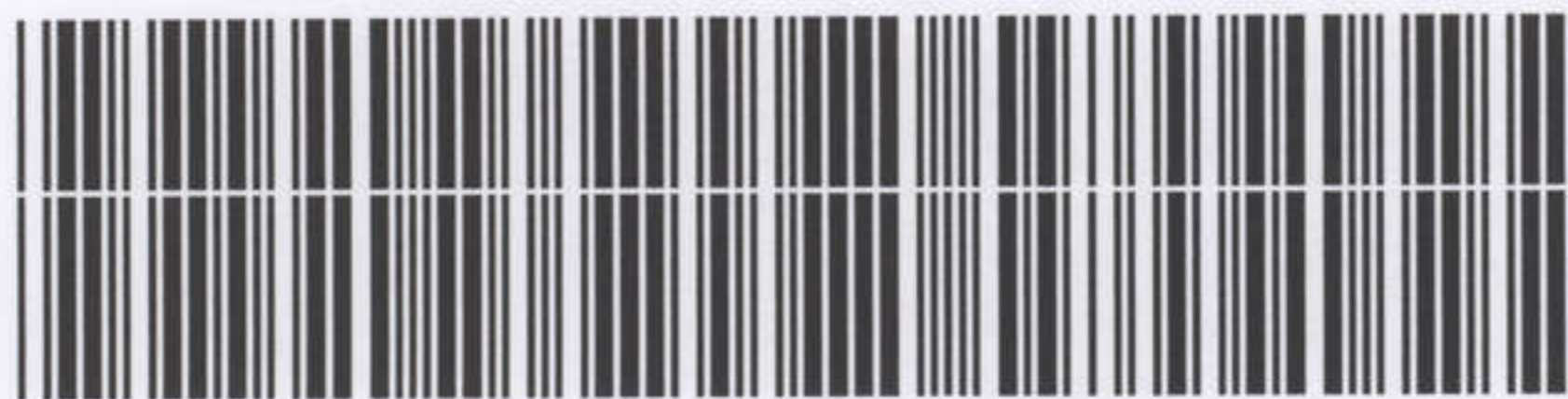


**AWM78**  
**Reports of Proceedings,  
HMA Ships and Establishments**

**HMAS ANZAC**

**Item number: 34/16**

**Title: January-December 1973**



AWM78-34/16



REF: 1/16/3

HMAS ANZAC  
at Devonport

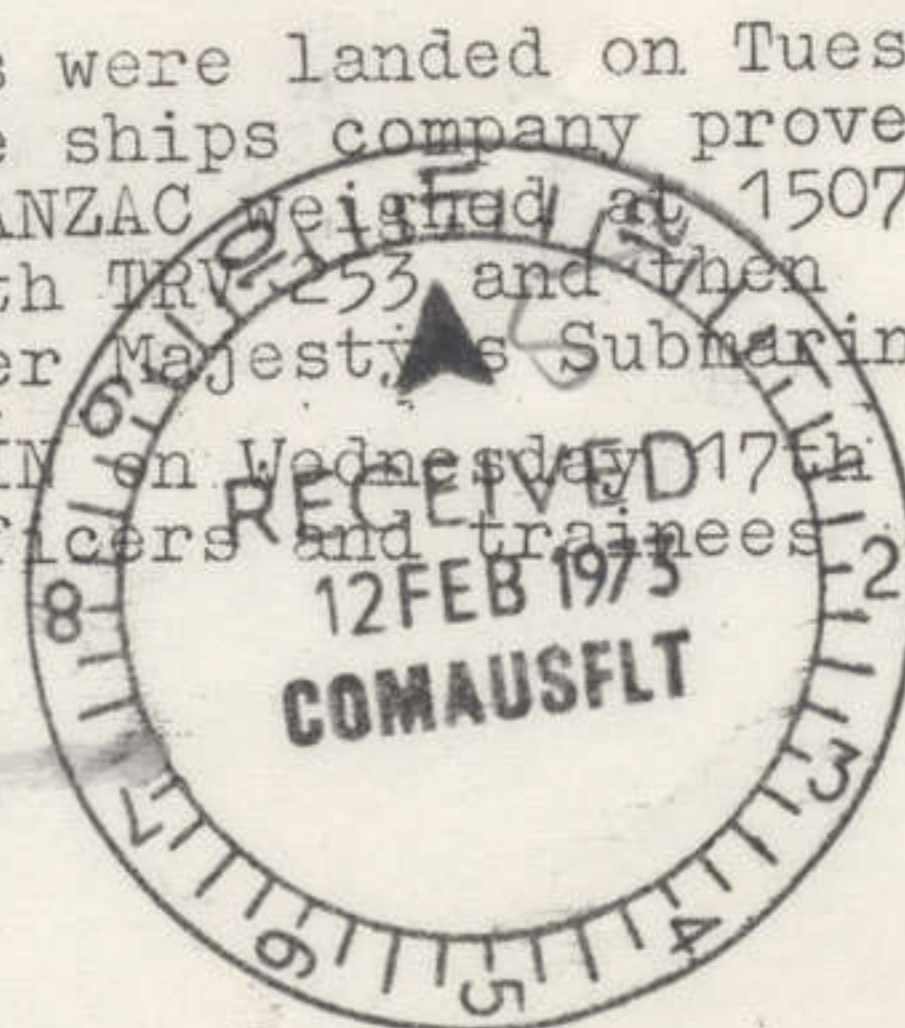
3 February 1973

The Flag Officer Commanding  
H.M. AUSTRALIAN FLEET

HMAS ANZAC - REPORT OF PROCEEDINGS - JANUARY, 1973

Sir,

1. I have the honour to report the proceedings of HMAS ANZAC under my command for the month of January, 1973.
2. ANZAC was alongside at Garden Island until Monday 8th January, for Christmas leave and maintenance. At 0900 (-11) that day the ship cast off and proceeded for sea trials and shake down. Once clear of the harbour the ashes of the late Lieutenant W. HACKWORTH RAN of ANZAC and the ashes of five ex-naval personnel were scattered at sea. The ship then proceeded for the Jervis Bay area. Several minor defects developed on passage and ANZAC anchored in Jervis Bay at 2007 (-11) Monday 8th January.
3. Repairs were effected overnight and the ship got underway at 1040 (-11) Tuesday 9th January. Minor exercises were carried out in conjunction with machinery trials, which were satisfactory. After embarking firefighting parties, landed that morning, the ship proceeded to Sydney.
4. ANZAC secured to No. 4 buoy at 0835 (-11) Wednesday 10th January and after ammunitioning and swinging the magnetic compass secured alongside at Garden Island at 1340 (-11). The remainder of the week was spent alongside completing storing and other preparations for the first training cruise of the year.
5. As part of the Army/Navy exchange programme five sailors were landed to the 5th Battalion, Royal Australian Regiment and Second Lieutenant G. NELSON, ARA, and twelve other ranks embarked, before the ship sailed at 0830 (-11) Monday 15th January. A number of exercises were carried out on passage to Jervis Bay where the ship anchored at 1757 (-11) that evening. Lieutenant H.J. MURDOCH RAN and six Cadet Midshipmen joined on arrival.
6. Firefighting and landing parties were landed on Tuesday 16th January and the Army members of the ships company proved valuable instructors for the latter. ANZAC weighed at 1507 (-11) that day and after exercising with TRV-253 and then HMAS SWAN, detached to rendezvous with Her Majesty's Submarine ODIN off Sydney. The exercise with ODIN on Wednesday 17th January greatly interested the young officers and trainees onboard.





7. Evaporation problems over the past two days had reduced feed water levels so the ship entered Sydney and embarked 40 tons of feed water, before proceeding to Melbourne at 1440 (-11) Wednesday 16th January. It proved a quiet passage in perfect water and ANZAC secured alongside Inner West Station Pier, Port Melbourne at 1059 (-11) Friday 18th January.

8. No formal entertainment had been arranged in Melbourne and despite heatwave conditions all onboard enjoyed their weekend. The ship was open to public inspection on Sunday 21st January and 509 visitors came onboard.

9. ANZAC sailed from Melbourne at 1000 (-11) on Monday 22nd January and once clear of Port Phillip Bay proceeded for the Port Lincoln area. Clocks were retarded 30 minutes to zone time KL (-10½) on Tuesday 23rd January. Wednesday 24th January and Thursday 25th January were spent off Port Lincoln with cadets anchorage training. The cadets achieved a satisfactory standard for their first attempt.

10. The ship secured to Brennans Jetty at 0900 (-10½) Friday 26th January. I called on the Mayor of Port Lincoln, Councillor Harold J. FREEMAN with 10 of my officers at 1100 that day. That evening my officers and I entertained 50 local dignitaries at a reception onboard.

11. Port Lincoln was celebrating its major annual festival Tunarama which is combined with Australia Day. The population of the city was temporarily doubled and a wide variety of activities had been organised. ANZAC joined in many activities and the ships company enjoyed the local hospitality without an incident. The visit organisation by the Assistant Town Clerk, Mr. R.S. Trevor was excellent. 2080 visitors inspected the ship on Monday 29th January.

12. ANZAC cast off at 1000 (-10½) on Tuesday 30th January with members of the local sea cadet unit embarked. After two hours of blind anchorage training the sea cadets were landed, by pilot boat, before leaving the area. At the end of the month the ship was on passage to Portland. Clocks were advanced 30 minutes to zone time L (-11) on Wednesday 31st January.



MECHANICAL

13. Two defects caused concern during the month: firstly the impellor of the Starboard forced draught fan in No. 2 boiler room was found to be touching the casing but since the top steady bearing was replaced this has functioned satisfactorily ; and secondly the top pump bearing of the evaporatio. distiller pump overheated but since all bearings were renewed and the unit re-aligned (some 36 hours work) this has also operated satisfactorily. No problems have been experienced with the shaft bulkhead gland reported in December and re-aligned by dockyard personnel. Generally both machinery and personnel have quickly settled down after the long refit period.

ELECTRICAL

14. The period in refit and the age of electrical installations has resulted in many minor domestic equipment failures. Both radars have performed well although associated displays have required attention. Generally the department has functioned satisfactorily during the month.

TRAINING - Officers.

15. On Monday 8th January ANZAC re-commenced her officers training task when six SLEN/UVEN Midshipmen joined from HMAS LONSDALE for six weeks sea training during the University of Melbourne and the Royal Melbourne Institute of Technology vacation period. The number increased to twelve when six Cadet Midshipmen from RANC Class 1D joined the ship in Jervis Bay on Monday 15th of January. Both groups training has progressed satisfactorily onboard and it is expected that their respective syllabuses will be covered before they disembark on Friday 16th February 1973.

TRAINING - Sailors

16. The numbers of ORDS borne during the month fluctuated between 53 and 64. All were employed in their appropriate department and supervised where possible by senior sailors of similar category. Divisional Officers periods have been held regularly and all ORDS participate in Guard training (a colour Guard being paraded daily in harbour with the exception of Sundays).



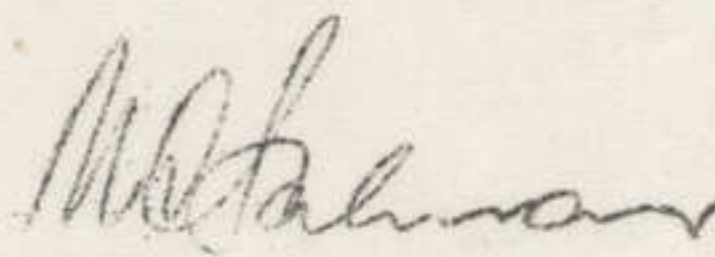
HEALTH WELFARE CONDUCT - MORALE

17. The health and welfare of the ships company has been good while their conduct has been very good. The morale of officers and senior sailors is high and that of junior sailors is good.

