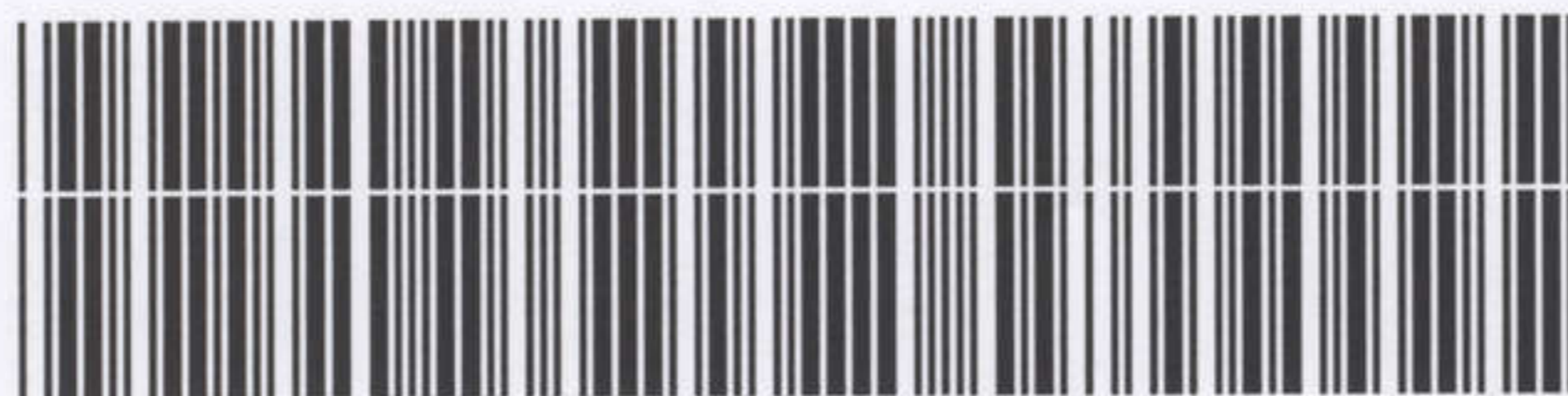


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS ANZAC

Item number: 34/12

Title: January-December 1969



AWM78-34/12

[34(12)]

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ANZAC

R of P's

1969

AUSTRALIAN WAR MEMORIAL
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18/6/1211

CIRCULATION LIST NO. 1

DEPARTMENT OF THE NAVY
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HMAS ANZAC

Report of Proceedings JAN 69

AS (NS) 24/2

D OF O 24/2

DCNS 24/2

1NM 24/2

2NM 24/2

3NM 24/2

4NM 24/2

SEC 24/2

FAS (EG) 24/2

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24/2

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	1211

Telephone:
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RECEIVED
19 FEB A.M.
NAVY REGISTRY

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

No. A.F. 17/6/4

18 FEB 1969

The Secretary,
Department of the Navy.

HMAS ANZAC - REPORT OF PROCEEDINGS - JANUARY 1969

1. Forwarded.

[Signature]
Rear Admiral

Enclosure: HMAS ANZAC letter 216/1 of 6th February, 1969.

17/6/4

(1)

HMAS ANZAC
at Williamstown

216/1

6th February, 1969

The Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS ANZAC - REPORT OF PROCEEDINGS, JANUARY, 1969

Sir,

1. I have the honour to report the proceedings of HMAS ANZAC under my command from 1st January to 31st January, 1969.

Refit at Williamstown

2. The annual refit continued throughout the month with the ship in dockyard hands, and progress has been very satisfactory. ANZAC was undocked on Friday 24th January and moved by tugs and civilian pilot to East Dockyard Pier immediately on completion of the undocking.

Training

3. Training has been severely limited again this month by long leave and refit requirements. Two officers completed a short security course at HMAS PENGUIN.


Health, Conduct and Morale

4. The health of the ship's company has been good and conduct most satisfactory. Morale of both officers and sailors is high. The very satisfactory progress of the refit is considered to account for this.

I have the honour to be,

Sir,

Your obedient servant


(J.B. Snow.)
Commander, RAN
CAPTAIN

For Information:- The Commander, First Australian Training Squadron



APPENDICES TO HMAS ANZAC REPORT OF PROCEEDINGS - JANUARY, 1969

APPENDIX 'A' - STEAMING FIGURES

Distance steamed during the month	Nil
Distance steamed since commissioning	557,250.0 Miles
Hours underway during the month	Nil
Hours underway since commissioning	42,589.55 hours

APPENDIX 'B' - EXERCISES

Diving

23rd January - Bottom searches and General Exercises
 30th January - Search for lost stores

Communications

29th to 31st January - Pre Work Up Training at HMAS CERBERUS
 (CY, LTO, 2 TOs)

APPENDIX 'C' - OFFICERS MOVEMENTS

Joined - LEUT SLEX B.R. Hore, RAN

Left - Nil

APPENDIX 'D' - LIVE MORTAR FIRINGS

Nil

APPENDIX 'E' - SPORTING RESULTS

17th January	- Cricket	ANZAC v SYDNEY	Won	117 - 73	12
17th January	- Volleyball	ANZAC v SYDNEY	Lost	2 - 1	8
17th January	- Basketball	ANZAC v SYDNEY	Lost	28 - 16	8
22nd January	- Volleyball	EMs v POs	EMs Won	2 - 1	12*
23rd January	- Volleyball	EMs v Seamen	EMs Won	3 - 0	12
24th January	- Volleyball	Seamen v POs	Seamen Won	2 - 1	13
28th January	- Volleyball	ANZAC v YARRA	lost	2 - 0	7
29th January	- Cricket	ANZAC v YARRA	Won	8 for 137	
				Allout 74	13

Total Representatives

85

18-6-1278

DEPARTMENT OF THE NAVY

HMAS ANZAC

Report of Proceedings: FEB 1-69

AS(NS) 13/4

D OF 0 13/2/4

DCNS 13/4

1NM 13/4

2NM 13/4

3NM 13/4

4NM 13/4

SEC 15/4

C OF S 15/4

~~DPR~~
AS (NS) (NS55) 15
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13/4

11/3/4 35/19

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	1278

Telephone:
35 0444

CK

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


No. A.F. 17/6/4


21 MAR 1969

The Secretary,
Department of the Navy.

HMAS ANZAC - REPORT OF PROCEEDINGS - FEBRUARY 1969

1. Forwarded.


Rear Admiral

 Enclosure: HMAS ANZAC letter 1/16/3 of 9th March, 1969.

17/6/4

(3)

In reply quote
1/16/3

HMAS ANZAC
at Sea

9th March, 1969

The Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS ANZAC - REPORT OF PROCEEDINGS, FEBRUARY, 1969

Sir,

1. I have the honour to report the proceedings of HMAS ANZAC under my command from 1st February to 28th February, 1969.

Refit at Williamstown

2. The ship came to 48 hours notice for steam on Saturday 1st February having been beyond this notice since 20th December, 1968. It was a source of great satisfaction to carry out basin trials five days ahead of schedule on Friday 7th February, and to complete the refit on the due date, Friday 14th February. The willing co-operation of Williamstown Naval Dockyard was instrumental in bringing the refit to a successful conclusion.

3. An unusual event occurred on Tuesday 11th February, when an old torpedo which had been dredged up by a scallop boat during the previous weekend, was hoisted out of the water on ANZAC's torpedo davit and checked for explosive content before transfer to the dockyard pier.

Post Refit Trials Period 17th February - 21st February.

4. At 1140K on Monday 17th February ANZAC cast off and proceeded for sea trials in Port Phillip Bay. All main machinery operated satisfactorily and after steering gear and capstan trials, the ship returned to Williamstown, securing alongside east dock pier at 1520K.

5. The post refit conference, chaired by Captain M.P. Reed, General Manager Williamstown Dockyard was held at 0830K on Wednesday 19th February, after which, at 1020K, the ship cast off and proceeded for further trials in Port Phillip Bay, including a work up to full power, an astern trial and other capstan and steering trials. At 1536K the ship secured once more to east dock pier.

6. On Thursday 20th February you Sir carried out your post refit walk round of HMAS ANZAC.

On Passage Williamstown - Sydney 22nd - 24th February.

7. It was intended to hold a family day in Port Phillip Bay on Saturday 22nd February, but regrettably the weather confined the ship to remaining alongside for the day although families were entertained on board and given lunch. Finally at 1700K ANZAC cast off and proceeded for Sydney. The entire passage was made in rain and intermittent fog, but was uneventful. At 0700k on Monday 24th February ANZAC secured to No. 3 buoy and after embarking her ammunition outfit, was moved by

...../tugs



Page 2 of HMAS ANZAC Report of Proceedings February, 1969

tugs and dockyard pilot to alongside HMAS QUEENBOROUGH at the south end of Cruiser Wharf at 1150K.

At Sydney Monday 24th February - Friday 28th February.

8. The ship remained alongside throughout the period completing pre commissioning training and embarking stores.

Training.

9. Training mainly consisted of Pre work up and command team training at HMAS WATSON and weapon training at HMAS CERBERUS. Communications sailors also attended refresher training at HMAS CERBERUS and divers and D.C. parties attended HMAS PENGUIN for diving and damage control training respectively.

Material State of the Ship.

10. Taking into account the ravages of a refit period, the state of the ship is good. The satisfactory performance of all machinery is particularly pleasing.

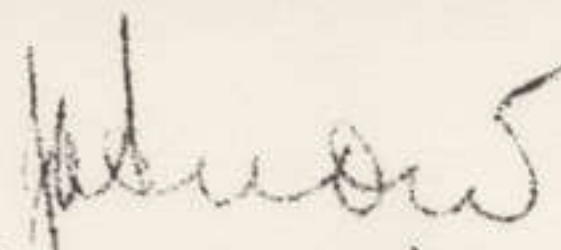
Health, Conduct and Morale.

11. The health of the ship's company has been good, and conduct most satisfactory, although the final week at Williams-town saw a rise in minor offences. Morale of both officers and sailors is high.

I have the honour to be,

Sir,

Your obedient Servant


(J.B. Snow)
Commander, RAN
CAPTAIN

For Information:- The Commander, First Australian Training Squadron.

APPENDICES TO HMAS ANZAC REPORT OF PROCEEDINGS, FEBRUARY, 1969

APPENDIX 'A' - STEAMING FIGURES

Distance steamed during the month	674.0 Miles
Distance steamed since commissioning	555,924.0 Miles
Hours underway during the month	46.25 Hours
Hours underway since commissioning	42,635.8 Hours

Economical Speed Exceeded

19th February - Speed trials and steering trials - 2 hours

APPENDIX 'B' - EXERCISES

Seamanship/Engineering.

17th February - Steering gear breakdowns
 - Capstan trials
 19th February - Capstan trials
 - Steering and astern trials
 - Work up to full power trial
 23rd February - Steering gear breakdown (6)

Diving.

11th February - Torpedo recovery assistance
 13th February - Lost stores search
 21st February - Continuation training
 24th -) - Pre work up training at HMAS PENGUIN and
 28th February) HMAS WATSON - (2 SDOs and 4 divers)

N.B.C.D.

19th February - Exercised - Leaving ship stations
 - Emergency stations
 - Action stations
 24th February) - Pre work up training at HMAS PENGUIN (DC parties)
 25th February)

A.I.O.

3rd -) - Pre work up training/ command team training
 14th February) at HMAS WATSON (Command team PORP, LSRP, 9 RPs)

Gunnery

6th -) - Small arms training (9mm) at HMAS CERBERUS
 7th February) (G.O., 3 PO)
 6th February - Annual Range Course at HMAS CERBERUS (Landing
 and boarding parties)

T.A.S.

3rd -) - Pre work up training at HMAS WATSON (CPOUC,
 7th February) 4 UC, CPOUW, LSUW, 2 UW)

Communications

6th -) - Pre work up training/ Command team training
 14th February) at HMAS WATSON (CY, LPO, 2 TOs)

...../ Officer's

Page 2 of Appendices to HMAS ANZAC Report of Proceedings -
February, 1969

APPENDIX 'C' - OFFICERS MOVEMENTS

Joined - ASLT SLEX M.J. Carrel RAN 24th February, 1969
Left - A/SBLT SDSU G.L. Legge RAN 2nd February, 1969

APPENDIX 'D' - LIVE MORTAR FIRINGS

Nil

APPENDIX 'E' - SPORTING RESULTS

4th February	- Volleyball	v YARRA	Won 2 - 1	7
5th February	- "	v BARBETTE	Won 3 - 0	7
5th February	- "	v YARRA	Won 3 - 0	8
5th February	- Cricket	v YARRA	Won 1st innings	13
5th February	- Tennis	v YARRA	Lost 3 - 1	5
6th February	- Volleyball	v BARBETTE	Won 3 - 0	6
11th February	- "	v YARRA	Won 3 - 0	8
12th February	- "	v BARBETTE	Won 4 - 0	7
12th February	- Softball	v YARRA	Won 16 - 7	10
12th February	- Tennis	v YARRA	Lost 2 - 0	4
17th February	- Ordinary Seamen	P.T.		23
18th February	- "	" P.T.		30
18th February	- Volleyball	v YARRA	Won 3 - 0	7
19th February	- Ordinary Seamen	P.T.		20
20th February	- Volleyball	v YARRA	Won 2 - 1	7
20th February	- Ordinary Seamen	P.T.		31
21st February	- "	" P.T.		34
25th February	- "	" P.T.		35
25th February	- Squash	Team practise		4
27th February	- Ordinary Seamen	P.T.		30
27th February	- Sports Fitness Training			5
27th February	- Golf	Team practise		3
28th February	- Ordinary Seamen	P.T.		38
28th February	- Rugby	v PARRAMATTA	Drew 3 - 3	20
28th February	- Squash	v PARRAMATTA	Lost 5 - 3	4
Total Representatives				376

18/6/1337

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DEPARTMENT OF THE NAVY

HMAS ANZAC
AS(NS) 18/15

Report of Proceedings MARCH '69

D OF O 18/15

DCNS 18/15

1NM 18/15

2NM 18/15

3NM 18/15

4NM 19/15

5 SEC 19/15

C OF S 19/15

19/15

DPR
AS (NS) (N355)
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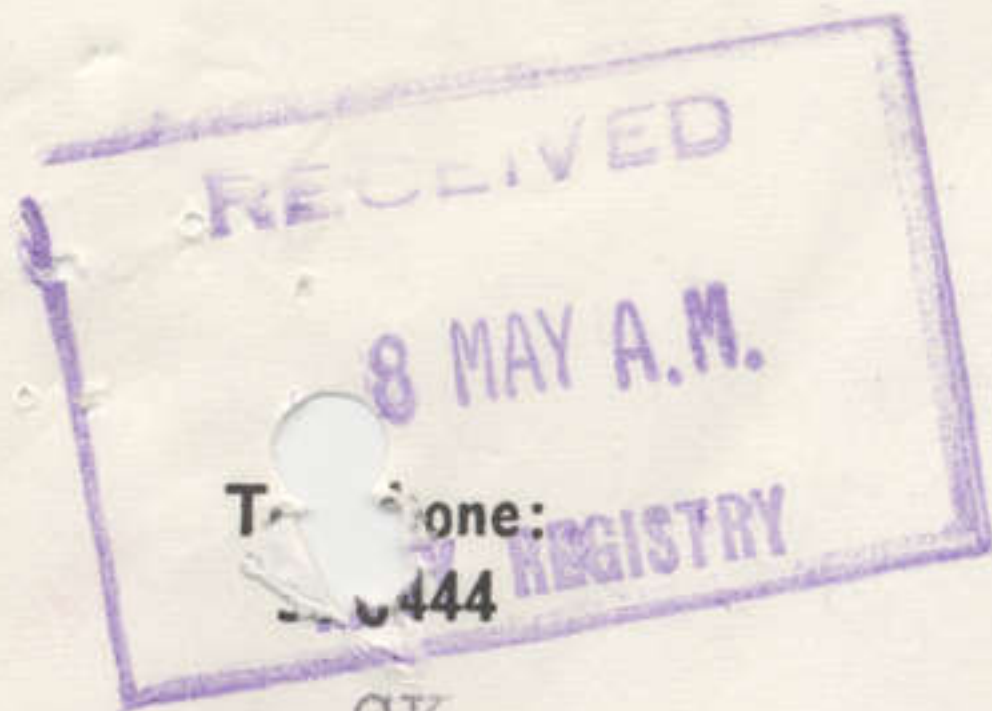
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19/15

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17/14/15

25/15



ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	1337

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

No. A.F. 17/6/4

- 2 MAY 1969

The Secretary,
Department of the Navy.

HMAS ANZAC - REPORT OF PROCEEDINGS - MARCH 1969

1. Forwarded.

Rear Admiral

Enclosure: HMAS ANZAC letter 1/16/3 of 5th April, 1969.

In reply quote
1/16/3

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HMAS ANZAC
at Sydney

5th April, 1969

PAGE 1 OF ENCLOSURE NO. 1 TO A.F. 17/6/4 OP - 2 MAY 1969

The Flag Officer Commanding
HM AUSTRALIAN FLEET

HMAS ANZAC - REPORT OF PROCEEDINGS, MARCH, 1969

Sir,

1. I have the honour to report the proceedings of HMAS ANZAC under my command from 1st March to 31st March, 1969.

Sydney - Jervis Bay Areas 1st March - 14th March.

2. At 0805K on Monday 3rd March ANZAC cast off and proceeded from alongside HMAS QUEENBOROUGH, having completed post refit storing and in-harbour PCT requirements. De-gaussing runs were carried out during the forenoon, after which the ship secured to No. 4 buoy for compass swinging. The ship remained at No. 4 buoy overnight.

3. At 0830K on Tuesday 4th March ANZAC slipped and proceeded for AA and A/S weapons acceptance trials east of Sydney returning to Watson's Bay to disembark observers at 1340K. On completion, course was shaped for Jervis Bay, where ANZAC came to the port anchor in 11 fathoms of water in C3 anchor berth at 1930K.

4. At 1115K on Wednesday 5th March I called on the Naval Officer-in-Charge Jervis Bay Captain N.A. Boase RAN. In the afternoon landing parties were exercised ashore. At 1905K I called on the Captain HMAS MELBOURNE Captain J.P. Stevenson RAN.

5. At 0815K on Thursday 6th March anchor was weighed and the ship proceeded to carry out MCS4 calibrations, after which practice anchorages were carried out in Jervis Bay, prior to commencing sonar calibrations and squid sea check firings in the afternoon. On completion of these events at 1740K, trials personnel were disembarked, and the ship then proceeded to rendezvous with HMAS MELBOURNE off Jervis Bay at 1820K.

6. The ship remained in company with HMAS MELBOURNE overnight carrying out station keeping exercises and EW and AIO exercises, before detaching at 0431K on Friday 7th March for programmed gunnery exercises and seaboard drills.

7. At 1633K ANZAC came to the starboard anchor in 9

...../fathoms



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fathoms of water in C1 berth at Jervis Bay. On Saturday 8th March I carried out messdeck rounds, followed on Sunday 9th March by divisions and prayers, after which I addressed the ship's company on various matters including security. At 2200K, ANZAC weighed anchor and proceeded for Sydney to fuel at Chowder Bay.

8. At 0715K on Monday 10th March the ship secured alongside Chowder Bay wharf for fuel, casting off and proceeding at 0942K. Rendezvous with HMAS PARRAMATTA, HMAS QUEENBOROUGH and HMAS OXLEY was made at 1012K when CASEXs A3 and A4 were commenced. At 1455K ANZAC detached to join HMAS MELBOURNE for rescue destroyer duties and to act as consort for EW stationkeeping and AIO exercises.

9. At 0023K on Tuesday 11th March HMAS PARRAMATTA and HMAS QUEENBOROUGH joined. ANZAC detached at 0555K and proceeded to Jervis Bay to land one sailor with a suspected broken ankle resulting from the previous Sunday's sporting fixtures with HMAS CRESWELL. Rendezvous with HMAS MELBOURNE was effected at 1230K when rescue destroyer and general consort duties were again assumed.

10. During the night of Tuesday/Wednesday HMAS PARRAMATTA and HMAS QUEENBOROUGH again rejoined HMAS MELBOURNE and HMAS ANZAC for screening and station keeping duties. Rescue destroyer duty was assumed at 0855K on Wednesday 12th March, and this duty was maintained throughout most of the day, broken by a token RAS from HMAS MELBOURNE at 1045K.

11. At 1605K while in station ahead of MELBOURNE, power was temporarily lost due to a faulty feed water regulator on No.2 boiler. Station was resumed in formation one at 1615K, at which time AA firings were commenced. At 1638K HMAS MELBOURNE reported a man overboard and recovery action was taken forthwith. ANZAC's lifeboat recovered the sailor at 1646K and after transferring him and rehoisting boats the firing period was resumed by both ships. Rescue destroyer and general consort duties continued after dark until HMAS PARRAMATTA and HMAS QUEENBOROUGH joined for night steaming.

12. At 0834K on Thursday 13th March ANZAC acted as life-guard during a personnel transfer between HMAS MELBOURNE and HMAS QUEENBOROUGH, after which rescue destroyer duties were assumed. At 1517K a towing exercise commenced, and a tow was passed by HMAS MELBOURNE at 1545K. The tow was cast off at 1608K. At 1730K you Sir and members of your personal staff were transferred by jackstay from HMAS MELBOURNE. ANZAC remained in company with HMAS MELBOURNE until 2359K, acting as rescue destroyer for night flying serials.

13. ANZAC entered Sydney Harbour at 0630K on Friday 14th March, securing to No.4 buoy at 0658K. You Sir disembarked by boat at 0715K.

14. At 0830K the ship slipped and proceeded with a Williams target in tow for a rendezvous with HMAS BRISBANE southeast of Sydney at 1030K. After the target had been fully streamed a highly successful and impressive throw-off shoot was carried out

CONFIDENTIAL/ by

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PAGE 3 OF ENCLOSURE NO. (TO A.B. 176 A OF

- 2 MAY 1969

by BRISBANE. On completion of the shoot at 1305K, the target was brought in to a short stay and course was shaped for Sydney. At 1710K having been relieved of the target off Bradley's Head, the ship secured alongside HMAS PARRAMATTA port side to.

Sydney - Jervis Bay Areas 14th March - 28th March

15. At 1330K on Monday 17th March the ship cast off and proceeded to sea to rendezvous with HMAS QUEENBOROUGH for seamanship exercises and passage to Jervis Bay at 1430K. Both ships anchored in formation at Jervis Bay in anchor berths C1 and C2 respectively at 2100K.

16. At 0656K on Tuesday 18th March anchor was weighed and ANZAC and QUEENBOROUGH proceeded in company for towing exercises east of Jervis Bay. After towing QUEENBOROUGH, a tow was passed to her but this evolution was not completed before QUEENBOROUGH detached to rendezvous with HMAS BRISBANE at 1130K. Seaboat drills were carried out prior to a gunnery phase conducted by QUEENBOROUGH which commenced at 1307K. This serial included HMAS BUCCANEER and HMAS ARROW, and on completion OOW manoeuvres for all four ships were conducted by HMAS ANZAC.

17. OOW manoeuvres were completed at 1745K and HMAS ANZAC and HMAS QUEENBOROUGH anchored in formation in C1 and C2 anchor berths in Jervis Bay at 1903K.

18. On Wednesday 19th March both ships exercised boarding parties, HMAS QUEENBOROUGH departing for Melbourne that evening.

19. Anchor was weighed at 0805K on Thursday 20th March and after exercising OOW man-overboard recovery the ship proceeded to rendezvous with HMAS BAYONET at the entrance to Jervis Bay. OOW manoeuvres were followed by AA and surface gunnery firings while both ships proceeded to Sydney. ANZAC secured alongside Chowder Bay wharf for fuel at 1635K, shifting berth to alongside HMAS VAMPIRE at 1815K.

20. On Friday 21st March ANZAC was held off and reberthed on SE Cruiser Wharf at 1135K. The ship was open to visitors on Sunday 23rd March, 293 being received on board.

21. At 1300K on Monday 24th March ANZAC cast off and proceeded for Jervis Bay carrying out drills and exercises en route. A live squid pattern was fired at 1547K. The ship came to the starboard anchor in 10 fathoms of water in C1 anchor berth at 1935K.

22. At 0752K on Tuesday 25th March the ship weighed and proceeded to the east of Jervis Bay to stream a splash target for Skyhawk aircraft attacks from NAS Nowra subsequently anchoring again in Jervis Bay at 1659K.

23. At 0733K on Wednesday 26th March anchor was again weighed for further splash target serials with the Skyhawks off Jervis Bay. Interspersed with the aircraft runs on both days were internal drills and exercises including action messing. ANZAC anchored in C1 anchor berth at 1655K.

...../On

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4. On Thursday 27th March the ship weighed and proceeded for a series of dummy anchorages in Jervis Bay, followed by OOW ship handling exercises in and out of the bay. A brief rendezvous was effected with HMAS QUEENBOROUGH at 1300K. At 1530K the ship came to the port anchor in 10 fathoms at C1 berth, to allow an internal Operation Awkward to be exercised between 1800K and 2000K. At 2200K the ship weighed and proceeded for Sydney, securing alongside HMAS MORESBY at the south end of Cruiser Wharf at 0700K on Friday 28th March.

At Sydney 28th March - 31st March

25. It had been intended to cast off and proceed to sea for further trials of the echo sounder set AN/UQN 4 on Monday 31st March. In the event the set became unserviceable and despite dockyard assistance all efforts to set it to work were frustrated. Accordingly the ship remained alongside HMAS MORESBY, at the end of a reasonably busy and varied month. It has been pleasing to all on board to work in company with other fleet units and training benefit has been considerable.

Training

26. Training has progressed satisfactorily throughout the month with all branches gaining valuable practical knowledge during the work-up. The Ordinary Seamen successfully completed their Common Sea Training on 26th March and no failures were recorded in the examinations held in Naval Lore and practical seamanship. Naval Lore class average was a creditable 76%. Classes for Section 1 Part 1 of the coming BTT in May have been formed and training has commenced. A total of 39 nominations have been received.

Material State of the Ship

27. All equipment has worked well during the month although defects have occurred in the new Communications Centre and with the AN/UQN4 fitted for evaluation. The new 40/60 Bofors mountings have worked well with a slight wearing of the extractor mechanisms which has been reported to INO.

28. The month has been remarkably free of marine engineering defects. A blown exhaust line joint in the Engine Room was embarrassing when it delayed sailing by 30 minutes. The boiler feed regulators continue to be erratic and further investigations are being conducted during the current availability. Training has progressed very well for all technical sailors.

