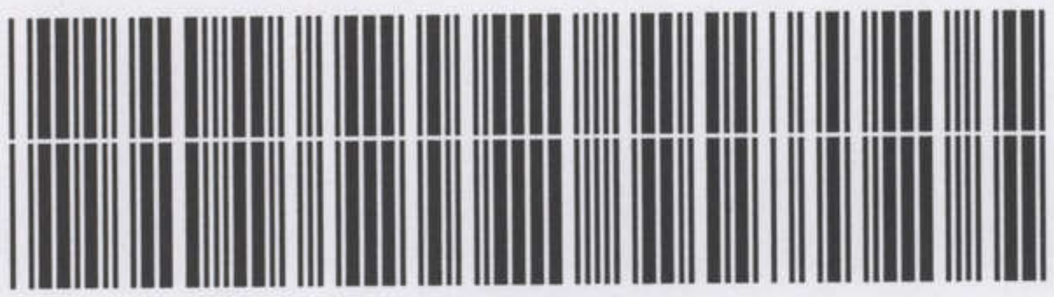
AWM78

Reports of Proceedings, HMA Ships and Establishments

HMAS YARRA

Item number: 374/13

Title: January-December 1975



AWM78-374/13

AUSTRALIAN WAR MEMORIAL RCDIG1073320

[374/13]

YARRA (Ship)

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AUSTRALIAN WAR MEMORIAL
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AUSTRALIAN WAR MEMORIAL RCDIG1073320

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FILE: 428/3/673

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS YARRA Report of Proceedings JANUARY 1975

ASRP-N 28/2/75

DNO 27/2/3

1. I.D. at Williamstown
2. Post I.D. inspection.
3. Post I.D. trials.

DGNOP 14/3

DCNS

CNS

CNP 18/3

CNTS 11-13.

CNSW 25/3

CNM 2/3

~~FAS C of S - N~~ 9/4/75

NPR 10/4 BRC

~~DNO.~~

~~ASRP-N (NS55)~~ 14/4

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

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27/2/75

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

ROYAL AUSTRALIAN NAVY

CMR

Telephone:
359-9111 Extension 3532

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H.M.A. FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

24 FEB 1975

AF 1/16/62

The Secretary
Department of Defence (Navy Office)

HMAS YARRA - REPORT OF PROCEEDINGS - JANUARY 1975

Forwarded.

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

Enclosure:

HMAS YARRA Report dated 3rd February 1975

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

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21.16.1

HMAS YARRA
at Williamstown

3rd February, 1975

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander, Third Australia Destroyer Squadron
HMAS TORRENS

HMAS YARRA - REPORT OF PROCEEDINGS - JANUARY, 1975

Sir,

1. I have the honour to report the proceedings of HMAS YARRA under my command, for the month of January, 1975. All times are in zone LIMA (-11).

2. The ship remained alongside inner east Dockyard Pier, Williamstown Naval Dockyard until Thursday 30th. During this period alongside, work undertaken by WND was stepped up and in most cases completed. On Monday 20th the Ship's Company moved back on board from Maribyrnong Hostel and the ship returned to routine on Tuesday 21st.

3. At 0801 on Wednesday 29th I, Sir, called on The Commander, Third Australian Destroyer Squadron, Captain P.H. JAMES RAN and during the forenoon on Thursday 30th Captain JAMES carried out a post I.D. inspection of HMAS YARRA. (COMAUSDESRON THREE message KNA 300500ZJAN75 refers).

4. The ship cast off and proceeded into Port Phillip Bay at 1331 on Thursday 30th. In the bay 903 radar alignment, machinery trials and internal evolutions were carried out. The 903 alignment checks were satisfactory and at 1635 the ship closed Gellibrand Pile light in order to disembark 15 dockyard personnel to the dockyard workboat. Once clear of the channel course was set for Port Phillip Heads via the South Channel and thence into Bass Strait.

5. Gun functioning trials and recovery firings were sucessfully carried out during the first watch and on completion the ship conducted a night steam in Bass Strait allowing valuable experience and familiarisation to be gained by the Ship's Company. A check swing of the secondary compass, AGMC6, was carried out by the Squadron Navigating Officer after the gunnery serials.

6. At 0630 on Friday 31st HMAS YARRA entered Port Phillip Heads and negotiated the South Channel in calm conditions. Anchor trials and internal evolutions were carried out en route to Williamstown Naval Dockyard and at 1030 the ship berthed starboard side to inner east Dockyard Pier on the oil fuel lighter.

7. At 1330 after refuelling the ship was cold moved into Alfred Graving Dock in order to carry out a tilt test of the MRS 3 system HMAS YARRA secured in the dock at 1345 and remained there for the remainder of the month.

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FLAG OFFICER COMMANDING
5
- 6 FEB A.M.
R.M. AUSTRALIAN FLEET

AUSTRALIAN WAR MEMORIAL RCDIG1073320

8. The day at sea provided a visible boost to morale and although limited in duration was most valuable in expurgating the "dock wall" mentality inevitable in a ship's company after six and a half months alongside and in dock.

9. Officers movements for the month of January were as follows:

LEUT GLEX M.J. PETCH RAN from HMAS CARPENTARIA

LEUT GLEN WE R.J. GREIG RAN from HMAS HARMAN

LCDR GLEX TAS R.J. COCKING RAN from HMAS WARATAH

LCDR GLEX G+ B. WILSON RAN to HMAS KUTTABUL (FHQ)

LEUT GLEN WE N.P.J. SPURLING RAN to HMAS WATSON

HULL AND MARINE ENGINEERING

10. Sucessful basin trials were carried out during the week commencing Monday 13th.

11. The auxiliary exhaust relief to atmosphere valve stuck open on two occasions causing a delay in sailing. The clearences for this valve on the Ship's drawings and BR's vary by .038 inches which caused refitting problems.

12. Shaft run out and vibration trials were progressed at sea and further trials by WND will be carried out en route to Sydney next month.

13. The starboard shaft Agouti air non return valve at the propeller cone stuck upon return from sea trials and efforts to seat the valve failed. Sea water entered the engine room and main gearing lubrication oil through this non return valve. The ship will drydock on Saturday 1st February. (My message DAU 311305Z JAN 75 refers)

WEAPONS AND ELECTRICAL ENGINEERING

14. Defect work undertaken by the dockyard for the I.D. has been completed with the exception of the replacement of the GWS 20 launcher which will be carried out in Sydney in March.

15. Post I.D. Harbour Acceptance Trials, conducted by RANTAU during the month, revealed a number of defects and shortcomings in weapons systems. Rectification of these has been progressed satisfactorily by Ship's Staff.

HEALTH CONDUCT AND MORALE

16. The health and conduct of the Ship's Company has been good and although morale high everyone is very much looking forward to proceeding to sea, returning to Sydney and progressing the forthcoming Mulloka trials.

I have the honour to be,

Sir,

Your obedient servant,

(A.ap'N. EVANS).
Commander RAN
Commanding Officer

Enclosure: 1. Annex A - Steaming Figures
2. Annex B - Drills Evolutions and Exercises

AUSTRALIAN WAR MEMORIAL RCDIG1073320

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ANNEX A to
HMAS YARRA Report of Proceedings
JANUARY, 1975

STEAMING FIGURES

A. MILES STEAMED FOR THE MONTH 305.1

B. HOURS UNDERWAY FOR THE MONTH 21.0

C. MILES STEAMED SINCE COMMISSIONING 446801.6

D. HOURS UNDERWAY SINCE COMMISSIONING 31052.06

E. OCCASIONS ON WHICH ECONOMICAL SPEED WAS EXCEEDED:

DATE	SPEED	HOURS	REMARKS
30 JAN	20	2	Machinery Trials

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

DRILLS, EVOLUTIONS AND EXERCISES

AIO

30th ASAC Controlling - 3 hours
RP sailors progressed AIO training

TAS

UC sailors progressed MULLOKA onboard familiarisation.

GUNNERY

20th - 24th Control and Turret crew PWT at HMAS CERBERUS

30th 4.5 GFT and recovery firings

DAMAGE CONTROL

Damage control/fire exercises conducted daily

DIVING

28th Propeller clean and preliminary dips for Ship's divers (candidates)

GENERAL

30th Exercised emergency and leaving ship stations.
OOW emergency drills at sea.
Anchoring evolutions.

AUSTRALIAN WAR MEMORIAL RCDIG1073320

DEPARTMENT OF DEFENCE

INTERIM FORM ONLY - JUNE 1974

FILE NUMBER | | | | |

FOLIO 1

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER Douglas

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REGISTRATION

SECURITY CLASSIFICATION: Restricted.

TITLE HMAS YARRA - REPORT OF PROCEEDINGS - JAN. 1975

REGISTRATION NUMBER N428/3/673

MARK TO ASRP-N

CANCEL FILE NUMBER _____ VIDE THIS FILE AND INFORM FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

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SUBJECT INDEX

POSTING	PRECIS

NAME INDEX

HEADING	PRECIS
HMAS Yarra	a/a

ALTER FILE NUMBER ON LOGGING CARD FOR Focaf.

LETTER DATED 24 Feb 19 75 REFERENCE NUMBER 1.16.62

AUSTRALIAN WAR MEMORIAL RCDIG1073320

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FILE: 428/3/732

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS YARRA — Report of Proceedings FEBRUARY 1975

ASRP-N 24/3/75

DNO 24/25/3

DGNOP 26/3

DCNS

CNS

CNP 1/4

CNTS Paras 9, 10, B, 14.

CNSW 4/4

CNM 7/4

FAS C of S - N 8/4/75

NPR 10/4

DNO

ASRP-N (NS55) 14/4

1. Passage to Sydney.
2. Mulloka Sitting to work.
3. Change of Command.

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CMR

Telephone:
359-9111 Extension 3532

H.M.A. FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

A F 1/16/62

19 MAR 1975

The Secretary
Department of Defence (Navy Office)

HMAS YARRA - REPORT OF PROCEEDINGS - 1ST - 25TH FEBRUARY and 26TH - 28TH FEBRUARY, 1975

Forwarded.

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

Enclosures:

1. HMAS YARRA Report C1/16/1 dated 25th February 1975
2. HMAS YARRA Report C1/16/1 dated 4th March 1975

ASRP-N

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HMAS YARRA
at Sydney

25th February, 1975

FLAG OFFICER COMMANDING
26 FEB P.M.
H.M. AUSTRALIAN FLEET

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander, Third Australia Destroyer Squadron
HMAS TORRENS

HMAS YARRA - REPORT OF PROCEEDINGS - 1st-25th FEBRUARY, 1975

Sir,

1. I have the honour to report the proceedings of HMAS YARRA under my command, for the period 1st - 25th February, 1975. All times are in zone LIMA (-11).

2. At the beginning of the month the ship was secured in the Alfred Graving Dock, Williamstown Naval Dockyard, where a tilt test on the MRS3 director was successfully carried out during the forenoon on Saturday 1st.

3. The ship docked down on Saturday afternoon and the dock pumped dry in order to re-seat the starboard Agouti non return valve (My messages DAU 311305Z JAN 75 and DAU/KLI/DPC 010056Z FEB 75 refer). The dock was flooded on Monday morning 3rd and HMAS YARRA undocked at 1600, securing starboard side to East Dockyard Pier at 1640.

4. At 1602 on Wednesday 5th after nearly seven months at Williamstown Dockyard lines were cast off and HMAS YARRA proceeded down Port Phillip Bay. Once clear of Port Phillip Heads course was shaped for Sydney and an uneventful passage in fine weather ensued. Internal exercises were carried out en route HMAS YARRA entered Sydney Harbour at 0600 on Friday 7th and secured starboard side to the Oil Wharf, Garden Island at 0841. On arrival, I called on you, Sir and on Tuesday 11th I lunched with you onboard the flagship.

5. The first two weeks in Sydney were devoted to progressing Mulloka set to work and from Monday 17th all departments carried out training readiness evaluations conducted by Fleet Staff Officers. During this period I addressed the Ship's Company on matters of security.

6. At 0900 on Monday 24th my successor, Commander J.S. DICKSON, MBE, RAN joined. At 1000 the ship was cold moved to Kirribilli Dolphins where she secured starboard side to at 1020. Mulloka beam pattern checks were commenced on arrival.

7. At 0900 on Wednesday 26th CMDR J.S.DICKSON, MBE, RAN assumed command.

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

8. OFFICERS MOVEMENTS

CMDR J.S. DICKSON, MBE, RAN from HMAS CRESWELL
CMDR A. ap'H. EVANS, RAN to Navy Office (DNUR)

HULL AND MARINE ENGINEERING

9. When HMAS YARRA emergency docked to check the jammed starboard shaft Agouti air non return valve in the propeller cone housing large deposits of rust were found in the cone housing. The valve was refitted by the dockyard.

10. Starboard shaft vibration and alignment trials in the 90 - 210 RPM range were carried out en route to Sydney. Vibration and runout is still most evident in the 170 - 190 RPM range. However, vibration did not appear to increase noticeably with revolutions in excess of 190.

WEAPONS AND ELECTRICAL ENGINEERING

11. New tilt settings were applied to the MRS 3 director on Monday 3rd.

12. Work on defects reported by RANTAU and Fleet Staff at Post I.D. Inspectors has progressed satisfactorily with assistance from FMP and FMU.

13. A trial was conducted by Navy Office and GID personnel during the period 19th - 21st to determine the effect of Mulloka on 'L' turbine generators and other services sharing the same source of power. The results of the trial indicated that no adverse affects are evident.

14. Replacement transducers for outfits 170 and 185, fitted by FMU on Friday 21st, were found to have low insulator readings after 48 hours immersion. Confirmation of the cause is not possible as Hull Outfit 15 is non watertight. A defective seal between the raft and hull outfit is suspected to be the reason for the leak as an inspection by divers revealed no visible signs of dome damage. If the seal is defective, the ship will have to dock in order to effect repairs. Two 170 transducers supplied from stores during the month have failed insulations tests after immersion as did the 185 transducer which was recently repaired by URDEF action in GID.

HEALTH, CONDUCT AND MORALE

15. The health and conduct of the Ship's Company has been good and an evident fillip to morale was experienced with the ship's departure from an ID enviroment.

I have the honour to be,

Sir,

Your obedient Servant,

(A. ~~ap'H. EVANS~~)
Commander RAN
Commanding Officer

Enclosure: 1. Annex A-Steaming Figures
2. Annex B-Drills, Evolutions and Exercises

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

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ANNEX A to
HMAS YARRA
Report of Proceedings
1st-25th February, 1975

STEAMING FIGURES

A. Miles Steamed for Period 613.7

B. Hours Underway for Period 40.7

C. Miles Steamed since Commissioning 447,415.3

D. Hours Underway since Commissioning 31,092.76

E. Occasions on which Economical Speed was exceeded:

DATE	SPEED	HOURS	REMARKS
06 FEB	20 - 25	3	Machinery and Shaft Trials

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

ANNEX B to
HMAS YARRA
Report of Proceedings
1st - 25th February, 1975

DRILLS, EVOLUTIONS AND EXERCISES

AIO

10 - 28 AIO PWT at HMAS WATSON
19 - 28 CTT PWT at HMAS WATSON

TAS

10 - 21 UC PWT at HMAS WATSON
12 - 17 UW PWT at HMAS WATSON

GUNNERY

Onboard training for control and turret crews.

DAMAGE CONTROL

Damage Control/Fire exercises conducted daily.

DIVING

24 Diving Officers qualifying course - HMAS PENGUIN

GENERAL

Exercised emergency and leaving ship stations..
OOW emergency drills at sea.
Officer U/T ONC progress at sea.
Higher ranks training.
Seaman instruction.

AUSTRALIAN WAR MEMORIAL RCDIG1073320

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C1.16.1

HMAS YARRA
at Sydney

4th March, 1975

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander, Third Australian Destroyer Squadron
HMAS TORRENS

HMAS YARRA - REPORT OF PROCEEDINGS - 26th-28th FEBRUARY, 1975

Sir,

1. I have the honour to report the proceedings of HMAS YARRA under my command for the period 26th - 28th February, 1975.

2. I assumed command at 0900L Wednesday 26th February at which time the ship was berthed at Kirribilli Dolphins, Sydney, undergoing beam pattern checks as part of Phase I of the Mulloka trials. These checks continued until Friday 28th when the ship was moved cold to Oil Wharf, Garden Island where it remained at the end of the month.

3. On assuming command I found the ship in a generally satisfactory material state. Morale is good and there is on board an obviously keen desire to 'get running again' and to overcome the many inevitable but undesirable legacies of the extended period at Williamstown Naval Dockyard.