I have the honour to be

Sir

Your obedient servant



(M. De V. SALMON)  
COMMANDER, RAN  
COMMANDING OFFICER



APPENDIX A to  
HMAS ANZAC letter  
1/16/3 3FEB73

APPENDIX A

Distance steamed during the month	2744.0 miles
Distance steamed since commissioning	645,201.8 miles
Hours underway during the month	228.2 hours
Hours underway since commissioning	48,544.8 hours

Exceeding Economical Speed

8th JAN .	Jervis Bay Exercise Area	2 hours
15th JAN	Sydney Exercise Area	1 hour

Average Speed 18.6 knots



APPENDIX B

Seamanship and General

9 JAN ILR and safety equipment demonstration  
Helo winching demonstration  
Log calibrations  
Steering gear failure exercised  
Ship handling

10 JAN Magnetic compass swing

11 JAN Helo transfer - personnel

16 JAN TOWEX  
OOW Manoeuvres

23 JAN Man overboard exercised (3)  
Steering gear failure exercised

24 JAN Anchorage training

25 JAN Anchorage training

AIO

8 JAN Blind pilotage Exit Sydney  
Blind pilotage Enter Jarvis Bay

9 JAN Blind pilotage Exit Jarvis Bay

10 JAN Blind pilotage Enter Sydney

15 JAN Blind pilotage Exit Sydney  
Blind pilotage Enter Jarvis Bay

16 JAN Blind pilotage Exit Jarvis Bay  
Surface Plotting Ex.



APPENDIX B (cont)

17 JAN	Blind pilotage Blind pilotage	Enter Sydney Exit Sydney
19 JAN	Blind pilotage	Enter Melbourne
22 JAN	Blind pilotage	Exit Melbourne
24 JAN	Blind pilotage	Enter Spalding Cove
25 JAN	Blind pilotage	Exit Spalding Cove
26 JAN	Blind pilotage	Enter Port Lincoln
30 JAN	Blind pilotage Blind pilotage	Exit Port Lincoln Cadets training

TAS

17 JAN	Casex A5 Casex E1
--------	----------------------

DIVING

11 JAN	Propellor clean - Sydney	5 Divers	184Mins
15 JAN	Half necklace search - Jervis Bay	4 Divers	134Mins
29 JAN	Check underwater fittings - Port Lincoln	3 Divers	40Mins

NBCD

8 JAN	Leaving ship stations Emergency stations
9 JAN	Exercised firefighting parties
16 JAN	Exercised firefighting parties
18 JAN	Emergency stations Leaving ship stations
25 JAN	NBCD Plotting exercise



APPENDIX B (cont)

GUNNERY

9 JAN	AATX	G1 & G2
15 JAN	AATX	G1 & G2
	GFT	G1 & G2
	AACRF	G1 & G2
16 JAN	Boarding parties drills Landing parties drills	
18 JAN	AATX	G1 & G2
23 JAN	Small arms shoot for landing and boarding parties	
31 JAN	SUCRF	



APPENDIX C to  
HMAS ANZAC letter  
1/16/3 3FEB73

APPENDIX C

Officers Movements

8 JAN 73	LCDR	P.J.	WRIGHT	GLEX	RAN
8 JAN	LEUT	D.A.	SMITH	GLSU	RAN
8 JAN	ASBLT	G.R.	KOEHLER	GLEX	RAN
8 JAN	MIDN	B.P.	FLOOD	SLEN	RAN
8 JAN	MIDN	B.E.	FULLER	SLEN	RAN
8 JAN	MIDN	C.J.	HORNER	SLEN	RAN
8 JAN	MIDN	P.J.	MANSON	SLEN	RAN
8 JAN	MIDN	A.P.	MIDDLETON	SLEN	RAN
8 JAN	MIDN	P.V.	PENFOLD	SLEN	RAN
15 JAN	2NDLT	G.A.	NELSON	5RAR	
15 JAN	LEUT	H.J.	MURDOCH	MLIT	RAN
21 JAN	LEUT	J.Y.	MATHEW	RMSG	RANR

LEFT

15 JAN	LCDR	W.J.	BAYLIS	SDSU	RAN
15 JAN	LCDR	P.M.S.	PAFFARD	GLEX	RAN



HMAS ANZAC  
at Auckland

- 5 MAR 1973

The Flag Officer Commanding  
H.M. AUSTRALIAN FLEET

HMAS ANZAC - REPORT OF PROCEEDINGS - FEBRUARY 1973

Sir,

I have the honour to report the proceedings of Her Majesty's Australian Ship ANZAC, under my command for the month of February, 1973. All times are zone -11(L).

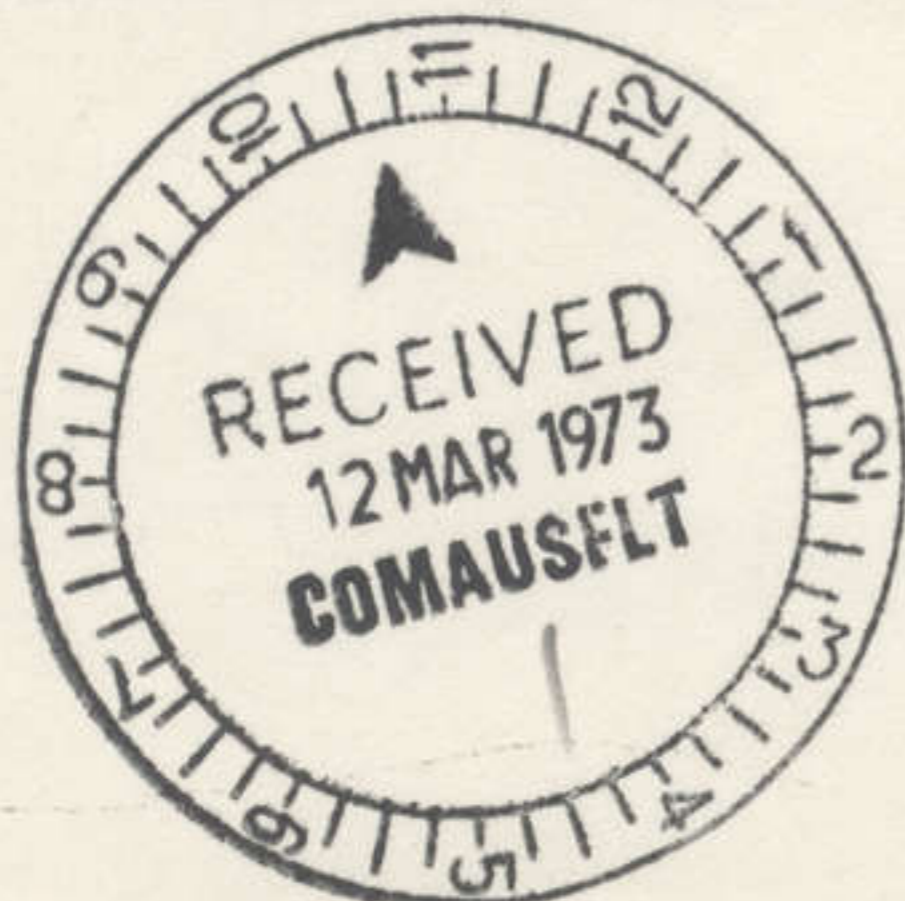
2. ANZAC secured to K.S. Anderson wharf Portland, Victoria, at 0857 Thursday 1st February to fuel. At 0930 I received the Mayor, Councillor I. Foley, who later showed two officers and I around Portland including the local wool sales. The ship aroused considerable interest during the short visit and 1,482 people visited that forenoon. ANZAC cast off at 1405 that day and proceeded for Devonport.

3. After a calm passage the ship secured at berth No. 2 West, Devonport at 0905 Friday 2nd February. At 1200 I called on the Master Warden of the Marine Board, represented by Deputy Master Warden C.F. Byron, and with ten officers was received by the Warden of Devonport, Mr. Bonney at 1500. That evening my officers and I entertained 50 local dignitaries onboard. Although there was little organised entertainment the ship's company were made very welcome in Devonport through 'Dial-a-sailor' and chance meetings in the town. 1,570 people visited the ship on Sunday 4th February.

4. While in Portland bunkering diesel fuel the after tank was contaminated with a volatile liquid. The entire tank was pumped out into a road tanker and then refilled while in Devonport. On Sunday 4th February an oil spillage was discovered, which must have occurred overnight and this was reported and subsequently dispersed. Both incidents have been separately reported.

5. ANZAC sailed from Devonport at 1000 Monday 5th February and arrived in Storm Bay on Tuesday 6th February. Visibility was very poor and the ship anchored in North West Bay at 1102 that day. Cadets anchorage and blind pilotage training was commenced at 0800 Wednesday 7th February. Divisions were held that afternoon and the ship's company was addressed on personal security.

.... /2





6. A SAR incident signal was received at 1541 Wednesday 7th February and ANZAC proceeded with all despatch for the position where the Japanese fishing boat NISSHIN MARU No. 8 was reported to have grounded. The Eddystone Rock group was considered a likely spot, although 140 miles away from the reported position, and was left close to port. No sightings were made from ANZAC but an RAAF Orion aircraft spotted one survivor on Pedra Branca, the largest rock in the group. I considered the inclement weather and sea state prevented the survivors rescue by ANZAC that night. A datum having been established, the ship, with an RAAF aircraft and later on other Japanese fishing vessels started searching the area.

7. The survivor was taken off by a local fishing boat at first light on Thursday 8th February and taken to Hobart. It was established there may have been another survivor and the search continued without result. Her Majesty's Australian Ship STALWART arrived in the area early in the morning of Friday 9th February. Following a thorough visual search of the rocks by STALWART's helicopter both ships proceeded in company to Hobart.

8. At 1134 Friday 9th February ANZAC secured at Self Point Oil Wharf and after fuelling berthed alongside STALWART at Princes Wharf at 1548. That evening a combined reception was held onboard STALWART.

9. ANZAC anchored in midstream and dressed overall as the Royal Hobart Regatta Flagship on Saturday 10th and Tuesday 13th February. The other major event in Hobart was the opening of the Wrest Point Hotel-Casino which proved a popular spot for the ship's company although only minor winnings were reported.

10. The ship sailed from Hobart at 0830 Wednesday 14th February and after two hours anchorage training joined STALWART for passage to Sydney. The class of cadet midshipmen were landed in Jervis Bay on Thursday 15th and ANZAC secured alongside at Garden Island at 0900 Friday 16th February, for 10 days self maintenance.

11. The Army detachment disembarked on arrival in Sydney having enjoyed their time onboard. MIDN SLEX 2/72 joined for Phase I training on Monday 19th February. The ship was busy following a maintenance and storing programme throughout the week.

12. ANZAC cast off at 1030 Monday 26th February and at the end of the month was on passage to Auckland. Clocks

.... /3



were advanced one hour to zone time -12(M) at 2330 Wednesday 28th February.

MECHANICAL

13. The ships machinery operated satisfactorily throucut the month. On Tuesday 6th February and Thursday 8th February both main condensor inlets became blocked with marine growth, jellyfish and squid and the ship stopped while strainers and tube plates were cleared. Following an inspection of the boilers both front walls were rebricked while in Sydney and satisfactorily passed the deferred 16 monthly inspection.

ELECTRICAL

14. Generally the electrical equipment has functioned satisfactorily. The radar type 293 was unserviceable on three occasions, each taking a lengthy maintenance effort to make good. The Fleet Maintenance Party provided valuable assistance with planned maintenance while in Sydney.

TRAINING - OFFICERS

15. Phase I officers training progressed satisfactorily during the month and the six CMID's completed their full training programme. The twenty MIDN SLEX (from five different navies) have commenced their different aspects of training - navigation, seamanship and engineering.

16. Five MIDN GLEX have joined for Phase II training and ANZAC is the first small ship for four of them. During the month two LEUT RMSG and one LCDR RLEX carried out 13 days training. As a large portion of the LCDR RLEX's period would have been spent alongside he was lent to HMNZS TARANAKI for a useful five days.

TRAINING - SAILORS

17. Six candidates for Leading Rank and Petty Officer commenced instruction in February and will be tested in all parts of Section I in March. Ordinary Seamans training progressed with sailors being employed in their own branches where possible. Only 29 Ordinary Seaman remained onboard at the end of the month.

