLS	10	5
JUNIOR OFFICERS SHIPHANDLING	3	6
BLIND PILOTAGE	3	3
OOW RAS (L) (S)	4	N/A
XO SHIPHANDLING	1	N/A
BWC AWARDS	2	N/A
ASTRO NAV TNG	5 mids	N/A
GENERAL DRILLS	2	2
<u>SEAMANSHIP</u>		
VERTREP	12	N/A
RAS (L)	3	N/A
LIGHT JACKSTAY	3	N/A
RAS (S)	1	N/A

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DETAILS OF INFORMATION  
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A24.2 (MMAS VAMPIRE)		

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## LOGGING

Originator POCAF	Originator's Reference AF 1/16/59	Date 17, 1, 78	Initials
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