

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

HMAS VAMPIRE

Item number: 351/16

Title: February 1978 - January 1979



AWM78-351/16

RESTRICTED

1/16/10

HMAS VAMPIRE
at sea

5th February, 1978

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commanding Officer
HMAS VENDETTA

HMAS VAMPIRE - REPORT OF PROCEEDINGS - JANUARY, 1978

Sir,

I have the honour to report the proceedings of HMAS VAMPIRE, under my command, for the month of January, 1978.

2. The first month of 1978 saw VAMPIRE complete a leave and assisted maintenance period, a shakedown, which included weapon training and RESDES duties and a visit to Melbourne for the Australia Day weekend.
3. At the beginning of the month the ship was berthed port side to HMAS STALWART at Garden Island for assisted maintenance. On Monday 9th I, Sir, returned from leave and at 0930L the ship was moved by tugs and Naval Pilot to berth port side to alongside HMAS VENDETTA at NE Cruiser Wharf. At 1130L the Commanding Officer HMAS VENDETTA (CMDR M.R. FREEMAN RAN) called on me; it being the first opportunity since he assumed command.
4. At 0850L on Monday 16th VAMPIRE was moved cold to berth port side alongside HMAS HOBART to allow VENDETTA to be moved and HMAS DERWENT to berth alongside. The ship was moved back to alongside DERWENT at 1100L and the business of maintenance recommenced.
5. Basin trials were conducted successfully during the forenoon of Tuesday 17th and with both boilers in a hot condition VAMPIRE was able to respond rapidly to SUBMISS HMAS ONSLOW which was initiated by COMAUSSUBRON ONE KAP 170106Z JAN78. Following cancellation of the SUBMISS, when ONSLOW was located, the ships' routine returned to normal; the internal organisation having been well tested and found to be satisfactory.
6. Later in the day a minor oil spill occurred which was successfully dispersed (HMAS VAMPIRE letter 24/1/6 dated 26th January refers).
7. The Christmas leave period came to an end on Monday 23rd and with all hands onboard, VAMPIRE cast off

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at 0815L and proceeded to No 3 buoy, securing to a single bridle at 0845L. During the forenoon, ammunition was embarked and at 1300L VAMPIRE slipped and proceeded to sea. Once clear of the Heads, passage to the Jervis Bay area was made with shakedown drills and "cobweb" removing exercises being conducted en-route.

8. Monday 23rd and Tuesday 24th were devoted to conducting exercises in accordance with EAXP 4/78 which included VAMPIRE's re-introduction to Rescue Destroyer duties with HMAS MELBOURNE during night flying operations. At 2300L on Tuesday 24th, VAMPIRE commenced passage to Melbourne. The ship berthed port side to inner East Station Pier at 0801L on Thursday 26th. The court martial of ABSTD S.P. DURKIN R113684 was held at HMAS LONSDALE during the day. He pleaded guilty and was sentenced to detention for six months and dismissal from Her Majestys' Service.

9. At 1200L I, Sir, had the privilege of attending a Flag raising ceremony at the Civic Square followed by a luncheon in the Melbourne Town Hall. That evening an Official Reception for 50 prominent guests was held onboard and I had the pleasure of hosting a dinner party for:

Sir Kenneth and Lady Wheeler - Speaker of the Victorian Legislative Assembly,
Councillor and Mrs D.G. Osborne - Acting Lord Mayor of Melbourne,
Commodore and Mrs Smyth - Naval Officer-in-Charge Victoria, and
Mrs M. Tanner - President, Naval Association (Victoria).

10. Advice had been received vide DEFNAV CANBERRA message KNA 222315Z JAN78 that VAMPIRE was to visit Williamstown 27th - 31st for the Williamstown Festival. To this end the ship cast off at 0800L on Friday 27th and in blustery conditions proceeded to Williamstown Naval Dockyard where VAMPIRE secured starboard side to Dock Pier West at 0850L.

11. At 1130L I, Sir, called on the Mayor of Williamstown, Councillor Simon West, thus commencing VAMPIRE's involvement in the Williamstown Festival. Details and comments on this visit were forwarded under cover of HMAS VAMPIRE letter 7/4/29 dated 3rd February, 1978.

12. The ship was open for public inspection during the afternoon of Saturday 28th and a total of 1185 visitors were welcomed onboard. In the afternoon of Sunday 29th I, Sir, accompanied by my Executive Officer attended a "Sail Past" of local yachts, motorboats and fishing vessels, which was followed by tea at the Royal Victorian Motor Yacht Club. Later in the afternoon we attended an outdoor Orchestral and Operatic Concert which was followed by a reception and buffet supper at the Williamstown Town Hall.

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NORM & AL DID A SOFT SHOT
SHUFFLE!

The final Festival activity for the day was an International Concert compered by Mr Al Grassby (Commissioner for Community Relations).

13. During the visit guided tours of the ship were given to 88 recruits from HMAS CERBERUS, 7 WRAN Officer Cadets and 8 students from MT ELIZA ADMIN STAFF COLLEGE.

14. The ship cast off and departed Williamstown Naval Dockyard at 0830L on Tuesday 31st. Passage was made along the South Channel of Port Philip Bay in ideal visibility and weather conditions, and at the end of the month VAMPIRE was in Bass Strait bound for the East Australian Exercise Area.

MARINE ENGINEERING

15. All maintenance planned for the period was achieved. This included Thirty Two Monthly inspections of both boilers. The shakedown period following the AMP was relatively trouble free and all personnel responded well after a leave and maintenance period. A major emphasise continues to be placed on the training task with an inevitable adverse effect on the availability of labour for ship's husbandry.

WEAPONS ELECTRICAL ENGINEERING DEPARTMENT

16. On completion of the AMP on the 24th, both Bravo and X-Ray 4.5" turrets were unserviceable and Alpha failed during a firing the next day. Ship's staff completed repairs on Alpha and Bravo by arrival at Melbourne. X-Ray turret right gun awaits manufacture by dockyard of a recoil shuttle valve. RANTAU safety firing checks were carried out on B-turret and also on a newly replaced M4 40/60 mounting, which had earlier failed this check in Sydney. Ships staff had completed safety firing gear adjustments on the 40/60 mount during passage from Sydney to Melbourne.

17. A request for a series inspection on Mortar Mk. 10 during the AMP produced new range valves and breeches. Unfortunately, the inspection was not able to be completed because numerous wiring faults on the new range valves prevented INO staff from assessing valve openings when driven by the system. The mortar ranging system remains unuseable.

18. Useful work was carried out in all other electrical and electronic areas during the AMP and the assistance of HMAS STALWART FMU was invaluable. With the postings without turnovers of both the Deputy WEEO and Warrant Officer, within 3 days of each other, the natural lack of administrative continuity is being felt in the department. A quick recovery is predicted.

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HEALTH, CONDUCT AND MORALE

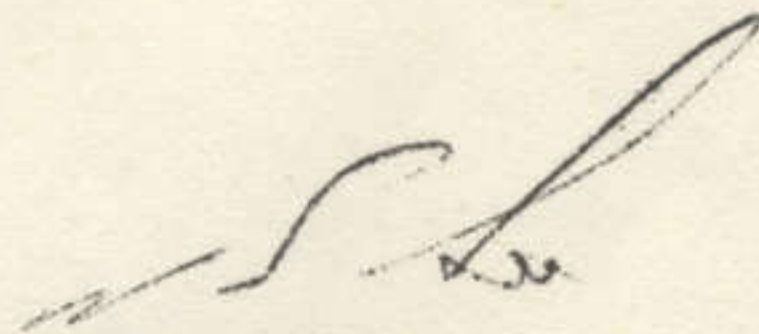
19. The health of the Ships Company is excellent and morale is high. General conduct has been good although an increase in leavebreaking and minor offences has been noted. The increase can be attributed in part to a 20 percent turnover in the ships company during the month with the consequent requirement for new members to adjust to life afloat.

20. During the month I addressed the Ships Company on a number of matters including the question of NHBS alignment with Medibank.

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
5th February, 1978

STEAMING RETURN

A. Distance steamed during January 1156.8 Miles
B. Hours underway during January 83.0 Hours
C. Distance steamed since commissioning 596,582.9 Miles
D. Hours underway since commissioning 41,154.8 Hours
E. Occasions on which fast routing speed was exceeded:-

<u>DATE</u>	<u>DURATION</u>	<u>SPEED</u>	<u>REMARKS</u>
23JAN78	45 minutes	23 kt	RESDES duties
24JAN78	10 minutes	23 kt	RESDES duties

ANNEX B to HMAS VAMPIRE
letter 1/16/10 dated
5th February, 1978

MOVEMENTS RETURN

<u>ARRIVE</u>	<u>PLACE</u>	<u>DEPART</u>	<u>REMARKS</u>
01JAN78	Sydney	23JAN78	Leave/AMP
23JAN78	EAXA/Passage	26JAN78	
26JAN78	Melbourne	31JAN78	Visit
31JAN78	Passage to EAXA		

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ANNEX C to HMAS VAMPIRE
Letter 1/16/10 dated
5th February, 1978

DRILLS, EVOLUTIONS AND EXERCISES

<u>EXERCISES</u>	<u>NUMBER</u>	<u>DURATION</u> <u>HRS</u>
<u>COMMUNICATIONS</u>		
Fleetwork	1	1
NCX201	9	9
NCX202	7	7
Message Writing Instructions	2	2
NCX205	1	1
TTX	3	3
BKX	1	1
NCX501	21	21
NCX657	2	3
NCX401	5	2½
EWX23	1	2
EWX15	1	3½
Half Masted Colours 060800L - 1300L - Funeral of the Late Honourable Sir John Spicer. Dressed Ship - 26th to 30th - Australia Day		
<u>AIO</u>		
ASAC Training	2	3
NEX	2	9
ARRX	2	7
GOPEX/RAINEX/SSSCEX	1	6
FLYEX	2	0.5
<u>SEAMANSHIP</u>		
Rig Maintop Awning	1	0.5
Sea Boat & Crash Boat Drills	2	1
Heaving Line Transfer	1	0.25
<u>NBCD</u>		
Hands to Action Stations	1	N/A
Hands to Emergency Stations	1	N/A
Hands to Leaving Ship Stations	1	N/A
Harbour Exercises	1	4
DC/Firefighting Exercises	Daily	
<u>GUNNERY</u>		
NGS Comms Ex.	1	2.2
AA1	1	1
SU2	1	3½
<u>NAVIGATION AND GENERAL</u>		
Pilotage	5	N/A
OOW Man	1	2
MOBEX	4	N/A

.../Shiphandling

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<u>EXERCISE</u>	<u>NUMBER</u>	<u>DURATION</u> <u>HRS</u>
<u>NAVIGATION AND GENERAL (CONT)</u>		
Shiphandling	2	2.5
Ex Stearing Gear Breakdown	1	0.2
Crash Boat Exercises	2	2
RESDES Exercises	2	7
SUBMISS Preparations	1	2

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HMAS VAMPIRE
at Sydney

5th March, 1978

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commanding Officer
HMAS VENDETTA

HMAS VAMPIRE - REPORT OF PROCEEDINGS - FEBRUARY, 1978

Sir,

I have the honour to report the proceedings of HMAS VAMPIRE, under my command, for the month of February, 1978.

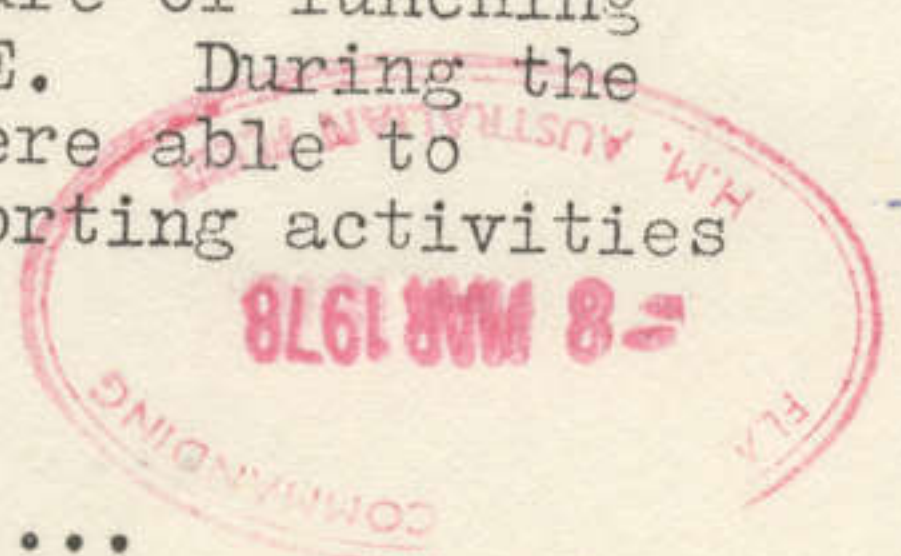
2. Having reaped the benefit of a shake down period during the first month of the year, VAMPIRE commenced a weapon training and exercise period for the first 10 days of February followed by a self maintenance period, and the beginning of JUC 98. All activities combined to make a busy and interesting period.

3. The month began with VAMPIRE making way to the East Australia Exercise Areas from Bass Strait following an Australia Day visit to Melbourne and Williamstown. During the afternoon on Wednesday 1st, while closing HMAS MELBOURNE for rescue destroyer duties, the MEDIVAC by helicopter of one sailor with acute appendicitis was conducted. Once in company with MELBOURNE, exercises in accordance with EAXP 5/78 were conducted until 1700L on Friday 3rd when VAMPIRE came to anchor in C1 berth Jervis Bay. Some 32 officers and sailors were landed to take part in MELBOURNE's internal security exercise ashore before VAMPIRE weighed at 1930L and proceeded to sea as directed by COMAUSFLT EXOPORD 5/78. Under the guise of BROWNLAND "SS PRINCE LEONARD", VAMPIRE was boarded by a party from MELBOURNE and escorted into Jervis Bay during the forenoon on Saturday 4th. This exercise was enjoyed by the ships company at sea and ashore, no doubt because it gave some scope for their considerable acting ability.

4. On Sunday 5th, I Sir, inspected the Ships' Company at Divisions and at 1200L I had the pleasure of lunching with the Commanding Officer HMAS MELBOURNE. During the afternoon members of the Ships' Company were able to partake in a banyan ashore and several sporting activities were arranged.

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5. Anchor was weighed at 0750L on Monday 6th and passage was made through the exercise minefield before commencing a heavy programme of exercises as laid out in EAXP 6/78. VAMPIRE entered harbour on Thursday 9th and secured starboard side to West Dock Wall, Garden Island at 1000L, the First Lieutenant, LCDR P.J.S. USHER, RAN having the con. At 1400L I called on you, Sir where amongst other things, the question of the current EAXP programming philosophy was discussed.

6. At 0930L on Friday 10th the ship cast off and proceeded to sea in ideal weather conditions for a most successful Families Day returning to Sydney at 1515L where the ship berthed starboard side to HMAS VENDETTA.