.... /4



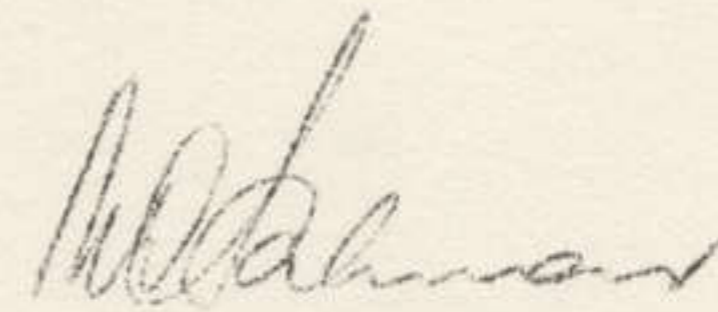
HEALTH WELFARE CONDUCT AND MORALE

18. The health and welfare of the ship's company has been good while their conduct has been very good. The morale of officers and senior sailors is high and that of junior sailors is good.

I have the honour to be

Sir

Your obedient servant



(M. DeV. SALMON)  
COMMANDER, RAN  
COMMANDING OFFICER



Appendix A to  
HMAS ANZAC letter  
1/16/3

APPENDIX A

Distance steamed during the month	2899.0 miles
Distance steamed since commissioning	648100.8 miles
Hours underway during the month	217.0 hours
Hours underway since commissioning	48,761.8 hours

Exceeded Economical Speed

7 FEB	Storm Bay to Pedra Branca Area	3½ hours
14-15 FEB	Hobart to Jervis Bay	31½ hours

Average speed 18.7 knots



APPENDIX B

Seamanship and General

7 FEB Anchorage training  
14 FEB Anchorage training and RAS Approaches  
15 FEB OOW Manoeuvres  
27 FEB Steering Gear failure  
28 FEB Man overboard

AIO

1 FEB	Blind pilotage	Enter and exit Portland
2 FEB	Blind pilotage	Enter Devonport
5 FEB	Blind pilotage	Exit Devonport
6 FEB	Blind pilotage	Enter North West Bay
7 FEB	Blind pilotage	Exit North West Bay
9 FEB	Blind pilotage	Enter Hobart
14 FEB	Blind pilotage	Exit Hobart
15 FEB	Blind pilotage	Enter and exit Jervis Bay
16 FEB	Blind pilotage	Enter Sydney
26 FEB	NAVCOMEX	
26 FEB	Blind pilotage	Exit Sydney

TAS NIL

DIVING 6 FEB Hull inspection 3 divers 120 mins  
Deep dive (66ft)

NBCD 26 FEB Emergency stations, Leaving ship stations

GUNNERY

12 FEB Small arms shoot for landing parties  
28 FEB Small arms shoot for Midshipmen



APPENDIX C

Officers Movements

Joined

3	FEB	LEUT	RMSG	T.S.	PIXLEY	RANR
11	FEB	LCDR	RLEX	B.F.	BRASSINGTON	RANR
19	FEB	LEUT	GLEX	C.S.	HARRINGTON	RAN
"		MIDN	GLEX	R.S.	DAVISON	RAN
"		MIDN	GLEX	B.M.	DOWSING	RAN
"		MIDN	GLEX	A.C.	DROVER	RAN
"		MIDN	GLEX	D.J.	GLADMAN	RAN
26	FEB	MIDN	GLEX	W.F.	GARNER	RAN

Left

2	FEB	LEUT	RMSG	J.Y.	MATHEW	RANR
13	FEB	2ndLT		G.A.	NELSON	5RAR
15	FEB	LEUT	MLIT	H.J.	MURDOCH	RAN
16	FEB	LEUT	RMSG	T.S.	PIXLEY	RANR
18	FEB	MIDN	SLEN	B.P.	FLOOD	RAN
"		MIDN	SLEN	B.E.	FULLER	RAN
"		MIDN	SLEN	C.J.	HORNER	RAN
"		MIDN	SLEN	P.J.	MANSON	RAN
"		MIDN	SLEN	A.P.	MIDDLETON	RAN
"		MIDN	SLEN	P.J.	PENFOLD	RAN
23	FEB	LCDR	RLEX	B.F.	BRASSINGTON	RANR



HMAS ANZAC  
at Fremantle

The Flag Officer Commanding  
H.M. AUSTRALIAN FLEET

24 APR 1973

HMAS ANZAC - REPORT OF PROCEEDINGS MARCH, 1973

Sir,

1. I have the honour to report the proceedings of Her Majesty's Australian Ship ANZAC, under my command for the month of March, 1973. All times are zone times.
2. On Thursday 1st March ANZAC was on passage to Auckland on the first leg of a training cruise with MIDN SLEX 2/72. After an uneventful passage the ship secured to West Calliope Wharf, HMNZS PHILOMEL, at 0930 (-12) Friday 2nd March. That morning I called on: the Commodore Auckland, Commodore J.F. McKENZIE OBE RNZN; the Australian Trade Commissioner, Mr. K. LeRossignol; the Mayor of Auckland, Sir Dove-Myer Robinson; and, the Chairman of the Harbour Board, Mr. R.W. Carr. With the exception of the Mayor return calls were paid at luncheon. That evening my officers and I entertained 50 local dignitaries at a reception.
3. The weekend in Auckland was busy and enjoyable. The midshipmen had a full sporting and social programme with their contemporaries at HMNZS TAMAKI and the rest of the ship was fully occupied meeting the varied sporting, social and recreational commitments. ANZAC sailed from Auckland at 1000 (-12) Monday 5th March.
4. Hauraki Gulf is an ideal area for Midshipmen's pilotage and anchorage training and every opportunity was taken during the week to progress this training. On Wednesday 7th March a coupling sheared in one evaporator, halving the ships water distilling capacity, and it was decided the ship should remain near assistance in the Auckland area. The planned visit to Napier was therefore cancelled and ANZAC berthed at HMNZS PHILOMEL at 0905 (-12) Friday 9th March.
5. The defective evaporator parts were successfully replaced over the weekend by ship's staff making use of some RNZN facilities, and the ship sailed from Auckland at 0913 (-12) Monday 12th March. The first few days of the week were spent in Hauraki Gulf progressing midshipmens pilotage training. The ship anchored briefly during the afternoon of Tuesday 13th March allowing beach sporting parties to land and some quite successful fishing.

.../ANZAC





6. ANZAC left the Auckland area at 0930 (-12) Wednesday 14th March for Wellington and various exercises, including a quarterly full power trial, were carried out on passage. The ship berthed at the Overseas Passenger Terminal, Wellington at 0907 (-12) Friday 16th March. That morning I called on: the Australian High Commissioner, Her Excellency Dame Annabelle Rankin DBE; the Mayor of Wellington, represented by Councillor J.E. Jeffries; the Chairman, Wellington Harbour Board, represented by Mr. S.H.J. Duff; and, the New Zealand Chief of Naval Staff, Rear Admiral E.O. THORNE CBE. With the exception of the Mayor return calls were paid that afternoon. That evening my officers and I gave a reception for 50 guests.

7. A variety of activities were organised to entertain the ship's company and it was a thoroughly enjoyable visit. 750 people visited the ship on Sunday 18th March. Her Majesty's Australian Ship STALWART berthed at the other side of the passenger terminal at 0907 (-12) Monday 19th March and ANZAC sailed from Wellington at 1000 (-12) that day. The midshipmen made the most of a smooth passage to Melbourne to progress their astro training.

8. ANZAC berthed at Inner West Station Pier, Port Melbourne at 0800 (-10) Saturday 24th March and that forenoon was largely taken up storing for the remainder of the cruise. 1983 members of the public inspected the ship on Sunday 25th March. After what was for some, too brief a stay, ANZAC sailed from Melbourne at 1000 (-10) Monday 26th March for Albany. Skies during the four days passage were mostly clouded but the most was made of the opportunities for astro navigation training.

9. The pilot boarded at 0730 (-8) off Point King and ANZAC berthed at No. 1 land berth Albany at 0800 (-8) Friday 30th March. After embarking fuel, water and fresh vegetables the ship cast off at 1030 (-8) that day, and proceeded for Fremantle. 25 Junior Recruits took passage from Albany and were exchanged with another group of 26, by workboat off Fremantle at 1000 (-8) Saturday 31st March. ANZAC then proceeded for the Abrolhos Islands.

#### ENGINEERING

10. The machinery has generally run satisfactorily during the month. The only major defect was G evaporator distilling pump. The teeth on the upper half of this pump's Welman-Bibby coupling sheared off. A spare coupling was obtained from Australia but considerable machining and fitting was necessary before fitting but it has run satisfactorily to date.

.../Several



11. Several small FFO leaks from the after tanks into the plumper and gland spaces have developed during the month. They are occurring along the transverse angle irons and around welded brackets on the bulkheads. At present, caulking is keeping the leaks well controlled.

ELECTRICAL

12. Generally electrical equipment operated satisfactorily during the month but the radar type 293 still requires excessive maintenance. The bakers oven in the galley was rewired and is now operating satisfactorily.

TRAINING - OFFICERS

13. Phase II training progressed satisfactorily during the month with the exception of astronomical observations. Although plenty of single observations were taken the often overcast conditions prevented a full days set of observations.

14. The training of Phase I midshipmen progressed well and a large amount of pilotage/anchorage training was carried out during the periods spent operating in the Hauraki Gulf area. The poor astro navigation conditions did not hinder the Phase I midshipmen who were concentrating on individual sights rather than a full days run.

TRAINING - SHIPS

15. Ordinary seaman training continued with technical instructions in the respective categories. Regular Divisional Officers periods were held throughout the period.

16. A Promotion Board for Leading rank and Petty Officers was convened on board from 7th - 9th March. Two Leading ranks and four Able ranks were tested in Section 1 parts 1 and 2. All were successful in passing the 'Duties and responsibilities' test, one candidate failing to qualify in part 2 Power of Command.

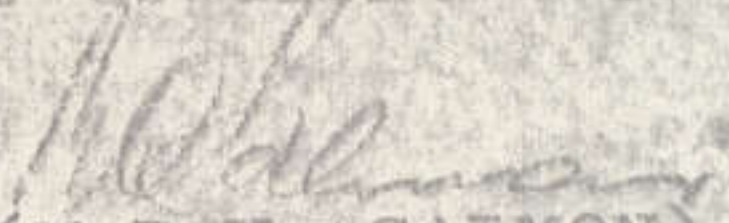
HEALTH WELFARE CONDUCT AND MORALE

17. The health and welfare of the ship's company has been good while their conduct has been very good. The morale of officers and senior sailors is high and that of junior sailors is good.

I have the honour to be

Sir

Your obedient servant

  
(M. Dev. SALMON)  
COMMANDER, RAN  
COMMANDING OFFICER



APPENDIX A

Distance steamed during the month	5852.6
Distance steamed since commissioning	653,953.4
Hours underway during the month	454.5
Hours underway since commissioning	49216.3

Exceeded economical speed

15 MAR Full power trial	1½ hours
Average speed 28 knots	



APPENDIX B

Seamanship & General

05 MAR Steering Gear Failure  
06 MAR Pilotage Training  
07 MAR Pilotage & Anchorage Training  
08 MAR Anchorage Training, Man overboard, Danbuoy Laying  
MIDN Expedition.  
09 MAR XO Conned ship into Harbour.  
12 MAR Pilotage and Anchorage Training, Steering Gear  
Failure.  
13 MAR Pilotage and Anchorage Training  
14 MAR Anchorage Training  
15 MAR Action and Leaving Ship Stations, Steering Gear  
Failure, Man overboard, Full power Trial  
31 MAR Man overboard OOW Recover

AIO

02MAR	Blind Pilotage	Entry to Auckland
05 MAR	" "	Exit from Auckland
09 MAR	" "	Entry to Auckland
12 MAR	" "	Exit from Auckland
16 MAR	" "	Entry to Wellington
19 MAR	" "	Exit from Wellington
24 MAR	" "	Entry to Port Phillip Bay
26 MAR	" "	Exit from Port Phillip Bay

TAS NIL

DIVING NIL

NBCD 15 MAR Major NBCD Exercise

GUNNERY 14 MAR Surface firing  
30 MAR Midn Small Arms Firing



Appendix C to HMAS  
ANZAC Letter 1/16/3  
dated 4APR73

APPENDIX C

Officers Movements

JOINED

24 MAR LEUT SSSG H.J. LEYS RAN  
24 MAR LEUT GLEX R.A. CHRISTIE RAN  
24 MAR MIDN GLEX P.R. JONES RAN

LEFT

25 MAR LEUT GLEX P.B. BREEZE RAN



**RESTRICTED** HMAS ANZAC  
at Sydney.

4th May, 1973.

