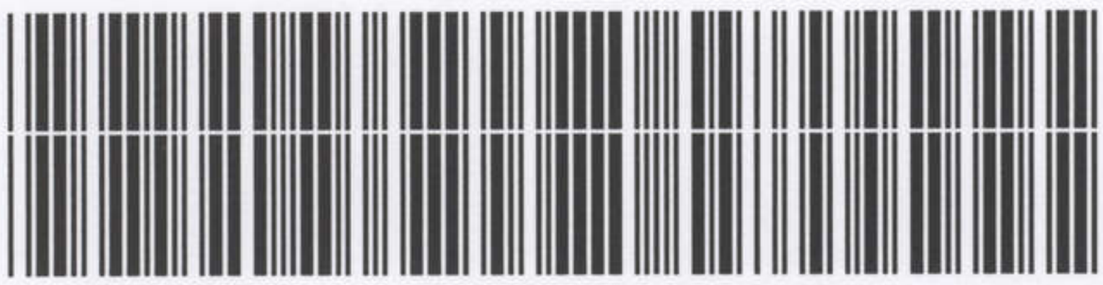
AWM78

Reports of Proceedings, HMA Ships and Establishments

HMAS ANZAC

Item number: 34/10

Title: January-December 1966



AWM78-34/10

34/10

CONTD

HMAS ANZAC - UFP 1966 -

15/3

18·6·616

DEPARTMENT OF THE NAVY

MINUTE PAPER

HMAS Anzac — Report of Proceedings. Jan 66

D OF P 24/2

D/D OF P (A) 25/2

DTWP 28/2

D OF C 11/3

D/DTWP (AIR) 14/3

CONS 15/3

DNI 17/3

HPB 18/3

DCNP 18/3

DOR 31/3

DMT 7/4

DPM 13/4

DPS 12/4

DESD 14/4

DNR 15 August

DNESTA 18/4

ACDC 19/4

ACMD 21/4

ED 28/4

PPA

ACTD 2/5

DWE 9/5

MDG

DNAS 13/5

AS (NS)(N5) 16/5

REGISTRAR

D.N.A.S. 11 MAY 1966 ADS 12/5

DNSO(O) 11/5

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

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17/5/66

18.6.616

DEPARTMENT OF THE NAVY

MINUTE PAPER

HMAS Anzac — Report of Proceedings Jan 66

~~AS (NS)~~ 26/2

~~D OF O~~ 26/2

~~DCNS~~ 28/2

~~1st NM~~ 28/2

~~2nd NM~~ 3/3

~~3rd NM~~ 4/3

~~4th NM~~ 4/3

~~SEC~~ 4/3

~~FAS (EG)~~

~~FAS (FM)~~ 7/3

~~DPR~~ 8/3

~~AS (NS)(N5)~~ 14/3

REGISTRAR

D OF P	DCNP	ACDC	Separate Report Circulating
D/D OF P(A)	DOA	ACMD	
DTWP	DMT	DMED	
D OF C	DDM	PNA	
D/DTWP (AIR)	DPS	DWE	
CONS	DFSD	MDG	
DNI	DNR	AS (NS) (N5)	
HPB	DNES	REGISTRAR	

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HMAS ANZAC - REPORT OF PROCEEDINGS - JANUARY, 1966

(HMAS ANZAC letter 216/1 dated 4th February, 1966)

- -

II

A.F. 35/7.

The Secretary,
Department of the Navy.

1. Forwarded for information.

2. Commander I.W. BROBEN, RAN assumed command of HMAS ANZAC on 27th January, 1966.

for REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

HMAS ANZAC - REPORT OF PROCEEDINGS - JANUARY, 1966

(HMAS ANZAC letter 216/1 dated 4th February, 1966)

- -

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for REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

18 FEB 1966

DSNS 21/2

24/2

216/1

H.M.A.S. ANZAC,
at Williamstown.

4 February 1966.

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

(Copy to: The Senior Officer, Australian Training Squadron, H.M.A.S. SYDNEY.)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - JANUARY 1966.
(All times Zone K (-10).)

Sir,

I have the honour to submit the following Report of Proceedings of H.M.A.S. ANZAC under my command, for the month of January 1966.

2. At the beginning of the month ANZAC was alongside East Dock Pier, Williamstown and there remained until Wednesday 5 January, when the ship was moved by tugs into Alfred Graving Dock.

3. The ship remained in drydock for the rest of January and the refit has progressed satisfactorily.

4. The ship's company has been accommodated in QUICKMATCH since Tuesday 4 January. This arrangement has been very satisfactory and certainly more comfortable than remaining onboard ANZAC during a midsummer docking.

5. On Thursday 27 January, I assumed Command from Commander I.H.NICHOLSON, R.A.N.

6. Training. Limited training only has been carried out during the month owing to the long leave period and refit.

7. Sport. Owing to the limited sporting facilities available at Williamstown and the fact that the majority of the ship's company have been on long leave during January no organised sport has been played. However trials were carried out at LONSDALE for the ship's cricket team on Thursday 27 January. Private swimming and squash at Williamstown have been popular activities for some members remaining onboard.

8. The state of the ship remains good and the health and morale of the ship's company is satisfactory.

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

(I.W. Broben)
Commander, R.A.N.
CAPTAIN.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - JANUARY, 1966.

APPENDIX 'A'

Distance steamed during the month	Nil.
Distance steamed since Commissioning	464,821.6
Hours underway during the month	Nil
Hours underway since Commissioning	$35,925\frac{25}{60}$
Economical Speed Exceeded	Nil

APPENDIX 'B'

Officers Joining.

3.1.66	Lieutenant A.G. FERRIS, RAN.
6.1.66	Lieutenant H.O. BEUTEL, RAN.
24.1.66	Commander I.W. BROBEN, RAN.

Officers Leaving.

5.1.66	Instructor Lieutenant C.D. MEARES, RAN.
6.1.66	Lieutenant Commander H.P. BERGER, RAN.
12.1.66	Lieutenant H.O. WARNICK, RAN.
12.1.66	Lieutenant P.F. EGAN, RAN.
26.1.66	Commander I.H. NICHOLSON, RAN.

NAVY REGISTRY - RECORDING AND INDEXING INSTRUCTIONS

REGISTER ON CARD.....18/6/66.....

FILE TITLE....HMAS ANZAC - Report of Proceedings -.....

.....January 1966.....

.....

.....

.....

MARK TO.....ASNS.....BRANCH

OTHER DIRECTIONS.....

.....

INDEXING HISTORY	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS
INITIAL INDEXING		A2.
SUBSEQUENT INDEXING		DATE

CLASSIFIER.....[illegible]..... DATE....[illegible]....66

RESTRICTED

DEPARTMENT OF THE NAVY

18 · 206 · 600

MINUTE PAPER

Feb '66.

HMAS Anzac — Report of Proceedings

AS (NS) 21/3

D OF O 22/3

DCNS 21/3

1ST NM 28/3

2ND NM 4/IV

3RD NM 5/4

4TH NM 5/4

SEC

FAS (EG)

FAS (FM) 7/4

DPR 7/4

AS (NS) (N5) 12/4

REGISTRAR

D OF P	DCNP	ACDC	Separate Report Circulating
D/D OF P(A)	DOA	ACMD	
DTWP	DMT	DMED	
D OF C	DDM	PNA	
DNAP	DPS	DWE	
CONS	DFSD	MDG	
DNI	DNR	AS (NS) (N5)	
HPB	DNES	REGISTRAR	
FE			

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RESTRICTED

15/9

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18·206·600

Feb 66

HMAS Anzac — Report of Proceedings

D OF P 21/3

D/D OF P (A) 22/3

DGFE 22/3

DTWP 22/3

D OF C 28/3

DNAP 29/3

CONS 1/4

DNI 5/4

HMB 6/4

DCNP 7/4

DOA 15/4

DMT 13/4 20/4

DDM 18/4

DPS 19/4

DFSD 19/4

DNR 20/4

DNES 20/4

~~ACDC~~

ACMD 21/4

DMED 5/5

~~DNA~~ 6/5

DWE 16/5

~~MDG~~ 19/5

DNAS 21/5

AS (NS) (N5) 26/5 27/5

REGISTRAR

D.N.A.S. 20 MAY 1966

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

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RESTRICTED

14/2/13

17/6

RESTRICTED

HMAS ANZAC - REPORT OF PROCEEDINGS - FEBRUARY, 1966

(HMAS ANZAC letter 216/1 dated 28th February, 1966.)

- -

II

A.F.17/6/1

The Secretary,
Department of the Navy.

1. Forwarded.

2. The report mentioned in paragraph 5 of Minute I was called for following receipt of ACNB Message DTG 080415Z February. This message was concerned with the desirability of leasing and altering the Seamens' Mission, Williamstown, as a means of improving the recreational facilities available to sailors whilst ships were refitting in that port. FOCAF Message DTG 120144Z February contained the reply to the effect that I strongly support the project.

(Sgd) V. A. T. SMITH
REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

10 MAR 1966

PW.

RESTRICTED

RESTRICTED

HMAS ANZAC - REPORT OF PROCEEDINGS - FEBRUARY, 1966

(HMAS ANZAC letter 216/1 dated 28th February, 1966.)

- -

II

A.F.17/6/1

The Secretary,
Department of the Navy.

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V.A.T. Smith.
REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

10 MAR 1966

DS(NS) 18/3
PW.
Nav Bdlle 21/3

RESTRICTED

216/1.

H.M.A.S. ANZAC,
At Williamstown.

28 FEB 1966

The Flag Officer Commanding,
H.M. Australian Fleet (Flag),
H.M.A.S. MELBOURNE.

(Copies to: The Flag Officer Commanding, H.M. Australian Fleet (Staff), Fleet Headquarters, Garden Island.

The Senior Officer, Australian Training Squadron, H.M.A.S. SYDNEY).

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - FEBRUARY, 1966

(All times Zone - 10(K)).

Sir,

I have the honour to submit the following Report of Proceedings of H.M.A.S. ANZAC under my command, for the month of February, 1966.

2. At the beginning of the month ANZAC was in ALFRED GRAVING DOCK, Williamstown, and there remained until Friday 4th February, when the ship was undocked and moved by tugs to alongside Inner West Dock Pier. The accommodatior ship, QUICKMATCH, was later berthed alongside ANZAC.

3. During the month the refit has continued to progress satisfactorily.

4. The majority of the Ship's Company has remained accommodated in QUICKMATCH whilst the overflow has been accommodated in GASCOYNE. This arrangement continues to be satisfactory however it places a larger watchkeeping burden on the already small duty watches.

5. The need for adequate shore-side facilities at Williamstown continues to be a problem. On Monday 7th February, on your order, Sir, in company with several officers I investigated the hotel facilities available for sailors in Williamstown. This has been the subject of a separate report.

6. On Friday 11th February, I attended the Programme meeting at Fleet Headquarters, GARDEN ISLAND, and at 1600 called formally on you, Sir.

2/. 7. On ~~Thursday~~ Monday...

7. On Monday 14th February, Pre-Commissioning Training commenced at H.M.A.S. WATSON when seven Ordinary Seamen began the T10 course. The ship's RP and UC complement joined WATSON on Monday 21st February, being joined by my Navigating Officer, Executive Officer and myself of Monday 28th February for the Command Team Phase.

8. On Thursday 17th February my Executive Officer, Lieutenant A.G. Ferris, R.A.N. appeared in the Industrial Arbitration Court, Melbourne as a witness for the Royal Australian Navy in the dispute between the R.A.N. and the Painters and Dockers Union. This arose when QUEENBOROUGH was declared "Black" by the union and the case was upheld for the R.A.N.

9. Training.

Again, only limited training has been carried out owing to Long Leave and the Refit. All trainees have carried out early morning P.T. and departmental training has been progressed. On Monday 21st February, Instructor Lieutenant Commander M.J. Board, R.A.N. commenced a fortnight of instruction for ET1 and HET candidates from ANZAC and STUART. It is considered that this instruction will benefit the candidates for the next HET and ET1.

10. Sport.

Sport has also been very limited, during February owing to limited facilities, long leave and the refit period. However cricket matches against STUART and LONSDALE have been played and a Tug-of-War contested with STUART. The results of these matches are included in Appendix 'C'. Individual members of the Ship's Company have used the swimming and squash facilities at Williamstown to advantage, whilst lunchtime and dog watch volleyball is a popular recreation. The Ship's 'Bosun' dinghy has been sailed each weekend by both ANZAC and STUART.

11. The state of the ship remains good and the health and morale of the Ship's Company is satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

(I.W. Broben).
Commander, R.A.N.
CAPTAIN.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - FEBRUARY, 1966.

APPENDIX 'A'.

Distance steamed during the month	Nil
Distance steamed since Commissioning	464,821.6
Hours underway during the month	Nil.
Hours underway since Commissioning	$35,925\frac{25}{60}$
Economical Speed exceeded	Nil

APPENDIX 'B'.

Officers Joining.

Nil.

Officers Leaving.

14/2/66 Sub Lieutenant S.J. YOULL, R.A.N.

APPENDIX 'C'.

Cricket.

3/2/66		LONSDALE	6 for 114
	defeated	ANZAC	104
9/2/66		STUART	6 for 130
	defeated	ANZAC	60

Tug-of-War.

STUART defeated ANZAC
Two straight pulls.

NAVY REGISTRY - RECORDING AND INDEXING INSTRUCTIONS

REGISTER ON CARD....18/206/600.....

FILE TITLE.....HMAS ANZAC.....

.....Report of Proceedings Feb. 1966.....

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MARK TO.....AS(NS)..... BRANCH

OTHER DIRECTIONS.....

.....

INDEXING HISTORY	SUBJECT INDEX SYMBOLS	NAME INDEX SYMBOLS	
		A2	
SUBSEQUENT INDEXING			DATE

CLASSIFIER.....[signature]..... DATE....17-3-66....

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

18 - 206 - 637

HMAS Anzac Report of Proceedings Clandeo

D OF P 12/5

D/D OF P (A) 12/5.

DGFE

DTWP 12/5

D OF C 17/5

DNAP 17/5

CONS 18/5

DNI 19/5

HPB 23/5

TNP 24/5

DQA 25/5

DMT 31/5

DDM 31/5

DFSD 3/6

DNR

DNES 3/6

ACDC 6/6

ACMD 11/6

DMED 20/6.

PTA 15/7

DWE 1/8

MDG 4/8

DNAS 11/8

AS (NS) (N5) 16/8.

REGISTRAR

C.N.A.S.
5 AUG 1966

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

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RESTRICTED

27/4

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18 - 206 - 637

DEPARTMENT OF THE NAVY

MINUTE PAPER

March '66

HMAS Anzac. Report of Proceedings

AS (NS) 12/5

D OF O 13/5

DCNS 16/5. for Dcns. Aol.

1ST NM 17/5

2ND NM 17/5

3RD NM 19/5

4TH NM 19/5

SEC 20/5

FAS (EG)

FAS (FM) 23/5

DPR 24/5

AS (NS) (N5) 25/5

REGISTRAR

D OF P	DCNP	ACDC	Separate Report Circulating
D/D OF P(A)	DOA	ACMD	
DTWP	DMT	DMED	
D OF C	DDM	PNA	
DNAP	DPS	DWE	
CONS	DFSD	MDG	
DNI	DNR	AS (NS) (N5)	
DPB	DNES	REGISTRAR	
DFE			

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7/13/5

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HMAS ANZAC - REPORT OF PROCEEDINGS - MARCH, 1966

(ANZAC letter unnumbered dated 5th April, 1966)

- -

II

AFA 30/14

The Secretary,
Department of the Navy.

(Copy to: Flag Officer Commanding,
HM Australian Fleet (Rear Link).)

1. Forwarded.

V.A.T. Smith.
REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet (Flag),
HMAS MELBOURNE, C/o GPO.

18th April, 1966.

RESTRICTED

RESTRICTED

HMAS ANZAC - REPORT OF PROCEEDINGS - MARCH, 1966

(ANZAC letter unnumbered dated 5th April, 1966)

- -

II

AFA 30/14

The Secretary,
Department of the Navy.

(Copy to: Flag Officer Commanding,
HM Australian Fleet (Rear Link).)

1. Forwarded.

(Sgd) V. A. T. SMITH

REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet (Flag),
HMAS MELBOURNE, C/o GPO.

18th April, 1966.

RESTRICTED

RESTRICTED

H.M.A.S. ANZAC,
at sea.

5th April 1966

The Flag Officer Commanding,
H.M. Australian Fleet, (Flag),
H.M.A.S. MELBOURNE.

(Copies to: The Flag Officer Commanding, H.M. Australian Fleet (Staff), Fleet Headquarters, Garden Island.)

The Senior Training Officer, Australian Training Squadron, H.M.A.S. SYDNEY.)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - MARCH 1966.

(All times Zone - 10 (K)).

Sir,

I have the honour to submit the following Report of Proceedings of H.M.A.S. ANZAC under my command, for the month of March, 1966.

2. At the beginning of the month ANZAC was berthed alongside Inner West Dock Pier, Williamstown, where she remained until Friday 18th March. The accommodation ship, QUICKMATCH was berthed alongside until Monday 7th March, when she was shifted, by tugs, alongside PARRAMATTA.

3. During the first fourteen days of the month the refit progressed satisfactorily, although there were a considerable number of items which were still in dockyard hands on and after the completion date of Monday, 14th March.

4. The ship's company moved back to ANZAC from the accommodation ships QUICKMATCH and GASCOYNE on 4th March, and although most dockyard work within the messdecks had been completed some work still remained which precluded the thorough cleaning of these spaces.

5. On Tuesday 8th March, I had the pleasure, as a guest of the Captain of H.M.A.S. PARRAMATTA, (Commander J.A. Matthew, M.B.E., R.A.N.) of lunching with His Worship the Mayor of Williamstown, Councilor J. Burgoyne, onboard PARRAMATTA.

6. To mark the occasion of the fifteenth anniversary of H.M.A.S. ANZAC's first commissioning I entertained to dinner onboard, on Tuesday 15th March, the first Commanding Officer and his wife, Captain J. PLUNKETT-COLE, R.A.N. (Rtd.) and Mrs. PLUNKETT-COLE.

2/ 14. At 1440 on .....

RESTRICTED

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - MARCH, 1966.

7. Generator Post refit trials scheduled for 15th and 16th March were postponed due to the armature of G1 Turbo Generator being replaced. This trial being carried out on 17th March and J4 Turbo Generator trials were delayed until 19th March so that investigations into gearing noise could be carried out.

8. A demonstration of a twenty man inflatable Life-raft was given to the Ships Company on Thursday 17th March.

9. The ship proceeded for Sea Trials in Port Phillip Bay at 0911 on Friday 18th March, and prior to carrying out runs over the measured mile the Ship's Company was exercised at leaving ship stations. One seaboat drill was completed after the measured mile runs before anchoring 271° Mordiallic Pier 9 cables at 1227. After weighing anchor at 1333 another seaboat drill was carried out before exercising steering breakdown at 1405. On completion of this exercise a period of 15 minutes was spent acquainting myself with the ship's reactions to rudder and engine movements. The ship proceeded to berth port side to Inner West Dock Pier, where she arrived at 1530. During this day of sea trials the TAS Trials Team were embarked and carried out trials on all TAS equipment.

10. On Monday 21st the Post Refit Conference was held. Appropriate members of your staff attended this conference which was successful in ironing out various problems which had arisen and settling on further action on outstanding items.

11. At 1545 on Monday 21st March, I decided that due to the unfavourable forecasts from all available weather sources, and with due reference to RANOP Article 2116, that the ship would not embark the 25 tons of ammunition for dumping, presently held by the Officer-in-Charge, R.A.N. Armament and Weapon Equipment Depot, Maribyrnong. The outlook indicated that the weather would not permit dumping to be carried out.

12. ANZAC sailed from Williamstown on Tuesday 22nd March at 0830 and proceeded for Sydney. The Ship's Company were exercised at Emergency Stations on Wednesday 23rd March. The weather forecasts referred to at paragraph 11 above proved to be reliable.

13. The Gunnery Trials Team embarked to carry out Post Refit Trials on passage to Sydney, these trials detected a large number of defects, most of which were rectified by the Fleet Maintenance Party during the ship's period in Sydney from 24th to 28th March.

14. At 1440 on .....

14. At 1440 on Wednesday 23rd March the ship stopped to carry out repairs to a main steam line joint which was leaking. These repairs were completed at 1610 and the ship continued passage to Sydney, where she secured to No. 4 Buoy Man O' War Anchorage, Port Jackson, at 0855 on Thursday 24th March.

15. At 0915 two ammunition lighters secured alongside and the ship commenced ammunitioning which was completed at 1010.

16. At 1245 the ship slipped from the buoy and was moved by tugs to berth port side to South Berth Fitting Out Wharf, Garden Island, where she remained until 1800 Monday 28th March.

17. At 1030 Friday 25th March, your Chief Staff Officer, Captain P.H. DOYLE, R.A.N., carried out your Post Refit "walkround inspection".

18. I called on the Flag Officer-in-Charge, East Australia Area, Rear Admiral T.K. MORRISON, C.B.E., D.S.C. at 1530 on Friday 25th March.

19. At 0720 on Monday 28th March the Main to Auxiliary Super Head Steam Valve blew out, whilst preparing to sail at 0830. ANZAC signal (NOTAL) 280520Z refers. Repairs were completed within 10 hours and the ship sailed for Jervis Bay at 1800, anchoring in Jervis Bay in D4 berth at 0030 Tuesday 29th March.

20. During the forenoon 29th March 39 Cadet Midshipmen of the fourth year at the Royal Australian Naval College joined ANZAC for their 11 week sea training period.

21. During the day I called on the Naval Officer-in-Charge, Jervis Bay, Captain I.K. PURVIS, R.A.N. at 1015 and on the Senior Officer, Australian Training Squadron, Captain A.M. SYNNOT, R.A.N. in H.M.A.S. SYDNEY at 1200. I stayed to lunch with Captain Synnot after my call.

22. ANZAC weighed anchor at 0730 Wednesday 30th March and sailed in company with SYDNEY for exercises in accordance with the "Jig-time" Work up programme. The ship was so employed when the month drew to a close. The ship's performance during this period was quite satisfactory and all serials were sucessfully carried out.

23. Training:

A full training programme including Cadet Midshipmen's programme has now been instituted and is progressing satisfactorily.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - MARCH, 1966.

24. Sport:

Sport has been limited during the month although individual members of the ship's company have represented the R.A.N. in Interservice competition in both Swimming and Cricket.

25. The state of the ship remains good and the health and morale of the Ship's Company is satisfactory.

I have the honour

to be

Sir,

Your obedient Servant,

(I.W. Broben).
Commander, R.A.N.
CAPTAIN.

RESTRICTED

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - MARCH, 1966.

Appendix A.

Distance steamed during the month	1249.8 miles
Distance steamed since commissioning	466,072.4 miles
Hours underway during the month	101 47/60 hours
Hours underway since commissioning	36027 12/60 hours

Economical Speed exceeded:

Date:	Period:	Reason:
18/3/66	29 mins.	Sea Trials
30/3/66	2½ hours	) As required for "Jig-time", RAS and Jackstay approaches.
31/3/66	1½ hours	

Appendix B:

Exercises completed during the month:

RAS approaches (Day and Night)	6
RAS	1
Jackstay transfers	1
Heaving Line Transfers	1
Helo Transfers	1
SPX	2
CLAPEX	2
Radar Calibration	2 (1 S band, 1 X band).
O.O.W. Manoeuvres	4½ hours.
Seaboat Drills	3
A.A.C.R.F.	1
A.A.T.X.	2
G.F. Trials	1
Demolition Team Landed	1
Operation Awkward	1 (Internal organisation only.)
MF/DF Calibration	1
Steering breakdown	2
Tow fwd.	1
Tow aft.	1
Darken ship	2
Helo winching demonstration	1
Life raft demonstration	1
Leaving ship stations	1
Emergency stations	1

Appendix C:

Officers Joining:

1/3	Sub Lieutenant (SL) R.H. GYTON, R.A.N.
1/3	Midshipman (SL) W.R. Thompson, R.A.N.
2/3	Lieutenant (SD) W.S.H. Porter (B), R.A.N.
14/3	Midshipman (SL) S.U. McColl, R.A.N.
14/3	Midshipman (SL) I.L. Wegener, R.A.N.
14/3	Midshipman (SL) A.J.R.D. Wardle, R.A.N.
20/3	Lieutenant F.H.S. Scriven, R.A.N.R.(S).
27/3	Lieutenant Commander I.J. Bear, R.A.N.

Officers Leaving: Nil.

RESTRICTED

Appendix D: Live Mortar Firings: Nil.

Appendix E: Nil organised sport played.

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

18/206/662

HMAS Anzac Report of Proceedings April 66

D OF P

D/D OF P (A) 7/6.

DGFE 7/6

DTWP

D OF C 17/6

DNAP 21/6.

CONS

DNT 22/6

HPB 27/6

DCNP

DOA 28/6

DNTL

DDL

DPS

DPSM 13/7

DNR

DNES 15/7

ACMD 19/7

ED 22/7

DWE 18/8.

MDG 24/8

DNAS

AS (NS) (N5) 30/8.

REGISTRAR

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

C.N.A.S.
24 AUG 1966
D.N.S.O.

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

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

CONFIDENTIAL

10/28

2/6/6

114/W.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.662.

April 66

HMAS Anzac — Report of Proceedings

AS (NS) 6/6

D OF O — Appendix A. - Exceeding of economical speed is incorrectly completed. 4/6

DCNS 8/6

1ST NM — I think the College sh. be informed of para 48 4/6

2ND NM 16/VI.

3RD NM 6/6

4TH NM 20/6

SEC 21/6/66

FAS (EG) 24/6

FAS (FM) 24/6

DPR 6/7

AS (NS) (N5) 6/7

REGISTRAR

Minister — for info 21/6

Seen 23/6/66

N5 — To forward copy of paras 48 & 49 to Capt "Creswell" (copy attached) as in 1st minute above — notes by the Naval Board with pleasure.

D OF P	DCNP	ACDC	Separate Report Circulating
D/D OF P(A)	DOA	ACMD	
DTWP	DMT	DMED	
D OF C	DDM	PNA	
DNAP	DPS	DWE	
CONS	DFSD	MDG	
DNI	DNR	AS (NS) (N5)	
HPB	DNES	REGISTRAR	
AFE			

NOTES: (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

(b) The report will be given to Board Members with Directors comments if there is any matter of special interest in those comments.

CONFIDENTIAL

WT:MM

18/206/662

5 JUL 1966

The Captain,
Royal Australian Naval College,
JERVIS BAY. A.C.T.

(Copy to: The Flag Officer-in-Charge,
EAST AUSTRALIA AREA.)

HMAS ANZAC VISIT TO BURNIE APRIL 1966

Consequent on the visit to Burnie between 7th and 12th April, 1966, the following is an extract made by the Commanding Officer of HMAS ANZAC:-

> "In particular the Cadet Midshipmen created a most favourable impression with the local residents. Not only was their behavious dress and bearing of the highest order but their ability to converse intelligently on a very wide range of current affairs topics caused many admiring comments from both senior and junior citizens alike. This reflects great credit not only on themselves but on their training at the Royal Australian Naval College.
>
> Both the Superintendent of Police in respect of the Sailors, and the Honourable W.J.T. Davis MLC, in respect of the Cadets, saw fit to write to me in the terms oulined above."

2. The Naval Board has noted with pleasure the above report.

Secretary.

Regular.

CONFIDENTIAL

HMAS ANZAC - REPORT OF PROCEEDINGS - APRIL, 1966

(ANZAC letter unnumbered dated 5th May, 1966.)