4. By the end of the month investigation of a defect in Hull Outfit 15, originally reported in HMAS YARRA's message DTC 250200Z FEB 75 (URDEF 103/75) had revealed the necessity for the ship to carry out an emergency docking at the earliest opportunity. It is hoped that this can be arranged, and completed, during the first week in March in order that the initial sea trials of Mulloka may begin on schedule.

I have the honour to be,

Sir,

Your obedient servant,

(J.S. DICKSON)
Commander RAN
Commanding Officer

FLAG OFFICER COMMANDING
7 MAR A.M.
H.M. AUSTRALIAN FLEET

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

DEPARTMENT OF DEFENCE

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TITLE Relief of Rockhampton - HMAS YARRA - FEB. 1975

REGISTRATION NUMBER N428/3/732

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HMAS YARRA — A/A

ALTER FILE NUMBER ON LOGGING CARD FOR FOR AF

LETTER DATED 19/3/19 75 REFERENCE NUMBER AF 1/16/62

AUSTRALIAN WAR MEMORIAL RCDIG1073320

CONFIDENTIAL

FILE: 428/3/814

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS Yarra. Report of Proceedings March 1975

1. Machinery trials.
2. Problems in getting machinery to work.

ASRP-N 7/5

DNO 29/8/5

DGNOP 6/8/5

DCNS

& CNS 8 9/5

CNP 12/5

CNES. 8/5.

CNSW 15/5

CNM 15/5.

FAS C of S - N 20/5/75

NPR 21/12/75

DNOO

ASRP-N (NS55) 22/5

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7/5/75

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Telephone:
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H.M.A. FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

IAC(N)
009752

AF 1/16/62

The Secretary
Department of Defence (Navy Office)

HMAS YARRA - REPORT OF PROCEEDINGS - MARCH 1975

Forwarded.

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

Enclosure:

HMAS YARRA Report dated 2nd April 1975

REC'D
5 APR 1975
REGISTRY
CANBERRA

CONFIDENTIAL

CONFIDENTIAL

RECD.
29 APR 1975
REGISTRY
CANBERRA

AUSTRALIAN WAR MEMORIAL RCDIG1073320

CONFIDENTIAL

HMAS YARRA
at Sydney

2nd April, 1975

FLAG OFFICER COMMANDING
b
- 7 APR A.M.
H.M. AUSTRALIAN FLEET

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander, Third Australian Destroyer Squadron,
HMAS TORRENS

HMAS YARRA REPORT OF PROCEEDINGS MARCH, 1975

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of March, 1975. All times are zone Kilo (-10), to which zone ships clocks were retarded when 'Eastern Summer Time' concluded on the morning of Sunday 2nd.

2. March has been both a rewarding and at the same time a frustrating month for YARRA; rewarding in that after eight months alongside at Williamstown and Garden Island for the fitting and setting to work of Mulloka the ship spent some time underway; frustrating in that firstly the initial trials of the new sonar have not been as successful as hoped, and secondly in that after the long period alongside many items of equipment have failed to perform up to the expected standard.

3. At the beginning of the month the ship was at Oil Wharf, Garden Island where setting to work of Mulloka was continuing and preparations were being made to dock at Cockatoo for repairs to Hull Outfit 15. (Para 4 of my February Report of Proceedings refers).

4. On Sunday 2nd Benjamin James CARSON, the son of the ship's Navigating Officer, was christened onboard.

5. At 0830 Monday 3rd, YARRA was moved cold to No 3 buoy for compass adjustment, being returned alongside Oil Wharf on completion at 1415. Serious faults in the binnacle correction coils became evident during the compass swing and adjustment with DG on could not be successfully carried out. Subsequent investigation was carried out by RANTAU and it is hoped to have a replacement binnacle installed during the ship's maintenance period in May.

6. I called on the Flag Officer Commanding East Australia Area, Rear Admiral N.E. McDONALD at 1030 Wednesday 5th.

7. Docking, originally scheduled for Tuesday 4th, but postponed due to the unavailability of the dock, took place on the afternoon of Thursday 6th. At 1405 the ship cast off from Garden Island and was moved by tugs and Naval Pilot to Cockatoo Island, entering Fitzroy Dock at 1500. No time was wasted in pumping out the dock and overnight the fault on Hull Outfit 15 (a snapped cable caught over the lip of the dome) was located and rectified. Excellent co-operation was received from the authorities at Cockatoo Island; as a result the ship was able to undock on the following afternoon, Friday 7th, and returned to Oil Wharf Garden Island at 1750.

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CONFIDENTIAL

AUSTRALIAN WAR MEMORIAL RCDIG1073320

8. Preparations for a 'shakedown' week were completed over the weekend 8th-9th and at 1330 Monday 10th YARRA cast off and proceeded to sea. Sydney experienced one of its worst days of weather on this day (11 inches of rain falling in 24 hours) and conditions at sea were little better. Heavy seas and driving rain were encountered during the passage southward hampering drills, evolutions and sonar trials which had been programmed. At 2200 the ship anchored in C1 berth Jervis Bay.

9. Weighing at 0830 the following morning, noise ranging and basic sonar trials were conducted during Tuesday 11th; at 1510 the ship anchored in E3 berth to facilitate further setting to work of Mulloka.

10. At 0900 Wednesday 12th the ship weighed and proceeded for Mulloka trials on a triplane target laid in the middle of Jervis Bay. Elementary though these trials were they provided encouraging information on the operation of the new sonar. On completion, at 1120, YARRA anchored while the Ship's Company witnessed a helo winching and liferaft demonstration before weighing again at 1400 to conduct shiphandling training and internal drills. At 2000 the ship left Jervis Bay and proceeded seaward to pump bilges while making passage northward overnight.

11. The ship entered Sydney Harbour at 0700 Thursday 13th and secured to No 3 buoy at 0735 to embark ammunition. Except for Seacat missiles the full outfit was embarked between 0900 and 1330 - a commendable effort by all the Ship's Company. At 1400 YARRA slipped from the buoy and proceeded to Fitting Out Wharf, berthing starboard side to at 1440.

12. The short but invaluable period at sea, as well as 'blowing away the cobwebs' from all onboard, highlighted certain faults with Mulloka which had not previously been apparent. To rectify these it was necessary to make adjustments to the trials programme; unavailability of certain items of equipment and necessity to make modifications to both the receiver and operators console required further time alongside before worthwhile trials with a submarine could be undertaken. (My message DUO/NGP 112342Z MAR 75 refers). Accordingly arrangements were made for the ship to remain alongside until Thursday 20th and a new target date of 7th April was set for completion of Setting to Work of the system. Service and civilian trials personnel agreed, nonetheless, that despite this set-back the objectives of the Mulloka Trials programme as laid down in the 'Sea Trials Instructions' could still be met within the alloted time scale.

13. During the alongside period 13th - 20th I was pleased to be able to welcome onboard Rear Admiral McDONALD (on Friday 14th) and your Chief of Staff, Sir, Commodore J.D. GOBLE (on Monday 17th) both of whom returned calls I had previously made.

14. Advantage was taken of this period alongside to rectify numerous minor defects to radars, equipment and machinery which had become evident during the shakedown week. Good progress was made on these and considerable assistance was received from both Fleet Staff and dockyard personnel.

15. At 0910 Thursday 20th YARRA cast off and proceeded to sea for a 'day run' with HMA S/M OXLEY (Lieutenant Commander T. EVERARD RN) in company. Public relations personnel photographed the ships leaving harbour and conducting basic CASEXES; later in the day further preliminary Mulloka trials and a successful IKARA SAT 2 were carried out. At 1715 YARRA returned to Sydney harbour and secured starboard side to Fitting Out Wharf at 1810.

../3

AUSTRALIAN WAR MEMORIAL RCDIG1073320

CONFIDENTIAL

16. On Staurday 22nd, a fault in the air pressure supply to the IKARA magazine spray system resulted in partial activation of sprays and wetting of six of the ten missiles embarked. (My DML 212210Z MAR 75 refers) Early detection of the fault enabled corrective action to be taken promptly and serious consequences were averted. Investigation into the cause is continuing but is currently hampered by unavailability of detailed drawings; a full report will be rendered at the earliest opportunity.

17. At 0950 Monday 24th YARRA sailed at action stations and followed HMAS BRISBANE (Captain M.J. HUDSON) out of harbour. Being detatched on clearing the exercise minefield the ship proceeded south for further Mulloka trials with OXLEY and preparation for an IKARA firing scheduled for Tuesday 25th.

18. Until Thursday 27th the ship remained underway in the Sydney - Jervis Bay Area, operating with OXLEY during most of the daylight hours and joining company with BRISBANE on the nights of Tuesday 25th and Wednesday 26th. Exercises were conducted in accordance with EAXP 13/75. Some value was obtained from the Mulloka trials conducted during the period but further unexpected difficulties developed in the setting to work of the receiver and it became apparent that further modifications would need to be made before any of the principal trials objectives could be attempted.

19. Despite a successful IKARA SAT 3 on the morning of Tuesday 25th the firing scheduled for that day had to be postponed due to the unavailability of the ADASTRA aircraft (weatherbound in Sydney) and the loss of the danbuoy target's radar reflector. The firing was re-programmed for Wednesday 26th. Ideal conditions prevailed on this day and all preparations went smoothly; it was disappointing to all concerned when both practice missiles failed to fire as a result of a sequence failures at conclusion of the countdown. My message DML 270540Z MAR 75 refers.

20. At 0800 Thursday 27th YARRA entered Sydney harbour in company with BRISBANE. The ship secured to No 3 buoy at 0835 and during the first half of the forenoon a quantity of 4.5" cartridges and one PNR IKARA missile were exchanged. At 1020 YARRA slipped from the buoy and proceeded to Garden Island, securing alongside Fitting Out Wharf, starboard side to, at 1100. The ship remained at this berth until the end of the month with the majority of the Ship's Company able to get home to enjoy the Easter break.

MARINE ENGINEERING

21. March has been a satisfactory month for the Marine Engineering Department. The emergency docking early in the month, followed by short periods at sea and more extensive periods alongside, proved beneficial from both training and maintenance angles.

22. In general marine engineering machinery has functioned well. Several minor defects have occurred but rectification has been within the capacity of Ship's Staff. One URDEF was raised when the port boiler main stop valve spindle sleave sheared; replacement was fitted after the ships return alongside on Thursday 13th.

23. Machinery space bilges have been pumped at sea when opportunity presented. Nonetheless the state of these bilges remains an area of concern and every effort is being made to secure the services of T.C.V. COLAC during the first week in April.

DECLASSIFIED

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

WEAPONS ELECTRICAL

24. A heavy load has been placed on the ship's Weapons Electrical Staff during the months; many defects which remained 'hidden' during the long non-operational period revealed themselves when the ship put to sea. The response and willingness of Ship's Staff to work long hours to remedy these defects has been notable and has helped to offset the lack of experience amongst junior technical sailors borne.

25. It was found necessary, nonetheless, to take URDEF action during March in respect of:-

a. LW0 2 radar waveguide with water ingress through a faulty flange seal.
b. Aquair pump motor for no.2 evaporator which suffered a loss of winding insulation.
c. One KG14 receiver which displayed an intermittent fault in chassis wiring.
d. The cool room force draft fan motor with failed winding insulation.
e. AFCB-10 which generated bombardment outputs out of tolerance.

With the exception of the AFCB-10 defect (which is currently in hand) all other URDEFS had been repaired by the end of the month.

26. Minor defects on internal communications systems, plotting tables, radars and preparations for the unsuccessful IKARA and 4.5" gun firings occupied a great deal of time throughout. It is hoped that the work devoted to these systems during March will be rewarded by more successful results during the months ahead.

HEALTH, CONDUCT AND MORALE

27. The health and morale of the Ship's Company are good. Considerable effort is being devoted to physical fitness and sporting activity and the response from all levels is encouraging. It has been most apparent that the vast majority of the Ship's Company welcome the return to sea running and an air of determination to 'get things working again' is evident.

28. Conduct has been satisfactory although the incidence of leave-breaking is disturbing. From their attitude it is clear that some sailors feel they can well afford the monetary penalties which are imposed; this was possibly more true in March than in other months due to the relatively large amounts of back-pay received by most on Thursday 20th.

I have the honour to be,

Sir,

Your obedient servant,

(J.S. DICKSON)
Commander RAN
Commanding Officer

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

CONFIDENTIAL

ANNEX A to HMAS YARRA
Report of Proceedings March, 1975

STEAMING FIGURES

A.	Miles steamed for period	1429.9
B.	Hours underway for period	116.44
C.	Miles steamed since commissioning	448,845.2
D.	Hours underway since commissioning	31,209.2
E.	Occasions on which economical speed was exceeded	NIL

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ANNEX B to HMAS YARRA
Report of Proceedings March, 1975

DRILLS AND EVOLUTIONS

GENERAL

10th & 24th	Exercised action, emergency and leaving ship stations.
12th	Helo winching and liferaft demonstration.
Daily	COI emergency drills at sea.
25th	Operation Thimble Hunt
12th 7 17th	Higher ranks board (9 LH for PO, 10 AB for LH)

AIO

20th & 26th	ARRX
20th, 24th, 25th, 26th	ASAC training
25th, 26th, 27th	GOPEX

SHNRP continuation training throughout the month.

TAS

7th	Lectures - A/S lookouts.
13th & 27th	Ammunitioning.
20th	CASEX E1.
20th, 24th, 25th, 26th	Operator training.
26th	Light mortar firning.
Daily	IKARA countdown drills/DSOTS.

GUNNERY

Daily	DSOTS
20th, 24th, 25th	AATX
13th & 27th	Ammunitioning.
Daily	SMN category training

COMMUNICATIONS

4, 5, 6, 7, 11, 12, 17 & 20th	NAVCOMEX
10th & 20th	LONGCOMEX
25th	JOCOMEX
18th	Communications lectures.
Daily	SMN category training.

DAMAGE CONTROL

Daily	Damage control/fire exercises conducted Repair party exercises at sea.

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

DEPARTMENT OF DEFENCE

INTERIM FORM ONLY - JUNE 1974

FILE NUMBER				FOLIO
N428	3		Pt. 1.	1

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SECURITY CLASSIFICATION: Confidential

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REGISTRATION NUMBER N428/3/814

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SUBJECT INDEX

POSTING	PRECIS
R24.2	As Title

NAME INDEX

HEADING	PRECIS
HMAS Yarra	As Title

ALTER FILE NUMBER ON LOGGING CARD FOR FOCAF

LETTER DATED April 1975 REFERENCE NUMBER 1/16/62

AUSTRALIAN WAR MEMORIAL RCDIG1073320

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FILE: 428/3/892

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS Yarra Report of Proceedings Apr 1975

ASRP-N 19/6

1. Mourora trials.
2. Sailing delayed by industrial action.

DNO 24/20/6

DGNOP 23/6.

DCNS

CNS 25/6

CNP 25/6.

CNTS Para 15 (+ covering letter)

CNSW 2/7

CNM 3/7.

FAS C of S - N 2/7

NPR

DAO

ASRP-N (NSS) 11/7/75.

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

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

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

19/10 -

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

ROYAL AUSTRALIAN NAVY

CMR

CONFIDENTIAL

Telephone:
359-9111 Extension 3532

H.M.A. FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

A F 1/16/62

1Aec(2)
011039

2 JUN 1975

The Secretary
Department of Defence (Navy Office)

HMAS YARRA - REPORT OF PROCEEDINGS - APRIL 1975

1. Forwarded.

2. The circumstances under which a relatively major hull defect, such as that described at paragraph 15, can occur so soon after a reportedly satisfactory hull inspection of the area concerned, are being investigated. My letter 20/26/12 dated 26th May 1975 refers.

(D.C. WELLS)
Rear Admiral
Commander Australian Fleet

Enclosure:

HMAS YARRA Report C 1/16/1 dated 2nd May 1975

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

CONFIDENTIAL

HMAS YARRA
At Sea

2nd May, 1975

C1-16-1

The Flag Officer Commanding
HM Australian Fleet

5
15 MAY P.M.
H.M. AUSTRALIAN FLEET

For Information

The Commander, Third Australian Destroyer Squadron,
HMAS TORRENS

HMAS YARRA REPORT OF PROCEEDINGS - APRIL, 1975

Sir,

I have the honour to report the proceedings of HMAS YARRA under my command, for the month of April, 1975. All times are zone KILO (-10).

2. April has been a busy month for YARRA in both trials and operational aspects. After a slow start, with further time alongside to progress setting to work of Mulloka, the tempo increased until at the end of the month the ship and all onboard were busily engaged in an interesting mixture of operational exercises and scientific data gathering. Unusually calm conditions helped a great deal in achieving generally satisfactory results.

3. The ship was alongside Fitting Out Wharf, Garden Island, at the beginning of the month with the ships company progressing maintenance tasks while the scientific team endeavoured to rectify problems with the Mulloka system. At 0830 Tuesday 8th, leaving behind an enthusiastic team of rugby players to participate in the Mons Cup, YARRA cast off and proceeded to sea for two days of Mulloka trials with HMA S/M OXLEY.