7. Sailing on Tuesday 14th was delayed until 1300L due to a steam failure to the oil heaters in 'A' boilerroom which was rectified by 1245L. Once underway the ship proceeded to the De-Gausing Range where a successful ranging was conducted. On completion VAMPIRE left harbour and made ground to the South in order to take part in a mini-war as programmed in EAXP 7/78. At 0200L on Wednesday 15th VAMPIRE, with HMA Ships SUPPLY, PERTH and STUART in company, returned to the North where the escorts entered Sydney Harbour and secured to buoys at 0645L. Members of the Joint Service Staff Course were embarked at 0830L and at 0900L the escorts slipped and proceeded to sea. Once clear of the Heads a rendezvous was effected with SUPPLY and passage was made to Area R487. During the course of the day OOW Mans, firing practices, a light mortar firing and token underway replenishments were exercised to demonstrate Fleet activities to the JSSC. At 1530L the escorts entered Sydney Harbour and disembarked the Staff Course before proceeding back to sea and continuing with the exercise programme.

8. Thursday 16th was devoted in the main to HMAS TORRENS Final Battle Problem. VAMPIRE's participation involved assuming the role of an enemy raider in the early stages, then joining and integrating with friendly forces as a consort. On completion at 1630L VAMPIRE continued normal exercises until entering harbour and securing starboard side to on the port side of HMAS STALWART at 1400L on Friday 17th.

9. At 1830L on Friday 17th I had pleasure of attending a reception at HMAS PLATYPUS hosted by The Commander, First Australian Submarine Squadron.

10. Exercise JUC 98 commenced on Monday 20th with phase one comprising a three day lecture period at HMAS WATSON. At the same time the ship commenced a Self Maintenance Period.

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11. The highlight of the week alongside came at 1100L on Friday 24th when you, Sir, presented the COMMODORE WARDLE CUP for Communications efficiency in 1977. Later in the day my Executive Officer and a group of sailors visited the North Rocks Deaf Blind School. This institution is the ship adopted charity.

12. Lines were cast off at 1030L on Monday 27th and with VENDETTA in company passage was made to the East Australia Exercise Areas where JUC 98 phase three commenced. This phase consisted of a large number of CASEX C2 with VAMPIRE and VENDETTA operating together for most of the time. Unfortunately a sonar defect in VENDETTA necessitated her to return to Sydney just prior to a CASEX in which HMAS SWAN was programmed to participate. Thus the opportunity for TU 327.6.2 to exercise together for the first time was missed by a mere 90 minutes. At the end of the month VAMPIRE was in company with HMAS MELBOURNE exercising SCREENPLAY in between CASEX serials.

MARINE ENGINEERING

13. Overall, machinery has performed satisfactorily throughout the period. Bearing failures in No 6 Forced Draught Fan resulted in journal damage and following remounting of the main shaft by G.I.D., ship's staff have undertaken a complete refit of the machine.

14. The priorities attributed to main defect list items have been further scrutinised following several changes to the dockyard manhour and finance allocations. The latest official amendment to these figures indicate a very limited dockyard commitment.

15. Problems have been experienced with the provision of ship's motor transport. A report is under preparation.

16. Quarterly walkrounds of the ship were undertaken by the Fleet Marine Engineer Officer and by the Fleet Shipwright Officer on Friday 24th February. A useful discussion period followed at which problem with transport, shore support facilities and spares and stores availability were highlighted.

17. The training activity has remained at a high pitch and following discussions during a visit by the Fleet Junior Officer Training Adviser, a report on the fleet training of junior GLEN ME and SLEN ME officers is under preparation.

WEAPONS ELECTRICAL ENGINEERING

18. For a brief period at the start of the month all 4.5 inch turrets were non-operational but with a concerted

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effort by ships staff and a weeks SMP, all turrets were operational by the end of the month. A long standing spare part deficiency in the LW02-A receiver was rectified this month and a Vertical Coverage Diagram was obtained on 28th February. As the results are not yet at hand, a suspected proliferation of side-lobes due to faults in the antenna reflector cannot yet be confirmed.

19. With assistance from HMAS STALWART, all HF Communications defects were rectified in the SMP. Low insulation on both turbo-generator amplidyne and rotor circuits were detected during the SMP but, with abnormal attention to cleanliness, brush gear and rotor wiring insulation, both generators were over the required insulation readings by the start of JUC. This was a major task which absorbed most of the skilled ETP effort in the SMP.

20. Successful sonar beam pattern, noise and power output checks were carried out on sonar 170 in preparation for JUC exercises and, given reasonable propagation conditions, better detection ranges are hoped for than were experienced at the beginning of the month.

HEALTH, CONDUCT AND MORALE

21. The health, conduct and morale of the ships company have been very good. An increase in minor offences has been noted, which might be attributed to the demands of a busy month both at sea and in harbour. Nevertheless it has been pleasing to see that the new members of the ships company have settled down to life at sea.

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

5th March, 1978

STEAMING RETURN

- A. Distance steamed during February 3352.9 miles.
B. Hours underway during February 277.5 hours.
C. Distance steamed since commissioning 599935.8 miles.
D. Hours underway since commissioning 41432.3 hours.
E. Occasions on which fast routing speed was exceeded:-

<u>DATE</u>	<u>DURATION</u>	<u>SPEED</u>	<u>REMARKS</u>
01FEB78	1 hour	22 knots	RESDES
02FEB78	$\frac{1}{2}$ hour	20 knots	RESDES
08FEB78	1 hour	25 knots	MINI WAR
15FEB78	$\frac{1}{2}$ hour	24 knots	JSSC SEA DAY
16FEB78	1 hour	22 knots	TORRENS FBP.

ANNEX B TO HMAS VAMPIRE
letter 1/16/10 dated

5th March, 1978

MOVEMENTS RETURN

<u>ARRIVE</u>	<u>PLACE</u>	<u>DEPART</u>	<u>REMARKS</u>
01FEB78	EAXA	10FEB78	WEAPON TRAINING
10FEB78	SYDNEY	14FEB78	
14FEB78	EAXA	17FEB78	WEAPON TRAINING
17FEB78	SYDNEY	27FEB78	SMP
27FEB78	EAXA		JUC 98

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ANNEX C TO HMAS VAMP
letter 1/16/10 dated

5th March, 1978

DRILLS, EVOLUTIONS AND EXERCISES

<u>EXERCISE</u>	<u>NUMBER</u>	<u>DURATION</u>
<u>COMMUNICATIONS</u>		
NCX 453	1	2
NCX 402	1	2
NCX 401	1	4
NCX 501	2	2
NCX 657	1	2
CRYPTOGRAPHIC INSTRUCTION	4	4
NCX 201	3	1½
NCX 202	1	½
ATP 1B Vol II INSTRUCTION	2	2½
MESSAGE WRITING INSTRUCTION	1	2½
BASIC KEYBOARD EXERCISES	22	4
EWX 15	1	2
EWX 20	2	18
EWX 22	2	4
EWX 23	2	2
<u>GUNNERY</u>		
AA 1	3	3
AA 3	3	4½
AA 8	1	1
AAFX (FLARE TARGET)	1	1
DAY STARSHELL	2	2
SU 2	2	7
SUPAC	2	2
NG 1	1	1
NG 2	1	1
NG 3	1	1
DEMONSTATION FIRING (JSSC DAY)	1	1
LANDING PARTY (MELBOURNE ISX)	1	24
<u>A.I.O.</u>		
ARRX	6	57
AIOX	3	18
SPX	1	1
MINI WAR	1	6
PROWLEX	1	5
MINE FIELD TRANSIT	4	6
<u>T.A.S.</u>		
CASEX A 2	1	2
CASEX A 3	1	2
CASEX A 6	1	3
CASEX C 2	5	14
CASEX C 25	1	1
LIGHT MORTAR FIRING	1	NA
COMPEDITIVE MORTAR FIRING (3 SALVOS)	1	NA
CONTINUATION TRAINING SCR CREWS		2 DAYS
AT WATSON		

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NBCD

MAJOR NBCDX	2	6
ACTION STATIONS	3	NA
EMERGENCY STATIONS	2	NA
LEAVING SHIP STATIONS	2	NA
SHELTER STATIONS	1	NA
EMERGENCY FIRE/FLOOD PARTY	DAILY	NA
OIL SPILL DISPERSAL	1	4

NAVIGATION AND GENERAL

OOW MAN	7	9
MOBEX	10	7½
SCREENEX	1	6
SCREENPLAY	6	36½
RASAPS	3	3½
OOW EMERGENCY DRILLS	4	NA
JUNIOR OFFICERS SHIPHANDLING	2	5
RESCUE DESTROYER	4	16
CONSORT FOR TORRENS FBP	1	10
BLIND PILOTAGE	8	NA
MINEFIELD TRANSIT	4	6
OOW ANCHORAGE	1	NA
XO SHIPHANDLING	2	NA
ISEX - ORANGE RAIDER	1	24
FAMILY DAY	1	NA

SEAMANSHIP

VERTREP	2	NA
RAS (L)	2	NA
JACKSTAY	1	NA
DANLAY	1	NA
CRASH BOAT DRILLS	4	NA
MEDEVAC	1	NA

DIVING

PROPELLOR CLEAN	4	7½
DIRECTIONAL SIGNALS	1	1
POKER GAUGE TEST	1	½
NIGHT DIVE	2	5

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HMAS VAMPIRE
at sea

2nd April, 1978

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commanding Officer
HMAS VENDETTA

HMAS VAMPIRE - REPORT OF PROCEEDINGS - MARCH, 1978

Sir,

I have the honour to report the proceedings of HMAS VAMPIRE, under my command, for the month of March, 1978.

2. March proved to be an interesting and rewarding month, the highlight being VAMPIRE's part as leader of an enemy raider group in the longex phase of JUC 98. However the month was not without its vicissitudes as feed water contamination forced the withdrawal of VAMPIRE from JUC 98 before the end of the exercise.

3. The month began with VAMPIRE continuing her full involvement in the JUC 98 casex phase as directed by EAXP 9/78. The large number of CASEX C2 serials enabled the Ship's teams to reach a very satisfactory standard even though poor sonar conditions reduced "in contact" time considerably. This phase culminated in three CASEX's involving all participants of JUC 98 and were considered well worthwhile.

4. On completion of refuelling from HMAS SUPPLY during the forenoon of Friday 3rd, VAMPIRE with HMAS VENDETTA in company detached from the force and assumed the role of an Orange raider group for the longex phase of JUC 98. The first encounter with Blue forces took place at 0400L on Saturday 4th when VAMPIRE and VENDETTA trailed the force until sunrise and then commenced a series of manoeuvres in an attempt to harass Blue units. Contact was broken at 0800L and passage made to rendezvous with three Patrol Boats in preparation for a co-ordinated attack on Blue force at 0001L on Sunday 5th. Although V/S communications with the Patrol Boats was difficult, and minor engine troubles necessitated alterations to the SOA, Orange surface forces located Blue units on time and forced the main body to the SE enabling several attacks to be carried out by HMAS OTWAY, the Orange submarine associated with the co-ordinated attack. At the height of the engagement clocks were retarted one hour to zone KILO (-10) to conform with EST. At 0130K Orange surface forces withdrew to the west and VAMPIRE and VENDETTA made passage to Sydney.

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5. Both ships entered Sydney Harbour Heads at 1115K on Sunday 5th and VAMPIRE berthed port side to outboard VENDETTA at the Fitting Out Wharf in order to take on fuel. Lines were cast off at 1430K and once clear of the Heads VAMPIRE proceeded south to the BATEMANS BAY area to prepare for another encounter with Blue force.

6. A rendezvous with VENDETTA was effected at 0050K on Monday 6th and within minutes of VENDETTA being ordered to close for an alongside approach towards the enemy, salt water contamination of B unit feed system was reported. As a result VAMPIRE was limited to one engine and a speed of 12 knots. VENDETTA was ordered to attack the enemy, with VAMPIRE providing support from the rear. This was done by sowing chaff, and firing illuminants in order to cause as much confusion as possible. On completion of the engagement VAMPIRE was forced to withdraw from the exercise and return to Sydney. The ship berthed port side to the Oil Wharf at Garden Island at 1305K on Monday 6th and remained alongside until Tuesday 21st.

7. While steps were taken to investigate and rectify the defect, the ship carried out a programmed SMP. A refit planning conference was held on Friday 10th during which priorities for the forthcoming refit were finalised.

8. During the forenoon of Monday 13th I, Sir, accompanied by two of my officers attended the PXD to JUC 98 at HMAS WATSON and on Wednesday 15th I travelled to NAS NOWRA to attend the Naval Aviation Conference which was held on Thursday 16th and Friday 17th.

8. On Sunday 19th, 50 members of the HMAS WARRAMUNGA Veterans Association visited the ship, as part of an annual day at Garden Island.

9. Having deferred sailing on Monday 20th due to gale force winds and rough seas, VAMPIRE cast off at 0920K on Tuesday 21st and with HMAS SWAN in company sailed for the local exercise areas. Embarked were civilian employees from Garden Island Dockyard who were given the opportunity to witness weapon practices and in-company exercises. Both ships returned to Sydney at 1530K and disembarked the guests before returning to sea and continuing exercises in accordance with EAXP 12/78. Another group was embarked at 0830K on Wednesday 22nd and similar activities were carried out before VAMPIRE secured port side to North end Cruiser Wharf at 1530K.

10. The ship remained alongside for the Easter period and sailed at 1100K on Wednesday 29th. Once clear of the Heads the opportunity to instruct officers under training in shiphandling was taken and by nightfall passage to New Zealand was commenced. HMAS STALWART rendezvoused with VAMPIRE at midnight and exercises as laid down in HMAS VAMPIRE N.Z. passage OORDER were commenced.

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11. At the end of the month both ships were half way across the Tasman Sea enjoying calm seas, the final activity being to advance clocks one hour to zone LIMA (-11).

MARINE ENGINEERING

12. The salt water contamination of B unit main feed system blemished what otherwise has been a satisfactory month of operation. VAMPIRE DDW 051730Z MAR78 and VAMPIRE letter 53/2/1 dated 15th March, 1978 refer. The rectification of this defect together with the internal clean of B boiler provided an ideal opportunity for the completion of training tasks and for general departmental training in the affected areas.

WEAPONS ELECTRICAL ENGINEERING

13. Series Inspections by INO Sydney staff were carried out on Bravo and X-Ray turrets between 8th and 17th March. These inspections confirmed a requirement to change all six 4.5 inch barrels in the refit as predicted in HMAS VAMPIRE letter 20/1/21 dated 14th December, 1977.

14. To enhance the possibility of completing overhaul work on both M22 systems antennae during the shortened refit, Blue System Combined Antenna and look-out sight were removed by Garden Island Dockyard staff during the SMP. Thus the ship's silhouette has been altered noticeably although planned firing exercises have not been affected.

15. The enforced slight extension to the programmed SMP allowed considerable extra maintenance work to be carried out in all areas ensuring good operational availability of all WE Systems and equipments.

HEALTH, CONDUCT AND MORALE

16. The health, conduct and morale of the ships company has been very good, although an increase in the number of leavebreaking offences has been noted.