- -

II

AFA 30/14

The Secretary,
Department of the Navy.

(Copy to: Flag Officer Commanding,
HM Australian Fleet (Rear Link).)

1. Forwarded.

(Sgd) V. A. T. SMITH

REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet (Flag),
HMAS MELBOURNE. C/o GPO.

17th May, 1966.

CONFIDENTIAL

CONFIDENTIAL

HMAS ANZAC - REPORT OF PROCEEDINGS - APRIL, 1966

(ANZAC letter unnumbered dated 5th May, 1966.)

- -

II

AFA 30/14

The Secretary,
Department of the Navy.

(Copy to: Flag Officer Commanding,
HM Australian Fleet (Rear Link).)

1. Forwarded.

V.A.T. Smith.
REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet (Flag),
HMAS MELBOURNE, C/o GPO.

17th May, 1966.

Issue 1/6 Dir 3/6
NS Bellish 3/6

CONFIDENTIAL

CONFIDENTIAL

H.M.A.S. ANZAC,
at sea.

5th May, 1966.

The Flag Officer Commanding,
H.M. AUSTRALIA FLEET. (Flag.)

(Copies to: The Flag Officer Commanding, H.M. Australian Fleet (Staff.) Fleet Headquarters, Garden Island.)

The Senior Officer, Australian Training Squadron, H.M.A.S. SYDNEY.)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - APRIL, 1966

List of Appendices:
A - Steaming Figures.
B - Exercises.
C - Officers joining & leaving.
D - Live mortar firings.
E - Sports.
F - Press cuttings.

(All times Zone - 10 (K)).

Sir,

I have the honour to submit the following Report of Proceedings of H.M.A.S. ANZAC under my command, for the month of April, 1966.

2. At the beginning of the month the ship was completing her work-up in company with H.M.A.S. SYDNEY in accordance with the Exercise JIGTIME programme.

3. On Friday 1st April, after remaining at sea overnight in the Jervis Bay area, the ship carried out Officer of the Watch Manoeuvres and was towed by SYDNEY before detaching to carry out an exercise with the Submarine Simulator from 1330 to 1500.

4. On completion of the "SubSim" Serial a light mortar firing was carried out before ANZAC rendezvoused with SYDNEY at 1550 for a replenishment at sea of 280.9 tons of F.F.O. On completion of the replenishment both ships stopped and lowered boats for the transfer of personnel between the two ships. First Year Cadet Midshipmen from the Royal Australian Naval College who had embarked in SYDNEY that morning were embarked in ANZAC for return to Jervis Bay. Volunteers for C.A.B.A. diving course, including three Midshipmen (S/L) were transferred to SYDNEY for passage to SYDNEY (town).

5. The transfers were completed at 1822 and ANZAC then detached from SYDNEY and proceeded to Jervis Bay where the ship anchored 053° College Clock Tower 8 cables, at 1940. The ship remained at anchor in this berth until 0830 on Monday 4th April.

2/. 6. I carried ...

CONFIDENTIAL

6. I carried out Messdeck rounds on Saturday 2nd April and inspected the Ship's Company at Divisions on Sunday after which prayers were conducted and I addressed the Ship's Company. On completion of this address I carried out upper deck rounds.

7. Although there was quite an amount of work yet to be done the standard of the ship at the end of it's work-up was satisfactory.

8. The ship proceeded for Twofold Bay after weighing anchor at 0830 on Monday 4th April, arriving there at 1740 and carrying out two Cadet Midshipmen's anchorages, the last of whom anchored the ship for the night in position 170° Lookout Point Light, 7.2 cables, at 1822.

9. At 0730 the following day, Tuesday 5th April, the ship weighed anchor and proceeded under way within Twofold Bay. A further 19 Cadet Midshipmen's anchorages were carried out during the day and 3 seaboat drops were also carried out before anchoring for the night in position 229.5° Lookout Point Light, 5.3 cables, at 1749.

10. The ship weighed anchor at 0615 the following morning and proceeded to rendezvous with H.M.A.S. PERTH (Commander I.H. RICHARDS, R.A.N.) in order that the Cadet Midshipmen and the Ship's Company could view the ship that now holds ANZAC's former title of "The Fastest Ship in the Fleet". PERTH was carrying out a high speed fuel consumption trial and regretably could not reduce her speed to give ANZAC a better look as she steamed by at 2 cables distance.

11. After detaching from PERTH, ANZAC returned to Twofold Bay where a further 5 anchorages for the Cadet Midshipmens Navigation classes were completed by 0930. These anchorages brought the total completed to 26, one third of the Cadet Midshipmen having planned and executed two anchorages each. The ship sailed for BURNIE at 0930.

12. The passage to BURNIE was uneventful but marred by inclement weather which persisted across Bass Strait, making the approach to Burnie Harbour somewhat difficult due to a 40 knot north-westerly wind, rain, spray and a heavy swell. The ship berthed in marginal conditions at South Jones Pier, BURNIE, at 0930 Thursday 7th April.

13. After berthing, the President of the Navy League Burnie Branch, Commander J.M. ROBB, R.N. (Rtd.) called on me, and at 1030 he accompanied me on my call on the Warden of BURNIE, Councillor W.T.YOUNG . The latter returned my call at 1335.

14. The berth at South Jones Pier was found to be quite acceptable for the ship, although F.F.O. had to be delivered by road tanker from the Mobil Oil Australia Ltd. BURNIE depot. This delivery necessitated ten runs by each of two 4,000 gallon tankers, resulting in a fuelling time of 12½ hours for 224.07 tons.

 That evening.....

15. That evening a cocktail party was given by the Victoria League for myself and my officers and this was followed by a Civic Reception and dance at the Cinema for all non duty personnel of ANZAC.

16. Many of the Ship's Company accepted the numerous invitations received from local residents for tours of the surrounding districts during the ship's visit, especially on Friday 8th and Saturday 9th April.

17. My wife was present in the port throughout the ship's visit and her assistance in entertaining official guests onboard and with floral decorations on the forecastle for the ship's reception was of great value.

18. At 1930 on Friday 8th, my wife and I, in company with the Warden of Burnie and Mrs. Young, attended the Good Friday United Church Service. This service, conducted jointly by the Presbyterian, Methodist and Baptist Churches was extremely well attended.

19. An official reception was held onboard on Saturday 9th April at 1830. After the reception, my wife and I entertained the Warden of Burnie, Master Warden, Superintendent of Police, President of the Victoria League, President of the Navy League, and Secretary of the Missions to Seamen and their wives to Buffet supper in my cabin.

20. At noon on Sunday 9th April, my wife and I entertained the Harbour Master, President of Seabrook Golf Club, Managing Director, Burnie Advocate Newspaper, Council Clerk and two members of the Victoria League committee and their wives to drinks in my cabin, while their children and the children of the persons listed in paragraph 19 above were given a conducted tour of the ship.

21. The ship was open to visitors each afternoon except Thursday and Friday, and a total of 4,983 people visited the ship during the period.

22. On Good Friday and Easter Sunday, many of the Ship's Company attended Easter Services at the various local churches.

23. A Rugby Union match between ANZAC and a representative North West Coast team on Sunday 10th April resulted in a 41 - 0 win for the ship. (Several of the ship's reserve players played for the local team.)

24. Two sporting fixtures were arranged for Monday 11th April. These were an Australian Rules match against the RIDGLEY team, from the local competition, which resulted in ANZAC being defeated 209 points to 6, and a Soccer match against a Combined local side, resulting in another defeat for the ship of 4 goals to 1.

25. The hospitality and cordial welcome of the local residents and authorities was overwhelming and greatly appreciated by all onboard.

26. ANZAC sailed from BURNIE at 0900 Tuesday 12th April, for Jervis Bay, where the ship anchored in C 2 berth at 1630 Wednesday 13th April, after an uneventful passage.

27. Two sailors from the E.E.T.U. were embarked on arrival in Jervis Bay to conduct the IKARA SATS trials with H.M.A.S. STUART (Commander P. GOLDRICK, R.A.N.) for which the ship sailed at 1930 that evening.

28. Rendezvous with STUART was effected at 2100 and the trials detailed in the IKARA Sea Trials Sat 6 Instructions were commenced. These were completed at 0243 Thursday 14th April, when ANZAC detached and returned to anchor in Jervis Bay in C 2 berth at 0416.

29. The ship remained at anchor until 0730 Thursday 14th April, when she weighed and proceeded for Cadet Midshipmens anchorages in Montague Roads. Fifteen anchorages were completed that day before anchoring in C 2 berth for the night.

30. On Friday 15th April, the ship weighed and continued her programme of training anchorages, which was completed at 1246, when the ship anchored once again in C 2 berth. Nine anchorages were completed, making a total of 24 for this period. At 2300 anchor was weighed and the ship proceeded for Port Jackson.

31. On arrival in Port Jackson at 0630 Saturday 16th April, the ship berthed at Chowder Bay Wharf for fuel. Fuelling was not commenced until 0750, after STUART who had berthed alongside at 0648 had completed. STUART cast off and proceeded up harbour to Garden Island at 0800.

32. After embarking 268.51 tons of F.F.O., ANZAC cast off at 0924 and proceeded to her berth at South End of Cruiser Wharf, where she arrived at 1009, and where she remained until 1100 Friday 22nd April.

33. During the following week work which was progressed or completed by the Dockyard included the fitting and tuning of the E.D.O. and P.D.R. in the Operations Room and the removal of the fin and trials equipment embarked for STUART's IKARA trials.

34. On Monday 18th April, His Excellency the High Commissioner for Pakistan in Australia and New Zealand, Doctor A.M. MALIK, presented the Pakistan shield to ANZAC. The presentation ceremony was attended by the Flag Officer in Charge, East Australia Area, Rear Admiral T.K. MORRISON, C.B.E., D.S.C., and, representing you Sir, the Fleet Technical Officer, Captain B.W. MUSSARED, R.A.N. and Captain A.M. SYNNOT, R.A.N., the Senior Officer of the Australian Training Squadron. The Flag Officer in Charge, East Australia Area's attendance was considered by him to be the return of my call on him which had been made the previous month. After the presentation I entertained the High Commissioner and Captains Mussared and Synnot to luncheon onboard.

 35. The presentation...

35. The presentation of the Pakistan Shield turned out to be rather a disappointment in that the High Commissioner for Pakistan declined to make any remarks, After my introduction and explanation of how the Shield had been won, His Excellency simply handed it over to the selected representative of the Ship's Company with a handshake and murmur of congratulation. The ceremony was well attended by all sections of the press and was shown on two television stations that evening.

36. On Tuesday 19th April, I waited on the Captain H.M.A.S. SYDNEY (Captain A.M. SYNNOT, R.A.N.) and together with our respective Navigating Officers discussed the programme and exercise requirements for ANZAC's participation in Operation HARDIHOOD.

37. On Thursday 21st April, a telephone call to your staff ashore at Fleet Headquarters from Director of Operations informed both the ship and your staff that the proposed visit to TONGA had been cancelled due to the continuance of court mourning for Her Late Majesty Queen Salotte. In lieu of TONGA it was proposed that ANZAC should visit APIA in Western Samoa and in addition a brief visit should be made to PAGO PAGO in American Samoa for fuel.

38. The resulting amended programme was issued vide FOCAF (R/L) Message 212346Z April. As no diplomatic clearances for the visits had been received and time was running short it was approved for all arrangements for the visits to be made by telegram.

39. The ship cast off from South Cruiser Wharf at 1100 Friday 22nd April and proceeded to sea where sea boat drills and breakdowns were exercised before rendezvous with SYDNEY at 1610 that afternoon. A sonar sweep of the approaches to Port Jackson was carried out from the time of leaving harbour until rendezvous with SYDNEY.

40. Whilst on passage to Manus Island in company with SYDNEY, exercises were carried out, which included Officer of the Watch manoeuvres, Clapex, Navcomex's, SPX's, RelVel practice, RAS approaches, Jackstay transfers, Man overboard and sea boat drills, steering gear break downs and 40/60 A.A. and S.U. firings. A live mortar firing was also conducted at 1600, Tuesday 26th April in position 36.6°S. 150.10°E., in 2800 fathoms, but due to an as yet undetermined fault, the A/S projectiles fell only 100 yards ahead of the ship and therefore did not explode. No further live firings will be attempted until the equipment has been thoroughly checked by E.E.T.U. and T.A.S. trials staff.

41. ANZAC replenished with F.F.O. from SYDNEY during the passage. This occasion was at 0830 on Monday 25th April, when 169.26 tons were received.

42. On completion...

42. On completion of the RAS, two Chaplains were transferred from SYDNEY for Anzac Day Services, being transferred back to SYDNEY on completion. A bugler was also transferred with the Chaplains and one ORDCO joined from SYDNEY, Ex Balmoral Naval Hospital, during this serial.

43. ANZAC was relieved of escort duties by H.M.A.S. VAMPIRE (Captain J.L.W. MERSON, R.A.N.) at 1935 on Wednesday 27th April, and proceeded to H.M.A.S. TARANGAU. The ship berthed on LOMBRUM Jetty at 2113, and remained alongside until Thursday 28th. 446.71 tons F.F.O. were embarked on arrival.

44. The Naval Officer in Charge, New Guinea (A/Commander C.J. SCHMITZER, R.A.N.) called on me on arrival at LOMBRUM Jetty. I returned his call and stayed to lunch at his residence at noon the next day.

45. Having sailed from MANUS at 1730 on Thursday 28th April, the close of the month found the ship proceeding direct to HONIARA, where she is to arrive at 0900 on 1st May.

46. Training.

The training programmes for Reserve Officers, Sub Lieutenants and Midshipmen (S/L), Cadet Midshipmen and Ordinary Seaman (Various) are progressing most satisfactorily. The ship's varied programme with its fair balance between in-company and independent steaming, pilotage and ocean passage has provided ample periods for training in all spheres.

47. Conduct.

The conduct of the Ship's Company during the visit to BURNIE was exemplary and it was most gratifying to hear from all sides how much the citizens admired their bearing and gentlemanly behaviour.

48. In particulr the Cadet Midshipmen created a most favourable impression with the local residents. Not only was their behaviour, dress and bearing of the highest order but their ability to converse intelligently on a very wide range of current affairs topics caused many admiring comments from both the senior and junior citizens alike. This reflects great credit not only on themselves but on their training at the Royal Australian Naval College.

49. Both the Superintendent of Police, in respect of the Sailors, and The Honourable W.J.T. Davis, M.L.C., in respect of the Cadets, saw fit to write to me in the terms outlined above.

50. The state of the ship remains good, and the health and morale of the Ship's Company is satisfactory.

I have the honour to be,

Sir,

Your obedient Servant

(I.W. Broben)
Commander, R.A.N.
CAPTAIN.

CONFIDENTIAL

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - APRIL, 1966.

APPENDIX A - STEAMING FIGURES

Distance steamed during the month	4,558.3 miles.
Distance steamed since commissioning	470,630.7 miles.
Hours underway during the month	315.5 hours
Hours underway since commissioning	36,338 42/60 hrs.

Economical Speed Exceeded.

Date.	Period.	Speed.	Reason.
1st Apl.	30 min.	24 knots	RAS with SYDNEY
5th Apl.	30 min.	19 knots	R/V with PERTH
22nd to 27th Apl.	-	Av. 18.5 knots	Operation HARDIHOOD.

APPENDIX B - EXERCISES.

RAS	2	Tow for'd.	1
Jackstay trans.	3	Darken ship	1
Heaving Line	1	Leaving ship	1
SPX	4	Emergency stations	1
Clapex	3	Navcomex	15
OOW Manoeuvres	3	SubSim	1
Seaboat drills	8	Light Mortar	1
AACRF	1	Cadets anchorages	50
S.U. Firing	1		
Steering break.	3		

APPENDIX C - OFFICERS .

Joining.

4 Apl. In Cdr. J.J. TIMBS, R.A.N.
8 Apl. Lieut. G.R. KEAYS, R.A.N.E.R.
" Lieut. A.A.A. PALMER, R.A.N.E.R.
9 Apl. Sg. L.Cdr. R.J. KINGHT, R.A.N.R.
11 Apl. S/Lieut. C.G.R. SPENCER, R.A.N.R.(S).
22 Apl. L.Cdr. E.A. GRIFFITH, R.A.N.R.
" Lieut. D.G. McDOUGALL, R.A.N.E.R.
" Sg.Lieut. R.G. MYERS, R.A.N.R.

Leaving.

22 Apl. Lieut. F.H.S. SCRIVEN, R.A.N.E.R.
" Lieut. A.A.A. PALMER, R.A.N.E.R.
" Lieut. G.R. KEAYS, R.A.N.E.R.
" Sg.L.Cdr. R.J. KNIGHT, R.A.N.R.
" Lieut. R.H. SCOTT, R.A.N.

APPENDIX D - LIVE MORTAR FIRING.

Date.	Pos'n.	Depth.	Remarks.
1600 26 Apl.	36.6°S. 150.10°E.	2800 fths.	Did not explode.

APPENDIX E - SPORTS RESULTS.

Rugby Union.	ANZAC vs N.W. Coast. (TAS.)	won	41 - 0.
Aust. Rules	ANZAC vs RIDGLEY (BURNIE)	lost	209 - 6.
Soccer	ANZAC vs BURNIE	lost	4 - 1.
Soccer	ANZAC vs HONIARA	lost	16 - 0.
Softball	ANZAC vs TARANGAU	Social	
Badminton	ANZAC vs TARANGAU	Social	

CONFIDENTIAL

APPENDIX F

ESTABLISHED 1890

The Advocate

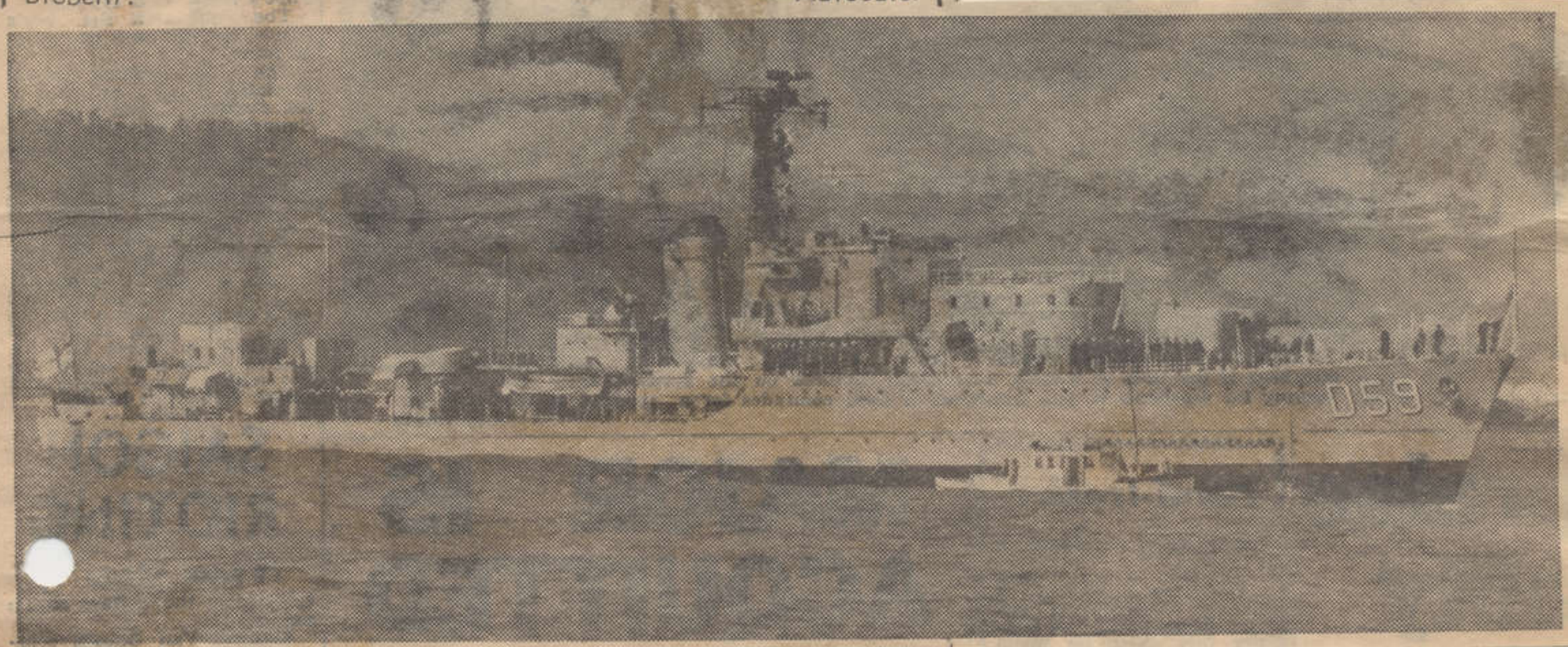
SERVING NORTH-WESTERN & WESTERN TASMANIA

Registered at the G.P.O., Hobart for transmission by post as a newspaper

28 Pages SATURDAY, APRIL 9, 1966 4c

Anzac welcome was boisterous

Bass Strait — and Burnie — turned on a boisterous welcome for the destroyer Anzac when it arrived for a five-day goodwill visit on Thursday morning. But the warmth of residents' hospitality more than made up for the rough trip from Melbourne, according to the ship's crew. Pictures show—TOP: Anzac and the Marine Board launch Miowera in Emu Bay. BOTTOM: The president of the Burnie branch of Navy League (Cdr. J. Robb) welcomes Anzac's captain (Cdr. I. W. Broben). —Advocate.



APPENDIX F

THE BURNIE ADVOCATE

SATURDAY 9TH APRIL 1966.

ANZAC TOP SPORT SHIP

H.M.A.S. Anzac, which is visiting Burnie, has earned two notable distinctions in navy circles. In addition to being "a happy ship", Anzac is the fleet's top sporting vessel.

Proudly displayed in the wardroom are the fleet and small ships' trophies for Australian rules and rugby, the Cock of the Fleet trophy for rowing and the Pakistani High Commissioner's shield for all-round sporting prowess.

Even without the trophies you sense that Anzac is a happy ship as soon as you step aboard.

"Anzac is a pretty important name in Australia, and everybody works together to make sure the ship is always worthy of her name," an officer explained.

A rating said: "I've been in three ships altogether and I'd say Anzac was the best yet."

The "happy ship" reputation is the more creditable, as about 80 p.c. of the officers and crew joined Anzac during a three-month refit at the Williamstown (Vic.) naval dockyard.

After the completion of the refit in mid-March, the ship sailed for its home port, Sydney, from where it came to Burnie.

The ship's complement of 290 includes 39 cadet midshipmen from the Naval College at Jervis Bay (N.S.W.), who have embarked to consolidate their theoretical training with practical seagoing experience.

The midshipmen carry out seamen's duties for three months, "so they know exactly what's involved in the various jobs."

They then return to Jervis Bay to graduate and spend a year with the fleet before going to England for further courses.

"The cadets play a big part in our sporting activities. They're all in first-class physical and mental condition and, of course, sport is an important factor in their training," an officer said.

Also on board are several R.A.N. Reserve officers, who are "keeping their hand in" by sailing in Anzac for a month's full-time service.

H.M.A.S. Anzac was laid down at Williamstown Naval Dockyard on August 23, 1946, and was launched on August 20, 1948, by Lady Collins, wife of the then Chief of Naval Staff, Vice-Admiral Sir John Collins.

It was finally commissioned on March 14, 1951, at a total cost of $5m.

Anzac spent the greater part of the next two years in Korean waters and took part in several ship-to-shore engagements.

In March, 1961, it became Fleet training ship, with the important task of training junior ratings and officers for the fleet.

As an operational training vessel, Anzac is not a fighting ship in the true sense. The B gun turret has been converted to a navigational class room, and other modifications have been made in various parts of the ship.

But if the need arose, Anzac could be quickly restored to top fighting condition.

From Burnie, the ship will return to Sydney before setting out on a training cruise of the South Seas.

During Anzac's stay in Burnie, the crew will have the opportunity to display the form which won their ship the fleet's top trophies.

Tomorrow, at 2.30 p.m., the rugby team will meet a combined Coastal side at Wivenhoe, and the Australian rules team will play Ridgley at West Park at 2.30 p.m. on Monday.

Anzac's soccer team will meet a side from the North-Western Tasmanian Soccer Association at Montello recreation ground at 3 p.m. on Monday.

Entertainment arranged for Anzac's officers and men includes a dance at the Burnie Theatre, tonight, sightseeing tours and private parties.

The ship is commanded by Cdr. Ian William Broben, a 39-year-old Queenslander.

Cdr. Broben, who entered the R.A.N. College in January, 1940, took command of Anzac in January this year.

Previously, he was leader of the communications-electronics division at the SEATO military planning centre in Bangkok.

Sailors praise hospitality

Officers and crew of the R.A.N. Battle class destroyer H.M.A.S. Anzac, which is on a five-day goodwill visit to Burnie, yesterday described the hospitality of Coastal residents as "fantastic."

Following a welcoming social at the Burnie Theatre and private parties on Thursday night, off-duty crew members spent yesterday on sightseeing tours of the district.

"The people just can't do enough for us," one officer said.

"We've been overwhelmed by the hospitality of the town."

Anzac tied up at Jones Pier right on schedule at 9.30 a.m. on Thursday.

Commander J. M. Robb, president of the Burnie branch of the Navy League, Supt. G. D. Mackey, president of the Burnie Missions to Seamen, and Rev. K. A. Kay, the mission chaplain, boarded the vessel to welcome the captain (Commander I. W. Broben) and his crew.

Later, Commander Broben and the Warden of Burnie (Cr. W. T. Young) exchanged official calls.

About 500 people attended the social in the Burnie Theatre on Thursday night, when Cr. Young tendered a civic welcome to the Anzac's crew.

Before the social, the Burnie Citizens' Band and the Burnie Highland Pipe Band staged a street procession and both bands provided items at the social.

Officers and crew members were guests at many private parties after the social.

Anzac was the centre of attention for a constant stream of visitors to Jones Pier throughout yesterday, and Supt. Mackey said last night residents had been generous in providing transport for the sightseeing tours.

Groups of sea cadets from T.S. Mersey and T.S. Tamar made conducted tours of the ship yesterday afternoon, and units from T.S. Emu and T.S. Leven will visit it today.

Anzac will be open for public inspection between 2 p.m. and 5 p.m. today, tomorrow and on Monday.

● **Anzac top sport ship — Page 3.**

RESTRICTED

DEPARTMENT OF THE NAVY

18·206·688.

MINUTE PAPER

HMAS Anzac — Report of Proceedings May 66

AS (NS) 27/6

D OF O

DCNS

1ST NM 30/6

2ND NM 11/VII

3RD NM

4TH NM

SEC

FAS (EG)

FAS (FM)

DPR 25/7

AS (NS) (N5) 26/7

REGISTRAR

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

NOTES: (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

(b) The report will be given to Board Members with Directors comments if there is any matter of special interest in those comments.

a

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18·206·688

HMAS Anzac — Report of ~~Proceedings~~ May 66

D OF P 20/6 Para 15. Flying Saucers!!!

D/D OF P (A) 20/6.

DGFE 30/6

DTWP 5/7

D OF C 12/7

DNAP 13/7.

CONS 13/7

DNT 13/7

HPB 25/7.