.... /Health

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Page 5 - HMAS ANZAC Report of Proceedings March, 1969

PAGE 5 OF ENCLOSURE NO. 1 TO A.F. 176 / 17 OF - 2 MAY 1969

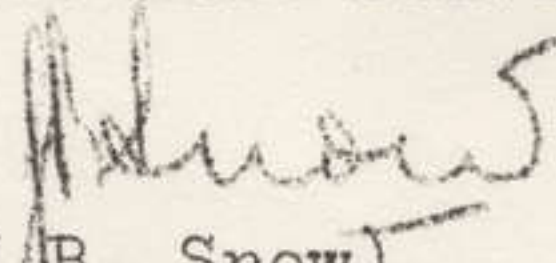
Health, Conduct and Morale

29. The health and conduct of the ship's company have been very good and the morale of both officers and sailors remains high.

I have the honour to be,

Sir,

Your obedient servant


(J.B. Snow)
Commander, RAN
CAPTAIN

For Information: The Commander, First Australian Training Squadron

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APPENDICES TO HMAS ANZAC REPORT OF PROCEEDINGS, MARCH, 1969.

PAGE 6 OF ENCLOSURE NO. 1 TO A.F. 7/6/4 OF - 2 MAY 1969
APPENDIX 'A' - Steaming figures

Distance steamed during month - 2,670.9 miles
Distance steamed since commissioning - 558,594.9 miles
Hours underway during month - 231.25 hours
Hours underway since commissioning - 42,867.00 hours

Economical speed exceeded

11th March - FLYEX - 2 hours
12th March - FLYEX/Manoeuvres - 4 hours
13th March - FLYEX - 1 hour
18th March - Exercises - 1 hour

APPENDIX 'B' - Exercises

Seamanship

3rd March - Degaussing
Compass Swing
Executive Officer brought ship to buoy.

5th March - ILR and Helo winching demonstration
6th March - Dummy Anchorages - OOW's (4)
7th March - Seaboats (7)
Exercise Action Stations
Steering Gear Breakdown
OOW Ship Handling Exercise

10th March - Executive Officer in charge of ship entering and
leaving harbour and bringing alongside.

11th March - Helo Transfer
12th March - RAS approach, token RAS/MELBOURNE
Recovered Man overboard from MELBOURNE
Helo Transfer

13th March - TOWEX/MELBOURNE
Jackstay Transfer/MELBOURNE

14th March - Executive Officer brought ship to buoy
Target Tow - Williams Target

17th March - RAS leapfrogs, jackstay transfers/QUEENBOROUGH
OOW manoeuvres/QUEENBOROUGH
Formation Anchorage/QUEENBOROUGH

18th March - TOWEX/QUEENBOROUGH
Seaboats (3)
OOW Manoeuvres/QUEENBOROUGH, ARROW, BUCCANEER
Formation Anchorage/QUEENBOROUGH

20th March - OOW Ship Handling Exercise
OOW Manoeuvres/BAYONET
Executive Officer in charge of ship entering
harbour and bringing alongside

25th March - OOW Ship Handling Exercise
Target Tow - Larne Target/NAS NOWRA
OOW Anchorage.

26th March - Target Tow - Larne Target/NAS NOWRA
OOW Anchorage

27th March - Dummy Anchorage OOW (6)
OOW Ship Handling Exercise
OOW Blind Pilotage Exercise
Operation Awkward - Internal

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Page 2 of Appendices to HMAS ANZAC Report of Proceedings,
March, 1969.

PAGE 7 OF ENCLOSURE NO. 1 TO A.F. 176A. OP - 2 MAY 1969

Diving

11th March	-	Surface Swim
12th March	-	Surface Swim
17th March	-	Surface Swim
20th March	-	Surface Swim
24th March	-	Surface Swim
25th March	-	Surface Swim
27th March	-	Operation Awkward - 1/2 Necklace Search
27th March	-	Surface Swim
31st March	-	Sonar Dome Inspection

N.B.C.D.

7th March	-	Minor NBCDX
11th March	-	Minor NBCDX
25th March	-	Minor NBCDX
26th March	-	Major NBCDX

A.I.O.

10th March	-	FLYEX acted as Rescue Destroyer SPX (B) with MELBOURNE
11th March	-	SCREENEX with MELBOURNE, PARRAMATTA, QUEENBOROUGH FLYEE acted as Rescue Destroyer AAW PLOTTEX with MELBOURNE REL VEL EX with MELBOURNE
12th March	-	SCREENEX with MELBOURNE, PARRAMATTA, QUEENBOROUGH Surface PLOTTEX with MELBOURNE FLYEX acted as Rescue Destroyer AAW PLOTTEX with MELBOURNE
13th March	-	SCREENEX with MELBOURNE, PARRAMATTA, QUEENBOROUGH Surface PLOTTEX with MELBOURNE AAW PLOTTEX with MELBOURNE SCREENEX with MELBOURNE, PARRAMATTA, QUEENBOROUGH
18th March	-	REV VEL EX with QUEENBOROUGH

Gunnery

4th March	-	40/60 Acceptance firing
5th March	-	Landing Party Exercise - Jervis Bay
7th March	-	AATX/AACRF - XAS SUTF - own target
12th March	-	AATX/AACRF - XAS in company with MELBOURNE
18th March	-	AATX/AACRF - XAS in company with QUEENBOROUGH
19th March	-	Boardex with QUEENBOROUGH
20th March	-	AATX/AACRF - XAS in company with BAYONET
24th March	-	Small arms shoot to familiarize personnel with weapons
26th March	-	AATX

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PAGE 8 OF ENCLOSURE NO. 1 TO A.F. 176A OF - 2 MAY 1969

Page 3 of Appendices to HMAS ANZAC Report of Proceedings -
March, 1969.

T.A.S.

4th March - I.N.O. Acceptance Trials
6th March - Sonar calibrations and sea check firings.
10th March - Casex A3/4/5 with QUEENBOROUGH, PARRAMATTA, OXLEY
11th March - Casex A/16 with QUEENBOROUGH, PARRAMATTA, OXLEY
MELBOURNE
12th March - Casex A/16 with QUEENBOROUGH, PARRAMATTA, OXLEY
MELBOURNE
13th March - Casex A/16 with QUEENBOROUGH, PARRAMATTA, OXLEY
MELBOURNE
Casex B/3 (I) S2E
19th March - Demolitions exercise Beecroft range
24th March - Shallow bathythermograph calibrations

Communications

Navcomex 4
Navcomex 6
Navcomex 4
TTX's 27
Fleetwork Exercises 1
Navcomex 401 23
MTX 1
Transmitter Tuning All RO's bourne one hour each

6th March EWX 31 with MELBOURNE
10th March EWX 31 with MELBOURNE

SUPPLY

26th March Action Messing

APPENDIX 'C' - Officers Movements

JOINED - 2nd March SBLT G.J. PHILLIPS RSEN RANR
3rd March LEUT R.T. PALMER SSIT RAN
3rd March ASLT A.J. McSHANE SLEX RAN
16th March LCDR P.F. GILL RMSG RANR
19th March LCDR R.S. BONNAR GLEX RAN

LEFT - 16th March SBLT G.J. PHILLIPS RSEN RANR
24th March LCDR P.F. EGAN GLEX RAN
28th March LCDR P.F. GILL RMSG RANR

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PAGE 9 OF ENCLOSURE NO. 1 TO A.F. 17/6 A. OF. 2 MAY 1969

Page 4 of Appendices to HMAS ANZAC Report of Proceedings -
March, 1969.

APPENDIX 'D' - Live Mortar Firing

24th March - Live Squid Firing - 1 salvo.

APPENDIX 'E' - Sporting Results

<u>DATE</u>	<u>SPORT</u>	<u>OPPONENTS</u>	<u>VENUE</u>	<u>RESULTS</u>	<u>NOS</u>
3rd	Ord's P.T.		Garden Island		20
3rd	Fitness training		Garden Island		7
3rd	Interservice Swim Trial		Donain Pool		2
4th	Ord's P.T.		Garden Island		20
4th	Fitness Training		Jervis Bay		18
5th	Golf - Team practice		Jervis Bay		7
6th	Ord's P.T.		Jervis Bay		34
6th	Fitness training		Jervis Bay		19
8th	Golf	Jervis Bay	J.B. Golf Club	Lost	7
8th	Squash	Albatross	NAS Nowra	Lost 5-0	5
8th	Golf	Jervis Bay	J.B. Golf Club	No result	8
8th	Rugby League	Creswell	Jervis Bay	Won 8-6	22
11th	Fitness Training		At Sea		12
12th	Fitness Training		At Sea		3
18th	Ord's P.T.				10
19th	Ord's P.T.		Jervis Bay		39
19th	Golf	Q'Bee W/R	Jervis Bay	Drew	5
19th	Golf	Team Pract.	Jervis Bay		3
19th	Volleyball	Queenborough	Jervis Bay	Lost 2-1	8
20th	Ord's P.T.		Jervis Bay		28
24th	Ord's P.T.		Jervis Bay		15
25th	Ord's P.T.		Jervis Bay		15
26th	Ord's P.T.		Jervis Bay		21
TOTAL					328

CONFIDENTIAL

18.6.1403

DEPARTMENT OF THE NAVY

HMAS

ANZAC

Report of Proceedings

APRIL '69

AS(NS)

2/6/69

D OF O

2/6

DCNS

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1NM

2/6

2NM

2/6

3NM

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2/6

DPR

AS (NS) (NS55)

ARCHIVES BRANCH

- NOTES:
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3/3/6

2/6

3/4/6

1/6

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30 MAY A.M.
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35 0444
NAVY DEPARTMENT

ROYAL AUSTRALIAN NAVY

NAVY--CANBERRA
18 6 1405

CK

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

No. A.F. 17/6/4

26 MAY 1969

The Secretary,
Department of the Navy.

HMAS ANZAC - REPORT OF PROCEEDINGS - APRIL 1969

1. Forwarded.

James Bevan
Rear Admiral

Enclosure: HMAS ANZAC letter 1/16/3 of 8th May, 1969.

In reply quote
1/16/3

17/6/4
HMAS ANZAC
at Sea

8th May 1969

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

HMAS ANZAC - REPORT OF PROCEEDINGS, APRIL, 1969.

(All times local)

Sir,

1. I have the honour to report the proceedings of HMAS ANZAC under my command from 1st April to 30th April, 1969.

SYDNEY 1st April - 21st April.

2. On Tuesday 1st April, ANZAC was alongside HMAS MORESBY at Garden Island while all efforts to isolate and repair a fault in the trial echo sounder ANUQN 4 continued. At the same time HMAS DIAMANTINA, with which Ship seamanship exercises had been planned, announced because of adverse weather, her early return to harbour. Accordingly ANZAC's sailing was cancelled and at 1300 the ship was shifted by tugs and dockyard pilot to alongside HMAS STALWART's port side. I called on the Captain HMAS STALWART at 1500.

3. A very successful maintenance period occupied the ensuing three weeks, and the help and co-operation received from HMAS STALWART and the Fleet Maintenance Units enabled much work to be completed or advanced. Opportunity was taken to release as many personnel as possible for the Easter weekend.

4. At 1355 on Tuesday 8th April HMAS OXLEY secured along-side starboard side to remaining in this berth until 1400 on Friday 11th April.

5. On Monday 21st April I was privileged to witness the presentation of a U.S. Navy citation to the 1967 ship's company of HMAS HOBART at the Domain and later attend lunch on board HMAS SYDNEY.

Monday 21st April - Thursday 24th April. On passage Sydney - Adelaide.

6. At 1500 ANZAC cast off from alongside HMAS STALWART and proceeded for Adelaide. Once again the passage was marred by strong winds at the eastern end of Bass Strait which whipped up seas similar to those experienced in October, 1968. However moderation occurred as South Australian waters were reached.



...../Thursday

Thursday 24th April - Tuesday 29th April. - At Adelaide.

7. At 0830 on Thursday 24th April ANZAC secured starboard side to berth No.1 Port Adelaide, adjacent to the east end of Birkenhead Bridge. I left the ship at 0910 to call on the Naval Officer in Charge, South Australia (Commander J. Lancaster, RAN) and to attend a press conference in his office. Accompanied by the Naval Officer in Charge, I then paid calls on His Excellency The Governor of South Australia, Major General Sir James Harrison KCMG CB CBE, the Acting Premier, Mr R.C. De Garis, the Commissioner of Police Brigadier J.G. McKinna CBE DSO MVO ED and the Senior Puisne Judge Mr. Justice Travers. The latter two gentlemen returned my call at 1230 and 1430 respectively, and Captain M.P. Hyland RA, Aide de Camp in waiting, returned my call on His Excellency at 1530. All other calls were considered paid and returned.
8. At 1830 on that evening my Officers and I entertained 100 local dignitaries and their ladies at an official cocktail party on the forecastle. Also present were the Minister for the Navy the Honourable C.R. Kelly, MP and Mrs. Kelly, whom I later had the further pleasure of entertaining at buffet supper.
9. At 0615 on Friday 25th April I accompanied the Naval Officer in Charge to the Anzac Dawn Service at the National War Memorial where I laid a wreath on behalf of the ship's Company. At 1000 I was privileged to witness from the saluting dais the Anzac Day March of Returned Servicemen and Women, His Excellency the Governor taking the Salute. This moving parade of approximately 10,000 was led by a Colour Party, an armed contingent and an unarmed contingent from HMAS ANZAC. At the completion of the march I attended a Service at the Cross of Sacrifice Pennington Gardens, also in the presence of His Excellency.
10. During the forenoon of Friday and Saturday ANZAC was visited by organised groups and parties and on the afternoon of Friday Saturday and Sunday the ship was open to public inspection being visited by 3,061, 4,151, and 3,697 on the respective days.
11. On the other side of the coin the Naval Mens Association and members of the public displayed an unequalled measure of hospitality over the weekend. By prior arrangement with the Naval Officer in Charge, a Dial a Sailor scheme had been instituted for the visit and with suitable publicity an overwhelming response occurred. Perfect weather also contributed to the success of the visit and it was pleasing to note the absence of any bad behavior or any incidents whatever. A full sporting programme had also been arranged.
12. At midday on Monday 28th April the Mayor of Port Adelaide Mrs. A.M. Renne entertained all Officers at a civic reception in the Mayoral Parlour. Once again the warmth of her welcome demonstrated the pride and affection of South Australians towards the Royal Australian Navy.

...../At

Tuesday 29th - Wednesday 30th April. On passage Adelaide to Devonport.

13. At 0840 on Tuesday 29th April ANZAC cast off and proceeded downriver to the BP fuel wharf securing alongside port side to at 0900. At 1130, when fuelling had completed, ANZAC **once** more cast off and proceeded to sea en route for Devonport.

14. The visit to Adelaide from the ship's point of view was an unqualified success, thanks to the excellent organisation and unstinting efforts of the Naval Officer in Charge and his staff.

15. At 1440 off Port Noarlunga on Tuesday afternoon I conducted a service for the scattering of the ashes of the late Edward Blacheney Mann, who had been a member of the RAN from 1924 to 1929 and from 1940 to 1946.

16. Wednesday 30th April, the last day of the month, saw ANZAC crossing the western entrance of BASS STRAIT. At 2253 the ship came to the port anchor in 9 fathoms of water in SEAL BAY KING ISLAND where she lay at midnight.

Training

17. Training has progressed satisfactorily throughout the month. During the Easter period the changeover of Ordinary Seamen borne for training took place and 62 new sailors joined. Since joining Departmental training has commenced for 16 of these and the remainder have been employed on communal duties. Formal training for all trainees is scheduled to commence on 8th May, 1969. Power of command and NBCD training for Higher Rates Advancement Board is continuing, and in addition 94 member of the ship's company were given parade training in preparation for the Anzac Day march in Adelaide and the U.S. Navy citation award to HMAS HOBART. One Sea Cadet P.O. and six Sea Cadets carried out weekend training on board from Friday 11th April to Sunday 13th April.

Material State of the Ship.

18. Very few defects affecting the sea-going state of the ship were evident during the Self Maintenance period. Planned maintenance was progressed and the resultant state of the ship is good. The persistent low vacuum condition of the Main Engines has been further investigated. No positive causes have been yet established. Technical training has progressed extremely well as has advanced training for BTT. The Hull Survey report from the last Main Refit is now on board and defect items are being raised for both ships staff and Dockyard items listed.

...../Health

Page 4 - HMAS ANZAC Report of proceedings April, 1969.

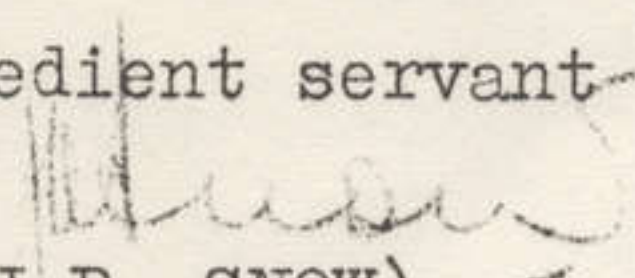
Health Conduct and Morale

19. The health and conduct of the ship's company have been extremely good and morale of both Officers and Sailors continues to be high.

I have the honour to be,

Sir,

Your obedient servant


(J.B. SNOW)
Commander, RAN
CAPTAIN

For Information: The Commander, First Australian Training Squadron.

APPENDICES TO HMAS ANZAC REPORT OF PROCEEDINGS, APRIL, 1969.

APPENDIX 'A' - Steaming figures

Distance steamed during month - 1,502.3 miles
Distance steamed since commissioning - 560,097.2 miles
Hours underway during month - 101.5
Hours underway since commissioning - 42,968.5

Economical speed exceeded

21st April - enroute to Adelaide 6 hours
22nd April - enroute to Adelaide 5 hours
23rd April - enroute to Adelaide 24 hours
24th April - enroute to Adelaide 5 hours

APPENDIX 'B' - Exercises

Seamanship

21st April - Exercised Emergency Stations
Exercised Leaving Ship Stations

Diving

2nd April - Night diving exercise
16th April - Pre-course acceptance dive for eleven candidates

N.B.C.D.

Nil Report

A.I.O.

Nil Report

Gunnery

Nil Report

T.A.S.

Nil Report

Communications

NAVCOMEX 201	5
NAVCOMEX 202	9
NAVCOMEX 205	1
NAVCOMEX 401	20
NAVCOMEX 402	1
NAVCOMEX 405	1
NAVCOMEX TTX	11
NAVCOMEX STX	1
NAVCOMEX FTX	1

APPENDIX 'C' - OFFICERS MOVEMENTS

Joined - 14th April - LEUT SSSG P. HEFNER, RAN
 20th April - LCDR RLEN F.H.S. SCRIVEN, RANR
 21st April - LEUT RLEN J.R. HART, RANR
 28th April - LEUT RLEN S.I. RIDLAND, RANR

Left - 8th April - A/SLT SLEX A.J. McSHANE, RAN
 28th April - LCDR RLEN F.H.S. SCRIVEN, RANR

APPENDIX 'D' - LIVE MORTAR FIRINGS

Nil Report

APPENDIX 'E' - SPORTING RESULTS

<u>DATE</u>	<u>SPORT</u>	<u>OPPONENTS</u>	<u>VENUE</u>	<u>RESULT</u>	<u>NOs</u>
2nd	Golf	STALWART	Moore Pk.	Won 144-138	7
2nd	Squash	STALWART	KUTTABUL	Lost 4 - 2	4
9th	Golf	Open Day	St. Michaels	No result	5
9th	Rugby	Dempster Cup Knock-out Competition			
		STALWART(A)	Balmoral	Lost 3-0	15
		STALWART(B)	Balmoral	Lost 3-0	15
10th	Rugby	Team training	Garden Island		10
11th	Rugby	PARRAMATTA(B)	Rushcutter	Lost 17-5	19
14th		ORD's P.T.	Garden Island		24
14th		Fitness Trg.	Garden Island		17
16th	Rugby	Dest/Frig vs PLAT/W'HEN	Rushcutter	Lost 11-5	7
16th	Golf	USS WORDEN	Moore Park	Won 116-83	6
16th	Basketball	STALWART	WATSON	Lost 34-15	11
22nd		ORD's P.T.	at sea		45
27th	Rugby	Woodville RUFC	Gleneagles	Lost 26-6	16
28th	Volleyball	ENCOUNTER	ENCOUNTER	Won 4-0	8
Total Representatives					179

18/6/1439

DEPARTMENT OF THE NAVY

MAS ANZAC

Report of Proceedings: MAY 69

AS(NS) *dy* 30/6/69.

D OF *U 1/7*

DCNS

1/7
LNM

28/7
2NM

14/7
3NM

10/7
4NM

8/7
SEC

14/7
C OF S

16/7
DPR

AS (NS) (NS55) *17/7*

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30/6

1/2/7
8

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ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA
18 6 1439

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

No. A.F. 17/6/4

19 JUN 1969

The Secretary,
Department of the Navy.

HMAS ANZAC - REPORT OF PROCEEDINGS - MAY, 1969

Forwarded.



Rear Admiral

Enclosure: HMAS ANZAC letter 1/16/3 of 9th June, 1969.

AS(NS)

In reply quote:
1/16/3.

17/6/4
H.M.A.S. ANZAC
at Sydney.

9 June, 1969.

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS, MAY, 1969.

(All times local)

Sir,

1. I have the honour to report the proceedings of H.M.A.S. ANZAC under my command from 1 to 31 May, 1969.

On passage Adelaide to Devonport 1 - 2 May.

2. At 0830 on Thursday 1 May anchor was weighed and ANZAC proceeded from Seal Bay, King Island, where overnight shelter had been found. Squally weather with a fresh south westerly wind persisted for most of the day, while passage was made along the north west coast of Tasmania. However by nightfall conditions had improved and at 1750 ANZAC came to starboard anchor in 11 fathoms of water off Penguin.

At Devonport 2 - 5 May.

3. At 0745 on Friday 2 May, anchor was weighed and course was shaped for Devonport. At 0915 ANZAC secured alongside No 2 Timber Wharf port side to. Although extensive development of the Mersey estuary is being undertaken to cater for the container shipping trade, activity within the harbour was slight and the port was uncongested.

4. I called on the Warden of the Devonport Municipality, Mr. P. Williams at 1030, and followed this with a call on the Master Warden of the Marine Board, Mr. J. A. G. O'Shea. At 1200 I received the return call of the Master Warden, accompanied by the Harbourmaster, Captain J. Humphreys, and at 1230 the Warden, accompanied by the Town Clerk, Mr. N. Allison, also paid a return call. At 1530 my Officers and I were entertained at a Civic reception in the Council Chambers, and in turn, we were hosts at a cocktail party for approximately sixty guests onboard at 1830 that evening.

5. Various sporting and social functions were arranged over the weekend, but in general the tenor of the visit was quiet. The ship was open to visitors on Saturday and Sunday afternoons being visited by 556 and 1350 on the respective days. Public interest was obviously allayed by a cold wind and wintry sky.



On passage Devonport to Brisbane 5 - 9 May.

6. At 1100 on Monday 5 May ANZAC cast off and proceeded for Brisbane. At 1415 on Tuesday 6 May the ship came to port anchor in 9 fathoms of water in C1 berth Jervis Bay, where the recently joined Ordinary Seamen witnessed a liferaft and helo winching demonstration. Anchor was weighed at 1505 and the ship proceeded to sea to carry out AA gunnery firings against a sleeve target. This serial was marred by rain squalls and bad light and consequently not all guns crews could be exercised before sunset at 1710.

7. At 0715 on Thursday 8 May, the ship entered Moreton Bay, coming to the port anchor in 5½ fathoms of water off Mud Island at 1004.

At Brisbane 9 - 13 May.

8. At 0603 on Friday 9 May ANZAC weighed and proceeded up the Brisbane River, securing alongside Number 2 Newstead Wharf for fuel at 0810 and H.M.A.S. MORETON port side to at 1110.

9. At 1130 I left the ship to call on the Deputy Lord Mayor, Alderman B. Walsh, the Naval Officer-in-Charge, Queensland, Commander I. W. Broben, R.A.N. and His Excellency The Governor of Queensland Sir Kenneth Mack, K.B.E. My Executive Officer and I had the honour to be entertained at luncheon by His Excellency on conclusion of my call. Due to the brief and somewhat informal nature of ANZAC's visit, no return calls were made.

10. Brisbane's customary hospitality was launched by a Naval Association Volunteer Younger Set dance for the Ship's Company in H.M.A.S. MORETON on Friday evening. This event, together with the "Dial-a-Sailor" facility, and sporting fixtures, ensured a successful visit.

11. On the evening of Saturday 10 May, I had the honour to be guest speaker at a Coral Sea Commemoration Dance held by the Ipswich and West Moreton Sub Section of the Naval Association of Australia.

12. On Sunday 11 May my Officers and I entertained approximately 100 guests at a cocktail party on the forecastle. Most of those present were delegates to the Sixteenth Federal Conference of the Naval Association of Australia, which was formally opened by His Excellency the Administrator in the Legislative Council Chambers at 1100 on Monday 12 May. I was privileged to be invited to the official opening, and also attend a Naval Association barbecue on Monday evening.

13. Due to the cocktail party on Sunday evening the ship was open to public inspection on Saturday afternoon only, a total of 526 visitors being received onboard.

On passage Brisbane to Gladstone 13 - 16 May.

14. At 0900 on Tuesday 13 May, ANZAC cast off and proceeded enroute for Gladstone. At 1125 the ship came to the port anchor in 14 fathoms of water off the Eastern Channel entrance in Moreton Bay, to spell Special Sea Dutymen for dinner. At 1300 ANZAC weighed and resumed the passage through Moreton Bay. Heavy rain, which had begun in Brisbane on Sunday evening, persisted.

15. At 0730 on Wednesday 14 May ANZAC entered Hervey Bay and the next two days were spent in exercising seaboats, blind pilotage, practice anchorages and ship handling for all Officers. Anchorage was found in Platypus Bay on Wednesday and Thursday evenings. At 0830 on Thursday 15 May, I held Divisions and prayers and later addressed the Ship's Company on various matters.

16. At 2200 on Thursday evening ANZAC weighed and proceeded for Gladstone.

At Gladstone 16 - 19 May.

17. The entrance to Port Curtis was gained at 0520 on Friday 16 May and at 0705 the ship secured alongside starboard side to the east end of Auckland Pier Gladstone.

18. I was greeted on arrival by the Naval Agent Gladstone Mr. C. Gallagher, and this gentleman later escorted me when I called on the Mayor and Chairman of the Gladstone Harbour Board Alderman W. R. Golding, C.B.E. The Mayor, together with approximately seventy other guests attended a cocktail party onboard ANZAC at 1830 that evening.

19. Although 1120 and 1203 visitors were received onboard on Saturday and Sunday afternoons respectively, in addition to 300 schoolchildren on Friday, local response to ANZAC's visit could not be described as strong. This was surprising in view of the substantial advance publicity and the scale of the official entertainment provided on Saturday night, when the Ship's Company were treated to a barbecue by the Marine Board, and on Sunday night when twenty six Officers and sailors were entertained at dinner by members of the Council and the Marine Board.