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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(4)

ANNEX A to HMAS VAMPIRE
letter 1/16/10 dated

2nd April, 1978

STEAMING RETURN

- A. Distance steamed during March 2838.5 miles
B. Hours underway during March 236.0 hours
C. Distance steamed since commissioning 602774.3 miles
D. Hours underway since commissioning 41668.3 hours
E. Occasions on which fast routing speed was exceeded:

<u>DATE</u>	<u>DURATION</u>	<u>SPEED</u>	<u>REMARKS</u>
02MAR78	45 minutes	20 knots	JUC 98 CASEX Phase
04MAR78	45 minutes	22 knots	JUC 98 Orange Force
05MAR78	1 hour	27 knots	JUC 98 Orange Force
05MAR78	10 hours	18 knots	JUC 98 Orange Transit

ANNEX B to HMAS VAMPIRE
letter 1/16/10 dated

2nd April, 1978

MOVEMENTS RETURN

<u>ARRIVE</u>	<u>PLACE</u>	<u>DEPART</u>	<u>REMARKS</u>
01MAR78	EAXA	06MAR78	JUC 98
06MAR78	SYDNEY	21MAR78	REPAIR/SMP
21MAR78	EAXA	22MAR78	GID SEA DAYS
22MAR78	SYDNEY	29MAR78	EASTER
29MAR78	TASMAN SEA		PASSAGE TO N.Z.

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ANNEX C to HMAS VAMPIRE
letter 1/16/10 dated

2nd April, 1978

DRILLS, EVOLUTIONS AND EXERCISES

<u>EXERCISE</u>	<u>NUMBER</u>	<u>DURATION (HOURS)</u>
<u>COMMUNICATIONS</u>		
NCX 401	3	3
NCX 402	1	2
NCX 453	1	2
NCX 454	2	1
NCX 657	2	5
FLAG HOIST DRILLS	1	NA
FRX	4	8
NCX 201	3	1½
TYPING INSTRUCTION	12	6
EWX 23	2	3
EWX 22	4	7
EWX 10	1	2
IPS LECTURE	1	4
<u>GUNNERY</u>		
AA 3	1	2
ADEX	1	1
AAROFX	2	2
SU 3	1	1
40/60 SUFX	2	2
.50 cal SUFX	2	1
ILLUMINATION EXERCISE	1	1
GFT (40/60 AND 4.5)	1	1
CHAFF CHARLIE FIRING	1	NA
LOADING DRILLS	1	1
<u>AIO</u>		
CASEX C2	6	18
CASEX E3	1	1
ARRX	2	25
ADEX	1	4
SPX	2	3.5
RELVEL EX	1	2
COMPETITIVE MANORD EX	1	1
JUC 98	From 031800K to 060300K	MAR 78
PUBLICATION TRAINING	3	3
VOICE PROCEDURE TRAINING	2	2

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<u>EXERCISE</u>	<u>NUMBER</u>	<u>DURATION (HOURS)</u>
<u>TAS</u>		
CASEX C2	6	18
CASEX E3	1	1
PROCEDURE DRILLS	2	4
LIVE MORTAR FIRINGS	2	NA
MORTAR DRILLS	1	NA
DEMOLITION CONT TRNG (WATSON)	2 Days at HMAS WATSON	
<u>NBCD</u>		
EMERGENCY FIRE/FLOOD PARTY EX ACTION STATIONS	DAILY 3	NA 8
DEFENCE WATCHES JUC 98	AS REQUIRED	36
MAJOR NBCDX	1	3
MINOR NBCDX	2	2
<u>NAVIGATION AND GENERAL</u>		
JUC 98	AS REQUIRED IN ACCORDANCE WITH AJASS OPORD	
SCREENEX	1	2
SCREENPLAY	4	32
OOW SHIPHANDLING	3	8½
RASAPS	2	2
COMPETITIVE MANORD EX	1	1
MANORD EX	1	1
EXERCISE STEERING GEAR FAILURE	6	NA
JUNIOR OFFICERS U/T SHIPHANDLING	2	6
BLIND PILOTAGE	4	2
OOW CONNING DURING JACKSTAY	3	1
HWC AWARDED TO 4 OFFICERS		
ASTRO NAV TRAINING FOR 4 OFFICERS		2 DAYS
OOW MANS	5	10
HARBOUR MAN OVERBOARD DRILLS	2	NA
<u>SEAMANSHIP</u>		
RAS (L)	1	1
LIGHT JACKSTAY (P)	2	¾
SEA BOAT DRILLS	1	NA
HELO TRANSFER DRILLS	1	1½
RIG TOWING AFT	1	NA
SEAMANSHIP TRAINING	3	6
<u>DIVING</u>		
HULL SURVEY	1	50 mins
DIRECTIONAL SIGNAL TRNG (NIGHT)	4	135 mins

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1/16/10

HMAS VAMPIRE
at Sydney

4th May, 1978

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commanding Officer
HMAS VENDETTA

HMAS VAMPIRE - REPORT OF PROCEEDINGS - APRIL, 1978

Sir,

I have the honour to report the proceedings of HMAS VAMPIRE, under my command, for the month of April, 1978.

2. The first three weeks of April saw VAMPIRE in New Zealand waters where three most enjoyable port visits were made. A considerable amount of in company time with HMAS STALWART between visits allowed valuable training for both officers and sailors to be progressed. The latter part of the month was devoted to preparing the ship for the forthcoming refit.

3. At the beginning of the month VAMPIRE and STALWART were mid way across the Tasman Sea en-route to Auckland. Calm seas and fine weather enabled both ships to carry out all the exercises detailed in the NZ passage exercise programme. On Saturday 1st clocks were advanced one hour to zone MIKE (-12) and at 1700M landfall was made on Great Island. Passage was continued along the NE coast of North Island until 0930M on Sunday 2nd when both ships anchored in Hauraki Gulf in order to make final preparations before entry into harbour.

4. Anchor was weighed at 0745M on Monday 3rd and entrance made into Auckland Harbour. Prior to entering harbour the Officer of the Guard and Pilot were embarked, the latter being required by Auckland Harbour regulations. VAMPIRE berthed port side to, outboard STALWART, Kings Wharf at 1000M and at 1030M I, Sir, along with CAPT D.J. ORR RAN called on the Mayor of Auckland, Sir DOVE-MYER ROBINSON, the Deputy Chairman Auckland Harbour Board, Mr H.L. JULIAN, and Commodore Auckland, CDRE K.M. SAULL RNZN. On completion of these calls we joined other ships' officers for drinks at the wardroom HMNZS PHILOMEL before rejoining Commodore Auckland for luncheon. Following luncheon, a call was made on the Australian Consul General, Mr K. Le ROSSIGNOR.

5. An official reception was held on board STALWART that evening for some 100 guests and on completion I had pleasure of co-hosting a dinner party with the Commanding Officer, STALWART for 10 guests.

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6. Both ships were open for public inspection on Tuesday 4th, only 96 people visited VAMPIRE, due no doubt to the rainy conditions and the fact that VAMPIRE was outboard of STALWART. During the visit, many members of the ship's company took advantage of a comprehensive sporting programme and local tours of the area.
7. Lines were cast off at 0900M on Thursday 6th and once clear of harbour, course was shaped for Gisborne for a private ship visit, STALWART remaining in Auckland for the rest of the week.
8. Once again ideal conditions prevailed and VAMPIRE entered the small harbour at Gisborne and berthed starboard side to No 7 berth at 0900M on Friday 7th. During the forenoon I, Sir, called on the Mayor of Gisborne, Mr R.A. WHITE, the Chairman of the Cook County Council, Mr T.H.C. WILLIAMS, and the Chairman of the Gisborne Harbour Board, Mr G.P. SHEPHERD. As a prelude to an official reception held onboard that evening, all available officers were invited to have drinks at the Poverty Bay Club and the Gisborne Club.
9. The weekend in Gisborne was thoroughly enjoyed by all members of the Ship's Company and it was particularly pleasing to see that many families invited members into their homes. The ship was open for public inspection on Saturday 8th and 631 people visited the ship. Three members of the Ship's Company were praised in the local press when they rescued a man from a burning house. (HMAS VAMPIRE LEV 082057Z APR78 refers)
10. Lines were cast off at 0900M on Monday 10th, and the ship was turned in the harbour before proceeding out through the breakwater. Passage was made to the North and a rendezvous with STALWART was effected at 2200M. Exercises then continued in accordance with the practice programme. In the afternoon of Tuesday 11th Vampire carried out a successful tow of STALWART, utilizing a downwind approach. A useful day was spent in Hawke Bay on Wednesday 12th, where officers under training carried out dummy anchorages and ship handling. Both ships anchored overnight in the vicinity of Napier Roads.
11. During the forenoon of Thursday 13th STALWART successfully took VAMPIRE in tow thus completing two very useful towing exercises. Passage was then continued to Wellington and although conditions became somewhat blustery VAMPIRE negotiated the harbour entrance without difficulty during the morning watch on Friday 14th and berthed port side to No 5 berth AOTRA Quay at 0700M. Fuel was embarked in short time considering the pumping rate and at 0920M the ship moved hot to berth port side to No 2 wharf, Overseas Passenger Terminal.
12. Official calls were made by myself and the Commanding Officer, STALWART on the Australian High Commissioner, His Excellency Mr L.H. BORDER MVO, the Chief of Naval Staff, RADM N.D. ANDERSON CBE, the Mayor of Wellington, Mr M. FOWLER and the Chairman Wellington Harbour Board, Mr H.A. JAMES.

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That evening an official reception was held onboard STALWART and on completion I once again co-hosted with CAPT ORR a Dinner Party onboard STALWART for 10 guests.

13. More than adequate arrangements had been made for our visit and once again many members of the Ship's Company were invited into the homes of local families.

14. By 1015M on Monday 17th both ships had cleared their berths and passage was commenced to transit Cook Strait and make way back to Australia. Strong winds accompanied the departure and by night fall it became clear that a depression to the North was moving rapidly towards the intended track. Conditions deteriorated until late on Tuesday 18th when the wind was gusting to 60 - 70 knots and the barometer had dropped to 0976 mb.

15. At the height of the storm, a wash deck locker situated on the starboard side aft of the maintop, was carried away. However it was only after the storm had abated that an increase in vibration was detected, indicating that perhaps the locker or its contents had made contact with the starboard screw. This was subsequently confirmed by divers after return to harbour. By a process of trials, comfortable revolutions for the starboard shaft were determined, and speed was then maintained by increased revolutions on the port shaft.

16. It was fortunate that the wind, which was blowing from astern at the commencement of the storm, veered no further than a few degrees forward of the beam thus ensuring that at no stage were ships exposed to the possibility of pounding. The experience was invaluable for many junior members of the ships' company who had become accustomed to fair weather in their short time at sea.

17. Clocks were retarded on successive days to comply with E.S.T. and passage continued with conditions improving slowly until landfall was made on Macquarie Light at 0350K on Friday 21st. VAMPIRE came to anchor at Watson's Bay at 0620K and customs clearance commenced. Once all forms had been submitted and signed VAMPIRE weighed anchor and proceeded to berth starboard side to West Dock Wall, Garden Island at 1000K. Defuelling and pre refit work commenced immediately and at 1330K I, Sir, along with a number of my officers and senior sailors attended the final pre refit meeting.

18. On the evening of Saturday 22nd I had the pleasure, as a member of the course, of providing the venue for thirteen Sydney based members of the No 46 course Australian Administrative Staff College and their ladies to hold a re-union. Although conducted as a private function it nevertheless provided a good opportunity to further develop Navy awareness in senior executives of the community.

19. A party of handicapped school children from the North Rocks School visited the ship during the forenoon of Monday 24th. The deaf/blind section of this school is the ship's adopted charity.

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20. Colours were half-masted at 0800 Tuesday 25th in remembrance of ANZAC Day and at 0815 Wednesday 26th the ship cold moved to No 3 buoy for de-ammunitioning. The overnight stay at the buoy was taken as an opportunity to farewell several of the ship's officers at a mess dinner.

21. The ship was cold moved alongside the Oil Wharf at Garden Island on completion of de-ammunitioning at 1100 Thursday 27th. At 0900 the same day I, Sir, conducted the annual inspection of HMAS VENDETTA (CMDR M.R. FREEMAN RAN).

22. At the end of the month the ship was preparing for its forthcoming refit.

MARINE ENGINEERING

23. The performance of machinery has been satisfactory throughout the period. The full power workup scheduled for the evening before arrival in Sydney was abandoned because of damage sustained by the starboard propellor during the passage from New Zealand. VAMPIRE message DAU/KOB 190310Z APR78 refers.

24. The pre refit preparations made by Garden Island Dockyard personnel have been most encouraging but were somewhat marred by industrial problems in the dockyard.

25. The services of T.C.V. Colac have been most welcome and good progress has been made on the tank, bilge and boiler cleaning tasks.

26. Unfortunately the almost inevitable problem of non-availability of spare gear is already affecting ship's staff work in significant areas and if not corrected at an early date will result in a delay to the refit.

WEAPONS AND ELECTRICAL ENGINEERING

27. A number of firings involving all weapons were carried out during the month and no major problems arose. Only one major defect occurred and that was the burning out of K4 Turbo-Generator due to salt water ingress through ventilation trunking at the height of the storm encountered on the return passage from New Zealand. This defect occurred despite efforts made to prevent the ingress of water into the boiler room and to keep water off the generator. In addition the generator was run on a light load.

HEALTH, CONDUCT AND MORALE

28. The health, conduct and morale of the ships company has been very good. The recreational activities in the three port visits coupled with an interesting training programme at sea have done much to re-inforce the ships team

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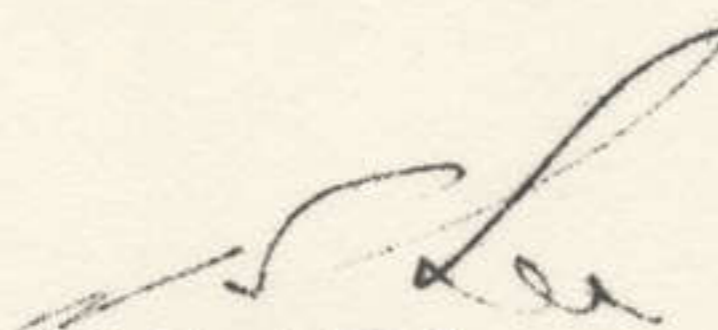
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spirit. A marked decrease in the number of minor and leavebreaking offences has been noted.