The Flag Officer Commanding  
H.M. AUSTRALIAN FLEET

HMAS ANZAC - REPORT OF PROCEEDINGS APRIL, 1973

Sir,

1. I have the honour to report the proceedings of Her Majesty's Australian Ship ANZAC, under my command for the month of April, 1973. All times are zone times.
2. On Sunday 1st April, ANZAC was on passage from Fremantle to the Abrolhos Islands with 40 Junior Recruits and Officer Candidates from HMAS LEEUWIN embarked. The ship anchored in Recruit Bay at 0700 (-8) that day, recreational parties were landed on Wallibi Island and fishing parties sent off in ship's boats. The fishing was excellent, the local crayfishman generous, and all onboard dined on fresh fish that night. ANZAC weighed at 1535 (-8) the same day and proceeded for Fremantle.
3. The group of Junior Recruits was changed by workboat in Gage Roads at 0830 (-8) Monday 2nd April, and ANZAC then joined HMAS HOBART. Both ships exercised with HMAS SUPPLY that forenoon, and ANZAC berthed at G/H Berth Victoria Quay, Fremantle, at 1640 (-8).
4. On Tuesday 3rd April, I called on His Excellency the Governor of Western Australia, Major General Sir Douglas Kendrew KCMG CB CBE DSC; The Premier of Western Australia, the Honourable Mr John Tonkin MLA; the Lord Mayor of Perth, represented by the Deputy Mayor Councillor T. Lee; and the Naval Officer Commanding West Australia Area, Commodore P.H. Doyle OBE RAN. ANZAC sailed with families and Junior Recruits embarked, in company with HOBART, at 0900 (-8) Thursday 5th April, returning alongside at 1635 (-8) the same day. ANZAC sailed, again, with Junior Recruits embarked, at 0830 (-8) Friday 6th April, exercised with HOBART and returned alongside at Fremantle at 1600 (-8) while HOBART proceeded for Esperance. The ship remained in harbour that weekend and 360 people visited the ship on Sunday 8th April.
5. The ship sailed from Fremantle for Midshipmen pilotage training in the Fremantle area at 0830 (-8) Monday 9th April. Shortly after sailing it was discovered that No. 1 boiler had been contaminated (160 ppm) and it was immediately shut down. The cause was not immediately apparent, as the remainder of the cooling system was satisfactory, but was finally narrowed down to the condensers. The ship returned to Fremantle to investigate the system and internally clean No. 1 boiler, berthing at 1620 (-8) that day. After much hard labour all defects were rectified and basin trials satisfactorily carried out on Thursday 12th April.

**RESTRICTED**



**RESTRICTED**

6. ANZAC sailed from Fremantle at 0900 (-8) Friday 13th April, and proceeded to Albany where the ship berthed at 0800 (-8) Saturday 14th April. A full social and sporting programme had been arranged and 485 people visited the ship on Sunday 15th April.

7. It was intended to progress Midshipmen anchorage training after sailing from Albany at 0830 (-8) Monday 16th April, but this was abandoned as heavy rain severely limited visibility. On passage to Adelaide force 9 winds and a heavy following swell were experienced but the ship weathered these quite comfortably. ANZAC berthed at the Mobil wharf, Port Adelaide at 0900 (-9½) Thursday 19th April and after fuelling moved to McLaren No. 3 wharf. At 1200 (-9½) that day my officers and I attended a reception given by the Mayor of Port Adelaide Mr H.C.R. Marten. That evening a reception for 50 guests was held onboard. 2300 people visited the ship on Sunday 22nd April.

8. After a pleasant Easter weekend in Adelaide, ANZAC sailed at 1000 (-9½) Tuesday 24th April. Four hours Midshipmen anchorage training was carried out in Twofold Bay in an otherwise uneventful coastal passage. The ship berthed at Garden Island at 0900 (-10) Friday 27th April which was the beginning of a leave and self maintenance period.

#### ENGINEERING

9. With two exceptions the machinery has operated satisfactorily during the month. Extensive tests of the possible causes of feed water contamination found on Monday 9th April, failed to reveal a specific cause. Fluorescine tests of the port condenser system indicated several major defects, which were either rectified or temporarily repaired. It is considered the contamination was partially caused by wet dirty air being sucked into the port condenser and, possibly, by a salt water leak in an auxiliary, although no evidence of this has been found. There have been no further problems with the feed water system.

10. An examination of No. 2 boiler brickwork showed it to be in very poor condition and a proposed full power trial was postponed. Both boilers will be rebricked during the current maintenance period.

#### ELECTRICAL

11. All electrical equipment operated satisfactorily during the month. HOBART provided experienced assistance for the radar type 293 and several minor defects were discovered. Good ranges are now being obtained from this radar and it's servicability is greatly improved. Electrical damage control training was carried out during the month.

#### TRAINING - OFFICERS

12. The training of the six Phase II Midshipmen progressed satisfactorily with the emphasis on astro navigation. SLEX 2/72 Midshipmen training, although curtailed by the ships defects in Fremantle was satisfactorily completed. A two day expedition

**RESTRICTED**



**RESTRICTED**

to Garden Island helped to break up the period alongside.  
S/V 2/72 disembarked on Friday 27th April after 10 weeks  
on board.

TRAINING - SAILORS

13. In the period 30th March - 14th April a total of 416  
Junior Recruits were either embarked for sea experience, or  
visited for tours of the ship in harbour. They generally  
enjoyed their experience and most also visited HOBART. The  
ship's Ordinary Seamen progressed satisfactorily and will all  
post out in May.


HEALTH WELFARE CONDUCT AND MORALE

14. The health and welfare of the ship's company has been  
good, their conduct has been very good and their morale is high.

I have the honour to be,

Sir

Your obedient servant.

  
(M. DeV. SALMON)  
COMMANDER RAN  
COMMANDING OFFICER

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



**RESTRICTED**



**RESTRICTED**

Appendix A to HMAS  
ANZAC letter 1/16/3  
dated 4th May, 1973.

APPENDIX A

Distance steamed during the month	3133.6
Distance steamed since commissioning	657,087.0
Hours underway during the month	220
Hours underway since commissioning	49436.3

EXCEEDED ECONOMICAL SPEED

25/26 April - 12 hours at 18 knots at maximum economical speed (11" cruising nozzles) to allow four hours midshipmen anchorage training in Twofold Bay to compensate for training time lost in the month due to defects and poor weather.

**RESTRICTED**



**RESTRICTED**

Appendix B to HMAS  
ANZAC letter 1.16.3  
dated 4th April, 1973.

APPENDIX B

SEAMANSHIP AND GENERAL

- 02 April - Officer of the Watch manoeuvres, Replenishment at sea and light jackstay transfer.
- 05 April - Formation anchorage with HMAS HOBART.
- 06 April - Officer of the Watch manoeuvres and light jackstay transfer.
- 09 April - Midshipmen anchorages.
- 26 April - Midshipmen anchorages.

AIO

- 02 April - Blind pilotage - Entry to Fremantle.
- 05 April - Blind pilotage - Exit from Fremantle.  
Blind pilotage - Entry to Fremantle.
- 06 April - Blind pilotage - Exit from Fremantle.  
Blind pilotage - Entry to Fremantle.
- 09 April - Blind pilotage - Exit from Fremantle.  
Blind pilotage - Entry to Fremantle.
- 13 April - Blind pilotage - Exit from Fremantle.
- 14 April - Blind pilotage - Entry to Albany.
- 16 April - Blind pilotage - Exit from Albany.
- 24 April - Index error check - All displays.
- 27 April - Blind pilotage - Entry to Sydney.

TAS

Nil

DIVING

- 10 April - All divers exercised.

NBCD

- 26 April - Damage Control exercise.

GUNNERY

- 25 April - S.A. shoot for Midshipmen.

**RESTRICTED**



RESTRICTED

HMAS ANZAC  
Letter 1.16.3  
4th May, 1973.

APPENDIX C

OFFICERS MOVEMENTS

JOINED

06Apr - LEUT RLEX N,P.J. TRACE RANR.

LEFT

03Apr - SBLT SLEX R. CASON RAN

21Apr - ASLT GLEX G.R. KOEHLER RAN

19Apr - LEUT RLEX N.P.J. TRACE RANR.

27APR - LEUT SSSG H.J. LEYS RAN.

27Apr - LEUT GLEX C.S.H. HARRINGTON RAN

RESTRICTED



i.r.q. 1/16/3

HMAS ANZAC  
at Sydney

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

31st May, 1973

HMAS ANZAC - REPORT OF PROCEEDINGS - MAY 1973

Sir,

1. I have the honour to report the proceedings of Her Majesty's Australian Ship ANZAC, under my command, for the month of May, 1973.

2. The ship remained alongside at Garden Island throughout the month, which was part of a leave and self maintenance period. The weather was fair throughout allowing those onboard to steadily progress the maintenance required.

ENGINEERING

3. Several major maintenance jobs were completed during the month with considerable assistance, of a high standard, by the Fleet Maintenance Units and Fleet Maintenance Party: the floors and sidewalls of both boilers were rebricked, the port ahead manoeuvring valve was refitted by Dockyard; all main engine telegraph glands were refitted; and both diesel generators were given 1000 hours overhauls. Some relatively minor jobs were not undertaken through lack of capacity, but overall it was a very satisfactory maintenance period.

ELECTRICAL

4. Electrical maintenance has progressed well during the month. Fleet maintenance Party personnel have completed an intensive maintenance programme and it is expected the Dockyard will complete all outstanding URDEF's and INDEF's during this availability.

TRAINING - OFFICERS

5. Although alongside during this period Phase II Midshipmen's training was progressed. Gunnery and TAS instruction was conducted onboard HMAS BRISBANE and one weeks air course was completed at NAS NOWRA.

TRAINING - SAILORS

6. Junior recruit and Ordinary Seaman's training was restricted to divisional periods and ship's husbandry. A visit to Snapper Island Museum was enjoyed by all JR's and ORDSMN who learned a lot from the informative officer-in-charge. Four engineering sailors attended a Fleet Board in May and all passed their tests.



.../HEALTH



HEALTH WELFARE CONDUCT AND MORALE

7. The health and welfare of the ship's company has been good while their conduct has been very good. The morale of officers and senior sailors is high and that of junior sailors is good.

I have the honour to be

Sir,

Your obedient servant



(M. DeV. SALMON)  
COMMANDER R.A.N.  
COMMANDING OFFICER

-3-

Appendix A to nMAS  
ANZAC Letter 1/16/3 of  
31MAY73

APPENDIX A

Distance steamed during month	NIL
Distance steamed since commissioning	657,087.0
Hours underway during month	NIL
Hours underway since commissioning	49,436.3



Appendix B to HMAS  
ANZAC Letter 1/16/3 of  
31MAY73.