On passage Gladstone to Sydney 19-21 May.

20. At 0900 on Monday 19 May ANZAC cast off and proceeded for Sydney. The annual full power trial was commenced on clearing Port Curtis but had to be abandoned after a steam leak developed on the port main steam line. A steady steaming trial at 24 knots was conducted in lieu for approximately two hours. During the remainder of the passage seaboats were exercised intermitently.

At Sydney 21 - 31 May.

21. At 0700 on Wednesday 21 May ANZAC secured alongside port side to Oil Wharf Garden Island where she remained until the end of the month. Approval to return to Sydney two days in advance of the programme had been obtained in order to progress interstate mid winter leave.

Training.

22. Training has progressed satisfactorily throughout the month and the new classes of ordinary seamen have settled in well after their first experiences at sea.

Material state of the ship.

23. All machinery has performed well during the month. There have been no occasions when mechanical breakdowns have affected the ship's programme. The Annual Full Power Trial was abandoned after 30 minutes at Full Power due to a steam line joint breaking. This trial has now been classed as a Quarterly Full Power work-up and a separate report is being forwarded. The short interval between self maintenance periods has assisted considerably in keeping the ship fully operational. Technical training in all categories has been well progressed. In particular, reserve officers borne for training have gained much valuable experience.

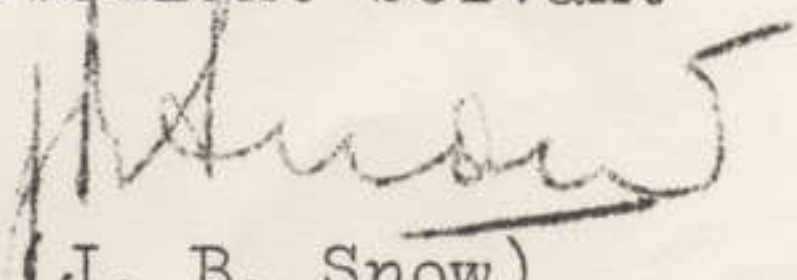
Health, Conduct and Morale.

24. The health and conduct of the Ship's Company have been very good and morale of both Officers and Sailors remains high.

I have the honour to be,

Sir,

Your obedient servant


(J. B. Snow)

Commander, R.A.N.
CAPTAIN.

For Information: The Commander, First Australian Training Squadron.

APPENDICES TO HMAS ANZAC REPORT OF PROCEEDINGS, MAY, 1969.

APPENDIX "A" Steaming Figures.

Distance steamed during month.....2503.6.Miles
Distance steamed since commissioning..... 564600.8.Miles
Hours underway during month.....174.5
Hours underway since commissioning.....43143

Economical Speed Exceeded.

5 May. Enroute to Jervis Bay Exercise Area.....11 hours.
6 May. Enroute to Jervis Bay Exercise Area.....14 hours.
19 May. Full Power Trial..... 4 hours.
20 May. Enroute to Sydney..... 3 hours.
21 May. Enroute to Sydney..... 4 hours.

APPENDIX "B" Exercises.

Seamanship/General.

6 May O.O.W. Anchorage,
I.L.R. & Helo Winching Demonstration.
13 May O.O.W. Anchorage,
Seaboats (6) (at anchor)
14 May O.O.W. Ship Handling Exercises.
Seaboats (4)
Steering Gear Breakdowns (3)
O.O.W. Anchorage.
15 May. O.O.W. Ship Handling Exercises.
Seaboats (4)
Steering Gear Breakdown
O.O.W. Anchorage.
19 May Full Power Trial
Seaboats (4)
20 May Seaboats (5).

Diving.

23 May Poke Gauge Test.
27 May Placing plug in U/W Inlet.
29 May Placing plug in U/W Inlet.

N.B.C.D.

1 May Minor N.B.C.D.X.
15 May Major N.B.C.D.X.

A.I.O.

Nil Report.

Gunnery.

6 May AATX/AACRF.
19 May Small Arms Shoot.

APPENDIX "B" (Continued)

T.A.S.

1 May Navigating Aid.
5 May Navigating Aid.
5 - 8 May Bathythermograph Dips (on passage Devonport
to Brisbane)
19-21 May Bathythermograph Dips (on passage Gladstone
to Sydney)

Communications.

NAVCOMEX 401....9
NAVCOMEX 417...18
NAVCOMEX 202....8

APPENDIX "C" Officers Movements.

Joined: 4 May LCDR J. R. WEST, RLEX, RANR(S)
11 May LEUT S. C. CAVE, RLEN, RANR.
11 May LEUT R. A. BOWMAN, RLEN, RANR.

Left: 3 May LEUT J. R. HART, RLEN, RANR
10 May LEUT S. I. RIDLAND, RLEN, RANR
17 May LCDR J. R. WEST, RLEX, RANR.
23 May LEUT S. C. CAVE, RLEN, RANR.
23 May LEUT R. A. BOWMAN, RLEN, RANR.

APPENDIX "D" Live Mortar Firings.

Nil Report.

APPENDIX "E" Sporting Results.

<u>Date.</u>	<u>Sport.</u>	<u>Opponents.</u>	<u>Venue.</u>	<u>Results</u>	<u>Nos.</u>
2 May	Golf	Team Practice	Devonport G.C	-	5
	Volleyball	Devonport	Devonport	Lost 3-1	8
3 May	Basketball	Mersey Sports Club	Devonport	Lost 60-38	9
	Golf	Devonport G.C.	Devonport	-	12
4 May	Golf	Devonport G.C.	Devonport	Team Prac	8
	Australian Rules	Spreyton	Spreyton	Drew	28
				7-10 to	
				7-10	
6 May	Ords PT		At Sea		15
7 May	Ords PT & Fitness Training		At Sea		10
8 May	Ords PT		At Sea		
11 May	Hockey	Army Qld	Enogerra	Lost 5-0	12
	Golf	Nudgee G.C.	Brisbane	Social	7
12 May	Golf	Nudgee G.C.	Brisbane	Social	5
	Rugby	Army Qld	Enogerra	Lost 41-0	15
13 May	Ords PT		At Sea		21
	Fitness Training		At Sea		7
14 May	Ords PT		At Sea		10
	Fitness Training		At Sea		5
16 May	Squash	Gladstone S.C.	Gladstone	Lost 5-0	5
17 May	Hockey	Valley Hockey Club	Gladstone	Cancelled (Wet)	
	Golf	Gladstone G.C.	Gladstone	Social	
18 May	Rugby	Vakley Reserves	Gladstone	Lost 9-3	20
	Carpet Bowls	Gladstone N. C.	Gladstone	Social	6
19 May	Fitness Training		At Sea		5
20 May	Ords PT		At Sea		12
21 May	Dest/Frig Aust Pules	Big Ships	Erskinville	Lost 9-18 to 8-5	6
26 May	Dest/Frig Rugby	HMNZS OTAGO	Rushcutter	Lost 6-0	4
				TOTAL.....	245

18/6/1504

DEPARTMENT OF THE NAVY

AS ANZAC

Report of Proceedings JUNE 69

AS(NS) *5/8*

D OF O *11/6/8*

DCNS *11/8*

1NM *15/8*

2NM *12/8*

3NM *12/8*

4NM *11/13/8*

SEC *15/8*

IC OF S *18/8*

DPR

AS (NS) (NS55) *19/8*

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 - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.

15/8

11/8

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA

18 6 1504

Telephone: 35 0444

4 AUG 1969
PMS

NAVY REGISTRY

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

No. A.F. 1/16/6

29 JUL 1969

The Secretary,
Department of the Navy.

HMAS ANZAC - REPORT OF PROCEEDINGS - JUNE, 1969

Forwarded.



Rear Admiral

Enclosure:

HMAS ANZAC letter C1/16/3 of 10th July, 1969.



ROYAL AUSTRALIAN NAVY

TELEPHONE:

IN REPLY QUOTE

C1/16/3

H.M.A.S. ANZAC
at Sea

10 July, 1969.

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - JUNE, 1969.

Reference:- H.M.A.S. ANZAC Message DTG 081150Z July, 1969.

1. Report of Proceedings for the month of June, 1969, is forwarded herewith.
2. It is requested that incorrect copies dated 7 July, 1969, now be destroyed as requested in the reference.

J. B. Snow
(J. B. Snow)
Commander. R.A.N.
CAPTAIN.

For Information: The Commander, First Australian Training Squadron.



H.M.A.S. ANZAC
at Sea

9 July, 1969.

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - JUNE, 1969.

(All times local)

Sir,

1. I have the honour to report the proceedings of H.M.A.S. ANZAC under my command from 1st to 30th June, 1969.

At Sydney 1st - 18th June,

2. During the first two weeks of the month ANZAC was at Garden Island carrying out self maintenance and inter-state mid-winter leave. The ship was shifted by cold move from alongside the Oil Wharf to alongside H.M.A.S. PERTH at the South end of Cruiser Wharf on Tuesday 3rd June. Sea Cadets from T.S. Shropshire were accommodated on board during the weekend concluding on Sunday 1st June, and 24 Cadet Midshipmen from H.M.A.S. CRESWELL embarked on Saturday 7th June to carry out their Sea Training phase. On Tuesday 10th June the ship was held off while H.M.A.S. PERTH proceeded into Captain Cook Dock, being reberthed alongside the South end of Cruiser Wharf.

3. On the afternoon of Thursday 12th June, the Refit Committee chaired by Captain P. H. Doyle, R.A.N., visited ANZAC for discussions with my Executive Officer, my Engineering Officer and me. On Friday 13th June, the Chief of Staff, Captain I. M. Burnside, R.A.N. walked around the ship.

4. The ship was dressed overall on Saturday 14th June on the occasion of the birthday of Her Majesty Queen Elizabeth and again on Monday 16th June on the occasion of the New South Wales State Public Holiday associated with the Queen's Birthday.

5. It had been intended to sail from Sydney on completion of the long weekend on Tuesday 17th June, however, a fault in number two boiler safety valve, which had been discovered on the previous Friday, delayed departure until Wednesday 18th June. At 1410 on Wednesday, the ship was shifted by cold move to number 3 buoy to embark ammunition. Boiler safety valve tests were completed satisfactorily by 1600, and at 1700 ANZAC slipped and proceeded out of harbour enroute to northern waters.

...../On

On passage Sydney to Whitsunday Island area 18th - 21st June.

6. An uneventful passage in calm weather was made to the Whitsunday Passage area and minor evolutions were carried out for the benefit of newly joined personnel.

Whitsunday Passage area 21st - 23rd June

7. ANZAC arrived off the Southern entrance to Whitsunday Passage at 0700 on Saturday 21st June and Cadet Midshipners' dummy anchorages commenced forthwith. On the twenty fifth occasion, the ship came to the port anchor in six fathoms of water in Cid Harbour at 1720.

8. On Sunday 22nd June Divisions Prayers and upper deck rounds were conducted, on completion of which hands proceeded ashore for a "Banyan" on Whitsunday Island.

9. At 0734 on Monday 23rd June ANZAC weighed and proceeded for the second series of dummy anchorages, and when these were completed at 1640, course was shaped for Cairns by way of Molle channel. Unfortunately the inhabitants of Daydream Island were not to be seen in the late afternoon sun.

Passage to Cairns and at Cairns 24th - 25th June.

10. At 1300 after a calm night passage and forenoon seaboard exercises, ANZAC secured alongside the Oil Wharf Cairns port side to. I was greeted by the Naval Agent Mr. A. Pryke who later accompanied me when I called on the Deputy Mayor Mr. J. Donnelly. At 1545 berth was shifted to No. 1 berth port side to, leave then being granted.

On passage Cairns to Lae 25th - 28th June

11. At 0835 ANZAC cast off and proceeded via the Grafton Passage en route to Lae. Strong wind conditions made an unpleasant passage and the newly joined were most grateful when Jomard Entrance was negotiated at 2045 on Thursday 26th June. Squally weather persisted on the morning of Friday 27th June and although Muai Bay was examined, a planned stop over at the Trobriand Islands was not made.

At Lae 28th - 30th June

12. At 1025 on Saturday 28th June the ship came to the port anchor in 32 fathoms of water in Milford Haven Bay, adjacent to the wharf at Lae. Considerable presence of shipping ruled out an alongside berth; as it was M.V. Lemana moved out of the anchor berth to allow ANZAC to anchor. The Naval Agent Designate Lae, Mr. B. Farthing (ex LEUT SLEX (O)) embarked with the Port Manager while a satisfactory anchorage was found. Mr. Farthing later accompanied me when I proceeded to call on the District Commissioner Mr. H.P. Seale, however the latter gentleman was not present in his office for my belated call. Mr. and Mrs. Seale attended a cocktail party for 80 guests on the forecastle that evening and on Sunday 29th June he kindly entertained me to informal drinks at The Residency. A call on the Officer Commanding 2PIR at Lae Barracks, Lieutenant Colonel M. Bishop, was combined with a visit to Rugby and Australian Rules sporting fixtures on Sunday afternoon. ANZAC was defeated on the day. 320 schoolchildren were taken around the ship on Saturday afternoon.

...../I

(Page 3 HMAS ANZAC Report of Proceedings June, 1969)

13. I was also fortunate enough to be taken on a tour of this attractive town, visiting the War Cemetery and the Botanical Gardens amongst other places of interest.

14. The visit of ANZAC to Lae evinced much public interest and 789 visitors were received onboard on Sunday afternoon, with many more turned away. The ship's boats were ably assisted by an Army workboat and our visit appeared a successful one from all points of view.

On passage Lae to Madang, 30th June.

15. At 0830 on Monday, 30th June, ANZAC weighed and proceeded for Madang. After exercising seaboats during the forenoon I entered Dreger Harbour, Finsch Harbour and Langemak Bay. The evidence of war and the RAN use of Dreger Harbour as a base has all but vanished. Our visit to Dreger harbour brought out every inhabitant and we were soundly cheered as we passed through the harbour. At midnight on 30th June ANZAC was once more en-route to Madang.

Training

16. Training has progressed well during the month and all training targets were achieved. The Cadet Midshipmen have settled in well into life onboard, and have been enthusiastic participants in many sporting fixtures.

Material State of Ship

17. The material state of the ship is good. There are no defects extant likely to affect the ship's operational role. However two defects occurred earlier in the month. The major one was the discovery of a crack in the stellite seat of No. 2 Boiler Safety Valve. This defect was not discovered until late in the maintenance period due to internal cleaning of the boilers, thereby preventing access to the Safety Valve. The second defect of note was the failure once again of the Telemotor Steering by-pass Valves. This is thought to be the result of poor quality leather used in the insert seat of these valves. Training has progressed satisfactorily with the class of Cadet Midshipmen undergoing their Engineering Familiarisation and a class of ORDMEs and EMS undergoing Common Sea Training. The training of ship's company sailors has been satisfactorily progressed.

(Page 4 HMAS ANZAC Report of proceedings June, 1969)

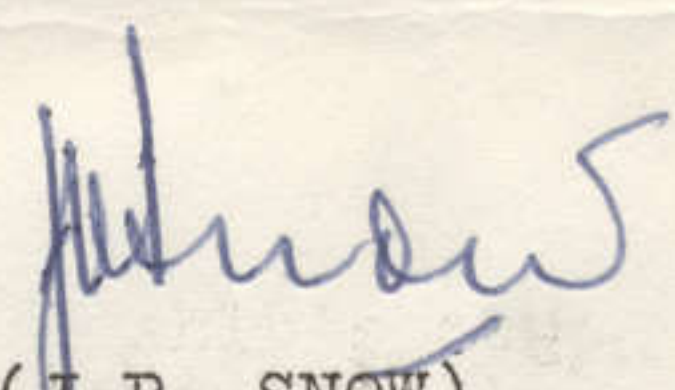
Health Conduct and Morale

18. The health and conduct of the ship's company has been extremely good and morale of both officers and sailors remains high. Inter mess quizzes have been conducted regularly and have promoted fierce competition. The honours have been evenly shared.

I have the honour to be,

Sir,

Your obedient servant


(J.B. SNOW)
Commander, RAN
CAPTAIN

For Information: The Commander, First Australian Training Squadron.

APPENDICES TO HMAS ANZAC REPORT OF PROCEEDINGS, JUNE 1969

APPENDIX "A" - Steaming figures

Distance steamed during month - 2,729.4
Distance steamed since commissioning - 567,330.2
Hours underway during month - 196.5
Hours underway since commissioning - 43,339.5

Economical speed exceeded

18th June - Enroute to Whitsunday Passage - 06 hours
19th June - Enroute to Whitsunday Passage - 24 hours
20th June - Enroute to Whitsunday Passage - 16 hours
23rd June - Enroute to Cairns - 06 hours
24th June - Enroute to Cairns - 09 hours

APPENDIX "B" - Exercises

Seamanship & General

19th June - Ship Exercise Emergency & Leaving Ship Station
- Exercise Steering Gear Breakdowns
21st June - Cadet Midshipmen Anchorages
23rd June - Cadet Midshipmen Anchorages
24th June - O.O.W. Ship Handling
- Seaboat Exercises
27th June - Exercise Steering Gear Breakdowns
30th June - Seaboat exercises

Diving

10th June - Underwater Ship Husbandry

N.B.C.D.

19th June - Minor N.B.C.D. Exercise

A.I.O. & Navigation

Blind Pilotage Approaches - 3

Gunnery

Nil Report

T.A.S.

25th June - Navigation Aid - Grafton Passage
26th June - Navigation Aid - Jomard Passage
27th June - Navigation Aid - Kiriwina Island
28th June - Navigation Aid - Lae
30th June - Navigation Aid - Dreger Harbour

Communications

Navcomex 201 3
Navcomex 202 5
Navcomex 401 17
Navcomex 404 1
TTX 8
BKX 1
FW Instruction 2 Hours
Crypto Instruction 2 Hours
D.F. Instruction 1 Hour

...../.....

APPENDIX "C" - Officers' Movements

Officers' Movements - June 1969

Left

9th June - LEUT W.E. Mc Allister SDEX
4th June - LEUT B.R. Hore SLEX

Joined

2nd June - SBLT B.G. Hockey RLEN
9th June - LEUT W.B. Hamlyn SLEX
15th June - CMDR B.E. Seymour MLIT
17th June - CHAP L.F. Schafer RANR

APPENDIX "D" - Live Mortar Firing

Nil Report

.....
...../.....

APPENDIX "E" - Sporting Results

Fitness Training Ords and Cadet Midshipmen	At Garden Island and at Sea		269
Wednesday 11th June-Rugby vs MORESBY	at Rushcutter Park	Won 11-0	18
Aust. Rules Dest./Frig. vs ALBATROSS	at ALBATROSS	Lost 6-20 1-3	3
Rugby Dest./Frig vs ALBATROSS	at ALBATROSS	Lost 39-0	2
Sailing-Recreational	at Sydney Harbour		4
Squash S/Co. Social Game	at KUTTABUL		2
Friday 13th June- Rugby S/Co. vs C/Mids	at Rushcutter Park	C/Mids won 16-0	30
Tuesday 17th June- Volleyball vs DERWENT	at Garden Island	Lost 2-1	8
Sunday 29th June- Rugby vs Morobe Combined	at Lae	Lost 20-11	18
Golf vs Army	at Lae	Won 2-0	5
Aust. Rules vs Army	at Lae	Lost 7-18 6-2	20
Hockey vs Army	at Lae	Lost 1-0	12
Basketball vs Army	at Lae	Lost 40-28	7
Volleyball vs Army	at Lae	Won on forfeit	8
Sailing vs Army	at Lae	1st & 4th	8
<u>Total participants.....</u>			<u>414</u>

RESTRICTED
DEPARTMENT OF THE NAVY

18-6-1543

HMAS Anzac

Report of Proceedings July 69

AS(NS) 2/13/8

D OF C 2/4

Para 6
DCNS 2/27/8

1NM 2/9/69

2NM 2/18

3NM 2/19

4NM 2/19

SEC 2/19

C OF S 2/19

DPR 2/19
AS (NS) (NS55) 2/19
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2/2/8

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2/27/6

2/19

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ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	1543



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

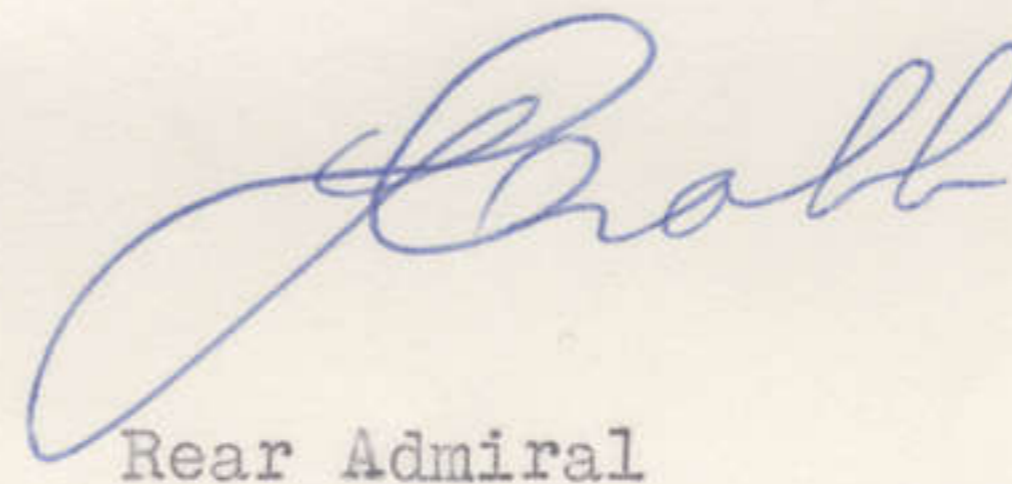
No. A.F. 1/16/6

20 AUG 1969

The Secretary,
Department of the Navy.

HMAS ANZAC - REPORT OF PROCEEDINGS - JULY 1969

Forwarded. An interesting Report. I agree with ANZAC's remarks in paragraph 29 concerning the frequency of visits by RAN vessels.



Rear Admiral

Enclosure: HMAS ANZAC unnumbered letter of 7th August, 1969.

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HMAS ANZAC
at Sydney

7th August 1969

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

HMAS ANZAC - REPORT OF PROCEEDINGS - JULY 1969

(All times local)

Sir,

1. I have the honour to report the proceedings of HMAS ANZAC under my command from 1st to 31st July 1969.

On passage to and at Madang 1 - 3 July

2. At dawn on 1st July ANZAC was proceeding from Lae to Madang having stood out from the coast overnight. The entrance to Madang Harbour was clearly denoted by the Coast Watchers Memorial light on an otherwise featureless coastline. At 0900 ANZAC secured port side to the main wharf at Madang. The Harbour Master Captain J. Veale greeted me on arrival and escorted me when I called on the District Commissioner, Mr. D. Clifton-Bassett at 0930. Also present at the Residency were the Minister for the Navy the Honourable C.R. Kelly, M.P. and Mrs Kelly who had flown into Madang as ANZAC entered harbour.

3. The ship was open to visitors on Tuesday and Wednesday afternoons a total of 1816 being received on board of whom 1140 were schoolchildren. On Tuesday evening a cocktail party for 60 guests was held on the forecastle at which function I had the added pleasure of entertaining Mr. and Mrs. Kelly, Mr. M. Hyland, Commander G. Halley RAN Naval Officer-in-Charge Papua New Guinea and Commander C.J. Schmitzer. The Captain and Officers of HMAS MADANG, which was slipped in the harbour, also attended. I was afterwards a guest at a buffet supper given in honour of the Minister and his party by the District Commissioner and Mrs. Clifton-Bassett.

4. At 0830 on Thursday 3rd July ANZAC cast off and proceeded en-route for Wewak.

On passage to and at Wewak 3 - 6 July

5. At 0930 on Thursday 3rd July ANZAC entered Sek Harbour coming to the starboard anchor in 20 fathoms of water at 0950. I carried out messdeck rounds in the afternoon and later visited the Roman Catholic Mission at Alexishafen, where, with a small party of officers I called on the Roman Catholic Archbishop of Madang Archbishop A.A. Noser, STD, JCB.



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(Page 2 HMAS ANZAC Report of Proceedings July, 1969)

We were warmly welcomed by the Archbishop and his assistants and taken on a tour of the Mission, including the adjacent air strips. The industry and resource in rebuilding the Mission after its total destruction during the War was evident everywhere and it is almost completely self supporting. One enthusiastic Brother of German origin proudly presented us with two large German Sausages made on the premises from local meats. A small solid wharf about two hundred feet long has been constructed at Alexishafen, and I was told that this had been used by quite large merchant ships. At 1800 ANZAC weighed and proceeded for Wewak.

6. At 0900 on Friday 4th July the ship came to the starboard anchor in 7 fathoms of water off Wewak. At 0920 the Deputy District Commissioner Wewak, Mr. J. Young-Whitford, called on me and accompanied me when I called on the District Commissioner Mr. B.K. Leen at 1020. These two gentlemen went to great trouble to ensure a successful and rewarding visit, and all the facilities that this small town could provide were willingly offered. ANZAC's arrival was well publicised by the local radio and despite the restrictions caused by boat traffic, 1582 visitors were received on board on Friday and Saturday afternoons, of whom 744 were schoolchildren. Preparations are in hand at Wewak to commemorate the twenty-fifth anniversary of the surrender of the Japanese in September 1945 at Surrender Point, some ten miles west of the town. While this event will be largely under the auspices of the Sixth Division Association, the District Commissioner told me that Naval representation was hoped for, and that an approach had already been made for the attendance of U.S.N. units.

7. On Friday afternoon I called on the Officer Commanding 3 PIR at Wewak Barracks, Leut-Colonel J. Mc Cormick, and was afterwards shown over the complex. The scales and standards were similar to Lae Barracks, and by comparison with my memories of Manus, quite palatial. An official cocktail party for 60 guests was held on the forecastle on Friday evening.

On passage to and at Manus 6 - 8 July

8. At 0830 on Sunday 6th July ANZAC weighed and proceeded for Kairiru Island, Whilst at Wewak I had been requested by telegram from the resident priest at Kairiru to visit the mission there and allow some six hundred schoolchildren to visit the ship. Accordingly ANZAC came to the starboard anchor in 18 fathoms off the South side of Kairiru at 0945.

9. Father Don Grant met the ship on arrival and I was astonished, when I accompanied him ashore, to be greeted by a Boy Scout guard of honour, a speech of welcome, flower garlands and presents of wood carvings. A continuous shuttle service to the ship catered for visiting school children, while I met other missionaries associated with the two schools there. Their delight in being visited by an Australian Naval Unit knew no bounds. I was interested to see a Japanese Shrine erected in memory of those men of the Imperial Japanese Navy who had given up their lives for their country in this out-of-the-way place. By contrast, a similar Shrine I saw at Wewak included in its inscription the men of all participating countries, friend and foe alike, who had lost their lives in the War.