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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(6)

Annex A to HMAS VAMPIRE
letter 1/16/10 dated

4th May, 1978

STEAMING RETURN

A.	Distance steamed during April	2829.2 miles
B.	Hours underway during April	248.0 hours
C.	Distance steamed since commissioning	605,603.5 miles
D.	Hours underway since commissioning	41,916.3 hours
E.	Occasions on which fast routing speed was exceeded	NIL

Annex B to HMAS VAMPIRE
letter 1/16/10 dated

4th May, 1978

MOVEMENTS RETURN

<u>ARRIVE</u>	<u>PLACE</u>	<u>DEPART</u>	<u>REMARKS</u>
03APR78	TASMAN SEA	03APR78	PASSAGE TO N.Z.
06APR78	AUCKLAND	06APR78	VISIT
07APR78	PASSAGE TO GISBORNE	07APR78	
10APR78	GISBORNE	10APR78	VISIT
14APR78	PASSAGE TO WELLINGTON	14APR78	
17APR78	WELLINGTON	17APR78	VISIT
21APR78	TASMAN SEA	21APR78	PASSAGE TO SYDNEY
21APR78	SYDNEY	30APR78	DE-FUEL, DE-AMMUNITION

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Annex C to HMAS VAMPTON
letter 1/16/10 dated

4th May, 1978

DRILLS, EVOLUTIONS AND EXERCISES

<u>EXERCISE</u>	<u>NUMBER</u>	<u>DURATION (HRS)</u>
<u>COMMUNICATIONS</u>		
NCX 201	16	8
NCX 202	11	5½
TACTICAL PUBLICATION LECTURE	4	3
MESSAGE WRITING TRAINING	8	1
V/S PROCEDURE LECTURE	2	1
MSO INSTRUCTIONS	1	1
NCX 657	1	1½
LONGCOMEX	1	1
NCX 401	1	2
EWX 10 MOD	1	1½
<u>GUNNERY</u>		
SMALL ARMS SHOOT	1	3
LANDING/BOARDING PARTIES MUSTERED	1	2
SENTRIES POSTED	N/A	N/A
<u>AIO</u>		
HIGHER RATES TRAINING	1	4
RAINEX/GOPEX	2	3
ARRX	4	2
RFX2	1	1
RELVELEX	1	2
<u>TAS</u>		
LIVE MORTAR FIRING	1	N/A
LIGHT MORTAR FIRING	3	N/A
<u>NBCD</u>		
MAJOR NBCDX	1	4
SHOREING EXERCISE	2	2
DAILY FIRE AND FLOOD EXERCISE	DAILY	N/A
<u>NAVIGATION AND GENERAL</u>		
SCREENPLAY	8	53
ANCHORAGE TRAINING	8	4
OOW SHIPHANDLING	2	5
OOW EMERG DRILLS	8	4
RASAPS	2	2
OOW MANOEUVRES	1	2
PILOTAGE TRAINING	2	2
NZDEF SAREX (PAPER ACTION ONLY)	1	6
BWC AWARDED 2 OFFICERS	N/A	N/A
ASTRO NAV. 3 OFFICERS	N/A	2 DAYS
OOW RASAPS	4	3

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<u>EXERCISE</u>	(8)	<u>NUMBER</u>	<u>DURATION</u>
<u>SEAMANSHIP</u>			
RAS (L) (TOKEN REFUELLING)		2	3
JACKSTAY		3	3
TOWEX		2	3
SEAMANSHIP TRAINING		N/A	1 DAY
SEABOAT DRILLS		1	N/A
<u>DIVING</u>			
PROPELLOR INVESTIGATION		1	1
INTAKE INVESTIGATION		1	2

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1/16/10

HMAS VAMPIRE
at Sydney

7th June, 1978

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commanding Officer
HMAS VENDETTA

HMAS VAMPIRE - REPORT OF PROCEEDINGS - MAY, 1978

Sir,

I have the honour to report the proceedings of HMAS VAMPIRE under my command for the month of May 1978.

2. On the first of the month, the ship went out of routine and commenced refit alongside the Oil Wharf, Garden Island. TCV Colac, which had commenced operations on the ship's return from New Zealand, remained alongside until the completion of tank, bilge and boiler cleaning on Monday 8th.

3. On Wednesday 3rd, I paid my final call on Rear Admiral N.E. McDonald, AO prior to his relinquishing command of HMA Fleet. On Friday 5th, I had the pleasure of attending a farewell luncheon given by Admiral McDonald onboard HMAS STALWART.

4. On the 8th, I Sir, together with Fleet Staff officers and Commanding officers of HMA Ships in harbour, attended the ceremony held onboard HMAS STALWART to mark the occasion of your assumption of command of HM Australian Fleet. At 0900 on the 9th I called on you Sir, at Fleet Headquarters.

5. The ship was cold moved from the Oil Wharf to Captain Cook Dry Dock at 0815 Tuesday 9th. The move was uneventful with the caisson in position by 1030, the ship on the chocks at 1630 and the dock clear of water by 2030. I Sir, proceeded on three weeks leave at the completion of docking.

6. The refit has progressed satisfactorily with only minor hold-ups through stores non-availability and industrial disputes. Some amplifying remarks on the disputes are in paragraph 8. Given no major industrial disputes in the forthcoming month, the ship should meet its undocking date of 30th June.

7. On 29th Sir, I returned to duty from leave and had the pleasure of lunching with you onboard HMAS MELBOURNE.

MARINE ENGINEERING

8. A number of industrial disputes, experienced earlier in the month, were resolved without detrimental affect on refit progress. However subsequent strikes by Painters

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and Dockers, Bricklayers and Boiler-makers and Welders employed by Vickers Co-dock, the contractors undertaking the wear and waste test on 'B' Boiler, caused some concern. Subsequent to a return to work, pending arbitration on the matters in dispute, Vickers Co-dock has expressed confidence that this critical item will complete on time.

9. The starboard propellor, suspected as having been damaged by the contents of the starboard after wash deck locker, lost during a storm, has been changed. Little apparent damage was discernible, however it was decided to change the propellor as a precautionary measure. Following discovery of excessive clearances in the port rudder bearing bush, the decision was made to replace the bush. This and the propellor change are well in hand.

10. Ship's staff and Dockyard are making good progress with work on the underwater valves. With some of the planned maintenance completed, ship's staff have commenced repairing outstanding defects.

WEAPONS AND ELECTRICAL ENGINEERING

11. Most satisfactory progress has been achieved in both Dockyard and ship's staff work during the first month of the refit. Some minor growth of Dockyard work has occurred because of defects discovered by ship's staff during the course of planned maintenance. This is reflected in the REDEF signals that have been raised. Lack of Dockyard capacity to carry out planned maintenance work on communications and radar equipment has placed an extra burden on ship's staff resources depleted by extensive leave, posting and training requirements.

12. The repair and replacement of the Red M22 Combined Antenna System has now become a critical path item as far as Dockyard progress is concerned. This may require release of the Dockyard "hot spare" Antenna, if other measures are not successful.

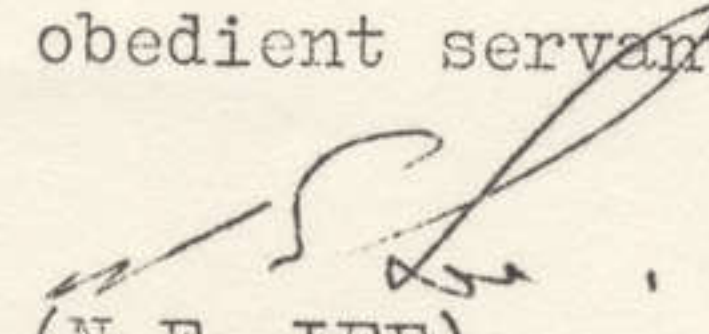
HEALTH, CONDUCT AND MORALE

13. The health, conduct and morale of the ship's company has been very good. Those remaining onboard during the first leave period have worked hard and are looking forward to a well earned leave.

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
7th June, 1978

STEAMING RETURN

- | | | |
|----|---|-----------------|
| A. | Distance steamed during May | NIL |
| B. | Hours underway during May | NIL |
| C. | Distance steamed since commissioning | 605,603.5 miles |
| D. | Hours underway since commissioning | 41,916.3 hours |
| E. | Occasions which fast routing speed was exceeded | NIL |

Annex B to HMAS VAMPIRE
letter 1-16-10 dated
7th June, 1978

MOVEMENTS RETURN

Oil Wharf to Captain Cook Dock - Tuesday 9th May, 1978.

Annex C to HMAS VAMPIRE
letter 1-16-10 dated
7th June, 1978

DRILLS, EVOLUTIONS AND EXERCISES

Nil

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1/16/10

HMAS VAMPIRE
at Sydney

4th July, 1978.

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commanding Officer
HMAS VENDETTA

HMAS VAMPIRE --REPORT OF PROCEEDINGS - JUNE 1978

Sir,

I have the honour to report the proceedings of HMAS VAMPIRE under my command for the month of JUNE, 1978.

2. Most of the month was spent in Captain Cook Dock, Garden Island, where the remaining underwater work was completed according to schedule. Unusually wet weather prevailed for most of the month and proved to be a handicap for trades engaged in external work. As a result of the weather, ship's staff upper deck work is now behind schedule.

3. On Tuesday 6th, you Sir, conducted a walk round of the ship, meeting Heads of Departments on arrival and the remaining officers in the wardroom. During the walk round the opportunity was taken to examine the underwater state of the ship and to view the work being done on the starboard propeller and port rudder.

4. At 1430 Thursday 15th, I called on Major General M. BRADBURY, AO CBE, General Officer Commanding Field Force Command, to discuss matters associated with Exercise Kangaroo Three. On Monday 19th, I accompanied you Sir, and General BRADBURY on a visit to Head Quarters Operational Command to discuss exercise matters with the Air Officer Commanding, Air Vice Marshal F. ROBEY, AO CBE.

5. A Junior Officers Fleet Board, over which I presided, was convened at the old Fleet Headquarters building between 20th and 22nd. The number of candidates was unusually large and presented the Board with a marathon task to complete all oral examinations in the two days available. The overall standard of the candidates was good and the high pass rate is evidence of the efficacy of the training system. ✓

6. On Sunday 17th, the ship's company suffered the loss of one of their number when ABMTP D. WITTWER died as the result of a Motor Cycle accident. The Service funeral for the late AB WITTWER took place on Thursday 22nd when, following a service at the Lutheran Chapel Epping, he was cremated at the Northern Suberbs Crematorium. The funeral was attended by members of his family and a large number of his present and past mess mates.

.../ 7. At 0900

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7. At 0900 Wednesday 28th, flooding of the dock commenced and at 1130 Thursday 29th the ship was moved to outer Captain Cook Dock, east wall. The ship was subsequently moved to the west outer wall at 1535 in preparation for testing of re-fueling and other replenishment points. The ship remained in this berth for the remainder of the month.

Marine Engineering

8. The ship has been in refit throughout the period. Progress continues to be up to the schedule and undocking was a day in advance of that on the refit plan.

9. The majority of dockyard activity has been the wear and waste test of B boiler. Initial results indicate that the boiler is in a satisfactory condition.

10. Dockyard and ship's staff work on auxiliary machinery, hull and main machinery has progressed to the assembly phase with confidently planned completion by raise steam dates of 14th July (A unit) and 23rd July (B unit).

11. Departmentally, the period has been a most satisfying one accented by good progress and commendable co-operation from all dockyard personnel.

Weapons and Electrical Engineering

12. Refit progress in all areas and with both Dockyard, Ship's Staff and FMP work in the refit has been most satisfactory thus far. All work is either on or ahead of schedule. However, some delays are foreseen which could affect meeting completion and these are in the weapons and weapon systems areas where Dockyard Production, Dockyard Technical Services, RANTAU, I.N.O. and ship's staff interests may conflict. Compounding the problem is a shortage of qualified Dockyard personnel to conduct setting to work (S.T.W.) in turrets and on M22 antenna systems. Work programmed to run concurrently can only be done sequentially and an extremely tight S.T.W. and HAT programme is foreseen.

13. After delays in manufacture of components by Williamstown Dockyard, delays in completion of the Red M22 Antenna Systems proved unacceptable and approval was obtained to fit the Dockyard spare system in lieu.

.../ Health, Conduct

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-3-

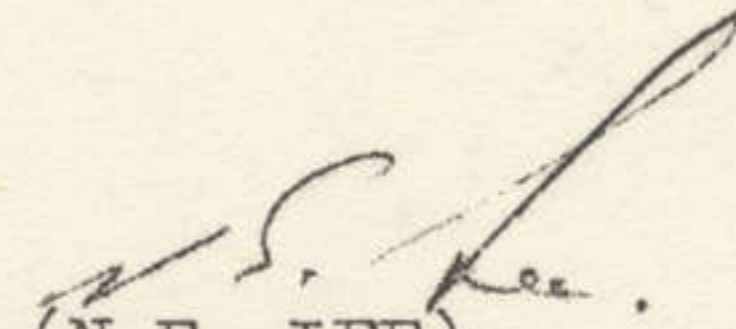
Health, Conduct and Morale

14. The health, conduct and morale of the ship's company has been very good. A ship's company dinner dance was held at the AJC Randwick on 8th June. This function was well attended and enjoyed by all concerned. A drop in minor offences has been noted during the month.

I have the honour to be,

Sir,

Your Obedient Servant


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

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

RESTRICTED

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Annex A to HMAS VAMPIRE
letter 1/16/10
dated 4th July 1978.

STEAMING RETURN

A.	Distance steamed during June.	Nil
B.	Hours underway during June.	Nil
C.	Distance steamed since commissioning	605,603.5 NM
D.	Hours underway since commissioning.	41,916.3 Hrs
E.	Occasions for exceeding fast routing speed	Nil

Annex B to HMAS VAMPIRE
letter 1/16/10
dated 4th July 1978.

MOVEMENTS RETURN

Inner Captain Cook Dock to Outer Dock -- 28 - 29th JUNE

Annex C to HMAS VAMPIRE
letter 1/16/10
dated 4th July 1978.

DRILLS, EVOLUTIONS AND EXERCISES

<u>Exercise</u>	<u>Number</u>	<u>Duration</u>
Daily Fire and Flood	Daily	N/A

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1-16-10

HMAS VAMPIRE
at Sydney

7th July, 1978

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commanding Officer
HMAS VENDETTA

HMAS VAMPIRE - REPORT OF PROCEEDINGS
1ST - 6TH JULY, 1978

Sir,

I have the honour to report the proceedings of HMAS VAMPIRE, under my command for the period 1st - 6th July, 1978.

2. At the beginning of the period, VAMPIRE lay alongside the outer dock progressing testing by the Dockyard of replenishment strong points. This task was completed successfully on Monday 3rd.

3. At 0900, Wednesday 5th, my successor Captain A.L. BEAUMONT, RAN joined. I Sir, paid my farewell call on you at 1130 that day.

4. It was with some regret that I addressed the ship's company for the last time prior to my departure at 0910 Thursday 6th. The thirteen months in which I was in command of VAMPIRE were full of interest and activity, in particular the period spent in support of operation 'Jubilee Salute' and exercise 'Compass 77' which followed. It is a tribute to past and present members of VAMPIRE's ship's company that the ship, one of the oldest units in the Fleet, has continued to meet every demand that has been placed upon her.

Marine Engineering

5. Refit progress continued to be most satisfactory in all areas as the programme passes into the reassembly and then to the trials phase.