DCNP 25/7

DOA 26/7

DMT 11/8

DDM 15/8

DRS 15/8

DFSD 17/8

DNR 18/8

DNES 19/8

ACDC 22/8

ACMD 25/8

CMED 25/8

~~MEA~~ Acting Rear Adm

DWE 6/9

~~f MDG~~ para 16. Confirmed that Lt Porter is suffering from brain tumour, 8/9

DNAS 9/9

AS (NS) (N5) 13/9

REGISTRAR

C.N.A.S. 9 SEP 1966

~~AS (NS) DCNS 2NM 4NM DPR REGISTRAR~~ 24/25
~~D OF O 1NM 3NM SEC FAS (EG) FAS (FM) AS (NS) (N5)~~)Separate Report circulating

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

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

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HMAS ANZAC - REPORT OF PROCEEDINGS - MAY, 1966

(ANZAC letter unnumbered, undated)

- -

II

AFA 30/14

The Secretary,
Department of the Navy.

(Copy to: Flag Officer Commanding,
HM Australian Fleet (Rear Link).)

1. Forwarded.

(Sgd) V. A. T. SMITH

REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet (Flag),
HMAS MELBOURNE, C/o GPO.

15th June, 1966.

RESTRICTED

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HMAS ANZAC - REPORT OF PROCEEDINGS - MAY, 1966

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15th June, 1966.

RESTRICTED

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H.M.A.S. ANZAC,
at sea.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET (FLAG)

(Copies to: The Flag Officer Commanding, H.M. Australian Fleet (Staff), Fleet Headquarters, GARDEN ISLAND).

The Secretary, New Zealand Naval Board.

The Senior Officer, Australian Training Squadron, H.M.A.S. SYDNEY.).

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - MAY, 1966

Sir,

I have the honour to submit the following Report of Proceedings of H.M.A.S. ANZAC, under my command, for the month of May, 1966.

2. At the beginning of the month ANZAC was on passage from MANUS ISLAND to HONIARA. After embarking the pilot off HONIARA at 0806(L) the ship berthed Starboard side to, at 0844(L) Sunday 1st May, on the recently completed wharf located on the eastern side of PT. CRUIZ.

3. The Pilot was required as no information or charts of the berth were available. Having studied the Pilot's chart of the wharf area it was found that there were no difficulties to encounter except an occasional ¼ to ½ knot set across the eastern end of the wharf. (A Hydronote is being compiled and will be forwarded giving details of the wharf and facilities available).

4. On arrival, the Queens Harbour Master, the Superintendent of Police, and the Liason Officer from the Office of the British High Commissioner, Western Pacific called on me.

5. At 0955(L) I landed to call on the British High Commissioner, Western Pacific, Sir Robert Foster, K.C.M.G. His representative, Mr. R. Finnimore returned the call at 1045(L).

6. At midday I, and four of my Officers attended at Government House for swimming and buffet luncheon.

7. An Official Reception was held onboard at 1830(L) that evening after which I and my Officers attended a "Welcoming Dance" for the Ship's Company given by the Guadalcanal Club.

8. The ship was open to visitors during the afternoon and 2300 visitors walked round the ship.

9. That morning, at 1000(L), a US Army vessel, F.S.216, which is operating as a Satelite Tracking Station Support Ship had anchored in the harbour. The Captain, a US Army Major whose name was not given, sent a verbal message requesting that he might call on me at 1130(L). However at 1145(L) a further verbal message was received saying that as he was suffering from stomach ulcers he could not come.

2/. 10. During the.....

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10. During the forenoon of Monday 2nd May the ship was open for inspection to organised school parties. One of these parties was from the Marine Department School T.S. RANANDI which trains the seamen employed on the many local small craft used for inter-island communication and commerce.

11. During the afternoon the ship was once again open to the public and 3236 visitors were recorded.

12. At 1900(L) that evening I, and my Executive Officer, Lieutenant A.G. Ferris, R.A.N. dined at the residence of the Chief Justice, the Hon. Mr. Justice N. Bodilly, after which we attended an Informal Dance, given by the PT. CRUIZ Yacht Club for the Officers and Ship's Company.

13. At 0900(L) the following day, Tuesday 3rd May, ANZAC sailed from HONIARA for SUVA.

14. A minor D.C. exercise was carried out at 1030(L) on Wednesday, 4th May.

15. At 1745(L) Thursday 5th May, when in position 13°27S 166°18E, four unidentified flying objects were sighted at about 20° angle of elevation on bearing of 150° by the Navigating Officer and several other officers who were on the bridge at the time. These objects were quite distinct and appeared closely grouped with the leading object glowing red and the three trailing objects green in colour and forming an equilateral triangle, apex towards the leading object. They left trails of colour in their wakes but these did not last and were approximately six times the size of the objects in length. After the objects had disappeared behind cloud ahead they reappeared momentarily at an approximate bearing of 105° before once again being lost behind cloud. No smoke or other evidence of the passage of these objects was visible. The approximate time in sight was not more than 25 seconds and the objects were travelling at high speed. No radar contacts were detected at the time.

16. Whilst on passage, it was reported to me by the Medical Officer, Surgeon Lieutenant R.G. Myers, R.A.N.R., that he suspected that Lieutenant (SD)(B) W.S.H. Porter, R.A.N. was suffering from a tumor of the brain. Lieutenant Porter had been under treatment for acute head-ache for several days. On the Medical Officer's advice arrangements were made for Lieutenant Porter to be returned to AUSTRALIA by air on arrival SUVA, for admission to Balmoral Naval Hospital. Subsequent tests confirmed the diagnosis and Lieutenant Porter was transferred to Repatriation General Hospital, Concord, where he underwent surgery and where he is currently under post operative observation and treatment.

17. At 0900(M) Saturday 7th May, the ship berthed Starboard side to Kings Wharf SUVA, where she remained until 0900(M) Monday 9th May.

18. After entering SUVA Harbour the ship stopped and embarked the Naval Liason Officer Fiji, Lieutenant C.A. Akins, F.R.N.V.R., and several men from the Port Medical Authority. The latter proceeded to spray the ship with anti-anopholese mosquito spray prior to berthing.

19. As the ship berthed she was played alongside by the Fijian Military Forces Band to the strains of "Waltzing Matilda" and" Click go the Shears".

3/. 20. At 1000(M)...

20. At 1000(M) I left the ship, accompanied by the N.L.O., to call on the Deputy Governor, the Hon. J.S. Thomson, M.B.E., and the Australian Commissioner, Mr. R.N. Hamilton. Both these gentlemen, together, returned my calls at 1130(M).

21. During the forenoon 505 tons of Furnace Fuel Oil were embarked from the Shell Oil Company fuelling point on the wharf.

22. During the afternoon the ship was open to visitors from 1400 - 1700(M) and 501 people walked round the ship.

23. At 1830(M) that evening an Official Reception was held on board for 90 guests.

24. At 1100(M) the next day, Sunday 8th May, six of my Officers were entertained to drinks and luncheon by the Officers Mess, R.N.Z.A.F. LAUTHALA BAY.

25. I, and five of my Officers were also entertained to swimming and buffet luncheon at the Grand Pacific Hotel by the Australian Commissioner.

26. Also on this day a barbecue for 120 of the Ship's Company was held at DEUBA BEACH and much enjoyed by those who attended. This function was organised and conducted by the Warships Entertainment Committee of Suva.

27. At 2100(M) that evening my Navigating Officer, representing me, called on the Master of the S.S. TOFUA and obtained from the Second Mate of that ship some information concerning the new wharf which had been constructed at APIA.

28. After sailing at 0900(M) Monday 9th May, the ship proceeded direct to APIA stopping at 1630(M) Tuesday 10th May for one hour to carry out seaboat drills.

29. At 2330(M) on Tuesday 10th May, clocks were retarded 23 hours to Zone + 11 (X), as the ship crossed the international date line.

30. After clearing Apolima Strait at 0912(X), Tuesday 10th May, ANZAC encountered an unexpected 6 knot north easterly current and increased speed to 20 knots in order to make her programmed E.T.A. of 1000(X).

31. At the entrance to APIA harbour the pilot was embarked but, as he had no chart of the harbour or the new wharf and did not even know the line of the wharf, little use was made of his information. Instead I relied upon the freehand sketch obtained from the S.S.TOFUA. The ship berthed alongside starboard side to the Apia Wharf at 1035(X) after turning in the extremely restricted basin. (A further Hydrographic Note is being forwarded giving details of this wharf).

32. At 1100(X) I left the ship and called on the Minister of Finance and Acting Prime Minister, the Hon. G.F.D. Betham, the Secretary to the Government, Mr. H.A. Levestam, and the New Zealand High Commissioner, Mr. O.P. Gabities. All these gentlemen requested that their return calls be considered paid by their attendance at the ship's Reception at 1830(X) that evening.

4/. 33. The ship.....

33. The ship was open to Public Inspection during the afternoon and 650 visitors came aboard.

34. At 1830(X) Tuesday 10th May an official reception was held onboard. On conclusion of this I attended a dance given for the Officers and Ship's Company by the Returned Servicemens Association at their Club.

35. The following morning the ship was open for inspection by organised school parties and 1052 children visited the ship. A further 2940 visitors walked round ANZAC during the afternoon when the ship was open to visitors.

36. That evening, Wednesday 11th May, at 1715(X) I and six of my Officers attended a reception given by the New Zealand High Commissioner at his residency. After this all Officers attended a reception given by the Acting Prime Minister of Western Samoa.

37. After the Prime Minister's Reception I learned of the disappearance of a Polynesian Air-Lines DC3 Aircraft, with a crew of three aboard, which was reported to have exploded in mid-air on a training flight. After receiving confirmation of this information from the local airport and the reported position of the accident, twenty five miles from APIA, in Apolima Strait, I recalled libertymen at 2100(X).

38. At 2315(X), having steam for full speed in both boilers and all but 14 libertymen onboard, the ship sailed and proceeded with all despatch to the search area.

39. At 0045(X) Thursday 12th May, the ship arrived at the reported position of the aircraft and contact was made with the Apia Harbour Master who informed ANZAC that the major part of the wreckage had been located and two local craft had anchored in it's vicinity. Some smaller pieces of wreckage and human remains had also been found. The ship then commenced a visual and radar parallel line search at 8 knots, with lines a half mile apart, through the Apolima Strait.

40. At 0223(X) some small pieces of wreckage were recovered including an aircraft seat and pieces of the fuselage. A piece of human scalp was found adhering to the aircraft seat.

41. By 0705(X) (one hour after sunrise) ANZAC had not located any further wreckage and as there had been little tidal stream detected through the Apolima Strait the area in which ANZAC could safely navigate was considered to have been thoroughly searched. Having not had any further requests or instructions from the Rescue Control Centre, NANDI (Fiji) I withdrew and returned to APIA to land the items of wreckage and recover the 14 libertymen. The ship came to Starboard anchor in 9 fathoms .6 miles off Pilot Point on the line of the harbour leads. The wreckage was taken inshore and personnel brought off by the ship's motor whaler. At 1040(X) the ship weighed anchor and proceeded for PAGO PAGO.

42. After an uneventful passage to PAGO PAGO, ANZAC berthed at the Oil Wharf, port side to, at 1630(X) and commenced to embark 244 tons of Furnace Fuel Oil from the Stanvac Oil Co. Depot.

5/. 43. On arrival.....

43. On arrival the ship was met by the Attorney General of American Samoa, Mr. A.J. Gergely, and the Government Information Officer, Mr. R.C. Craib, who supplied me with information concerning the facilities available for libertymen in PAGO PAGO.

44. Short leave was granted to 0100(X) on Friday 13th May, but as prices ashore were high · many of the ship's company returned onboard early somewhat disappointed in the lack of hospitality of the local people compared with the residents of the other ports so far visited.

45. I called informally on the Governor of American Samoa, Mr. H. Rex Lee, at 0900(X) Friday 13th May.

46. An interesting point at PAGO PAGO is that the Burns Philp Trading Company, the only non-American business firm in American Samoa, is agent for several navies including the United States Navy, but not for the Royal Australian Navy.

47. At 1000(X) Friday 13th May, ANZAC sailed from PAGO PAGO. A harbour whose entrance is difficult at the best of times was made even more so by the driving rain at the time.

48. On passage to Nandi Waters, Fiji, clocks were advances 23 hours to Zone -12(M) at 1830(X) Friday 13th.

49. On Sunday 15th May the Ship's Company was inspected at Divisions after which I addressed them and read the provisions of Q.R. & A.I. Article 1851 (Conditions of Service, Complaints of Unfair Treatment, Communications to the Press, etc.). I also addressed them in accordance with AF Memorandum No. 6/66 concerning unauthorised disclosure of official information, security in general and read appropriate extracts from the Crimes Act. On completion of my address, prayers were conducted.

50. At 0728(M) Monday 16th May, ANZAC entered Nandi Waters, via NAVULA PASSAGE and after lowering a boat to land the Medical Officer and one sailor, who required urgent dental treatment under a general anaesthetic, the ship proceeded and carried out 28 Cadet's anchorages in the vicinity of KANDAVU, MALAMALA and NAVINE Islets. The original intention was to carry out the anchorages in TOMBA KO NANDI but on inspection it was found that the beacons to be used were difficult to locate and poorly marked and numerous unmarked stakes existed in close proximity.

51. On completion of the Cadet's anchorages the ship anchored overnight in TOMBA KO NANDI, in position 326° No. 3 Beacon 13 cables in 7 fathoms.

52. During the day a signal was received from the Medical Officer, via Nandi Airport Tower informing me that the sailor had been admitted to Lautoka Hospital, and would remain under observation overnight and that the Medical Officer and patient would rejoin the ship on arrival in SUVA the following day.

53. At 0840(M) Tuesday 17th May, the ship weighed anchor and proceeded for SUVA. Passage was made via NAVULA PASSAGE and thence via MBEGGA PASSAGE. Due to counter currents experienced through NBEGGA PASSAGE economical speed was exceeded in order to make good the E.T.A. of 1530(M).

6/. 54. The ship.....

54. The ship berthed port side to south end of Kings Wharf at 1530(M). H.M.N.Z.S. ENDEAVOUR was found to be berthed at north end, Kings Wharf.

55. 300.06 tons of Furnace Fuel Oil were embarked from Shell Oil Co. at the above berth.

56. At 1600(M) I was called for by the Australian Commissioner who took me to the Suva Council Chambers there to call informally on the Mayor of Suva, Councillor C.A. Stinson. On completion of this call I then called on the Captain H.M.N.Z.S. ENDEAVOUR, Commander E.L. Hodge, R.N.Z.N.

57. At 2000(M) I landed with the Captain of H.M.N.Z.S. ENDEAVOUR to dine with His Excellency the Governor of Fiji, Sir Dereck Jakeway, K.C.M.G., at Government House.

58. At 0845(M) Wednesday 18th May, ANZAC cast off from Kings Wharf and proceeded for SYDNEY, preceeding ENDEAVOUR (sailing at 0900(M) for APIA) out of harbour.

59. Whilst en route SUVA to SYDNEY clocks were retarded one hour on both Thursday 19th May and Saturday 21st May, to Zones -11(L) and -10(K), respectively.

60. A 40/60 surface firing was carried out at 1000(M) on Thursday 19th May.

61. On Saturday 21st May, ANZAC encountered heavy weather from the South West and winds force 8 to 9 were recorded together with very rough seas and a heavy swell. These conditions necessitated a reduction of speed to eight knots. The weather abated gradually and during the forenoon on Sunday 22nd speed was increased to 15 knots.

62. Landfall was made on Charlotte Head at 0135(K) Monday 23rd May and ANZAC entered Sydney Harbour and berthed port side on H.M.A.S. VENDETTA (Commander D.W. Leach, R.A.N.) at North End Cruiser Wharf at 1100(K). Whilst in this berth 420.49 tons of Furnace Fuel Oil were received from O.F.L. 1202.

63. The ship remained alongside VENDETTA until 0800(K) Wednesday 25th May when she was held off whilst VENDETTA proceeded to sea, at 0815(K), and STUART (Commander P. Goldrick, R.A.N.) was shifted out of Captain Cook Dock to alongside Cruiser Wharf. ANZAC was then berthed, at 0930(K), at West Dock Wall Outer Captain Cook Dock. The ship remained in this berth until 0815(K) Friday 27th May.

64. Whilst in Captain Cook Dock, testing of high line transfer points was completed and repairs were carried out on a split plate in No. 1 Boiler Room which had sprung during the heavy weather on passage SUVA to SYDNEY.

65. The ship berthed port side to on STUART, at North End Cruiser Wharf, at 0835(K) Friday 27th May, and remained in that berth until 1015(K) Monday 30th May, when she cast off and shifted berth to No. 2 Buoy, Man of War Anchorage, to embark ammunition for dumping.

66. At 1100(K) Monday 30th May, having embarked 4 tons of ammunition for dumping, ANZAC slipped from the buoy and proceeded for TWOFOLD BAY.

7/. 67. The ammunition.....

67. The ammunition was dumped at 1430(K) in 545 fathoms of water in position 34°37'S 151°19'E, and on completion ANZAC continued her passage to TWOFOLD BAY where she came to Starboard anchor with 6 shackles in 13 fathoms in position 068° LOOKOUT POINT LIGHT 6 cables, at 0130(K) Tuesday 31st May.

68. The ship remained in the above anchor berth conducting seamanship evolutions for the Cadet Midshipmen throughout the day.

69. SPORT

Whilst in harbour during the month ANZAC has been quite active on the sporting fields both in organised and social matches. Details are at Appendix E.

70. TRAINING

Again during the month the training programmes for Reserve Officers, Sub Lieutenants (SL) and Midshipmen (SL), Cadet Midshipmen, Ordinary Seamen (Various) and Promotion Candidates have progressed most satisfactorily. Although no "in company" steaming has been carried out the ship's programme has provided ample opportunity for training in all other spheres. A Promotion Board for candidates in Section I Parts (i) and (ii) for Leading Sailor and Petty Officer, of which I was the President, was held onboard on 26th May. All ten candidates passed with good results.

71. CONDUCT

Following on the good example set in April it gives me much pleasure to report that the conduct of the Ship's Company generally has been of a very high order. From all sides and at all levels of the community at the ports visited I have received both verbally and in writing nothing but praise for the bearing and gentlemanly behaviour of the Ship's Company. This particularly applied to the Cadet Midshipmen who continued to most favourably impress all with whom they came in contact.

72. On departure from SUVA on 18th May the following message was received from the Australian Commissioner:

> "May I congratulate you and all Ship's Company upon evident success of ANZAC's visits to South Pacific Island Ports. I share the hope of very many that we shall see you all again soon".

73. I have been informed that ANZAC's visit to APIA was the first by a H.M.A. Ship for thirty one years, the last visit having been made by H.M.A.S. AUSTRALIA, with His Royal Highness The Duke of Gloucester embarked, on 6th February, 1935

8/. 74. The state.....

74. The state of the ship remains good, the health of the Ship's Company is satisfactory and morale is high.

I have the nonour to be,

Sir,

Your obedient servant,

(I.W. Broben)
Commander, R.A.N.
CAPTAIN.

Enclosures:

Appendix A: Steaming Figures.
Appendix B: Exercises.
Appendix C: Officers Movements.
Appendix D: Live Mortat Firings,
Appendix E: Sporting Results.
Appendix F: Press Cuttings.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - MAY 1966

Appendix A STEAMING FIGURES.

Distance steamed during the month:	5,348.8 miles
Total distance steamed since commissioning	475,979.5 miles
Hours underway during the month	371 42/60
Hours underway since commissioning	36,710 24/60

Economical speed exceeded:

10th May	En route to Apia	38 min.	20 kts.
11th May	S.A.R. Operations Apolima Strait	24 min.	25 kts.
12th May	S.A.R. Operations Apolima Strait	45 min.	25 kts.
12th May	En route to Pago Pago	45 min.	17 kts.
15th May	Passage to Nandi	12 hrs.	20 kts.)My
16th May	Passage to Nandi	7 23/60 hrs	20 kts.)142130Z May refers
17th May	Passage to Suva	3 23/60 hrs	20 kts.

Appendix B EXERCISES

Seaboats 12 Motor Whaler
4 Pulling Whaler

40/60 S.U. Firing 1

Minor D.C. Exercise 1
Rig Pre-wetting 1
O.O.W. Manoeuvres 1
Sheerlegs 1
Anchorages (Cadet Cable Officer and Cadet Cable Party) 10
Weigh by Deck Tackle 1
Danbuoy 1 (laid and recovered by motor whaler)
Rig stern boom 1 (as evolution)
Prepare for Tow Aft 1 (as evolution)
Jackstay transfer of weights frd to aft 1 (as evolution)
Ammunition Dumping 1.

Appendix C OFFICERS MOVEMENTS

Joining

8 May	Lieutenant C.H. LONGSTAFF, R.A.N.R.
23 May	Lieutenant G.W. SPENCE, R.A.N.
	Acting Sub Lieutenant (SL) D.G. McNAUGHT, R.A.N.
27 May	Chaplain(Prot) M.A. SPENCE, R.A.N.R.
29 May	Lieutenant Commander E. BRYDEN-BROWN, R.A.N.R.
	Lieutenant D.E. WYNN, R.A.N.R.
	Lieutenant D.E. ASHLEY, R.A.N.R.
	Lieutenant A.D. GRAY, R.A.N.R.

Leaving

7 May	Lieutenant (SD)(B) W.S.H. PORTER, R.A.N.
23 May	Lieutenant C.H. LONGSTAFF, R.A.N.R.
24 May	Lieutenant Commander E.A. GRIFFITH, R.A.N.R.
	Lieutenant D.G. McDOUGALL, R.A.N.E.R.
25 May	Surgeon Lieutenant R.G. MYERS, R.A.N.R.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - MAY 1966

Appendix D LIVE MORTAR FIRINGS

Nil.

Appendix E SPORTING RESULTS

HONIARA

1 May	Rugby Union	V	Honiara	Lost	11-9
	Association Football	V	Honiara	Lost	16-0

SUVA

7 May	Rifle Shooting Team Selection				
8May	Basket Ball	V	China Club	Lost	42-36
8 May	Association Football	V	Western Star Club	Lost	3-0

APIA

10 May	Cricket	V	Apia	Lost	
10 May	Tennis	V	Valima	Lost	6-3, 6-2, 6-0, 6-1, 6-1, 6-1.
10 May	Association Football	V	Malifa	Lost	3-0
11 May	Rifle Shooting	V	Apia	Social Match	
11 May	Rugby Union	V	Apia	Lost	16-3

PAGO PAGO

13 May	Volley Ball	V	Pago Pago	Lost	6-15, 11-15, 12-15

SYDNEY

Representatives from ANZAC in the following - *

25 May	Rifle Shooting:	Destroyers/Frigates	V Nirimba	Won - forfeit
	*(8)Rugby Union :	Destroyers/Frigates	V Kuttabul	Lost 8-11
	Aust. Rules :	Destroyers/Frigates	V NSW Police	won - forfeit
	*(7)Assoc.Football:	Destroyers/Frigates	V Albatross	won 7-2

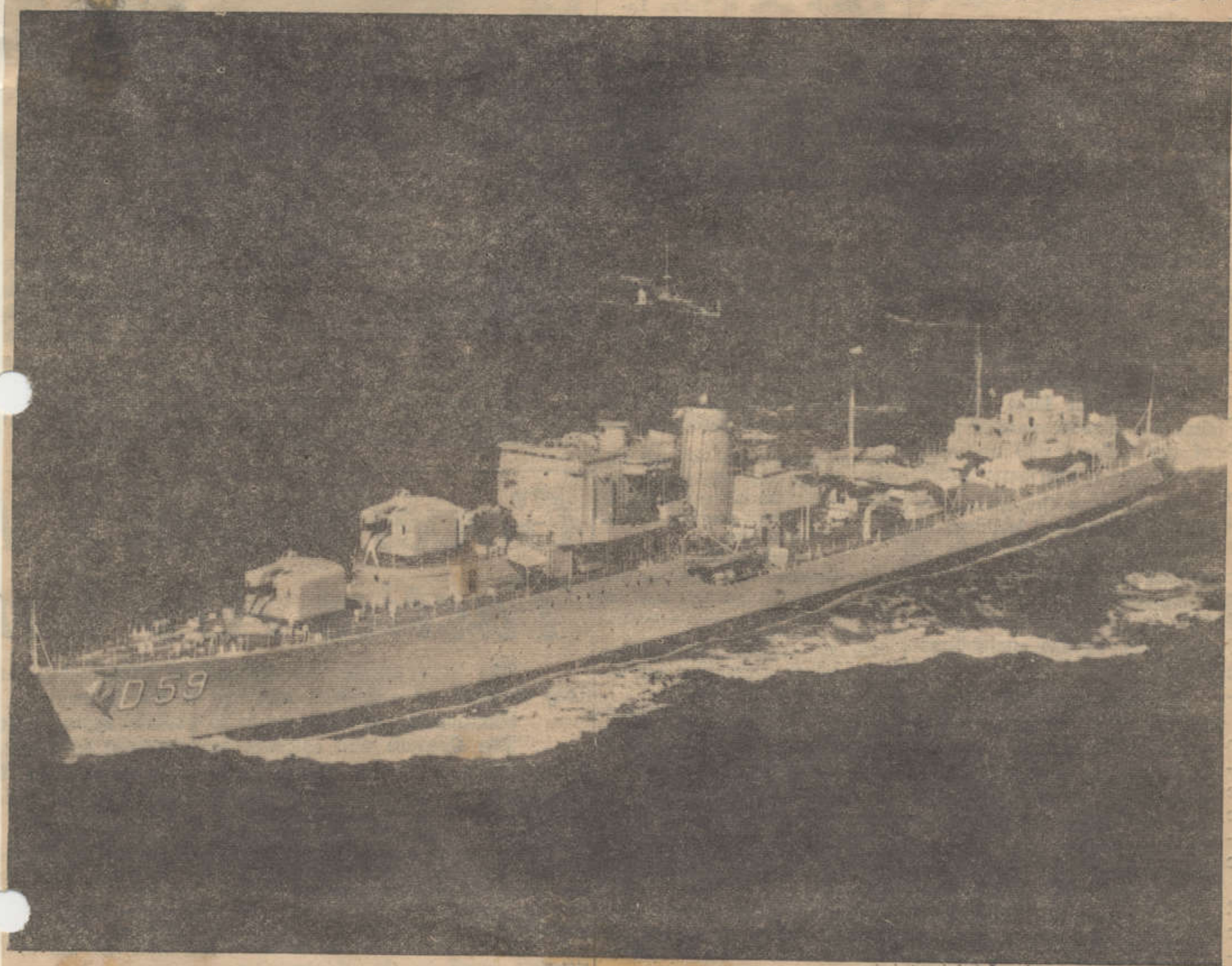
* Figures in brackets indicate number of ANZAC players.

Appendix F

THE FIJI TIMES

6TH MAY 1966.

HMAS ANZAC WILL ARRIVE AT SUVA TOMORROW



The Royal Australian Navy's Battle Class Destroyer HMAS Anzac will arrive at Suva at 9am tomorrow on a training cruise. She will sail for Samoa on Monday morning.

At left: Commander I W Broben took command of HMAS Anzac in January.

He began his career in the Royal Australian Navy in 1940 when he entered the Royal Australian Naval College as a cadet midshipman. He graduated from the College in 1943.

From January, 1944, to April, 1955, Commander Broben served in HM ships, Anson, King George V, Brilliant and Sidmouth.

He was promoted to Lieutenant in 1947, Lieutenant-Commander in 1955 and Commander in 1965.

9TH MAY 1966. H.M.A.S. ANZAC - REPORT OF PROCEEDINGS- MAY 1966 6TH MAY 1966

Appendix F

HMAS Anzac, a Battle Class destroyer of the Royal Australian Navy, arrived at Suva on Saturday morning in the course of a training cruise. She is seen here berthing at King's Wharf. The Anzac is due to sail this morning for Samoa.

ANZAC WILL BE AT SUVA TOMORROW

The Royal Australian Navy Battle Class Destroyer HMAS Anzac spent the best part of two years in Korean waters after being commissioned in 1951.