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...../At

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(Page 3 HMAS ANZAC Report of Proceedings July 1969)

10. At 1500 ANZAC weighed and resumed passage to Manus, securing alongside Lombrum wharf starboard side to at 0900 on Monday 7th July. The Naval Officer-in-Charge New Guinea Commander G. Halley RAN called on me at 0930 and later accompanied me on a brief tour of the base. Having served at Manus and visited it over the years I was deeply impressed by the current state of the base which in my opinion has never looked better or appeared more purposeful. 181 visitors were received on board on Monday afternoon, including all the schoolchildren and the local Gub Pack.

On passage to and at Kavieng 8 - 10 July

11. At 1030 ANZAC cast off and proceeded to moor as an evolution in 7 fathoms of water about one mile East of Lombrum Point. The ship unmoored at 1430 and remained at the port anchor until 1600, when anchor was weighed for passage to Kavieng.

12. At 0700 on Wednesday 9th July ANZAC closed the Southern entrance to Steffen Strait, where I embarked Mr. S.W. Thomas. This gentleman who served as a Lieutenant RANVR during the War and surveyed the Milne Bay - Oro Bay area with Commander, K.E. Oom, very kindly provided valuable local knowledge for the remainder of the passage to Kavieng. ANZAC secured alongside the main wharf Kavieng starboard side to at 0845. I then called upon the District Commissioner Mr. H.L. Williams M.C., a former Coastwatcher. In the evening an official cocktail party for 50 guests was held on the forecastle. As was the case at Madang and Wewak, Kavieng gave ANZAC a very genuine welcome and provided all it could in the way of sport and entertainment

On passage to and at Rabaul 10 - 14 July

13. At 0830 on Thursday 10th July ANZAC cast off and proceeded for Rabaul by way of Steffen Strait North entrance and the east coast of New Ireland. At 0830 on Friday 11th July ANZAC entered Simpson Harbour, securing alongside the main wharf at Rabaul port side to at 0900. I was met by the Naval agent designate, Mr. B.F. Darcey, who accompanied me when I called on the District Commissioner Rabaul, Mr. H. West. Priority had been given in berthing ANZAC for fuel but the pressure of merchant shipping necessitated shifting berth at 0700 on Saturday. The combined efforts of the Naval agent the Harbourmaster and the Port Manager successfully procured another alongside berth at Cocoa Products Ltd., at which wharf ANZAC secured at 0740. This gesture was greatly appreciated, as no charges were made and easy access to and from the ship was guaranteed. A total of 868 school children visited the ship on Friday afternoon, and on Saturday and Sunday 1476 and 1664 visitors were received on each respective afternoon when the ship was open to the general public. A cocktail party for 100 guests was held on the forecastle on Saturday evening. Rabaul gave ANZAC the now customary New Guinea welcome and warmth of hospitality and all on board had a thoroughly enjoyable visit.

On passage to and at Honiara 14 - 18 July

14. At 0700 on Monday 14th July ANZAC cast off and proceeded for Honiara. It had been my intention to visit Kieta and Yandina en-route, but a programme change due to the expected presence of RN minesweepers at Honiara necessitated proceeding direct there.

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(Page 4 HMAS ANZAC Report of Proceedings July 1969)

Time still allowed however a brief look at the Shortland and Treasury Islands and the north coast of Kolombangara Island. I carried out engineering department rounds on Tuesday 15th July.

15. At 0900 on Wednesday 16th July Superintendent of Marine Captain G. Douglas and the Manager Ports Authority B.S.I.P., Mr. W.D. Ramsey MLC, embarked to welcome ANZAC to the port. The ship secured alongside starboard side to the main wharf at 0915. There I was greeted by the District Officer Central Solomons, Mr. S. Sitai, with full details of arrangements for our visit. At 1000 I called on his Excellency the High Commissioner for the Western Pacific, Sir Michael Irving Gass KCMG, at Government House and at 1045 his Aide-de-Camp, Flight Lieutenant P. Wallike RAF, returned the call. Together with four of my officers I had the honour to be entertained at luncheon by His Excellency on Wednesday. Government House has recently been rebuilt and is of modern design. With its spacious public rooms and VIP suites it has no equal in the South/West Pacific area. In the evening, a cocktail party for 80 guests, attended by His Excellency, was held on board.

16. As it transpired, the visit by the RN minesweepers had been deferred and ANZAC would have been welcome to remain longer than the re-scheduled mid-week two days. Like New Guinea, a friendly welcome was accorded to all, and a most enjoyable visit ensued. The highlight was perhaps the Rugby match against Honiara's South/West Pacific Games Team which resulted in a 6 all draw and a rather bad display of sportsmanship on the part of the home team, which drew forth verbal and written apologies to me.

17. In the course of the visit I saw Henderson Field which has recently been extended, and various battle sites. Unexploded ordnance abounds near Honiara, and distant explosions are commonplace. The difference in the tempo of life is noticeable; whereas New Guinea abounds in wealth and the ferment of politics leading to independence, the Solomons are relatively unproductive and no move towards self-government is evident or desired.

On passage to and at Gizo

18. At 0830 on Friday 18th July ANZAC cast off and proceeded. The ship was stopped east of Savo Island over the spot where HMAS CANBERRA was sunk on 9th August 1942 and colours were half masted. After a memorial service had been read by Chaplain L. Schafer, RANR I laid a wreath which the Administration in Honiara had kindly provided. The ship then proceeded to Tulagi, coming to the port anchor in 26 fathoms of water at 1140. At 1600 anchor was weighed and course was shaped for the Blanche Channel.

19. During the forenoon of Saturday 19th July, Cadet Midshipmen's dummy anchorages and seabat drills were carried out off Roviana Lagoon, upon completion of which the ship proceeded to Blackett Strait West entrance. Anchorage was found off Vovohe Cove in 14 fathoms at 1800.

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(Page 5 HMAS ANZAC Report of Proceedings July 1969)

20. At 0700 on Sunday 20th July ANZAC weighed and proceeded for Gizo. The District Commissioner Western Solomons Mr. T. Edgar escorted the ship into the harbour in one of the Administration craft, and boarded when the starboard anchor had been let go. To ensure a comfortable and safe berth the ship was moored in 14 fathoms of water, about two cables from the Government wharf.

21. I had last visited Gizo in 1952 and apart from an air strip which is nearing completion on one of the islands enclosing the harbour, little change was evident. A large colony of Gilbertese Islanders have been re-settled on the island, adding a strong Methodist influence to life there. Despite Sunday observance, many sailors were taken on swimming and canoe expeditions and the Gizo Club opened its doors wide in the evening.

22. The District Commissioner and Mrs. Edgar entertained six officers at luncheon and in turn, I entertained in kind at a buffet supper on Sunday evening. With the assistance of the Administration boats 317 school children visited the ship on Sunday morning and 1410 adults and children were received on board in the afternoon.

On passage to Brisbane 21 - 25 July

23. At 0845 on Monday 21st July ANZAC unmoored and proceeded for Brisbane. A live Squid firing was carried out at 0930 when clear of Gizo. Fair weather prevailed for the whole passage which passed without incident. A major NBCD exercise and other drills were carried out on Wednesday 23rd July, and a surface close range firing was conducted on Thursday 24th July.

24. At 1900 on Thursday 24th July ANZAC was off Calloundra Head commencing the passage through Moreton Bay. The ship came to the port anchor in 5 fathoms of water off the Eastern Channel entrance at 2220. At 0645 on Friday 25th July anchor was weighed and course shaped for the Brisbane River. At 0910 ANZAC secured port side to the Naval Depot New Farm.

At Brisbane 25th - 29th July

25. Lieutenant Commander W.W. O' Loughlin RAN boarded as Deputy Naval Officer-in-Charge and Officer of the Guard immediately the ship had secured. Brisbane's popularity amongst the ship's company had prompted a long standing request for a dance there and for this reason I had received permission to arrive a day early, as Friday was the only occasion when a suitable venue was available. With almost all partners drawn from the Naval Association Volunteer Younger Set a most successful dance was held at the Riverside ballroom on Friday evening. Further entertainment including an excursion to the Gold Coast was organised by these progressive young ladies during the visit. 352 and 446 visitors were received on board on Saturday and Sunday afternoons.

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(Page 6 HMAS ANZAC Report of Proceedings July 1969)

26. At 1530 on Monday 28th July I called on the Premier of Queensland the Honourable J. BJELKE-PETERSON MLA who kindly entertained me for over half an hour. In the evening a cocktail party for 60 guests was held on the forecastle.

On passage Brisbane to Sydney 29 - 31 July

27. At 0830 on Tuesday 29th July ANZAC cast off and proceeded en-route for Sydney. On clearing the Brisbane River a Dan buoy was laid and recovered, following which the ship came to the starboard anchor in 12 fathoms near the East Channel entrance. The ship weighed and proceeded again at 1530, finally clearing Moreton Bay at 1810. On Wednesday morning 30th July a Dan buoy was laid and recovered off North Solitary Island followed by a series of sea boat drills. At 0700 on Thursday 31st July ANZAC secured alongside port side to the South end of Cruiser Wharf Garden Island.

At Sydney 31st July

28. Customs clearance commenced at 0730 on Thursday and all formalities were smoothly completed by 1000. Captain I.M. Burnside Chief of Staff visited at 1000 and at 1045 I called informally on you Sir at Fleet Headquarters.

29. The New Guinea-Solomons cruise has been a most exhilarating and successful one, and excellent value from a training viewpoint. The presence of a major RAN unit in those waters was welcomed by all and there is genuine interest and esteem for the Navy, particularly by the indigenes who live near the water. I believe the RAN would do well to visit the area as often as is possible. Excellent weather throughout added to the success of the cruise. Particular praise is due to the Administration personnel in New Guinea and the Solomons who organised our visit and met our requirements so willingly. The police especially were always helpful with transport, and many young sailors were taken on sight seeing visits. A dance was organised at each place visited and the facilities of the local clubs were offered to all. I feel that all on board have learned much - and owe much. The sporting fixtures listed in Annex "E" are indicative of the variety of interest shown in the cruise.

Training

30. Training has progressed most satisfactorily during the month and all training is up to date. All Ordinary Seamen and Midshipmen are now preparing for their final tests before proceeding to their next postings.

Material State of the Ship

31. The material state of the ship is good. Only two defects of a major nature have occurred, one being the joint failure on the starboard main stop valve, the other the full earth on the G1 turbo generator. Both of these defects will be rectified during the current maintenance period. Technical training has progressed most satisfactorily.

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(Page 7 HMAS ANZAC Report of Proceedings July 1969)

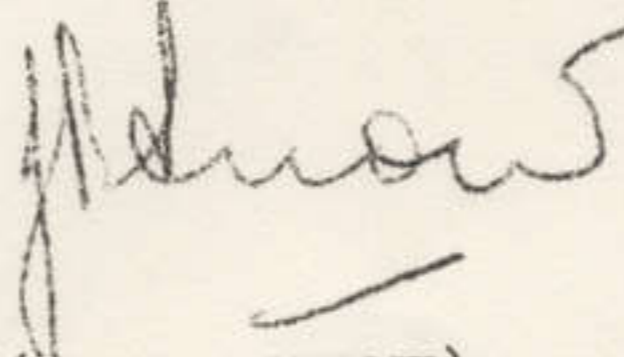
Health Conduct and Morale

32. The health of the ship's company has been extremely good despite the trying conditions of the tropics. Conduct has in the main been very good and I have been pleased with the general behaviour of the ship's company ashore in different environments. Inter-mess quizzes have continued at sea with unabated interest and have promoted much mess spirit.

I have the honour to be,

Sir,

Your obedient servant


(J.B. SNOW)
Commander, RAN
CAPTAIN

For Information: The Commander, First Australian Training Squadron.

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APPENDICES TO HMAS ANZAC REPORT OF PROCEEDING JULY 1969

APPENDIX "A" - Steaming figures

Distance steamed during the month	-	3,629.4 miles
Distance steamed since commissioning	-	570,959.6 miles
Hours underway during month	-	287.25 hours
Hours underway since commissioning	-	43,626.75 hours

Economical speed exceeded

Nil Report

APPENDIX "B" - Exercises

Seamanship & General

8th July - Moored ship
19th July - Seaboats (5)
 - Cadet Midshipmen anchorages (6)
20th July - Moored ship
21st July - Seaboat (1)
23rd July - (1) Exercised Emergency Stations
 - (2) Exercised Leaving Ship Stations
29th July - Laid and recovered dan buoy
30th July - Laid and recovered dan buoy
 - O.O.W. Ship handling exercise
 - Seaboats (3)

Diving

3rd July - Sonar dome/propellers & rudder cleaned
6th July - Search for lost outboard motor
12th July - Wharf survey

NBCD

23rd July - Major NBCD exercise

A.I.O. - Blind Pilotage

7th July - Lombrum Bay - sea to HMAS TARANGAU
8th July - Lombrum Bay - HMAS TARANGAU to sea
9th July - Enterange to Kavieng
10th July - Departure from Kavieng
18th July - Entrance & Departure from Tulagi Harbour
19th July - Sea to anchorage - Vovohes Cove, Kolombangara Island
20th July - Entrance to Gizo
21st July - Departure from Gizo
24th July - Moreton Bay - passage of NW & E channels
29th July - Moreton Bay - passage of E & NW channels

Gunnery

22nd July - Small arms firing
24th July - SUCRF

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Gunnery

22nd July - Small arms firing
24th July - SUCRF

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APPENDIX "B" (Continued)

T.A.S.

1st July - Nav.Aids Madang
3rd July - " Sek Harbour
6th July " Kairiru Island
9th July - " Kavieng
10th July- " Kavieng
18th July- " Tulagi Harbour
19th July- " Blanche Channel
19th July- " Passage of Ferguson-Blackett Straits
20th July- " Gizo
21st July- " Gizo
21st July- Live Mortar Firing
30th July- Passage Sonar Trials

Communications

NAVCOMEX 201	12
NAVCOMEX 202	1
NAVCOMEX 210	1
NAVCOMEX 401	8
NAVCOMEX 403	1
NAVCOMEX 416	1
BKX	2
TTX	18
SRX	8

APPENDIX "C" - Officers Movements

Left:-

31st July - Commander B.E. Seymour, MLIT
31st July - Chaplain L.F. Schafer, RANR

Joined:-

25th July - Lieutenant D.R. Parr, SDEN ME

APPENDIX "D" - Live Mortar Firing

21st July - Live Squid Firing - 1 Salvo

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APPENDIX "E" - Sporting Results

Fitness Training Ords and Cadet Midshipmen		at	Sea & during cruise			282
Higher Rates Power of Command P.T.						33
Tues. 1st July	Soccer vs Madang combined	at	Madang	Lost 5-3		11
	Rugby L. vs Madang combined	at	Madang	Lost 33-3		18
	Basketball vs Madang combined	at	Madang	Lost 39-24		8
Wed. 2nd July	Australian Rules vs Madang combined	at	Madang	Lost 7-9		
	Volley Ball vs Madang combined	at	Madang	6-9		24
	Golf vs Madang (Social Fixture)			Lost 3-2		12
						7
Fri. 4th July	Rugby L. vs Wewak combined	at	Wewak	Lost 13-8		15
Sat. 5th July	Aust. Rules vs Wewak combined	at	Wewak	Lost 14-16		
	Rugby U. vs "	at	Wewak	3-4		18
	Soccer vs "	at	Wewak	Lost 11-6		18
	Basketball vs "	at	Wewak	Lost 6-0		11
	Sailing vs Wewak Yacht Club	at	Wewak	Lost 48-25		7
						9
Mon. 7th July	Aust. Rules vs TARANGAU	at	Manus	Lost 7-11		
	Rugby U. vs TARANGAU	at	Manus	2-4		20
	Basketball Team training			Lost 24-0		18
						4
We. 9th July	Rugby U. vs Kavieng combined	at	Kavieng	Lost 21-6		16
	Soccer vs "	at	Kavieng	Lost 5-0		12
	Basketball vs "	at	Kavieng	Lost 19-3		9
Fri. 11th July	Basketball vs Rabaul combined	at	Rabaul	Won 38-25		9
Sat. 12th July	Soccer vs "	at	Rabaul	Lost 7-0		11
	Volleyball vs "	at	Rabaul	Won 2-1		12
Sun. 13th July	Rugby U. vs "	at	Rabaul	Lost 11-8		18
	Aust. Rules vs "	at	Rabaul	Lost 18-22		
				1-6		24
	Sailing Recreational	at	Rabaul			12
Ved. 16th July	Rugby U. vs Sth. Pacific Games Team	at	Honiara	Draw 6-6		18
	Hockey vs Honiara Police	at	Honiara	Lost 3-1		12
	Basketball vs Guadalcanal	at	Honiara	Lost 40-30		8

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APPENDIX "E" - Sporting Results (Continued)

Thurs. 17th July	Soccer vs Guadalcanal combined	at	Honiara	lost 9-0	12
	Table Tennis vs Chinese Youth Club	at	Honiara	Lost	8
Sun. 20th July	Soccer vs Gizo combined	at	Gizo	Lost 7-0	12
	Tennis vs Gizo combined	at	Gizo	Lost	4
	Swimming Recreational Party	at	Gizo		30
Sun. 27th July	Rugby U. vs Army	at	Enogerra		
			Brisbane	Lost 8-3	15
	Aust. Rules vs Army	at	Enogerra Brisbane	Won 9-7 3-2	20
Total participants.....					<u>636</u>

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DEPARTMENT OF THE NAVY

18-6-1600

HMAS ANZAC

Report of Proceedings August 1969

AS(NS) *[Signature]* 10/10

D OF *[Signature]* 11/10

DCNS

Noongan search - but little interest *[Signature]* 11/10/69

1NM *[Signature]* 10/10

2NM *[Signature]* 10/10

3NM *[Signature]* 13/10

4NM *[Signature]* 14/10

SEC *[Signature]* 16/10

C OF S *[Signature]* 15/10

DPR *[Signature]* 10/10

AS (NS) (NS55) *[Signature]* 10/10
ARCHIVES BRANCH

- 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 again to Board Members with Director's comments if there is any matter of special interest in those comments.
 - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.

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29 SEP A.M.
NAVY REGISTRY

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ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	1600.

Telephone:
35 0444

PMS

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

No. A.F. 1/16/6

24 SEP 1969

The Secretary,
Department of the Navy.

HMAS ANZAC - REPORT OF PROCEEDINGS - AUGUST, 1969

Forwarded.



Rear Admiral

Enclosure: HMAS ANZAC letter unnumbered of 5th September, 1969.

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HMAS ANZAC
at Sea

5th September 1969

The Flag Officer Commanding,
HM AUSTRALIAN FLEET.

HMAS ANZAC - REPORT OF PROCEEDINGS - AUGUST 1969

(All times local)

Sir,

1. I have the honour to report the proceedings of HMAS ANZAC under my command from 1st to 31st August 1969.

At Sydney 1st - 18th August

2. During the period 1st to 18th August, ANZAC remained alongside the South end of Cruiser Wharf Garden Island, carrying out self maintenance and progressing mid-winter leave. The ship reverted to 24 hours notice for steam on Wednesday 6th August when URDEF action was commenced on the starboard main stop valve and G1 turbo-generator. Normal notice for steam was assumed on completion of these repairs on Saturday 16th.

3. HMAS DERWENT was berthed outboard from Thursday 31st July to Tuesday 5th August, and HMAS YARRA, except for day running on Monday, from Friday 8th August to Tuesday 12th August.

4. The ship was open to public inspection on Sunday 3rd August and 247 visitors were **received** on board. On Monday 4th August ANZAC dressed overall to commemorate the birthday of Her Majesty the Queen Mother.

5. On Thursday 7th August all available UC sailors and the Medical Officer embarked in HMAS STALWART for Exercise SMASHEX.

6. One officer and twenty **Sea** Cadets from T.S. WARREGO were accommodated on board for weekend training from Friday 8th August to Sunday 10th August, and thirty eight Sea Cadets and two officers from T.S. PALUMA visited the ship on Monday 11th August.

7. On Saturday 16th August the Cadet Midshipmen GL borne for the last cruise were discharged to HMAS CRESWELL. Their replacement was effected on the following day by thirty two Midshipmen SLEX (including six Singapore Armed Forces) who joined from HMAS CERBERUS.

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(Page 2 HMAS ANZAC Report of Proceedings August 1969)

At Sea in Sydney - Jervis Bay exercise areas 18th - 22nd August

8. At 0835 on Monday 18th August ANZAC cast off and proceeded out of harbour in company with HMA Ships YARRA, VENDETTA and QUEENBOROUGH. OOW manoeuvres were conducted from 0930 to 1030 after which QUEENBOROUGH exercised towing ANZAC. On completion course was shaped independently for Jervis Bay where the ship came to the port anchor in nine fathoms in C1 berth at 1630.

9. At 0845 on Tuesday 19th August an ILR and helo winching demonstration was provided by HMAS ALBATROSS for the benefit of newly joined personnel. At 1045 the ship weighed and proceeded for seaboard exercises in Jervis Bay, rendezvousing with HMAS VENDETTA off Jervis Bay for a surface throw off firing in the afternoon. On completion a heaving line transfer of records was effected, after which both ships steamed in company overnight.

10. At 0652 on Wednesday 20th August VENDETTA detached and further seaboard exercises were carried out in the forenoon. Opportunity was taken to rendezvous with QUEENBOROUGH at 1230 for a series of RAS approaches and practice jackstay transfers. At 1420, ANZAC joined VENDETTA for an AA firing serial, however the aircraft did not join and the serial was abandoned at 1540. QUEENBOROUGH then joined ANZAC for OOW manoeuvres, culminating in a formation anchorage in Jervis Bay at 1745 at which time the ship came to the port anchor in nine fathoms in C1 berth.

11. ANZAC had been programmed to embark a PTA unit for AA firings by VENDETTA on Thursday 21st August, but late notice of PTA flying restrictions caused the abandonment of this serial. Accordingly I took VENDETTA under my command after weighing at 0805 on Thursday, and carried out a programme of OOW manoeuvres, RAS approaches and practice jackstay transfers to the east of Jervis Bay. VENDETTA was detached at 1320, while ANZAC entered Jervis Bay to continue seaboard exercises under way. A rendezvous was effected with VENDETTA at 1745 off Point Perpendicular and both ships steamed in company until 2304 when VENDETTA was detached to Jervis Bay to land a medical patient.

12. At 0740 on Friday 22nd August ANZAC secured port side to alongside the north end of Cruiser Wharf Garden Island, having completed a lone night passage from southern exercise areas.

At Sydney 22nd - 25th August

13. Over the weekend the change over of Ordinary Seaman occurred and stores were topped up to capacity in readiness for the forthcoming training cruise. You Sir, visited the ship informally at 1025 on Friday 22nd August.

...../ANZAC

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(Page 3 HMAS ANZAC Report of Proceedings August 1969)

M.V. NOONGAH - Survivor search 25th - 28th August

14. ANZAC was scheduled to depart for New Zealand at 1300 on Monday 25th August, but sailing was delayed while a defective 975 aerial unit was replaced by the dockyard. In the meantime the search for survivors from M.V. NOONGAH which had sunk in rough seas off Smoky Cape early that morning was gaining momentum. At 1430, with the 975 repair complete, ANZAC cast off and proceeded with all **despatch in** execution of previous orders to join the NOONGAH survivor search force.

15. Once clear of Sydney Heads 25 knots was maintained in a rising sea and swell until the Crowdy Head area was reached at 2115. HMAS HOBART as surface search co-ordinator had allocated search areas to HMA Ships YARRA, DERWENT and VENDETTA to the northward, these ships having preceded ANZAC to the scene. Accordingly ANZAC was assigned a search area to the south and east of Crowdy Head.

16. At 0525 on Tuesday 26th August the search pattern established for the night was abandoned when flotsam was sighted to the north of ANZAC by YARRA. In moderating weather conditions items such as oars and a lifeboat section, readily identifiable as M.V. NOONGAH'S, were recovered throughout the forenoon, but no sign or survivors or victims was seen. The area search was recommenced in the afternoon, this being shifted further south at nightfall. HMAS QUEENBOROUGH joined the force during the afternoon. By 2300 all ships were formed in line abreast two miles apart sweeping in a northerly direction for the night.

17. At 0600 on Wednesday 27th August, when off Smoky Cape, the search axis was reversed and ships closed to one mile spacing. At 1130, ANZAC recovered further NOONGAH flotsam and while rejoining the force was ordered to assist VENDETTA in flotsam recovery off Cape Hawke. This also proved **rewarding**, but unfortunately no trace of the missing crew members was found. ANZAC remained in the Cape Hawke area in deteriorating weather until 1700, when then ordered to rejoin HOBART and the other units. After a rendezvous at 1800, ANZAC proceeded to a station initially six miles on HOBARTS' port beam. All ships except VENDETTA then proceeded in line abreast at courses and speeds as requisite to close the entrance to Sydney Harbour.

18. At 0600 on Thursday 28th August course was **altered** to the west and HMA Ships HAWK, CURLEW and GULL joined the force shortly after. Entry to the harbour was effected at 0730 in the order HOBART, YARRA, DERWENT, ANZAC, QUEENBOROUGH, HAWK, GULL and CURLEW. ANZAC secured alongside HMAS DUCHESS port side to at the south end of Cruiser Wharf at 0805. Fuelling commenced at 0845.

On passage Sydney to Auckland 28th - 31st August

19. At 1130 on Thursday 28th, ANZAC cast off and proceeded for passage to Auckland. The weather improved considerably as the East Tasman was reached and work above and below decks was resumed with a will.

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(Page 4 HMAS ANZAC report of Proceedings August 1969)

I carried out messdeck rounds on Saturday 30th August and Divisions, Prayers and upper deck rounds on Sunday 31st August. After prayers I addressed the ship's company on a number of topics in connection with the ship's programme, including security. At midnight on Sunday 31st August ANZAC was proceeding down the East Coast of North Island, towards Hauraki Gulf.

20. The opportunity to work with other ships in the last two weeks enlivened an otherwise quiet month. The Midshipmen in particular gained great value from the evolutions performed in company, and a week in company after their first arrival onboard is recommended for subsequent cruises.

Training

21. Training has progressed very satisfactorily throughout the month. All seventeen candidates passed Section I part I and II of the Advancement Board held on 12th August. Section II results are awaited. As mentioned in the main report, twenty four Cadet Midshipmen GL completed their training period on 16th August and were discharged to CRESWELL. Thirty two Midshipmen SLEX joined on 17th August from HMAS CRESWELL. The change over of ordinary seaman took place a week later. Of the sixty six ORDs now borne, twenty two are undergoing departmental training. Sea Cadets from T.S. WARREGO carried out weekend training during the month and Sea Cadets from T.S. PALUMA were shown over the ship on Monday 11th August. Six trainee Coxswains embarked for a weeks familiarisation at sea from 18th to 22nd August.