6. The only area of concern continues to be the wear and waste test on B boiler where some delaying problems have been encountered in the retubing exercise. As a function of age, the boiler has 'squatted' by up to an estimated two centimetres thereby altering the angle of tube entry from that of standard replacement tubes.

7. Ships staff work is ahead of schedule in all areas of hull and mechanical work.

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-2-

Weapons and Electrical Engineering

8. Satisfactory progress was made during the period by both dockyard and ship's staff.

Health, Conduct and Morale

9. The health, conduct and morale of the ship's company has been very good during the period.

I have the honour to be,

Sir,

Your obedient servant



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

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

RESTRICTED

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Annex A to HMAS VAMPIRE
letter 1-16-10 dated
7th July, 1978.

STEAMING RETURN

A. Distance steamed during period	Nil
B. Hours underway during period	Nil
C. Distance steamed since commissioning	605,603.5 NM
E. Occasions for exceeding fast routing speed	Nil

Annex B to HMAS VAMPIRE
letter 1-16-10 dated
7th July, 1978.

MOVEMENTS RETURN

Nil

Annex C to HMAS VAMPIRE
letter 1-16-10 dated
7th July, 1978.

DRILLS, EVOLUTIONS AND EXERCISES

<u>Exercise</u>	<u>Number</u>	<u>Duration</u>
Daily Fire and Flood	Daily	N.A.

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1/16/10

HMAS VAMPIRE
at Sydney

3rd August, 1978

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commanding Officer
HMAS VENDETTA

HMAS VAMPIRE - REPORT OF PROCEEDINGS

6TH JULY - 31ST JULY 1978

Sir,

I have the honour to report the proceedings of HMAS VAMPIRE, under my command, for the period 6th - 31st July, 1978. Times throughout are zone (-10).

2. I assumed command at 0910 on Thursday 6th. The ship was moved cold to South East Cruiser Wharf, Garden Island, at 1000 that day and the rest of the month was spent at that berth progressing the refit. The unusually clement July weather permitted much of the time lost on upper deck maintenance during June to be recovered.

3. I called on the Acting General Manager, Garden Island Dockyard, Captain J.L. JOBSON, A.D.C., R.A.N. on 12th, and I called on you, Sir, and your Chief of Staff, Commodore J.D. STEVENS, A.D.C., R.A.N. on 14th.

The refit has progressed satisfactorily, with only some minor delays experienced. At this stage they are assessed to be recoverable. Pre-work up training commenced, necessitating the usual intermittent absence of significant numbers of the ship's company. I, Sir, was absent from the ship, attending Pre-Job Training (PJT) courses at HMAS CERBERUS from 17th to 21st of the month. (HMAS VAMPIRE RMO/NZO 162245Z July 1978 refers).

Marine Engineering

5. The refit has progressed satisfactorily and, in most areas, in accordance with the overall plan. The wear and waste test of 'B' boiler was completed and the boiler pressure tested successfully. Except for K4 and G2 turbo-alternators and one turbo forced lubrication pump, all machinery was trialled satisfactorily under steam.

.... / 6. Dockyard work

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6. Dockyard work is nearing completion and ship's staff have been concentrating on minor defects, ship husbandry and training. A large lagging commitment remains, but this has been progressed by the Fleet Maintenance Party.

Weapons and Electrical Engineering

7. The minor defects which have arisen during setting to work have caused delays in all areas of dockyard work, but major milestones have been met and there is confidence that the completion date of 18th August, 1978 will not be affected. Close co-operation between ship's staff and S.E.W. personnel has been required in the weapons systems areas to meet HATS dates.

8. Industrial action at the end of the month delayed re-installation of inspected Bofors 40/60 barrels. The dispute involving crane drivers, appears to be the only barrier to meeting the completion date on weapon systems.

9. Some problems have arisen regarding UHF aerial runs and the supply of UHF and VHF replacement aerials for EW equipment. Both stores and technical solutions to the problems are being pursued.

Health, Conduct and Morale

10. The health, conduct and morale of the ship's company has been excellent throughout the month. Several motorcycle accidents have caused temporary underbearings in the Steward category. One is expected to be of long term duration.

11. My two predominant initial impressions after a lengthy absence from the Fleet, and both subjective at this stage, are of the high calibre of the junior officers and sailors in the Fleet and of a naval stores system under considerable strain. Both will assume more importance during August, 1978, once the ship commences sea operations. It is hoped one of these initial impressions proves false.

.... / 12. The ABC

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12. The ABC television series "Sailor" is proving to be very popular on board and is creating interest in the R.A.N. amongst the civilian community in many parts of the Sydney area.

I have the honour to be,

Sir,

Your obedient servant



(A.L. BEAUMONT)
CAPTAIN, RAN
COMMANDING OFFICER

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

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Annex A to HMAS VAMPIRE
letter 1/16/10
dated 3rd August, 1978.

STEAMING RETURN

A. Distance steamed during period	NIL
B. Hours underway during period	NIL
C. Distance steamed since commissioning	605,603.5 NM
D. Hours underway since commissioning	41,916.3 HRS
E. Occasions for exceeding fast routing speed	NIL

Annex B to HMAS VAMPIRE
letter 1/16/10
dated 3rd August, 1978.

MOVEMENTS RETURN

Outer Captain Cook Dock to S.E. Cruiser Wharf Thurs 6th July

Annex C to HMAS VAMPIRE
letter 1/16/10
dated 3rd August, 1978.

DRILLS, EVOLUTIONS AND EXERCISES

<u>EXERCISE</u>	<u>NUMBER</u>	<u>DURATION</u>
Daily Fire and Flood	Daily	N/A

<u>PWT</u>	<u>NUMBERS</u>	<u>DATES</u>
First Aid and Medical	13	13 - 14 July
AIO	15	17 - 25 July
Landing Party	19	17 - 20 July
EW	5	24 - 28 July
NBCD	55	24 - 28 July
SCR 'A'	7	24 - 28 July
Gunnery Action Crews	25	1 - 8 July
Demolition Supervisor	1	10 - 15 July
Command Team Training	N/A	26 - 31 July

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1/16/10

HMAS VAMPIRE
at Sea

4th September, 1978.

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commanding Officer
HMAS VENDETTA

HMAS VAMPIRE - REPORT OF PROCEEDINGS

AUGUST 1978

Sir,

I have the honour to report the proceedings of HMA Ship VAMPIRE, under my command, for the month of August, 1978. Times throughout are zone (-10).

2. The refit was completed on 18th August 1978, during which period the ship was berthed at South East Cruiser Wharf, Garden Island Dockyard. The balance of the month has been occupied by post refit trials activities.

3. The ship was dressed on Friday 4th on the occasion of the birthday of Her Majesty Queen Elizabeth, the Queen Mother. Colours were half-masted on Monday 14th to mark the funeral of the late Pope Paul VI. You, Sir, returned my official call on Thursday 10th, conducting a brief walk-round of machinery spaces and addressing the Engineering Department junior sailors.

4. A planned hot move on Monday 21st was deferred 24 hours because of an industrial dispute which affected the availability of motor crane lighters for ammunitioning. The opportunity was taken to prove the watch bill and to exercise action, defence, emergency and leaving ship stations during the afternoon.

5. The ship moved hot on Tuesday 22nd, securing to No. 3 buoy and embarking ammunition. During the afternoon a case of 40/60 Bofors ammunition was accidentally dropped overboard, but was recovered subsequently by members of Clearance Diving Team Two (CDT2) (HMAS VAMPIRE signal 220626Z AUG 78 refers). Sea routine was followed overnight whilst remaining secured to the buoy and each watch of each department was exercised in routine procedures in preparation for sea on 23rd.

.... / 6. HMAS VAMPIRE,

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6. HMAS VAMPIRE, having completed ammunitioning at 1100, slipped and proceeded to sea at 1430, Wednesday 23rd, and promptly encountered strong winds and a choppy sea. The latter served to assist both the older and newer members of the ship's company to find their sea legs. These weather conditions prevailed for the remainder of the week while the ship engaged in shakedown drills and commenced gunnery sea acceptance trials.

7. On Friday 25th, VAMPIRE, in company with HMA Ships PERTH, YARRA and SWAN, HMNZS CANTERBURY, and USS HORNE, conducted OOW manoeuvres prior to entering harbour information. The ship berthed outboard of HMAS PERTH, port side to, South East Cruiser Wharf at 0840 and remained alongside for the week-end.

8. At 1155 Saturday 26th, a telephoned bomb threat was received. (HMAS VAMPIRE signal KBT 260710Z AUG 78 refers). An internal search of the ship and a hull search by divers revealed no suspicious packages or objects and the threat was assessed as a hoax at 1520. It may not be coincidental that a Commanding Officers Temporary Memorandum on dealing with bomb threats had been published two days earlier.

9. VAMPIRE cast off and proceeded at 0830 on Monday 28th. The remainder of the week was focussed around Gunnery SATS. Muzzle velocity and gun functioning trials were completed successfully on all guns except for G2 Bofors and 'A' turret, both of which developed minor defects requiring external assistance to repair although there is confidence that unserviceabilities will not be protracted.

10. At 1730 Wednesday 30th, the ship secured to No. 3 buoy, remaining overnight, and slipped and proceeded at 1130 next day following Dockyard tuning of the fire control systems. Colours were half-masted on Thursday 31st to mark the occasion of the funeral of the late President Kenyatta of Kenya.

11. The end of the month saw the ship at sea off Sydney enjoying an anti-submarine exercise with HMAS ONSLOW.

Marine Engineering

12. Departmental activity was maintained at a high level with the continued aim of completing the refit work and harbour acceptance trials before the planned refit completion date. This aim was achieved and, with the exception of some minor work on an 'A' unit auxiliary feed pump, all machinery was ready for sea by Friday 18th.

.... / 13. The requirement

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13. The requirement to test overspeed trips on all steam rotating machinery, as part of sea safety checks, was not met completely as 'A' unit main feed pump was damaged during the trials (HMAS VAMPIRE's signal DAU/KOB 190110Z AUG 78, URDEF 1/79 refers). This matter is the subject of a Board of Inquiry.

14. The post-refit sea trials period has been very pleasingly trouble-free and, with minor exceptions, all members of the department have entered enthusiastically into achieving the required departmental standards.

Weapons Electrical Engineering

15. The tight setting-to-work and trials schedule on gunnery systems and turrets was recognised at the start of the refit as posing a potential problem. The problem eventuated. However, with dedicated co-operation from SEW staff, and excellent liason with RANTAU, all HATS were completed on time. Minor problems arising from generator trials were solved expeditiously also through the efforts of EEQ and production personnel.

16. Although 'A' turret developed two defects (URDEFS 2/79, 3/79) which precluded trials of the turret during the first week of SATS, other weapons and systems have performed well to date.

17. Carrying out stringent trials on unrefitted equipment, to schedules not completely applicable to the peculiarities of VAMPIRE's equipment fit, has called for large slices of good humour and tolerance by all personnel concerned.

General

18. On Tuesday 15th, a most useful meeting was held at Fleet Headquarters to consider the program for placing the ship in operational reserve commencing in mid-1979. It is thought the major milestones and problems have been identified and realistic time-scales proposed.

.... / Health, Conduct

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Health, Conduct and Morale

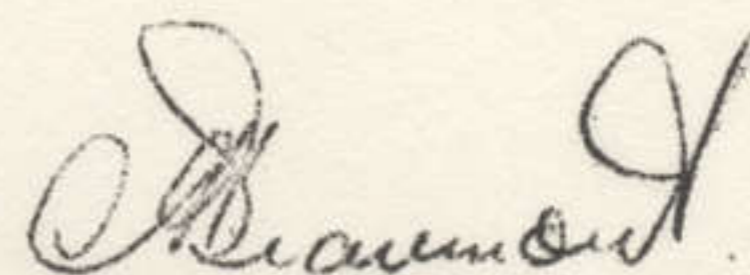
19. The health, conduct and morale of the ship's company have been excellent throughout the month. The end to a successful refit and achieving sea trial milestones has vindicated the hard work by ship's staff and served to provide a considerable boost to morale.

20. The ship's company was addressed on security during the month.

I have the honour to be,

Sir,

Your obedient servant



(A.L. BEAUMONT)
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
4th September, 1978.

STEAMING RETURN

A. Distance steamed during August: 1,195.6NM
B. Hours underway during August: 128.1 HRS
C. Distance steamed since commissioning: 606,799.1NM
D. Hours underway since commissioning: 42,044.4HRS
E. Occasions for exceeding fast routing speed:

<u>DATE</u>	<u>DURATION</u>	<u>SPEED</u>	<u>REMARKS</u>
28 August 1978	1 Hr. 15 Mins.	22 Knots	SAGOPS

Annex B to HMAS VAMPIRE
letter 1/16/10 dated
4th September, 1978.

MOVEMENTS RETURN

<u>ARRIVE</u>	<u>PLACE</u>	<u>DEPART</u>	<u>REMARKS</u>
	SYDNEY	23 AUG 78	REFIT
23 AUG 78	EAXA	25 AUG 78	Sea Trials
25 AUG 78	SYDNEY	28 AUG 78	
28 AUG 78	EAXA	31 AUG 78	Sea Trials

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Annex C to HMAS VAMPIRE
letter 1/16/10 dated
4th September, 1978.

DRILLS EVOLUTIONS AND EXERCISES

<u>EXERCISE</u>	<u>NUMBER</u>	<u>DURATION</u>
<u>COMMUNICATIONS</u>		
NCX 657	2	4 hrs
NCX 453	2	2 hrs
NCX 350	1	1 hr
NCX 251	1	2 hrs
NCX 604	1	1½ hrs
EWX 22	1	1 hr
FRX	DAILY	N/A
Cryptographic instruction	2	4 hrs
Pre-workup Training	HMAS WATSON	5 days
<u>GUNNERY</u>		
NGS NAVEX	1	2 hrs
Muzzle velocity firings	3	8 hrs
Balloon tracking	1	1 hr
40/60 drills	3	4½ hrs
Recognition Pre-workup Training	Garden Island	2 days
<u>AIO</u>		
GOPEX/RAINEX	3	4½ hrs
SAGOPS	1	1 hr
ARRX	3	11 hrs
<u>TAS</u>		
PROWLEX	1	6 hrs
CASEX A1	2	4½ hrs
MORTARS/SCR Pre-workup Training	HMAS WATSON	4 days
Demolitions Pre-workup Training	HMAS WATSON No. 1 DMR	2 days

.... / Annex C (Cont.)

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Annex C (Cont.)