Anzac is expected to arrive at Suva at 9am tomorrow to spend two days.

She will sail at 9am on Monday for Apia and Pago Pago and, after exercises in the Fiji area, will revisit Suva between 4pm on May 17 and 9am on May 18 for fuelling.

KOREAN SERVICE

Her duties in Korean waters included bombarding enemy shore positions, supporting United Nations forces ashore by gunfire and screening aircraft-carrier groups against attack.

Her pleasantest task was in 1953-54 when she was detailed to carry the Queen and the Duke of Edinburgh on visits to several North Queensland ports.

The first ship to bear the name Anzac in the Royal Australian Navy was a Marksman (improved) type destroyer with a displacement of only 1310 tons.

This ship was originally built by the Royal Navy in 1917 and was presented to the Royal Australian Navy in 1920.

POWERFUL ENGINES

The second HMAS Anzac (Commander I W Broben) is powered by two geared turbines with a total horse power of 50,000. Her speed is 32 knots.

She is armed with four 4.5in guns in two turrets, three twin 40mm anti-aircraft bofors (at present removed), six single 40mm aa bofors, 10 x 20in torpedo tubes and 1 triple barrelled anti-submarine mortar.

There are nine ships officers, nine officers, 100 ratings under training, and 130 permanent ship's company.

HMAS Anzac will be open for public inspection from 2pm to 5pm tomorrow and Sunday.

3RD MAY 1966

Destroyer To Visit Suva

The Australian destroyer, HMAS Anzac will visit Suva on Saturday and Sunday.

She is a Battle Class destroyer operating as fleet training ship and carries a complement of 19 officers, 220 seamen, and 39 cadet midshipmen.

Her captain is Commander I W Broben.

Anzac will arrive at the King's Wharf at 9am on Saturday and will be open for public inspection from 2pm to 5pm on both Saturday and Sunday.

It is hoped to arrange sporting fixtures between Anzac's crew and local teams, a PRO report says.

Commander Broben will pay official calls at Suva on Saturday morning. He will entertain approximately 90 guests on board ship on Saturday evening.

Anzac, which has been visiting Honiara, will leave Suva at 9am on Monday.

Following calls at Apia and Pago Pago, and after exercising in the Fiji area, she will re-visit Suva briefly between 4pm on May 17 and 9am on May 18 for fuelling.

7TH MAY 1966

LIGHTS MOVING IN SKY

Bright lights were seen in Fiji skies last night—lights that have so far defied definition. They were seen by air traffic controllers at Nadi Airport.

They were first observed about 6.45pm in a low western quarter of the sky heading north and were seen for about 25-30 seconds.

There were four lights.

One was bright, with a reddish tail, which was followed by three smaller lights of a more distinct red, flying in "line-abreast" formation.

They were moving at quite a slow speed—too slow for a meteor or a comet.

Checks with the control tower at the airport showed that no aircraft were in the region at the time.

ANZACS sighting was 1745 (L) on 5 MAY

17TH MAY 1966

HMAS ANZAC BACK AT SUVA

The destroyer HMAS Anzac will revisit Suva briefly today.

She will arrive at the King's Wharf at 4pm and will leave again at 9am tomorrow.

The visit is of an operational nature and is for fuelling purposes.

HMAS Anzac called at Suva during the weekend May 7-8. She has since paid a two day visit to Apia, has called briefly at Pago Pago and has been exercising in the Fiji area.

The captain of Anzac is Commander I W Broben.

The ship's complement is 19 officers, 220 sailors, and 39 cadet midshipmen.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - MAY 1966

Appendix F

HE FIJI TIMES — WEDNESDAY, MAY 18, 1966 3

DIVERS TO ATTEMPT WRECKAGE RECOVERY

An attempt is to be made by a diving team from the New Zealand Antarctic supply ship HMNZS Endeavour to recover the wreckage of the Polynesian Airlines DC3 which crashed into the sea off Tafua, in the island of Savaii last Thursday.

A request for the team was made by Wing Commander O'Brien, the Inspector of Accidents for the New Zealand Civil Aviation Administration, who flew to Western Samoa last week following the accident which took the lives of three men.

The three-man party, commanded by Sub-Lieutenant Cranshaw, left Laucala Bay in an RNZAF Sunderland flying boat at 8.30 yesterday morning for Satapuala Bay.

Their task was to locate and lift the wreckage. It was expected that they would be working in water between 60 and 130ft deep.

If the team is not successful a Navy "command" diving team may be brought up from New Zealand to take over.

The Sunderland in which the party flew was commanded by Flying Officer Brian Bassett with Flight Lieutenant Mike Hill. It was expected that the aircraft would return to Fiji last night.

FUSELAGE PINPOINTED

According to a report of the crash in the Samoa Bulletin, the aircraft which was named Savaii, crashed into the sea two miles off Tafua.

The fuselage of the aircraft was pinpointed by the submarine detection equipment of the Australian destroyer HMAS Anzac during the night after the crash.

The aircraft had taken off from Faleolo Airport at 6pm on a routine training flight with the airline's general manager, Captain George Scott, the acting Flight Officer, Captain Jerry Stansill, and co-pilot Alastair Gibbons aboard.

Fifteen minutes later passengers in a boat saw a bright flash of light and the aircraft plunged into the sea.

Some light wreckage was picked up by searching craft, but there was no sign of the fuselage until the Anzac joined the search.

ONE FLIGHT CAPTAIN

The crash left the airline with only one flight captain and arrangements were being made last week to obtain another captain from Air New Zealand.

The Western Samoan Director of Works (Mr B A Claussen) commented that the legendary air-worthiness of the DC3 made it all the more important that the cause of the crash should be discovered.

The aircraft was bought from the United States in April last year and made its first service flight in August.

It made a flight from Fiji on Tuesday last week and an evening crossing to Pago Pago with a full load of passengers.

7TH MAY 1966.

SUVA BASKETBALL SIDE TO MEET ANZAC TEAM

A Suva Basketball Association representative side will play a team from visiting the Australian destroyer HMAS Anzac, at the China Club tomorrow afternoon.

The match will be preceded by a game between the Suva women's representative and reserve teams.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - MAY 1966

Appendix F

4.

Samoa
BULLETIN
INCORPORATING
Tusitala Samoa

13TH MAY 1966

DC3 AIR TRAGEDY

Freak Crash Takes Three Crew Members' Lives

Three air crew members of Polynesian Airlines Limited are presumed to have perished in the crash of the company's DC3 aircraft "Savai'i" two miles off Tafua on Wednesday evening. The fuselage of the aircraft has been pinpointed in about 30 fathoms of water, and oil slicks some 100 yards away indicate the presence of the engines. Recovery presents a major problem.

Shortly after taking off from Faleolo Airport at 6 p.m. on aroutine training flight, the aircraft was reportedly seen to explode and plunge into the sea. Reports still have to be confirmed, but it is believed that the explosion was quite sudden, with no preliminary engine failure.

The three men on board were Captain George Scott, who was also the airline's general manager, Captain Jerry Stancil, the Acting-Chief Flight Officer, and Co-Pilot Alastair Gibbons. Searchers have discounted any hope of survival. All of the three were married.

The crashed aircraft was the "Savaii", the second, newer DC3 to be acquired by P.A.L. It was bought from the Atlas Aviation Corporation in Santa Barbara, California, in April last year. It made its first service flight on August 26.

After making a Fiji flight on Wednesday, and an evening crossing to Pagopago, with a full load of passengers the "Savaii" was ta- up for a training check flight by Captain Scott, Stancil, and Co-pilot Gibbons.

Flash in Sky

It left the ground at about 6: p.m. to circle in the vicinity of the channel north of Apolima. At about 6:15 p.m., passengers on a boat plying between Salelologa and Mulifanua reported seeing a bright flash of light as the DC3 suddenly plunged into the ocean.

News was not received in Apia until about 7 p.m., but boats immediately left for the area, which was reported to be about fifteen minutes sailing time from Salelologa.

Radio contact with the search vessels was limited, except for the tug "Savaii" from the harbour construction project. Some light wreckage was reported as the search continued, but no sign of the fuselage.

Anzac Help

At about 9 a.m., the H.M.A.S. Anzac crew were ordered to stand by to leave and join the search. Sailors were fetched from the picture theatre, dance halls and clubs by the shrill whistles of the ship, which finally steamed out of harbour at about 11.20 p.m.

At the same time, directors and management of P.A.L. held a meeting at the company's offices. Captain Sid Russell, with Mr Neil Bonner as his co-pilot, were asked to make a day break search, if the powerful search-lights of the "Anzac" had not revealed anything.

The submarine detection equipment of the "Anzac" located the main part of the fuselage, and the dawn flight by the "Upolu" DC3 confirmed the site of the crash. Floating pieces of cabin wall, seat cushions and life jackets were brought back to Apia by the "Dick", one of the searching boats. The wreckage seems to indicate tremendous impact with the water, and massive injury to the crew.

A portion of a wing, reported to be floating near the scene of the crash, was being searched for late yesterday by the Merrits-Tecon Fletcher tug, but low clouds and choppy seas were hampering the search.

The New Zealand Civil Aviation Department's calibration flight DC3 left Wellington as soon as news of the crash was known, and is due at Faleolo today. Wing - Commander O'Brien, the Chief Inspector of Accident was expected to be aboard.

Overseas flights by Polynesian heve been temporarily cancelled, and the Pagopago flights today will continue.

ANZAC VISIT MEMORABLE

Although they were rushed back to active duty by Wednesday night's air crash emergency, the ship's company of H.M.A.S. Anzac spent an enjoyable two days' relaxation in Apia this week.

The legendary Australian cricketing ability went rather to seed in the holiday atmosphere in which the game was played at Apia Park, with footballers, golfers and race-horse trainers all vying for position on the field, and the soccer match at Malifa was definitely not played as if the World Cup was at stake, but both events helped set a relaxed mood for the visit.

After their hurry back to the ship and their long tour of duty on Wednesday night, the ship continued on to Pagopago on Thursday with the thanks of Western Samoa following it.

The 380 foot 2440 ton destroyer, one of the two modern Battle Class destroyers of the Royal Australian Navy, is manned by 19 officers, 39 midshipmen cadets, and 220 enlisted men. She is armed with four 4.5 inch guns and anti aircraft guns and depth charges. The Commanding Officer is Captain I.W. Broden.

AUSTRALIAN TRAINING SHIP DUE.

The HMAS ANZAC, fleet training ship for the Australian Navy will pay a two visit to Pago on May 12—13. The 280 foot ship has officers, 39 midshipment cadets and 220 enlisted men. Her Captain is I.W. Broden. The ship hopes to engage local teams in sports events after arrival.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - MAY 1966

Appendix F

SAMOA BULLETIN
13TH MAY 1966

Robbing Of Sailor "A Disgrace"

"This was the cowardly act of a gang of thugs. I am very angry with you for bringing all of us into this disgrace," the Chief Justice, Mr Justice Molineaux, told four youths who pleaded guilty to assaulting and robbing a sailor from the H.M.A.Z. Anzac, in the Supreme Court on Wednesday.

The four were Emile Aukuso Fruean, aged 21, of Apia, Tuvili Voli, aged 19, of Maluafou, Anuilagi Maiava Poti aged 18, of Maluafou, and Lo Taupi Pama, aged 17, of Apia. The admitted assaulting and robbing Thomas Craig Gegley of his wallet in the grounds of Malifa compound on Tuesday night.

Police told the Court that the accused Begley and three of his friends, then all grouped around Begley and knocked him to the ground with rocks and kicked him until he was unconcious.

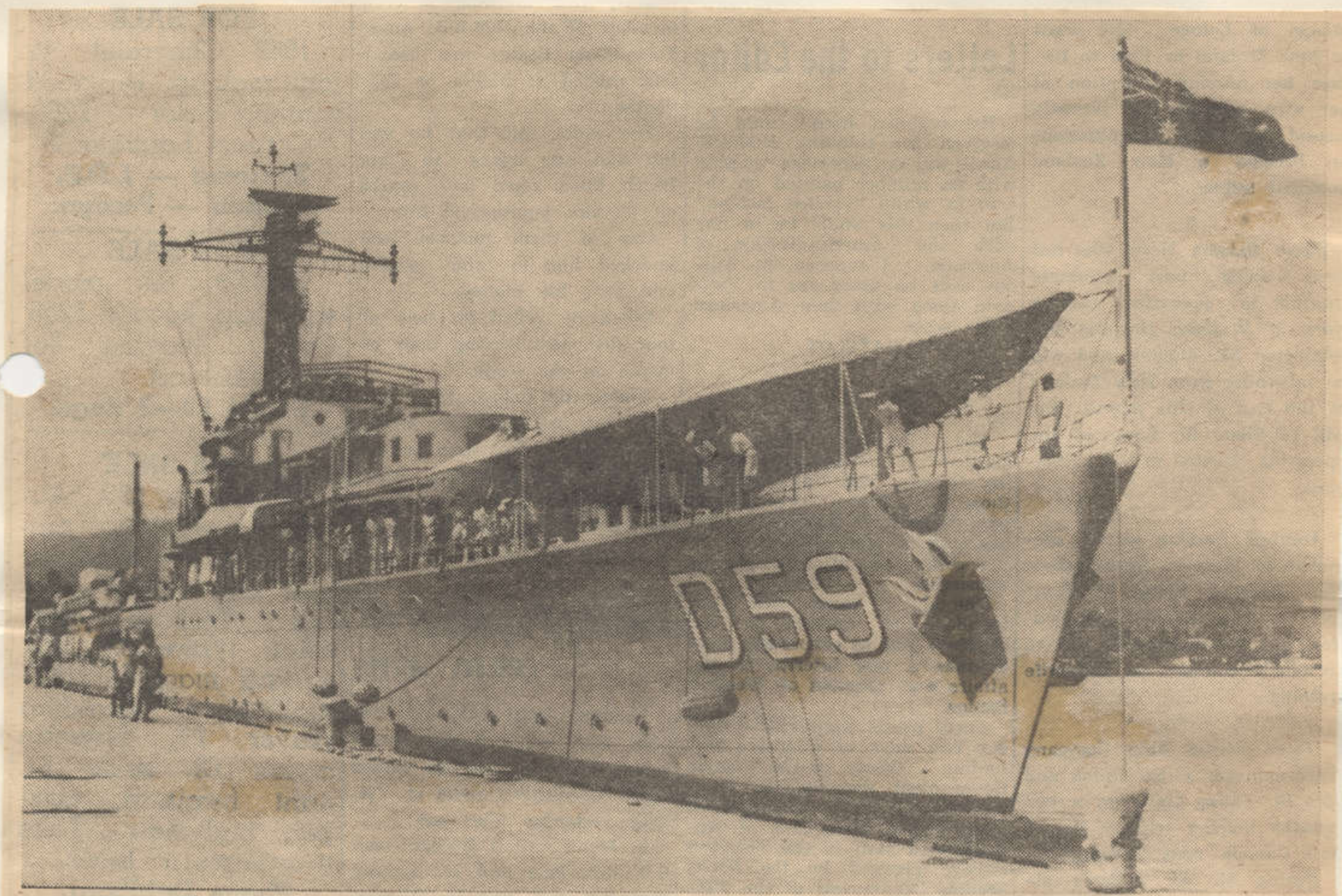
"You have spoiled the visit of a ship from another country, a visit which an honour to this newly - independent country," said His Honour to the four in the dock. "Did you think nothing while you were beating him up of the aid which Australia has given to this country since the hurricane? This man is serving his country, and he is entitled to be received with hospitality and respect."

Mr Molineaux apologised on behalf of the "four stupid boys" to Begley. He then ordered the four to make restitution of £5 by 4:30 p.m., and to appear for sentencing on Thursday morning.

"I am only sorry that I can not award payment for damages," he told Begley. "If I could, I would."

Four Sentenced

Four young man who had pleaded guilty to robbing a member of the crew of H.M.A.S. "Anzac" in the Supreme Court on Wednesday were sentenced to one year's imprisonment each by Mr Justice Molineaux yesterday (story on page nine).



The Australian fleet training destroyer H.M.A.S. Anzac ties up at Apia warf on Tuesday morning.

H.M.A.S. ANZAC- REPORT OF PROCEEDINGS - MAY 1966

Apia defeats ANZAC cricketers

The cricket match between the H.M.A.S. "Anzac" and an Apia XI resulted in a fairly easy win for the local team.

The Apia Park must have presented an unusual sight to the Australians acquainted as they are with the Sydney and Melbourne cricket ground; the patch had been cut earlier that day from the centre of a rugby field and the boundaries at the north and south ends of the ground were the football posts.

Just outside the field of play keen rugby players were practising, while some of the hopeful starters for the Independent Turf Club meeting galloped around the race track. Golfers, too, were very much in evidence. It was obvious that it was not the season for cricket but some of the form shown must have given food for thought to the cricketers from down under.

The Australians lost the toss and were asked to bat first. Their first innings netted only 20 runs. Kele and Tagipo bowled unchanged throughout the innings and it was Kele who did the damage. He clean-bowled all of his 7 victims, and conceded only 7 runs from as many overs. His control of length and direction and clever use of the crosswind to get a sharp out-swinger belied the fact that he had not bowled a ball for 3 or 4 months. No batsman of the visiting side got double figures.

The Apia first innings yielded 115 runs. Over half the side got double figures and the consistent scoring down to the number 11 batsman gave the locals such a lead that it was decided after their innings to play on so that the visitors could have some practice. Ripley and Sa'aga gave the Apia side a good start and Eddie Ripley set the pace with a couple of towering sixes in the early overs. R. Bartley also hit a six into the stand and Fr. Leamy, Tapeni, Tile and Br. Fintan also added useful runs.

The Australians batted for about 45 minutes in their second innings and when the game ended they had lost 6 wickets for 40 runs. Tile and Ropeti took the wickets in this innings.

Details of the play are as follows:

ANZAC First Innings: 20. (Kele 7 for 7; Tagipo 2 for 12). Second innings: 6 for 40. (Tile 3 for 1; Ropeti 3 for 6).

Apia 115: (Ripley 16, Tapeni 16 not out, Sa'aga 14, Fr. Leamy 13, Bartley 13)—R.W.L.

Letters to the Editor

Sir,

Ex-navalmen here could be forgiven for thinking H.M.A.S. Anzac was on American warship with its number painted on the bow in white "yankee fashion" But then this would be in line with the Americanisation of Australia. I suppose the Aussies will be using gas in Vietnam along with their American allies soon.

MATCLOT

Sailor robbed at Malifa

Early this morning a crew member of the H.M.A.S. Anzac Tom Graig Begley was beaten and robbed at Malifa by four youths.

The sailor said that he was lost and was trying to find Beach Road when four youths on bicycles approached him.

One of them punched and knocked him to the ground and took his money.

When he yelled for help all four fled, two leaving their bicycles on the scene.

When the police were notified this morning they traced the bicycles to four youths, Emile Aukuso, Tuvili Voli, Anuilagimaiava Poti and Lo Taupi who will be appearing in court at 2 p.m. this afternoon.

Local Tennis team wins

Leading local players had easy wins on a 6-man Anzac tennis team in matches played at R. Carruther's court at Vailima yesterday afternoon.

E. Mann and D. Betham won 6-0, 6-0; Pa'a and H. Betham won 6-3, 6-0; and M. Westerlund and Rankin won 6-3, 6-0.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.723

HMAS Anzac — Report of Proceedings — June 66

D/D OF P 4/8

D/D OF P (A) 4/8.

DGFE 4/8

DTWP 10/8

D OF C 12/8

DNAP 16/8

CONS 16/8

DNI 17/8

HPB 19/8

CNP 19/8

DOA 23/8

DMT 23/8.

DDM 25/8

DPS 25/8

DFSD 26. 29/8.

DNR 26 Aug

DNES 30/8

ACDC 8/9

ACMD 31/8

DMED 2/9

~~NA~~ ALTP 6/9

~~DWE~~ 14/9

~~MDG~~ 21/9

DNAS 14/9

AS (NS) (N5) 21/9

D.N.AS. 19 SEP 1966

REGISTRAR

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

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

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

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18. 206. 723

DEPARTMENT OF THE NAVY

MINUTE PAPER

HMAS Anzac — Report of Proceedings June 66

AS (NS)

D OF O

DCNS

1ST NM

2ND NM

3RD NM

4TH NM

SEC

FAS (EG)

FAS (FM)

DPR

AS (NS) (N5)

REGISTRAR

D OF P	DCNP	ACDC	Separate Report Circulating
D/D OF P(A)	DOA	ACMD	
DTWP	DMT	DMED	
D OF C	DDM	PNA	
DNAP	DPS	DWE	
CONS	DFSD	MDG	
DNI	DNR	AS (NS) (N5)	
HPB	DNES	REGISTRAR	
FE			

NOTES: (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

(b) The report will be given to Board Members with Directors comments if there is any matter of special interest in those comments.

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HMAS ANZAC - REPORT OF PROCEEDINGS - JUNE, 1966.

(HMAS ANZAC letter un-numbered dated 5th July, 1966).

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II

A.F. 17/6/1.

The Secretary,
Department of the Navy.

1. Forwarded.

2. Attention has been drawn to RANOP Article 150.

Exceeding Economical Speed Report.

for REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

27 JUL 1966

JD.

RESTRICTED

RESTRICTED

HMAS ANZAC - REPORT OF PROCEEDINGS - JUNE, 1966.

(HMAS ANZAC letter un-numbered dated 5th July, 1966).

- -

II

A.F. 17/6/1.

The Secretary,
Department of the Navy.

1. Forwarded.

2. Attention has been drawn to RANOP Article 150.

Details of Economical Speed exceeded not correct.

(SGD.) I. H. CARTWRIGHT

for REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

27 JUL 1966

JD.

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

5th July, 1966

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET (FLAG)

(Copy to: The Senior Officer, Australian Training Squadron
H.M.A.S. SYDNEY

The Hydrographer, R.A.N., GARDEN ISLAND

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - JUNE, 1966
All times Zone -10 (K)

Sir,

I have the honour to submit the following Report of Proceedings of H.M.A.S. ANZAC, under my command, for the month of June, 1966.

2. At the beginning of the month ANZAC was at anchor in Twofold Bay, and remained there until 0930 Wednesday 1st June when anchor was weighed and the ship proceeded to the Bay of Fires. The ship anchored in position 185° Eddystone Light 12.5 cables (3 cables south of H.M.A.S. MORESBY - A/Commander H.W.C. Dillon, R.A.N.) at 0406 on Thursday 2nd June.

3. At 0700 that morning, prior to proceeding to the Banks Strait to continue surveying, MORESBY transferred her Navigating Officer (Lieutenant Commander M.W. Varley, R.A.N.) and three Survey Recorders to ANZAC.by boat. These personnel were to assist with the soundings to be taken between the 100 fathom and 20 fathom lines in accordance with Hydrographic Instruction 1/66.

4. At 0827 Thursday 2nd June ANZAC weighed anchor and at 0900 commenced sounding on easterly and westerly courses at 8 cables intervals. Sounding runs continued throughout that day until 1715, when, due to the inaccuracy of radar fixing resulting from the inaccurate coastline on the sounding charts in use, the ship proceeded to the Bay of Fires to anchor overnight. At 1828 the ship anchored in position 180° Eddystone Light 8.7 cables.

5. Anchored was weighed at 0712 on Friday 3rd June and the ship recommenced sounding runs at 0807 and continued until 0800 Monday 6th June when course was shaped for Hobart. In this, the first period of sounding, the area from Eddystone Point to Schouten Island had been successfully covered.

6. The recently fitted Precision Depth Recorder had been used for sounding until 1315 on Thursday 2nd June, when, due to a defective "paper worm drive" it broke down. Thereafter Echo Sounder Type 765 was used.

7. Whilst on passage from Schouten Island to Tasman Islet, on a course of 195°, a check sounding run was made to assist in the verification of soundings to be produced for that area.

8. The Echo Sounder was secured at 1330 on Monday 6th June after which passage to Hobart was continued.

2/. 9. At 1642.....

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9. At 1642 that day ANZAC securedport side to Macquarie Point Oil Wharf, where she remained until 0700 the next day. Percentage fuel remaining on arrival was 30.5 and 499.52 tons of F.F.O. was embarked from the H.M.A.S. HUON F.F.O. Installation.

10. On arrival, the Naval Officer-in-Charge, Tasmania, (A/Commander J.G.B. Campbell, D.F.C., R.A.N.) called on me informally.

11. Whilst in Hobart the opportunity was taken to land Tasmanian and some Victorian members of the Ship's Company for mid-winter leave.

12. Having sailed from Hobart at 0700 Tuesday 7th June the ship recommenced sounding west of Tasman Islet Light at 1012 that day, although one sounding run across Storm Bay was completed before continuing sounding runs extending northward from Tasman Islet Light. Once again the runs were made on easterly and westerly courses at 8 cables intervals, between the 100 and 20 fathoms lines.

13. The P.D.R. was initially used in these sounding runs having been repaired with parts received in Hobart, however at 0622 on Wednesday 8th June the slip reverse clutch in the AN/UQN became defective and again the Echo Sounder Type 765 had to be employed for sounding. URDEF 17/66 was raised (ANZAC message 200530Z) on return to Sydney and after consultation with dockyard salaried staff concerning these defects it was decided that the machine would be removed for refitting and 48 hours continuous shop test carried out whilst the ship is undergoing her Long Self Maintenance at Garden Island.

14. At 0606 Wednesday 8th June, after covering the area from Tasman Islet to Cape Surville, the ship commenced a further check run, this time On course 000° whilst on passage to rendezvous with MORESBY. Sounding was terminated at 0700 when the Echo Sounder Type 765, after giving continuous service during the whole survey period became defective. (This Echo Sounder is being replaced by Type 771 which is presently being fitted in ANZAC.)

15. Rendezvous was made with MORESBY at 1235 on Wednesday 8th June in position 000° SwanIsland Light 5.0 miles, and Lieutenant Commander Varley and the three Survey Recorders were transferred by boat. On completion of the transfer ANZAC proceeded to Jervis Bay.

16. A satisfactory quarterly full power work-up was conducted on passage commencing at 0813 Thursday 9th June.

17. At 1330 that day, before proceeding into Jervis Bay, 40/60 Gun Functioning Trials were carried out in area NZ East.

18. The ship anchored in C1 berth Jervis Bay at 1539 on Thursday 9th June and remained at anchor until 0148 Friday 10th June. During this time the senior year Cadet Midshipmen were disembarked, they having completed their sea training.

 19. That Evening...

19. That evening I dined ashore with the Captain H.M.A.S. CRESWELL (Captain I.K. Purvis, R.A.N.).

20. At the proposed time of departure 0001 on Friday 10th June a fault was reported in the Telemotor System, and sailing was delayed until the fault was isolated. Anchor was weighed at 0148 and the ship proceeded for Port Jackson on after steering, reverting to forward steering after rectifying an air leak in the system. Passage was made at 19 knots in order to arrive at the D.G. Range, Rose Bay by 0730 that morning.

21. Five sets of runs over the shallow D.G. Range were completed by 0930. The value of the P.L.M. obtained from this ranging was -15.3 mG. which should require ANZAC to be de-permed, but after taking into consideration the cost and the ship's role as a Training Ship, permission was given for de-perming to be deferred. (A.F. 1215/6/5 dated 29th June, refers).

22. On completion of the D.G. ranging ANZAC proceeded to Garden Island and berthed, assisted by tugs and naval pilot, portside to, on H.M.A.S. QUIBERON, at South End Cruiser Wharf at 0959. Tugs and a naval pilot were employed in berthing at the request of the Master Attendant due to extensive staging rigged over QUIBERON'S starboard side. 179.16 tons of F.F.O. were embarked from O.F.L. 1202 on arrival. The ship commenced her Long Self Maintenance and Mid-winter leave period from time of arrival.