4. Results achieved during this period were disappointing. The adjustments made during the week alongside had been expected to improve the trials sonar to the point where a start could be made on attainment of the TRIALS OBJECTIVES; this expectation was not realised and it became apparent that the system was far from optimised. The ship therefore returned to harbour on Thursday 10th, securing starboard side to Oil Wharf, at 0830. The ship's Rugby Team rejoined at this time, disappointed not to be bearing the Mons Cup.

5. At 0930 Monday 14th the ship was moved cold to alongside HMAS VAMPIRE at Cruiser Wharf to leave Oil Wharf clear for HMAS SWAN to berth on return from Far East deployment. At 1100 that day I called on you Sir at Fleet Headquarters.

6. Further adjustments and modifications were made to the Mulloka system during this time alongside. By now concern was being expressed in several quarters that there may be some fundamental weakness in the design concept of the system but it was hoped that trials between Tuesday 15th and Thursday 17th would prove this not to be the case. YARRA proceeded to sea at 0915 Tuesday 15th and for the next two days remained underway in the Sydney/Jervis Bay area with OXLEY in company;

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

again the results achieved were disappointing and the ship returned to Sydney Harbour on Thursday 17th, securing alongside HMAS STALWART at EMS Mooring at 0940 before meetings were called to conduct an appraisal of the way ahead.

7. At meetings convened at Fleet Headquarters on Thursday 17th and onboard on Friday 18th it was accepted that the trials objectives for the Mulloka system could not be met within the presently allocated time scale. It was decided that the best course of action would be to use the period until the end of April to gather scientific data to assist in analysis of Mulloka's problems. Analysis would be made as quickly as possible and may enable an effective re-write of the Mulloka trials programme from the end of May.

8. The re-organised programme for the week commencing Monday 21st was further disrupted by a Riggers strike at Garden Island on that day. Shortly before the ship was due to sail for trials and operational exercises the riggers walked out, leaving an OFL secured alongside YARRA's starboard side; this resulted in a frustrating 24 hours delay in sailing and it was not until 0815 Tuesday 22nd that YARRA was able to proceed to sea.

9. Sound propagation trials, self noise measurements and exercises with HMAS BRISBANE took place during the next two days as programmed in EAXP 17/75. An attempt was made on Wednesday 23rd to compare Mulloka's performance with that of SQS23 but the trials sonar performance continued to be erratic and it was not considered that the set was in a state where valid data could be obtained.

10. YARRA was scheduled to return to harbour at 1100 Thursday 24th but an accident onboard in which a sailor badly lacerated his scalp after falling from his bunk, caused ETA to be advanced. At 0930 the ship secured to No.5 buoy Garden Island and the patient was landed by police boat. Fuel was embarked from a lighter while the ship remained at the buoy and at 1335 berth was shifted to West Dock Wall where YARRA berthed on HMAS SUPPLY at 1350 to remain alongside for the ANZAC weekend.

11. At 1015 Monday 28th the ship cast off and proceeded to sea in company with HMAS BRISBANE. Until the end of the month YARRA continued the pattern of the previous week, conducting data gathering trials with OXLEY for part of the time and operational exercises with BRISBANE and VENDETTA (in accordance with EAXP 18/75) for the remainder. The ship anchored in C1 berth Jervis Bay overnight on Tuesday 29th. Highlight of this period was an IKARA firing on Tuesday 20th; although conducted at short range using 170 sonar information the firing was particularly pleasing in that the countdown proceeded without any 'hold' whatsoever and the result appeared accurate.

12. On Wednesday 30th after sailing from Jervis Bay at 0600 and towing the Willranel target from Jervis Bay for a surface shoot by BRISBANE and VENDETTA, YARRA detached at 1300 and proceeded to PORT KEMBLA to fuel. The ship berthed port side to 6 Berth at 1630 and after a slow fuelling sailed at 1830 to rejoin BRISBANE, VENDETTA and OXLEY. At 2359, the end of the month, the ship was in exercise area C4 carrying out further data gathering trials with OXLEY in company.

.....3

AUSTRALIAN WAR MEMORIAL RCDIG1073320

MARINE ENGINEERING

13. Main engines and machinery have generally performed well throughout the month. The most serious m hinery defect occurred on C1 Diesel Generator exhaust silencer which has eroded and holed at the top. Ship's staff have carried out temporary repairs and the defect has been approved for F.M.U. to rectify.

14. TCV COLAC's services were used on Thursday 3rd and Friday 4th to chemically steam clean the machinery space bilges which were of concern due to the oil present from a burst F.F.O. pipe.

15. On Sunday 13th investigations into F.F.O. being found in No.6 water ballast tank revealed that No4 F.F.O. tank (which is sited immediately above) was holed in the after section (URDEF 116/75). Hull surveyors inspected both No.4 and No.3 tanks and it is expected that repairs will be carried out during the forthcoming Self Maintenance period in MAY. Meanwhile the ships already low F.F.O. carrying capacity is reduced by a further 47 tons.

16. Training has progressed well during the month. Junior Sailors have shown a keen interest in classroom instruction and two Branch Certificates for Petty Officer have been awarded.

WEAPONS ELECTRICAL

17. April has kept the WE department busy with a large number of defects occurring. The most serious of those were associated with the LWO2 radar transmitter-receiver (URDEFS 113/75 and 115/75) and the JYA marker cabinet (URDEF 114/75). Many defects have also occurred on the 903 radar transmitter receiver and console display units; the majority of these have been rectified. The 903 radar defects contributed to poor recorded results for an AA tracking exercise and low cloud caused cancellation of a programmed AA practice firing.

18. Repairs to radar LWO2 have been completed with the exception of the ECM receiver which requires further setting up; however the equipment may still be used with satisfactory results. Investigations as to the cause of interference from LWO2 on the MF and low HF communications receivers are continuing.

19. Defects in the JYA marker cabinet, attributed to loss of ventilation for approximately 30 minutes, have been made good by ships staff with some assistance from FMU. Several defective components required replacement.

HEALTH, CONDUCT AND MORALE

20. The health of the ship's company is generally good. Conduct has been satisfactory with a pleasing decrease in the numbers of minor leave breaking offences. Morale is showing signs of steady improvement at all levels with considerable satisfaction being derived from the operational headway made during the month. A mature reaction is evident towards the ever changing trials programme. It is pleasing to see a steady increase in general teamwork and an apparent satisfaction and enjoyment in everyday work.

.....4

AUSTRALIAN WAR MEMORIAL RCDIG1073320

The ship's company are looking forward to an operational visit to Melbourne at the beginning of May.

21. I addressed the Ship's Company on aspects of Security during the month.

I have the honour to be,

Sir,

Your obedient Servant

(J.S. DICKSON)
Commander, RAN
Commanding Officer

Enclosures: 1. Annex A - Steaming figures.

2. Annex B - Drills, evolutions and exercises.

AUSTRALIAN WAR MEMORIAL RCDIG1073320

Annex A to HMAS YARRA
REPORT OF PROCEEDINGS
APRIL, 1975

STEAMING FIGURES

A. Miles steamed for period 2,172.8

B. Hours underway for period 198.0

C. Miles steamed since commissioning 451,018.0

D. Hours enderway sinoe commissioning 31,401.2

E. Occasions on which economical speed was exceeded

DATE	SPEED	HOURS	REMARKS
22 April	20/24	2	Self Noise Trials
28 April	22	2	Exercise requirements
30 April	22	2	Exercise requirements

AUSTRALIAN WAR MEMORIAL RCDIG1073320

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Annex B to HMAS YARRA
REPORT OF PROCEEDINGS
April, 1975

DRILLS, EVOLUTIONS AND EXERCISES

GENERAL

15,22,28	Exercised Action Stations
15,16,28,29,30	Darken Ship
16	I.E.D. exercise
28	Heaving line transfer
18,29	OOW maneouvres/ Station Master
23	RAS approaches
DAILY AT SEA	OOW Emergency Drills

AIO

8,22	VCD
9,22,23,28, 29,30	ARRX
16,21,29,30	GOPEX
28	NEX
29,30	ASAC Training
29	ISC SAT 2

TAS

8,9,11,16,22,23 28	CASEX A1/ MULLOKA TRIAL
29,	CASEX C2
30	CASEX C3
16	Fired 3 salvos light mortar bombs
29	Ikara firings/SAT2/SAT3/FMV for Brisbane

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COMMUNICATIONS

8,9,15,22	JOCOMEX
22	EWX 4/6
23,24	EWX 22
24,29,30	NAVCOMEX (453,419,455)

GUNNERY

15,23	AATX
16	.50 Cal. firing
22	2" Rocket Flare firing
28	NEX (Exercised procedures only) - Main Body
30	Towed Willrarel Target - Recorded F.O.S.

DIVING

4	Propellor clean - 9 divers
7	Night Dive - 7 divers
11	Divex - Chowder Bay - 4 divers and 5 preliminaries
14	Dome clean
17	Night Dome clean - 4 divers

NBCD

Daily	Damage Control/Fire exercises Emergency Party exercises
2,3,8,9,10,15,16, 17,22,23	Minor NBCD exercises
5,15,16	First aid lectures.

AUSTRALIAN WAR MEMORIAL RCDIG1073320

DEPARTMENT OF DEFENCE

INTERIM FORM ONLY - JUNE 1974

428	3	892	Pt. 1.	FOLIO 1

DETAILS OF INFORMATION ANALYSIS

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POSTING	PRECIS
R24.2	As Title

NAME INDEX

HEADING	PRECIS
HMAS Yarra	As Title

ALTER FILE NUMBER ON LOGGING CARD FOR FOCAF

LETTER DATED 2/6 1975 REFERENCE NUMBER 1/16/62

AUSTRALIAN WAR MEMORIAL RCDIG1073320

CONFIDENTIAL

FILE: 428/3/920

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS YARRA Report of Proceedings MAY 1975

ASRP-N 3/7

1. Mudlooka trials.
2. Visit to Melbourne.

DNO 2/4/7

DGNOP 4/7

DCNS

CNS 15/7

CNP 11/7.

CNTS 15/7 Pages 15 : 19

CNSW 16/7

CNM 18/7

1 FAS C of S - N 21/7

NPR
PRLO-N 30/7
DNO
ASRP-N (NS55) 1/8

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H.M.A. FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

A F 1/16/62

19 JUN 1975

The Secretary
Department of Defence (Navy Office)

HMAS YARRA - REPORT OF PROCEEDINGS - MAY 1975

1. Forwarded.

2. The apparently unsatisfactory situation referred to in paragraphs 15 and 19 will be explored further. The ship has been out of refit for 33 months and is showing it.

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

Enclosure:

HMAS YARRA Report 1/16/1 dated 3rd June 1975

CONFIDENTIAL

AUSTRALIAN WAR MEMORIAL RCDIG1073320

1-16-62 (14)

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I.R.Q. 1/16/1

HMAS YARRA
at Garden Island

3rd June, 1975

FLAG OFFICER 5
-5 JUN P.M.
H.M. AUSTRALIAN FLEET

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

Commander, Third Australian Destroyer Squadron,
HMAS TORRENS.

HMAS YARRA - REPORT OF PROCEEDINGS - MAY 1975

Sir,

I have the honour to report the proceedings of HMAS YARRA, under my command for the month of May, 1975. All times are zone KILO (-10).

2. Some progress has been made during May towards resolving the problems which have beset the Mulloka Sea Trials programme. Simultaneously the ship has undertaken an operational visit to Melbourne and a two week Self - Maintenance period in Sydney; thus the majority of the month has been spent in harbour.

3. At the beginning of the month YARRA was in company with HMA Submarine OXLEY off Jervis Bay gathering data necessary to determine what modifications were required to improve Mullokas performance. Data gathering continued until 0400 Monday 1st when the ship proceeded independently for Jervis Bay to carry out receiver noise level measurements using an NAE beacon suspended from a stationary workboat. At 1400, when all required runs past the noise source had been completed, trials personnel disembarked and the ship left Jervis Bay for passage to Melbourne.

4. Good weather and calm seas made for an uneventful and pleasant coastal passage and at 0700 on Saturday 3rd YARRA entered Port Phillip. On transitting the South Channel the ship entered a fog which reduced visibility to 20 meters in the vicinity of Hovell Pile, fully testing the ships blind pilotage organisation. Visibility improved as the ship steamed North to Port Melbourne and at 1000 YARRA secured Port side to Station Pier to begin a three day visit. The families of many of the ships 70 Victorian natives greeted the ship on arrival.

....5. The/...

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

REC'D.
24 JUN 1975
REGISTRY
CANBERRA

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5. The visit proved both successful and enjoyable, The vast majority of the Ships Company enjoyed the brief return to an area with which they had become very familiar during the latter half of 1974 and the fact that the ship was berthed at Port Melbourne rather than Williamstown made a great deal of difference. Victorian natives were granted generous leave, parties of handicapped children were shown around the ship on Saturday, and 2303 visitors came onboard on Sunday 4th when the ship was open to public inspection. A large number of the ships company took part in both inter-ship and inter-part sporting activities on Monday 5th and a good spirit prevailed. The visit provided a welcome break from the routine of preceding months.

6. I entertained the Naval Officer In Charge, Victoria (Commodore B.S. MURRAY, ~~RAN~~) and the Commanding Officer, HMAS LONSDALE (Commander M. de V. SALMON, RAN) to luncheon on board on Monday 5th.

7. At 1100 Tuesday 6th, YARRA cast off and proceeded. OOW drills and shiphandling exercises were conducted during the afternoon; at 1600 the ship left Port Phillip and set course eastward. Internal exercises were carried out during passage towards Jervis Bay on Wednesday 7th and at 0600 Thursday 8th successful Pre-Action Calibration and starshell firings were conducted.

8. At 0840 Thursday 8th YARRA anchored, in C1 berth Jervis Bay. A very effective day of ship husbandry and planned maintenance ensued before the ship weighed at 2220 and proceeded for overnight passage to Sydney, At 0900 the following day YARRA secured port side to HMAS VENDETTA at South end Cruiser Wharf.

9. At 1145 Friday 9th I was pleased to welcome you onboard, Sir for a brief walkaround and an opportunity to meet my officers.

10. At a meeting held onboard on the afternoon of Friday 9th, the situation regarding progress of Mulloka Sea Trials was reviewed. Results of this meeting and necessary actions arising therefrom have been separately reported. As a consequence, in view of the need to extend the Mulloka Sea Trials period, YARRA's programme for the second half of 1975 underwent major change.

11. From the 12th to 26th May the ship underwent a Self Maintenance period at Garden Island. Despite limitations imposed by the necessity for the ship to undertake three cold moves early in this period, the restricted availability of tools and equipment requested for upper deck maintenance,, and the need to despatch many sailors on long leave,

...much was/...

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

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much was achieved during this fortnight. With the assistance of dockyard, FMP and FMU several outstanding URDEFS were rectified, planned maintenance routines were carried out and ship husbandry progressed. At the same time the ships Seacat launcher (having been removed during the time at Williamstown in late 1974) was re-installed and the corrector coil assembly in the AGMC 6 replaced.

12. On Monday 26th YARRA cast off at 0830 and proceeded to No. 4 buoy where, for two days, further beam pattern checks were conducted as part of the continuing engineering check out of the Mulloka system. During the forenoon of Tuesday 27th a full outfit of Seacat missiles was embarked and during the afternoon the ship was swung in order to adjust the secondary compass. (AGMC6).

13. With HMAS AWARE in company, YARRA proceeded to sea at 0830 on Wednesday 28th with the intention of progressing Mulloka sonar trials on an active noise source in deep water. The sea state was such as to prevent useful trials on that day but by Thursday 29th conditions had improved greatly enabling the trials to proceed. Results obtained added further weight to the theory that the problem being experienced is an acoustic one. YARRA returned to Sydney and secured starboard side to HMAS DUCHESS at West Dock wall at 0850 Friday 30th, remaining at this berth until the end of the month.

14. At a further Mulloka Sea Trials progress meeting held on Friday 30th a decision was made that the Hull Outfit 20 dome should be removed at the earliest opportunity and that "dome off trials" both in harbour and at sea should be undertaken. Plans for this course of action were well in hand at the end of May.

MARINE ENGINEERING.

15. Defect repair work and planned maintenance have made May a busy month for the Marine Engineering Department. To maintain satisfactory standards it has been found necessary to work sailors both at weekends and outside normal weekly working hours.

16. No. 4 FFO tank defect (URDEF 116/75) was completed by G.I. Dockyard on Friday 23rd. Before repair work started on these tanks, ships staff cleaned by hand, at sea, two dieso tanks and one FFO tank.