NBCD

NBCD COMDEX	1	1 hr
D.C. EX	1	1½ hrs
NBCDEX	1	1½ hrs
Daily Fire and Flood	Daily	N/A

NAVIGATION AND GENERAL

Screenplay	1	4 hrs
Anchorage	1	1 hr
OOW Manoeuvres	2	2¾ hrs
Manoverboard Drills	5	3 hrs
Steering Gear Breakdowns	2	2 hrs

SEAMANSHIP

Rig QRC, Probe and Jackstay	4	8 hrs
Stream/recover splash target	1	1 hr

DIVING

Pre-workup Training	HMAS PENGUIN/ Garden Island	5 days
Hull Search	1	1½ hrs

COMMAND TEAM TRAINING

	HMAS WATSON	8 days
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1-16-10

HMAS VAMPIRE
at Sea

3rd October, 1978

The Flag Officer Commanding
HM AUSTRALIAN FLEETFor Information:The Commanding Officer
HMAS VENDETTAHMAS VAMPIRE - REPORT OF PROCEEDINGS
SEPTEMBER 1978

Sir,

I have the honour to report the proceedings of HMA Ship VAMPIRE under my command, for the month of September, 1978. Times throughout are Zone (-10)

2. The major part of the month was spent conducting post-refit trials which were progressed as far as possible allowing for some time lost due to defects and other operational commitments. A slightly curtailed planned self maintenance period was completed in time to facilitate the ship's departure to Melbourne for Navy Week on 28th September and at the end of the month the ship was berthed alongside Station Pier, Port Melbourne.

3. At the beginning of the month VAMPIRE was participating in Screenplay and OOW manoeuvres with HMA Ships PERTH, TORRENS, YARRA and HMNZS CANTERBURY. On completion ships entered harbour in company and VAMPIRE secured alongside HMAS STUART at North East Cruiser Wharf, Garden Island at 0815. At 0900 I attended The Fleet Commanding Officers meeting at Fleet Headquarters and afterwards a luncheon hosted by you, Sir, for your Commanding Officers onboard your flagship HMAS MELBOURNE.

4. On Monday 4th, the ship proceeded to sea for the third week of post-refit sea trials. This week was interrupted by the requirement to undertake a trial of palletised Subunk equipment. Having embarked trials equipment on 6th VAMPIRE proceeded to sea at 0830 on Thursday 7th with trials personnel embarked. A simulated survivor recovery exercise was conducted to measure the time taken for recovery and re-compression. It appears that the times were acceptable and the trial was relatively successful.

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5. At 0830 Friday 8th, just prior to the ship's scheduled departure, a SMASHEX signal was received onboard (COMAUSFLT KAQ 072315Z SEP 78). After embarking a medical officer and waiting to determine whether it was intended to re-embark the Subsunk equipment, VAMPIRE cast off at 0915 and joined YARRA and DERWENT at the search datum. Senior Officer Search Force duties were transferred from YARRA to VAMPIRE shortly after arrival. The exercise was completed at 1345 when the submarine surfaced. (VAMPIRE KAQ 080615Z SEP 78 refers). VAMPIRE then proceeded to Jervis Bay, anchoring at 1955 on Friday 8th for the weekend.

6. On Saturday 9th 30 cadets from RANC were provided with guided tours of the ship and the ship's firefighting teams obtained valuable experience at the JBMR facility during the weekend. On Sunday 10th, Sir, I inspected the ship's company at divisions. Sporting events were conducted both inter-ship and versus HMAS CRESWELL during the weekend.

7. The ship returned to Sydney on Monday 11th, and having embarked 40 officers and staff from the Australian Staff College proceeded to sea in company with HMAS YARRA at 0850. Demonstration exercises were conducted throughout the day whilst both ships made passage to Jervis Bay. After a most successful day visitors were disembarked in Jervis Bay that evening. Monday's exercises were repeated on Tuesday 12th with HMA Ships YARRA and DERWENT in company for members of the Industrial Mobilisation Course and members of the RANC Advisory Committee who embarked in Sydney. Such visits are considered to be particularly important in educating the other services and civilians about sea-power. There is some price to pay, however, and in VAMPIRE's case it consisted of the loss of time in which to conduct the SATS program. On balance, the price is considered worthwhile. After disembarking passengers in Sydney, all three ships proceeded to sea. A light jackstay was conducted with HMAS DERWENT later on the evening of 12th to effect the recovery of a sailor who had been landed temporarily at Garden Island Dockyard.

8. Gunnery trials were progressed during Wednesday 13th following which the ship anchored overnight in Jervis Bay in preparation for HMNZS CANTERBURY's Operational Readiness Evaluation (ORE). At 0550 14th, VAMPIRE weighed and proceeded in company with DERWENT and CANTERBURY. The day provided an invaluable opportunity to exercise VAMPIRE personnel in a minefield transit, ASW exercises, surface actions and a nuclear transit. Following a most interesting and instructive day the ship secured alongside HMAS BRISBANE, at West Dock Wharf, Garden Island at 1700.

9. At 0300 Saturday 16th a telephoned bomb threat was received by the Sydney Morning Herald and reported to the ship by Naval Police via NSW Police. The ship was evacuated and an internal search carried out. As no suspicious objects or packages were found, the threat was assessed as a hoax at 0420. (VAMPIRE RTT 151845Z SEP 78 refers).

.../3

10. VAMPIRE proceeded to sea at 1130 Monday 18th and continued with gunnery trials enroute to Jervis Bay, anchoring in Jervis Bay at 1930. An internal Operation Awkward was conducted during the night, again to familiarise new members of the ships company with the organisation. The remainder of the week was spent progressing gunnery trials. The opportunity was taken to provide a day at sea for RANC cadets on Tuesday 19th and Wednesday 20th. Eight WRAN officer cadets embarked on 20th and appeared, in general, to handle the sea conditions better than their male counterparts. Anchorages were also conducted in Jervis Bay for officers under training on those evenings. The ship secured alongside HMAS STUART, North East Cruiser Wharf, Garden Island at 0830 Friday 22nd and commenced a self maintenance period.

11. At 1000 Monday 25th you, Sir, conducted your post refit walkround. Command Team Training phase two was conducted at HMAS WATSON during the week and at 1730 Thursday 28th, VAMPIRE departed Sydney to participate in Navy Week celebrations in Melbourne. After a pleasant passage the ship entered Port Phillip Bay at 0700 Saturday 30th and berthed at Station Pier, Port Melbourne at 1030.

Marine Engineering

12. With the exception of A unit main feed pump (VAMPIRE DAU/KOB 190110Z AUG 78) and G2 turbo alternator (VAMPIRE DAU/KOB 222315Z AUG 78), machinery has operated satisfactorily. The main feed pump which failed during an overspeed trips trial, has been rebuilt by ship's staff with machining and balancing services provided by Garden Island Dockyard.

13. The turbo alternator is to receive further attention by Garden Island Dockyard during the next AMP when it is intended to correct the misalignment which developed during the refitting of the machine.

14. L5 diesel alternator prime mover, which received only a 3000 hour PM routine during the refit is now after 6700 hours running, showing acute symptoms of internal anguish. It is estimated it will require in excess of 1000 man hours effort to overhaul it during the AMP.

15. Although programmed refit dates were achieved and all work planned was completed, the continued deferral of dockyard planned maintenance and defect work is likely to affect the ship's reserve of reliability in the future.

16. Several irritating problems have arisen during the month in the supply of fresh water, power, transport and bilge cleaning services. These matters have been represented separately. (VAMPIRE letter 11-13-2 of 1st October 1978).

.../4

Weapons Electrical Engineering

17. Although the first three weeks of the month were nominally devoted to Sea Acceptance Trials, the trials were frustrated by lack of serial time, extraneous activities and defects arising in gunnery systems.

18. Blue M22 system developed both radar and computer defects which prevented completion of SATS (G) on that system. Red system also had its share of defects but managed to complete two successful AA2 firings. However, a surface calibration and NGS firing will have to be repeated although these failures were not attributable to the gunnery system.

19. A large backlog of ship's staff planned maintenance was tackled by the High Power section in the SMP during the last week of the month. This backlog arose because of ships staff having to undertake dockyard planned maintenance and major repair work during the refit. Help was sought and obtained from FMP and from HMAS NIRIMBA apprentices to complete the task.

20. The SMP was used to clear the last of the gunnery systems defects and to carry out a full radar alignment of Blue system. In this latter exercise, the tracking antenna dish was found to be at maximum adjustment in training and elevation. This was set at the zero factory specified alignment and successful balloon tracking on passage to Melbourne has proved the system alignment. Blue system HAT's and SAT's are therefore being repeated.

Health, Conduct and Morale

21. A bout of severe bronchial influenza has been working its way steadily through the ships company during the month. The debilitating after effects of this complaint appear to linger for up to 14 days and some cases have had a second bout. In other respects the health of the ships company has been very good.

22. The conduct and morale of the ships company has been excellent. The ships participation in the Destroyer/Escorts Dempster Cup Rugby win generated considerable interest onboard. The ships company is looking forward to the visit to Melbourne, our only escape from the Sydney/Jervis Bay area until 1979.

I have the honour to be,

Sir,

Your obedient servant



(A.L. BEAUMONT)
CAPTAIN, RAN
COMMANDING OFFICER

RESTRICTED

Annex A to HMAS VAMPIRE
letter 1-16-10 dated
3rd October, 1978.

STEAMING RETURN

- A. Distance steamed during September 2981.8 NM
B. Hours underway during September 252.83 HRS
C. Distance steamed since commissioning 609780.9 NM
D. Hours underway since commissioning 42305.25 HRS
E. Occasions for exceeding fast routing speed:

<u>Date</u>	<u>Duration</u>	<u>Speed</u>	<u>Remarks</u>
8 SEP 78	50 Minutes	25 Knots	SMASHEX
14 SEP 78	1 Hour 30 min.	22 Knots	HMNZS CANTERBURY ORE

Annex B to HMAS VAMPIRE
letter 1-16-10 dated
3rd October, 1978.

MOVEMENTS RETURN

<u>Arrive</u>	<u>Place</u>	<u>Depart</u>	<u>Remarks</u>
	EAXA	1 SEP 78	Sea Trials
1 SEP 78	SYDNEY	4 SEP 78	
4 SEP 78	EAXA	8 SEP 78	Sea Trials
8 SEP 78	JERVIS BAY	11 SEP 78	
11 SEP 78	EAXA	14 SEP 78	Sea Trials
14 SEP 78	SYDNEY	18 SEP 78	
18 SEP 78	EAXA	22 SEP 78	Sea Trials
22 SEP 78	SYDNEY	28 SEP 78	S.M.P.
28 SEP 78	Passage to MELBOURNE	30 SEP 78	
30 SEP 78	MELBOURNE		Navy Week Visit

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Annex C to HMAS VAMPIRE
letter 1-16-10 dated
3rd October, 1978.

DRILLS, EVOLUTIONS AND EXERCISES

<u>Exercise</u>	<u>Number</u>	<u>Duration</u>
<u>Communications</u>		
NCX 201	17	9 Hrs
NCX 202	21	10½ Hrs
NCX 205	10	10 Hrs
NCX 405	2	2½ Hrs
NCX 501	4	4 Hrs
NCX 350	2	3½ Hrs
NCX 453	2	1½ Hrs
NCX 455	2	2½ Hrs
NCX 657	1	3 Hrs
NCX 418	2	2 Hrs
NCX 651	1	1 Hr
ISB Trials	2	3½ Hrs
Emergency Aerial Rigging	1	1 Hr
LOCOMMEX 9	1	4 Hrs
Comms Test Paper	2	3 Hrs each
EWX 4	1	1½ Hrs
EWX 10	3	3 Hrs
EWX 22	3	3½ Hrs
EWX 23	1	1 Hr
<u>Gunnery</u>		
AA Tracking (AA1)	4	10 Hrs
AA Firings vs Delmar (AA2)	2	2 Hrs
Su Calibration Firings	2	7 Hrs
Starshell Calibration	2	1 Hr
Firings		
NGS NAVEX	3	6 Hrs
NGS Firings	1	2 Hrs
Barrage Firing	2	1 Hr
40/60 Drills	3	10 Hrs
40/60 Rapid Firings	2	1 Hr
50 Cal Rapid Firings	2	1 Hr
Balloon Wind Find	4	2 Hrs
FC/GDP Lookout Drills	1	2 Hrs
Small Arms Firings	1	½ Hr
<u>AIO</u>		
ARRX	3	4½ Hrs
SPX	2	3½ Hrs
SIMTEX	1	1½ Hrs
RAINEX/GOPEX	2	4 Hrs
Internal AWKEX	1	2½ Hrs
ASAC Training	1	3 Hrs
MODEX A	1	1 Hr

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<u>Exercise</u>	<u>Number</u>	<u>Duration</u>
<u>TAS</u>		
SMASHEX	1	6 Hrs
PROWLEX	1	6 Hrs
CASEX A3	1	1½ Hrs
Light Mortar Firings	2	30 Min
Streamed 182	1	2 Hrs
<u>NBCD</u>		
FAIREX	4	6 Hrs
NBCD COMMEX	2	6 Hrs
CLEANEX	3	3 Hrs
Minor DCX	1	2 Hrs
Nuclear Transit	2	3 Hrs
Shelter Stations	2	-
Prewetting	2	-
Daily Fire and Flood	Daily	N.A.
<u>Navigation and General</u>		
SCREENPLAY	6	18½ Hrs
OOW MANOEUVRES	5	6 Hrs
Manoverboard Drills	3	2½ Hrs
Steering Gear Breakdowns	1	1 Hr
Junior Officers	7	11 Hrs
Anchorage		
RAS Approaches	7	5½ Hrs
Helo Transfers	6	4 Hrs
<u>Seamanship</u>		
Stream/Recover Splash	2	2 Hrs
Target		
Light Mortar Recoveries	3	1½ Hrs
Jackstay Transfers	2	2 Hrs
Danbouy Layed	1	1 Hr
Stream/Recover 182 Sonar	1	2 Hrs
<u>Diving</u>		
Half Necklace (Night)	2	1 Hr
Buddy Breathing,	1	2½ Hrs
Direction Signals		
Bottom Search, Garden	1	30 Min
Island		
<u>Medical</u>		
Higher Rates Training	5	8 Hrs
First Aid Lectures	2	2 Hrs
(Officers & Sailors)		
Paraguard Familiarisation	1	1 Hr
<u>Command Team Training</u>		
HMAS WATSON		3 Days

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1-16-10

HMAS VAMPIRE
at Sea

6th November, 1978

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:
The Commanding Officer
HMAS VENDETTA

HMAS VAMPIRE - REPORT OF PROCEEDINGS
OCTOBER 1978

Sir,

I have the honour to report the proceedings of HMA Ship VAMPIRE, under my command, for the month of October 1978. Times throughout are zone (-10) unless otherwise indicated.

2. October has been a busy month for VAMPIRE, during which the ship has been engaged in post-refit trials and work-up. The Training Battle Problem, conducted appropriately enough on Friday 13th, highlighted a number of areas requiring attention. It is noted that VAMPIRE has not benefitted from the assistance of the Fleet Training Group staff for just over 3 years.

3. On Sunday 1st, VAMPIRE was berthed alongside Station Pier, Port Melbourne, and engaged on a very successful Navy Week visit. 2,150 people visited the ship whilst she was open to visitors that day and 120 junior sailors from HMAS CERBERUS were provided with guided tours on Monday 2nd. When the ship departed Melbourne at 1145 Tuesday 3rd, eighty personnel from CERBERUS were embarked for passage to Westernport. They subsequently disembarked by boat off Stony Point at 1745, whereupon course was shaped for the familiar environs of Jervis Bay. The ship's visit to Melbourne was appreciated greatly by the ship's company as it represented the first and last opportunity to 'escape' from the East Australian Exercise Areas until 1979.