23. During the L.S.M. dockyard work on the following items will be carried out:-

Fitting of Oceanographic Winch

Fitting of Echo Sounder type 771

Fitting of forward main and emergency steaming lights,

and other items raised in URDEFs 6, 16 & 17/66, and INDEFs 7 - 9/66 and 11 - 18/66.

24. On Tuesday 14th June I attended at H.M.A. Fleet Headquarters and carried out discussions with the Fleet Operations Officer (Commander G.J.H. Woolrych, R.A.N.) concerning programme changes for ANZAC. These were necessitated by fuelling requirements during the survey period with H.M.A.S. MORESBY during October and November this year and the Midshipmen (S.L.) training programme.

25. At 1000 Wednesday 15th June I, with my Navigating Officer (Lieutenant R.F. Payne, R.A.N.), called on the Hydrographer, R.A.N. (Captain D.W. Haslam, O.B.E., R.N.) to discuss the projected hydrographic survey in the Broome area, in which ANZAC will participate.

26. On Thursday 16th June an inspection of the A/S dome was carried out by divers and it was found that the staybright panels on the port side of the dome were badly scored and a six inch crack existed in the after section. Due to the necessity of having the dome watertight before removal of the E.D.O. cables, temporary repairs were made before the dome was removed by divers on Friday 17th June. Examination of the dome did not reveal the cause of the damage. The dome has since been repaired and was replaced, again by divers, on Wednesday 22nd June.

4/. 27. The T.C.V. COLAC...

27. The T.C.V. COLAC was employed by the ship during the periods Monday 13th June to Wednesday 15th June and Friday 17th June to Monday 20th June for external boiler and bilge cleaning and main condenser de-greasing.

28. On Monday 20th June Lieutenant Commander J.H. Guest, R.A.N. (I.N.O. Staff) and T.A.S. Trials Team Officer Lieutenant (SD)(TAS) M. Frew, R.A.N. carried out an inspection of the A/S Mortar in an endeavour to find the reason for malfunction reported in my report of proceedings for April, 1966, paragraph 40. No defects were found and all components of the mounting appear to be operating satisfactorily. However a Mortar Calibration has been proposed in the shake-down programme on completion of the current L.S.M.

29. On Tuesday 21st June I commenced fifteen days leave.

30. During the rest of the month the ship remained at South End Cruiser Wharf where the L.S.M. has progressed satisfactorily.

31. Training

Sea training of the senior year Cadet Midshipmen has been completed. The training of Reserve Officers and S.L. Sub-Lieutenants and Midshipmen continues. The month of June saw an almost complete replacement of the Ordinary Seamen Various borne.

32. Conduct

The conduct of the Ship's Company has remained very satisfactory and all hands appear happy, willing and enthusiastic.

33. Sport

Opportunity for sport has been limited due to the leave period and postings. However the ship has had represent-atives in Fleet fixtures, and the ship's teams are currently being re-organised.

34. The state of the ship remains good, the health of the Ship's Company is satisfactory and morale is high.

I have the honour to be,

Sir,

Your obedient Servant

(I.W. BROBEN)
Commander, R.A.N.
CAPTAIN

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H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - JUNE, 1966

Appendix A STEAMING FIGURES

Distance steamed during the month	2,553.3
Total distance steamed since commissioning	478,532.8
Hours underway during the month	187 37/60
Hours underway since commissioning	36,897 54/60

Economical speed exceeded:

Date	No. of Hours	Average Speed	Distance	Remarks
9th June	2 hrs	24.2 kts	49 miles	Quarterly Full Power Trial
10th June	3hrs 12mins	19 kts	60 miles	Passage Jervis Bay to Sydney after steer -ing gear breakdown.

Appendix B EXERCISES

1 40/60 Gun Functioning Trial
2 Seaboats
1 Quarterly Full Power Trial
1 Small Arms Firing
1 Demolition Demonstration

Appendix C OFFICERS MOVEMENTS

Officers Joining:

2nd June Lieutenant Commander M.W. Varley, R.A.N.

Officers Leaving:

8th June Lieutenant Commander M.W. Varley, R.A.N.
9th June Instructor Commander J.J. Timbs, R.A.N.
10th June Chaplain M.A. Spence, R.A.N.R.
11th June Lieutenant D.E. Ashley, R.A.N.R.
Lieutenant Commander E. Bryden-Brown, R.A.N.R.
12th June Lieutenant A.D. Gray, R.A.N.R.
Sub-Lieutenant C.G.R. Spencer, R.A.N.R.
Lieutenant D.E. Wynn, R.A.N.R.

Appendix D

NIL

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.744

HMAS Anzac — Report of Proceedings — July 66

AS (NS) 18/8

D OF O

DCNS

1ST NM 23/8

2ND NM 26/VIII

3RD NM

4TH NM 29/8

SEC 30/8

FAS (EG)

FAS (FM)

DPR 31/8

AS (NS) (N5) 2/9

REGISTRAR

D OF P	DCNP	ACDC	Separate Report Circulating
D/D OF P(A)	DOA	ACMD	
DTWP	DMT	DMED	
D OF C	DDM	PNA	
DNAP	DPS	DWE	
CONS	DFSD	MDG	
DNI	DNR	AS (NS) (N5)	
HPB	DNES	REGISTRAR	
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NOTES: (a) This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.

(b) The report will be given to Board Members with Directors comments if there is any matter of special interest in those comments.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

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HMAS Anzac — Report of Proceedings July '66

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HMAS ANZAC - REPORT OF PROCEEDINGS - JULY, 1966

(HMAS ANZAC'S letter 216/1 dated 5th August, 1966.)

II

A.F. 17/6/1

The Secretary,
Department of the Navy.

1. Forwarded.

(Sgd) V. A. T. SMITH

REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

12 AUG 1966

RW

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216/1

17/6/1

H.M.A.S. ANZAC,
At Port Kembla.

5th August, 1966.

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

(Copy to: The Senior Officer, Australian Training Squadron, H.M.A.S. SYDNEY.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - JULY 1966.

All times Zone - 10 (K).

Sir,

I have the honour to submit the following Report of Proceedings for H.M.A.S. ANZAC, under my command, for the month of July, 1966.

2. At the beginning of the month ANZAC was secured port side to on H.M.A.S. DUCHESS (Commander H.K. Duncan, R.A.N.) at the south end Cruiser Wharf, Garden Island Dockyard, undergoing a Long Self Maintenance and Seasonal Leave period.

3. All work progressed satisfacorily during the L.S.M. period until Friday 22nd July, when, due to a strike by crane drivers in Garden Island Dockyard, the fitting of the new diesel exhaust mast and return of the AN-UQN and PDR could not be completed before the scheduled date of sailing, Monday 25th July. These were subsequently completed on Friday 29th July.

4. At 1602 Saturday 2nd July, H.M.A.S. PARRAMATTA (Commander J.A. Matthew, M.B.E., R.A.N.) berthed alongside bows south, and remained at this berth until 0805 Monday 4th.

5. At 1430 Thursday 7th July I waited on you, Sir, at Fleet Headquarters, Garden Island.

6. The Senior Officer, Australian Training Squadron (Captain A.M. Synnot, R.A.N.) walked round the upper deck of ANZAC the following day at 1015, and you, Sir, walked round the ship at 1030 on Monday 11th July.

7. At 1100 Wednesday 13th July, I called on His Excellency The Governor of New South Wales, Sir Rodin Cutler, V.C., K.C.M.G., C.B.E., at Government House, Sydney. This call was made in company with the General Manager, Garden Island Dockyard (Captain J.F. Bell, A.D.C., R.A.N.), the Captain, H.M.A.S. SUPPLY (Captain N.E. McDonald, A.D.C., R.A.N.) and the Captain, H.M.A.S. WATSON (Captain A.A. Willis, R.A.N.).

8. The following day, accompanied by my wife, I attended the 1966 Graduation Parade at the Royal Australian Naval College. We stayed for the Graduation Ball that evening.

2/. 9. After con.....

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9. After consultation with the appropriate members of your staff and those of the Flag Officer in Charge, East Australia Area, I despatched a liaison officer (Lieutenant Commander I.J. Bear, R.A.N.) to Wollongong on Thursday 21st July to discuss with the local authorities the arrangements for ANZAC's visit to Port Kembla from 5th to 8th August. While he was met with co-operation and courtesy which left nothing to be desired he nevertheless detected a feeling of puzzlement as to why the ship was visiting and why so soon after the previous naval visit, H.M.S. TACITURN having visited from 24th to 27th June.

10. On Friday 22nd July, I attended the Training Committee Meeting onboard H.M.A.S. SYDNEY (Captain A.M. Synnot, R.A.N.)

11. At 0830 Monday 25th July, ANZAC cast off from DUCHESS, after VENDETTA (Commander D.W. Leach, R.A.N.) which had secured alongside at 0805 on Friday 22nd July, had been held off by tugs. The ship then proceeded to No. 2 buoy, to which she secured at 0855, to embark 9 tons of explosive stores for dumping.

12. Whilst at the buoy Dockyard Trials Officers and RANEL Officers were embarked to carry out trials as in ANZAC's OP. Order 1/66 and RANEL message d.t.g. 110559Z July.

13. After successfully completing the trials and dumping the ammunition in position 34°49.2' S, 152°2.0' E in 550 fathoms, ANZAC returned to harbour and landed the Dockyard and RANEL Officers, by boat, in Watson's Bay at 1900. The ship then proceeded for Jervis Bay.

14. At 0123 Tuesday 26th July, ANZAC came to starboard anchor in C3 berth, Jervis Bay, where she remained until 2214 Thursday 28th July.

15. Whilst at anchor in Jervis Bay the ship carried out exercises in accordance with ANZAC OP. Order 1/66.

16. During the morning watch, Wednesday 27th July the weather deteriorated rapidly and continued to deteriorate during the forenoon until mid-day when winds of force 9 from the south west were recorded. Winds of up to force 7 were recorded until 1900 when they gradually abated to force 5. Notice for steam had been shortened to 2 hours at 2200 the previous night on receipt of the gale warning and was further shortened to 15 minutes at 1130 Wednesday 27th. At 1400 notice was extended to 2 hours.

17. At 1735 Wednesday 27th July, on receipt of FOCAF message 270716Z which reported a disabled ketch in the vicinity of Port Stephens, notice for steam was reduced to 1 hour. On receipt of FOCAF message 270810Z this was extended to 2 hours and at 2055 when FOCAF message 271035Z was received, to 4 hours.

3/. 18. After weighing..

18. After weighing anchor at 2214 Thursday 28th July, ANZAC proceeded to Sydney, where she entered harbour and berthed in Outer Captain Cook Dock West Wall at 0814. This berth was to enable cranes to replace the diesel exhaust mast and AN-UQN and PDR.

19. On completion of fitting the diesel mast and embarking the AN-UQN and PDR at 1250, berth was shifted with the aid of tugs to alongside VENDETTA, which was berthed on DUCHESS at south end Cruiser Wharf, bows south. On completion of this shift 100.27 tons of FFO were embarked from O.F.L. 1202.

20. The ship remained at the above berth until 0945 Saturday 30th July, when, having embarked the families of the Ship's Company, she cast off and proceeded out of harbour for Family Day.

21. After clearing the entrance to Port Jackson it was decided that weather conditions were not conducive to an enjoyable ocean passage to Broken Bay and instead a "Harbour Cruise" was carried out.

22. At 1130 the ship anchored in Rose Bay in position Vaucluse Water Tower 089°, Shark Island Dolphin 317°, for lunch. After lunch a demonstration by the ship's diving team was staged for the guests.

23. Anchor was weighed at 1352, 8 minutes before the planned time owing to the imminent arrival of a seaplane, and the ship proceeded up harbour, circumnavigating Cockatoo Island, before returning alongside VENDETTA in her former berth at 1539. The ship remained at this berth until the end of the month.

Training.

24. Due to the Long Self Maintenance period most classes of Ordinary Seaman have been employed on part of ship work. However the ORDCO classes 4/66 and 1/66 have continued training in the Communication Department.

25. Throughout the month 116 Ordinary Seaman have been under training. 22 of these however are due to be posted to SYDNEY shortly.

26. The Midshipmen (SL) having finished their time in ANZAC were posted to MELBOURNE after completing a detailed syllabus onboard. Junior Officers are progressing with their training.

4/. Sport.

Sport.

27. During the month the ship has participated only in Fleet fixtures, nominating representatives in Destroyers/Frigates teams in Association Football, Australian Rules Football and Rugby Union.

28. The state of the ship continues to be maintained at a satisfactory standard.

29. The health and conduct of the Ship's Company continues to be satisfactory. Morale is high.

I have the honour to be,

Sir,

Your obedient Servant,

(I.W. Broben)
Commander, R.A.N.
CAPTAIN.

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H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - JULY

APPENDICIES.

APPENDIX A. STEAMING FIGURES.

Distance steamed during month. 304.50.
Total distance steamed since commissioning 478,837.30.

Hours underway during the month 28.58/60
Total hours underway since commissioning36,926. 52/60.

Economical speed exceeded. Nil.

APPENDIX B. EXERCISES.

Annual Range Course	1
Ammunition Dumping	1
I.L.R. demonstration	1
Boarding Party Muster	1
Emergency Stations	1
Leaving Ship Stations	1
A.G.R. Test	1
MF/DF Calibrations	1
Demolition Party	1
Landing Party	1
Helo Winching Demonstration	1

APPENDIX C OFFICERS MOVEMENTS.

21st July.	Midshipman (SL)	A.J.R.D. WARDLE, R.A.N.
24th July.	"	S.U. McCOLL, R.A.N.
"	"	I.L. WEGENER, R.A.N.
		H.M.A.S.
		12th Au
11th July	A/Sub Lieut.	R.H. Gyton, R.A.N. Posted & TE

APPENDIX D LIVE MORTAR FIRINGS.

Nil.

APPENDIX E. SPORTS RESULTS.

Nil.

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HMAS Anzac — Report of Proceedings August 66

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D/D of P(A) 4.6/10.
DGFE 6/10
DTWP 8/10
D of C 20/10
DNAP 24/10
CONS 24/10
DNI
HPB 9/11
DCNP 9/11
DOA
DMT
DDM 17/11
DPS 18/11
DFSD 18/12
DNR
DNES
ACDC
ACMD 23/12
DMED 28/11
ACTP 5/12
DWE 13/12
MDG 19/12
DNAS 21/12
AS(NS) (N5) 30/12
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~~D of O 1NM 3NM SEC FAS(EG) FAS(FM) AS(NS) (N5)~~)Report Circulating.

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HMAS Anzac Report of proceedings August 66

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HMAS ANZAC - REPORT OF PROCEEDINGS - AUGUST, 1966.

(HMAS ANZAC letter 216/1 dated 5th September, 1966)

- -

II

A.F. 17/6/1

The Secretary,
Department of the Navy.

1. Forwarded.

2. HMAS ANZAC's visit to Port Kembla appears to have been highly successful.

3. The Captain, HMAS ALBATROSS will be asked to comment on the poor performance of the 21B12 Submarine Simulator, and a further report will be forwarded.

(SGD.) I. H. CARTWRIGHT
REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

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HMAS ANZAC - REPORT OF PROCEEDINGS - AUGUST, 1966.

(HMAS ANZAC letter 216/1 dated 5th September, 1966)

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REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

21 SEP 1966

PW.

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216/1.

H.M.A.S. ANZAC,
At Sydney.

5th September, 1966

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.
(Copy to: The Senior Officer, Australian Training Squadron, H.M.A.S. SYDNEY).

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - AUGUST, 1966
(All times Zone - 10(K))

Sir,

I have the honour to submit the following Report of Proceedings of H.M.A.S. ANZAC, under my command, for the month of August, 1966.

2. At the beginning of the month ANZAC was secured alongside South End Cruiser Wharf bows south, outboard of VENDETTA (Cdr D.W. Leach, R.A.N.), who in turn was outboard of DUCHESS (Cdr H.K. Duncan, R.A.N.).

3. At 0830 Monday 1st August ANZAC cast off from VENDETTA and was moved by tugs and Naval Pilot to Rose Bay Dolphins, where the ship secured from 0900 to 1110 to carry out A/S Mortar Calibrations. These were conducted with the assistance of the TAS Trials Team.

4. After the calibrations the ship was moved, again by tugs, and Naval Pilot, from Rose Bay Dolphins to No. 4 Buoy, Man O'War Anchorage where she was secured at 1150.

5. That morning at 0900 I attended the Captains Meeting, at which you Sir, presided, and during the afternoon I called on the Captain H.M.A.S. MORESBY (Acting Commander H.W.C. Dillon, R.A.N.) to discuss ANZAC's role in the survey period during October and November.

6. A demonstration of methods and equipment used by underwater saboteurs was given by Clearance Diving Team One from 1830 to 2000 whilst the ship was at No. 4 Buoy. This was arranged in order to familiarise the ship's company with the types of attack to be expected in an Operation Awkward.

7. ANZAC slipped from the buoy at 2200 and sailed for the Jervis Bay area.

8. At 2340 ...

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8. At 2340 Monday 1st August Bathythermograph dips were commenced in order to compile an accurate graph from which to extract future depth to length of wire ratios. These readings were completed at 0032 Tuesday 2nd August, and Bathythermograph dips, for compilation of ASWEP charts, were carried out at 20 minute intervals and continued throughout the night until 0740.

9. Continuing to exercise in accordance with ANZAC OP. Order 1/66, a Major NBCD exercise was commenced at 0830 Tuesday 2nd August and included a Closing Down Trial, during which Lachrymatory floats were hung from both port and starboard sides and all personnel wore Anti Gas Respirators for at least 15 minutes. The results of this exercise were very gratifying and keeness and enthusiasm was displayed by all concerned.

10. A/S Mortar Sea Check Firings were commenced in Jervis Bay at 1300, but due to difficulty in discriminating the target from numerous bottom echos these firings were abandoned at 1549, and the ship anchored in anchor berth C1 at 1640.

11. The following morning at 0830 ANZAC weighed anchor and proceeded to rendezvous with TRV 2 in position 120° Governor Head 8 miles at 0930, for a Sonar training exercise with the Submarine Simulator. This exercise, which was carried out from 0945 to 1115, was not very successful and little response was obtained from the target unit.

12. After recovery of the submarine simulator by the TRV, ANZAC carried out independant exercises, including seaboat drills, before commencing a 40/60 surface firing practice which commenced at 1330 and continued until 1400.

13. After completing the S.U. firings ANZAC again rendezvoused with TRV 2 in the previous position and commenced another Submarine Simulator exercise. This exercise which lasted one hour commenced at 1500 and was slightly more successful than the forenoon exercise although response from the unit was still less than satisfactory.

14. ANZAC came to port anchor in berth C1 at Jervis Bay at 1657 Wednesday 3rd August.

15. After weighing anchor at 0655, Thursday 4th August, ANZAC proceeded to rendezvous with 2 Wessex A/S helicopters 090° Point Perpendicular 12 miles at 0815 and carried out a successful Casex B10 prior to rendezvous with TRV 2 and two other helicopters for a Casex B11 using the Submarine Simulator. Although much valuable practice was achieved in regard helicopter employment and direction the Simulator once again proved to give very little response to the sonars of either the ship or helicopters.

16. On completion of the Casex B11, ANZAC carried out an AA Tracking Exercise followed by AA Close Range Firing, using a sleeve target towed by an aircraft from Executive Air Services.

17. Another Casex B11, involving 2 Wessex Helicopters and the Submarine Simulator was carried out from 1400 to 1530, Thursday 4th August, with results similar to the previous Casex B11.

18. On completion of recovery of the Submarine Simulator ANZAC carried out a live A/S Mortar Firing in position 35°, 11.2'S 151°, 1.1'E at 1538. All projectiles exploded and the timed firing indicated that all functions of the system were correct.

19. Small arms firing took place for Landing and Boarding Parties on passage back to Jervis Bay.

20. A seaboat drill was also carried out prior to anchoring in berth C1 at 1655.

21. At 0445 Friday 5th August, ANZAC weighed and proceeded to Port Kembla, where the ship entered harbour and berthed at 0900 at Repair Wharf, Inner Harbour.

22. On arrival the ship was met by the President, Illawarra District Sub Section, Naval Association of Australia (Mr. F. Woodward), the Secretary, Thirroul R.S.L. Club (Mr. E. Johnson) and the Personnel Amenities Officer, Australia Iron and Steel Pty. Ltd., (Mr. W. Griffiths). These gentlemen were the principal authorities responsible for the organisation of the ship's visit. Indeed it could be truly said that the visit was sponsored by the Naval Association, R.S.L., and A.I.S.

23. At 1030 I called on His Worship the Mayor, City of Greater Wollongong (Alderman A. Bevan, Esquire). He requested that his return call be considered paid by his attendance at the ship's reception that evening.

24. My wife arrived in the port at 1200 and stayed for the period of the ship's visit. Again (as for the visit to Burnie at Easter) her assistance in entertaining local dignitaries and leading citizens was invaluable to me.

25. At 1200 the Mayor hosted a small reception for ship's officers at the Town Hall. With His Worship's prior knowledge and consent I was represented by my Executive Officer (Lieutenant A.G. Ferris, R.A.N.). At this time my wife and I were being entertained at luncheon by the Managing Director, Australian Iron and Steel Pty. Ltd., (Mr. A.A. Parish). On conclusion of this luncheon we were given a personally conducted tour of the A.I.S. Port Kembla Steel Works by Mr Parish.

26. A reception (Cocktail Party) for 100 guests was given by my officers and myself at 1830. Due to the cold weather and large number of guests the forward Class Room on B Gun Deck was used in addition to the Wardroom. These two spaces provided ample room for the numbers. On conclusion of the reception my wife and I entertained 12 leading citizens, including the Mayor, and their ladies to buffet supper in my cabin.

27. During the forenoon of Saturday 6th August, while a party of 40 members of the ship's company were given a conducted tour of the A.I.S. Steel Works, the ship was opened to organised parties of school children. 200 of these were shown round the ship.

28. On Sunday 7th August at 1130 and 1230 my wife and I entertained two groups of twelve people each to drinks and buffet luncheon respectively in my cabin. These were the persons most responsible for the entertainment of the ship's company and consisted mainly of Naval Association and R.S.L. identities. On the evening of Sunday my wife and I attended a concert and social evening at the Thirroul R.S.L. Club, held in honour of ANZAC's visit.

29. On both Saturday 6th and Sunday 7th August the ship was opened to public inspection. A total of 4000 visitors walked round the ship.

30. In addition to nightly entertainment provided for the ship's company by the six R.S.L. Clubs in the district almost all libertymen who desired to sleep ashore were billeted either in private homes or in hotel accommodation which was paid for by the R.S.L. Clubs. Private tours of the district for the ship's company were provided throughout Sunday 7th August. Although there was no public transport servicing the berth very few libertymen had to walk. The Mayor himself having left the ship at 2300 on Friday evening in his official car returned some twenty minutes later with a car load of libertymen he had found waiting at a bus stop.

31. Time and space does not permit any further enumeration of the acts of kindness and hospitality shown ANZAC by the citizens of Wollongong, the like of which I have never before encountered in my Service experience.

32. Finally on Monday 8th August, by special request, the Mayor came onboard and addressed the ship's company just prior to sailing. Having extolled their virtues as gentlemen he presented the ship with a silver ashtray emblazoned with the crest of the City of Greater Wollongong and a suitably enscribed book "Sublime Vision" (an illustrated history of the development of the area).

5/. 33. A letter .....

33. A letter from his worship the Mayor of Greater Wollongong received recently had, inter-alia, the following to say:

> " I feel I must again mention how delighted we all were to have been privileged by an official visit from H.M.A.S. ANZAC with it's fine and distinguished complement of officers and men. We were indeed proud to have you with us and trust that you may come again shortly".

34. ANZAC cast off from her berth in Inner Harbour, Port Kembla at 0900, Monday 8th August and proceeded to Port Phillip, which was entered at 1740 Tuesday 9th August.

35. Commencing at 1305 Monday 8th August, whilst on passage, a satisfactory Quarterly Full Power Trial was carried out.

36. After an uneventful passage from Port Kembla, ANZAC anchored in position 191 Gellibrand Pile Lt. 5.0 cables at 2023 Tuesday 9th August, and, remained anchored in that berth until 0726 Wednesday 10th August when anchor was weighed and the ship proceeded to berth at North East Nelson Pier, Williamstown, securing starboard side to at 0801.

37. Whilst the ship was at this berth a conference, attended by representatives from WILLIAMSTOWN NAVAL DOCKYARD and Ship's Officers, was held on board to discuss A & A items which would be taken in hand during the ship's next refit.

38. 323.75 Tons of Furnace Fuel Oil were embarked before the ship cast off at 1021 and shifted berth to Inner East, Station Pier, PORT MELBOURNE where the ship secured at 1047 Wednesday 10th August.

39. At 0900 the next day I left the ship and travelled by car to H.M.A.S. CERBERUS where, at 1030, I called on the Commodore Superintendent of Training, Commodore J.P. Stevenson, R.A.N.

40. After this call I discussed aspects of training concerning Midshipmen (SL) with the Training Commander and his staff.

41. I returned to the ship at 1600.

42. At 1150, Friday 12th August the Captain H.M.A.S. LONSDALE, Commander D.M. Wogan-Browne, R.A.N., called on me.

43. On Saturday 13th August, 1966, prior to casting off at 0859, Second Officer M. Chalmers, W.R.A.N., Sister S.F. MacDougall, R.A.N.N.S. and 38 WRANS embarked in ANZAC for the passage to Westernport.

6/. 44. At 1447 .....

44. At 1447 that day, when ANZAC anchored in position 138° Stoney Pt. Lt. 12 cables, the class of 16 Midshipmen (SL) together with their Course Officer (Lieutenant Commander M.J.S. Keay, R.A.N.) and CPO Instructor embarked by boat from H.M.A.S. CERBERUS.

45. The WRANS party disembarked in this boat and at 1534 Saturday, ANZAC weighed and proceeded to Jervis Bay, where the ship anchored in berth A1 at 2044 Sunday 14th August.

46. ANZAC was prevented from anchoring in her assigned berth, B2, as this berth was occupied by a ship of the visiting Japanese Maritime Self Defence Force Training Squadron. The Japanese Squadron sailed at 0001 Monday 15th August.

47. ANZAC remained at anchor until 0728 Monday 15th August, when she weighed and proceeded to sea to carry out manoeuvring trials whilst operating the Oceanographic Winch in over 1000 fathoms. These trials are the subject of a special report rendered in ANZAC letter 121/2 dated 20th August, 1966.

48. At 1330 that day ANZAC rendezvoused with H.M.A.S. MELBOURNE (Captain D.C. Wells, R.A.N.) and at 1401 commenced her first serial of Exercise "MULGA BILL".

49. "MULGA BILL" programme was followed with the following exceptions:

i) Serials 1525 and 1527, an RFXZ and SPX(B) were cancelled due to unserviceable equipment in MELBOURNE.

ii) Serial 1603, an independent exercise for ANZAC was utilised carrying out seaboat drills and serial 1613 was spent carrying out 5 Training Anchorages.

iii) During the towing Serial 1717, the tow parted at the eye of the towing pendant.

iv) Serial 1803, a Casex 21 B12 was cancelled due to the unavailability of the TRV.

v) Serial 1825, Night Flyex was cancelled due to unfavourable weather.

vi) Serial 2215, Independent Seamanship Exercise in Jervis Bay, this period was utilised in carrying out an A/S Sea Check Firing of the Squid Mounting. These firings, using inert projectiles were satisfactory.