APPENDIX B

SEAMANSHIP AND GENERAL

21MAY73            One Officer to HMAS WATSON for Tactical Course

AIO

01MAY73            One ABRP to HMAS WATSON for ASTT games

02MAY73            One Officer to HMAS WATSON for ASTT games

TAS            NIL

LIVING        NIL

NBCD          NIL

GUNNERY        NIL



Appendix C to HMA  
ANZAC Letter 1/16/3 of  
31MAY73

APPENDIX C

OFFICERS MOVEMENTS

Joined

06MAY73	LEUT RSSU J.M. MOLLER RANER
08MAY73	MIDN SLEX S.R.H. WOOLRYCH RAN
28MAY73	LCDR GLEX N D.B. CHALMERS RAN

Left

25MAY73	LEUT RSSU J.M. MOLLER RANER
28MAY73	MIDN GLEX R.S. DAVISON RAN



RESTRICTED

HMAS ANZAC  
at Sea

30 JUN 1973

The Flag Officer Commanding  
H.M. AUSTRALIAN FLEET

HMAS ANZAC - REPORT OF PROCEEDINGS - JUNE 1973

Sir,

1. I have the honour to report the proceedings of Her Majesty's Australian Ship ANZAC under my command for the month of June, 1973. All times are zone (+10)
2. ANZAC was alongside in Garden Island at the start of the month in a leave and long self maintenance period, which ended on Wednesday 6th June. The ship cast off from Garden Island at 0830 Thursday 7th June and, after topping up with ammunition at No. 3 buoy, proceeded to sea at 1100 that day for exercises and trials in the local area. The planned programme was completed satisfactorily and the ship secured at Garden Island at 1000 Friday 8th June for the long weekend.
3. The ship sailed from Garden Island with HMAS SYDNEY at 1100 Tuesday 12th June and exercised in company until 1700 that day when ANZAC proceeded for Townsville. A splash target was streamed on Wednesday 13th June and was used as a target by two flights of Mirages from RAAF Williamstown.
4. The weather steadily improved as the ship steamed north and after an uneventful passage ANZAC berthed at Townsville at 0910 Saturday 16th June. My officers and I gave a reception for 50 guests at 1800 that night. A full sporting programme on Sunday 19th June, which resulted with honours even (two wins and two losses) helped make it an enjoyable weekend for all onboard. The ship sailed from Townsville at 1000 Monday 18th June, farewelled by the Pipe Band of the 4th Battalion, Royal Australian Regiment.
5. The week was spent in the Whitsunday Passage area progressing cadet midshipmens pilotage training. 15-20 knot south-easterly winds and frequent showers combined with the geography and tidal stream to make it an ideal training period. ANZAC entered MacKay for fuel at 0700 Friday 22nd June sailing again at 1230 that day to continue pilotage training.

.../6. ANZAC



RESTRICTED



-2-  
**RESTRICTED**

6. ANZAC anchored in Refuge Bay, Scawfell Island, in Cumberland Channel, at 1730 Saturday 23rd June. On Sunday 24th June a highly successful banyan and interpart sports afternoon was held on the beach in Refuge Bay. It was, for the ship's company, a welcome break from pilotage training. The ship weighed at 0600 Monday 25th June, and pilotage training continued for the next two days.

7. ANZAC departed the Whitsunday area at 1750 Tuesday 26th June, and joined HMAS SYDNEY in Hervey Bay at 1300 Wednesday 27th June. Various exercises were carried out in company on Wednesday 27th and Thursday, 28th June before an overnight passage to Moreton Bay. ANZAC preceded SYDNEY up the Brisbane River and berthed at No. 1 Capricorn Wharf at 0930 Friday 29th June. I accompanied the Commanding Officer, HMAS SYDNEY on his calls that day and attended an official reception on-board SYDNEY that evening. ANZAC was alongside in Brisbane at the end of the month.

#### ENGINEERING

The main machinery has performed well during the month. Both diesel generators have given good service, after their 1000 hour overhauls and it appears problems experienced earlier in the year have been overcome. The lubricating oil separator will not take a suction from the drain tanks and advice will be sought on return to Sydney.

#### ELECTRICAL

Except for the ships domestic hot water system, all electrical equipment has functioned satisfactorily during the month. The SUNVIC vacuum tubes which control switching for the water heater elements have a high failure rate and these controls require excessive maintenance.

#### TRAINING- OFFICERS

Four of the five Phase II midshipmen completed their ocean navigation on passage to Townsville and have very little left to complete before their Board. The fifth does not sit his Board until next year.

Twenty nine cadet midshipmen of RANC Class IIC joined ANZAC on Monday 4th June and quickly settled down to communal living and the ships routine. All were practised in conning procedures in a Torpedo Recovery Vessel on Tuesday 5th June and this proved a considerable saving in ANZAC's training time later in the month. At the end of the month all cadets had received half their instruction in navigation, seamanship and engineering and the period with SYDNEY had covered all the required seamanship evolutions.

.../TRAINING

**RESTRICTED**



**RESTRICTED**

TRAINING - SAILORS

Junior Sailors common sea training has been progressed throughout the month. A class of thirteen candidates for higher rank has been formed and instructed. A Board has been convened to examine this class but all tests have not yet been completed.

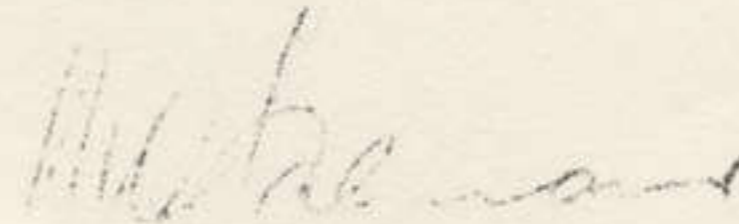
HEALTH WELFARE CONDUCT AND MORALE

The health and welfare of the ship's company has been good while their conduct has been very good. The morale of officers and senior sailors is high and that of junior sailors is good.

I have the honour to be

Sir

Your obedient servant



(M. De V. SALMON)  
COMMANDER, RAN  
COMMANDING OFFICER

**RESTRICTED**



**RESTRICTED**

Annex A to  
HMAS ANZAC Letter 1/16/3 of  
30th June, 1973

STEAMING FIGURES

1. Distance steamed during June 3578.3 mls
2. Hours underway during June 293.0 hrs
3. Total distance steamed since first commissioning. 660,665.8 mls
4. Hours underway since first commissioning 49,729.3 hrs
5. Occasions for exceeding fast routeing speed:

<u>DATE</u>	<u>SPEED</u>	<u>HOURS</u>	<u>REMARKS</u>
27JUN73	17.5	9	Passage to rendezvous HMAS SYDNEY
29JUN73	16.4	11	Passage to Brisbane in company with HMAS SYDNEY

**RESTRICTED**



**RESTRICTED**

-5-

Annex B to  
HMAS ANZAC Letter 1/16/3 of  
30th June, 1973.

General and Seamanship

- 07 JUN - Exercised Leaving Ship stations  
Exercised Emergency Stations
- 08 JUN - Cadets pilotage training
- 12 JUN - OOW Manoeuvres with HMAS SYDNEY  
RAS Approaches with HMAS SYDNEY  
Jackstay transfer with HMAS SYDNEY
- 13 JUN - Splash target stream for RAAF Mirages air weapon pracs.
- 16 JUN - Executive Officer conned ship into harbour
- 18 JUN - Dan Buoy exercise
- 19 JUN - Cadets pilotage training  
Dan Buoy exercise
- 20 JUN - Cadets pilotage training  
Dan Buoy exercise
- 21 JUN - Cadets pilotage training  
Dan Buoy exercise
- 22 JUN - Cadets pilotage training  
Dan Buoy exercise
- 23 JUN - Cadets pilotage training
- 25 JUN - Cadets pilotage training
- 26 JUN - Cadets pilotage training
- 27 JUN - Exercised Action Stations  
Exercised Leaving Ship Stations  
Exercised Emergency Stations  
TOWEX with HMAS SYDNEY (Tow foreward, tow aft)  
OOW Manoeuvres with HMAS SYDNEY  
Night RAS approaches with HMAS SYDNEY  
Night Jackstay transfer with HMAS SYDNEY
- 28 JUN - Jackstay transfer with HMAS SYDNEY  
RAS (liquids) with HMAS SYDNEY  
OOW Manoeuvres with HMAS SYDNEY

AIO

- 07 JUN - Blind pilotage - exit from Sydney
- 08 JUN - Blind pilotage - entry to Sydney
- 19 JUN - Cadets blind pilotage training  
Blind pilotage - anchorage in Cid Harbour

**RESTRICTED**



-6-  
RESTRICTED

AIO (Cont)

- 20 JUN - Cadets blind pilotage training  
Blind pilotage - anchorage in Cid Harbour
- 21 JUN - Cadets blind pilotage training
- 23 JUN - Cadets blind pil tage training
- 25 JUN - Cadets blind pilotage training
- 26 JUN - Cadets blind pilotage training

TAS

- 07 JUN - CASEX AS with HMS ODIN

GUNNERY

- 07 JUN - Gun functioning trial
- 12 JUN - AATX/AACRFX
- 28 JUN - SUCRFX

DIVING

- 24 JUN - Diving team exercised

NBCD

- 13 JUN - NBCD Communications exercise
- 19 JUN - DC Parties firefighting exercise
- 20 JUN - Helo transfer party firefighting exercise
- 25 JUN - Electrical DC Parties exercise
- 27 JUN - Major Damage Control exercise

COMMUNICATIONS

- 07 JUN - MF OF Calibrations
- 12 JUN - Navcommex 454,455 with HMAS BRISBANE
- 24 JUN - Longcommex with HMAS YARRA
- 27 JUN - Navcommex 453,454,455 with HMAS SYDNEY
- 28 JUN - Navcommex 350, 251 with HMAS SYDNEY

RESTRICTED



RESTRICTED

Anne. C to  
HMAS ANZAC Letter 1/16/3  
30th June, 1973,

OFFICERS MOVEMENTS

Joined

04 JUN	LEUT EDIT	R.G.	LONG	RAN
06 JUN	LCDR RMSG	W.A.	KEMP	RANR
06 JUN	MIDN SLSU	I.A.	NICOL	RAN
10 JUN	LEUT RLEX	L.D.	CLAYTON	RANR
12 JUN	SBLT SLEX	W.G.	FITNESS	RAN
12 JUN	MIDN GLEX	D.J.	GLADMAN	RAN

Left

01 JUN	MIDN GLEX	D.J.	GLADMAN	RAN
01 JUN	MIDN GLEX	A.C.	DROVER	RAN
12 JUN	LEUT GLEX	R.A.	CHRISTIE	RAN
12 JUN	SBLT SLEX	J.G.	HARDMAN	RAN
18 JUN	MIDN GLEX	D.J.	GLADMAN	RAN
18 JUN	MIDN GLEX	B.M.	DOWSING	RAN
18 JUN	MIDN GLEX	P.R.	JONES	RAN
30 JUN	LEUT RLEX	L.D.	CLAYTON	RANR

RESTRICTED



**RESTRICTED**

HMAS ANZAC

At Sea

**31 JUL 1973**

The Flag Officer Commanding  
H.M. AUSTRALIAN FLEET

HMAS ANZAC - REPORT OF PROCEEDINGS - JULY 1973

Sir,

1. I have the honour to report the proceedings of Her Majesty's Australian Ship ANZAC under my command for the month of July, 1973.

2. At the start of the month ANZAC was in Brisbane nearing the mid point of a training cruise with 29 Cadet Midshipmen from the Naval College. 1305 members of the public visited the ship on Sunday 1st July, 1973. The ship cast off and proceeded down river at 1000 (-10) Monday 2nd July, 1973 and after an uneventful passage anchored in Broken Bay at 0800 (-10) Wednesday 4th July, 1973.

3. The next two days were spent preparing for the annual inspection and despite almost continuous rain quite a lot was achieved. ANZAC weighed at 0700 (-10) Friday 6th July, 1973 and proceeded to Sydney berthing at Garden Island at 0900 (-10) that day.

4. Departmental inspections took place on Monday 9th and Tuesday 10th July, 1973. On Wednesday 11th July, 1973, the Commander, First Australian Training Squadron, Captain A.J. Robertson DSC R.A.N. inspected the ship and at the end of the day stated he was well pleased. The remainder of the week was spent with storing and self maintenance.