17. Numerous pipes have leaked, some of which have been temporarily repaired while others required new sections to be made by the dockyard, particularly in the ships fire main. C1 Diesel Generators exhaust silencer had rusted away internally in the top half (INDEF 102/75) FMU made good the defect by welding a new section in place.

.....18./...

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

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18. Training has proceeded most satisfactorily with good progress being made towards the award of a number of certificates. The following were awarded during May:-

1 Engineroom Watchkeeping Certificate
1 Boilerroom Watchkeeping Certificate
6 AWC subjects

WEAPONS ELECTRICAL

19. As with the Marine Engineering department defect repair work and planned maintenance have kept WE department sailors busy throughout May. The high incidence of defects continues to be of concern.

20. The Self Maintenance period saw good progress with planned maintenance routines and a number of defects were made good with the assistance of FMU and FMP. Progress on items of major importance was as follows:-

a. Work on the AFCB 10 (URDEF 111/75) was continued by dockyard staff but has yet to be completed.

b. Re-installation of the GWS 20 launcher was undertaken; however problems with the alignment of the safety firing arc cams have delayed completion.

c. Exchange of the 170 Sonar transducer was undertaken by ships staff to bring the operating frequency closer to that of Mulloka for trials purposes.

d. Some minor adjustments remain to be done on the LW02 radar receiver (URDEF 115/75) by dockyard staff.

e. A series inspection was carried out on the Mortar MK 10.

21. Since the completion of the SMP one major defect has occured. L1 turbo-alternator became defective on Thursday 29th when misalignment caused burning and pitting to one slip ring unit. Remedial action was commenced by dockyard staff on Friday 30th. (URDEF 121/75)

HEALTH, CONDUCT AND MORALE

22. The health, conduct and morale of the Ships Company remain generally good. There is little doubt that the visit to Melbourne had a beneficial effect; should the future of Mulloka Sea Trials programme involve further prolonged periods of operating out of Sydney for only a few days at a time, opportunity will be sought to visit other capital cities as a means of relieving the monotony.

...5/...

CONFIDENTIAL

AUSTRALIAN WAR MEMORIAL RCDIG1073320

CONFIDENTIAL

I have the honour to be,

Sir,

Your obedient Servant,

(J.S. DICKSON)
Commander RAN
Commanding Officer

Enclosure: ANNEX A - Steaming Figures
ANNEX B - Drills, Evolutions and Exercises

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

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ANNEX A to HMAS YARRA letter 1/16/1 dated 3rd June, 1975 Report of Proceedings.

STEAMING FIGURES

A.	Distance steamed during May	1878.4
B.	Hours under way during May	162.5
C.	Total distance steamed since first commissioning	452,896.4
D.	Total hours under way since first commissioning	31,563.7
E.	Occasions on which economical speed was exceeded	NIL

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

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ANNEX B to HMAS YARRA letter 1/16/1 dated 3rd June, 1975 - Report of Proceedings.

DRILLS, EVOLUTIONS AND EXERCISES

GENERAL.

6th - 9th	Two RANR Officers borne for astronomical navigation.
28th	Exercised Action Stations
6th	Ship handling exercises
Daily at sea	OOW emergency drills
28th - 29th	OOW station keeping drills

A.I.O.

1st	ARRX
Daily at sea	Seaman RP continuation training

GUNNERY.

8th	SUPAC/starshell/Window Charlie firings

TAS.

1st	Mulloka Trials with noise source in Jervis Bay
1st, 2nd, 6th, 7th	Streamed Unifoxer
28th, 29th	Mulloka Trials with noise source in deep water

COMMUNICATIONS.

1st	Navcomex 605
6th	Jocomex AS5
15th, 22nd	Navcomex 204
20th	Navcomex 251
27th	STC instruction
8th, 9th	UHF trials with Mascot

.....DIVING./..

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DIVING.

4th	Diving Display during ship open to visitors
12th - 16th	Diving PWT including propeller clean, 162 clean, and ? necklace.
20th	Bottom search.

NBCD

7th, 28th	Exercised FWD and Mobile electrical repair parties
8th, 28th	Exercised after electrical repair parties
14th	DCHQ, Command and Control PWT at HMAS PENGUIN.
15th	Monitoring Party PWT at HMAS PENGUIN.
28th	Proved Action watchbill.
29th	NBC Monitoring Exercise.

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DEPARTMENT OF DEFENCE

FOR INDEXER | | | | | FOLIO 1

INTERIM FORM ONLY - JUNE 1974

DETAILS OF INFORMATION ANALYSIS

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SECURITY CLASSIFICATION: CONFIDENTIAL

TITLE HMAS YARRA
REPORT OF PROCEEDINGS MAY 1975

REGISTRATION NUMBER N428/3/920

MARK TO AGRP-N

CANCEL FILE NUMBER _____ VIDE THIS FILE AND INFORM FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

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SUBJECT INDEX

POSTING PRECIS

NAME INDEX

HEADING HMAS YARRA PRECIS see title

ALTER FILE NUMBER ON LOGGING CARD FOR log FOCAF

LETTER DATED 19 JUN 1975 REFERENCE NUMBER AF1/16/62

AUSTRALIAN WAR MEMORIAL RCDIG1073320

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FILE: 428/3/1009

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS YARRA Report of Proceedings JUNE 1975

1. Modifications associated with MULLOKA Trials.
2. JUC 94.

ASRP-N 19/8

DNO Def 20/8

DGNOP 21/8

DCNS

CNS

CNP 25/8

CNTS 27/8

CNSW 27/8

CNM 28/8

FAS C of S - N 19/9/75

NPR LO-N 2/9

DNO

ASRP-N (NS55) 3/9

DNO

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.

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

19/8

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

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AWM
012644

ROYAL AUSTRALIAN NAVY

Telephone:
359-9111

H.M.A. FLEET HEADQUARTERS.
GARDEN ISLAND, N.S.W. 2000

AF 1/16/62

30 JUL 1975

The Secretary
Department of Defence (Navy Office)

HMAS YARRA - REPORT OF PROCEEDINGS - JUNE 1975

Forwarded.

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

Enclosure: HMAS YARRA Report 1/16/1 dated 1st July, 1975.

CENTRAL REGISTRY
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AUSTRALIAN WAR MEMORIAL RCDIG1073320

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I.R.Q. 1/16/1

HMAS YARRA
at Sea

1st July, 1975

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For information:
Commander, Third Australian Destroyer Squadron,
HMAS TORRENS

HMAS YARRA - REPORT OF PROCEEDINGS - JUNE, 1975

Sir,

I have the honour to report the proceedings of HMAS YARRA, under my command, for the month of June, 1975. All times are zone KILO (-10).

2. Throughout June the ship remained in the Sydney area while modifications to the Hull Outfit 20 dome were effected. The ship docked twice at Cockatoo Island during the month - for removal and replacement of the dome - and spent the major part of the time carrying out self maintenance and preparing for participation in JUCEX 94. Less than 24 hours were spent at sea.

3. At the beginning of the month YARRA was secured starboard side to HMAS DUCHESS at West Dock wall. At 1300 on Tuesday 3rd the ship was moved by tugs and Naval Pilot to Sutherland Dock, Cockatoo Island, where docking down was completed late that afternoon. Removal of Hull Outfit 20 dome took place the following day and on Thursday 5th the ship returned to Garden Island securing port side to north end of the Cruiser Wharf at 1245.

4. The Commander, Third Australian Destroyer Squadron, Captain P.H. JAMES visited the ship at 1000 Monday 9th, and was given a brief on the Mulloka system.

5. At 0830 Tuesday 10th YARRA was moved cold to No.4 buoy where beam pattern checks on Mulloka sonar were conducted. At 0830 the following morning the ship slipped and proceeded to sea for 'dome off' trials. Steaming at very slow speed, in accordance with the limitations imposed by DEFNAV CANBERRA message DUO/KNH 060715Z JUN 75, the ship cleared Sydney Harbour and proceeded to the 70 fathom line. Ideal weather conditions prevailed and trials were successfully completed in four hours. Results of this trial were reported in my message DUO/KNH 120020Z JUN 75. On completion of the trials the ship returned to Sydney Harbour securing port side to HMAS DUCHESS at the north end of the Cruiser Wharf at 1700.

...2/6

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

6. Work was completed on padding the canoe and placing baffles in the dome in time for YARRA to be moved cold once again to Sutherland Dock, Cockatoo Island, at 0830 Thursday 19th. After docking down no time was lost in replacing the modified dome and a concerted effort by all involved enabled YARRA to undock and be moved back to Garden Island to berth port side to HMAS PARRAMATTA, north end of the Cruiser Wharf at 1545 Friday 20th.

7. Together with four of my officers I attended the JUCEX 94 lecture period at AJASS during the week commencing Monday 23rd. The ship remained berthed at Garden Island during this period progressing maintenance and completing setting to work of some components of the Mulloka system.

8. The Director General Naval Operational Requirements, Commodore D.W. LEACH, M.V.O., C.B.E., visited the ship on Monday 23rd.

9. Final preparations for the ships participation in JUCEX 94 were made over the weekend of 28th and 29th June. At 0930 Monday 30th, in company with HMA Ships VAMPIRE, TORRENS, PARRAMATTA, HMNZS TARANAKI and U.S.S. PARSONS, YARRA sailed for the first sea phase of the exercise. At the end of the month the ship was conducting A/S exercises with HM S/M ODIN off Jervis Bay.

MARINE ENGINEERING

10. Maintenance work has progressed satisfactorily during the month; full advantage has been taken of the time alongside.

11. Some concern is felt over the condition of the underwater fouling paint which has now had a total of 168 hours out of the water and is showing signs of ineffectiveness. (Indef 109/75)

12. A further 6 AWC subjects were gained by Engineering sailors during the month - an encouraging effort in view of the lack of sea time.

WEAPONS ELECTRICAL

13. Completion of Urdef 121/75 (Turbo alternator) by GID required more effort than was originally anticipated. Dismantling of the pedestal bearing, to facilitate removal of the defective slip rings, revealed premature bearing failure caused by misalignment of the main rotor. Subsequent to the fitting of a new pedestal bearing, repaired slip rings and alignment of the rotor, Ship load tests were conducted on 24th June and performance is satisfactory.

14. Re-installation and setting to work of the GWS - 20 launcher continued slowly during the month. Difficulty was experienced in aligning the safety-firing-arc cams and eliminating a hunt in the training motion hydraulic system. Harbour acceptance trials were successfully carried out by RANTAU personnel during the week commencing Monday 23rd. (Indef 94/75)

....3/15

AUSTRALIAN WAR MEMORIAL RCDIG1073320

15. Work by GID on the AFCB-10 was completed on Wednesday 25th June. Worn discs of Own and Target Speed Along, and Observed Distance Across block integrators required replacement to make good the defect. In addition, the Own Speed Resolver was misaligned such that a significant error was introduced after a ten minute Bombardment run but was not evident during Main Surface tests. (Urdef 111/75)

16. Heavy rain during the weekend of 21st and 22nd June and ingress of water into the trunking of ventilation fan 1K13 resulted in insulation failure of the fan motor. Repairs were undertaken and completed by FMU/FMP assisted by Ship's Staff during the week commencing 23rd June. (Urdef 123/75 refers). During the same period unsatisfactory performance of radar LW02 led to the discovery of water in the antenna section of waveguide which has been successfully removed by Ship's Staff. The adequacy of sealing arrangements will require further investigation when opportunity permits.

HEALTH, CONDUCT AND MORALE

17. The health, conduct and morale of the Ship's Company are satisfactory. Although the vast majority of those onboard enjoy time alongside in Sydney, there is a very evident feeling at all levels that the Ship 'needs to get to sea'. Participation in JUCEX 94 should prove beneficial in every respect.

I have the honour to be,

Sir,

Your obsedient Servant

(J.S. DICKSON)
Commander RAN
Commanding Officer

Enclosures: ANNEX A - Steaming figures
ANNEX B - Drills, Evolutions and Exercises

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

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ANNEX A to
HMAS YARRA Report
of Proceedings
JUNE, 1975

STEAMING FIGURES

A.	Miles steamed for period.	236.0
B.	Hours underway for period.	23.0
C.	Total distance steamed since first commissioning.	453,132.4
D.	Total hours underway since first commissioning.	31,586.7
E.	Occasions on which economical speed was exceeded.	NIL

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ANNEX B to
HMAS YARRA Report
of Proceedings
JUNE, 1975

DRILLS, EVOLUTIONS AND EXERCISES

GENERAL	10, 16	Dressed Ship overall
	25, 27	Exercised Action stations and S.S.D. harbour drills
	27	Exercised 3 Watch Defence System
A.I.O.		AIO category training carried for one hour daily (except week-ends)
	23, 27	ASAC refresher training at HMAS WATSON
GUNNERY		DSOTS daily (except week-ends)
	3, 6, 12, 17, 19, 20, 23, 26	Gunnery category training carried for half hour
	19, 20	Landing Party Training two hours
	23	" " " one hour
	23, 25	" " " one and half hours
TAS		DSOTS daily (except week-ends)
		Dome Off trials for M UILOKA with HMAS AWARE
	24, 26	U.C. Audio Tests HMAS WATSON
	26, 27	MULLOKA P.W.T. for newly joined U.C. sailors HMAS WATSON
	10, 12, 17, 20, 23, 25	TAS category training carried out for half hour
COMMUNICATIONS	10, 16	Fleetwork instruction
	24	NAVCOMEX 204
	26	NAVCOMEX 252
	25, 27	E.W. COUNSEC Training (1 hour daily)
DIVING		NIL
NBCD	2	Electrical and Fwd pump and Flood exercise Higher rates training - Fire Fighting
	5	Electrical and Aft pump and Flood exercise
	12	NBCD instruction given in the use of CUB Diesel
	13	Internal Exploding device exercise held
	17	Damage Control equipment demonstration
	19	Emergency power failure exercise
	25, 27	Assumed Damage Control state 1 condition ZULU
ELECTRICAL		W.E.E. category training half hour daily (except week-ends)

HIGHER RANK TRAINING

2, 6, 9, 11, 12	Command Test training for one hour
10	Command Test Firefighting and PT
12	Part 2
17	Squad drill

AUSTRALIAN WAR MEMORIAL RCDIG1073320

DEPARTMENT OF DEFENCE

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REGISTRATION NUMBER N428/3/1009

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SUBJECT INDEX

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R24.2	- N/A

NAME INDEX

HEADING	PRECIS
HMAS YARRA	- N/A

ALTER FILE NUMBER ON LOGGING CARD FOR FOCAF

LETTER DATED 30/7/1975 REFERENCE NUMBER AF 1-16-62

AUSTRALIAN WAR MEMORIAL RCDIG1073320

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FILE: 428/3/1057

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS YARRA Report of Proceedings JULY 1975

1. JUC-9A
2. MUNROKA trials - results disappointing
3. Port boiler problems -

ASRP-N 9/9/75

DNO 24/10/9

DGNOP 6/10/9

DCNS

CNS 10/9

CNP 16/9.

CNTS 17/9

CNSW 18/9

CNM 23/9

FAS C of S - N 23/9/75

NPR LO-N MC 24/9

ASRP-N (NS55) 29/9

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ROYAL AUSTRALIAN NAVY

CMR

Telephone:
359-9111 Extension 3532

H.M.A. FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

AF 1/16/62 (II)

22 AUG 1975

The Secretary
Department of Defence (Navy Office)

HMAS YARRA - REPORT OF PROCEEDINGS - JULY 1975

1. Forwarded.

2. The Dockyard repair of the rear wall tubes of Port Boiler is on schedule and is planned to be completed by 25th August, 1975.

3. The report of the Board of Enquiry into the circumstances surrounding the burst boiler tube is at present being examined at this Headquarters.

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

Enclosure:

HMAS YARRA Report 1/16/1 dated 4th August 1975

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27 AUG 1975
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1.16.1

HMAS YARRA
at Garden Island

4th August, 1975

The Flag Officer Commanding
HM Australian Fleet

For Information:

Commander, Third Australian Destroyer Squadron
HMAS TORRENS

FLAG OFFICER COMMANDING
5
-6 AUG A.M.
R.N. AUSTRALIAN FLEET

HMAS YARRA - REPORT OF PROCEEDINGS - JULY, 1975

Sir,

I have the honour to report the proceedings of HMAS YARRA under my command, for the month of July, 1975. All times are zone KILO (-10).

2. July has been a month of mixed fortunes for YARRA. Full involvement in JUC 94 and the chance to be consort for HMAS TORRENS during her Final Battle Problem, provided invaluable operational training and experience for all and were most welcome. On the other hand a major defect occured in the Port boiler early in the month restricting the ship to a maximum speed of 21 knots at the one time this year when full power was most desirable. Mulloka trials continued with the assistance of both HM Submarine ODIN and HMA Submarine OXLEY but progress in this area was slow. YARRA has spent a large proportion of the month at sea (in marked contrast to June) to the benefit of all onboard The ship steamed in excess of 4000 miles during the month.