7/. vii) Due to unfavourable ..

vii) Due to unfavourable weather, Serials 2331 and 2335 were cancelled. These serials were a RAS and a Casex B3 respectively. In lieu ANZAC joined MELBOURNE and acted as RESDES for night flying, before anchoring in berth B2 at 2222 Tuesday 23rd August.

viii) Serial 2409, Seamex, was utilised carrying out 11 Midshipmen (SL) anchorages and on completion of these the ship moored in Berth B2. The ship unmoored at 1345 Wednesday 24th August and remained at anchor until 1711 when anchor was weighed and ANZAC joined MELBOURNE acting as RESDES for serial 2425.

ix) On completion of serial 2501, Casex A17, due to deteriorating weather conditions serials 2505, 2511, 2515 and 2517 were cancelled. ANZAC then proceeded in company with VENDETTA (Commander D.W. Leach, R.A.N.) and QUEENBOROUGH (Commander J.P. Van Gelder, R.A.N.) to Jervis Bay where all ships carried out 4 RAS approaches each on SUPPLY (Captain N.E. McDonald, A.D.C., R.A.N.) inside the bay. On completion of these approaches, a formation anchorage was carried out by SUPPLY, VENDETTA, ANZAC and QUEENBOROUGH at 1505 Thursday 25th August.

50. The Longex phase of JUC 63 was terminated at 0935 Wednesday 31st August, due to unsatisfactory weather.

51. At 1411 Monday 29th August, you, Sir, accompanied by the Right Reverend F.O. Hulme-Moir, Dean of Sydney and Bishop Coadjutor transferred to ANZAC, by helicopter, to carry out an informal sea inspection. You were transferred back to your flag-ship by helicopter at 1630.

52. Serial 3107, RAS, was terminated whilst ANZAC was acting as lifeguard for MELBOURNE and VENDETTA during their replenishment from SUPPLY. Night Manoeuvres were conducted, with ships darkened and radar silence imposed, after serial 3107.

53. At the end of the month ANZAC was in company with MELBOURNE, SUPPLY and VENDETTA on passage to Sydney (Town).

54. Training.

The ship's programme during the month has provided excellent opportunities for training in all spheres. Newly joined Midshipmen (SL) from CERBERUS have already carried out several seamanship evolutions, anchorages and ship-handling. All personnel under training, particularly junior officers, gained much experience from the exercises carried out in company with other Fleet units during exercise "MULGA BILL". 17 Ordinary Seaman were temporarily transferred to H.M.A.S. SYDNEY to make room for 19 R.A.N.E.R. sailors borne for 13 days training.

8/. 55. Sport.

55. Sport.

The ship participated in sporting fixtures against local teams whilst at Port Kembla and against Fleet teams whilst in Melbourne and Sydney.

56. Conduct.

The conduct of the ship's company has been most satisfactory.

57. The state of the ship continues to be maintained at a satisfactory standard, the health of the ship's company is satisfactory and morale continues to be high.

I have the honour to be,

Sir,

Your obedient servant.

(I.W. Broben).
Commander, R.A.N.
CAPTAIN.

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H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - AUGUST, 1966

Appendix A.

Distance steamed during the month:	3884.2
Total distance steamed since commissioning:	482721.5
Hours underway during the month:	357 6/60 hrs.
Hours underway since commissioning:	37284 8/60 hrs.

Economical speed exceeded:

Date.	No. of Hours.	Av.Speed.	Tons FFO/Hr.	Miles/Ton	Reason.
8th Aug.	4	23	8.1	2.8	Quarterly Full Power Trial
15th Aug.	2	18	5.2	3.46	R/V for RAS
17th Aug.	1	18	5.2	3.46	SPX(B)
17th Aug.	2	18	5.2	3.46	ASWEPS
22nd Aug.	2	16	4.6	3.48	OOW Manoeuvres
23rd Aug.	3	18	5.2	3.46	R/V for Casex C1
23rd Aug.	2	18	5.2	3.46	to Jervis Bay for Training Anchorages
29 - 31st Aug.	36	18	5.2	3.46	Longex JUC 63

Appendix B:

SUFX	1	Quarterly Full Power Trial	1
AATX	4	Light A/S Mortar Firings	2
AACRF	4	A/S Mortar Calibrations	1
Small Arms Firing	1	A/S Sea Check Firings	2
Operation Awkward	2(1 -Demo)	ASWEPS	18½ hrs.
Casex B10	1	Helo transfers	5
Casex B11	2	Major NBCDX	1
Casex A 4/5	1	Tow aft	1
Casex A17	1	Training anchorages	32
Casex A36	1	Prewetting Rig/Test	1
Casex 21 B12	3		
Casex C1	1		
RAS	2		
Jackstay	2		
Seaboats	12		
Mid(SL) Anchorages	32		
Moor ship	1		
Night Manoeuvres	2		
OOW Manoeuvres	2		
RESDES	2		
Longex	1		
SPXB	1		

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H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - AUGUST, 1966

Appendix C.

Officers Joining:

13th Aug.	Lieutenant Commander M.J.S. Keay, R.A.N.
21st Aug.	Lieutenant E.K. Donoghue, R.A.N.R. Midshipman C.J. Oxenbould, R.A.N. Midshipman P.H. Stehn, R.A.N.

Officers Leaving:

Nil

Appendix D.

Live Mortar Firings:

Date.	Time.	Position.	Depth.
4th Aug.	1538	35° 11'.2S 151° 1'.1E	142 Fathoms

Appendix E:

Sports Results:

Rugby Union:

7th Aug.	ANZAC V Lysaghts Pt.Kembla	Lost	11-6
12th Aug.	ANZAC V QUEENBOROUGH	Lost	11-3
26th Aug.	ANZAC V VENDETTA	Lost	9-3

Soccer:

6th Aug.	ANZAC V Bulli Workers Club	Lost	3-2
7th Aug.	ANZAC V Corrimal RSL Club	Won	5-4

Rifle Shooting:

7th Aug.	ANZAC V Bulli/Corrimal Rifle Club	Lost	331 - 286

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18·206·802.

HMAS Anzac — Report of Proceedings — Sept '66.

D of P
D/D of P(A)
DGFE
DTWP
D of C
DNAP
CONS
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HPB
DCNP
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DMT
DDM
DPS
DESB
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DNES
ACDC
ACMD
DMED
ACTP
DWE
MDG
DNAS
AS(NS) (N5)
Registrar

SUPPLY DIVISION 19 DEC 1966 (MELB.)

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

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

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

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HMAS Anzac — Report of proceedings Sept '66

AS(NS) 19/10

D of O

DCNS

1NM — Approved 3/11 — 8/11/66 pd.

2NM — 25/X

3NM 26/10

4NM 28/10

SEC 31/10

FAS(EG)

FAS(FM) 31/10

DPR 2/11

AS(NS)(N5) 4/11

Registrar

has para 49 any connection with subsequent take pictures? No. 26/10.

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

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HMAS ANZAC - REPORT OF PROCEEDINGS - SEPTEMBER, 1966

(HMAS ANZAC letter 216/1 dated 5th September, 1966.)

- -

II

A.F. 17/6/1

The Secretary,
Department of the Navy.

1. Forwarded.

2. HMAS ANZAC has had a busy and successful month.

(SGD.) I. H. CARTWRIGHT

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

13 OCT 1966

PW.

RESTRICTED

RESTRICTED

HMAS ANZAC - REPORT OF PROCEEDINGS - SEPTEMBER, 1966

(HMAS ANZAC letter 216/1 dated 5th September, 1966.)

- -

II

A.F. 17/6/1

The Secretary,
Department of the Navy.

1. Forwarded.

2. HMAS ANZAC has had a busy and successful month.

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

13 OCT 1966

PW.

RESTRICTED

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216/1.

H.M.A.S. ANZAC,
At Sea.

5th September, 1966.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET (FLAG).

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET (STAFF).

(Copy to: The Senior Officer, Australian Training Squadron,
H.M.A.S. SYDNEY)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - SEPTEMBER, 1966

(All times Zone - 10(K))

Sir,

I have the honour to submit the following Report of Proceedings of H.M.A.S. ANZAC, under my command, for the month of September, 1966.

2. At the beginning of the month ANZAC was en route from Jervis Bay to Sydney on completion of the JUC 63 Longex. The ship was in company with H.M.A.S. MELBOURNE (Captain D.C. WELLS, R.A.N.), wearing your flag , H.M.A.S. SUPPLY (Captain N.E. McDONALD, A.D.C., R.A.N.) and H.M.A.S. VENDETTA (Commander D.W. LEACH, R.A.N.).

3. At 0706 Thursday 1st September ANZAC entered harbour and secured port side to South End Cruiser Wharf, Garden Island. VENDETTA berthed on ANZAC at 0815.

4. The ship commenced a 12 day Self Maintenance Period on arrival at Garden Island.

5. At 0700 Friday 2nd September I left the ship and proceeded to A.J.A.S.S. for the post exercise discussion of JUC 63. Transport between Sydney and N.A.S. NOWRA was by R.A.A.F. Caribou. I returned to the ship at 1245 that day.

6. A promotion board, of which I was president, was held onboard on Monday 5th September. All three candidates for Section I, Parts I &II for Petty Officer rank passed both parts. Of the eleven candidates for Leading rank Part I, three failed and of nine candidates for Part II one failed.

7. The following day (Tuesday 6th September) at 0845, I waited on the Captain of H.M.A.S. MELBOURNE to discuss matters concerning the Special Duties Pre-Selection Board to be held on Friday 9th September.

2/. 8. At 1030 ....

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8. At 1030 that day, together with the Captain H.M.A.S. QUEENBOROUGH (Commander J.P. VanGELDER, R.A.N.) I waited on the Senior Officer Australian Training Squadron (Captain A.M. SYNNOT, A.D.C., R.A.N.) in H.M.A.S. SYDNEY, to discuss Training Squadron business.

9. I was honoured to lunch with you, Sir, in your flagship at 1230 that afternoon.

10. I waited on your Chief Staff Officer (Captain I.H.S. CARTWRIGHT, A.D.C., R.A.N.) at 1500 Tuesday 6th September to discuss details of ANZAC's forthcoming New Guinea visit.

11. On Thursday 8th September, at 1230 it was again my honour to lunch with you and your guest the Chief Justice of the Supreme Court of New South Wales, Sir Leslie Heron, onboard your flagship.

12. At 0805 Friday 9th September VENDETTA, now under the command of Commander P.R. BURNETT, R.A.N., cast off and proceeded to sea, and ANZAC was moved by tugs from South End Cruiser Wharf to No. 4 Buoy Man O' War Anchorage to embark ammunition. She cast off from the wharf at 0830 and secured to No. 4 Buoy at 0902.

13. Having remained ahsore when ANZAC was moved I sat as a member of the Special Duties Pre-Selection Board which was presided over by the Captain, H.M.A.S. MELBOURNE, Captain D.C. WELLS, R.A.N.

14. At 1042 that day, after embarking 108 boxes 40/60 ammunition, the ship slipped from the buoy and was moved by tugs to her former berth at South End Cruiser Wharf bows south where she secured at 1119.

15. The ship remained at the above berth until 0830 Monday 12th September. At this time the ship cast off from her berth and cleared Wooloomooloo Bay, waiting up harbour until MELBOURNE cleared Garden Island, before proceeding out of harbour in column, astern of SYDNEY, in which you were embarked, Sir, and MELBOURNE.

16. At 0930 that day, having cleared the entrance to Port Jackson, MELBOURNE acted independently for flying whilst SYDNEY and ANZAC proceeded to rendezvous with SUPPLY and DUCHESS (Commander H.K. DUNCAN, R.A.N.) before commencing replenishment at 0945.

17. At 1052, having carried out an underway replenishment in which a token amount of F.F.O. was passed (739 Gallons) ANZAC carried out 2 RAS approaches on SUPPLY. SYDNEY was stationed 1 mile to the north of SUPPLY during these approaches.

18. After ANZAC

18. After ANZAC and DUCHESS had completed two RAS approaches, SYDNEY, DUCHESS and ANZAC were stationed on SUPPLY's port quarter, and ships remained in this formation until MELBOURNE rejoined prior to VENDETTA making a rendezvous with the force at 1315.

19. Commencing at 1330 manoeuvres were carried out until 1525 when ANZAC was detached and course was shaped to the north.

20. The passage to the Great Barrier Reef was without incident and at 0555 Thursday 15th September ANZAC came to starboard anchor in Maryport Bay in position 187° Edgell Rock 1.3 miles, where she remained until 0810 the following day.

21. Magazine and Store room rounds were carried out whilst the ship was at anchor and Midshipmen (SL) Boat Handling, including whaler and dinghy sailing, was progressed on Thursday 15th September.

22. After weighing anchor on Friday 16th September, 16 training anchorages were carried out in the Whitsunday Passage Area, the last of which was used to anchor the ship in position 048° South Molle White Light, 4.2 cables at 1530. These training anchorages have completed a series of three for each Midshipman (SL) but results indicate that even more of this valuable training is required.

23. On arrival at South Molle I was approached by the Master and a representative of the owners of the schooner "NEW ENDEAVOUR" which was aground at Hook Island, with a view of assisting in the salvage of that vessel. This matter was the subject of the following signals: ANZAC's 161315Z, FOCAF R/L' 161530Z and ACNB 161623Z.

24. As a result of ACNB 161623Z I informed the Master of the "NEW ENDEAVOUR" that I could not comply with his request but could be at the site of the salvage operations in 15 minutes if an emergency arose endangering human life. To this end at 0817 Saturday 17th September I ordered the ship to come to immediate notice for steam and kept watch on the small ships frequency in use by the salvage craft.

25. As the attempt to refloat was successful I remained at immediate notice until the "NEW ENDEAVOUR" was secured to South Molle Wharf, when reversion was made to 4 hours notice for steam.

26. I carried out Mess Deck rounds at 1030 Saturday 16th September whilst at anchor.

27. The ship was open to public inspection from 1400 to 1700 Saturday 17th September and 121 visitors from South Molle Tourist Resort inspected the ship.

28. On Sunday..

28. On Sunday 18th September Holy Communion was celebrated onboard at 0700 and again at 1035, after Divine Service.

29. At 0940 Sunday 18th September I inspected the ship's company at Divisions after which Divine Service, conducted by Senior Chaplain G.C. SWAIN, R.A.N. was held on the forecastle.

30. I carried out rounds of the Upper Deck at 1040 that day.

31. At 1455, whilst shortening in the starboard cable prior to weighing at 1500 the port cable holder seized and the two remaining shackles of cable had to be weighed by deck tackle. This was accomplished by 1620 and the ship proceeded for Cairns.

32. This passage was made at 20 knots. Although my original intention had been to arrive at Cairns at 0900 Monday 19th September, an error in passage planning had been discovered and I was on the point of signalling the Naval Agent Cairns to inform him of a change in E.T.A. to 1230 when the capstan trouble occured. As a result of the defective capstan I considered that in order to allow the maximum time possible for assistance to be obtained from what ever sources were available in Cairns, an earlier arrival was justified. On passage to Cairns the Engineering Staff isolated the port cable holder and prepared it for lifting although it was obvious that the bearings would require machining; a job which would not be possible onboard.

33. After turning in the stream the ship berthed portside to the Oil Wharf Cairns at 0922 Monday 19th September.

34. Due to the impending arrival of another vessel requiring F.F.O. ANZAC cast off from Oil Wharf at 1215 and proceeded to No.3 berth Cairns Wharf, where she secured at 1230 and remained until 1627 Tuesday 20th September.

35. The report of the defective capstan and the details of repair is the subject of my letter 155/26 dated 25th September. I feel that special mention of the speed and low cost of the repairs affected by the Cairns Harbour Trust Engineering Section should be made in this report. Their willingness and co-operation was very commendable.

36. After sailing from Cairns at 1627 Tuesday 20th September a trial anchorage was carried out at 1723 in position 212° False Cape 3.5 miles using the port anchor with 4 shackles of cable in 7 fathoms of water. This trial was satisfactory.

37. After weighing anchor at 1734 the ship proceeded through the Grafton Passage, which was cleared at 1915, and set course for Jomard Passage.

 38. At 0100.....

38. At 0100 21st September a 24 hour economical steaming trial at 132 revolutions was commenced.

39. 40/60 Gun functioning trials were carried out at 1030 Wednesday 21st September on G2, G3 and G5 mountings. These trials, carried out as a result of recent Series Inspections were satisfactory although a defect was recorded on G5 mounting.

40. Jomard Passage was entered at 0410 Thursday 22nd September and the ship cleared the passage at 0840 that morning and proceeded for Manus via the South Solomon Sea and Vitiaz Strait.

41. During the afternoon of Friday 23rd September, 4 Midshipmen (SL) Seaboat drills were carried out between Crown and Long Islands, after which ship handling practice for my Executive Officer, Lieutenant A.G. FERRIS, R.A.N. was carried out for 30 minutes before resuming course for Manus Island.

42. The overnight passage to Manus Island was uneventful and the ship entered Seadler Harbour at 0700 Saturday 24th September. Before berthing at Lombrum Jetty a trial anchorage using the starboard anchor was carried out in position 317° Davies Tower 7.5 cables, at 0736. This anchorage was successfully made and no difficulties were encountered when the anchor was weighed at 0817. The ship then proceeded to berth starboard side to Lombrum Jetty at 0835.

43. Whilst alongside 290.28 tons of F.F.O. were embarked from O.F.L. 1205.

44. On arrival the Officer of the Guard, Lieutenant Commander T. BARKER, R.A.N.V.R., boarded and at 0845 the Naval Officer-in-Charge, New Guinea, A/Commander C.J. SCHMITZER, R.A.N. called on me informally. A reception was given onboard at 1830 that evening for the officers of H.M.A.S. TARANGAU and their wives and several of the local dignitaries from Lorengau.

45. As usual the ship's company and officers were entertained fully by the messes and families of TARANGAU during the ship's brief visit.

46. On Sunday morning, 25th September, the ship's company were assembled on the forecastle and reminded of their duties and responsibilities in respect of classified matters and the penalties for breaches of security were enumerated. A.F. Memo No.6/66 para. 6 refers. Following this prayers were said.

47. During the day assistance in the form of three divers and demolitions was given to H.M.A.S. TARANGAU to help in the removal of old and disused piles off the P.N.G. Wharf. One old pile was successfully demolished.

6/. 48. At 1655 .....

48. At 1655 Sunday 25th September ANZAC cast off from Lombrum Jetty and after clearing Seadler Harbour shaped course for Vanimo.

49. During the afternoon of the following day a danbuoy was laid and seaboat drills were carried out. During the fourth seaboat drill the Main Feed Check Valve of No. 1 boiler Jammed open. Because of the possibility of priming the boiler it was shut down and No. 2 boiler was flashed up. The ship was "not under command" for a period of 1½ hours whilst No. 2 boiler was being connected. The danbuoy was recovered by boat during the time the ship lay stopped.

50. A 40/60 B.U Firing was conducted at 1500 Monday 26th September. This firing was carried out for the benefit of the P.N.G. Recruit Seamen who were embarked at TARANGAU for passage to Madang. These sailors will be transferred to H.M.A.S. BANKS (Lieutenant K.G. SMITH, R.A.N.) on 3rd October. Each P.N.G. Recruit fired four rounds and acted as guns crew for the shoot.

51. The ship arrived in Vanimo Harbour and anchored in position 236° Concordia Point 7.3 cables in 6 fathoms at 0830 Tuesday 27th September.

52. At 0845 that morning the Assistant District Commissioner, Mr. B.A. McCABE and the Officer Commanding "B" Company, 2nd Battalion Pacific Island Regiment, Major P. WHITE, P.I.R., called on me. Their calls were returned when I landed with the Assistant District Commissioner at 0930.

53. During the day the ship was open to inspection by school children during the forenoon and to the general public from 1400 to 1700. A total of 536 visitors were conducted over the ship. In the evening 60 guests were entertained onboard at an official reception at 1830.

54. At 0915 the next morning at the kind invitation of the Right Reverend Monseignor SWEENEY I visited the Roman Catholic Mission. I was most impressed by the down to earth attitude exhibited by the staff and obvious well being of the school children. During the afternoon the ship was again open to visitors and 296 were conducted over the ship.

55. At 1405 the BRUDNELL WHITE (AV1354) beached east of Concordia Point.

56. At 1830 that evening I dined ashore with the officers of B Company 2 P.I.R., and at 2000 all non duty officers of ANZAC attended a reception at the P.I.R. Mess.

 57. The following ...

57. The following morning the ship was once again open to organised parties of school childrne and 163 children visited the ship.

58. At 1338 Thursday 29th September ANZAC weighed anchor and proceeded for Wewak, anchoring in position 126° Wewak Point 4.6 cables at 0800 Friday 30th September.

59. At 0905 the District Commissioner, Mr. E.G. HICKS called on me onboard and at 1030 I returned his call at the Administration Offices ashore. On this occasion I met the Commanding Officer, 2nd Battalion Pacific Island Regiment, Lieutenant Colonel D.M. RAMSAY, P.I.R.

60. The BRUDNELL WHITE (AV1354) beached at Cape Moem at 1010, Friday 30th September and requested that ANZAC's divers examine damage suffered when the vessel struck a floating log near the mouth of the Sepik river. This assistance was given during the afternoon, although no repairs could be carried out.

61. At 1830 that evening a reception was given onboard for 100 guests.

62. At the end of the month ANZAC was at anchor at Wewak.

Training.

63. Fine weather has assisted the ship's training programme. Midshipmen (SL) have received valuable navigation training since sailing from Sydney. Engineering, Seamanship and other Departmental instruction has been progressed. The Ordinary Seamen have now settled into shipboard life and their sea training is proceeding satisfactorily.

64. Fourteen Recruit and Ordinary Seamen of the Papua and New Guinea Division, accompanied by their Petty Officer instructor, embarked from TARANGAU on Sunday 25th for one week of basic sea training. Every effort has been made to assimilate them with the ship's company, particularly in seamanship work. No problems have arisen. Their enthusiasm and general bearing has been a credit to them .

Sport.

The ship has participated in various sporting fixtures against Fleet teams and teams from TARANGAU, 2 P.I.R. at Vanimo and Wewak and local Wewak teams.

Conduct.

66. While the conduct of the ship's company has been generally satisfactory there has been a significant increase in offences, particularly leave breaking. The reason for this increase in not readily discernable and is in sharp contrast to the continued high standard of behaviour ashore.

67. The state of the ship continues to be maintained at a satisfactory standard, the health of the ship's company is satisfactory and morale continues to be high.

I have the honour to be,

Sir,

Your obedient Servant,

(I.W. Broben).
Commander, R.A.N.
CAPTAIN.

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H.M.A.S. ANZAC - REPORT OF PROCEEDINGS- SEPTEMBER, 1966.

Appendix A - Steaming Figures.

Distance steamed during the month.	3368.55 miles
Total distance steamed since commissioning	486090.05 miles
Hours underway during the month	247 10/60 hours
Total hours underway since commissioning	37531 18/60 hours

Econimical Speed Exceeded:

Date.	No.of Hrs	Av.Speed	Tons FFO/HR.	Miles/Ton.	Reason.
12th Sep.	2	15.5	4.95	2.3	RAS
12th Sep.	2	15.8	4.9	2.3	Multi ship manoeuvres
18/19th Sep.	16	19.2	5.5	2.4	Para 32 refers

Appendix B - Exercises

GFT. 40/60	1	Danbuoy	1
BU Firings	2	Training Anchorages	16
RAS	2 + 2 approaches	Test anchorages	2
Seaboats	8	O.O.W. Manoeuvres	1
Multiship manoeuvres	1.		

Appendix C - Officers Movements.

Officers Joining;

12th Sep. Senior Cahplain G.C. SWAIN, R.A.N.
12th Sep. Surgeon Lieutenant L.D. FISHER, R.A.N.

Officers Leaving:

3rd Sep. Lieutenant E.K. DONOGHUE, R.A.N.R.
19th Sep. Senior Chaplain G.C. SWAIN, R.A.N.

Appendix D - Live Mortar Firings

Nil.

Appendix E - Sports Results.

2nd Sep	Sydney	ANZAC V VENDETTA	Rugby Union	Lost 6 - 9
5th Sep	Sydney	ANZAC V Q'BOROUGH	Rugby Union	Lost 9 -11
7th Sep.	Sydney	ANZAC V MELBOURNE	Rugby Union	Lost 0 -40
24th Sep	Manus	ANZAC V TARANGAU	Volleyball	Won 3 - 0
24th Sep	Manus	ANZAC V TARANGAU	Soccer	Lost 0 - 3
25th Sep	Manus	ANZAC V TARANGAU	Cricket	Drawn
27th Sep	Vanimo	ANZAC V 2 P.I.R.	Soccer	Lost 0 - 4
27th Sep	Vanimo	ANZAC V 2 P.I.R.	Basketball	Drew 14-14
27th Sep	Vanimo	ANZAC V 2 P.I.R.	Basketball	Lost 24-26
27th Sep	Vanimo	ANZAC V 2 P.I.R.	Volley Ball	Won 2- 1
28th Sep	Vanimo	ANZAC V VANIMO ADMIN.	Basketball	Won 28-22
28th Sep	Vanimo	ANZAC V P.I.R. 1	Soccer	Lost 0- 3
28th Sep	Vanimo	ANZAC V P.I.R. 2	Soccer	Drew 2- 2
30th Sep	Wewak	ANZAC V 2 P.I.R.	Aust Rules	Lost 6.4-8.2
30th Sep	Wewak	ANZAC V 2 P.I.R.	Soccer	Lost 0-10

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HMAS Anzac — Report of proceedings Oct '66

AS(NS) 22/11

D of O

DCNS 13/2

1NM after Hartley

2NM 24/XI

3NM

4NM 28/11

SEC

FAS(EG)

FAS(FM) 30/11

DPR

AS(NS)(N5) 14/12

Registrar

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

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18·206·822

HMAS Anzac — Report of Proceedings — Oct 66

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ACMD
DMED
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MDG
DNAS
AS(NS) (N5)
Registrar

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

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NOTE: APPENDIX F ATTACHED TO ORIGINAL

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18 | 206 | 822

HMAS ANZAC - REPORT OF PROCEEDINGS - OCTOBER, 1966.

(HMAS ANZAC letter 216/1 dated 4th November, 1966.)

II

A.F. 17/6/1.

The Secretary,
Department of the Navy.

1. Forwarded.

2. Concerning paragraph 50 my remarks on this matter are being forwarded separately.

V.A.T. Smith,
REAR ADMIRAL

AD(NS) 17/11

Office of the
Flag Officer Commanding,
HM Australian Fleet.

21/11

15 NOV 1966

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HMAS ANZAC - REPORT OF PROCEEDINGS - OCTOBER, 1966.

(HMAS ANZAC letter 216/1 dated 4th November, 1966.)

II

A.F. 17/6/1.

The Secretary,
Department of the Navy.

1. Forwarded.

2. Concerning paragraph 50 my remarks on this matter are being forwarded separately.

(Sgd) V. A. T. SMITH
REAR ADMIRAL

Office of the
Flag Officer Commanding,
HM Australian Fleet.

15 NOV 1966

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17/6/1

216/1.

H.M.A.S. ANZAC,
At Sea.

4th November, 1966

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

(Copies to: The Senior Officer, Australian Training Squadron.

The Hydrographer, R.A.N.)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - OCTOBER, 1966

(Time Zones as indicated)

Sir,

I have the honour to submit the following Report of Proceedings of H.M.A.S. ANZAC, under my command, for the month of October, 1966.