5. ANZAC cast off from Garden Island at 1020 (-10) Monday 16th July, 1973, and after a sleeve firing proceeded for Fiji. After a good passage the ship secured at Kings Wharf Suva at 0915 (-12) Saturday 21st July, 1973.

6. Instead of official calls I entertained at luncheon: Mr H.W. Bullock the High Commissioner for Australia; the Deputy Mayor of Suva, Councillor N.C. Maharaj; Senior Superintendent I.C. Clow representing the Commissioner for Police; the Chief of Staff, Royal Fiji Military Forces, Lieutenant Colonel P.F. Manuelli; and the Senior Assistant Secretary, Foreign Affairs, Mr J. Kotobalavu. That evening my Officers and I entertained 50 local dignitaries at a reception onboard.

.../7. Berth.

**RESTRICTED**



**RESTRICTED**

7. Berth was shifted at 0630 (-12) Monday 20th July, 1973 as there was an unexpected requirement for ANZAC's berth. Although ordered, a tug did not attend any of the ship's movements in Suva, apparently due to a dispute between the tug company and the Australian High Commission. Several sporting matches were arranged and unfortunately the results favoured the local teams, but the games were enjoyed by all. After a pleasant visit ANZAC sailed from Suva for Cairns at 1015 (-12) Tuesday 24th July, 1973 with the ship's company well out of pocket but satisfied with their purchases.

8. The weather was good on passage to Cairns where it was intended to berth at 0900 (-10) Monday 30th July, 1973. However at 0615 (410) that day HMAS BAYONET came alongside with a party consisting of the Deputy Director of Naval Security; the Superintendent of Naval Police, Commonwealth Police and fourteen Customs Department Personnel. Apparently information had been received that a large quantity of drugs was put onboard ANZAC in Suva. ANZAC then anchored off Cape Grafton and a thorough search was made of the ship while nine sailors were questioned. The total result of these activities was that two junior sailors were found to have a small quantity of Cannabis (25 grammes and 4 grammes). There was no indication of larger quantities.

9. The Senior Narcotics Agent onboard was satisfied with the search at 1620 (-10) that day and the ship proceeded to Cairns berthing at 1815 (-10). Normal leave was granted that night. The two sailors involved were charged in Cairns Magistrate Court on Tuesday 31st July, 1973 and remanded. ANZAC sailed from Cairns for Navigation Training in the Whitsunday Passage area at 1100 (-10) Tuesday 31st July, 1973.

#### ENGINEERING

10. The machinery functioned satisfactorily throughout the month.

#### ELECTRICAL

11. Electrical equipment generally functioned satisfactorily during the month. The high ambient temperatures experienced in machinery spaces in Fiji affected both diesel generators limiting them to 73% load.

#### TRAINING OFFICERS

12. The Cadet Midshipmen's training is progressing satisfactorily, and they have almost completed their syllabus. The two ocean passages, in varying weather conditions, well filled their navigation requirements. The one phase II Midshipman completed his astro requirements this month and now has only the electrical section of his task book to complete.

.../13. Training

**RESTRICTED**



**RESTRICTED**

TRAINING SAILORS

13. Ordinary Seamen's training has progressed with regular instructional and divisional periods, on-the-job instruction, and oral quizzes in the **dog** watches at sea. Higher ranks instruction has commenced in preparation for a command test to be held during the latter part of August.

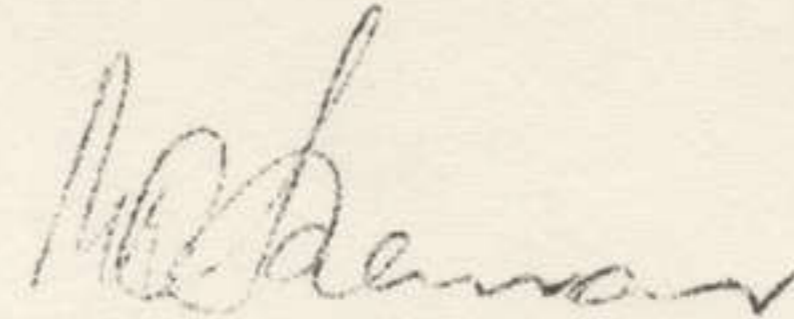
HEALTH WELFARE CONDUCT AND MORAL

14. The health and welfare of the ship's company has been good while their conduct has been very good. The morale of officers and senior sailors is high and that of junior sailors is good.

I have the honour to be

Sir

Your obedient servant



(M. De V. SALMON)  
Commander R.A.N.  
Commander Officer

**RESTRICTED**



**RESTRICTED**

Annex A to  
HMAS ANZAC Letter 1/16/3 of  
31st July, 1973.

STEAMING FIGURES

- |    |  |          |
|----|--|----------|
| 1. | Distance steamed during July                     | 3475.0   |
| 2. | Total distance steamed since first commissioning | 664140.8 |
| 3. | Hours underway during July                       | 323.9    |
| 4. | Hours underway since first commissioning         | 50053.2  |
| 5. | Occassions for exceeding fast routeing speed:    | Nil.     |

**RESTRICTED**



**RESTRICTED**

Annex B. To  
HMAS ANZAC Letter 1/16/3 of  
31st July, 1973

General and Seamanship

- 02-03JUL - Cadets Astro training.
- 16-21JUL - Cadets Astro training.
- 16JUL - Exercised emergency and leaving ship stations
- 18JUL - Liferaft Launchers lecture.
- 23-30JUL - Cadets Astro training.

Gunnery

- 16JUL - AATX/AACRF Cadets small arms firings.
- 20JUL - Cadets small arms firings
- 24JUL - Cadets small arms firings
- 25JUL - Landing Party drill and small arms firings.
- 27JUL - Small arms firings.

NBCD

- 25JUL - Fwd section communications and plotting exercise.
- 26JUL - After section Comms & plotting exercise.

AIO

- 04JUL - Blind pilotage entry to Broken Bay.
- 06JUL - Blind pilotage entry to Sydney.
- 12-13JUL - Cadets radar acquaint at HMAS WATSON.
- 16JUL - Blind pilotage departure Sydney.
- 16JUL - A/C control for AACRFX.
- 21JUL - Blind pilotage entry to Suva.
- 23JUL - Blind pilotage departure Suva.

Communications

- 16JUL - NAVCOMEX 453.

**RESTRICTED**



**RESTRICTED**

Annex C. to  
HMAS ANZAC Letter 1/16/3 of  
31st July, 1973

Officers Movements

Joined:

16JUL	SBLT SLEX E.P.D.	HYTTEN	R.A.N.
15JUL	LCDR RLEX G.R.	KEAYS	R.A.N.R.
15JUL	LEUT RMSG L.A.	TOFT	R.A.N.R.

Left

06JUL	LCDR RMSG W.A.	KEMP	R.A.N.R.
06JUL	MIDN GLEX W.L.	GARNER	R.A.N.
30JUL	LEUT RMSG L.A.	TOFT	R.A.N.R.

**RESTRICTED**



RESTRICTED

HMAS ANZAC  
At Sea

The Flag Officer Commanding  
H.M. AUSTRALIAN FLEET

- 1 SEP 1973

HMAS ANZAC - REPORT OF PROCEEDINGS - AUGUST 1973

Sir,

1. I have the honour to report the proceedings of Her Majesty's Australian Ship ANZAC under my command for the month of August, 1973. All times are zone (-10).
2. It was a quiet month, which began with ANZAC on passage from Cairns to the Whitsunday Passage area, where the 28 Cadet Midshipmen onboard would complete their Phase 1 navigational training. The ship stopped off Cid Harbour at 0700 Wednesday 1st August, and landed a sailing party of Cadets and ship's company with four Bosun's Dinghies and two power boats before proceeding. The dinghies were left inshore for three days and, as the ship anchored each night in Cid Harbour, the sailing parties were changed daily. All boats were inboard on Saturday 4th, August and as Cadets anchorages made ground to the South a very successful race meeting was held in the afternoon. All messes entered fully into the spirit of the affair and a lot of imagination was shown in the attire of horses, jockeys, trainers, gentlemen and 'ladies', but needless to say not all would have been welcomed at Randwick.
3. Navigational training was completed at 1750 Saturday 4th August when ANZAC anchored in Refuge Bay, Scawfell Island. On Sunday 5th August 144 members of the ship's company landed for an enjoyable banyan and intermess beach sports competition.
4. At 0720 Monday 6th August the ship weighed and proceeded to Mackay berthing at Breast Wharf at 1000 that day. In the forenoon I called on the Chairman of the Pioneer Shire Council, Mr J.H. Young and the Mayor of Mackay Councillor A. Abbott. With two of my officers I then lunched with Mr Young. The remainder of the brief visit was quiet and pleasant and ANZAC sailed from Mackay at 1030 Tuesday 7th August, proceeding for Sydney.
5. After an uneventful passage ANZAC anchored in Watson's Bay for a second Customs clearance at 0700 Friday 10th August. No Customs officers appeared and, as there was some customs confusion as to the need for this clearance, the ship weighed. It was then established that customs were waiting at Garden Island and ANZAC berthed alongside DERWENT at 0810.

RESTRICTED .../6 ANZAC.



RESTRICTED

- 2 -

6. The next two weeks were spent alongside, self maintaining and preparing for the last training cruise of the year. This latter task was complicated by the Transport workers strike, but the willing co-operation of all concerned overcame all difficulties.

7. ANZAC sailed from Sydney at 1000 Monday 27th August, a rainy day, and proceeded for Cairns. A four monthly Full Power trial was carried out on Tuesday 28th August and the training of the various groups of officers onboard progressed. During the forenoon of Thursday 30th August the ship entered the Whitsunday Passage area where navigation training was conducted until 0900 Friday 31st August, when ANZAC continued on passage for Cairns.

#### ENGINEERING

8. A considerable amount of self maintenance was done while in Sydney. Chadburn Eddy Current turbometers were fitted by dockyard but have since been found to read high. This is considered due to one mitre box in the rod gearing drive being the wrong ratio but will be investigated by Fleet Staff in Sydney. Lubricating oil expenditure in the last week has risen sharply and has been traced to the oil coolers which will be tested. The machinery has otherwise operated satisfactorily.

#### ELECTRICAL

9. All electrical equipment has generally operated satisfactorily with considerable planned maintenance being completed during the self-maintenance period. The master gyro developed a defect, which violently precessed the rotor, while alongside at Garden Island and was repaired by the dockyard.

#### TRAINING - OFFICERS

10. Twenty eight Cadet Midshipmen completed their Phase I training when the ship returned to Sydney on Friday 10th August. A full report on their training cruise is contained in my letter 72/12/08 dated 10th August, 1973. While in Sydney the ships training Officer attended the Pre-Study Board meeting for, and an open forum with these Cadets at the Naval College.

11. When the ship departed Sydney on Monday 27th August some 19 officers were embarked for training. These included; 5 Midshipmen SLEX for Phase I training, 3 Midshipmen for Phase II training, 1 Acting Sub-Lieutenant and 4 Midshipmen to complete their Midshipmens Astro requirements, 3 Acting Sub-Lieutenants for general training prior to their departure for Operations and Weapons (OW) courses, and 3 Acting Sub-Lieutenants who had failed the Navigation and Bridgework section of OW courses.

RESTRICTED



RESTRICTED

- 3 -

11. (Con't)

The weather en route to Cairns was ideal for Astro and the four Midshipmen completed their tasks on Thursday, 30th August. General fixing practice was conducted while on passage to the Whitsunday area where the afternoon of Thursday 30th August, and the early forenoon of Friday, 31st August were spent in pilotage training. The general standard of navigation of the 3 Sub-Lieutenants who failed OW courses was disappointing when compared to the final standard of the last group of Cadet Midshipmen.

TRAINING - SAILORS

12. The duties of junior sailors were revised during the month to facilitate on-the-job training. Formal instruction, halted during the period in Sydney has recommenced, and dog watch quizzes continue. Five higher rank candidates have been instructed and will be tested early next month.