3. At the beginning of the month YARRA was at sea in the Jervis Bay area participating in the CASEX phase of JUC 94 (30 JUN-04 JUL). A full programme of exercises was conducted in accordance with EAXP 27/75 with the emphasis on proceedures in ASW. Steady progress was made during this week. After a long period of often frustrating MULLOKA trials it was a welcome change for the ship to participate in a compact, well packed operational training period. By the time of completion of the Mini - War at 1800 Friday 4th the benefits gained from this weeks training were very apparent. Disappointingly, MULLOKA developed a serious defect early in this Casex week and inability to cure the fault resulted in the sonar remaining unservicable throughout the Longex phase. Not only did this reduce the ships effectiveness as an ASW platform but it also denied trials personnel the opportunity to make any comparison between Mulloka performance and that of 177/SQS 23.

4. The Casex phase of JUC 94 concluded on the morning of Friday 4th when YARRA conducted a formation anchorage with HMNZS TARANAKI in Jervis Bay. YARRA came to anchor in berth C3 at 1850 and final preparations were made for the Longex phase starting the following day.

CONFIDENTIAL

...../ 5. At 0430

AUSTRALIAN WAR MEMORIAL RCDIG1073320

5. At 0430 Saturday 5th, in the company of HMAS TORRENS a and HMNZS TARANAKI, YARRA weighed and proceeded covertly out of Jervis Bay. For the next 4½ days, with the ships company in two watches, the ship took her part as one of the units assigned to escort HMAS SUPPLY along a predetermined route in the face of Air, Surface and Sub surface threats. YARRA replenished from SUPPLY on Saturday 5th, Monday 7th, and Tuesday 8th and took part in NGS surface and air actions along with other escorts, but because of the Mulloka defect was largely ineffective as an ASW ship. Full details of the exercise have been separatly reported.

6. At 0307 Monday 7th a tube in the rear wall of the port boiler blew. This was reported in my message DAU 070212Z JUL 75(URDEF 126/75) and subsequent action taken is reported in the Marine Engineering section of this report. For the remainder of July the ship was restricted to one boiler and therefore a maximum speed of 21 knots. The defect necessitated cancellation of the ships programmed visit to BRISBANE from 16th - 19th July.

7. During the NGS phase on Monday 7th the ship suffered a misfire in the left gun of the 4.5 inch turret. The live round was dumped in 1036 metres in position 35:09.2 S 151' 05.4 E before the ship returned to the bombardment range for a full firing run.

8. YARRA was pleased to welcome you onboard Sir between 1450 and 1550 Tuesday 8th when you transfered by jackstay from TORRENS during your round of visits to participating ships.

9. On completion of the free play phase on Tuesday evening 8th July, JUC 94 ended and at 0013 on Wednesday 9th YARRA detached in company with TORRENS. The ship proceeded to Jervis Bay anchoring in B3 berth at 0100.

10. At 1000 on Wednesday 9th anchor was weighed and with HMAS AWARE in company course was set to clear Jervis Bay in order to conduct a further set of trials on the Mulloka receiver using an active noise source. AWARE developed a short in her battery starting system and on completion of trials was taken in tow and delivered to TRV 803 off the breakwater at HMAS CRESWELL. YARRA anchored in Jervis Bay until 2000 whence passage was made to Sydney. The ship berthed port side to HMNZS TARANAKI at South End Cruiser Wharf at 0830 Thursday 10th.

11. For the next ten days YARRA remained alongside, undergoing self maintenance, while work progressed on repairing both the Mulloka and the boiler defects. Ships Officers and Sailors took part in the JUC Post Exercise Discussion at WATSON on Friday 12th.

12. On Wednesday 16th RADM G.J. WILLIS visited the ship to inspect and review progress on Mulloka.

13. Although work had commenced on the port boiler the limited time available to work with a submarine for trials purposes made it necessary for the boiler to be boxed up on Sunday 20th in order to enable the ship to proceed to sea. At 0830 Monday 21st YARRA sailed for further trials (COMAUSFLT DUO/KNA/DAU 140020Z JUL 75 refers).

..../ 14. During

AUSTRALIAN WAR MEMORIAL RCDIG1073320

14. During the week beginning Mon 21st trials and exercises were conducted in accordance with EAXP 30/75. Again excellent weather conditions prevailed assisting progress. The ship anchored overnight in Jervis Bay on each of Tuesday 22nd and Wednesday 23rd.

15. The performance of the Mulloka system during this week continued to be disappointing. With the curing of the fault experienced during the JUCEX, it had been expected that good progress could be made before the end of July towards the attainment of several trials objectives. Such did not turn out to be the case; hampered by a series of worring faults, mostly associated with receiver noise level, progress was poor. Results of these trials have been separatley reported.

16. YARRA acted as consort for HMAS TORRENS Final Battle Problem on Thursday 24th, proceeding in accordance with EXOPORD 25/75. On being detached at 1445 that day the ship resumed Mulloka trials overnight before returning to Sydney Harbour on Friday 26th and securing to No 4 Bouy at 1315.

17. After spending the weekend 26th/27th at No 4 Bouy, YARRA slipped and proceeded at 1100 Monday 28th. For the next 48 hours trials and exercises were carried out as detailed in EAXP 31/75. A side by side sonar comparison was conducted with HMAS SWAN on Tuesday 29th and on Wednesday 30th. (HMAS YARRA DUO/HDV 300304Z JUL 75 refers).

18. A live mortar firing on Wednesday 30th was interupted by a failure in the firing circuit after the first salvo had been cleared. A live bomb in Charlie barrel could not be removed due to a defective retrieving ring bolt. YARRA proceeded to deep water to clear the bomb before returning to Sydney. (HMAS YARRA WCT 300032 JUL 75 refers).

19. The ship secured starboard side to West Wall, Outer Captain Cook Dock at 1340 Wednesday 30th to begin a 7 week leave and A.M.P. period. It is hoped that during this period the faults which have bedevilled the Mulloka sea trials programme over the past 4½ months can be rectified.

MARINE ENGINEERING

20. The blowing of a tube in the rear wall of the port boiler on the morning of Monday 7th (see para 6) occoured when the ship was steaming on two boilers at 107 R.P.M. Burst tube drill was immediately and correctly carried out. A board of Inquiry into this incident (consisting of CMDR H.STEVENSON, LEUT J.D. DONNELLY and LEUT H.E. RUSSELL) was convened by you, Sir, on 11th July after the ship returned to Sydney. As yet no report on the findings has been received.

21. Garden Island Dockyard commenced removal of all the rear waterwall tubes and furnace floor brickwork from the defective boiler on Friday 11th. Mulloka trials later in the month interupted repair work and the planned completion date is now 25th August.

22. After renewing an economiser hand-hole door on the Starboard boiler a water pressure test was carried out on Wednesday 16th.

...../ It was

AUSTRALIAN WAR MEMORIAL RCDIG1073320

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It was found that numerous superheater header tubes were leaking at the tube roots (URDEF 128/75). Ships staff prepared the boiler ready for dockyard to reroll these defective tubes. Dockyard content of work completed PM Friday 18th. Ships staff then prepared the boiler for flash up. At 2200 the boiler was flashed up and the ship brought to the auxiliary condition to set the overspeed trip on the main feed pump and the governor on the Sulzer auxiliary feed pump. The ship shut down to shore power in the early hours of Saturday 19th.

23. Apart from the above, main and auxiliary machinery has performed well during the month.

WEAPONS ELECTRICAL ENGINEERING

24. It is pleasing to report that apart from the minor defects detailed below, systems and equipment performed well during the JUC period 30th June - 09th July.

(a) Pitometer Log, speed and distance transmission unit block, mainspring mechanism failed requireing replacement of the clock mechanism.

(b) MRS -3 console Acquired/have target/target lost Switch operating lever broke because of metal fatigue necessating the fitting of a new switch.

(c) The 4.5 inch turret rammer Interblock micro switch for the left gun firing circuit failed during the NGS firing on 7th July, limitimg firing to the right gun only. This defect has since been remedied.

(d) The Mortor Mark 10 Pitch Motor insulation failed and required replacement which was carried out by ships staff.

Communications, radar and electrical machinery performed very reliably.

25. Vertical Coverage Diagrams were plotted for LW02 radar on 23rd July and reasonable results obtained. The LW02 receiver automatic channel selection facility performance is unsatisfactory and further investigations will be made during the AMP (URDEF 115/75 refers). INDEF 129/75 has also been raised for assistance during the AMP to identify the source of interference from LW02 radar on HF radio receiving circuits.

26. Preliminary investigations, the results of which have been reported separately, were carried out on the HO20 to ascertain the possible cause and effect vibrations would have on the transducer shaft gland and associated components. It is considered that further investigations will be necessary.

HEALTH CONDUCT AND MORALE

27. A particularly vicious influenza virus struck the ship and took its toll during the first half of the month. Two cases of scabies have also occured. Otherwise health has been good.

28. Conduct has been satisfactory with leave breaking again being the principle offence.

29. Participation in JUC 94 and return of the ship (albeit briefly) to an operational rather than a trials role was beneficial

CONFIDENTIAL

..../ for morale

AUSTRALIAN WAR MEMORIAL RCDIG1073320

for morale. It was most unfortunate that as a consequence of the port boiler defect, the planned visit to BRISBANE could not take place; cancellation at such short notice was disappointing to many. It is hoped that the trials programmed for the post A.M.P. period (at end of September and through October) can be interspersed with one or more visits away from Sydney.

I have the honour to be,

Sir,

Your Obedient Servant

for (J.S. DICKSON)
Commander RAN A.O.L.
Commanding Officer

Enclosures: Annex A - Steaming Figures

Annex B - Drills, Evolutions and Exercises

AUSTRALIAN WAR MEMORIAL RCDIG1073320

CONFIDENTIAL

STEAMING FIGURES

A.	Miles steamed for period	4,049.4
B.	Hours underway for period	310.5
C.	Total Distance steamed since first commissioning	457,181.8
D.	Total hours underway since first commissioning	31,896.2

E. Occasions on which Economical speed was exceeded:-

DATE	SPEED	HOURS	REMARKS
1 - 9 JUL	18 - 24	As Req	JUC 94
23 JUL	21	¼	Dome trials
24 JUL	21	As Req	Consort to TORRENS FBP
25 JUL	21	½	Dome trials

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

DRILLS, EVOLUTIONS AND EXERCISES

General

1 - 8,21,24,28	Exercised Action Stations
28	Exercised Shelter Stations
28	OOW Emergency Drills
9	Towed HMAS AWARE (actual)
1 - 8	TOWEX, Jackstay Transfers, Replenishments
29	Jackstay Transfer with HMAS SWAN
17,31.	Officer's Tactical Lectures

AIO

1 - 4	ARRX
1 - 8	JUC 94 OPS Room in two watches
1,2,4	Mini War
2,4,23	GOPLEX-
3	HMAS VAMPIRE FBP - Screening Unit
24	HMAS TORRENS FBP - Consort
22,23,29	VCD (LWO2)
29	Voice Proceedure (ASW) with HMAS SWAN

GUNNERY

1	DSOTS Daily
1 - 8	JUC 94 AA/SU Tracking
3	Windfinding FX/AATX/NGSCX/NGSFX
4	PAC/SUTOF with HMAS TORRENS
7	NGSCX/NGSFX
10 - 11	Landing Party HQ and Section Leaders PWT
14 - 18	Landing Party PWT
23	SUPAC

AUSTRALIAN WAR MEMORIAL RCDIG1073320

24	NGSCX/SUTOF against BOMBARD/AATX Fired Window Charlie
29	Small Arms Firing
TAS	
	SOTS Daily
1 - 8	JUC 94 - SCR and Mortar in Defence Stations
21 -25	Mulloka Trials
24	Light Mortar Firing
28 - 30	Mulloka Trials/Side by Side Trial with SWAN
28	CASEX A6 (SWAN and OXLEY)
29	ASW Voice Proccedure with SWAN
30	Live Mortar Firing (1 Salvo)
COMMUNICATIONS	
1	NAVCOMEX 201
15	NAVCOMEX 204
17	NAVCOMEX 205
22	JOCOMEX, LONGCOMEX
23	LONGCOMEX, NAVCOMEX 201,202
29	NAVCOMEX 453, EWX 23
30	NAVCOMEX 455,EWX 6
DIVING	
16	Night Dive - Bottom Search/Dome check
NBCD	
	Minor DC/Fire fighting Exercises conducted daily
1	Exercised After Fire and Repair Party
2	Exercised Emergency Cable Runs Flooding Exercise
21	Exercised After Electrical DC Party
22	Exercised FWD Electrical DC Party
23	Exercised FWD Fire and Repair Party

.../ ELECTRICAL

AUSTRALIAN WAR MEMORIAL RCDIG1073320

ELECTRICAL

WEE Category Training on week days for ½ hour.

AUSTRALIAN WAR MEMORIAL RCDIG1073320

DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO 1

INTERIM FORM ONLY - JUNE 1974

DETAILS OF INFORMATION ANALYSIS

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SECURITY CLASSIFICATION: CONFIDENTIAL

TITLE HMAS YARRA - REPORT OF PROCEEDINGS - JULY 1975

REGISTRATION NUMBER N 408/3 - 1057

MARK TO ASRP-N.

CANCEL FILE NUMBER VIDE THIS FILE AND INFORM FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER

CROSS REFERENCE THIS FILE WITH FILE/S

SUBJECT INDEX

POSTING PRECIS

NAME INDEX

HEADING HMAS YARRA PRECIS ooo in title

ALTER FILE NUMBER ON LOGGING CARD FOR FOCAF

LETTER DATED 22 AUG 1975 REFERENCE NUMBER AF1/16/62 (II)

AUSTRALIAN WAR MEMORIAL RCDIG1073320

RESTRICTED

FILE: 428/3/1080

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS YARRA Report of Proceedings AUGUST 75

1. AMP at G.I.

~~ASRP-N~~ 23/9

~~DNO~~ DNO 23/9

~~DGNOP~~ 24/9

~~DCNS~~

~~CNS~~

~~CNP~~ 26/9

~~CNTS~~ Noted 5.

~~CNSW~~ 30/9

~~CNM~~ 1/10.

FAS C of S - N 2/10/75

~~NPR~~ NPRC 3/10

~~ASRP-N (NS55)~~ 7/10

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

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ROYAL AUSTRALIAN NAVY

JMH

Telephone:
359-9111 Extension 3532

H.M.A. FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

17 SEP 1975

AF 1/16/62

The Secretary
Department of Defence (Navy Office)

HMAS YARRA - REPORT OF PROCEEDINGS - AUGUST 1975

Forwarded.

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

Enclosure:

HMAS YARRA Report of Proceedings dated 1st September, 1975

RESTRICTED

AUSTRALIAN WAR MEMORIAL RCDIG1073320

RESTRICTED

HMAS YARRA
at Garden Island

1st September, 1975

The Flag Officer Commanding
H.M. Australian Fleet

For Information

Commander, Third Australian Destroyer Squadron
HMAS TORRENS

HMAS YARRA - REPORT OF PROCEEDINGS - AUGUST, 1975

Sir,

I have the honour to report the proceedings of HMAS YARRA under my command, for the month of August, 1975.

2. The ship has remained alongside at Garden Island throughout the month undergoing an Assisted Maintenance Period. Berth was shifted from Outer Captain Cook Dock to Oil Wharf on Wednesday 6th and to port side HMAS STALWART at EMS Mooring on Thursday 14th.

3. Three weeks leave granted to each watch of Ships Company during this Maintenance Period has reduced numbers onboard (and thus available to conduct maintenance) to a low level. Nonetheless, with adjustments to Daily Routine, favourable weather and excellent co-operation from authorities outside the ship it has been possible to achieve a good amount. Planned maintenance routines, defect repair work and hull maintenance have, in general, progressed at a very satisfactory rate.

4. Repairs to the Port Boiler have continued throughout August with slight interruption due to industrial disputes; repair work should be completed early in September.

5. As a result of survey during August the state of the bridge has given rise for concern. The vertical struts supporting the bridge superstructure have been found to be seriously corroded; repairs have been initiated and it is hoped these can be effected by Monday 22nd September when the A.M.P. is scheduled to complete.

...../ 6. The Conduct

RESTRICTED

5
2 SEP A.M.

AUSTRALIAN WAR MEMORIAL RCDIG1073320

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6. The conduct, morale and health of those who have been onboard during the month has been satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant

for (J.S. DICKSON)
Commander RAN AOL
Commanding Officer

Enclosures: Annex A - Steaming Figures.