2. At the beginning of the month ANZAC was at anchor in position 126° Wewak Point 4.6 cables.

3. Whilst at anchor on Saturday 1st October, the ship was visited by 76 school children during the forenoon and by 251 visitors, mostly indigenous people, during the afternoon. The small number of visitors was considered to have been caused by the necessity of ferrying them and libertymen by boat to the small wharf 6 cables away.

4. Anchor was weighed at 1900(K) and course shaped for Madang where berth was made port side to Madang Wharf at 0900K Sunday 2nd October. After arrival the Harbour Master, Captain B. Carnie, called on me to inform me of arrangements for official calls. At 1100(K) the District Commissioner, Mr. D. Clifton-Basset, accompanied by his Deputy Mr. P.S. Peekey and the Officer-in-Charge Royal Papuan and New Guinea Constabulary in Madang, Inspector W. Honniset, called on me.

5. During the afternoon of that day the ship was open to Public Inspection and 1375 visitors looked over the ship.

6. Due to the imminent arrival of the M.V. MORESBY at 0730 (K) Monday 3rd October it was decided that ANZAC would berth stern to, using a "Mediteranean Moor" on the small ships jetty to the north east of the main wharf as soon as that berth, which was occupied by two small coastal freighters, was clear on the Monday morning.

7. This change of berth was carried out between 0750(K) and 0835(K) and the ship was secured stern to the small wharf with both anchors out. No difficulties were experienced in this manoeuvre.

8. At 0815(K) ...

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8. At 0815(K) whilst underway shifting berth H.M.A.S. BANKS (Lieutenant K.G. Smith, R.A.N.) entered harbour and berthed at the small ships berth to the south west of the main wharf.

9. Between 1000 (K) and 1200 (K) Monday 3rd October 47 school children from the local schools were conducted over the ship. The number of visitors, 532, who inspected this ship when open to public inspection that afternoon was disappointing.

10. Also on that day 5 of my officers and myself had the pleasure of lunching with the District Commissioner and his wife at his residence. At 1830(K) that evening my officers and I entertained 100 guests at an official reception onboard.

11. The following morning, Tuesday 4th October, ANZAC cast off and after weighing both anchors at 0715 left harbour with BANKS in company. After clearing harbour BANKS detached for Manus and course was shaped for Port Moresby through the Vitiaz and China Straits.

12. Because of an unexpected 340° 4 knot current through Vitiaz Strait speed was increased to 20 knots from 1400(K) to 1800(K) that day.

13. The remainder of the passage to Port Moresby was without incident, the ship passing through the China Strait between 1725(K) and 1830(K) on Wednesday 5th October.

14. At 1130(K) Thursday 6th October, ANZAC berthed eastern side northern arm Port Moresby wharf, starboard side to, and 492.82 tons of Furnace Fuel Oil was embarked.

15. On arrival the Deputy Naval Officer-in-Charge, New Guinea(Lieutenant Commander (SD) K. Graham, R.A.N.) and the Harbour Master, Captain W.B. Gibson, called on me. That afternoon at 1350(K) the Deputy Naval Officer-in-Charge, New Guinea accompanied me on my calls on His Honour the Administrator of the Territory of Papua and New Guinea, Sir Donald Cleland, C.B.E., O.St.J., the Chief Justice of the Territory of Papua and New Guinea, Sir Alan H. Mann, M.B.E. and the Commander Papua and New Guinea Command, Brigadier I.D. Hunter, O.B.E., M.C. All these calls were considered returned at the official reception held onboard at 1830(K) that evening.

16. The next day, Friday 7th October, at the invitation of the Commanding Officer 1st Battalion Pacific Islands Regiment, Lieutenant Colonel B. Hearne, I inspected the Taurama Barracks and witnessed Rugby and Soccer matches played between ANZAC and 1 P.I.R. teams before being entertained in the Officers Mess.

17. That evening I was privileged to attend the Annual Ball of the Royal Papua and New Guinea Constabulary as an official guest.

18. Whilst in Port Moresby the ship was open to visitors on both Thursday and Friday and a combined total of 1279 people visited the ship on those days.

19. ANZAC cast off from Port Moresby wharf at 0900(K) Saturday 8th October and cleared the Basilisk Passage at 0956(K), after which course was set for the Great North East Passage through which ANZAC passed between 2245(K) Saturday 8th and 0700(K) Sunday 9th October. The passage through Torres Strait via Prince of Wales and Gannet Passages was made between 0800(K) and 1000(K) on Sunday 9th, after which course was shaped for Darwin.

20. At 1815(K) Sunday 9th October clocks were retarded 30 minutes to 1745(I.K.).

21. On Monday 10th October, between 0900(I.K.) and 1030(I.K.), a 40/60 S.U. firing for Ordinary Seamen of the Gunnery Categories and the Midshipmen (SL) was carried out. On completion of this practice 3 seaboat drills for Midshipmen (SL) were conducted. During the afternoon the hands were exercised at Action Stations, Defence Stations, Emergency Stations and Leaving Ship Stations. Whilst at Emergency Stations a steering breakdown was exercised. Throughout these exercises passage was continued for Darwin.

22. The ship passed through the Clarence Passage between 0515(I.K.) and 0700(I.K.), on Tuesday 11th October. ANZAC entered Darwin harbour and berthed port side to on M.V. BULWARRA on Outer Stokes Hill Wharf, east, at 1100(I.K.)

23. In harbour on ANZAC's arrival were H.M.A.S. KIMBLA (Lieutenant Commander P.M. Cumming, R.A.N.) and H.M.A.S. BASS (Lieutenant K.G. Stevens, R.A.N.). The Deputy Naval Officer-in-Charge, North Australia, Commander (SD) G.J. Harle, R.A.N. called on me on arrival alongside the BULWARRA.

24. 252.23 tons of Furnace Fuel Oil was embarked before ANZAC cast off from M.V. BULWARRA at 1440(I.K.) and proceeded to anchor in position 120° Elliot Point, Stokes Hill Wharf 2.6 cables, where she remained until 1845(I.K.) on Friday 14th October.

25. At 1800(I.K.) Tuesday 11th October an official reception for local dignitaries and the officers of H.M.A.S. MELVILLE and their ladies was held onboard.

26. At 0950(I.K.) Wednesday 12th October, 1966 I left the ship and called on the Mayor of Darwin, Councillor H. Chan, and the Assistant Administrator of the Northern Territory, Mr E.F. Dwyer.

27. After these calls I conferred with N.O.I.C. Northern Australia's staff officers about the fuelling programme for ANZAC's period on the survey grounds.

28. Arising originally from a signal made by H.M.A.S. MORESBY which reported that Furnace Fuel Oil was available at Broome, the programme for ANZAC for the period 17th October to 9th November had come under examination with a view to revision. Six separate authorities made a total of 18 signals on the subject and at the time of the boiler failure reported at paragraph 41 below the matter had not entirely been resolved.

29. I paid an informal visit to Darwin Naval Radio Station, during the afternoon of Thursday 13th October.

30. On Friday 14th October together with all non-duty officers, of ANZAC, I was entertained to luncheon by the combined ARMY/NAVY Officers Mess at Larakeyah Barracks.

31. During the ship's stay in Darwin 173 children from local schools and Sea Cadets were given a conducted tour of the ship during the forenoons of Thursday 13th, Friday 14th and Saturday 15th October.

32. At 1845(I.K.) on Friday 14th October anchor was weighed and the ship proceeded to berth port side to West Stokes Hill Wharf to which she secured at 1900(I.K.) and where she remained until 0900(I.K.) Monday 17th October.

33. KIMBLA, who had been on local operations during Friday 14th and Saturday 15th secured starboard side to bows west on ANZAC at 1530(I.K.) Saturday 15th October.

34. At 0755(I.K.) Sunday 16th October KIMBLA cast off to continue her work which she finished by 1545(I.K.) when she sailed for Portugese Timor.

35. On Sunday 16th October I inspected the Ship's Company at divisions after which Divine Service was held on the forecastle. This service was conducted by Chaplain H. Jamieson, R.A.N.V.R. who had previously celebrated Holy Communion in the forward Charthouse at 0700(I.K.).

36. Whilst in Darwin the Midshipmen (SL) were taken on several bus tours and inspections of the following places of interest: All Naval Port Installations, Darwin Naval Radio Station, R.A.A.F. Base, Larakeyah Army Barracks, The Bulk Ore Loading Wharf and Humpty Doo. These tours had been arranged by N.O.I.C. Northern Australia Staff in co-operation with Army, R.A.A.F. and Civil authorities and were considered to be most beneficial for the young officers.

37. ANZAC cast off from her berth at 0900(I.K.) Monday 17th October and proceeded for the Survey ground.

 38. After clearing.....

38. After clearing Darwin Harbour 3 "strikes" each of 2 Mirage III fighters from R.A.A.F. Darwin, were carried out on the ship. These raids were realistic and although little warning was given of the "attacks" by radar, several quite beneficial tracking and B.U. Firing runs were carried out by the 40/60 guns crews.

39. Clocks were retarded 30 minutes to Zone (I) at 1815(I.K.) Monday 17th and a further hour to Zone (H) at 1830(I) Tuesday 18th October whilst on passage to the survey ground.

40. At 2330(H) Tuesday 18th October ANZAC came to starboard anchor in position 296° Cape Leveque 1.5 m., at the same time making rendezvous with H.M.A.S. MORESBY (A/Commander H.W.C. Dillon, R.A.N.) who was found at anchor 5 cables to the west.

41. Shortly after, at 2351(H), a boiler tube blew in No.1 Boiler. On further examination it was found that 3 tubes had burst or split and approximately 100 others were distorted. This failure was reported in my message 190337Z October.

42. Initially it was suspected that only one tube had split and that ship's staff may have been able to plug the damaged tube. On this supposition several of my officers and myself visited MORESBY during the forenoon Wednesday 19th to discuss the survey details. Whilst in MORESBY the details of the actual damage were communicated to me.

43. Pending a reply to my message 190337Z October ANZAC weighed anchor at 1300(H) that afternoon and after checking calibration of the Echo Sounder Type 771 commenced a sounding run stationed on MORESBY's starboard beam at 620 yards. At 1530(H), FOCAF R/L 190553Z which ordered ANZAC to proceed to Fremantle, was received.

44. The survey was continued until 2100(H) that evening. I considered that it would be beneficial to complete the survey line commenced as the mean line of advance of this line was to the south west and an administratively convenient E.T.A. at Fremantle of 0830(H) Sunday 23rd October could be made.

45. At 2100(H) a boat transfer was carried out to return the Executive Officer of H.M.A.S. MORESBY, Lieutenant Commander M. Calder, R.A.N., and 4 survey recorders to MORESBY. (Lieutenant Commander Calder had joined ANZAC during the forenoon to assist in calibrating the Echo Sounder Type 771 and to advise me on any facets of the survey which may have arisen in the first days surveying).

 46. After .....

46. After hoisting the motor whaler the ship set course for Fremantle at 2130 (H) Wednesday 19th October. The passage to Fremantle was made without incident. Whilst on passage on Saturday 22nd October, I carried out Mess Deck Rounds.

47. ANZAC arrived in Gage Roads at 0800 (H) Sunday 23rd October and at 0830 (H) berthed starboard side to "H" berth, Victoria Quay, Fremantle. The ship remains in this berth at the end of the month.

48. On arrival the Fleet Marine Engineering Assistant, Engineer Lieutenant Commander (ME) R.V. Jones, R.A.N. and the Fleet Boilermaker, Chief ERA J.H. Moroney boarded and commenced their inspection of No. 1 boiler, which revealed that 344 tubes required replacing and seven required plugging. It was confirmed that this job could be undertaken by the State Dockyard of West Australia.

49. On Monday 24th October at 1100 (H) I called on the Naval Officer-in-Charge, West Australia, Commodore W.B.M. Marks, C.B.E., D.S.C. and at 1530 (H) on his Worship the Mayor of Fremantle, Sir Frederick Samson, Kt.

50. A Board of Inquiry to investigate the cause of damage to No. 1 boiler was convened by the Naval Officer-in-Charge, West Australia, and sat in ANZAC between 0800 (H) and 1200 (H) Tuesday 25th October. The President of the Board was Commander J.G. Yule, R.A.N. and the other members were Engineer Lieutenant Commander (ME) R.V. Jones, R.A.N. and Lieutenant Commander E.V. Fewster, R.A.N.R.

51. On Wednesday 26th October I left the ship at 1100 (H) and at the invitation of the Naval Officer-in-Charge, West Australia, joined an inspection tour, sponsored and conducted by him, of Cockburn Sound and Garden Island. This party included the United States Naval Attache, the United States Consul, the Commanding Officer North West Cape W/T Station, the Royal New Zealand Naval Liaison Officer and the Secretary to the First Naval Member. The inspection party proceeded in SDB 1305, returning to Fremantle Harbour at 1700 (H) that afternoon.

52. Whilst in Fremantle self maintenance has progressed satisfactorily and at the end of the month work was progressing well on No. 1 boiler repairs.

7/. 53. Training.

53. Training.

Midshipmen (SL). The class of 16 Midshipmen (SL) completed their sea training on 28th October and returned to CERBERUS the following day. Results showed that they had benefited greatly from their time in ANZAC. A comprehensive report on the class has been rendered separately to the Commodore Superintendent of Training, H.M.A.S. CERBERUS.

Ordinary Seamen. Common Sea Training is progressing well in all aspects. The group of Ordinary Seamen who were due to leave the ship in November have completed their sea training. Departmental exams were held for the class of MEs, RPs and COs, and results show that most Ordinary Seamen are absorbing their lectures. Gunnery ORDs were given an opportunity for tracking and B.U. firing on supersonic aircraft when R.A.A.F. Darwin provided attacks by Mirage III aircraft.

54. Sport.

Every opportunity has been taken during the month to participate in sporting fixtures against local and Service teams, with varying success. Results are given at Appendix E.

55. Conduct.

The conduct of the Ship's Company during the month has been very satisfactory. It would appear that my talk to the Ship's Company on the subject of conduct, as a result of the large number of offences in September, and other measures taken has borne fruit. The total number of punishments for the month was reduced by 20 on September and only 3 leave breaking offences were committed as opposed to 19 in September.

English!

55. The state of the ship continues to be maintained at a very satisfactory standard. The health of the Ship's Company is satisfactory and morale continues to be high.

I have the honour to be,

Sir,

Your obedient servant,

(I.W. Broben).
Commander, R.A.N.
CAPTAIN.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - OCTOBER, 1966

Appendix A - Steaming Figures

Distance steamed during the month:	3999.65m
Distance steamed since commissioning:	490089.70m
Hours under way during the month:	270 50/60 hrs.
Hours under way since commissioning:	37802 8/60 hrs.

Economical Speed Exceeded:

Date.	No. of Hours.	Av.Speed.	Tons FFO/Hr.	Miles/Ton.	Reason.
4/10/66	4	20	6.0	3.3	See para.12
19/10/66	7	16	4.7	3.4	Station keeping on MORESBY during Survey

Appendix B: - Exercises:

40/60 S.U.F.	1
40/60 B.U.F.	1
Seaboats	3
Action Stations	1
Emergency Stations	1
Leaving Ship Stations	1
Steering Breakdowns	1
Minor D.C. Exercises	1
Surveying	8 hrs.

Appendix C: - Officers Movements:

Officers Joining:

Nil

Officers Leaving:

28/10/66 Lieutenant Commander M.J.S. Keay, R.A.N.

Appendix D;- Live Mortar Firings:

Nil

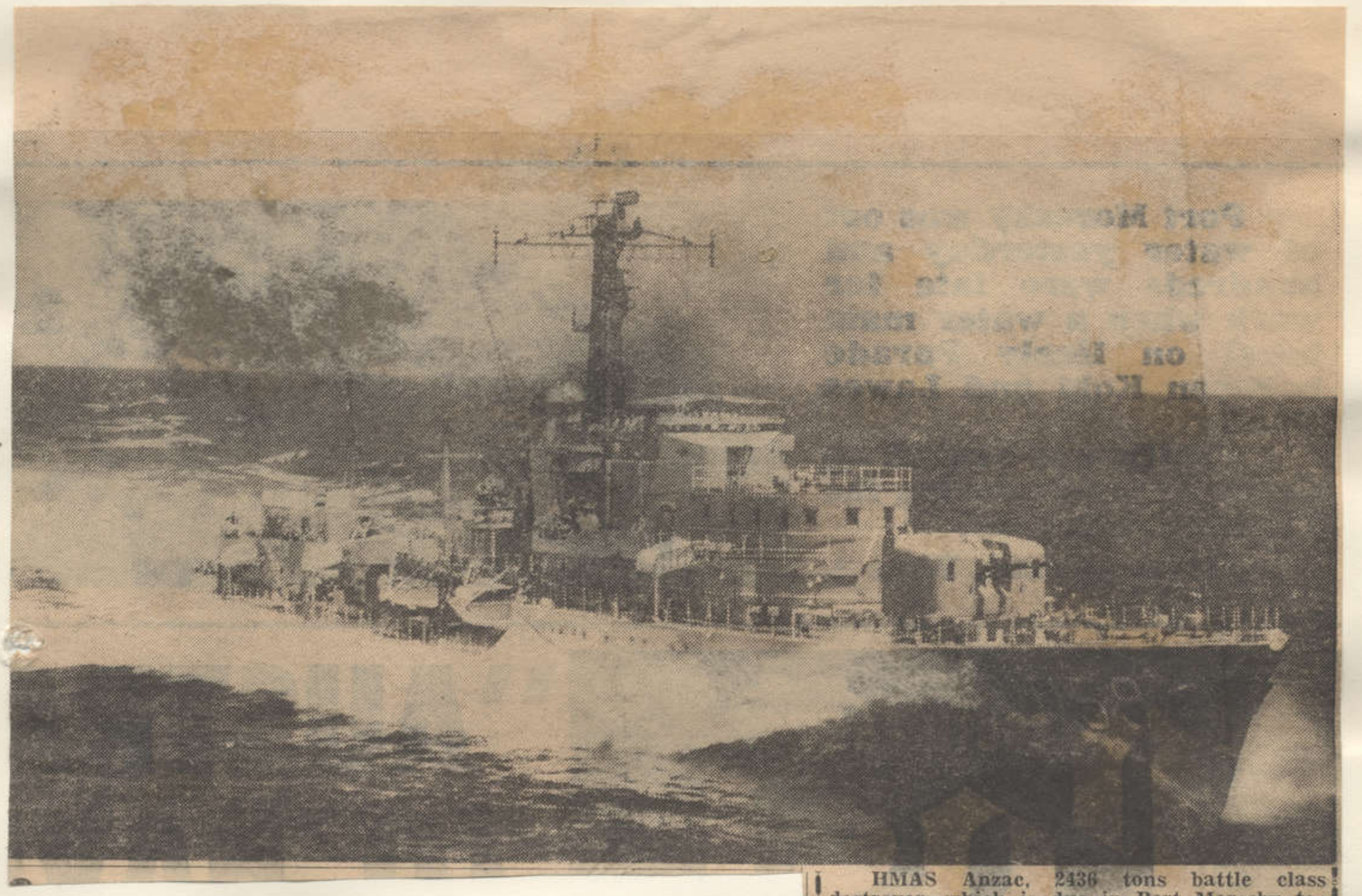
Appendix E:- Sporting Results:

1/10/66	Wewak	ANZAC	s	WEWAK	Rugby League	Lost 20 - 21
1/10/66	Wewak	ANZAC	Vs	WEWAK	Cricket	Lost 44 - 79
1/10/66	Wewak	ANZAC	Vs	2 PIR	Basketball	Lost 37 - 71
2/10/66	Madang	ANZAC	Vs	MADANG	Rugby League	Lost 7 - 15
2/10/66	Madang	ANZAC	Vs	MADANG	Soccer	Lost 0 - 10
2/10/66	Madang	ANZAC	Vs	MADANG	Cricket	Lost 57 - 8/108
3/10/66	Madang	ANZAC	Vs	MADANG	Basketball	Lost 60 - 67
7/10/66	Pt Moresby	ANZAC	Vs	1 PIR	Rugby League	Lost 3 - 13
7/10/66	Pt Moresby	ANZAC	Vs	1 PIR	Soccer	Lost 1 - 7
12/10/66	Darwin	ANZAC	Vs	BASS/ KIMBLA	Volleyball	Won 2 - 1
12/10/66	Darwin	ANZAC	Vs	COONAWARRA	Hockey	Won 2 - 0
13/10/66	Darwin	ANZAC	Vs	BASS/ KIMBLA	Rugby League	Lost 0 - 5
16/10/66	Darwin	ANZAC	Vs	Combined Services	Aust. Rules	Lost 4.7 - 10.14

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - OCTOBER, 1966

Appendix F:

—South Pacific Post, Wednesday, Oct. 5, 1966



HMAS Anzac, 2436 tons battle class destroyer, which is due in Port Moresby tomorrow morning, was launched in 1948 and commissioned in 1951 at a total cost of $5 millions.

She served for two years in the Korean War; was a unit of the SEATO Maritime Forces and has, since 1961, been a fleet training ship for the practical training of junior officers and ratings.

She carried the Queen and the Duke of Edinburgh during their Australian royal tour in 1953-54, and again acted as royal escort in 1963.

Her last visit to the Territory was during the tour of the then Governor-General, Lord De Lisle, in 1964.

With a length of 379 feet, and a draught of 16½ feet, she is powered by two geared turbines giving 50,000 hp, and a speed of 32 knots.

Her commander is Commander I. W. Broben, R.A.N., a Townsville man who has qualified as a specialist in Naval communications.

TWO-DAY VISIT

HMAS Anzac arrived in Port Moresby yesterday morning for a two-day stop-over.

The Anzac will be open to the public this afternoon between 2 p.m. and 5 p.m.

The Anzac is expected to leave Port Moresby at 9 a.m. Saturday.

The Anzac is one of a number of training ships of the Royal Australian Navy and has paid many visits to Port Moresby in past years.

South Pacific Post, Monday, October 10, 1966

POLICE BALL AT BOMANA

Hundreds of blue and white paper roses caught in fishnets decorated the Bomana Gymnasium for the first police officers' ball on Saturday.

A coat of arms was painted by Mr Bill Weise.

Guests danced to the Saints Band, and the Police Band.

The official party included the Administrator, Sir Donald Cleland, and Lady Cleland, the Commissioner of Police, Mr R. Cole and Mrs Cole, Brig and Mrs I Hunter, Lt. Commander K. Graham and Mrs Graham, Wing Commander J. Espie and Mrs Espie and the captain of the HMAS Anzac, Commander I. W. Broben.

Lady Cleland wore silver-grey lace with floating chiffon panel.

Mrs Cole wore gold Thai silk.

Among those present were Mrs A. C. Erskine, Inspector and Mrs A. C. Tanner, Inspector and Mrs M. Colliss, Inspector and Mrs F. Brewer, Mr and Mrs D. Parrish, Mr and Mrs K. Kelly, Inspector B. Robinson, Inspector B. Hallinan, Capt and Mrs T. Southwell, Sub Inspector and Mrs I. McPherson, Superintendent and Mrs H. Thomas, Superintendent and Mrs W. Burns, Inspector and Mrs P. Briancourt, Mr and Mrs R. Weise, Mr and Mrs L. McManus, Mr and Mrs J. McLeod, Major and Mrs R. Lloyd and Sub Inspector and Mrs B. Reade.

Cocktails

Commander I. W. Broben received 100 guests for cocktails aboard HMAS Anzac at Port Moresby while the training ship was in port.

Among those present were the Administrator Sir Donald Cleland, and Lady Cleland, the Assistant Administrator, Services, Mr L. Johnson and Mrs Johnson, Brigadier and Mrs I. Hunter, Commander and Mrs K. Graham, and the District Commissioner, Mr R. T. Galloway and Mrs Galloway.

Anzac officers were also entertained at private parties and taken on sightseeing tours of the town.

South Pacific Post, Wednesday, Oct. 12, 1966

When the Navy comes to town

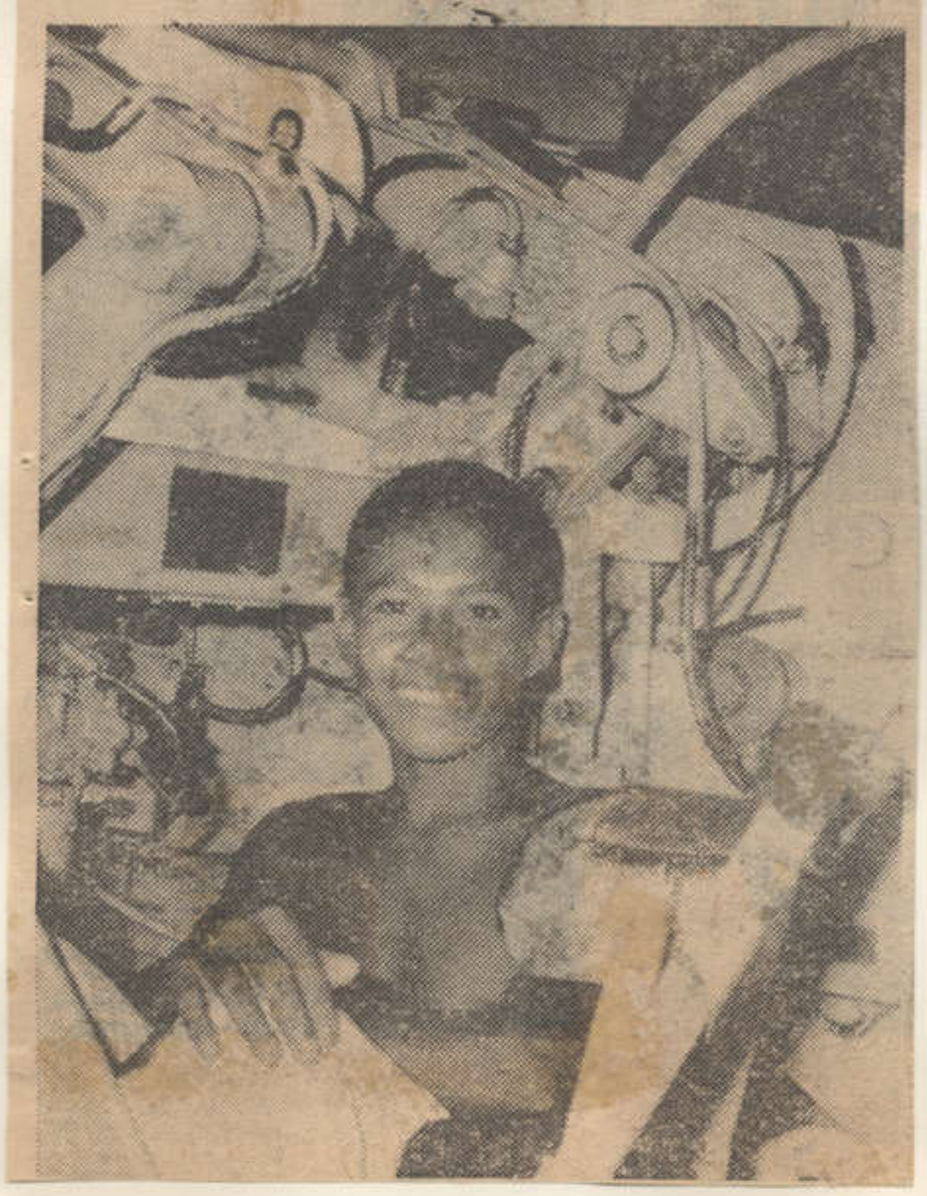
More than 3000 people visited the RAN training ship HMAS Anzac when it passed through Port Moresby last week on its way to Darwin.

And most of the visitors were school children, as the following pictures show.

● ONE OF ANZAC'S young officers explains the anti-submarine mortar to a student from Idubada Technical School.