4. A successful full power trial was conducted on Wednesday 4th October and VAMPIRE anchored in Jervis Bay at 2100 that evening. At 0730 the following day, the ship weighed and proceeded for more gunnery firing serials. Shooting down the Delmar target on the first run of an AA serial had mixed blessings. It gave a boost to the morale of the Gunnery team but meant the serial had to be rescheduled at a later date

.... /2. as the ship

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as the ship required two satisfactory runs to meet the SATS standards for the system. Junior officers were exercised in shiphandling in the spare time created by terminating this serial early and the ship anchored in Jervis Bay at 1945 Thursday 5th.

5. Whilst on passage to Sydney on Friday 6th, more gunnery serials were conducted before the ship berthed port side to Oil Wharf, on a full ebb tide, at 1545. Colours were half-masted that day on the occasion of the funeral of the late Pope JOHN PAUL I. On Saturday 7th, the ship dressed overall to mark Navy Day.

6. VAMPIRE proceeded to sea at 1130 Monday 9th October for work-up serials in the East Australian Exercise Areas. Valuable in-company time was gained with HMAS STUART before she continued passage to Adelaide. Her replacement was F.S. COMMANDANT BORY (CAPITAINE DE FREGATE P.G. ALLARD) with whom rendezvous was made at 1015 Wednesday 11th. Two days valuable exercises were conducted with BORY and have been reported separately (VAMPIRE letter 16/4/10 dated 27 OCT 78 refers). Of particular note was the excellent value obtained by exchanging a small number of personnel from each ship for 24 hours and, on a different level, of the operational restrictions imposed by N.S.W. coastal weather on 1700 tonne ships.

7. At 0715 Friday 13th, VAMPIRE secured briefly to No. 2 buoy to embark observers for the Training Battle Problem (TBP). Your chief observer, sir, COMMODORE J.D. STEVENS, ADC RAN, embarked shortly before VAMPIRE slipped and proceeded at 0830. Regrettably, the lack of consorts detracted somewhat from the realism of the days activities but was more than compensated for by attention given to the internal activities of the ship. Deficiencies became readily apparent, but the final result was particularly pleasing for the ship's company, all of whom had worked very hard in the preceding weeks to achieve a satisfactory standard. VAMPIRE, embattled but not beaten, berthed alongside Oil Wharf, Garden Island at 1530 and remained alongside for the week-end.

8. VAMPIRE cast off and proceeded to sea at 1130 Monday 16th October for a week predominantly comprising NBCD and Gunnery exercises. Considerable progress was made, with the assistance of Fleet Staff, during the week. At 1000 Thursday 19th, the ship secured to No. 2 buoy, Sydney Harbour, for a visit by "H.E. SHEIK OMAR CALIFF of BEGONIA" as part of the Ceremonial Exercise, remaining at the buoy overnight whilst conducting demonstration swimmer attacks and an Exercise Operation Awkward. It was very pleasing to observe that the success of the Awkward was due in large measure to the assistance and enthusiasm of the younger look-outs and sentries.

9. The ship slipped and proceeded at 0700 Friday 20th for Naval Gunfire Support firings at Beecroft Range before anchoring for the weekend in Jervis Bay at 1810. On Saturday 21st, 20 cadets from R.A.N.C. toured the ship and members of the ship's firefighting teams were exercised at the J.B.M.R. facility.

.... /3. An interpart

An interpart Rugby match and banyan held that afternoon was well attended and enjoyed.

10. Holy Communion and Mass were celebrated on board on Sunday 22nd by SCHA W.J. WHEELDON and CHAP G. MITCHELL respectively. Afterwards, Sir, I inspected the Ship's Company at Divisions.

11. After weighing anchor at 1945 on 22nd, VAMPIRE took passage overnight to Sydney, securing port side to Fitting Out wharf, an entirely unaccustomed berth, at 0800 23rd. Fuel was embarked during the forenoon and at 0815 Tuesday 24th, the ship shifted berth to the Rose Bay dolphins to conduct A/S Mortar calibrations. Irritatingly, this serial had to be postponed because of a Japanese merchant ship secured to a buoy in Rose Bay. In my opinion it would have been quite safe to conduct the calibrations under the circumstances prevailing but precedents have already been created for this activity. It may be that in the future the RAN will need to revise its safety standards if full use is to be made of existing range facilities. In some areas they appear to be overly stringent.

12. VAMPIRE proceeded to sea at 1300 Tuesday 24th for two valuable days in company with HMAS YARRA. Regrettably this time was all too short and was terminated when VAMPIRE entered Jervis Bay at 0630 26th to carry out a Disaster Relief Exercise (DISTEX). Once again this task was tackled enthusiastically, if not skillfully, by the ship's company and was most instructive as well as enjoyable. After weighing and proceeding at 1600 and completing several more exercise serials, VAMPIRE and YARRA took passage in company to Sydney, entering harbour at 0830 Friday 27th. VAMPIRE berthed port side to, North East Cruiser wharf, where she remained until the end of the month.

13. Clocks were advanced to Zone (-11) at 0200 Sunday 29th October.

14. At 0900 (-11) on Monday 30th, a Boarding Exercise was conducted on a vessel berthed alongside HMAS WATERHEN and at the end of the month a large number of the ship's company were engaged in protecting the naval assets at HMAS WATSON against attacks by saboteurs as part of an Internal Security Exercise (ISEX).

15. I was absent from the ship, Sir, on 30th and 31st whilst carrying out the duties of President of a Court Martial at HMAS PENGUIN.

Weapons and Electrical Engineering

16. After considerable effort was expended in fault-finding, repairing and retuning both M22 system radars, the systems reached an acceptable standard of performance during the month. Numerous defects were rectified on both computers and an intermittent computer instability in Blue System was finally isolated in the last week of the month.

17. After preparing the MCS 10 (AN) system for a second time for a mortar calibration, the serial was cancelled and the sea check firing was postponed. These postponements on top of the

.... /4. long hours

long hours and hardwork put into the system were very disappointing.

18. The departmental organisation stood up well in the Training Battle Problem with some minor deficiencies coming to light which have been rectified. The shortage of ETW and ETP category sailors was felt and noted by FTG personnel.

19. The SMP at the end of the month was hampered by the requirement to provide personnel for BOARDX and ISEX serials. However, the assistance of FMP in the area of Power planned maintenance was much appreciated.

Marine Engineering

20. The numerous machinery evolutions conducted as part of the Work-up program have consolidated watchkeeping skills and ship knowledge. There have, too, been several unplanned failures of systems and equipment to add further interest to a period of high departmental activity. Several large maintenance tasks have been undertaken when machinery has failed and in all cases the machinery concerned has a history of deferred Dockyard planned maintenance.

21. The affects of the frequent flash-ups and shut-downs during the month have necessitated maintenance being carried out each week-end.

Health, Conduct and Morale

22. The health, conduct and morale of the ships company has been very good. The high incidence of influenza reported previously has now receded although several cases of re-infection have given cause for concern.

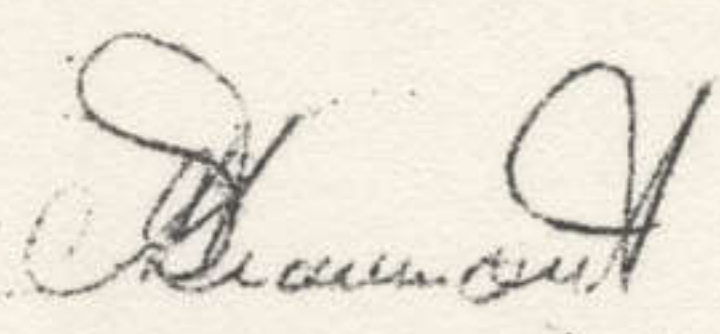
23. Towards the end of the month the number of applications for exchange postings began to increase as people became aware of the impending deployment date for 1979. In all cases the applicants wish to remain in the Sydney area for domestic reasons instead of spending a protracted period of separation from their families. It is thought their applications will be able to be satisfied in most cases.

24. Of particular note during the early stages of the work-up has been the enthusiasm and cheerfulness of the ship's company. They appear to be enjoying the challenges of the work-up period, encouraged by the promise of better things to come in the future.

I have the honour to be,

Sir,

Your obedient servant,


(A.L. BEAUMONT)
CAPTAIN, RAN
COMMANDING OFFICER

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Annex A to HMAS VAMPIRE
letter 1/16/10 dated
6th November, 1978

STEAMING RETURN

A. Distance steamed during September 3,311.90 NM
B. Hours underway during September 277.40 HRS
C. Distance steamed since commissioning 613,092.80 NM
D. Hours underway since commissioning 42,582.65 HRS
E. Occasions for exceeding fast routing speed:-

<u>DATE</u>	<u>DURATION</u>	<u>SPEED</u>	<u>REMARKS</u>
04OCT78	4Hours	28 Knots +	Full Power Trial
16OCT78	1Hour	24 Knots	HF trials HMAS ORION

Annex B to HMAS VAMPIRE
letter 1/16/10 dated
6th November, 1978

MOVEMENTS RETURN

<u>ARRIVE</u>	<u>PLACE</u>	<u>DEPART</u>	<u>REMARKS</u>
	PORT MELBOURNE	03OCT78	NAVY WEEK VISIT
03OCT78	PASSAGE TO J.B.	04OCT78	
04OCT78	EAXA	06OCT78	WORK UP
06OCT78	SYDNEY	09OCT78	
09OCT78	EAXA	13OCT78	WORK UP
13OCT78	SYDNEY	16OCT78	
16OCT78	EAXA	20OCT78	WORK UP
20OCT78	J.B.	22OCT78	
23OCT78	SYDNEY	24OCT78	MORTAR CALIBRATIONS
24OCT78	EAXA	27OCT78	WORK UP
27OCT78	SYDNEY		S.M.P.

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Annex C to HMAS VAMPIRE
letter 1/16/10 dated
6th November, 1978

DRILLS, EVOLUTIONS AND EXERCISES

<u>EXERCISE</u>	<u>NUMBER</u>	<u>DURATION</u>
<u>COMMUNICATIONS</u>		
NCX 402	2	1½ hrs
NCX 404	1	½ hr
NCX 417	2	2 hrs
NCX 453	5	6½ hrs
NCX 455	3	3¼ hrs
NCX 604	1	1½ hrs
NCX 652	2	4½ hrs
NCX 657	3	6 hrs
NCX 201	3	1½ hrs
NCX 202	2	1½ hrs
NCX 204	2	1 hr
NCX 205	20	24 hrs
NCX 250	10	12 hrs
NCX 251	1	1½ hrs
NCX 350	8	10 hrs
ISB Trials	1	1½ hrs
JCOMMEX 5a	1	½ hr
JCOMMEX 9	1	13 hrs
EWX 4	1	1 hr
EWX 10 (mod)	1	2 hrs
EWX 17 (Internal)	1	2 hrs
EWX 20	1	4 hrs
EWX 22	1	2 hrs
EWX 23	2	3 hrs
JCOMMEX 9	1	13 hrs
<u>GUNNERY</u>		
AA TRACKING		5½ hrs
AA FIRINGS		2½ hrs
SU FIRINGS		3 hrs

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<u>EXERCISE</u>	<u>NUMBER</u>	<u>DURATION</u>
NG 1		7 hrs
NG 2		5½ hrs
BARFEX		1 hr
CHAFF CHARLIE		1 hr
STARHELL FIRING		1 hr
WEAPON DIRECTION		5½ hrs
BALLOON TRACKING		2½ hrs
40/60 SU FIRINGS		1½ hrs
40/60 DRILLS/TRACKING		2½ hrs
50 CAL FIRING		1½ hrs
BORDEX	1	2 hrs
<u>AIO</u>		
ARRX	2	7 hrs
RAINEX/GOFEX	2	4 hrs
1FF 'A'	2	2½ hrs
SIMTEX	1	1 hr
<u>TAS</u>		
LIGHT MORTAR FIRING	1	1 hr
STREAMED 182	2	5 hrs
CASEX A2S	1	2 hrs
CASEX C2S	2	3½ hrs
<u>NBCD</u>		
NBCD COMPLEX	7	10 hrs
CLEANEX	4	5 hrs
MONITEX	4	5 hrs
DECONTEX	4	5 hrs
MINOR DCX	2	3 hrs
MAJOR DCX	4	12 hrs
CLOSING DOWN	2	3 hrs
NUCLEAR TRANSIT	1	2 hrs
SHELTER STNS	1	2 hrs
PREWET	2	1 hr

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<u>EXERCISE</u>	<u>NUMBER</u>	<u>DURATION</u>
<u>NBCD(Cont)</u>		
FIREFIGHTING AT JBRF		50 PERS
LECTURES		10 hrs
FAIREX	8	14 hrs
<u>NAVIGATION AND GENERAL</u>		
SCREENPLAY	5	12 hrs
OOW MANOEUVRES	4	5½ hrs
STEERING GEAR BREAKDOWNS	6	3 hrs
MANOVBORBOARD DRILLS	6	4½ hrs
RASAPS	9	6 hrs
JUNIOR OFFICERS ANCHORAGES	3	2½ hrs
<u>SEAMANSHIP</u>		
JACKSTAY TRANSFERS	2	1½ hrs
TOWEX	2	2 hrs
DANLAY	1	¾ hr
LIGHT MORTAR RECOVERIES	2	1 hr
ILR + WINCHING DEMONSTRATION	1	1½ hrs
STREAM/RECOVER 182	2	5 hrs
<u>DIVING</u>		
HALF NECKLACE (NIGHT)	4	2½ hrs
POKER GAUGE TESTS	1	½ hr
WHARF SURVEY	1	¾ hr
BUDDY BREATHING	1	1½ hrs

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1/16/10

HMAS VAMPIRE
at Sydney

6th December, 1978

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commanding Officer
HMAS VENDETTA

The Commanding Officer
HMAS STUART

HMAS VAMPIRE - REPORT OF PROCEEDINGS
NOVEMBER 1978

Sir,

1. I have the honour to report the proceedings of HMA Ship VAMPIRE, under my command, for the month of November, 1978. Times throughout are zone (-11).

2. November has been an eventful month for VAMPIRE; the first two weeks saw the completion of the work-up, culminating in a successful Final Battle Problem on Thursday 16th November, following which the remainder of the month was spent alongside at Garden Island Dockyard. During this period, Sir, the ship completed her annual inspection and commenced an extended Assisted Maintenance Period and leave period.

3. On Wednesday 1st VAMPIRE was berthed alongside the North East Cruiser Wharf and a large number of the Ship's Company were "defending" HMAS WATSON as part of an Internal Security Exercise (ISEX). During the exercise the weather was inclement, to say the least. On Thursday 2nd and Friday 3rd, Command Team Training Part 3 was conducted at HMAS WATSON.