Annex B - Drills, Evolutions and Exercises.

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

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Annex A to HMAS YAPRA
Report of Proceedings
August, 1975

STEAMING FIGURES

A.	Miles steamed for period	NIL
B.	Hours underway for period	NIL
C.	Total Distance steamed since first commisioning	457,181.8
D.	Total Hours underway since first commissioning	31,896.2
E.	Occasions on which economical speed was exceeded	NIL

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

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DRILLS, EVOLUTIONS AND EXERCISES

General	NIL
AIO	NIL
Gunnery	NIL
TAS	NIL
Communications	
12, 18, 24	STRC Instruction
14, 21	Navcomex 204
26	Navcomex 207
29	AN/SLR2 Instruction
Diving	
21	Divex
N.B.C.D.	
Daily	Minor NBCD Exercise conducted to exercise Emergency Party.
Weapons Electrical	
General Task Book Instruction.	

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO 1

INTERIM FORM ONLY - JUNE 1974

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER Douglas.

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REGISTRATION

SECURITY CLASSIFICATION

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TITLE HMAS YARRA - Report of Proceedings - Aug. 1975

REGISTRATION NUMBER N428/3/1080

MARK TO ASRP-N (A).

CANCEL FILE NUMBER VIDE THIS FILE AND INFORM FILE LOCATION SECTION OF CANCELLATION AND NEW FILE NUMBER.

CLOSE FILE NUMBER

CROSS REFERENCE THIS FILE WITH FILE/S

SUBJECT INDEX

POSTING PRECIS

NAME INDEX

HEADING Yarra PRECIS apa

ALTER FILE NUMBER ON LOGGING CARD FOR Focaf

LETTER DATED 17 Sept 19 75 REFERENCE NUMBER AF 1.16.62.

AUSTRALIAN WAR MEMORIAL RCDIG1073320

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FILE: 428/3/1170

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS YARRA Report of Proceedings SEP 75

ASRP-N 10/11/75

DNO

DGNOP 7/11/75

DCNS

CNS 26/11

CNP 19/11

CNTS 26/11

CNSW 26/11

CNM 28/11

FAS C of S - N 2/12

PRLO-N 3/12

DNO

ASRP-N (NS55) 5/12

HMAS YARRA spent the month in Sydney undergoing AMP and giving leave and preparing for next series of MULLOKA trials.

16/11

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

ROYAL AUSTRALIAN NAVY

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JMH

Telephone:
359-9111 Extension 3532

H.M.A. FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

31 OCT 1975

AF
1/16/62

The Secretary
Department of Defence (Navy Office)

HMAS YARRA - REPORT OF PROCEEDINGS - SEPTEMBER 1975

1. Forwarded.

2. Misalignment of the port main engine was revealed after a routine check by ship's staff on 2nd September, 1975. Scuffing of the flexible coupling teeth was also evident. (HMAS YARRA DHY 020214Z SEP 75 refers). Realignment of the engine was undertaken by FMU/FMP and completed on 7th September, 1975. A new flexible coupling was fitted to the engine.

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

Enclosure:

HMAS YARRA Report of Proceedings 1/16/1 dated 1st October, 1975

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

RESTRICTED

1.16.1

HMAS YARRA
at Cockatoo Island

1st October, 1975

The Flag Officer Commanding
HM Australian Fleet

FLAG OFFICER COMMANDING H.M. AUSTRALIAN FLEET
5
- 7 OCT A.M.

For information:

Commander, Third Australian Destroyer Squadron
HMAS TORRENS

HMAS YARRA - REPORT OF PROCEEDINGS - SEPTEMBER, 1975

Sir,

1. I have the honour to report the proceedings of HMAS YARRA under my command, for the month of September, 1975. All times are in zone KILO (-10).

2. The ship has again spent the entire month in the Sydney area, the time up to Monday 22nd being allocated to completion of a seven week assisted Maintenance period and the remainder of the month on investigation of apparent Mulloka problem areas in dock at Cockatoo Island. Only five hours were spent at sea - on Monday 22nd - but it is hoped that the long harbour period will be rewarded by good dividends when sea trials of the sonar resume during the first week in October.

3. YARRA was berthed on STALWART at the beginning of the month and remained alongside the Maintenance Ship, receiving very good support from the F.M.U. until Monday 8th. The long-drawn-out repairs to the port boiler were finished during this period, bilge cleaning was carried out, and several major planned maintenance routines were completed. Hull maintenance occupied the majority of Ship's Staff and dockyard employees began repairing the structural faults in the bridge (reported in paragraph 5 of my August Report of Proceedings).

4. On Monday 8th the ship was moved cold to Cruiser Wharf where it remained for the final fortnight of the A.M.P. Work continued to progress satisfactorily but in several areas the convenience of being alongside STALWART was missed.

5. The Ship's Company main leave period finished on Monday 15th. On the same day the Ship's Command Team Training began at WATSON; this period proved invaluable to both officers and sailors particularly in view of the lack of operational time available to YARRA throughout 1975.

6. On Thursday 18th, I attended a meeting at the Weapon Research Establishment, Salisbury to discuss the Mulloka sea trials programme for forthcoming months. It was apparent from the discussions at this meeting that some progress had been made in preceding weeks towards overcoming known faults in the Mulloka system; many modifications have been made but how effective these will be has yet to be proved.

RESTRICTED .....2/para 7.

AUSTRALIAN WAR MEMORIAL RCDIG1073320

7. Repairs to the bridge superstructure were completed on Saturday 20th and the A.M.P. finished the following day. Overall this 7 week period had been very successful with all major planned hull and machinery maintenance tasks being achieved.

8. At 0900 Monday 22nd YARRA cast off and proceeded to sea for post AMP trials and self noise measurements. On clearing the heads the ship joined company with HMNZS CANTERBURY (Captain C.J. STEWARD, RNZN) and conducted a short but worthwhile period of OOW manoeuvres and drills. Detaching at 1100 YARRA carried out a series of tests, at various speeds, to determine whether the ships radiated noise pattern had changed significantly during the A.M.P. This information was a pre-requisite for the conduct of 'dead ship' noise measurements at Cockatoo Dock. At 1300 the ship returned to harbour and proceeded towards Cockatoo Island; tugs and Naval pilot joined off Longnose Point and the ship entered Sutherland Dock at 1430.

9. YARRA remained in dock until the end of the month. External hull painting and examination of Hull Outfit 20 (and the Mulloka transducer) were completed by the evening of Friday 26th; on Monday 29th the dock was flooded and the dead ship trial began. Noise measurements and analysis were continuing at 2359 on Tuesday 30th.

MARINE ENGINEERING

10. Machinery maintenance and Hull preservation have both progressed very satisfactorily during September. Considerable benefit was gained in these areas by having available key senior sailors who had deliberately been sent on leave outside the specified A.M.P. time.

11. On completion of maintenance work on major equipment and machinery (including re-tubing of the Port Boiler, internal cleaning of the Starboard boiler and alignment of the port main engine) a Basin Trial was successfully conducted on Monday 15th.

12. Internal hull preservation of No.3 Water Ballast Tank, after trim tank and Nos.2 and 3 Fresh Water Tanks was completed during the A.M.P.

13. The brief period at sea on Monday 22nd revealed a number of minor defects which have since been rectified.

WEAPONS ELECTRICAL

14. Progress on maintenance of weapons electrical department equipment continued satisfactorily until the end of the A.M.P. with valuable assistance from F.M.U., F.M.P. and Garden Island dockyard.

15. Major defects occurred during the month on

a. The Mark 19 Gyro Compass which required replacement of the slave element (URDEF 133/75)

b. Two new evaporator brine and salt water circulating pump motors (fitted during the A.M.P.)which had been supplied without bearing end cap seals fitted (URDEF 130/75)

c. Engine room ventilation fan bearings.

Remedial action was completed by the end of the month.

AUSTRALIAN WAR MEMORIAL RCDIG1073320

16. After docking at Cockatoo on Monday 22nd Hull Outfit 20 was carefully examined for possible signs of damage and causes of the Mulloka sonar transducer support shaft vibration. Upper and lower guide strip clearances, to the lifting gear and raft respectively, were found to be out of tolerance. These clearances were readily adjusted and corrected. No signs of damage to any components of the hull outfit were evident. An examination of the lower course wooden fairing blocks revealed one section to be missing from both hull outfits 15 and 20. In addition, a section of the hull outfit 20 upper fairing block, port side aft, was found to be protruding approximately $\frac{1}{8}$ inch from the remainder. The lower course fairing blocks for the hull outfit 20 were renewed with GRP blocks, the protruding block faired back to form a continuous surface and the missing section from hull outfit 15 replaced. Subsequent to the discovery of a leak in the 162 port transducer window, advantage was taken of the opportunity to have repairs undertaken concurrently with other hull outfit work and timely repairs were effected (URDEF 134/75).

17. Installation of the CRH-11 trial H.F.S.S.B. radio receiver and briefing of Ship's Staff by Navy Office and the manufacturer's representatives took place on Wednesday 24th September (DEFNAV CAA/DWM/FDK 222325Z SEP 75 ref.). It is intended that the CRH-11 undergoes operator and maintainer evaluation trials for a period of approximately one month. Since installation one failure has occurred in the 5 volt regulator card. Operation was restored by fitting the spare circuit card provided among the spares supplied by the manufacturer, AWA, who have also since exchanged the defective card for a serviceable item.

HEALTH CONDUCT AND MORALE

18. Health and conduct have been satisfactory throughout the month.

19. Morale is generally good. Inevitably disappointment has been voiced over the many implications of the extension of the Mulloka sea trials programme but the long-term importance of that programme is recognised. It is hoped that sufficient variety can be injected into the ship's activities in forth-coming months to maintain morale at a good level; to this end it is considered important that the ship adhere to the programme now forecast.

I have the honour to be,

Sir,

Your obedient Servant

(J.S. DICKSON)
Commander RAN
Commanding Officer

RESTRICTED

Enclosures: Annex A - Steaming figures.
Annex B - Drills, Evolutions and Exercises.

AUSTRALIAN WAR MEMORIAL RCDIG1073320

Annex A to HMAS YARRA
Report of Proceedings
September, 1975

STEAMING FIGURES

A.	Miles steamed for period	50.1
B.	Hours underway for period	5
C.	Total distance steamed since first commissioning	457,231.9
D.	Total hours underway since first commissioning	31,896.2
E.	Occasions on which economical speed was exceeded	NIL

AUSTRALIAN WAR MEMORIAL RCDIG1073320

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Annex B. to HMAS YARRA
Report of Proceedings
September, 1975

DRILS, EVOLUTIONS AND EXERCISES

GENERAL

22	Exercised Emergency Stations
22	Exercised Leaving Ship Stations
22	O.O.W Emergency Drills
22	O.O.W Manouvres with HMNZS CANTERBURY
15 - 24	Command Team Training
18	Command Test Part III
25	Command Tests Part I and II

AIO

4,5,9,10	Continuation Training - HMAS WATSON
9,10	ASAC Continuation Training - HMAS WATSON
15 - 24	Command Team Training - HMAS WATSON
8,22	Voice Procedure Exercise
22	COPEX

GUNNERY

	DSOTS conducted each working day
12,17	Small Arms Shoot
22	50 Cal Firing

TAS

	DSOTS conducted each working day
22	Ship Self Noise and Dome Trials
26	TAS Divisional Meeting
27	TAS Divisional Family Day at Lane Cove
29,30	UC PWT at HMAS WATSON

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

COMMUNICATIONS

9	NAVCOMEX 201
9	NAVCOMEX 204
11	RP Exercise at STC
22	O.O.W Manouvres by Flag

DIVING

16	Bottom Search
18	Exercised Five Divers - Directional Signal Instruction

N.B.C.D.

Minor D.C. Exercises conducted daily

15,16,17	Ships Company tested Protective Mask at HMAS PENGUIN

ELECTRICAL

Divisional Lectures conducted weekly

AUSTRALIAN WAR MEMORIAL RCDIG1073320

DEPARTMENT OF DEFENCE

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FOLIO 1

INTERIM FORM ONLY - JUNE 1974

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R 24.2	a/a.

NAME INDEX

HEADING HMAS Yarra PRECIS a/a.

ALTER FILE NUMBER ON LOGGING CARD FOR FOCAF

LETTER DATED 31.10 1975 REFERENCE NUMBER 1/16/62.

AUSTRALIAN WAR MEMORIAL RCDIG1073320

CONFIDENTIAL

FILE: 428/3/1205

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS YARRA Report of Proceedings OCT 75

ASRP-N 26.11.15

DNO

DGNOP

DCNS

CNS

CNP 9/12

CNPS 10/12

CNSW 11/12

CNM 12/12

FAS C of S - N

PRLO-N MRL 16/12

DNO

ASRP-N (NS55) 19/12

HMAS YARRA spent the month in Sydney and the East Australian Exercise areas continuing the MULLOKA development trials. From this report MULLOKA would seem to be doing better.

Material state of the ship has been good.

4/12

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JHN

ROYAL AUSTRALIAN NAVY

Telephone:
359-9111

Extension 3532

H.M.A. FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

AF
1/16/62

20 NOV 1975

The Secretary
Department of Defence (Navy Office)

HMAS YARRA - REPORT OF PROCEEDINGS - OCTOBER 1975

Forwarded.

RECD. 24 NOV 1975 REGISTRY CANBERRA

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

Enclosure:

HMAS YARRA Report of Proceedings dated 4th November, 1975

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

CONFIDENTIAL

HMAS YARRA
at Garden Island

4th November, 1975

The Flag Officer Commanding
H.M. Australian Fleet
Garden Island N.S.W. 2000

For Information:

The Commander,
Third Australian Destroyer Squadron
HMAS TORRENS

HMAS YARRA

REPORT OF PROCEEDINGS

OCTOBER, 1975

Sir,

I have the honour to report the proceedings of HMAS YARRA, under my Command, for the month of October, 1975. All times are zone KILO (-10) until Sunday 26th when clocks were changed to summer time; thereafter times are zone LIMA (-11).

2. October began for YARRA in Sutherland Dock, Cockatoo Island, where carefully controlled scientific measurements were being taken in an attempt to locate the source of Ship's high level of self noise. The dock had been flooded on 29th September and steam raised for the latter stages of this trial. Measurements were completed on the night of Wednesday 1st and although it was conclusively proved that the noise was attributable to steam flow, further localisation was not achieved.

3. At 0930 Thursday 2nd the ship undocked and proceeded to sea. Much work had been done on the Mulloka System during the AMP and the docking period and it was desirable to get an early indication of whether or not the modifications had had the desired effect. Accordingly rendezvous was made with HMA S/M OTWAY early on the afternoon of Thursday 2nd; examination of the sets performance continued through the night and into the morning of Friday 3rd. Results indicated that significant improvement had been achieved in several areas though the system still appeared severely limited for range.

4. YARRA returned to Garden Island on Friday 3rd and secured starboard side to, North End Cruiser Wharf, at 1130. Final touches were put on the ship's appearance during Friday afternoon and Saturday in preparation for public inspection on Sunday 5th.

FLAG OFFICER COMMANDING
- 5 NOV P.M.
H.M. AUSTRALIAN FLEET

2/.....5... Garden

CONFIDENTIAL

AUSTRALIAN WAR MEMORIAL RCDIG1073320

5. Garden Island 'Navy Day 1975' was held in excellent weather and attracted large numbers. At 1315 YARRA treated a reasonable crowd at Cruiser Wharf to a dynamic display of the ships weapons and sensors; between completion of this and 1700 when gangways were closed, 3750 members of the public came on-board and were given a guided tour both above and between decks. The major effort devoted to preparation for this event was well rewarded by the public reaction.

6. After remaining in harbour for the public holiday on Monday 6th, YARRA got underway again on Tuesday 7th. Industrial difficulties had prevented the ship fuelling since return to harbour and at 0910 Tuesday 7th berth was shifted, under own power, to Fitting Out Wharf. Fuelling was completed at 1100; at 1120 YARRA cast off and proceeded to sea.

7. A detailed investigation into the amount of vibration being experienced in Hull Outfit 20 was conducted during the afternoon of Tuesday 7th. RANRL and WRE personnel conducted the investigation which showed that the remedial action taken during preceding weeks had effectively eliminated problems in this area. Vibration was shown to be within acceptable limits though the dome remained a high noise source. On completion of this investigation the ship proceeded to Sydney, landed trials officers in Watsons Bay at 1700, and returned to sea. YARRA joined company with DERWENT and OTWAY at 1830 and exercised in accordance with EAXP 41/75 overnight.

8. Propagation trials were conducted with DERWENT and OTWAY on the morning of Wednesday 8th. Useful information was gathered on the behaviour of the Mulloka transmissions and results indicated that in this area design predictions were being borne out in practice.