HEALTH WELFARE CONDUCT AND MORALE

13. The health and welfare of the ship's company has been good while their conduct has been very good. The morale of officers and senior sailors is high and that of junior sailors is good.

I have the honour to be

Sir

Your obedient servant



(M. De V. SALMON)  
Commander R.A.N.  
Commanding Officer

RESTRICTED



RESTRICTED

Annex A. to  
HMAS ANZAC Letter 1/16/3 of  
1st September, 1973.

STEAMING FIGURES

1. Distance steamed during August 2967.3
2. Hours underway during August 220.57/60
3. Total distance steamed since first commissioning 667108.1
4. Hours underway since first commissioning 50273.59/60
5. Occassions for exceeding fast routeing speed:

<u>DATE</u>	<u>SPEED</u>	<u>HOURS</u>	<u>REMARKS</u>
28AUG'73	20 average	2	Four monthly full power trial.

RESTRICTED



RESTRICTED

Annex B. to  
HMAS ANZAC Letter 1/16/3 of  
1st September, 1973

EXERCISES CONDUCTED DURING THE MONTH

GUNNERY

07AUG - 40/60 Action Drill  
21AUG - A.R.C. Anzac Rifle Range.

AIO

1-4AUG - Cadet Blind pilotage training  
06AUG - Blind pilotage entry Mackay.  
07AUG - Blind pilotage departure Mackay  
10AUG - Blind pilotage entry Sydney  
27AUG - Blind pilotage departure Sydney  
29-30AUG - Sub-Lieutenants OW Course Blind pilotage  
training.

DIVING

16AUG - RCC Dive STALWART  
16AUG - Diving ANZAC bottom  
23AUG - Diving ANZAC bottom

DAMAGE CONTROL

08AUG - Fwd Electrical damage control party exercise.  
08AUG - Aft Electrical damage control party exercise.

GENERAL

1-3AUG - Sailing CID Harbour  
1-4AUG - Cadet Anchorages/pilotage training.  
7-10AUG - Cadets Astro training.  
09AUG - Helo transfer party exercise.  
27AUG - Sub-Lieutenant OW Course pilotage (leaving harbour)  
27-31AUG - Midshipmen Phase I Navigation training.  
29AUG - Emergency and leaving ship stations exercised.  
29-30AUG - Sub-Lieutenant OW Course pilotage/anchorages.

RESTRICTED



RESTRICTED

Annex C. to  
HMAS ANZAC Letter 1/16/3 of  
1st September, 1973

OFFICERS MOVEMENTS

JOINED

27AUG	-	LEUT	SDEN	F.D.	WATTON	R.A.N.
27AUG	-	SBLT	SLEX	H.J.	HICKMAN	R.A.N.
27AUG	-	ASLT	GLEX	P.R.	CORNEY	R.A.N.
23AUG	-	ASLT	GLEX	A.J.	GRAHAM	R.A.N.
27AUG	-	ASLT	GLEX	M.L.	PROCTOR	R.A.N.
27AUG	-	ASLT	GLEX	W.R.	SMITH	R.A.N.
27AUG	-	ASLT	GLEX	P.L.	SOCHON	R.A.N.
23AUG	-	ASLT	GLEX	P.G.	STAUNTON	R.A.N.
27AUG	-	ASLT	GLEX	J.W.	WELLS	R.A.N.
26AUG	-	MIDN	SLEX	S.L.	REARDON	R.A.N.
13AUG	-	MIDN	SLEX	S.R.	RENAGI	R.A.N.

LEFT

10AUG	-	LCDR	RLEX	G.R.	KEAYS	R.A.N.R.
10AUG	-	LCDR	EDIT	R.G.	LONG	R.A.N.
10AUG	-	SBLT	SLEX	E.P.	HYTTEN	R.A.N.
15AUG	-	MIDN	SLSU	I.A.	NICOL	R.A.N.

RESTRICTED



HMAS ANZAC  
At Sydney

- 3 OCT 1973

The Flag Officer Commanding  
H.M. AUSTRALIAN FLEET

HMAS ANZAC - REPORT OF PROCEEDINGS - SEPTEMBER 1973

Sir,

1. I have the honour to report the proceedings of Her Majesty's Australian Ship ANZAC under my command for the month of September, 1973. All times are zone (-10).

2. ANZAC berthed at No.10 berth Cairns at 0800 Saturday 1st September, and after fuelling moved to No.2 berth. Three sporting matches had been arranged, ANZAC winning Australian Rules and Rugby matches against Combined Patrol Boat teams, but losing a Basketball game to the Yamahas, a local side. Socially, a disappointing total of 26 guests were entertained at a reception onboard Saturday 1st September, and on Monday 3rd September, I called on the Mayor, Mr K.F. Crathern, and the Deputy Chairman of the Cairns Harbour Board, Mr G.K. Alley. Disappointingly three Ordinary Seamen were convicted of illegally driving motor vehicles during the visit and there was an incident on the wharf on the night of Sunday 2nd September which will result, on Thursday 4th October, in two sailors being tried by Court Martial for assault.

3. The ship cast off and proceeded from Cairns at 1000 Tuesday 4th September for the Whitsunday Area, where navigation training was conducted until 1745 Friday 7th September, when ANZAC anchored off Scawfell Island. That night an unexpected visit was made to Mackay to land a sailor with a suspected cerebral haemorrhage, before reanchoring off Scawfell Island at 0730 Saturday 8th September. The Phase I Midshipmen spent the day ashore preparing the area for a most successful banyan and sports day on Sunday 9th September.

4. There was a delay getting underway on Monday 10th September as, with the spring tides, the cable had fouled on some coral. At slack water the anchor was weighed without problem and ANZAC proceeded at 0855 that day for navigational training. The ship left the Whitsunday area at 1700 Wednesday 12th September and, after an unevenful passage, berthed in Brisbane at 1100 Friday 14th September.

5. After an enjoyable and informal weekend ANZAC cast off and proceeded in company with SUPPLY at 1300 Monday 17th September. The channel off Coloundra was cleared at 1730 and ANZAC then topped up with 100 tons FFO from SUPPLY before proceeding independently for Jervis Bay. ANZAC arrived in the practice areas at 0800 Wednesday 19th September and rendez-oused with TORRENS. Many valuable exercises were carried out during the next three days before ANZAC berthed at Garden Island at 1130 Friday 21st September.

.../2



6. The rest of the month was spent alongside in Sydney carrying out self maintenance. Unfortunately the radio technicians dispute at Sydney airport caused the planned visit of the Personnel Liaison Team on 24th - 25th September to be cancelled.

#### ENGINEERING

7. The main machinery has generally operated satisfactorily. Lubricating oil expenditure has been reduced by stopping leaks and repairing the lubricating oil separator. Some failures of fuel oil pumps have occurred due to control valve and spindle defects and these pumps are being overhauled. Planned maintenance and defect work was progressed during the self maintenance period and included an external clean of both boilers and the sea water side of the main condensers.

#### ELECTRICAL

8. All electrical equipment has functioned satisfactorily during the month with both radars giving excellent serviceability.

#### TRAINING - OFFICERS

9. The 5 Phase I Midshipmen continued their training with pilotage in the Whitsunday area, where the normally very good training conditions were improved by the strong cross tidal streams accompanying spring tides. Time spent in company with SUPPLY and TORRENS completed the seamanship tasks requiring a consort, and while in Sydney engineering training was progressed.

10. Other officers under training during the month were: One Acting Sub-lieutenant and 5 Phase II Midshipmen who completed their Astro tasks; 3 Sub-lieutenants who had failed OW Navigation courses, and were successfully re-examined; 3 Acting Sub-lieutenants, awaiting course, who progressed their pilotage, astro and general training; and, 3 ships Phase II Midshipmen who progressed their pilotage and started preparing for their forthcoming Board.

#### TRAINING - SAILORS

11. A higher ranks promotion board was convened onboard on 3rd and 4th September, and three of the five candidates were successful. A class of twelve candidates has been formed for the next promotion board, which will include candidates for Chief Petty Officer. On-the-job training for the 15 Ordinary Seamen onboard continued in addition to Dog watch quiz periods at sea.



HEALTH, WELFARE, CONDUCT & MORALE

12. The health, welfare, and conduct of the Ship's Company has been good. The morale of Officers and senior sailors is high and that of junior sailors is good.

I have the honour to be

Sir,

Your obedient servant



(M.DeV. SALMON)  
Commander R.A.N.  
Commanding Officer



Annex A. to  
HMAS ANZAC Letter 1.16.3 of  
30th September, 1973.

STEAMING FIGURES

1.	Distance steamed during September	2711.7
2.	Hours underway during September	227.2/60
3.	Total distance steamed since first commissioning	669819.8
4.	Hours underway since first commissioning	50501.01/60
5.	Occasions for exceeding fast routeing speed:	Nil



EXERCISES CONDUCTED DURING THE MONTH

GUNNERY

06SEP - 40/60 Surface tracking.  
19SEP - GFT.  
19SEP - SUCRFX  
20SEP - Landing Party exercise.

A.I.O.

5-7SEP - Blind pilotage training  
10-12SEP - Blind pilotage training.  
14SEP - Blind pilotage entry Brisbane  
17SEP - Blind pilotage departure Brisbane

DIVING

8-9SEP - Scawfell Island - change anodes  
10SEP - Scawfell Island - check anchor  
19SEP - Jervis Bay - Night Divex.

T.A.S.

20SEP - Demolition Exercise (Beecroft Range)

DAMAGE CONTROL

08SEP - Minor DC exercise  
10SEP - DC Plotting exercise  
13SEP - After DC exercise  
18SEP - Forward and After 'L' DC exercise

GENERAL

04SEP - Lay out gear for Tow Aft.  
5-7SEP - Pilotage training  
5-7SEP - Lay and Recover Dan Buoy daily  
10-12SEP - Pilotage training  
10-11SEP - Lay and Recover Dan Buoy daily  
14SEP - N.O. Con ship alongside Brisbane.  
17SEP - R.A.S. L. SUPPLY (N.O. Con).  
19SEP - Tow Aft TORRENS - Jackstay Transfer TORRENS (XO Con)  
OOW R.A.S. Approaches - OOW Manoeuvres.  
20SEP - Helo winching and ILR demonstration  
OOW Station changing  
21SEP - Jackstay Transfer - OOW Manoeuvres.



Annex C. to  
HMAS ANZAC letter 1.16.3. of  
30th September, 1973

OFFICERS MOVEMENTS

JOINED

24SEP - ASLT SLEX G.N. SHEATH R.A.N.

LEFT

03SEP - LCDR GLEN D.E. ONER R.A.N.  
26SEP - ASLT GLEX M.L. PROCTOR R.A.N.  
30SEP - ASLT GLEX P.L.D. SOCHON R.A.N.



HMAS ANZAC  
At Sydney  
- 2 NOV 1973

The Flag Officer Commanding  
H.M. AUSTRALIAN FLEET

HMAS ANZAC - REPORT OF PROCEEDINGS - OCTOBER 1973

Sir,

1. I have the honour to report the proceedings of Her Majesty's Australian Ship ANZAC under my command for the month of October, 1973. All times are zone (-10).
2. ANZAC was self maintaining alongside at Garden Island for the first seven days of the month with the five Midshipmen of SLEX 1/73 onboard halfway through their Phase I sea training period. The time at sea during the cruise had for economy been reduced without affecting training due to the small numbers involved.
3. The ship sailed from Sydney at 1000 Monday 8th October for the Whitsunday Passage area. After two days pilotage training in the area, with the ship anchoring each night sufficiently clear of land for astro training, ANZAC berthed in Mackay at 1000 Saturday 13th October. That evening my officers and I entertained 50 local dignitaries at a reception onboard.
4. After a brief but enjoyable visit, ANZAC sailed from Mackay at 1000 Monday 15th October. The pilotage training of the junior officers onboard was completed, in the Whitsunday area over the next two days. The ship then departed for Newcastle where ANZAC berthed at No.4 Lee Wharf, at 1130 Friday 19th October. That afternoon I called on the Superintendent of Police, Superintendent N.C. Lye and the Lord Mayor of Newcastle, Alderman G.C. Anderson. The Lord Mayor returned my call on Sunday 21st October and that evening I read the second lesson at the Annual Service for Seafarers at Christ Church Cathedral.
5. The ship's company enjoyed the hospitality shown them in Newcastle and in particular a days outing for 40 to the Hunter Valley organised by the Naval Parents Association. ANZAC sailed from Newcastle at 1000 Tuesday 23rd October, with 36 relatives of the Ship's company onboard. After a direct passage to Sydney the ship berthed alongside PERTH at Garden Island, at 1430 that day.
6. Arrival in Sydney marked the end of the ship's running for the year and the commencement of a long self maintenance and leave period. The ship has run well during the year and no major maintenance problems are foreseen.