4. At 0810, Monday 6th, VAMPIRE cast off and proceeded to No. 3 buoy where live mortar projectiles were embarked. At 1000 the ship sailed at action stations and a dummy minefield transit was conducted whilst departing Sydney Heads. Trials were conducted with HMAS ORION later during the day. On completion, the ship proceeded to Beecroft Range for Naval Gunfire Support firings anchoring in Jervis Bay on completion. This set the pattern of events for the remainder of the week with VAMPIRE engaged in surface and Naval Gunfire Support firings, anchoring in Jervis Bay each evening on completion of the days' activities.

5. On Wednesday 8th and Thursday 9th, Air Defence Exercises were conducted with F111c's of No. 6 Squadron and the aircraft

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carried out bombing runs against a splash target. At 0830 Friday 10th VAMPIRE berthed port side to North East Cruiser Wharf, between USS NIAGARA FALLS and HMAS BRISBANE with some 15 feet clearance at either end.

6. At 1030, Saturday 11th, colours were half masted in respect of Remembrance Day.

7. The final week of work-up commenced on Monday 13th. The ship cast off at 0830 and proceeded to the Degaussing Range. Degaussing was completed at 1210 and the ship then proceeded to sea. At 1445, the programmed AA3 against a delmar target was brought to an abrupt halt when the target was struck by lightning and the aircraft forced to return to NAS NOWRA. This was a most spectacular incident, the target being struck as it passed overhead the ship. Some effects were felt by the Red sight operator on the G.D.P. and rivets were popped on the A4 aircraft. It is concluded that the target was destroyed by higher authority.

8. A search for a lost Mark 46 torpedo was conducted during the evening of Tuesday 14th and aera surveillance maintained overnight on 14th/15th, (COMAUSFLT signal WCO/KUT 140735z NOV78 refers). At 1530 Wednesday 15th, VAMPIRE made rendezvous with HMA Ships SUPPLY and STUART off Montague Island and the subsequent exercises were filmed for a new recruiting film. VAMPIRE conducted her first RAS(L) of the work-up with SUPPLY. Taking into account lack of practice and the inexperience of many of the personnel involved, the operation went quite smoothly. Officer of the Watch manoeuvres were conducted on completion. After detaching, VAMPIRE and STUART anchored in Jervis Bay at 2215, having spent a most interesting and rewarding afternoon.

9. At 0600 Thursday 16th, having embarked you, Sir, and Fleet Staff observers, VAMPIRE weighed and proceeded from Jervis Bay in company with HMAS STUART for the Final Battle Problem (FBP). At 0603, Miss Virginia Lee, NSW Apprentice of the Year, was embarked by helicopter from NAS NOWRA. She remained onboard throughout the day and seemed to enjoy herself immensely.

10. The FBP was, contrary to expectations, an enjoyable experience, aided by fine weather and the unusually high reliability of the 4.5 inch turrets. The latter remained operational throughout the day and performed creditably. BLUE fire control system performed well during gunnery activities, but RED presented its usual problems in the NGS firings. A highlight of the day, however, was the first 40mm, .50 calibre AA firing where, due undoubtedly to some influence from St. Barbara, the three weapons combined to simulate a military band and brought the entire Operations Room team to its feet for a short march past the LOP table!

11. HMAS STUART performed her duties as consort most creditably throughout the day and contributed markedly to the day's proceedings. This was in keeping with her usual high standard on

..../other occasions

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other occasions during the work-up.

12. On completion of the FBP, VAMPIRE entered harbour and berthed port side to, outboard of HMAS STUART at North East Cruiser Wharf at 1730 Thursday, 16th. After the hot wash-up you, Sir, disembarked at 1815.

13. On Sunday 19th, five Sea Rangers of SCU VAMPIRE and twenty six members of the Kings Cross Lionesses Club visited the ship. Departmental inspections commenced on Monday 20th, and the Ship's Company were employed in preparing the ship for her annual inspection.

14. At 0900, Friday 24th, Sir, you conducted your annual inspection of HMAS VAMPIRE. The ship's company had worked extremely hard to bring the ship up to a satisfactory standard but were well aware that much remained to be done. In my opinion, the demands of a work-up and an administrative inspection are in complete conflict and these two activities should not, if at all possible, be programmed to fall so closely together. Regrettably, taking into account the ship's program over the 12 month period, no other opportunity would seem to have been feasible. However, this is my second experience of this programming conflict and I strongly recommend against it.

15. VAMPIRE moved cold at 0950, Monday 27th, berthing outboard of HMAS PERTH alongside HMAS STALWART at the EMS mooring, to continue her assisted maintenance period.

Weapons and Electrical Engineering

16. The final two weeks of the work-up were both hectic and successful for the WEE Department. Only one weapon system defect marred the period and that was when RED M22 radar temporarily lost its surface tracking capability during the surface threat phase of the Final Battle Problem.

17. A considerable effort by ships staff and dockyard commenced with the AMP, the ships staff effort being directed to annual inspection and dockyard to eliminating outstanding UHF aerial run defects, modifying the towing lights and removal of G2/M4 guns for series inspection by I.N.O. personnel. Priorities clashed but through goodwill on both sides the least amount of mutual interference was experienced.

Marine Engineering

18. Following a short Self Maintenance Period during which maintenance and repair activity was somewhat intense, a trouble free running period culminated in a satisfying, and enjoyable, Final Battle Problem. All effort was then directed to preparations for the Annual Inspection. The ship is now considered to be in a most satisfactory material state and despite a number of personnel changes, the department is ready for the planned deployment.

.... /Health, Conduct and
Morale

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Health, Conduct and Morale

19. The health of the ship's company has remained good throughout the month. Notwithstanding an increase in leavebreaking offences, the conduct and morale of the ship's company has ^{been} very good. Opportunities for sport and recreation have ^{been} very limited during the past three months and although the last months' activities have imposed a strain on all concerned, the collective sense of humour remains intact.

20. There will be a comparatively large turnround in personnel during the next six weeks. Only a few postings have been instigated by the Director of Sailors Postings; the majority are exchange postings which will occur at the request of sailors who do not wish to be separated from young families for the 5½ months S.E. Asian deployment, or in a few cases by young SAILSTRUC sailors who have plotted their own personal careers carefully and wish to be available in Australia if selected for promotion courses.

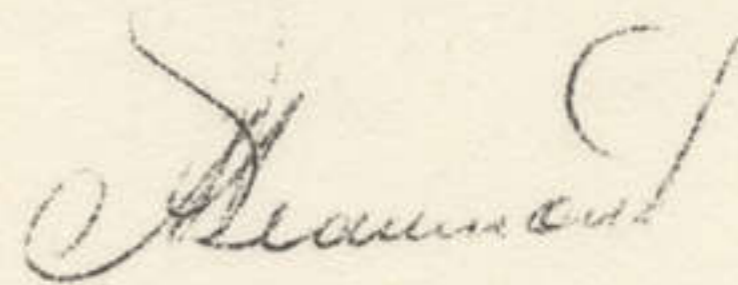
21. The changeover of all four Heads of Departments will, however, be keenly felt.

22. I was absent from the ship on two occasions during the month, Sir. On 1st November I presided as President of a Court Martial at HMAS PENGUIN, and on 30th I attended the 1978 Naval Symposium at HMAS WATSON.

I have the honour to be,

Sir,

Your obedient servant,



(A.L. BEAUMONT)
CAPTAIN, RAN
COMMANDING OFFICER

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Annex A to
HMAS VAMPIRE letter
1/16/10 dated

6th December, 1978

STEAMING RETURN

A. Distance steamed during November 1598.35 NM
B. Hours underway during November 137.30 HRS
C. Distance steamed since Commissioning 614,691.15 NM
D. Hours underway since Commissioning 42,719.95 HRS
E. Occasions for exceeding fast routing speed:-

<u>DATE</u>	<u>DURATION</u>	<u>SPEED</u>	<u>REMARKS</u>
06NOV78	45 MIN	24 knots	HF Trials HMAS ORION
16NOV78	A/R	24 knots	F.B.P.

Annex B to
HMAS VAMPIRE LETTER
1/16/10 dated

6th December, 1978

MOVEMENTS RETURN

<u>ARRIVE</u>	<u>PLACE</u>	<u>DEPART</u>	<u>REMARKS</u>
	SYDNEY	06NOV78	S.M.P.
06NOV78	EAXA	10NOV78	WORK-UP
10NOV78	SYDNEY	13NOV78	
13NOV78	EAXA	16NOV78	WORKUP/F.B.P.
16NOV78	SYDNEY		A.M.P./INSPECTION/ LEAVE PERIOD.

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Annex C to
 HMAS VAMPIRE letter
 1/16/10 dated
 6th December, 1978

DRILLS, EVOLUTIONS AND EXERCISES

<u>EXERCISE</u>	<u>NUMBER</u>	<u>DURATION</u>
<u>Communications</u>		
NCX 604	1	3 hrs
NCX 652	2	7 hrs
NCX 455	1	1½ hrs
NCX 453	1	1½ hrs
<u>Gunnery</u>		
<u>4.5" firings:</u>		
AA3		2 hrs
NG2		9 hrs
SU1		3 hrs
SU2		1 hr
SU3		4 hrs
SU9		2 hrs
<u>40/60 firings:</u>		
AA		1½ hrs
SU		3 hrs
<u>Drills:</u>		
Weapon Direction Exercises		8 hrs
40/60 Tracking		4 hrs
M22 SU Drills		3 hrs
M22 miscellaneous drills		· hrs
Air defence exercise		2 hrs
Internal security exercise(Landing Party)	1	16 hrs
<u>AIO</u>		
ADEX	4	16½ hrs
CASEX SIA	2	4 hrs
CASEX SIC	1	2 hrs
ARRX	1	3 hrs
RAINEX/COPEX	1	2 hrs
FINAL BATTLE PROBLEM	1	12½ hrs

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<u>EXERCISE</u>	<u>NUMBER</u>	<u>DURATION</u>
<u>Tas</u>		
CASEX S1A	2	4 hrs
CASEX S1C	1	2 hrs
LIGHT MORTAF	2	1½ hrs
<u>NBCD</u>		
FAIREX	4	10 hrs
NBCD COMMS	7	10 Hrs
CLEANEX	2	2 hrs
MONITEX	2	2 hrs
DECONTEX	2	2 hrs
MINOR DCX	3	6 hrs
MAJOR DCX	3	6 hrs
NUC TRANSIT	1	2 hrs
SHELTER STATIONS	1	1 hr
PREWET	1	2 hrs
Daily Emergency Party Drills	Daily	N/A
<u>Navigation and General</u>		
MINTRANS	2	1½ hrs
OOW MANOEUVERS	1	1½ hrs
STEERING GEAR BREAKDOWN DRILLS	3	1 hr
MANOVBORD DRILLS	10	3¼ hrs
RASAPS	1	½ hr
JUNIOR OFFICERS ANCHORAGES	3	2½ hrs
FORMATION ANCHORAGE	1	1½ hrs
ENGROOM BREAKDOWN DRILLS	2	3 hrs
<u>Seamanship</u>		
PROBE REPLENISHMENT	1	1 hr
LIGHT MORTAR RECOVERIES	3	1½ hrs
HELO TRANSFER		¼ hr
<u>Diving</u>		
BUDDY BREATHING/DIRECTIONAL SIGNAL DRILLS	3	9½ hrs
HULL MAINTENANCE	1	2 hrs

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HMAS VAMPIRE
at Sydney

The Flag Officer Commanding
HM AUSTRALIAN FLEET

3 JAN 1979

For Information:

The Commanding Officer
HMAS VENDETTA

HMAS VAMPIRE - REPORT OF PROCEEDINGS

DECEMBER 1978

Sir,

I have the honour to report the proceedings of HMA Ship VAMPIRE, under my command, for the month of December 1978. Times throughout are zone LIMA (-11).

2. The month of December has been taken up with an extended ASSISTED MAINTENANCE Period and a two watch leave period.

3. On Friday 1st VAMPIRE was berthed outboard of HMAS PERTH alongside HMAS STALWART at the EMS mooring, where she remained until moving cold to South East Cruiser Wharf at 0805 Friday 8th December. The ship remained at this berth continuing her maintenance work for the rest of the month.

4. I have been absent from the ship on leave from 15th December to 31st December.

WEAPONS AND ELECTRICAL ENGINEERING

5. Satisfactory progress on achieving completion of AMP work package has been made. Series inspections of all 4.5" and 40/60 guns were completed during the month. Dockyard work on installing new towing lights and re-running three aerial runs, was also completed.

6. Some further difficulties by the dockyard staff on setting to work the FM5 HH/DF equipment was experienced. Rectification of this problem was achieved by refurbishment of the DF antenna. Setting to work has yet to be completed.

7. No further progress was made by dockyard on setting to work the "C" band facility of the UA3. This involved the re-running of aluminium co-axial cable runs up the foremast.

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8. A head amplifier has been installed in the RF stages of the LW02-A receiver to complete the tropical phases of the equipment acceptance trials.

9. Secure voice equipment was installed and set to work by HMAS STALWART FMU personnel. Acceptance trials are to be completed on ship's staff completion of UHF maintenance.

MARINE ENGINEERING

10. Planned and defect maintenance continued in preparation for the coming deployment at a pleasing rate. Of particular note is the high standard of dockyard workmanship exhibited on G2 and L5 generators, the later having completed trials.

HEALTH CONDUCT AND MORALE

11. The health conduct and morale of the ship's company have been excellent throughout the month. Pre Christmas festivities were dampened by the recent airline industrial dispute which disrupted family reunions for a number of sailors travelling interstate.

12. The medical officer (SURG. LEUT H.S. PATTERSON, RAN) joined on 11th December and will remain with the ship for the forthcoming deployment.



(A.L. BEAUMONT)
CAPTAIN, RAN
COMMANDING OFFICER

Annex: A. Steaming Return.
B. Movements Return.
C. Drills, Evolutions and Exercises.

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Annex A to HMAS VAMPIRE
letter 1/16/10
dated 3rd January, 1979.

STEAMING RETURN

A. Distance steamed during December	NIL
B. Hours underway during December	NIL
C. Distance steamed since commissioning	614,691.15nm
D. Hours underway since commissioning	42,719.95Hrs
E. Occasions for exceeding fast routing speed	NIL

Annex B to HMAS VAMPIRE
letter 1/16/10
dated 3rd January, 1979.

MOVEMENTS RETURN

01 DEC 78

SYDNEY

31 DEC 78

AMP
LEAVE

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Annex C to HMAS VAMPIRE
letter 1/16/10
dated 3rd January, 1979.

DRILLS EVOLUTIONS AND EXERCISES

<u>EXERCISES</u>	<u>NUMBER</u>	<u>DURATION</u>
<u>DIVING</u>		
Buddy Breathing	2	7 Hrs
Hull Maintenance	1	2 Hrs
Half Necklace Search	1	1½ Hrs
Seabed Search	1	1 Hr
Endurance Swims	2	6½ Hrs
Night Diving	1	1½ Hrs
<u>N.B.C.D.</u>		
Daily Fire and Flood	Daily	N/A