9. YARRA entered Jervis Bay late on the afternoon of Wednesday 8th and disembarked WRE personnel who were required to return to Adelaide. The ship proceeded again at 1900, participated in a Casex A5/6 during the first watch and returned to anchor in C1 berth at 0050.

10. On the forenoon of Thursday 9th YARRA acted as Flank Marking Vessel for DERWENT's work up Ikara firing. A cine camera team was embarked before the ship sailed from Jervis Bay at 0520 and although overcast conditions prevailed film was taken of DERWENT's firing. Mulloka trials were resumed on completion of the firing and during the afternoon and evening of Thursday 9th a start was made on compiling statistical data of the relative perfomances of Mulloka and 177. Early indications were that Mulloka performed slightly worse above the layer and slightly better below it but it should be emphasised that ranges achieved were short and environmental conditions poor.

11. YARRA entered Port Jackson at 0930 Friday 10th in company with DERWENT and berthed port side to Fitting Out Wharf at 1015. The ship remained at 4 hours Notice for Steam as 'Stand by for Emergency Ship' over the ensuing weekend.

12. A meeting to review the progress of Mulloka was scheduled to be held onbcard on Thursday 16th. More statistical data on the performance of Mulloka against 177 was considered necessary for the meeting and arrangements were made to conduct a comprehensive set of data gathering trials during the early part of that week.

3/.....13..... At 1100

AUSTRALIAN WAR MEMORIAL RCDIG1073320

13. At 1100 Monday 13th YARRA cast off and left harbour in company with DERWENT. Manoeuvres and Drills were carried out during passage to rendezvous with OTWAY and the next 48 hours were spent conducting a series of controlled trials with DERWENT and OTWAY. Results were transferred from DERWENT by heaving line transfer at 1215 Wednesday 15th after which YARRA returned to harbour, securing port side to South End Cruiser Wharf at 1400.

14. Progress of the Mulloka sea trials was reviewed at the meeting held in YARRA on Thursday 16th and attended by representatives from Department of Defence (Navy), RANRL, WRE and the ship. In general, satisfaction was expressed at the progress made since the previous such meeting and many present felt that bearing in mind the limitations imposed by YARRA's high self noise level and the poor environmental conditions in the waters where trials had been taking place, Mulloka was giving encouraging indications of its capability.

15. The ship stored on Friday 17th and remained alongside at Cruiser Wharf over the weekend of 18th - 19th October.

16. YARRA cast off and proceeded at 1100 Monday 20th to continue trials with OTWAY. The pattern of the previous weeks was again followed with some time being spent on side-by-side comparison trials with DERWENT and the majority being spent on individual ship trials. The conflicting requirments of Mulloka trials and exercise TAME FIONA placed heavy demands on OTWAY throughout this week. YARRA anchored in C1 berth Jervis Bay from 2240 Monday 20th to 0800 Tuesday 21st and spent the remainder of the week underway in the exercise areas.

17. Two SAR incidents occurred during the period. At 2050 Tuesday 21st the ship broke off trials to proceed towards Black Point to assist in the location of a Sea King Helicopter which had ditched while exercising. At 2130, before the reported ditching position was reached, YARRA was ordered to resume trials. The second incident occurred two days later, on Thursday 23rd. At 0555 the ship received Marine Ops Canberra message DTG 221808Z reporting the loss of a man overboard from M.V. SIAM VENTURE north east of Jervis Bay. Yarra proceeded to the area, arriving at the search centre at 0730, and assumed charge of an area search in which DERWENT, BUCCANEER and units from NAS NOWRA joined. (SIAM VENTURE surprised by abandoning the search and proceeding to Sydney before other ships reached the area). The search continued, fruitlessly, until 1205 when, on receipt of COMAUSFLT message KOA/KEB 230128Z OCT 75, units withdrew and resumed the exercise programme.

18. YARRA returned to Sydney on Friday 24th, berthing port side to Fitting Out Wharf at 0830 and assuming duty as 'Stand by for Emergency Ship' for the weekend.

19. Casting off at 1100 Monday 27th - the sailing time on Monday being dictated by the need to await the arrival of WRE Staff from South Australia - YARRA proceeded for a further two days of trials. The programme proceeded in accordance with EAXP 44/75 until the afternoon of Tuesday 28th when OTWAY was ordered to dive at 1222 for a Mulloka Trial similar to many conducted in preceding weeks. No contact was gained with the submarine and at 1350, after the submarine had failed to respond to all attempts to communicate with her, my message KKN 280304Z OCT 75 expressing concern for her safety, was drafted for release. Events of the next two hours, which included the initiation of SUBMISS procedure, and culminated in OTWAY surfacing at 1600 in a position 38 miles to the north of her D.R. position, have been separately reported in my letter 5/8/3 dated 30th October, 1975.

4/.....20.....ON

AUSTRALIAN WAR MEMORIAL RCDIG1073320

20. On Wednesday 29th and Thursday 30th YARRA participated in Exercise STEPTOE, the sea inspection of OTWAY conducted by the Commander, First Australian Submarine Squadron. At 1520 Thursday 29th the ship returned to Sydney securing port side to Fitting Out Wharf where it remained until the end of the month.

21. In all OCTOBER was a good month for the ship. The return to sea running, some signs of improvement in Mulloka performance and participation in a number of unusual incidents were all welcome after the events of previous months.

MARINE ENGINEERING

22. Main and auxiliary machinery performed generally well throughout October. Like all onboard the department enjoyed the fact that the ship spent more time underway than in any previous month of this year.

23. Two minor breakdowns occurred:-

a. On Wednesday 8th the starboard main boiler feed regulator was feeding incorrectly; after lengthy investigation the cause was found to be a small portion of rust blocking the regulator 'by pass' ports.

b. On Wednesday 29th difficulty was experienced in maintaining correct water level in the starboard main engine condenser. Removal of the operating fluid filter revealed that it had become choked with particles from cleaning chucks.

24. On Monday 27th Department of Defence (Navy) letter N1905/5/58DNSP dated 23rd October, 1975 was received in the ship requiring the Main Defect List for the ships Half Life Refit to be submitted by 1st December, 1975. It had been expected that, in accordance with the regulations, this Defect List would be required by 1st March, 1976, and preparations were proceeding for its submission by that time. The short notice of the requirement to have it in 3 months earlier than expected has placed a very heavy work load on the department.

WEAPONS ELECTRICAL

25. Equipment operation for the month has been most satisfactory with only occasional minor defects; the result of an effective Assisted Maintenance Period which completed on 22nd September, 1975.

26. The Operational Evaluation of the HF SSB radio receiver CRH-11 selected as the receiver to replace the remaining DSB receivers in the RAN, was completed on 24th October. Apart from two minor 'teething problem' failures the performance of this receiver was very good and comments by the operators most favourable.

27. Trials conducted on the Mulloka Sonar Transducer Shaft, to determine the frequency and amplitude of shaft movement, proved successful the adjustment made by CODOCK to the clearances between the upper and lower vertical guides and the fitting of bracing to the upper end of the transducer shaft.

28. A successful AA tracking exercise and a light mortar firing were carried out on 29th October. It is intended that YARRA conduct an AA firing exercise early in November.

5/.....29.....The

AUSTRALIAN WAR MEMORIAL RCDIG1073320

29. The health of the Ships Company has been good and conduct has shown slight improvement, due, it is felt, to the ships return to sea running. Morale is at a very pleasing level with a healthy rivalry between departments and messdecks. Disappointment over cancellation of the intended Far East deployment has gradually abated in most quarters and enthusiasm is evident for the forecast visits to Adelaide and Brisbane in November.

30. The current political crisis appears to have had little effect on YARRA's Ships Company so far. Some consternation was caused earlier in the month by the release of information indicating that pay would cease on 30th November of the crisis continued; since that time there appears to have been an acceptance of the view that some solution is likely to be found before that deadline is reached.

31. On the last day of the month Friday 31st, the Ships Company thought, for a few brief moments, that despite the political crisis they would have no money worries in the immediate future. A sailor returned onboard bearing a genuine cheque for $570,000 which he had found in the streets of Sydney. Regrettably the drawing company was traced and the cheque claimed.

(J.S. DICKSON)
Commander R.A.N
Commanding Officer

Enclosures: 1. Annex A - Steaming Figures.

2. Annex B - Drills, Evolutions and Exercises.

AUSTRALIAN WAR MEMORIAL RCDIG1073320

Annex A to HMAS YARRA
Report of Proceedings
October, 1975

STEAMING FIGURES

A.	Miles steamed during the month	3372.9
B.	Hours underway during the month	302.2
C.	Total distance steamed since first commissioning	460,604.8
D.	Total hours underway since first commissioning	32,198.4

E. Occasions on which economical speed was exceeded:--

DATE	SPEED	HOURS	REMARKS
23 October	22	1½	To join search for man overboard

AUSTRALIAN WAR MEMORIAL RCDIG1073320

DRILLS, EVOLUTIONS AND EXERCISES

GENERAL

13,27	Exercised Action Stations
2,7,14,20,21	O.O.W. Emergency Drills
10,15,29	Heaving line transfers - HMAS DERWENT
10,15	Station Master with HMAS DERWENT
5	Open for Visitors - NAVY DAY
29	Ship Handling Exercise
8	Jackstay Transfer - HMAS DERWENT
10,13	O.O.W. Manouevres with HMAS DERWENT
10	RAS approaches with HMAS DERWENT
10	X.O. berthed Ship N.E.F.O.W. - Garden Island
23	Search for man overboard from 'SIAM VENTURE'
28	SUBMISS OTWAY
29,30	EXERCISE STEPTOE

AIO

2,8	ARRX
10,17	Harbour REL VEL Training
10,17	Publications Training
22	ASAC Training
28,29,30	ASAC Actual (Sea Kings and S2E's)
29	A/C Control for AATX (A49)
29,30	EXERCISE STEPTOE
Daily at Sea	On the job training and ASW procedures for Mulloka Trials

GUNNERY

Daily	Gunnery DSOT's
7,15	903 Radar Balloon Track
20	903 Radar ranging on OTWAY for Mulloka Trials
21	NGSCX - EXERCISE IRON MAN
22	50 Cal firing
28	903 Participation in EWX
23,28	Action lookouts closed up
29	AATX (A1)

AUSTRALIAN WAR MEMORIAL RCDIG1073320

TAS	
Daily at Sea	Mulloka Trials
Daily	TAS DSOT's
9	FMV for DERWENT CASEX E11
9,29	CASEX A5/A6
14	O'TWAY Bottom photographic run
21	CASEX B4
29	Light Mortar firing (3 salvos)
29,30	EXERCISE STEPTOE
COMMUNICATIONS	
7,21,23,28	JOCOMMEX
13,14,21,23	EWX22
8,20,27,29	EWX23
10	EWX41
10	EWX46
9	NAVCOMMEX 455
14,15	NAVCOMMEX 419
14	NAVCOMMEX 405
14	NAVCOMMEX 401
27,29	NAVCOMMEX 453
20	NAVCOMMEX 208
21	NAVCOMMEX 501
22	NAVCOMMEX 454
23	NAVCOMMEX 209
DIVING	
5	Navy Day Display
10	Propellor clean - HMAS DERWENT
29	Recovered light mortar bombs
N.B.C.D.	
13,27	Assumed DC State 1 Condition Z
28	Exercised Forward Pump and Flood Party
29	Exercised After Pump and Flood Party
29	WEE NBCD Training
30	Exercised Mobile Pump and Flood Party
Daily	Minor DC Exercises
TRAINING	
10,31	Seaman Training Divisions
Daily	Category Training

AUSTRALIAN WAR MEMORIAL RCDIG1073320

DEPARTMENT OF DEFENCE

FILE NUMBER

FOLIO 1

INTERIM FORM ONLY - JUNE 1974

DETAILS OF INFORMATION ANALYSIS

INFORMATION CLASSIFIER D. Murray

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REGISTRATION

SECURITY CLASSIFICATION

CONFIDENTIAL

TITLE H.M.A.S YARRA - REPORT OF PROCEEDINGS - OCTOBER 1975

REGISTRATION NUMBER N428/3/1205

MARK TO ASRP-N.

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R24/2 - AS TITLE.

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"H.M.A.S YARRA" - AS TITLE

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

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FILE: 428/3/1253

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS YARRA Report of Proceedings NOVEMBER 1975

ASRP-N 24/12

DNO

DGNOPol 2/12.

DCNS

CNS

CNP

CNTS

CNSW

CNM 13/12

FAS C of S - N 13/12/76

PRLO-N MRC 16/12

DNO

ASRP-N (NS55) 19/12.

1. YARRA operated in East Australian Waters on MULLOKA Trials until 10 Nov, when she sailed for Port Adelaide. She visited that port from 14 - 24 Nov when she departed for Brisbane. YARRA remained in Brisbane until the end of the month.

2. On the technical side YARRA incurred contamination of her Feed water on 4 Nov which required 6 days to rectify.

L. 2/12

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.

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

AB 23/12

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

RESTRICTED

ROYAL AUSTRALIAN NAVY

JMH

Telephone:
359 3111 Extension 3532

H.M.A. FLEET HEADQUARTERS.
GARDEN ISLAND, N.S.W. 2000

16 DEC 1975

A.F. 1/16/62

The Secretary
Department of Defence (Navy Office)

HMAS YARRA - REPORT OF PROCEEDINGS - NOVEMBER 1975

Forwarded.

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

Enclosure:

HMAS YARRA Report of Proceedings 1.16.1 dated 3rd December, 1975

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1.16.1

HMAS YARRA
At Sea

3rd December, 1975

The Flag Officer Commanding
H.M. Australian Fleet
Garden Island N.S.W. 2000

For Information:

The Commander, Third Australian Destroyer Squadron
HMAS TORRENS

The Naval Officer In Charge, South Australia

FLAG OFFICER COMMANDING
5
5 DEC A.M.
H.M. AUSTRALIAN

HMAS YARRA - REPORT OF PROCEEDINGS - NOVEMBER, 1975

Sir,

I have the honour to report the proceedings of HMAS YARRA, under my command, for the month of November, 1975.

2. November has provided a contrast with the activities pursued by YARRA in recent months. The ship spent more time away from Sydney than at it and conducted interesting and enjoyable visits to Adelaide (14th - 24th) and Brisbane (28th - end of month). The change of scenery from the Sydney - Jervis Bay area was appreciated by all.

3. YARRA was alongside Fitting Out Wharf for the weekend of 1st - 2nd November. At 1100L Monday 3rd the ship cast off and proceeded for the last scheduled week of Mulloka trials for 1975. Extra Technical Staff were embarked for investigation of Self Noise and during the afternoon, measurements were taken at various speeds off Sydney Heads. At 1600L some trials personnel were transferred to a workboat in WATSONS BAY and YARRA proceeded to the Broken Bay area to rendezvous with H.M. A. Submarine OTWAY.

4. OTWAY joined company at 1730L and shallow water Mulloka trials began. Neither weather nor environmental conditions were good and results were not up to expectations. Gradually units made way to the South and into deeper water but results continued to be disappointing. At 2100L trials were terminated when it was discovered that OEP69 had contaminated the feed water system; OTWAY was detached and YARRA proceeded to return to WATSONS BAY, where the ship anchored at 2325L. The contamination, and intentions following its detection, were reported in my messages DAU 031026Z NOV 75 and KEB/KUI 031052Z NOV 75.

5. The ship weighed anchor at 0805L Tuesday 4th and proceeded to Garden Island, berthing port side to South End Cruiser Wharf at 0830L. Fleet Staff and Dockyard Officers met the ship on arrival and began an investigation into the contamination. It was most encouraging to see the willingness with which staff at all levels set to on the necessary remedial action; there was an apparent determination to see the ships programme disrupted as little as possible.

AUSTRALIAN WAR MEMORIAL RCDIG1073320

6. YARRA remained at South End Cruiser Wharf on Wednesday 5th when a number of Fleet Units made a welcome return to Sydney on completion of deployments. At 0815L Thursday 6th the ship was moved cold to alongside HMS LLANDAFF at North End Cruiser Wharf.

7. As YARRA was due to be absent from Sydney when the changeover of Flag Officers Commanding took place, I paid a farewell call on your predecessor, Sir, at 1500L Thursday 6th.

8. On Saturday 8th by courtesy of the Ships Welfare Fund, a Picnic was held at Lane Cove National Park for the Ships Company and families. Fine weather and a well organised games programme made the day a great success for all those able to attend.

9. Since arrival alongside on Tuesday 4th members of the Marine Engineering Department had worked extremely hard in 24 hour shifts in order to overcome the contamination problem. A number of difficulties had been experienced during the course of the cleansing process and it was very much to the credit of the department that the ship was ready to cast off for a hot move to No 5 bouy at 0815L Monday 10th. During the day exchange of a number of Ikara and Seacat Missiles took place and a small quantity of ammunition was embarked. By the time ammunitioning had been completed, the ship was ready to proceed on both boilers.