Material State of the Ship

22. The material state of the ship is good. On raising steam to test the repaired joint on the Starboard Main Steam Bulkhead Valve from No. 2 boiler (July 1969 Report of Proceedings paragraph 31) a similar joint on the Port Main Steam Bulkhead Valve failed. This was repaired by the Garden Island Dockyard during the August maintenance availability. It was found necessary to have the 975 Radar antenna gear box changed. The gear box became very noisy and bearing failure was suspected. G1 turbo-generator main positive supply cable was found to be fully earthed. This cable was removed by Garden Island Dockyard. No other serious defects have occurred which have affected the ability of the ship to carry out its task.

Health Conduct and Morale

23. The state of health onboard remains very good, although weather conditions during the initial stages of the NOONGAH search gave the majority of the newly joined Midshipmen and ORDs a drastic introduction to sea-sickness.

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...../Conduct

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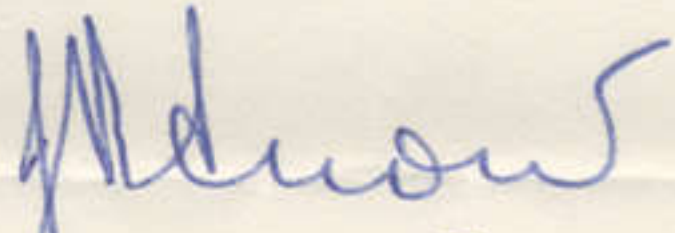
(Page 5 HMAS ANZAC Report of Proceedings August 1969)

Conduct both onboard and ashore has been good. The recent arrivals, some 40% of the Ships Company are settling in **extremely** well. Morale onboard has been most satisfactory; to cater for the relatively long ocean passages, a full programme of ships activities, mainly on an inter-mess basis, has been instituted.

I have the honour to be,

Sir,

Your obedient servant


(J.B. Snow)
Commander, RAN
CAPTAIN

For Information: The Commander, First Australian Training Squadron.

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APPENDICES TO HMAS ANZAC REPORT OF PROCEEDINGS AUGUST 1969

APPENDIX "A" - Steaming figures

Distance steamed during the month	-	2,715.8
Distance steamed since commissioning	-	573,675.4
Hours underway during month	-	220.66
Hours underway since commissioning	-	43,847.41

Economical speed exceeded

18th August - Exercise Jervis Bay area - 3 hours
19th August - Exercise Jervis Bay area - 2 hours
21st August - Exercise Jervis Bay area - 1 hour
25th August - Passage to Crowdy Head - 9 hours
(M.V. NOONGAH search)

APPENDIX "B" Exercises

Seamanship

18th August - OOW manoeuvres YARRA, VENDETTA, QUEENBOROUGH.
- TOWEA QUEENBOROUGH.
19th August - ILR and helo winching demonstrations.
- Seaboats - 4.
- Heaving line transfer/VENDETTA.
20th August - Seaboats - 4.
- Jackstay transfers and dummy approaches/QUEENBOROUGH.
(one each ship)
- Exercise action stations.
- OOW manoeuvres/QUEENBOROUGH.
- Formation anchorage/QUEENBOROUGH.
21st August - OOW manoeuvres - two periods/VENDETTA
- Jackstay transfers and dummy approach/VENDETTA
(one each ship)
- Seaboats - 5
28th August - Formation entry Sydney - HOBART, YARRA, DERWENT,
QUEENBOROUGH, GULL, HAWK and CURLEW.
- Exercise emergency stations, leaving ship stations.

Diving

7th August - Diving suitability test - PENGUIN (2)
22nd August - Packed stern gland

NBCD

20th August - Minor NBCDX

A.I.O.

Nil Report

T.A.S.

28th-30th August - Bathy dips - passage Sydney to Auckland

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APPENDIX "B" (Continued)

Gunnery

19th August - SUTOF - Target for VENDETTA

Communications

NAVCOMEX 201 - 4
NAVCOMEX 202 - 4
NAVCOMEX 207 - 2
NAVCOMEX 401 - 6
TTX/BKX - 7

APPENDIX "C" - Officers Movements

Left:-

1st August - SBLT B.G. Hockey, RLEN RANR S
4th August - LEUT L.G. Pollard, SDEN ME
25th August - LEUT G.P. Martin, SLEX

Joined:-

17th August - LCDR D.E. **Clinch** GLEX N
22nd August - Midshipman **J.I. Maniania** SLEX (PNG) RAN
22nd August - Midshipman F. Molean, SLEX (PNG) RAN
22nd August - Midshipman K. FRANK, SLEX (PNG) RAN
22nd August - Midshipman G. Elias, SLEX (PNG) RAN
24th August - Lieutenant K.V. Whitten, RLEN RANR S
APPENDIX "D" Live Mortar Firings

Nil Report.

APPENDIX "E" Sporting Results

Fitness Training - ORDs and SL Mids. at Garden Island and at Sea	125
- Dog watch Circuit Training for Ships Company	95
6th August - Golf Vs NIRIMBA at Massey Park LOST 146 - 160	6
7th August - Volleyball Vs STALWART at Dockyard LOST 3 - 1	8
8th August - Cross Country Run for Ordinary Seamen	
13th August - Volleyball Vs YARRA at Dockyard LOST 5 - 3	10
- Aust. Rules - Fleet Trials at Erskinville	10
- Golf Vs Big Ships at Massey Park WON - Forfeit	6
20th August - Rugby Vs MORESBY at Ruschcutter Park LOST 12 - 6	7
- Volleyball Vs STALWART at Dockyard Won 5 - 3	10

Total Participants..... 277

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DEPARTMENT OF THE NAVY

18. 6. 1682.

HMAS ANZAC

Report of Proceedings SEPT. 69

AS(NS) *3/10.*

~~D OF O~~ *3/11*

~~AS(NS)~~ Proposal \otimes to \otimes (para 14) be passed to Defence & External Affairs. *3/11.*

~~DCNS~~

AS/NS proposal has been dealt with in file 42/23/166 1/11.

~~1NM~~ *6/11*

~~2NM~~ *2/11*

~~3NM~~ *2/11*

~~4NM~~ *19/11*

~~SEC~~ *12/11*

~~C OF S~~ *12/11*

~~D of O~~ *12/11*

~~DPR~~

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- NOTES:
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 - B. The report will be given again to Board Members with Director's comments if there is any matter of special interest in those comments.
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ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA
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PMS

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

No. A.F. 1/16/6

28 OCT 1969

The Secretary,
Department of the Navy.

HMAS ANZAC - REPORT OF PROCEEDINGS - SEPTEMBER, 1969

Forwarded.

[Handwritten Signature]
Rear Admiral

f Enclosure: HMAS ANZAC letter 1/16/3 of 10th October, 1969.

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1/16/6

1-16-3

H.M.A.S. ANZAC

at Gisborne.

10 October, 1969.

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - SEPTEMBER, 1969.

(All times local)

Sir,

1. I have the honour to report the proceedings of H.M.A.S. ANZAC under my Command from 1st to 30th September, 1969.

On passage to and at Auckland 1st September.

2. H.M.A.S. ANZAC arrived off the entrance to Auckland at 0815 on Monday 1st September and there embarked the Officer of the Guard, LCDR J. O. Morrice, R.A.N., who is serving on the staff of Commodore Auckland. As the ship approached Calliope Wharf H.M.N.Z.S. WAIKATO was passed under way, followed by H.M.N.Z.S. TARANAKI. ANZAC secured alongside port side to Calliope Wharf West at 0915 and commenced fuelling shortly afterwards.

3. At 1000 I called on the Commodore Auckland, Commodore J. P. S. Vallant, C.B.E., R.N.Z.N., and then on the Captain Superintendent H.M.N.Z.S. PHILOMEL, Captain N. Anderson, O.B.E., R.N.Z.N., who is also the co-ordinator of the Captain Cook Bi-Centenary celebrations. Also in attendance was Commander P. Bardwell, R.N.Z.N., who has recently returned from the post of R.N.Z.N.L.O. in Canberra.

4. Because of the limited time available, return calls were not made on this occasion.

5. At 1300, having embarked fuel, water and provisions, ANZAC cast off and proceeded en route for Tahiti.

On passage to Tahiti, 1st - 7th September.

6. A fair weather passage was enjoyed for the first three days, however, on the second Wednesday when the ship had crossed the International Date Line, a boisterous easterly wind accentuated the south-easterly swell and made for lively and uncomfortable movement which lasted until the lee of Tahiti was gained. On 3rd September a Sea Mountain was disclosed by the Echo Sounder; details have been forwarded in Hydrographic Note 4/69.



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7. A keenly contested inter-mess "tug-of-war" was held on the afternoon of the first Wednesday, 3rd September, but an athletic competition - H.M.A.S. ANZAC Inter-Mess Olympics - which was scheduled for the afternoon of the second Wednesday 3rd September, had to be postponed due to weather. I carried out mess-deck rounds on Saturday 6th September, after which I addressed the ship's company about Tahiti.

8. At 0600 on Sunday 7th September, the islands of Moorea and Tahiti were sighted. The first close sight of Moorea's soaring mountains and lush vegetation in the early morning light, provided a rich and unforgettable visual experience. Tahiti unfortunately was partly obscured by low rain clouds. At 0815 the outer fringes of Papeete were in view and at 0830 the ship stopped on the leads outside the entrance to the Passe Du Papeete to embark the pilot.

At Papeete 7th - 10th September.

9. Comparison of the Pilot and chart with written material in the latest Pacific Island Yearbook led me to request a pilot on the previous day, however, the French Naval authorities had anticipated my requirements by informing me that both pilot and two Naval tugs would be provided. It was a pleasant surprise however to embark in company with the pilot a Liaison Officer for our visit Sous Lieutenant E. Janssen, French Navy. This able courteous and friendly young officer very quickly set the stage for a memorable visit.

10. At 0915 having turned in the harbour, ANZAC secured by a modified Mediterranean Moor, bows to a buoy and starboard side aft of the break alongside a pontoon. Directly opposite, on the other side of the pontoon lay B.D.C. TRIEUX a landing craft, which was our host ship. As the final approach was being made we were greeted by a band of Tahitian musicians and dancers, whose drums and dancing on the pontoon made a noisy but colourful distraction.

11. Immediately on securing, I was called on by Capitaine de Corvette Guadon representing Commandant of the Naval Base, and Capitaine de Corvette G. B. Doniol, Captain of B.D.C. TRIEUX. This latter officer spoke perfect English having spent considerable periods as a Naval aviator with the U.S.N. in addition to much NATO duty. With formalities over, the Tahitian troupe boarded and entertained the ship's company for over half an hour to song and dance Tahitian style. Many of the ship's company were drawn into the dances which included the sensuous Tamure for which Tahiti is justly famous. The ship was open to public inspection on Sunday 7th September and 374 visitors were received onboard.

12. Right from the outset the French Navy went out of their way to ensure that ANZAC was well provided for, and no facility remained unoffered to us. A comprehensive report on the visit is being forwarded separately.

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13. On Monday 8th September I called on the following authorities in the order named. Capitaine de Vaisseau Vallaux, Commandant of the Naval Base, Rear Admiral Levesque, Joint Force Commander of the area and Chief of the Nuclear Experimental Centre (CEP), and Mr. Pambrum, Mayor of Papeete. Capitaine de Vaisseau Vallaux and Mr. Pambrum subsequently returned my calls later in the forenoon and all three gentlemen accompanied by their wives attended with eighty other guests an official cocktail party onboard at 1830 that evening.

14. At 1000 on Tuesday 9th September ANZAC was moved by two tugs and the pilot to the fuelling berth, where she remained until departure. The ship was open to public inspection during the afternoon and 570 visitors were received onboard. That evening a cocktail party for 30 officers from ANZAC and some 150 other guests was held by Capitaine de Vaisseau Vallaux in the grounds of his residence. The highlight of this event was another Tahitian spectacle of colourful singing and dancing. Earlier in the day I had been invited by the Captain of LPD L'OURAGAN, Capitaine de Fregate Dupuis, to inspect his ship and I spent over an hour in detailed discussion and examination of this impressive unit. I believe that there is much to be learnt by planners, operators, and Naval architects alike from the study of this class. Capitaine de Fregate Dupuis has been able to evaluate both English and American versions and was not slow in voicing his opinion on the relative merits and de-merits of all three. ~~L'OURAGAN~~ will be returning to the Pacific in 1970 for the next series of tests and I was assured that if Australia wished to be visited by this ship, such an invitation would be welcomed by the French Authorities. Interestingly, Admiral Levesque who last year commanded the carrier task force in CLEMENCEAU for the test told me that he would have visited Australia en-route had he been so invited. ~~*~~

15. At 0830 on Wednesday 10th September, ANZAC cast off and proceeded out of harbour for Pago Pago. There was genuine regret on the part of our hosts that our visit had not only been changed by the NOONGAH operations but had been shortened as a result. Despite the expense of Papeete as a liberty port, it has many diversions to offer and a four day visit is recommended in future.

On passage to and at Pago Pago - 10th - 14th September.

16. I had intended to circumnavigate Tahiti but severe wind and rain prevented this diversion and course was accordingly shaped direct to Pago Pago. The weather cleared overnight and a fine calm passage was enjoyed thereafter.

17. On Saturday 13th I carried out mess-deck rounds and in the afternoon the Inter-mess Olympics were spiritedly contested on the upper deck, providing a great deal of exercise, amusement and rivalry.

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18. At 0900 on Sunday 14th September ANZAC secured alongside the Oil Wharf at Pago Pago port side to. The Senior Service Officer in the area, Lieutenant T. Smith, USCG, boarded on arrival and accompanied me when I called on His Excellency the Governor of American Samoa, Mr J. Haydon, at 1000. This able friendly and hospitable gentleman, who has only recently been appointed to the post by President Nixon's Administration, returned my call at 1020, and combined this, at his request, with an inspection of the ship. The Governor later took me for a drive around Pago Pago and its immediate vicinity. It was interesting to note the presence in the harbour of eighteen Korean, Japanese and Chinese fishing vessels all of whom are supplying the two large fish canneries on the north side of the harbour with tuna and albacore. The revenue from the fishing industry netted Western Samoa \$29,000,000 in the last financial year.

19. As is customary in these islands, Sunday observance was adhered to by the local population, but the Hotel Intercontinental, some 200 yards from the ship's berth provided convivial entertainment, including swimming for the ship's company.

20. At 1800, having fuelled, ANZAC cast off and proceeded for Apia.

On passage to and at Apia - 14th - 17th September.

21. After standing off to sea to the north of Upolu Island overnight, ANZAC approached Apia early in the morning of Monday 14th September, embarking the Harbourmaster at the entrance to the reef at 0840. ANZAC secured alongside starboard side to the main wharf at 0915, after which I was welcomed by the Second Secretary of the New Zealand High Commission, Mr. G. R. McGhie, and Mr. Pito Falogo, Acting Secretary to the Prime Minister. The latter gentleman accompanied me when I called on Mr. Koranita Enari, Acting Secretary to the Government, and Mr. Lesatele Rapi, Minister of Marine, later in the forenoon. Calls on His Excellency the High Commissioner for New Zealand and the Honourable Prime Minister had to be cancelled as both gentlemen had succumbed to an outbreak of Hong Kong Flu prevalent in Apia at this time.

22. At 1215 my Officers and I were privileged to be guests of honour at a delightful luncheon at the old Pilot House, hosted by the Minister of Marine, Mr. Lesatele Rapi. Here we were introduced to many delights of Samoan cuisine. A visit by schoolchildren to the ship was cancelled due to Hong Kong Flu restrictions, however, a successful cocktail party for 80 guests was conducted on ANZAC's forecastle at 1830 that evening. A total of 670 visitors was received onboard when the ship was open to the public on Tuesday afternoon.

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23. Apia proved to be a very popular visit for all on board, principally because no language barrier hampered the natural friendliness of the Samoans. Prices were somewhat cheaper than elsewhere. At 0850 on Wednesday 17th September ANZAC cast off and proceeded for Auckland.

On passage Apia to Auckland - 17th - 22nd September.

24. An exceptionally calm and sunny passage was enjoyed and this also enabled a quarterly full power trial to be conducted on the afternoon of Sunday 21st September. A speed of 30½ knots was reached with some reserve left, despite the prevalent low vacuum condition. I carried out mess-deck rounds on Saturday 20th September, and Divisions, Prayers and Upper Deck Rounds were held on Sunday morning.

At Auckland 22nd-23rd September.

25. At 0900 on Monday 22nd September ANZAC secured alongside Calliöpe Wharf East, starboard side to. I then embarked on a round of calls and return calls which occupied the day, visiting in the forenoon Commodore Auckland, Commodore J. P. S. Vallant, C.B.E., R.N.Z.N., the Chairman of the Auckland Harbour Board, Mr. R. C. F. Savory, C.B.E., the Mayor of Auckland, Mr. D. M. Robinson and the Australian Trade Commissioner, Mr. K. J. Cosgrove. Calls were returned by Commodore Auckland (for whom a guard was paraded) and the Australian Trade Commissioner in the afternoon.

Hauraki Gulf area 23rd - 25th September.

26. At 0830 on Tuesday 23rd September, ANZAC cast off and proceeded out of harbour. During the remainder of the day, Cadet Midshipmens' dummy anchorages were exercised until the ship came to the port anchor in 10 fathoms of water off the Coromandel Peninsula at 1830. Anchor was weighed at 0640 on Wednesday and in miserable weather conditions, dummy anchorages were continued. The ship remained under way on Wednesday evening as a gale warning was prevalent and no snug anchorage lay nearby. By the time course was shaped to the north late on Thursday afternoon, sixty seven dummy anchorages had been carried out.

On passage Hauraki Gulf to Nelson and at Nelson 27th - 29th September.

27. A smooth passage by way of the west coast of North Island was made to Nelson, where ANZAC arrived off the breakwater at 0835. I embarked a pilot at this time as tidal conditions within the rather restricted harbour were not fully understood. At 0912 ANZAC secured alongside the Main Wharf, port side to, being met by the Naval Relations Officer, LCDR W. Strong, RNZN, (retd). This gentleman accompanied me when I called on the Mayor of Nelson, Mr. F. Horne, the Town Clerk, Mr. W. McCulloch, the Chairman of the Nelson Harbour Board, Mr. J. Brunt, the Managing Secretary of the Nelson Harbour Board, Mr. W. Parr, the Area Officer N.Z. Army, Major P. Marshall and the Air Force Relations Officer, Group Captain E. King, R.N.Z.A.F. (retd).

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Fortunately all were present in the Mayor's Parlour and return calls were considered paid. Thirty six school children visited the ship on Saturday afternoon and in the evening a cocktail party for eighty guests was held on the forecastle.

28. On Sunday 28th September, the ship was open to public inspection, a total of 2287 being received onboard. Although Nelson seemed unusually quiet because of the weekend, the ship's company were befriended by many local people, and sporting fixtures and free bus tours (under the auspices of the Australian High Commission) ensured a happy and successful visit.

On passage to and at Wellington 29th - 30th September.

29. At 0830 on Monday 29th September, ANZAC cast off and proceeded. The ship remained in Tasman Bay throughout the day exercising seaboats, transitting Cook Strait in the early hours of Tuesday 30th September. At 0810 the Liaison Officer for our Wellington visit, LCDR T. M. O'Brien, R.N.Z.N., embarked in company with the pilot just inside the entrance to Port Nicholson. At 0915 the ship secured alongside the Overseas Passenger Terminal port side to. After a brief Press Conference, I departed to call on the Australian Defence Representative, Captain J. A. Gledhill, D.S.C., R.A.N., the Deputy Australian High Commissioner, Mr. M. E. Lyons, the Chairman, Mr. E. M. Hodder, and the General Manager, Mr. R. Reeves of the Auckland Harbour Board, the Mayor of Wellington, Sir Francis Kitts and the Chief of Naval Staff, Rear Admiral L. Carr, D.S.C.. LCDR O'Brien accompanied me on all calls.

30. In the afternoon I received return calls from the Chief of Naval Staff, for whom a guard was paraded, the Deputy Australian High Commissioner, and the Chairman and General Manager of the Harbour Board. That evening a cocktail party for 100 guests was held onboard.

Training.

31. Training has progressed most satisfactorily during the month. Midshipmen and Ordinary Seamen training has attained the level required by the syllabus. Training has commenced for the 60 man unarmed contingent which is to take part in the Cook Bi-Centenary celebrations, in Gisborne, on 9th October. Training classes have been formed for the November Advancement Board. Twenty Sailors are attempting Section I and thirteen Sailors Section II. The four PNG Midshipmen have completed Astro Navigation, and are now carrying out training on miscellaneous subjects.

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Material State of the Ship.

32. The condition of the hull and machinery remains generally good. No major defects have occurred during the month. A quarterly full power **work-up** was carried out on 21st September, a maximum of 308.5 shaft revolutions was reached. Compared with 318 reached on the makers trials, this is considered to be quite satisfactory.

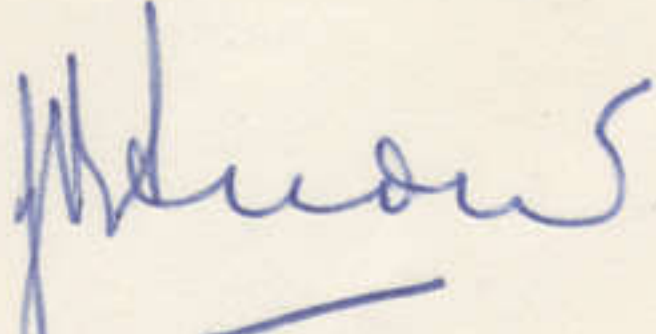
Health Conduct and Morale.

33. The state of health remains high and conduct has been good. I have been well pleased with the behaviour of the ship's company in shore environments and their ready response and friendliness to others. It has attracted much favourable comment. During the long sea passages which were a feature of the month the frequent quizzes, the production of the ship's magazine, the inter-mess sports and competitions were keenly engaged in, and boredom has never presented itself. The morale of both Officers and Sailors is very high.

I have the honour to be,

Sir,

Your obedient servant.


(J. B. Snow)
Commander. R.A.N.
CAPTAIN.

For Information:- The Commander, First Australian Training Squadron.

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APPENDICES TO HMAS ANZAC REPORT OF PROCEEDINGS SEPTEMBER 1969

APPENDIX "A" - Steaming figures

Distance steamed during the month	-	6,683.6
Distance steamed since commissioning	-	580,359.00
Hours underway during month	-	489.4
Hours underway since commissioning	-	44,337.07

Economical speed exceeded

17th September - En-route to Auckland -	13 hours - 17 knots
18th September - En-route to Auckland -	24 hours - 17 knots
20th September - En-route to Auckland -	24 hours - 17 knots
21st September - En-route to Auckland -	11 hours - 17 knots
Quarterly full power trial	
26th September - En-route to Nelson -	5 hours - 16½ knots
27th September - En-route to Nelson -	8 hours - 16½ knots

APPENDIX "B" Exercises

Seamanship & General

7th September - Exercised steering gear breakdown
14th September - Exercised steering gear breakdown
21st September - Quarterly full power trial
23rd September - Midshipmens dummy anchorages (21)
24th September - Midshipmens dummy anchorages (26)
25th September - Midshipmens dummy anchorages (20)
29th September - Exercised seaboats (23)
- O.O.W. Ship handling exercises

Diving

15th September - Propellers and Rudder cleaned
- Surface swim

NBCD

24th September - Minor NBCDX

A.I.O. Blind Pilotage

23rd September - Anchorage Haataha Houraki Gulf.
24th September - Departure from anchorage
30th September - Entrance into Wellington Harbour

Gunnery

20th September - Small arms shoot (pistol)

T.A.S.

Nil report.

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APPENDIX "B" (Continued)

Communications

NAVCOMEX 201	-	3
NAVCOMEX 202	-	10
NAVCOMEX 501	-	3
TTX	-	8
BKX	-	1
FTX	-	2
FLEETWORK/VOICE	-	4
NAVCOMEX 401	-	4
NAVCOMEX 402	-	2
NAVCOMEX 404	-	1
NAVCOMEX 501	-	4
TTX	-	10
MTX	-	2

APPENDIX "C" Officers movements

Nil report.

APPENDIX "D" Live Mortar Firings

Nil Report

...../Sport

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APPENDIX "E" Sporting Results

Tues 9th Sept.	- Volley ball	vs. TRIEUX	on TRIEUX	won 2-1	6
	- Rugby	vs. French Militaire	at R.A.A.A. Tahiti	Lost 14-5	15
	- Aust. Rules	vs. Ship's Company	at R.A.A.A. Tahiti	Ships Company 9	
	Midshipmen			Midshipmen 3	32
Tues 16th Sept.	- Rugby	vs. Apia	at Apia	Lost 19-3	19
	- Basketball	vs. Morman Mission	at Morman High.	Lost 66-33	6
	- Sailing	vs. Apia	at Apia Harbour	12th & 8th	6
Sat 13th Sept	- Olympics	Inter-mess	at Sea	1st Electrical	97
Wed 17th Sept	- Tug-o-war	Inter-mess	at Sea	1st Supply	72
Sat 20th Sept	- Darts	Inter-mess	at Sea	1st Engineering	48
Mon 22nd Sept	- Rugby Union	vs. Ordinary Seaman	at Philomel	Won CPO's & WR	40
	- 7 side Rugby	vs. Electrical	at Philomel	Won Electrical	14
	- Volley ball	vs. Electrical	at Philomel	Won Electrical	12
	Engineering				
Early morning	Fitness Training	Ordinary Seamen			350
Early morning	Fitness Training	Midshipmen			375
Dog Watch	Circuit Training				125
<u>Total Participants.....</u>					<u>1217</u>

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DEPARTMENT OF THE NAVY

OCT
- Nov. 1969.

HMAS ANZAC

Report of Proceedings:

AS(NS)

27/12

D OF

28/12

DCNS

Exercise COTP - Sea firing with SEACAT - para 13

27/12

1NM

27/12

2NM

27/12

3NM

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4NM

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27/12

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16/30

HMAS ANZAC
at Sydney

6 November, 1969

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

HMAS ANZAC - REPORT OF PROCEEDINGS - OCTOBER, 1969.

(All times local)

Sir,

1. I have the honour to report the proceedings of HMAS ANZAC under my command from 1st to 31st October, 1969.

At Wellington 1st to 3rd October.