ABOVE: Two of the young trainees aboard the Anzac inspect some of the destroyer-turned-training-ship's armory. The young men are Bob Darlington, 18, of Adelaide, S.A. (left), and Ian Torrance, 17, of Burrill Lake, Queensland.

ABOVE: Sister Janet of Koki Catholic Mission school explains how a mariner's compass works to a young student, while (below) another student examines one of the ship's guns.



3000 SWARM OVER ANZAC

About 3000 people saw over HMAS Anzac when the training ship berthed for two days in Port Moresby.

And the ship's commander, Commander Ian Broben, said: "It was a pleasure to have them aboard.

"Most other places we go the visitors try to get off with anything that isn't screwed down.

"It was so bad in Samoa we had to keep all the portholes tightly locked up because the visitors were grabbing everything within reach.

"We have had no trouble on our visits to Territory ports," he said.

About 1000 people saw over the ship in Vanimo, 3000 in Wewak and 4500 in Madang during the Anzac's three-week training run in Territory waters.

The Anzac left Port Moresby on Saturday for Darwin.

● SISTER JANET (foreground) with students from Koki Catholic mission school aboard the Anzac.

Registered in Australia for transmission by post as a newspaper.

The News

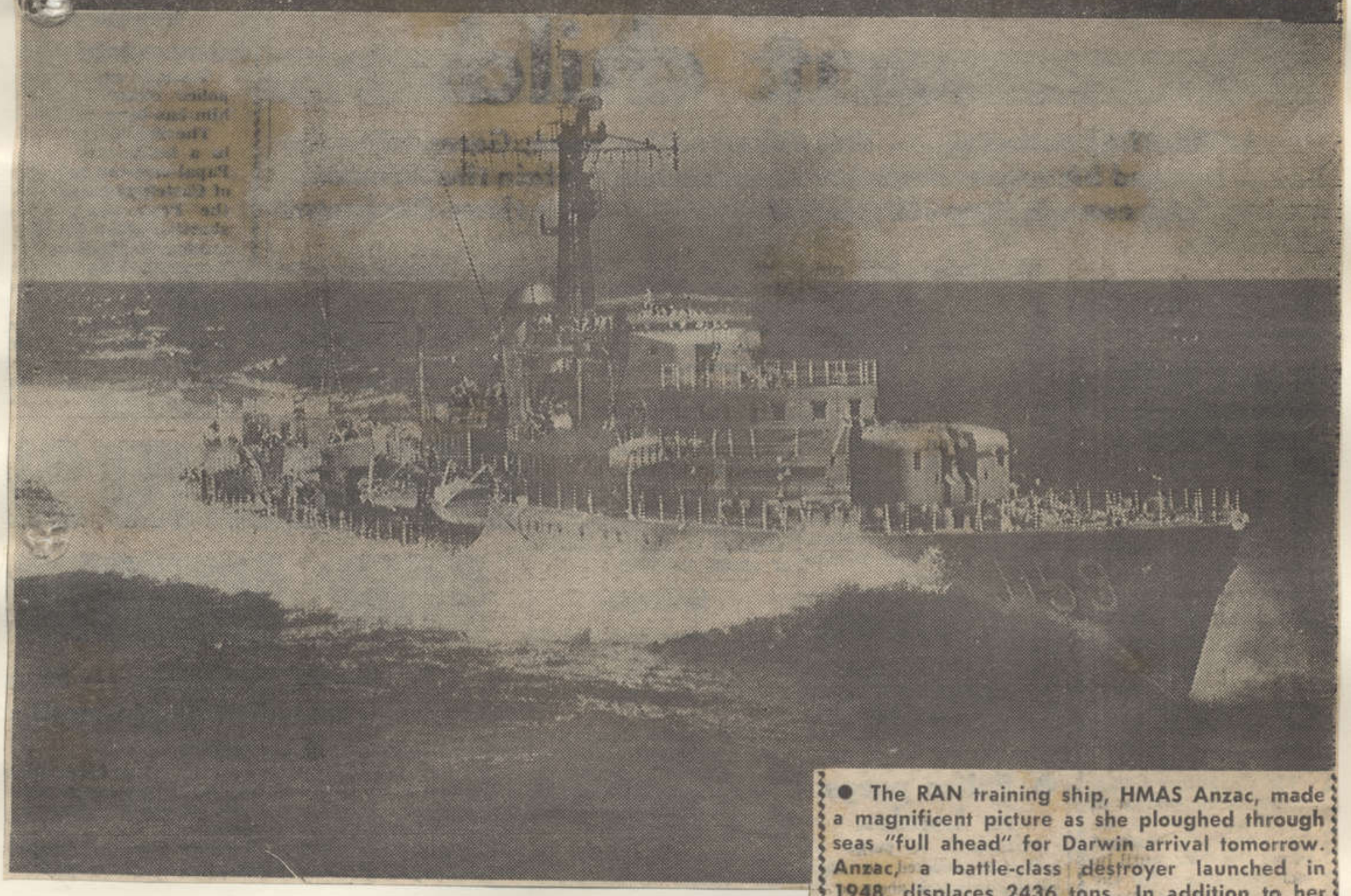
NORTHERN TERRITORY

Telephones: 2088, 2089, 2700

Vol. 15, No. 170.

DARWIN, MONDAY, OCTOBER 10, 1966

FULL AHEAD FOR DARWIN



● The RAN training ship, HMAS Anzac, made a magnificent picture as she ploughed through seas "full ahead" for Darwin arrival tomorrow. Anzac, a battle-class destroyer launched in 1948, displaces 2436 tons. In addition to her normal complement Anzac has aboard about 100 ratings in training and 15 midshipmen. All will be given leave for part of the ship's six-day stopover here. Local naval authorities are busy arranging educational and entertainment tours for the men.

THE WEST AUSTRALIAN, MONDAY, OCTOBER 24, 1966.

Masthead Mascot

A sailor from the Australian destroyer Anzac climbs the mast to straighten the pennant flying from the tail of the ship's metal kangaroo mascot. The destroyer berthed at Fremantle yesterday for maintenance and will be in port for ten days.

THE WEST AUSTRALIAN, WEDNESDAY, NOVEMBER 2, 1966.

The Anzac Misses Out

Traditionally, the Navy arrives in Melbourne in time for the Cup. But it was not to be this year for H.M.A.S. Anzac. The ship arrived at Fremantle ten days ago for maintenance. So these sailors had to be content with a radio for yesterday's big race.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18-206-864

Nov 66

HMAS Anzac — Report of proceedings

AS(NS) 12/1
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DCNS 31
1NM 9/1
2NM 11/I
3NM 12/1
4NM 17/1
SEC 20
FAS(EG)
FAS(FM) 27/1
C of S 27/1
DPR 23/1
AS(NS) (N5) 2/2
Registrar

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

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

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

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DEPARTMENT OF THE NAVY

MINUTE PAPER

18.206.864.

HMAS Anzac — Report of Proceedings — Nov 66

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SUPPLY DIVISION 3 MAR 1967 (MELB.)

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HMAS ANZAC - REPORT OF PROCEEDINGS - NOVEMBER, 1966.

(HMAS ANZAC letter 216/1 dated 4th December, 1966.)

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II

A.F. 17/6/1

The Secretary,
Department of the Navy.

1. Forwarded.

2. With reference to paragraph 4, FOCAF Restricted Message DTG 090548Z November, 1966 refers.

3. With reference to paragraph 26, this matter is being dealt with separately.

REAR ADMIRAL.

AS (NS) 21/12

NS Bulletin 22/12

Office of the
Flag Officer Commanding,
HM Australian Fleet.

PW. 19 DEC 1966

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(SGD.) I. H. CARTWRIGHT

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

PW. 19 DEC 1966

RESTRICTED

RESTRICTED

H.M.A.S. ANZAC,
At Spalding Cove,
South Australia.

4th December, 1966.

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

(Copies to: The Senior Officer, Australian Training Squadron, H.M.A.S. SYDNEY.

The Hydrographer, R.A.N.)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - NOVEMBER 1966

(All times Zone - 8 (H).)

Sir,

I have the honour to submit the following Report of Proceedings of H.M.A.S. ANZAC, under my command, for the month of November, 1966.

2. At the beginning of the month ANZAC was berthed starboard side to "H" Berth, Victoria Quay, Fremantle Harbour, undergoing repairs to No. 1 Boiler.

3. The repairs were completed at 1800 on Wednesday 2nd November and a successful overnight water pressure test of the boiler was carried out. ANZAC cast off from her berth at 1440 Thursday 3rd November and after turning in the harbour, with the aid of tugs, proceeded for Port Hedland.

4. Whilst on passage to Port Hedland a two hour trial steaming of No. 1 Boiler at 400 p.s.i. was carried out. An external inspection of the boiler tubes was made after this trial, the results of which were reported in ANZAC message 040545Z November and subsequently in ANZAC letter 143/11 dated 5th November, 1966.

5. During the passage I carried out Mess Deck and Upper Deck rounds both of which were very satisfactory.

6. At 1345 on Sunday 6th November, the Port Hedland Harbour Master, Captain G. Monks was embarked in his capacity as pilot and the ship entered Port Hedland, securing to the northern berth of the Town Jetty at 1440.

7. Whilst at this berth ANZAC embarked 250 tons of F.F.O. at the rate of 71.4 tons per hour.

2/. 8. At 1030 the .....

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8. At 1030 the next day, Monday 7th November, having waited for slack water and having embarked the pilot, ANZAC cast off and proceeded out of harbour. The pilot was disembarked at the entrance to the newly dredged channel.

9. After clearing the channel ANZAC proceeded to rendezvous with H.M.A.S. MORESBY (A/Commander H.W.C. Dillon, R.A.N.) at 0830 Tuesday 9th November, 1966.

10. On rendezvous a seaboat transfer of personnel and stores was carried out prior to ANZAC taking station on MORESBY's starboard beam at 620 yards for the commencement of sounding runs.

11. The method of execution of the sounding runs was for MORESBY to steer courses as necessary to steam along a Lambda arc with ANZAC stationed on the inboard side of the arc on MORESBY's beam. Soundings were read continuously from the Echo Sounder Type 771 and fixes taken each five minutes. At the end of each line of soundings the ships were turned 180° with a tactical diameter of 1250 yards thus positioning themselves for the next line of soundings. Accuracy of station keeping was checked by MORESBY using Type 978 ranging unit.

12. Surveying continued until 0615 Saturday 12th November when ANZAC detached and proceeded to Broome, where, at 1650 that day, the ship berthed starboard side to the deep water berth, bows west.

13. Whilst at this berth 452 tons of F.F.O. were embarked. This was the first fuelling undertaken by the B.P. Oil Company installation, which was recently completed. A maximum pumping rate of 45 tons per hour was recorded.

14. At 1030 the next day, Sunday 13th November, ANZAC cast off and proceed to the Balliene Banks area where rendezvous was made with MORESBY at 1820. Sounding lines were recommenced and continued until 1730 Thursday 17th November, at which time ANZAC was detached again for fuel, this time proceeding to Port Hedland.

15. The Port Hedland pilot, Captain G. Monks, boarded the ship at the entrance to the harbour channel at 1256 Friday 18th November and at 1330 ANZAC secured starboard side to southern berth Port Hedland Town Jetty, bows north.

16. On this occasion 440.9 tons of F.F.O. were embarked before the ship cast off and proceeded to sea at 0835 Saturday 19th November.

3/. 17. After clearing..

17. After clearing the channel at 0910, course was shaped to rendezvous with MORESBY on the survey ground. This rendezvous was made at 0452 and sounding recommenced at 0530 Sunday 20th November.

18. Whilst on passage on Saturday 19th November I carried out Mess Deck rounds and was pleased with the progress being made for the ship's Annual Inspection. Upper Deck rounds were carried out on completion of Divisions and Prayers on Sunday 20th November. These rounds were also satisfactory.

19. Soundings were continued until 1205 Tuesday 22nd November when, after transferring the survey recorders and other personnel between ships by seaboat, ANZAC was released by MORESBY, having completed 80% of the original areas covered by the Hydrographic Instructions.

20. Course was then shaped for Port Hedland where the ship secured to the north berth, Port Hedland Pier, bows north, at 0830 Wednesday 23rd November. 334 tons of F.F.O. were embarked before casting off at 1600 and proceeding for Fremantle. The route chosen was via the Mary Anne Passage.

21. At 1330 Friday 25th November whilst on passage, ANZAC exchanged identities with H.M.S. CLEOPATRA to the west of Geraldton, which port she had visited.

22. The entry into Fremantle Harbour was delayed until 0950 Saturday 26th November in order to allow H.M.S. KENT, who had been delayed in sailing, to clear the harbour entrance.

23. After receiving permission from KENT to proceed in accordance with previous instructions, ANZAC entered harbour and secured starboard side to No. 3 berth North Wharf at 1020.

24. Whilst at this berth ANZAC embarked 238,5 tons of F.F.O.

25. ANZAC remained in the above berth until 1400 Tuesday 29th November when the ship cast off and proceeded to sea. After clearing the harbour course was shaped north of Rottnest Island and then southerly for the passage to Thistle Island anchorage, Spencer Gulf.

26. Whilst in Fremantle, on 26th November, I was indirectly informed that the Port Hedland Authority of the West Australia Harbour and Light Department would be rendering a claim for damage to the Town Jetty, alleged to have been caused by ANZAC on casting off from this berth on 23rd November. This matter was initially reported in my message 270114Z November and subsequently in my letter 219/2 dated 28th November, 1966.

27. At the end of the month ANZAC was at sea in the Great Australian Bight proceeding on course 089° at 15 knots.

4/. 28. Training.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - NOVEMBER 1966

28. Training.

Ordinary Seaman training has been progressed satisfactorily throughout the month. Three ORDME s were exchanged with MORESBY for two weeks of steam/diesel cross training. All trainees borne have now passed their Sea Training test. The results have been generally good.

A Promotion Board (Section 1) was convened on board on 28th November. All 6 candidates for Chief Petty Officer passed, and two candidates for Petty Officer were also successful. Of four tested for Leading Seaman, two were successful and two failed in Part 1.

29. Sport.

Due to the ship's programme and preparation for the impending Annual Inspection no organised sport has been played during the month. Golf and Tennis matches have been played when the opportunity occurred.

30. Conduct.

The conduct of the ship's company has been most satisfactory. A continued reduction in the number of offences committed has been maintained.

32. The state of the ship continues to be maintained at a very satisfactory standard, and final preparations for the Annual Inspection to be carried out in the Spencer Gulf area by the Senior Officer, Australian Training Squadron, (Captain A.M. Synnot, R.A.N.) are well in hand. The health of the ship's company is satisfactory and morale is very high.

I have the honour to be,

Sir,

Your obedient servant,

(I.W. Broben)
Commander, R.A.N.
CAPTAIN.

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H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - NOVEMBER 1966

Appendix A - Steaming Figures.

Distance steamed during the month: 7304.15m
Distance steamed since commissioning: 497393.85m.

Hours under way during the month: 517 47/60 hrs.
Hours under way since commissioning: 38319 55/60 hrs.

Economical Speed Exceeded.

Date.	No. Hrs.	Av. Speed.	Tons FFO/Hr.	Miles/Ton.	Reason.
13 - 15th.	37	16.	4.7	3.4	Survey.
17th.	5	16.	4.7	3.4	"
20 - 22nd.	52	16.3	4.8	3.4	"

Appendix B - Exercises.

Seaboats	3
Helo Transfers	10
Surveying	250 hours.
Minor NBCDX	1
Major NBCDX	1
Action Stations	1
Leaving Ship Stations	1
Emergency Stations	1
Defence Stations	1
Blind Pilotage Team	5

Appendix C - Officers Movements.

Officers joining - Nil.

Officers leaving -

2nd Nov. '66. Lieutenant Commander I.J. Bear, R.A.N.
Surgeon Lieutenant L.D. Fisher, R.A.N.

Appendix D - Live Mortar Firings.

Nil.

Appendix E - Sporting Results.

Nil

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THE WEST AUSTRALIAN, MONDAY, NOVEMBER 28, 1966.

18 Stay For Christmas

The 18 W.A. men in the crew of the destroyer H.M.A.S. Anzac will remain behind on 32 days' Christmas leave when the vessel sails from Fremantle for the Eastern States tomorrow.

The ship arrived at Fremantle on Saturday after having spent six weeks off the W.A. coast carrying out hydrographic survey work with the navy's survey vessel, H.M.A.S. Moresby.

The Anzac left Sydney in September on a voyage which took it round Australia, Papua and New Guinea.

It is the last operational Battle-class destroyer in the navy and by early next year it will have travelled more than 500,000 miles.

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DEPARTMENT OF THE NAVY

18·206·898.

MINUTE PAPER

HMAS Anzac Report of proceedings Dec '66

AS(NS) 9/2

D ~~of~~ O Appendix E. There should be some sporting results from Port Hinedin, para 38 refers. 10/2

~~DONS~~ 3N.M. may wish to comment on ~~para~~ 35 10/2

1NM

2NM 15/II

3NM Alas shortage of fillers at Willcock is marked at present. The advent of the ENS! is the only bright spot on the horizon for the immediate future.

4NM 21/2

SEC

FAS(EG)

FAS(EM) 24/2

~~C of S~~ 28/2

DPR 1/3

AS(N8) 3(N5) 7/3

Registrar

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

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

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

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HMAS ANZAC - REPORT OF PROCEEDINGS - DECEMBER, 1966

(HMAS ANZAC letter 216/1 dated 6th January, 1967.)

- -

II

A.F. 17/6/1

The Secretary,
Department of the Navy.

1. Forwarded.

REAR ADMIRAL.

Office of the
Flag Officer Commanding,
HM Australian Fleet.

- 2 FEB 1967

PW.

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216/1

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H.M.A.S. ANZAC,
At Williamstown.

6th January, 1967

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

(Copy to: The Senior Officer, AUSTRALIAN TRAINING SQUADRON)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - DECEMBER 1966.

(All times - 10(K) except as indicated)

Sir,

I have the honour to submit the following Report of Proceedings of H.M.A.S. ANZAC, under my command, for the month of December, 1966.

2. At the beginning of the month ANZAC was encountering a Force 10 South Easterly Gale in the Great Australian Bight whilst on passage from Fremantle to Spencers Gulf.

3. These weather conditions prevailed for the whole passage to Spencers Gulf where although some lee was afforded by Kangaroo Island a change of the anchorage previously selected at Thistle Island was made due to the persistance of the heavy swell. In lieu ANZAC proceeded to Spalding Cove, south of Boston Bay, where the ship came to Starboard anchor, in position 310° Fishermans Point 4.1 cables, at 0950 (IK) Saturday 3rd December.

4. The weather at that time had moderated to force 4 but continued to prevail from the south east. In view of the swell still running I suggested to the Captain, H.M.A.S. SYDNEY, Captain A.M. SYNNOT, R.A.N., that the venue for ANZAC's Annual Inspection, which was to be conducted on Monday, 5th December, be changed to Spalding Cove. This was agreed to, and ANZAC remained at anchor there until 0715(IK) Tuesday 6th December.

5. Whilst at anchor on Saturday 3rd and Sudnay 4th December work progressed on board for the imminent inspection. Much of this work took the form of endeavouring to restore the upper Deck and Messdecks to their condition prior to encountering the heavy weather in the Bight.

6. No major damage was sustained during the passage although ventilators and lockers on the upper deck were stove in or distorted by the heavy seas.

7. H.M.A.S. SYDNEY entered Spalding Cove and came to anchor to the west of Fishermans Point at 0745 (IK) Monday 5th December.

8. The weather at this time was still inclement and the Inspection of the Ships Company was deferred until Wednesday 7th December.

2/. 9. At 0930

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9. At 0930 (IK) The Senior Officer, AUSTRALIAN TRAINING SQUADRON, (Captain A.M. SYNNOT, R.A.N.) accompanied by his Staff officers boarded ANZAC. After meeting my Officers he commenced his Inspection of the Upper Deck. Concurrent with this inspection several Departmental Inspections were conducted.

10. On completion of the Upper Deck Inspections all Books and Certificates were sighted and signed by the Inspecting Officer, who departed at 1200 (IK). There were no requestmen to be seen.

11. At 1330 (IK) that day the Senior Officer AUSTRALIAN TRAINING SQUADRON, returned to ANZAC and commenced his inspection of Messdecks, Machinery Spaces and Store Rooms. Departmental Inspections were also progressed during the afternoon.

12. The Inspections completed for the day the Senior Officer AUSTRALIAN TRAINING SQUADRON returned to SYDNEY by boat at 1630(IK).

13. Operation Awkward was exercised that night and at 1930(IK) the ship came to Awkward State 3. The subsequent Awkward states were assumed on sighting, by upperdedk sentries, of surface swimmers and later,divers. The exercise was conducted in three phases: (i)"attack" by surface swimmers (ii) "attack" by divers and (iii) detection and clearance of "limpets" by ANZAC's diving team. The successes of the three phases were varied due to several factors, these were (a) it was still light enough to see the surface swimmers.

(b) restrictions imposed for the exercise prohibited the use of boat patrols and searchlights.

(c) no interrogation was made of divers after they had boarded ANZAC as to the location of the limpets.

14. In general the exercise was satisfactorily carried out and all limpets were discovered.

15. The following day, Tuesday 6th December, ANZAC weighed anchor at 0745(IK) and proceeded to sea, in company with SYDNEY for the Sea Inspection. The Senior Officer, AUSTRALIAN TRAINING SQUADRON and several staff officers were embarked.

3/. 16. During the day

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16. During the day the following were exercised:-

Manoeuvering and Station keeping.
Simulated fog conditions
Air attack (40/60's not fired)
Minor NBCD incidents
Replenishment at Sea (353.15 Tons FFO Embarked)
Synthetic Surface and A/S Actions
Man overboard - ANZAC recovered SYDNEY's lifebuoy
Limited Access Cryptography
Flag Hoisting drills
Steering breakdown - changing to hand pump steering
40/60 SU Firings
Light A/S Mortar Firings
Wind Pilotage.

17. These exercises were completed as ANZAC steamed into Boston Bay and at 1433(IK) the ship secured starboard side to East Brennan Pier, Port Lincoln. On arrival Captain Synnot and his staff officers disembarked by boat and returned to SYDNEY. Sydney berthed port side to the Tanker Berth at 1530 (IK) that afternoon.

18. At 1830(IK) that evening an official reception for 150 local dignatories was given by the Captains and Officers of the AUSTRALIAN TRAINING SQUADRON on the forecastle of ANZAC.

19. A dance organised by the local Naval Mens Association, for the Ship's Companies of SYDNEY and ANZAC that evening was well attended.

20. At 0930(IK) Wednesday 7th December, ANZAC's Ships Company was inspected at Divisions, on the Wharf, by Captain Synnot. Departmental inspections were completed during the day.

21. At 1130 (IK) that day the Captains and Officers of SYDNEY and ANZAC attended a Mayoral reception at the Council Chambers, Port Lincoln.

22. A civic reception was given at 1730(IK) that evening.

23. At 0830 (IK) Thursday 8th December, ANZAC cast off from Brennan Pier and proceeded independantly for Sydney.

24. The passage via the Backstair's Passage was made without incident.

25. At 2345(IK) Friday 9th December clocks were advanced 30 minutes to 0015(K).

26. ANZAC entered Port Jackson at 0750 Sunday 11th December and berthed port side to on H.M.A.S. DUCHESS (Commander H.K. Duncan, R.A.N.) at the South end of Fitting Out Wharf, Garden Island, at 0830. The ship remained at this berth conducting pre-refit trials until 0815 Friday 16th December.

 On Monday

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27. On Monday 12th December at 1030 I waited on you, Sir, at Fleet Headquarters, Garden Island. At 0930 Wednesday 14th December I called on the Chief Justice of the Supreme Court of New South Wales, The Honorable Sir Leslie Herron, K.B.E. C.M.G.

28. At 1500 Thursday 15th December eight drums of toxic waste material from the Lithgow Small Arms Factory were embarked for dumping on passage to Williamstown.

29. The ship was shifted by tugs to No.4 Buoy Man'O' War Anchorage at 0815 Friday 16th December to De-ammunition prior to the refit and to embark one ton of explosive stores for dumping.

30. On Friday 16th December, those New South Wales and Queensland libertymen who could be spared were dispatched on seasonal leave.

31. At 0900 Saturday 17th December ANZAC slipped from the buoy and after clearing rhe harbour shaped course for Port Phillip. Two of your staff officers, Engineer Lieutenant Commander (ME) R.V. Jones, R.A.N. and Lieutenant (SD) (R) W.C. Williams, R.A.N., joined ANZAC prior to sailing to discuss the forthcoming refit and for passage to Williamstown to attend the ships Refit Conference as your representatives.

32. Dumping of the toxic waste and explosive stores was carried out at 1130 Saturday 17th December, in position 34°14' South 151°31' East in 445 fathoms of water.

33. The passage to Port Phillip was made without incident and after entering "the Rip" at 2100 Sunday 18th December ANZAC came to starboard anchor 180° Gellibrand Lighthouse 16.0 cables at 2354 Monday 19th December.

34. Anchor was weighed at 0740 Monday 19th December and the ship berthed stern and side to Inner East Dockyard Pier at 0800 that morning.

35. The Pre Refit Conference was held at 1030. It would appear from the conference that the majority of items listed in the Main Defect List will be taken in hand. However a high proportion of Dockyard Component Engineering Planned Maintenance items will be omitted due to lack of Dockyard fitting capacity.

36. The Refit commenced on arrival at Williamstown Dockyard. The remaining seven working days were largely spent stripping and de-storing ANZAC. All personnel had moved into accommodation in GASCOYNE by Friday 23rd. A lack of space may require some sailors to be accommodated at H.M.A.S. LONSDALE later in the leave period. Facilities are otherwise in good order and have assisted in the very satisfactory progress of the refit so far. Christmas was celebrated on board in the traditional manner.

5/- 37 Training

37. Training:

Very little organised training was carried out during the month. By 19th December, all Ordinary Seamen (except 3 ex desertion) had proceeded on leave and posting to courses, having successfully completed Sea Training. Fiftytwo Ordinary Seamen joined on 12th and a further twentyfive on 19th December.

38. Sport:

ANZAC's sailors combined with SYDNEY to form Squadron Teams in Port Lincoln, where a full programme including Hockey, Tennis, Cricket and Rifleshooting was arranged. Golf in particular was popular. The two Bosun dinghies are well used at Williamstown. No other organised sport has been played.

39. Conduct:

The conduct of the Ship's Company is satisfactory. There has been a further reduction in the number of offences committed.

40. The state of the Ship is very satisfactory. The health of the Ship's Company is good and morale is high.

I have the honour to be,

Sir,

Your obedient servant,

(G. W. Spence)
Lieutenant, R.A.N.
For CAPTAIN(A.O.L.)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - DECEMBER,1966.

Appendix A - Steaming Figures.

Distance steamed during the month: 2078.2m.
Distance steamed since commissioning: 499472.05m.

Hours under way during the month: 176.56 hrs.
Hours under way since commissioning: 38496.44 hrs.

Economical Speed Exceeded:

Date.	No. Hrs.	Av. Speed.	Tons FFO/Hr.	Miles/Ton	Reason
6th	0.5	18	5.2	3.5	Sea Inspecti

Appendix B - Exercises:

As per paragraph 16.
Emergency and leaving ship stations - 17th.

Appendix C - Officers Movements.

Officers joining - Lieutenant (ENME) P.V. GRAHAM,R.A.N. - 12th December.
Officers leaving - Nil.

Appendix D - Live Mortar Firings.

Nil

Appendix E - Sporting Results.

Nil.