.. /2 (ENGINEERING)



ENGINEERING

7. The Machinery has performed satisfactorily during the month. Some known hull defects have been aggravated by further corrosion and small leaks have occurred in four fuel tanks which are being cleaned prior to investigation. Maintenance work is, with assistance from the Fleet Maintenance Party, progressing satisfactorily.

ELECTRICAL

8. Electrical equipment has generally functioned satisfactorily. On the last day at sea defects developed in the Radar Type 293 aerial rotation motor and gearbox and these are, being investigated. Maintenance is progressing satisfactorily, with assistance from the Fleet Maintenance Party and Fleet Maintenance Unit.

TRAINING - OFFICERS

9. The 5 Phase I Midshipmen completed their initial sea training during the month. Strong tidal streams associated with spring tides were again encountered in the Whitsunday area where pilotage was completed. Astro training was completed during passage to and from the training area. A report of the cruise, is contained in my letter 72/12/013 of 26th October, 1973.

10. There were four other groups of officers under training during the month. Firstly 10 SLEX Midshipmen who completed their outstanding Astro task prior to the Fleet Board. The completion of this training was continually hampered by unfavourable weather but was completed during pilotage training in the Whitsunday Passage. Secondly, five New Entry Instructor Officers carried out Astro, Pilotage, and general acquaint training in each department. Thirdly three ship's Phase II Midshipmen who continued preparation for their board. Fourthly one Acting Sub-Lieutenant who completed the requirements for his Ocean Navigation Certificate.

TRAINING - SAILORS

11. Higher ranks training continued throughout the month, and tests are programmed for November. 41 Ordinary Seamen joined in the last week of the month and where possible, have been placed in the appropriate department. They will all be posted out before the ship next goes to sea.

.../3 (HEALTH..)



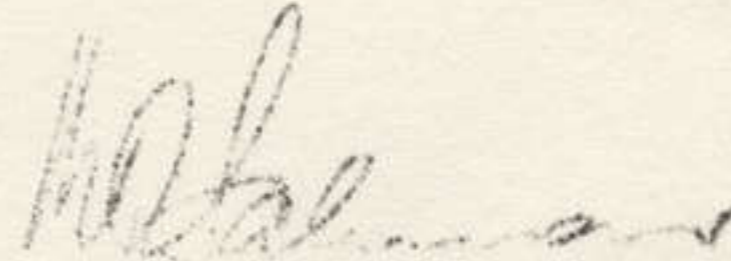
HEALTH, WELFARE, CONDUCT, & MORALE

12. The health and welfare of the ship's company has been good while their conduct has been very good. The morale of officers and sailors is high.

I have the honour to be

Sir,

Your obedient servant



(M.DeV. SALMON)  
Commander R.A.N.  
Commanding Officer



Annex A. To  
HMAS ANZAC LETTER 1/16/3 of  
2nd November, 1973

STEAMING FIGURES

1. Distance steamed during October 2593.8
2. Hours underway during October 184.5/60
3. Total distance steamed since first commissioning 672413.6
4. Total hours underway since first commissioning. 50685.05/60
5. Occasions for exceeding fast routeing speed:

<u>DATE</u>	<u>SPEED</u>	<u>DISTANCE</u>	<u>REMARKS</u>
23OCT73	18	54.8	COMAUSFLT LKG212320Z OCT73 refers.



Annex B. To  
HMAS ANZAC LETTER 1/16/3/ of  
2nd November, 1973

EXERCISES FOR OCTOBER

SEAMANSHIP & GENERAL

03OCT - Securing to a buoy.  
11OCT - Pilotage training.  
12OCT - Pilotage training.  
15OCT - Pilotage training.  
16OCT - Pilotage training.  
17OCT - Action and leaving ship stations, steering gear failure.

A.I.O.

08OCT - Blind pilotage departure Sydney.  
11OCT - Blind pilotage training Whitsunday area.  
12OCT - Blind pilotage training Whitsunday area.  
15OCT - Blind pilotage training Whitsunday area.  
16OCT - Blind pilotage training Whitsunday area.  
23OCT - Blind pilotage entry Sydney.

TAS

18OCT - Demolex - scare charge priming and firing.

DIVING

26OCT - Pack stern glands

N.B.C.D.

17OCT - Major N.B.C.D. Exercise.

GUNNERY

17OCT - 40/60 drills, MIDN small arms firing.  
18OCT - MIDN small arms firing.



Annex C. To  
HMAS ANZAC LETTER 1/16/3 of  
2nd November, 1973.

OFFICERS MOVEMENTS

JOINED

08OCT - LCDR EDIT A.W. EBERHARDT R.A.N.  
B/LEUT SSIT S.M. ROWLEY R.A.N.  
B/LEUT SSIT N.G. McDONOUGH R.A.N.  
B/LEUT SSIT C.C. HODGES R.A.N.  
B/LEUT SSIT C.B. MACKIE R.A.N.  
B/LEUT EDIT G.M. EDMUNDS R.A.N.

15OCT - ASLT SLEX J.A. SHEPHERD R.A.N.

23OCT - LEUT GLEX T.L. FORD R.A.N.  
LEUT GLEN T.R. BODEL R.A.N.

LEFT

02OCT - ASLT GLEX P.R. CORNEY R.A.N.  
ASLT GLEX W.R. SMITH R.A.N.  
ASLT GLEX J.W. WELLS R.A.N.

05OCT - ASLT GLEX A.J. GRAHAM R.A.N.  
ASLT GLEX P.G. STAUNTON R.A.N.

08OCT - MIDN SLEX S.R. WOOLRYCH R.A.N.

23OCT - (ALL OFFICERS ABOVE THAT JOINED 08OCT)



HMAS ANZAC  
at Sydney

The Flag Officer Commanding  
H.M. AUSTRALIAN FLEET

HMAS ANZAC - REPORT OF PROCEEDINGS - NOVEMBER 1973

Sir,

1. I have the honour to report the proceedings of Her Majesty's Australian Ship ANZAC, under my command, for the month of November, 1973. All times are zone (-11).

2. ANZAC has remained alongside Garden Island throughout the month, continuing a long self maintenance and leave period. The first watch of the Ship's Company returned from seasonal leave during the last week of the month and the other watch will proceed on leave during the first week of December.

ENGINEERING.

3. Maintenance and defect work has progressed satisfactorily during the month with valuable assistance from the Fleet Maintenance Party and Fleet Maintenance Unit. Most of the fuel tank defects reported have been rectified and the remainder surveyed.

ELECTRICAL

4. A considerable amount of maintenance work has been done during the month, including most of the yearly planned maintenance inspections. The radar type 293 aerial defect reported last month has been rectified by the Fleet Maintenance Party.

OFFICERS TRAINING

5. There have been 4 officers borne for training during the month. One ASLT SLEX has continued with ships duties while the other 3 (1 LEUT GLEX P, 1 SBLT SLEX P, and 1 LEUT GLEN) have progressed their Junior Officers Task Books.

TRAINING - SAILORS

6. Higher Ranks training continued throughout the month with tests being conducted for 8 candidates on the 29th and 30th of the month. The 41 Ordinary Seaman borne, have continued to be employed in appropriate departments and all have received instruction in Damage Control, Seamanship, and Pay and Allowances.

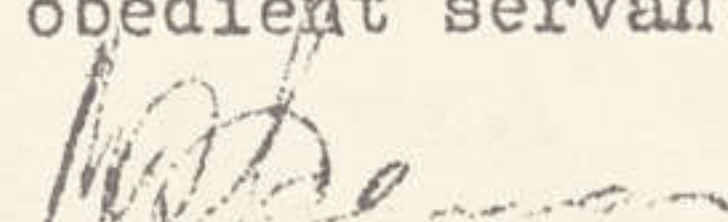
HEALTH, WELFARE, CONDUCT & MORALE

7. The health and welfare of the ship's company has been good their conduct has been very good and their morale is high.

I have the honour to be

Sir

Your obedient servant

  
(M. De V. SALMON)  
COMMANDER, RAN  
COMMANDING OFFICER





Annex A to HMAS ANZAC Letter  
1/16/3 dated 30NOV73.

STEAMING FIGURES

1.	Distance steamed during November	NIL
2.	Hours underway during November	NIL
3.	Total distance steamed since first commissioning	672,413.6
4.	Total hours underway since first commissioning	50,685.05/60
5.	Occasions for exceeding fast routeing speed	NIL

Annex B to HMAS ANZAC Letter  
1.16.3 dated 30NOV73

EXERCISES FOR NOVEMBER

Diving

02 Nov - Preliminary Dives

Demolitions

28th, 29th Nov - Demolition Refresher - WATSON

Communications

5 Nov - NAVCOMEX 251/252

19 Nov - NAVCOMEX 251



HMAS ANZAC  
at Sydney

4 JAN 74

The Flag Officer Commanding  
H.M. AUSTRALIAN FLEET

HMAS ANZAC - REPORT OF PROCEEDINGS - DECEMBER 1973

Sir,

1. I have the honour to report the proceedings of Her Majesty's Australian Ship ANZAC for the month of December, 1973. The ship remained alongside at Garden Island throughout December which was the latter half of a long leave and self maintenance period.

ENGINEERING

2. Planned maintenance and defect work progressed satisfactorily throughout the month and a satisfactory basin trial was carried out on Thursday 27th December. The only outstanding work, repairs to No. 9 and 10 fuel tanks, should be completed by the contractor on 4th January, 1974.

ELECTRICAL

3. All equipment was serviceable at the end of the period, the department having been employed almost entirely on planned maintenance throughout the month.

TRAINING

4. No formal training was conducted during the month. One direct entry weapons electrical engineering officer had two valuable weeks acquaint in his future job in HOBART. All sailors under training have been employed in appropriate departments.

HEALTH, WELFARE, CONDUCT AND MORALE

5. The health and welfare of the ships company has been good their conduct has been very good and their morale is high.

I have the honour to be

Sir

Your obedient servant



*M. De V. Salmon*  
(M. De V. SALMON)  
COMMANDER, RAN  
COMMANDING OFFICER



Annex A to HMAS ANZAC Letter  
1/16/3 dated 4 JAN 74.

STEAMING FIGURES

1.	Distance steamed during December	NIL
2.	Distance underway during December	NIL
3.	Total distance steamed since first ●ommissioning	672, 413.6
4.	Total hours underway since first ●ommissioning	50,685.05/60
5.	Occasions for exceeding fast routeing speed	NIL



Annex B to HMAS ANZAC Letter  
1/16/3 dated 4 JAN 74

EXERCISES FOR DECEMBER

Diving

20th December          Day diving - 60 minutes



Annex C to HMAS ANZAC letter  
1/16/3 dated 4 JAN 74

OFFICERS MOVEMENTS

JOINED

3DEC73 - LCDR RLSU H.R. SMITH, RANER  
5DEC73 - ASLT GLEX C.N. LE MARSHALL, RAN  
7DEC73 - ASLT GLEX M.F.K. COPPINS, RAN

LEFT

15DEC73 - LCDR RLSU H.R. SMITH, RANER