2. The beginning of the month saw ANZAC in Wellington, where the ship had arrived on 30th September. Under the auspices of the Deputy Secretary of Defence (Navy) and the Australian Defence Adviser, a full programme of social and sporting engagements had been arranged, including bus tours to local districts. A copy of this programme is attached as annex "A". Thanks to the excellent organisation by these two authorities a most successful and enjoyable visit resulted.

3. At 0945 on Thursday 2nd October I called on His Excellency the Australian High Commissioner, Sir Edwin Hicks CBE. His Excellency returned my call informally at 1235 and honoured me by attending a luncheon party on board which included Rear Admiral L.G. Carr DSC., Chief of the Naval Staff, Captain W.I. Campbell RN., British Defence Liaison Staff and Captain J.A. Gledhill DSC. RAN., Australian Defence Representative.

4. The ship was open to visitors on Wednesday 1st October and Thursday 2nd October but only 107 and 18 were received on each respective day, due to mid-week period and inclement weather on Thursday.

5. At 0850 on Friday 3rd October ANZAC cast off and proceeded. The signals exchanged with our host authorities are attached at annex "B".

On passage Wellington to Auckland Friday 3rd October to Sunday 5th October.

6. An uncomfortable passage to the north was made on Friday, but the weather had moderated by the time the Bay of Plenty area was reached on Saturday. I carried out messdeck rounds on Saturday morning and in the afternoon a SUCRF was conducted at a locally made target. G2 mounting demonstrated absolute supremacy by shattering the stave on the first burst at a range of approximately four cables. On completion of the SUCRF at 1550 the target was recovered and two seaboard exercises for higher rates were carried out. Course was resumed to the north thereafter. At 0330 on Sunday 5th October Hauraki Gulf was entered. Identities were exchanged with HMS ARGONAUT (Commander M.J. Garnett OBE RN.) at 0712, which ship ANZAC secured alongside starboard side to at Inner East Princes Wharf Auckland at 0921. Also present in the near vicinity were HMCS ST CROIX (Commander J. Cumming RCN.) wearing the pennant of the Commander Second Canadian Escort Squadron (Captain R.C.K. Peers RCN.), HMCS SASKATCHEWAN (Commander H. Rusk RCN.) and HMCS QU'APPELLE (Commander J. Allen RCN.)



At Auckland Sunday 5th to Tuesday 7th October.

7. Having visited Auckland late in September calls were dispensed with on this occasion, however I entertained the Australian Trade Commissioner Mr K. Cosgrave and Mrs Cosgrave informally at lu cheon on Sunday 5th October. On Sunday evening I attended a reception on board HMCS ST CROIX hosted by the officers of the Canadian ships present. ANZAC was open to visitors on Sunday afternoon, a total of 1920 being received on board.

8. The fleet concentration for the Gisborne visit continued on Monday 6th October when HMS LONDON (Captain P.G. Loasby DSC RN.) wearing the flag of Rear Admiral T.T. Lewin MVO DSC., Flag Officer Second in Command Far East Fleet, secured alongside outer Princes Wharf East at 0815, with USS HOEL (Commander P. Asmus USN.) securing outboard of her at 1250. That evening a cocktail party for 100 guests was held on board ANZAC, attended by the Captains of all ships present and a representative from each wardroom, including local RNZN authorities. Fuel was embarked by lighter at 1130. Together with all other Commanding Officers I attended a briefing on the Gisborne visit and the Captain Cook Bi - Centenary Celebrations in HMNZS PHILOMEL at 0930 on Tuesday 7th October.

On passage Auckland to Gisborne 7th to 8th October.

9. At 1112 on Tuesday 7th October, having been preceded by HMS LONDON, USS HOEL and HMCS QU'APPELLE, ANZAC cast off and proceeded to form up in the harbour. Formation one in the order HMNZS BLACKPOOL (Commander D.Cheney RNZN and wearing the flag of the Chief of the Naval Staff Rear Admiral L.G. Carr DSC.), HMS ARGONAUT, HMCS QU'APPELLE, HMCS SASKATCHEWAN, HMAS ANZAC, HMS LONDON and USS HOEL was assumed for the departure. Once in Hauraki Gulf HMS ARGONAUT was detached to fuel from RFA TIDEREACH, ANZAC also being detached to act as life guard and to allow the Midshipmen to observe a RAS at close quarters. On completion of this event at 1530 ANZAC took station in Formation 8 Division 1 Subdivision 2. At 1825 a new station was assumed in Formation 6 and in perfect weather the force proceeded to the south towards Gisborne. At 0620 on Wednesday 8th October HMCS ST CROIX which had departed from Auckland on Monday morning to deliver Totem Pole to Gisborne, and HMNZS ENDEAVOUR which had completed a scientific cruise, effected a rendezvous. ANZAC then took station for the fleet arrival at Poverty Bay in Division one in the order HMNZS BLACKPOOL, HMS ARGONAUT, HMCS SASKATCHEWAN, HMCS QU'APPELLE, HMCS ST CROIX and HMAS ANZAC. At 0715 for about 30 minutes the force was treated to a dazzling display of aerobatics over it by Vampires from No 75 Squadron RNZAF. This event was followed by a formation anchorage at 0800, except HMNZS ENDEAVOUR, which proceeded direct into Kaiti Basin, Gisborne Harbour. HMNZS BLACKPOOL then weighed and proceeded to her allotted berth at No 5 wharf, and having embarked the Harbourmaster ANZAC weighed at 0830.

At Gisborne 8th to 13th October.

10. It was necessary to turn in a swinging basin in the outer harbour and then make a stern board to the assigned berth at No.6 wharf. Distances were critical as sufficient space was needed ahead of ANZAC to berth HMS LONDON at No.7 wharf. HMCS ST. CROIX followed ANZAC, securing outboard on the starboard side at 1010. At 1040 HMS LONDON berthed at No.7 wharf, and USS HOEL secured outboard of her at 1125. The arrival of so many warships representing five nations in this small harbour engendered a fever of local excitement and the numerous spectators were undeterred by intermittent rain squalls during berthing operations. At 1140 I departed to

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join the Flag Officers and other Commanding Officers onboard HMNZS BLACKPOOL, from whence we proceeded to call on the chairman of the Gisborne Harbour board Mr D. Chrisp, and the Mayor of Gisborne Mr H. Barker at their respective locations. Admiral Carr replied on behalf of all of the visitors after a speech of welcome had been made in each case. Afterwards all members of the Gisborne Council, representatives from Cook County Council and members of the Harbour Board were entertained at a buffet lunch onboard HMNZS BLACKPOOL at which function the Flag Officers and Commanding Officers acted as hosts.

11. The office of NOIC Gisborne (Captain N. Anderson OBE RNZN) had been established some weeks previously and a comprehensive organisation and programme covering every contingency was operating smoothly from the outset. No effort had been spared by the New Zealand Government, the populace of Cook County and the citizens of Gisborne to make this historic occasion a memorable and enjoyable event for all participants, and in turn the Combined Fleet contributed by illuminating ship each night and dressing ship on Thursday 9th October as well as ceremonial commitments ashore.

12. The official programme for this day and Friday 10th October is attached. Much to our delight and relief the events which were the main concern of the Navies present on Thursday proceeded without a hitch in brilliant spring weather. Friday however, saw an abrupt change in the weather with a moderate southerly gale and a reversion to wintery conditions which very much dampened the ardour of those who attended the unveiling of the monuments. All ships were brought to two hours notice for steam at 0800 and this condition was maintained until 0900 on Saturday when ships reverted to four hours notice. USS HOEL RFA TIDEREACH HMS LONDON and HMS ARGONAUT departed Gisborne between 0800 and 1000 on Friday, the alongside berths vacated by HMS LONDON and USS HOEL then being occupied by HMCS SASKATCHEWAN and HMCS QU'APPELLE.

13. His Excellency The Governor General of New Zealand Sir Auther Porritt B.T., GCMG, KCVO, CBE had earlier expressed a desire to visit ships alongside, and accompanied by Lady Porritt and Admiral Carr, this was accomplished after the unveiling of the Captain Cook statue on Kaiti Hill on the morning of Friday 10th October. Having crossed ANZAC to visit HMCS ST. CROIX at 1100, I received His Excellency and Party onboard ANZAC again at 1120. The appalling weather allowed little more than a view of the forward charthouse where the current navigation class of Midshipmen were preparing departure plans, although Their Excellencies were, I believe, pleased to meet all the Officers in the wardroom and remain for a pre-lunch drink. At 1200 Their Excellencies and Admiral Carr departed for their next engagement, however I was honoured to be present in their company at a luncheon party onboard HMNZS BLACKPOOL an hour later.

14. Activities for the ship's company proceeded unabated, and hospitality from local people was never wanting. The Chief and Petty Officers entertained their opposite numbers from other ships to lunch time drinks on Thursday and the Midshipmen extended a similar invitation to their counterparts on Thursday evening. In addition ANZAC offered hotel services to those ships anchored in the Bay.

15. The ship was open to visitors on Wednesday and Saturday a total of 1680 1470 being received on each respective day. On Sunday 12th October HMCS QU'APPELLE, SASKATCHEWAN

and ST. CROIX departed between 1245 and 1300, ANZAC then being moved to No.7 wharf and HMNZS BLACKPOOL to No.6 wharf. On Sunday evening a cocktail party was held onboard and I was pleased to be able to entertain many leading dignitaries, including the Mayor and NOIC Gisborne, who had worked so assiduously to make our visit hospitable and successful. It was a source of great pride to learn that the Combined Fleet had made such a favourable impression, and, rather remarkably no incident occurred of any kind to mar the visit. In the light of the ENDEAVOUR model presented by the British Government and the Totem Pole presented by the Canadian Government, it seemed a pity that a similar response was not evoked from Australia. Although the subject was never broached, I felt conscious of this lack on some occasions, as the events in Gisborne were conducted on so national a scale and were also attended by representatives from many diplomatic missions.

16. The signals attached at Annex^b perhaps best sum up the impressions gained from the naval participation at Gisborne.

17. On passage Gisborne to Sydney - 13th October - 17th October.

At 0825 on Wednesday 13th October HMNZS BLACKPOOL cast off and proceeded to sea followed by HMNZS ENDEAVOUR at 0840. Finally after a blown joint on the drain valve to No.1 Boiler had been repaired, ANZAC also cast off and proceeded at 1035.

18. At 0810 on Thursday 14th October the Bay of Islands was briefly entered to conduct two Midshipmen's anchorages, after which the ship commenced working up to full power for the Annual Trial. This was completed at 1245 by which time the ship was off the north coast of North Island. Maximum power was not attained and the reasons for this have been forwarded in Form AS 346. A major NBCD exercise including modified Action Messing was conducted during the forenoon of Wednesday 15th October, thereafter a smooth and uneventful passage to Sydney was made. At 0705 on Friday 17th October ANZAC secured alongside H.M.N.Z.S. TARANAKI starboard side to at the EMS mooring (H.M.A.S. STALWART).

At Sydney 17th October - 31st October.

Customs Officers boarded the ship on completion of securing and all formalities were smoothly completed by 1030. I called on you Sir, informally, at 1045 on Friday.

19. For the remainder of the month ANZAC remained at the EMS berth, being held off and reberthed on HMAS STALWART at 0815 on Tuesday 21st October when HMNZS TARANAKI proceeded to sea. The latter ship subsequently reberthed on ANZAC from Friday 24th October to Monday 27th October.

20. A busy programme of self maintenance has occupied all hands, supplemented by the customary willing assistance from HMAS STALWART. ANZAC acted as host ship to FNS LA BAYONNAISE from her arrival in Sydney on Monday 27th October.

21. Training.

Training has continued satisfactorily during the month despite the distractions of the Gisborne celebrations. The 32 Midshipmen SLEX who embarked in July were discharged to HMAS CERBERUS on Friday 24th October having completed their sea training. The four PNG Midshipmen left the ship at Auckland to return to Australia by air for their Midshipman's board. Ordinary seamen training is well advanced and higher rates are being actively prepared for the November Board.

22. Material State of the Ship.

The state of the machinery and hull remains generally sound.

The low vacuum condition in the main engines, which had persisted for three years has been remedied. It was found that a piece of the jointing at the outboard fore'd corner of the joint between the Starboard Condenser and the L.P. Turbine casing was missing. Repairs were effected by injecting Araldite into the joint and covering with an Araldite and Fibre Glass pad. 29.5"Hg of vacuum is now easily obtained.

In the Annual Full Power Trial carried out on 14th October on passage to Sydney, maximum revolutions of 299.5 were reached. Inability to reach makers revolutions was attributed to poor vacuum caused by the Starboard Main Condenser Discharge overboard being partially closed and to heavy fouling of the FFO heaters. Both of these defects have been rectified. External boiler cleaning and bilge cleaning were progressed at the end of the month using facilities provided by HMAS STALWART. A blown joint on the drain valve on No.1 Boiler Port Main Bulkhead Valve delayed sailing from Gisborne New Zealand for 2 hours.

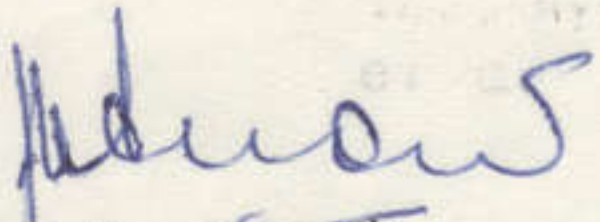
23. Health, Conduct and Morale.

The state of health remains generally good, although, a wave of respiratory tract infections occurred when colder weather was experienced in New Zealand. The behaviour of the ship's company has been exemplary ashore and good onboard. All personnel rose to the occasion for the Gisborne commitments as well as thoroughly enjoying themselves. The morale of both Officers and Sailors continues to be very high.

I have the honour to be,

Sir,

Your obedient servant.


(J.B. Snow)
Commander RAN
CAPTAIN.

For Information:-

The Commander, First Australian Training Squadron.

APPENDICES TO HMAS ANZAC REPORT OF PROCEEDINGS OCTOBER 1969

APPENDIX "A" - Steaming figures.

Distance steamed during the month	-	2,463.10 miles.
Distance steamed since commissioning	-	582,822.10 miles.
Hours underway during month	-	161.50 hours.
Hours underway since commissioning	-	44,498.57 hours.

Economical speed exceeding.

07 October - En-route to Gisborne, Exercise	10 hrs.
08 October - En-route to Gisborne, Exercise	4 hrs.
13 October - En-route to Sydney,	6 hrs.
14 October - En-route to Sydney, Full power trial	23 hrs.
15 October - En-route to Sydney;	24 hrs.
16 October - En-route to Sydney;	24 hrs.
17 October - En-route to Sydney,	1 hr.

APPENDIX "B" Exercises.

Seamanship & General.

4th October - Seaboat exercised (2)
14th October - Full power trial
14th October - Midshipmen dummy anchorages (2)
15th October - Exercised steering gear breakdown.

Diving.

20th October - Suitability test
22nd October - Sonar dome cleaned

NBCD.

15th October - Exercised Action and Defence Stations, Emergency
and Laving Ship Stations.
Major NBCD exercise including modified action
messing.

A.I.O.

Nil report.

Gunnery.

4th October - SUCRF.

T.A.S.

Nil report.

Communications.

NAVCOMEX 201	-	4
NAVCOMEX 202	-	8
NAVCOMEX 206	-	1
NAVCOMEX 401	-	8
NAVCOMEX 402	-	3
NAVCOMEX 405	-	2
NAVCOMEX 403	-	2
TTX	-	12

APPENDIX "C" Officers movements.

Left:-

07th October - MIDN F. Molean
07th October - MIDN K. Frank
07th October - MIDN J. Maniana
07th October - MIDN G. Elias

.....Cont.

APPENDIX "C" Continued.

Left:-

17th October - LEUT K.V. Whitten RIEN RAN
24th October - LCDR D.E. Clinch GLEX RAN
27th October - LEUT J.R. Delaney GLEX RAN

Joined:-

17th October - LEUT D.A. Jones SLEX RAN
29th October - LEUT P.R. Newman GLEX RAN

APPENDIX "D" Live Mortar Firings.

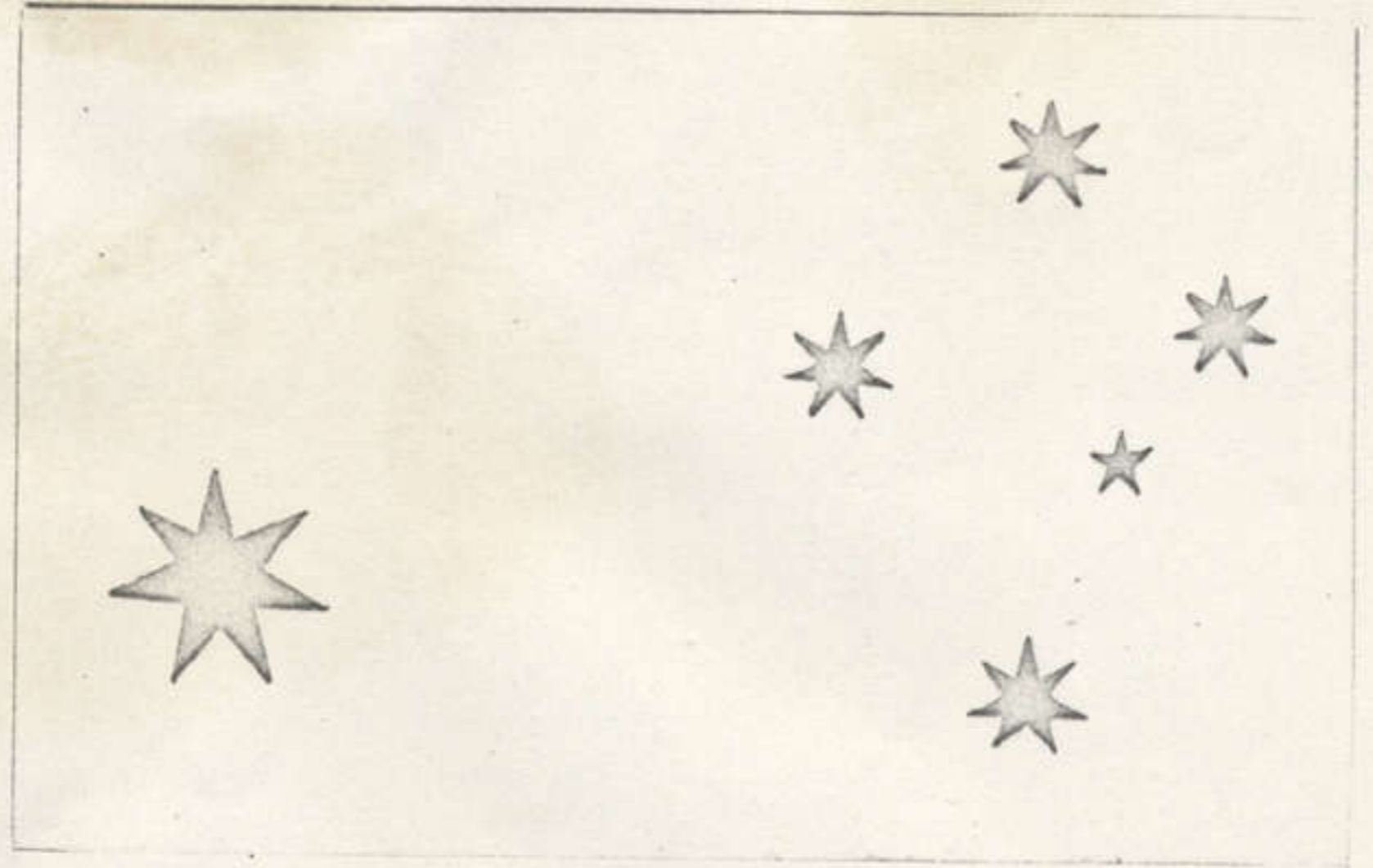
Nil report.

APPENDIX "E" Sport.

<u>WHEN.</u>	<u>SPORT.</u>	<u>WHERE.</u>	<u>AGAINST.</u>	<u>RESULT.</u>
Sat 27th Oct	Volleyball	Nelson College	Nelson College	Lost 3 - 2
" " "	Basketball	Nelson College	Nelson College	Lost 26 - 24
" " "	Basketball	N.B.A.	Nelson	Lost 91 - 33
" " "	Rugby	Nelson College	Nelson College	Lost 27 - 9
" " "	Rifle Shoot	N.Small Bore R.A.	Nelson	No Comp.
" " "	Hockey	N.Hockey Club	Nelson	Won 3 - 2
Tue 30th Oct	Rugby	Wellington Col.	Wellington Col.	Lost 33 - 9
Wed 01st Oct	Rugby	Wellington Uni.	Wellington Uni.	Lost 34 - 17
" " "	Volleyball	Shelley Bay	Shelley Bay	Won 3 - 2
" " "	Tennis	Wellington	Wellington	Draw 1 - 1
Thu 02nd Oct	Rifle Shoot	W.R.C.	Wellington	Friendly
" " "	Basketball	Y.M.C.A.	Y.M.C.A.	Lost 80 - 33
Wed 29th Oct	Water Polo	Penguin	D.D.G.	Lost 8 - 2
" " "	Volleyball	Anzac	Kuttabul	Elec 3 S 2
Thu 30th Oct	Volleyball	G.I.	Perth	Won 2 - 0

Total Participants....169

Programme



ANNEX 'A'

Visit of
HMAS ANZAC
to Wellington



30 September
to 3 October,
1969

MINISTRY OF DEFENCE

Graphic Address
AL WELLINGTON

Telephone 49-800
Extension



Correspondence to be
addressed to
THE DEPUTY SECRETARY
OF DEFENCE (NAVY)

PLEASE QUOTE
N.A.

NAVY OFFICE

2nd Floor, Departmental Building, Stout Street, Wellington

G.P.O. BOX 292, WELLINGTON

VISIT OF HMAS ANZAC
30 SEPTEMBER - 3 OCTOBER 1969

1. The attached programme is forwarded for information and necessary action.
2. HMAS ANZAC is under the Command of Commander J.B. Snow, RAN, the full complement of the ship is 258.
3. The Liaison Officer for the visit is Lieutenant Commander T.M. O'Brien, RNZN.

J. P. Clifton
(J.P. Clifton)
for Deputy Secretary of Defence (Navy)

- Encls:
1. Distribution List.
 2. Visit Programme.
 3. Addresses and Telephone Numbers.
 4. Hospitality.

DISTRIBUTION LIST

(A) INTERNAL

CNS, 2NM, 3NM, DSD(N), ACNS, ASN, Flag Lieutenant,
CO WAKEFIELD, DOP, SOINT (Navy), Liaison Officer,
DOO, NIO, Social Organiser, Transport Officer,
Attendants, Sec. Typist, Naval Branch, File.

(B) EXTERNAL

The Commanding Officer, HMAS ANZAC (15)
Australian High Commission (6)
Australian Defence Representative (5)
The Minister of Defence (2)
The Secretary of External Affairs
The Secretary for Internal Affairs
The Commanding Officer, Base Squadron, RNZAF,
Shelly Bay
The Transport Officer, Base Squadron, RNZAF,
Shelly Bay
The Superintendent, Wellington District Police HQ (2)
The Officer-in-Charge, Wharf Police Station (2)
The Secretary, Wellington Harbour Board (5)
The Harbourmaster, Wellington Harbour Board
The Town Clerk, Wellington City Corporation
The Superintendent, Wellington City Corporation,
Traffic Department
The District Manager, Government Tourist Bureau,
Wellington
The Manager, Public Service Garage, Wellington
President Middlewatch Auxiliary, Wellington Navy
League
President Navy League, Wellington
President Catholic Maritime Club
The Editor, The Dominion
The Editor, The Evening Post
The News Supervisor, NZBC (2)
YWCA, Upper Willis Street
Missions to Seamen Institute, Stout Street
United Services Officers Club, 164 Featherston Street
British Sailors Society, 10 Brandon Street

Date and Serial	Time Local	Event and Venue	Dress	Transport
30/00	0830	HMAS ANZAC arrives 1 mile South West Pencarrow Head (Lieutenant Commander T.M. O'Brien, RNZN and pilots embark.)	Blue Uniform No. 5's	Wellington Harbour Board Pilot Boat
30/02	0900	HMAS ANZAC berths at Overseas Passenger Terminal Wharf. Met by Lieutenant Commander J.A. Payne, RNZN Director of Operations and Lieutenant G.J. Power, RNZN Naval Information Officer.	Blue Uniform No. 5's	
30/04	0915	Press conference onboard HMAS ANZAC (Lieutenant G.J. Power, RNZN, Naval Information Officer in attendance).	Blue Uniform No. 5's	
30/06	1000	Commander J.B. Snow, RAN, Commanding Officer, HMAS ANZAC, accompanied by Lieutenant Commander T.M. O'Brien, RNZN, Liaison Officer, calls on Mr M.E. Lyon, Australian Deputy High Commissioner and Captain J.A. Gledhill, DSC, ADC, RAN, Australian Defence Representative.	Blue Uniform No. 4's	Public Service car departs OPT Wharf 0945.
30/08	1100	Commanding Officer, HMAS ANZAC accompanied by Liaison Officer, calls on Mr E.M. Hodder, Chairman, Wellington Harbour Board and Mr R. Reeves, General Manager, Wellington Harbour Board.	Blue Uniform No. 4's	One Public Service car departs ICI House, Molesworth Street, 1045.
30/10	1130	Commanding Officer, HMAS ANZAC accompanied by Liaison Officer, calls on Sir Francis Kitts, Mayor of Wellington.	Blue Uniform No. 4's	One Service car departs Harbour Board office Queens Wharf 1120.

Date and Serial	Time Local	Event and Venue	Dress	Transport
30/12	1200	Commanding Officer, HMAS ANZAC, accompanied by Liaison Officer, calls on Rear Admiral L.G. Carr, DSC, Chief of Naval Staff.	Blue Uniform No. 4's	One Service car departs Town Hall 1150 to Departmental Building, Stout Street.
30/14	1230 to 1330	HMNZS WAKEFIELD Wardroom entertains Commanding Officer and 20 ship's officers, HMAS ANZAC for drinks.	Blue Uniform No. 5's	One bus departs OPT 1220, and returns to OPT on completion approx. 1330.
30/16	1330	Commanding Officer, HMAS ANZAC, Executive Officer, HMAS ANZAC and Liaison Officer lunch with Australian Defence Representative.	Blue Uniform No. 5's	One Public Service car as directed.
30/18	1430	Chief of Naval Staff returns call onboard HMAS ANZAC.	Blue Uniform No. 4's	
30/20	1435	Deputy High Commissioner returns call onboard HMAS ANZAC.	Blue Uniform No. 4's	
30/22	1440	Chairman and General Manager, Wellington Harbour Board, return call onboard HMAS ANZAC.	Blue Uniform No. 4's	
30/24	1500	Visit by Wadestown school class.		
30/26		<u>Rugby Match</u> HMAS ANZAC Midshipmen v. Wellington College at Wellington College.		RNZAF bus departs OPT 1430 returns on completion 1630.
30/28	1830	Commanding Officer gives cocktail party onboard HMAS ANZAC.	Blue Uniform No. 5's	

Date and Serial	Time Local	Event and Venue	Dress	Transport
30/30	2000	Catholic Maritime Club entertains 60 sailors from HMAS ANZAC at a dance at 22 Vivian Street.	Blue Uniform No. 5's	RNZAF bus departs OPT 1945.
Wednesday	1 October	1969		
01/00	0830	All day bus tour for seventy personnel HMAS ANZAC. Includes Otaki, Levin, Maori Meeting House, Palmerston North. Return via Masterton.	Plain Clothes	Two buses arranged by Government Tourist Bureau departs OPT 0830 returning 1800 approx.
01/02	1030	Party of thirty personnel from HMAS ANZAC visit Dominion Breweries, Murphy Street.	Plain Clothes	RNZAF bus departs OPT 1010 returns on completion 1200.
01/04	1230 to 1330	United Services Officers' Club entertains Commanding Officer, HMAS ANZAC and one officer or Executive officer and one other officer, for lunch, 164 Featherston Street.	Blue Uniform No. 5's	One Service car departs OPT 1215 and returns on completion 1330.
01/06	1430	<u>Rugby Match</u> HMAS ANZAC v. University Rugby Club, at Melrose Park Oval, Sutherland Crescent, Melrose.		RNZAF bus departs OPT 1345 returns 1615.
01/08	1430	<u>Volleyball Match</u> HMAS ANZAC v. Shelly Bay, at Shelly Bay.		RNZAF bus (same as for Rugby Team) departs OPT 1345 and returns on completion.
01/10	1400 to 1700	Ship open for public visiting.		

Date and Serial	Time Local	Event and Venue	Dress	Transport
01/12	1830	Australian Defence Representative entertains twelve officers from HMAS ANZAC at 105 Grant Road, Thorndon.	Plain Clothes	One mini-bus departs OPT 1815 to 105 Grant Road returning approx. 2000.
01/14	1830	Middle Watch Auxiliary, Wellington Navy League, entertain 25 CPOs and/or POs from HMAS ANZAC for cocktail party at Dolphin Building, 296 Lambton Quay.	Blue Uniform No. 5's	RNZAF bus departs OPT 1815.
Thursday 2 October 1969				
02/00	0945	Commanding Officer, HMAS ANZAC, accompanied by Liaison Officer, calls on the Australian High Commissioner, His Excellency, Sir Edwin Hicks, CBE.	Blue Uniform No. 4's	One Defence car departs OPT 0930 returning 1030 approx.
02/02	1030	Party of thirty personnel from HMAS ANZAC visit Dominion Breweries, Murphy Street.	Plain Clothes	RNZAF bus departs OPT 1010, returns on completion 1200.
02/04	1240	Australian High Commissioner returns call onboard HMAS ANZAC, accompanied by Australian Defence Representative, and remain onboard for lunch with Commanding Officer.	Blue Uniform No. 4's	Australian High Commission to arrange.
02/06	1400 to 1700	Ship open for public visiting.		
02/08	1900	<u>Basketball Match</u> HMAS ANZAC v. Wellington Basketball Association at YWCA, Cnr Webb and Willis Streets.		RNZAF bus departs OPT 1845 returns on completion 2000 approx.

Date and Serial	Time Local	Event and Venue	Dress	Transport
02/10	1930	Small bore rifle shoot for up to twentyfive personnel arranged by Hutt Valley Small Bore Rifle Association, Jackson Street, Petone.	Plain Clothes	RNZAF bus departs (as for basketball) 1845 returns 2230.
<u>Friday 3 October</u>				
03/00	0830	HMAS ANZAC departs Wellington.		

ADDRESSES AND TELEPHONE NUMBERS

	<u>Telephone</u>
(a) <u>HMAS ANZAC</u>	
Commanding Officer	51-090
Wardroom	51-091
Quarterdeck	51-092
(b)	
Australian High Commission, ICI House, Molesworth Street, THORNDON.	44-410
Australian Defence Representative	46-747
(c) <u>Navy Office</u>	
2nd Floor, Departmental Building, Stout Street, WELLINGTON 1.	49-800
Main Signals Office	Ext 466
Liaison Officer -	Home PRO 5641
(d) <u>Wellington Harbour Board</u>	
Harbourmaster - Captain D.W. Galloway. Office - Queens Wharf, WELLINGTON 1.	59-820
(e) <u>Wellington City Corporation</u>	
Public Relations Office - Town Hall - Cuba Street, WELLINGTON 1.	45-040
(f) <u>Chief Post Office</u>	
Featherston Street, WELLINGTON 1.	
Mail Inquiries -	59-955

(g) Tourist Bureau

Inquiry and Booking Office,
 Dominion Building,
 Wakefield Street,
 WELLINGTON 1.

70-489

Branch Office - 125 Lambton Quay,
 WELLINGTON 1.

70-636

(h) National Airways Corporation

Flight Information

889-600

Reservations

41-000

Air Centre

City Passenger Terminal,
 Government Life Building,
 Customhouse Quay,
 WELLINGTON 1.

(i) Public Service Garage

Waterloo Quay,
 WELLINGTON 1.

Orders for Motor Vehicles

70-799

Manager

70-795

HOSPITALITY

A general invitation has been extended by the following for personnel from HMAS ANZAC.

A. OFFICERS AND MIDSHIPMEN

Wellington Club 86 The Terrace, Wellington 1.
(Telephone 40-664) Squash and Billiard Tables available.

United Services Officers' Club 164 Featherston Street,
Wellington 1. (Telephone 40-671).

Officers' Mess, Fort Dorset Military Camp, Seatoun.
(Telephone 882-109). After hours 882-108).

Officers' Mess, Base Squadron RNZAF, Shelly Bay.
(Telephone 888-262. After hours 888-269).

Civil Service Club, 93 Featherston Street, Wellington 1.
(Telephone 70-221). Luncheon served daily. Billiard
Tables available.

B. RATINGS

Mission to Seaman Institute Stout Street, Wellington 1.
(Telephone 45-673).

British Sailors' Society 10 Brandon Street, Wellington 1.
(Telephone 41-374).

Fort Dorset Military Camp, Seatoun.
Warrant Officers' and Sergeants' Mess (Telephone 882-000)
Junior Ranks' Mess (Telephone 882-002).

Base Squadron RNZAF, Shelly Bay (Telephone 888-262)
After hours - Sergeants' Mess - 888-267
Airmens' Mess - 888-263
Corporals' Club - 888-264

C. ALL PERSONNEL

Catholic Maritime Club, 22 Vivian Street, Wellington 1.
(Telephone 58-445). Snooker, Table Tennis, TV, Reading
Room available.

Young Men's Christian Association (YMCA)
(Telephone 559-669) 150 - 152 Willis Street, Wellington 1.
Full range of indoor sports available.

RSA, 12 Victoria Street, Wellington, C1.
(Telephone 71-429).

CM. 100
(1967)

UNCLASSIFIED

ANNEX 'B'

ROUTINE 022026Z

FM NZNB

TO ANZAC

UNCLAS WE ARE DELIGHTED TO HAVE HAD YOU WITH US IN WELLINGTON AND WE LOOK FORWARD TO YOUR RETURN TO NEW ZEALAND AT MORE FREQUENT INTERVALS. WE HOPE YOU WILL ENJOY THE REMAINDER OF YOUR STAY IN THIS COUNTRY AND WISH YOU A SAFE AND TIMELY RETURN TO AUSTRALIA

//022026Z OCT 69

CCN

PL

TOR 2035Z

BACON 961

2/10/69

REPLY

ROUTINE 022050Z

FM ANZAC

TO NZNB

UNCLAS YOUR 022026Z THANK YOU SO MUCH FOR YOUR KIND SIGNAL. WELLINGTON WAS WONDERFUL AND THIS WAS DUE IN NO SMALL PART, TO THE EXCELLENT LIAISON BY LCDR O'BRIEN. AS ANZACS WE FEEL WE HAVE A SPECIAL RELATIONSHIP AND WE HOPE TO FOSTER IT AS OFTEN AS POSSIBLE AT EITHER END OF THE ALLIANCE

//022050Z OCT 69

DIST STD E S S1

CCN

PL

TOD 1/T

BACON 962

2/10/69

CM. 100
(1967)

UNCLASSIFIED

R 022105Z

ROUTINE

FM ANZAC

TO AUSTDEF WELLINGTON

UNCLAS: I CANNOT THANK YOU SUFFICIENTLY FOR ALL THAT YOU
HAVE DONE ON OUR BEHALF TO MAKE SUCH A MEMORABLE VISIT.
WELLINGTON WAS WONDERFUL AND ALL ONBOARD HOPE FOR AN EARLY
RETURN. WE LOOK FORWARD TO SEEING YOU IN GISBORNE

//022105Z OCT 69

DIST: STD E S S1

CCN

PL

TOD: 2115Z

BACON 963

2/10/69

ANNEX 'E'

HMAS ANZAC
at SEA

4th. OCTOBER 69.

EXECUTIVE OFFICERS TEMPORARY MEMORANDUM 46/69.
VISIT TO GISBORNE 8 - 13 OCTOBER 1969.

I. The following program and requirements for the ship's visit to Gisborne is promulgated for information and action as necessary.

2. PROGRAMME

<u>DATE/TIME</u>	<u>EVENT</u>	<u>ACTION/REMARKS</u>
<u>WED. 8th. OCT.</u>		
0800	Anchor Poverty Bay in company. Procedure "A".	
0830(appr.)	Weigh and proceed to alongside berth. Procedure "A". Dress No. 2's. Tug assisting	
0840	Embark pilot (Gisborne Harbourmaster).	CBM - Jumping ladder.
0845	Turn at rest in swinging basin, secure alongside port side to No. 6 berth. Provide ship's brow. Press and TV coverage on arrival. Secure catamarans alongside stbd side.	
0915	HMCs ST. CROIX secures alongside stbd side.	
AM	Prepare for ship open to visitors.	
1140	Captain leaves ship on official calls. (Luncheon onboard HMNZS BLACKPOOL).	Special Piping Party.
1245	Unarmed party of 60 muster on wharf. Dress No. 2's. Rehearsal for Naval Commemoration.	Platoon Cdr. Leut. Hamlyn. 2i/c Sblt Carrel POQMG Walker Note TOTM 6/69. Duty watch of all departments dress No. 2's.
1400-1700	Ship open to visitors.	
1700-1900	Canadian High Commissioner's Reception.	Officers to be advised.
1730(approx)	1 Leading Hand patrol leaves ship	TOTM 6/69. 2 AB's stand by onboard.
1900	Band of 7RNZIR plays for Retailers Association Promotion week.	
2000-2359	Floodlight & Illuminate ship	CEP Holm (Prepare PM).

Thurs. 9th. OCT.

0800	Dress ship overall.	CCY.
0805	Unarmed party muster on wharf. Dress No1's March to Cook Memorial. POSBA join up with Medical team from ships in Company.	MO
0844	Captain leaves ship to attend Naval Ceremony.	Special Piping Party.
0900	Naval ceremony commemorating the landing of Captain Cook.	
0930	Naval ceremony concludes. Captain returns onboard.	
0940	Unarmed party returns to ship. Disperses for 10 minutes.	
0950	Unarmed party muster on wharf	
0957	Captain leaves ship to attend Civic Ceremony.	Special Piping Party.
1000	Unarmed party marches to Reads Quay.	
1030	Civic ceremony of welcome to all visitors at Endeavor Park. H.E. the Governor General will attend.	Ships Company Non Duty may witness from public enclosures Dress No.2's.
1115approx	Unarmed party returns to ship OC of march past.	
1200 approx	Captain returns onboard, leaving ship thereafter to attend official luncheon.	Special Piping Party.
1300	Civic luncheon at YMCA.	Captain attends.
1305	Ship's car returns. Lunch for driver. OC return to YMCA by 1410.	
1345	POSBA & 1 TO leave ship-transport at BLACKPOOL.	
1425	Captain departs for Rugby Park from YMCA.	
1500	Official Government Commemoration, Rugby Park. H.E. the Governor General will attend.	28 Officer & sailors (reserved seats) Remainder non-duty may witness from public enclosures (Arrive by 1430).
1710	Captain returns onboard.	
1745	Captain leaves ship to attend Government function.	Driver returns on board for supper.

(continued)

(3)

Thurs. 9th. OCT. 69.

1800	Government reception at YMCA.	
1930approx	Captain returns onboard.	
2000	Combined naval bands "Beat Retreat" at Rugby Park.	27 Officers & Sailors. (reserved seats) Non duty sailors may witness from public enclosure.
2030	Fire works display at Rugby Park.	

1. 10th. OCT.

0800	HMS ARGONAUT sails	DXO.
0830	USS HOEL sails	
0900	HMS LONDON and RFA TIDEREACH sails	
1000	Contingent of 100 depart in buses for Anaura Bay service.	Details and no. from ANZAC to be confirmed. Non duty volunteers names to Cox's Office (and see below for hospitality).
1050	H.E. the Governor General and Lady Porritt cross ANZAC to visit ST. CROIX.	All departments Special piping party.
1130	H.E. the Governor General and Lady Porritt arrive onboard ANZAC. Tour of ship and meet officers.	All Officers.
1158	Governor General and party depart.	
PM	Band plays at Tolaga Bay on return from Anaura Bay. 35 Navy guests stop off at Tolaga Bay as guests of local people, returning onboard AM Sunday 12th.	No. from ANZAC to be confirmed.
1800	Pre-ball reception for officers from visiting ships.	Captain, XO, SO, TASO.
2000-2359	Floodlight/illuminate ship.	CEP Holm.
2030	Bicentenary Ball	By invitation only.

SAT. 11th. OCT.

AM	Ship open for organised groups of visitors	DXO
AM	LIONS Gala Day. Wheelbarrow race will be held in which visiting ships may compete.	CPOPTI
AM	30 representatives of Ships Companies depart by bus for overnight accomodation at Tolaga Bay Clubs and Organisations Return AM Sunday 12th.	No. from ANZAC to be confirmed Non duty volunteer names to C's Office.
1400-1700	Ship open to visitors.	DXO-Duty watch guides/sentries dress No. 2's.
PM	Afternoon Air Pageant at airport. (Details to be promulgated on arrival)	
PM	Young peoples dance (Ships company invited)	Venue not known Numbers to be advised. Names to Coxswains Office
2000-2359	Floodlight/illuminate ship.	

SUN 2th. OCT.

0900	Assume duty as Duty Ship	Duty watch, DXO
1300	Canadian ships sail (ST CROIX casts off from alongside).	- slipping party
1730	Land shore patrol	
1830	Cocktail party onboard.	CBM, POSTD, CEP.
2000-2359	Floodlight/illuminate ship.	

MON. 13th. OCT.

0830	Sail for Sydney.	
------	------------------	--

GENERAL

1. DRESS:
 - A. Libertymen - No.2's
 - B. Sailors participating in official ceremonies - No.1's with medals.
Rehearsals - No.2's.
 - D. Spectators at official functions - No.2's.
 - E. Patrols - No.2's White webbing, patrol armlets.
 - F. Onboard out of working hours - No.3's (day).

2. LEAVE:

Will be granted from 1200 daily to non-duty personnel not required for official functions. Time of expiring of leave will be altered to conform to, ships in company.

3. SHORE PATROLS:

As detailed in TOTM 6/69. A Leading Hand will be landed each night, in addition to which a Petty Officer will be landed on Sunday evening. A standby patrol will remain onboard on Sunday when ANZAC is duty ship. Mess traps are to be issued to shore patrol on this day.

4. SULLAGE PARTY - SUNDAY 12th.

A sullage party of 1 Leading Hand and 4 will be detailed off from the duty watch on Sunday 12th. to load and unload the sullage dredge hopper as required.

5. MEDICAL GUARD:

ANZAC will assume Medical Guard Ship duties on Sunday the 12th. Sick bay staff are to be at standby onboard.

6. 7th. ROYAL NEW ZEALAND INFANTRY REGIMENT:

The ship has offered dinner to up to 20 of the Guard and Band for the midday meal Thursday 9th. These soldiers will be allocated messes for victualling purposes for that meal.

7. WET WEATHER ROUTINE

Official functions will be cancelled or reduced in size should it rain on Thursday the 9th of October. Two hours warning will be given for adjusted programmes.

8. CATAMARANS

Log catamarans only will be provided for berthing.

9. BERTHING HAWSERS

ANZAC will provide her own berthing hawsers. Rat guards are to be provided. Should they be required, the harbour board will provide hurricane hawsers. In the event of bad weather, all ships may be required to anchor off.

10. SULLAGE

Sullage will be collected each day. NO REFUSE IS TO BE DITCHED FROM THE SHIP. Sullage bins will be provided on board at the forward end of the After Torpedo Tube Space from time of arrival. They are to be kept covered.

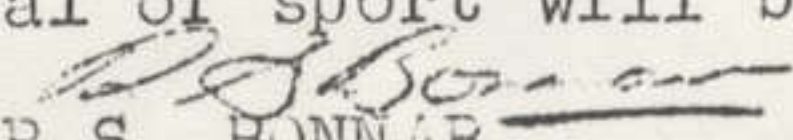
11. TELEPHONES

Present plan is for a coin box to be placed at the QM position.

12. AGRICULTURAL REQUIREMENTS

Attention is drawn to previously promulgated details of New Zealand Agricultural regulations. Very simply, no food stuffs whatsoever are to be landed from the ship.

13. SPORT :- It is quite likely that a good deal of sport will be played. Be prepared for matches at short notice.


R.S. BONNAR
LCDR RAN
EXECUTIVE OFFICER

CM 10
(199)

UNCLASSIFIED

ROUTINE

R 100400Z

FM BLACKPOOL

TO ARGONAUT
LONDON
QUAPPELLE
HOEL
ENDEAVOUR

TIDEREACH
ST CROIX
SASKATCHEWAN
ANZAC
NOIC GISBORNE

ANNEX 'D'

UNCLAS. FROM HIS EXCELLENCY THE GOVERNOR GENERAL OF
NEW ZEALAND IN BLACKPOOL. MY VISIT TO SHIPS ASSEMBLED
FOR THE COOK BICENTENARY, GREATLY APPRECIATED AND
ENJOYED. THE NAVAL CONTRIBUTION TO THIS HISTORIC
OCCASSION HAS BEEN OUTSTANDING. MY HEARTY CONGRATULATIONS
AND GOOD WISHES TO ALL CONCERNED. SIR ARTHUR PORRITT,
GOVERNOR GENERAL.

//100400Z OCT 69

ACTs- X1

DIST/- FULL

HAND PL

TORs-PM/10TH

BACON

10 OCT 69

CM 104
(1968)

UNCLASSIFIED

R 091032Z

ROUTINE

FM BLACKPOOL

TO ARGONAUT
LONDON

QUAPPELLE
HOEL

ENDEAVOUR

TIDEREACH
ST CROIX

SASKATCHEWAN

ANZAC

NOIC GISBORNE

INFO FOZFEP

COMAUCK

CANCOMCORTRON 2

UNCLAS.. FROM CNS: THE OFFICERS AND MEN OF THE FLEET ASSEMBLED AT GISBORNE ARE TO BE CONGRATULATED ON THEIR FINE PERFORMANCE AT THE MANY PARADES AND ACTIVITIES WHICH HAVE BEEN HELD TO CELEBRATE THE COOK BICENTENARY TODAY
2: IT HAS BEEN A GREAT PRIVILEGE AND PLEASURE TO OBSERVE THE BANDS, THE GUARDS, THE COLOUR PARTY, THE ENSIGN PARTY AND THE PLATOONS OF FIVE NATIONS COMBINING EFFICIENTLY AND EFFECTIVELY. THE MODERN COUNTERPARTS OF COOK HAVE MADE A TREMENDOUS IMPRESSION ON THE PEOPLE OF GISBORNE AND THE MANY VISITORS TO THE CITY.
3: WELL DONE ALL

//091032Z OCT 69

ACT:-- X1

DIST:-- FULL

HAND

PL

TOR:-- PM

AJC

10 OCT 69

CM. 100
(1967)

UNCLASSIFIED

ROUTINE 122315Z

FM ANZAC
TO PHILOMEL

INFO NZNB COMAUCK AUSDEF WELLINGTON

BT

UNCLAS FOR CO-ORDINATOR CBC. I WOULD LIKE TO PAY TRIBUTE TO YOUR EXCELLENT ORGANISATION AND THE UNREMITTING EFFORT PERFORMED BY YOU AND YOUR STAFF ON OUR BEHALF IN GISBORNE. WE ARE DEEPLY CONSCIOUS OF THE FACT THAT SUCH A HAPPY AND SUCCESSFUL STAY IS OWED SO MUCH TO YOU.

2. WOULD BE GRATEFUL IF YOU WOULD PASS THE FOLLOWING MESSAGE TO THE MAYOR OF GISBORNE

WE ARE VERY PROUD TO HAVE REPRESENTED THE R.A.N. AT GISBORNE ON SUCH A UNIQUE AND HISTORIC OCCASION AND WE ARE SAD TO LEAVE. THROUGH YOU, I WOULD LIKE TO THANK BOTH GISBORNE AND COOK COUNTY FOR THEIR OUTSTANDING HOSPITALITY AND FRIENDLINESS. WE, AS ANZACS, ARE VERY CONSCIOUS OF OUR CLOSE TIES, WHICH HAVE AGAIN BEEN SO WONDERFULLY RE-AFFIRMED. AU REVOIR AND WARMEST REGARDS.

SNOW CAPTAIN ANZAC

BT

122315Z OCT 69

DIST STD E S S1 B

S/S

PL

TOD I/T

LWP

116

12/10/69

CM. 100
(1967)

UNCLASSIFIED

R 112150Z

ROUTINE

FM NOIC GISBORNE

TO LONDON	TIDEREACH
ST CROIX	ARONAUT
QUAPPALLE	SASKATCHEWAN
HOEL	ANZAC
BLACKPOOL	ENDEAVOUR

INFO NZNB CANCOMCORTRON 2
F02FEF

UNCLAS. I WOULD LIKE TO THANK ALL SHIPS FOR PARTICIPATION
IN THE BICENTENARY. THE READY CO-OPERATION AND ENTHUSIASM
OF EVERYONE IN ALL ASPECTS OF WHAT WAS A VERY FULL PROGRAMME
ENSURED ITS SUCCESS
2. YOUR SHIPS COMPANIES EXEMPLARY BEHAVIOUR WILL ALSO FURTHER
THE HIGH REGARD IN WHICH ALL OF OUR NAVIES ARE HELD IN THIS
DISTRICT

//112150Z OCT 69

DIST: FULL

ACT: X1

BLR991

PL

TOR: 0435Z

CCY

13/10/69

RECEIVED
19 DEC P.M.
NAVY REGISTRY

CONFIDENTIAL
ROYAL AUSTRALIAN NAVY

SYDNEY
18 6 1950

Telephone:
35 0444

CMD

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

No. A.F. 1/16/6

17 DEC 1969

The Secretary,
Department of the Navy.

HMAS ANZAC REPORTS OF PROCEEDINGS
FOR OCTOBER AND NOVEMBER 1969.

1. Forwarded.

J. C. B. Brown
Rear Admiral

Enclosure

1. HMAS ANZAC's October Report of Proceedings.
2. HMAS ANZAC's November Report of Proceedings.

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H.M.A.S. ANZAC

at Sea.

5th December, 1969.

21-16-3

THE FLAG OFFICER COMMANDING
H.M. AUSTRALIAN FLEET.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - NOVEMBER, 1969.

(All times local)

Sir,

I have the honour to report the proceedings of H.M.A.S. ANZAC under my command from 1st to 30th November, 1969.

At Sydney 1st to 10th November. (COTP Phase I)

2. ANZAC continued her scheduled self maintenance period alongside H.M.A.S. STALWART until Friday 7th November when 8 hours notice for steam was re-assumed after an interval of three weeks at 24 hours notice.

3. During the week Communications and other Command Team personnel underwent intensive training in preparation for the forthcoming Combined Operational Training Period. All Sailors and Officers were briefed by your Staff, Sir, on Tuesday 4th and Wednesday 5th respectively. These briefings were of great value.

4. H.M.A.S. DUCHESS secured alongside starboard side to at 1715 on Tuesday 4th November, departing at 1000 on Wednesday 5th. She subsequently secured alongside again on Thursday 6th November and remained there until shifted to No 4 Buoy at 0300 on Monday 10th November.

At Sea. Sydney-Jervis Bay Areas - 10th to 17th November. (COTP Phase II)

5. At 0905 on Monday 10th November, ANZAC cast off and proceeded to the vicinity of Clark Island, where a small quantity of ammunition was embarked for H.M.A.S. MELBOURNE. In company with H.M.A.S. HOBART, wearing your flag Sir, and H.M.A.S. VAMPIRE, ANZAC then took station in Formation One and proceeded out of harbour. Other ships to leave harbour at this time for participation in the Combined Operations Training Period were H.M.C.S. ST CROIX, H.M.C.S. QU'APPELLE, H.M.C.S. SASKATCHEWAN, H.M.S. GALATEA, H.M.S. ROTHESAY, H.M.N.Z.S. BLACKPOOL, H.M.N.Z.S. TARANAKI, H.M.S/M RORQUAL, H.M.A.S. OTWAY and H.M.A.S. OXLEY. They were later followed by H.M.A.S. STALWART, H.M.A.S. SUPPLY and R.F.A. STROMNESS. This departure was the opening event of Phase II.

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6. Once clear of Sydney Heads, ships exercised O.O.W. manoeuvres by divisions, Division One consisting of H.M.A.S. HOBART, H.M.S. LONDON, H.M.A.S. ANZAC, H.M.S. GALATEA and H.M.C.S. SASKATCHEWAN. Fleetwork exercises involving all ships occupied the remainder of the day and the night while ground was made to the south.

7. At 0940 on Tuesday 11th November, ANZAC closed R.F.A. STROMNESS for a practice jackstay transfer. This was completed at 0950 when lifeguard station was taken on H.M.A.S. SUPPLY. At 1010 ANZAC commenced to replenish from H.M.A.S. SUPPLY, completing this evolution at 1050. ANZAC was then detached to act as a target for a SUTOF by H.M.A.S. VAMPIRE, (OCE), H.M.N.Z.S. BLACKPOOL and H.M.C.S. QU'APPELLE between 1200 and 1500. This was followed by participation in a series of Casexes in company with H.M.S. LONDON and H.M.A.S. HOBART, H.M.A.S. OXLEY acting as target. On completion at 1800, ANZAC joined H.M.A.S. SUPPLY for replenishment. When this was completed at 1850, ANZAC took lifeguard station on H.M.A.S. SUPPLY, later joining H.M.A.S. MELBOURNE and other consorts in a screening formation.

8. At 0820 on Wednesday 12th November, ANZAC detached to rendezvous at 1000 with H.M.A.S. KIMBLA east of Jervis Bay where a Williams Target was transferred to ANZAC. Thereafter the ship witnessed some extremely accurate surface firing at the target by the other escorts, notably H.M.N.Z.S. TARANAKI which was the last ship to fire for the day. The target was transferred back to H.M.A.S. KIMBLA at 1905, ANZAC then joining H.M.C.S. ST CROIX, H.M.N.Z.S. TARANAKI and H.M.S. ROTHESAY off the Naval Gunnery Range, Beecroft Head. All ships joined H.M.A.S. MELBOURNE in a screening formation just before midnight.

9. At 0500 on Thursday 13th November ANZAC detached to rendezvous with H.M.S. LONDON, other escorts and H.M.A.S. STALWART for a Casex A17 serial. The weather had slowly deteriorated throughout the previous day and night, and the Casex was conducted in poor conditions which became typical for the whole of the COTP. On completion, ANZAC remained in company with LONDON and HOBART while these ships carried out a brief A.A. practice. HOBART detached at 1635 to assist in the recovery of a ditched Wessex helicopter, leaving LONDON and ANZAC to carry out a Casex A15 between 1800 and 2300.

10. A further curtailment of scheduled exercises occurred on Friday 14th November when serials involving targets were cancelled. ANZAC participated in a Casex A17 between 0600 and 1130 in company with R.F.A. STROMNESS, H.M.A.S. SUPPLY, H.M.S. LONDON and other escorts, and later steamed in company with H.M.A.S. HOBART and H.M.S. LONDON. At 1600, all forces joined for a R.A.S. and fleet work serial. After a spell as lifeguard ANZAC commenced to replenish from R.F.A. TIDEREACH at 1905, but due to a faulty shut-off valve in the hose end, no fuel was embarked despite all attempts to free the valve. After a frustrating hour alongside, station was resumed on the screen.

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11. At 1610 on Saturday 15th November a Casex B5 was commenced, culminating in an opposed entry into Jervis Bay. ANZAC, as well as screening, was detailed with VAMPIRE to recover submarine-fired torpedoes but the latter task did not eventuate. In company with the submarines, ANZAC entered Jervis Bay at 1155, coming to the port anchor in 10 fathoms of water in berth X4 at 1220. At 1240 I attended a luncheon briefing of the Orange Surface Attack Group onboard H.M.C.S. ST CROIX, in readiness for COTP Phase III.

12. At 2200, having embarked a new group of Midshipmen SL and 6 members of the current DL qualifying course, ANZAC weighed and proceeded for Sydney to pick up a Williams Target. The ship secured alongside Chowder Bay Wharf starboard side to at 0705 on Sunday 16th, and after fuelling, remained there until 1800. The day in Sydney was of small consolation as the weather proved to be as bad as that experienced in the Jervis Bay Area. At 1800 ANZAC cast off and proceeded for Jervis Bay taking the Williams Target from the attendant tug in midstream.

13. After a slow passage in moderate weather conditions ANZAC arrived in the Jervis Bay exercise areas at 0800. At 1345 H.M.S. LONDON joined for a Seacat firing serial. ANZAC slipped the target and acted as flank marker at 7000 yards range while four Seacat missiles were fired. Two of these found the target and appeared to be perfect examples of missile control and guidance. At 1655 the Williams Target was recovered and course was shaped for Jervis Bay. The target was transferred to a workboat from H.M.A.S. CRESWELL at 1930 off Captain's Point, and the ship then proceeded to rejoin the force for night steaming.

At Sea - Tasman Sea - 18th to 21st November. (COPT Phase III)

14. At 1115 on Tuesday 18th November, having replenished from R.F.A. TIDEREACH, ANZAC joined H.M.C.S. ST CROIX and H.M.N.Z.S. TARANAKI in TG 334.1 - the surface attack group for Orange Forces in Phase III. This Phase began at 0800 on Wednesday 19th and continued until 1100 on Friday 21st November. During the period a number of attacks were made on Blue Forces, the most effective one being executed at the end of the middle watch on Thursday 20th, when the Blue Force Convoy was closed by the Orange SAG in a night deception formation. This was achieved by TARANAKI and ANZAC steaming in a replenishment formation on ST CROIX, all ships remaining silent and darkened except for the lights necessary to simulate a large tanker.

15. At 1200 on Friday 21st November ANZAC took station in a circular screen centred on H.M.A.S. MELBOURNE. This screening formation was in force until approximately 0645 on Saturday 22nd November when ships were formed by Divisions for entry into Sydney Harbour. ANZAC took station astern of H.M.A.S. MELBOURNE, H.M.S. LONDON, H.M.A.S. HOBART, H.M.C.S. ST CROIX, H.M.N.Z.S. BLACKPOOL, H.M.A.S. VAMPIRE and H.M.C.S. QU'APPELLE in Formation One.

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Fleet Entry into Sydney Harbour - Saturday 22nd November.

16. At 0940 on Saturday, ANZAC in company with H.M.A.S. VAMPIRE, H.M.C.S. QU'APPELLE, H.M.N.Z.S. TARANAKI, H.M.C.S. SASKATCHEWAN, entered Sydney Harbour and proceeded around Cockatoo Island before securing alongside H.M.A.S. PERTH port side to at the south end of Cruiser Wharf, Garden Island at 1130. I attended a Fleet Reception onboard H.M.A.S. STALWART at 1830 that evening.

At Sydney - 22nd to 24th November.

17. After a comparatively restful and blissfully fine weekend, I attended the washup of the Combined Operation Training Period at H.M.A.S. RUSHCUTTER on the morning of Monday 24th November. Having fuelled and stored ANZAC cast off and proceeded for Fremantle at 1200.

On passage Sydney to Fremantle - 22nd to 29th November.

18. A smooth and uneventful passage was made to Fremantle although cloudy weather hampered Midshipmens' Astro-Navigation training. ANZAC secured alongside "A" berth in Fremantle Harbour at 0845 on Saturday 29th November, port side to.

At Fremantle - 29th and 30th November.

19. Due to the weekend nature of the visit, official calls were dispensed with, however in company with Commander E. F. Wilkinson, M.B.E., R.A.N. I was privileged to be presented to His Excellency, The Governor of Western Australia, Major General Sir Douglas Kendrew, K.C.M.G., C.B., C.B.E., D.S.O., and the Mayor of Fremantle, Sir W. Frederick Samson, K.B.E., at a cocktail party given by the Western Australian branch of the Worshipful Company of Master Mariners of Australia on Saturday evening. On Sunday I entertained informally the Naval Officer-in-Charge, West Australia, Commodore J. M. Ramsay, C.B.E., D.S.C., who had just returned from the Naval Symposium in Sydney. This took the place of an official call. The ship was open to visitors on Sunday afternoon, a total of 1370 being received onboard.

Training.

20. Within the limitations imposed by the COTP, training has progressed satisfactorily throughout the month. Thirteen Section I candidates and ten Section II candidates were tested for higher rank at the scheduled Advancement Board. Fourteen Midshipmen SLEX joined on Saturday 15th November for twelve weeks sea training. They derived benefit from the exercises carried out at sea in company with the Fleet. Other trainees borne included one Reserve Lieutenant, One Chief Petty Officer and two Petty Officer Coxswains, and six Officers qualified DL.

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Material state of the Ship.

21. All machinery has operated satisfactorily during the month. However, on Saturday 29th November, a hole of approximately one half inch diameter caused by wastage was found in the hull in "D" Strake starboard side No 1 Boiler Room between Frames 61 and 62 and Longitudinals 8 and 9. Divers fitted a ten inch diameter plate and rubber joint over the hole and bolted this to a strongback. The area was then covered with quick drying cement inside the Boiler Room.


Health, Conduct and Morale.

22. The health of the Ship's Company has been good and conduct most satisfactory. The ship's participation in the Combined Operational Training Period has been most valuable and very welcome after so many months out of company. I have been concerned about the number of Officers borne and the overall lack of experience, particularly in the New Year when a large turnover of trainees takes place. This has been raised in my Restricted signal DTG 261159Z November. The morale of both Officers and Sailors remains high and a general air of satisfaction prevails.

I have the honour to be,

Sir,

Your obedient servant.


(J. B. Snow)
Commander, R.A.N.
CAPTAIN.

For Information: The Commander, First Australian Training Squadron.

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Appendix "A"

Steaming Figures.

Distance steamed during month.....5356.1 Miles.
Distance steamed since commissioning.....588178.2 Miles.
Hours underway during month.....385.2 Hours.
Hours underway since commissioning.....44883.8 Hours.

Economical Speed Exceeded.

11 November	Exercise Jervis Bay Area	5	Hours.
12 November	Exercise Jervis Bay Area	3	Hours.
14 November	Exercise Jervis Bay Area	3	Hours.
15 November	Exercise Jervis Bay Area	6	Hours.
18 November	Exercise Jervis Bay Area	3	Hours.
19 November	Exercise Jervis Bay Area	15	Hours.
20 November	Exercise Jervis Bay Area	15	Hours.
21 November	Exercise Jervis Bay Area	9	Hours.
24 November	Enroute to Fremantle	11	Hours.
25 November	Enroute to Fremantle	24	Hours.
26 November	Enroute to Fremantle	24	Hours.
27 November	Enroute to Fremantle	24	Hours.
28 November	Enroute to Fremantle	24	Hours.
29 November	Enroute to Fremantle	8	Hours.

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Appendix "B"

Seamanship & General.

11 November	Jackstay transfer with STROMNESS. R.A.S. SUPPLY (2).
12 November	Williams target transfer from KIMBLA. Helo transfer. Williams target transfer to KIMBLA.
13 November	Helo transfer.
14 November	Night R.A.S. TIDEREACH.
16/17 November	Williams target tow - Sydney to Jervis Bay.
17 November	Helo transfer. Transferred target to workboat - Jervis Bay.
18 November	R.A.S. TIDEREACH.
20 November	Night Deception Formation.
22 November	Fleet Entry - Sydney Harbour.

Diving.

24 November	Garden Island - Cleaned propellers - 1 hour 5 minutes.
29 November	Fremantle - Repairs to ship's side - 1 hour.

N.B.C.D.

10 November	Ship exercised Emergency and Leaving Ship Stations.
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Appendix "B" (Continued)

A.I.O.

10 November	1000	Sailed in company TG 328.1 for work-up phase of Combined Operational Training Period.
	1200-	
	2359	Fleet work with TG 328.1
11 November	0001-	Fleet work.
	1200	
	1500-	A/S action with HOBART and LONDON during Casex B1/3/11/C1.
	1800	
13 November	1800-	A/S action with LONDON - Casex A15/4/5.
	2359	
14 November	0600-	Force under air attack during Casex A17.
	1200	
15 November	0930	Opposed entry into Jervis Bay.
18 November	1130	Detached with ST CROIX and TARANAKI to form Orange Force SAG for tactical phase.
19 November	1230	Orange SAG under air attack.
	1450	Simulated S.U. attack against Blue Force escorts.
20 November	0340	Simulated S.U. attack against Blue Force escorts.
	2050	Simulated S.U. attack against Blue Force convoy and escorts.
21 November	0300	Simulated S.U. attack against Blue Force convoy and escorts.
	0845	Simulated S.U. attack against Blue Force convoy and escorts.
	1110	Tactical phase completed.

Blind Pilotage.

15 November	Entry to formation anchorage in Jervis Bay.
15 November	Exit from Jervis Bay.
16 November	Entry to Chowder Bay.

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Appendix "B" (Continued).

Gunnery.

11 November	SUTOF - ANZAC Target.
12 November	SUTF - ANZAC towing Target.
17 November	SUTF - LONDON Seacat firing - ANZAC recording ship.
19 November	Surface attack exercise - MAX.
20 November	Surface attack exercise - MAX.
21 November	Surface attack exercise - MAX.

T.A.S.

11 November	1500- 1800	Casex B1/3/11/C1 with LONDON and HOBART - carried out urgent attacks.
12 November	0300- 0930	Casex A17.
13 November	0600- 1200	Casex A17.
	* 1800- 2359	Casex A15/4/5 with LONDON and OTWAY - carried out urgent attacks.
14 November	0600- 1200	Casex A17.
15 November	0600- 0930	Casex B5.
	0930- 1200	Opposed entry into Jervis Bay.

Communications.

Navcomex	201	8	
	202	9	
	302	1	
	206	4	VS.
	405	4	
	TLX	1	
	404	3	
	402	5	
	405	1	WT.
	TTX	7	
	MKX	3	
	MID 202	3	

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Appendix "C"

Officers Movements.

Joined:

10 November SBLT C. J. Oxenbould, R.A.N.
SBLT J. G. J. Newman, R.A.N.
LEUT W. F. Jamieson, R.A.N.R.

15 November LEUT R. A. Christie, R.A.N.
LEUT P. G. Quick, R.A.N.
LEUT J. L. Raleigh, R.A.N.
SBLT D. B. Cotsell, R.A.N.
SBLT R. H. Old, R.A.N.
LEUT M. C. Webster, R.A.N.
LCDR A. W. Townsend, R.N.

23 November P/LEUT J. E. Gray, R.A.N.

Left:

22 November LEUT R. A. Christie, R.A.N.
LEUT P. G. Quick, R.A.N.
LEUT J. L. Raleigh, R.A.N.
SBLT D. B. Cotsell, R.A.N.
SBLT R. H. Old, R.A.N.
LEUT M. C. Webster, R.A.N.
LEUT W. F. Jamieson, R.A.N.R.

Appendix "D"

Live Mortar Firings.

Nil.

Appendix "E"

Sport.

3 November	Volleyball	Vs STALWART	at STALWART.	Won 2-1.	8
4 November	Volleyball	Vs STALWART	at STALWART.	Won 2-0.	7
5 November	Volleyball	Vs KUTTABUL	at KUTTABUL.	Won 2-0.	7
5 November	Cricket	Vs Zingari	at Balmoral.	Lost	6
5 November	Tennis	Vs ANZAC	at KUTTABUL.	No Comp.	4
5 November	Squash	Vs ANZAC	at KUTTABUL.	No Comp.	6
15 November	Volleyball Basketball	Fleet exercise, sports weekend.			20.
29 November	Volleyball	Vs LEEUWIN	at LEEUWIN.	Lost 3-2.	7.
30 November	Cricket	Vs Motor Trans. Trust	at Fremantle.	Won First Innings.	11.

Number of Ordinary Seamen participating in P.T.	1200
Number participating in Physical Circuit Training.	400

Total Participants.....1676.

18.6.1814

DEPARTMENT OF THE NAVY

HMAS ANZAC

Report of Proceedings

1st 22nd.
Dec 1969

AS(NS) 22/1

D of O 23/1

~~DCNS~~

1NM 23/2

2NM 24/2

3NM 24/2

~~4NM~~ 24/2

~~SECRETARY~~ 24/2

~~C of S~~ 24/2

DPR 24/2

AS(NS) (NS55) 24/2

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24/1

6/1

RECEIVED
21 JAN 1970
NAVY REGISTRY

Telephone:
35 0444

ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	1814

PMS

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


No. A.F. 1/16/6

20 JAN 1970

The Secretary,
Department of the Navy.

HMAS ANZAC - REPORT OF PROCEEDINGS - 1ST - 22ND DECEMBER 1969

Forwarded.



Rear Admiral

J Enclosure: HMAS ANZAC letter unnumbered of 23rd December, 1969.

H.M.A.S. ANZAC

at Sydney.

23 December, 1969.

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

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

1ST - 22ND DECEMBER, 1969.

(All times local.)

Sir,

I have the honour to report the proceedings of H.M.A.S. ANZAC under my Command from 1st to 22nd December, 1969.

On passage Fremantle to Melbourne - 1st to 6th December, 1969.

2. At 0900 on Monday 1st December, having concluded a brief visit to Fremantle, ANZAC cast off and proceeded. Although sea conditions remained mild for the passage to Melbourne, the weather was cool and cloudy which hindered astro-navigation training. I carried out messdeck rounds in the forenoon of Thursday 4th December, and on Friday forenoon a major N.B.C.D. exercise was staged. At 1630 on Friday 5th December after an uneventful passage, the ship entered Port Phillip Bay, proceeding via the South Channel to come to the port anchor off Point Cook at 1905, in a depth of 7 fathoms.

At Melbourne - 6th to 9th December, 1969.

3. At 0730 on Saturday 6th December, ANZAC weighed and proceeded for Port Melbourne, securing alongside Inner East Station Pier port side to at 0830. The OFL from Williamstown was secured alongside at 0930, and fuel was embarked until 1200. The ship was open to visitors on the afternoon of Sunday 7th December, a total of 2762 being received onboard. I was surprised at this number, as the weather was extremely cheerless, but our visit had apparently been well publicised by local radio stations.

4. At 1000 on Monday 8th December, I called on the Lord Mayor of Melbourne, Councillor H. Best, following this with a call at 1100 on His Excellency, The Governor of Victoria, Sir Rohan Delacombe, K.C.M.G., K.B.E., C.B., D.S.O., K. St. J.. My final call for the day took place at 1530 when I called on the Deputy Premier of Victoria, Sir Arthur Rylah, K.B.E.. Due to the brief nature of ANZAC's visit, no return calls were paid. On Monday afternoon the Ship's Company entertained fifty orphans aged between 5 and 8 years from three orphanages in the Melbourne area, at a children's party onboard. The party was conducted in traditional style, with pirates, and included Santa Claus arriving by jackstay. As much fun was had by ANZAC's trainees as their younger charges and very wide coverage was given to this event by all local television channels.

On passage Melbourne to Jervis Bay - 9th to 10th December, 1969

5. Having disembarked Victorian and Tasmanian Christmas leave parties, ANZAC, with a somewhat reduced ship's company, cast off and proceeded at 0830 on Tuesday 9th December. The day was spent in excellent weather in Port Phillip Bay carrying out Midshipmen's dummy anchorages. At 1915 ANZAC proceeded through the Rip into Bass Strait.

6. I carried out Engineering, Magazine and Storeroom rounds in the forenoon of Wednesday 10th December, on completion of which a pattern of live squid projectiles was successfully fired. A full power trial was commenced at 1730 after a delay due to foggy weather off Gabo Island. After achieving full power and a speed of 30 knots plus, at maximum revolutions, the trial was deemed successful. The ship came to the starboard anchor in 11 fathoms in C2 berth Jervis Bay at 2140 on Wednesday evening.

At Jervis Bay - 11th December.

7. At 0700 on Thursday 11th December, anchor was weighed and the ship proceeded for Midshipmen's Dummy Anchorages within Jervis Bay. These were continued until completion of the schedule at 1600, when sea boat drills were exercised. At 1830, having completed nineteen practice anchorages and eight sea boat drops, anchorage was found in C3 berth in 11 fathoms, using the starboard anchor. At 2205 that evening, anchor was weighed and the ship proceeded for Sydney.

On passage to, and at Sydney - 12th to 22nd December, 1969.

8. Thundery weather which had prevailed in Jervis Bay remained with the ship until Sydney Heads were reached. At 0600 on Friday 12th December course was reversed to recover a small upturned dinghy which had been sighted in a rain squall very close to the ship's side by the lifebuoy sentry. The boat, a Quintrex complete with outboard motor, was recovered at 0610. It appeared evident that the boat had been lost from a larger craft whilst under tow. At this time identities were exchanged with H.M.A.S. SYDNEY and H.M.A.S. MORESBY. At 0640 ANZAC entered Sydney Harbour securing alongside H.M.A.S. PERTH starboard side to at the South end of Cruiser wharf at 0720.

8. I called on you, Sir, informally at 1100 on Friday 12th December. In the afternoon preparations were hastily made to proceed to sea when it was suspected that a large ship was on fire near Sydney. Happily this was a false alarm as at this time Queensland and New South Wales Christmas leave parties had reduced the ship's company to rather less than the occasion would have required.

1?

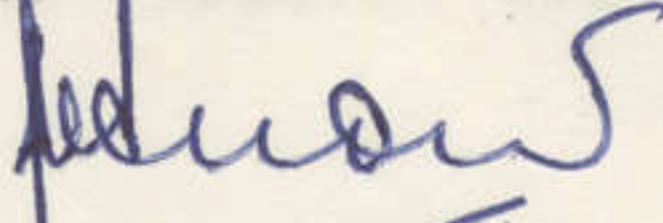
9. ANZAC commenced ~~an~~ LSM period concurrently with Christmas leave on Friday 12th December, reverting to 24 hours notice for steam on Thursday 18th December.

10. After a most stimulating eighteen months I relinquished Command of ANZAC on Tuesday 23rd December, 1969.

I have the honour to be,

Sir,

Your obedient servant.


(J. B. Snow)
Commander. R.A.N.
CAPTAIN.

For Information: The Commander, First Australian Training Squadron.

RESTRICTED

18.6.1969

DEPARTMENT OF THE NAVY

HMAS ANZAC

Report of Proceedings

23rd-31st
Dec 1969

AS(NS) *[Signature]*

D of *[Signature]*

~~DCNS~~ AS(NS) pls return for signature in due course *[Signature]* - 4/2

1NM *[Signature]*

2NM *[Signature]*

3NM *[Signature]*

4NM *[Signature]*

~~SECRETARY~~ *[Signature]*

[Signature] C of S
DPR *[Signature]* 13/2

returned as above 13/2/70
[Signature] 17/2

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21 JAN A.M.
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Telephone:
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ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	1810

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

No. A.F. 1/16/6

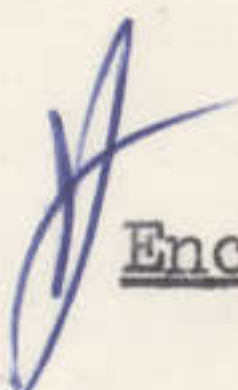
19 JAN 1970

The Secretary,
Department of the Navy.

HMAS ANZAC - REPORT OF PROCEEDINGS - 23RD - 31ST
DECEMBER 1969

Forwarded.

Rear Admiral

 Enclosure:

HMAS ANZAC letter 1.16.3 of 5th January, 1970.

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106.3

HMAS ANZAC
at Sydney

5 January, 1970

THE FLAG OFFICER COMMANDING
H.M. AUSTRALIAN FLEET.

HMAS ANZAC - REPORT OF PROCEEDINGS

23RD - 31ST DECEMBER, 1969.

(All times local.)

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command from 23rd December, when I succeeded Commander J.B. SNOW RAN, until the end of the month.

2. Before taking command, and in company with Commander SNOW, I called informally on Captain D.A.H. CLARKE MVO, DSC, RAN (COMAUSTRON 1) on Monday 22nd and waited on Rear Admiral D.C. WELLS, (FOICEA) on Tuesday 23rd.

At Sydney - 23rd to 31st December, 1969

3. Leave and the self maintenance period are proceeding as scheduled. I walked around the Mess Decks on Christmas Day, and was extremely pleased with the standard and presentation of the midday meal provided for the sailors and thier relatives and friends.

Training

4. No formal training has taken place during this period but preparations have gone forward awaiting the invasion of Midshipmen and ORDs Various who are due to join early in the New Year.

Material State of the Ship

5. The repairs made to the hole in the Ships side, Starboard Side, No 1 Boiler room, reported in November, 1969 Report of Proceedings have been inspected by the Hull Surveyor, Garden Island Dockyard. The repairs made are considered satisfactory until the refit starting in March, 1970. GMGID message 020633Z Jan 70 refers.

6. Wasting of the top of No4 FFO Tank directly below a leaking scuttle in the Stewards Mess has caused a series of small holes with consequent leakage of FFO into the Mess. The area has been cleaned off and patched with Araldite and Fibre Glass.

.....7./

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7. Severe wastage of 3 deck between frames 18 and 19 has been noted. Action has been taken to have this plating renewed during the Main Refit.

Health, Conduct and Morale

8. The health of the Ship's Company has been good and their conduct satisfactory. Although I have been in this ship for only a very few days, I have taken every opportunity to talk to the few officers and sailors on board, and judge the morale of both to be very high.

General

9. Although slightly surprised at the age and lack of experience of most of the young Officers in ANZAC, my first impressions have been very favourable, and I feel confident that they will be able to carry out their various duties satisfactorily with the possible exception of those as Divisional Officers. When so many very young sailors are carried, I feel that the wise counselling, always available from the mature and experienced Divisional Officer, could be sorely missed. I intend to watch this situation very closely.

10. I am looking forward very much to my period in command of this grand old lady of the sea.

I have the honour to be,

Sir,

Your obedient servant,

G. J. MARCUS CLARK,
COMMANDER RAN.

(G.J.M. Clark)
Commander RAN
CAPTAIN

For Information: The Commander, First Australian Training Squadron.

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Appendix "A"

Steaming Figures.

Distance steamed during month.....2,586.2 Miles.
Distance steamed since commissioning.....590,764.4 Miles.
Hours underway during month.....184.3 Hours.
Hours underway since commissioning.....45,068.1 Hours.

Economical Speed Exceeded.

5 December	Enroute to Melbourne	4 Hours.
9 December	Enroute to Jervis Bay	4 Hours.
10 December	Enroute to Jervis Bay and Quarterly Power Trial	21 Hours.

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Appendix "B"

Seamanship and General.

2 December	Midshipmen Conning practise
3 December	Midshipmen Conning practise
9 December	Midshipmen Anchorages (16)
11 December	Midshipmen Anchorages (19)
	Seaboats (8)

Diving.

Nil.

N.B.C.D.

5 December	Exercised Action, Emergency and Leaving Ship stations. Major D.C. exercise.
------------	--

A.I.O.

Blind Pilotage.

5 December	Entrance to Port Phillip Bay.
9 December	Departure from Port Phillip Bay.

Gunnery.

Nil.

T.A.S.

10 December	S.C.R. and Mortar Action Crews. For Live mortar firing.
-------------	--

Communications.

T.T.X.	8	
Navcomex	202	5
Navcomex	201	3
F.T.X.	1	
Navcomex	501	3
Navcomex	401	9
M.T.X.	7	

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Appendix "C"

Officers Movements.

Joined:

1 December LEUT J.R. Barron RANR
22 December CMDR G.J.M. Clark RAN

Left:

8 December P/LEUT G.L. Purcell RAN
12 December P/LEUT J.E. Gray RAN
LEUT J.R. Barron RANR
23 December CMDR J.B. Snow RAN

Appendix "D"

Live Mortar Firings.

10 December Live Squid Firing-- 1 Salvo.

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Appendix "E"

Sport.

Number of Midshipmen and Ordinary Seaman participating in P.T. 990	
Number participating in Physical Circuit Training	170
Total Participants.....	1160

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