10. YARRA slipped from No 5 bouy at 1500L Monday 10th and proceeded for Adelaide in ideal weather conditions. A scheduled live mortar firing was conducted during the first dog watch before the ship set course South.

11. Excellent weather prevailed throughout the 3½ day passage. The Commanding Officer HMAS PARRAMATTA, Commander G.W. FURLONG, was embarked for sea familiarisation and ship handling experience throughout this period and the weather conditions, combined with a reasonable low speed of advance, facilitated provision of suitable opportunities for him to handle the ship. Time also permitted valuable ship handling experience to be gained by ships officers.

12. An ABC Film Crew and a cine-photographer from the Navy P.R. Section Garden Island, were also onboard for the passage. A considerable amount of time went into the making of two films - one on ASW with Mulloka as a highlight, and the other on life at sea in HMAS YARRA. It is hoped that the hours of painstaking effort put into the shooting and re-shooting will be rewarded by the end products.

13. Arrangements had been made to conduct an AA firing during passage through the exercise areas off Port Phillip on Wednesday 12th. After successful tracking runs, firings began; a pleasing percentage of TTB's was recorded and on the third firing run the sleeve target was shot down. This was particularly satisfying for the gunnery system personnel who had suffered many frustrations as a result of defects in recent months.

14. On the evening of Thursday 13th, with time in hand, YARRA anchored off Kangaroo Island in position 050 Kangaroo Head 3 miles at 1730L. Advantage was taken of the opportunity to touch up the ships appearance for arrival Adelaide. Clocks were retarded 30 minutes to Central Australian Time before the ship weighed at 2300KL and proceeded quietly north up St Vincents Gulf overnight.

3/. 15. At 0730KL

AUSTRALIAN WAR MEMORIAL RCDIG1073320

15. At 0730KL Friday 14th YARRA passed the breakwater at Outer Harbour Adelaide. After an uneventful passage up river the ship berthed at Mobil Oil Wharf at 0830KL to embark FFO; at 1000KL YARRA cast off and proceeded to berth starboard side to, No 3 McLAREN Wharf Port Adelaide where she was to remain for the next 10 days.

VISIT TO ADELAIDE (14th - 24th NOVEMBER)

16. The long visit to Adelaide had been arranged primarily for the benefit of the Weapons Research Establishment at Salisbury in order that they could have access to the ship and equipment; every opportunity was afforded them to gain this access and on each working day throughout the stay large numbers of WRE and Mulloka Contractor personnel came onboard.

17. Adelaide welcomed the ship with generous hospitality. Navy League, Naval Association sub branches, Sports Clubs and many other organisations provided functions for the ships personnel and on occasions difficulty was found in meeting all commitments. Excellent arrangements had been made for the visit by NOICSA and his staff.

18. A cocktail party was held on the night of arrival. Co-hosted by WRE Officers this provided opportunity to meet a number of important local citizens who had arranged functions/facilities for the ship during its stay. Later in the visit on Thursday 20th, I gave a luncheon for the guests listed at Annex C.

19. As well as being open to public inspection on Sunday 16th, when 2657 people came onboard, YARRA hosted numerous parties of other visitors who wished to look round the ship; most of these were arranged at the request of NOICSA and were considered to be of good P.R. value to the service. A comprehensive list of parties which visited the ship is at Annex D.

20. An official reception was given by the Mayor of Port Adelaide Mr H. C.R. MARTEN, for 20 officers and sailors on Tuesday 18th.

21. On Thursday 20th I attended a Mulloka progress meeting at WRE Salisbury; a separate report is being forwarded.

22. On Friday 21st, accompanied by the NOICSA I called on:-
The Lord Mayor of Adelaide Mr J.J. ROCHE at 0930KL.
His Excellency the Governor of South Australia Sir Mark OLIPHANT K.B.E. F.R.S. M.A. L.L.D. at 1100KL.
The Aide De Camp to the Governor of South Australia paid a return call on me at 1500KL Friday 21st.

23. Successful though the visit had been, by Monday 24th the vast majority of YARRA's Officers and Ships Company were happy to proceed. At 0830KL, in blustery conditions, the ship cast off and left Port Adelaide; clearing Outer Harbour at 0935KL, course was set for Backstairs Passage.

PASSAGE TO BRISBANE (24th - 28th)

24. Early in the afternoon watch of Monday 24th YARRA transitted Backstairs Passage. Rough seas and a heavy south westerly swell were encountered and for the next 1½ days conditions were most unpleasant; nonetheless, with wind and sea abaft the beam, speed of advance was not retarded. On the morning of Wednesday 26th the ship rounded Gabo and in the lee of the mainland calmer conditions prevailed. A successful inter-mess mini sports meeting was held on the afternoon of Wednesday 26th.

25. Good

AUSTRALIAN WAR MEMORIAL RCDIG1073320

25. Good weather attended the latter stages of the passage. On Thursday 27th successful Defence Watch 4.5" surface firings and live mortar firings were conducted. At 1815KL clocks were retarded 30 minutes to Zone K (-10), Eastern Standard Time.

26. At 0610K Friday 28th the ship passed Caloundra Light and entered Moreton Bay. Passage across the Bay and up Brisbane River was uneventful and at 1100K YARRA berthed port side to No 1 berth, Dalgettys Wharf, New Farm.

AT BRISBANE (28th - 30th)

27. I called on the Naval Officer Commanding, Queensland, Captain D. NICHOLLS O.B.E. R.A.N, at 1145K Friday 28th. In the evening of the same day an official Cocktail Party was held for 60 guests.

28. The ship remained alongside at Brisbane until the end of the month. Many of the ships Company took advantage of the opportunity to watch the First Cricket Test between Australia and the West Indies. The general public in Brisbane obviously were more attracted to that match than to the opportunity to see YARRA, for on Sunday 30th, when the ship opened to visitors, only 669 came onboard.

MARINE ENGINEERING

29. The Marine Engineering Department has had a busy month with two troublesome defects, two external boiler cleans and a contaminated feed system including boilers and main condensers.

30. The first of these two defects was the Main Feed Pump overspeed trip spring which kept losing its tension and allowing the pump to trip at reduced speed. This was rectified by fitting a completely new trip assembly. The second defect was the mechanical seal on the two fresh water pumps (in conjunction with electrical defects). While this defect was being repaired, fresh water was limited to certain hours with the two evaporators discharging directly into the fresh water system pipes.

31. On Monday 3rd, (as reported in paragraph 4 above), after being flashed for 10 hours, it was found that lubricating oil (OEP 69) had contaminated the Main Boilers, Feed Water Tanks, Main Condensers and associated pipework. Upon returning to Sydney assistance was sought from G.I.D. Technical Staff and Colac to degrease the contaminated areas. Both boilers were boiled out, superheaters mechanically cleaned and the remaining sections degreased using Gamlen 8 compound. 1930 Ships Staff manhours were worked in rectifying the contamination.

32. An external clean on both Main Boilers and Uptakes was carried out at Adelaide on the 17th and 18th. The use of a hired hydroblast machine reduced the actual cleaning process time by approximately half.

WEAPONS ELECTRICAL

33. Preparations for the very successful AA firing held on 12th November were not uneventful. During the week preceding the firing it was discovered that a spring-loaded ball joint, associated with the elevation oil-servo-unit, was broken and required replacement. Because spare items were not stocked the replacement item was eventually obtained from a mounting undergoing repairs at Bendigo Ordnance Factory. Excellent co-operation was received from stores authorities in obtaining this part.

34. The live

AUSTRALIAN WAR MEMORIAL RCDIG1073320

34. The live mortar firing of nine projectiles, conducted on Monday 10th November, revealed an intermittent fault associated with depth-setting circuits which was remedied before a further firing on 27th November. The latter firing, however, revealed a further intermittent fault in the remote indicating circuits associated with depth-setting and will be investigated during the coming self maintenance period.

35. The only other noteworthy defect to occur was the failure of both fresh water pump motors due to ingress of water. A period of approximately 30 hours elapsed before repairs to one motor and pump proved successful. A replacement motor has been received which will enable repair to the second pump to be made by ships staff.

36. In other areas equipment has worked well throughout the month.

HEALTH, CONDUCT AND MORALE

37. Health has remained good through November and the general standard of conduct displayed by the Ships Company has been very pleasing. (This was particularly so during the visit to Adelaide where the behaviour of sailors drew much favourable comment).

38. Morale has been at a high level as is to be expected in the view of the interesting month the ship enjoyed.

I have the honour to be,

Sir,

Your Obedient Servant

(J.S. DICKSON)
Commander R.A.N
Commanding Officer

Enclosures: Annex A. - Steaming Figures
Annex B. - Drills, Evolutions and Exercises
Annex C. - Adelaide Visit - Commanding Officers Luncheon
Annex D. - Adelaide Visit - Group Visits to HMAS YARRA

AUSTRALIAN WAR MEMORIAL RCDIG1073320

STEAMING FIGURES

A.	Miles steamed during month	2712.2
B.	Hours underway during month	196.0
C.	Total distance steamed since first commissioning	463,317.0
D.	Total hours underway since first commissioning	32,394.4
E.	Occasions on which economical speed was exceeded	NIL

AUSTRALIAN WAR MEMORIAL RCDIG1073320

DRILLS, EVOLUTIONS AND EXERCISES

GENERAL

3	Exercised Action Stations
16,30	Open to Visitors
21	Seaman Training Divisions
11,12,13	Ship Handling Evolutions

AIO

Daily at Sea	Continuation SmnRP Training
11,12,13	
24,25,27	Synthetic SAU /SAG Games (PWO and RP Training)
10,12	Aircraft Control Training
19	ASAC Familiarisation Flight in P3B

GUNNERY

10	Ammunitioning - Seacat Exchange
10	AATX
11	Balloon Tracking
12	AATX/AAFX on Sleeve Target
12,13	Small Arms Firing
12,26	Shotgun Competition
24	4.5 Surface Drill
25,26	Box 10 Drill
27	SUPAC Firings by each Defence Watch
Daily	DSOTS Conducted each working day
Daily	Gunnery Category Training Progressed

TAS

3	Mulloka Trials
10	Exchanged Ikara Missile Outfit
10,27	Live Mortar Firings
17,18	Attack Console Course at R.A.N.I.T.E
19	Familiarisation Flight on P3B for two UC's
Daily	DSOTS, and Mortar Drills conducted each working day
Daily	Part 3 Category Training Progressed

COMMUNICATIONS

5	EWX 13
5,10	EWX 23
10	EWX 22
10	NCX 451
10	NCX 453
14,28	Long COMMEX

2/. DIVING

AUSTRALIAN WAR MEMORIAL RCDIG1073320

DIVING

NIL

N.B.C.D.

3	Assumed DC State 1 Condition Z
4,12,27	FWD Section Electrical D.C Exercise
5,27	AFT Section Electrical D.C Exercise
11	AFT Section Shoring Exercise
12	FWD Section Shoring Exercise
25	Communications Exercise
25	FWD Section Pump and Flood Exercise
27	AFT Section Pump and Flood Exercise
Daily in Harbour	Minor D.C. Exercise

TRAINING

Daily	Category Training

AUSTRALIAN WAR MEMORIAL RCDIG1073320

Annex C to HMAS YARRA
Report of Proceedings
November, 1975

ADELAIDE VISIT - COMMANDING OFFICERS LUNCHEON

Guests who attended the luncheon given onboard at Adelaide on Thursday 20th November were:-

The Mayor Of Port Adelaide	Mr H.C.R. MARTEN
The Chairman, Department of Marine and Harbours	Mr J.R. SAINSBURY
The President, Legacy Club	Mr E.H. ROBERTS
The Commissioner of Police	Mr H.H. SALISBURY
The Chairman S.A Jockey Club	Mr R.A. LEE
The President, Navy and Military Club	FLTLT C.L. HARGRAVE
The Naval Officer In Charge S.A	CMDR W.K. BIRD

AUSTRALIAN WAR MEMORIAL RCDIG1073320

ADELAIDE VISIT - GROUP VISITS TO HMAS YARRA

15th	AM	25 Naval Reserve Cadets for Training 25 Naval Reserves for Training
16th	PM	Ship open for Public Inspection
17th	AM	9 Contractors associated with Mulloka
	PM	10 Contractors including Senior Management
18th	AM	Ikara Training Class Visit - One Officer and 9 Sailors 10 Contractors associated with Mulloka 20 Members of Naval Families Club
	PM	25 W.R.E Technical Staff 66 Children from KILBURN Primary School
19th	PM	41 Aboriginal Children 60 Children from Salisbury North Primary School
20th	AM	26 Children from DIMBOOLA Primary School 6 Contractors associated with Mulloka 10 Members of United Services Institution 20 Spastic Children
	PM	40 Children from LE FEVRE PENINSULA Junior Primary School
21st	AM	30 Cadets from Police Academy 12 W.R.E Senior Technical Staff
	PM	INS (Adelaide) plus 6 Senior Technical Staff
22nd	AM	20 R.A.N.R Sailors for Training
23rd		20 Members of Henley and Grange Swimming Club

AUSTRALIAN WAR MEMORIAL RCDIG1073320

AR 5
(1975)

Department of Defence

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File Number

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DETAILS OF INFORMATION ANALYSIS

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R24-2	a/a.	

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Heading	Precis	Initials
HMAS Yarra	a/a.	

LOGGING

Originator	Originator's Reference	Date	Initials
FOCAF	1/16/62	16/12/75	

Information Classifier

R. Jeffrey (Signature) 22/12/75 (Date)

AUSTRALIAN WAR MEMORIAL RCDIG1073320

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FILE: 428/3/1328

DEPARTMENT OF DEFENCE

(NAVY OFFICE)

HMAS YARRA Report of Proceedings DEC 75

ASRP-N 6/2/76

DNO

DNO - Summary pse.

DGNOP 21/4

DCNS

CNS

CNP 17/4

CNTS

CNSW

CNM 15/4

FAS C of S - N

PRLO-N 21/4

ASRP-N (NS55) 22/4

YARRA was in Brisbane to 3 Dec when she sailed for Sydney arriving there on 05 Dec. The ship remained in Sydney for the remainder of the month giving leave and maintaining.

2. Her visit to Brisbane was marred by a tragic accident in which two sailors were drowned.

L. 5/4

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.

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

AB 5/2/76

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Telephone:
359 9111 Extension 3532

H.M.A. FLEET HEADQUARTERS,
GARDEN ISLAND, N.S.W. 2000

A.F. 1/16/62

19 JAN 1976

The Secretary
Department of Defence (Navy Office)

HMAS YARRA - REPORT OF PROCEEDINGS - DECEMBER 1975

Forwarded.

(R.C. SWAN)
Commodore
for Commander Australian Fleet

Enclosure:

HMAS YARRA Report 1/16/1 dated 31st December 1975

RECD

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REC'D.
23 JAN 1976
REGISTRY
CANBERRA

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1.16.1

HMAS YARRA
at Garden Island,

31st December, 1975

The Flag Officer Commanding
H.M. Australian Fleet
Garden Island N.S.W. 2000

For Information:

The Commander, Third Australian Destroyer Squadron
HMAS TORRENS

HMAS YARRA - REPORT OF PROCEEDINGS - DECEMBER, 1975

Sir,

I have the honour to report the proceedings of HMAS YARRA, under my command, for the month of December, 1975.

2. Tragedy marked the beginning of the month for YARRA while the ship was enjoying a 5 day recreational visit to Brisbane. Two members of the Ship's Company, ABFC B.E. CORBY R65471 and ABCK C.J. THOMPSON R110037, were drowned in the fast flowing Brisbane river at about 0100K Monday 1st December, only 60 yards from the ships' berth at Dalgetty No.1 Wharf. The circumstances attending this tragedy have been seperately reported by a Board of Enquiry convened by you Sir, on the day of the accident.

3. The loss of these two sailors' lives inevitably had a devastating impact on the remainder of the Ships' Company and a sombre mood prevailed throughout the remainder of the visit. Many Officers and Sailors were involved in the subsequent Board of Enquiry and Coroners Inquest and most sporting and social engagements arranged for 1st and 2nd December were cancelled.

4. At 1000K Tuesday 2nd, I called on His Excellency the Governer of Queensland, Air Marshall Sir COLLIN HANNAN KCMG, KBE, CB, CBE.

5. But for the drownings, the visit ot Brisbane was very successful. It was an interesting contrast to the ship's operational visit to Adelaide in November. In Adelaide a great deal of fuss had been made of the ship and community interest was high: in Brisbane, this was far from the case, but the proximity of the berth to the city centre and attractions of the city's entertainments appealled to the Ship's Company.

FLAG OFFICER COMMANDING
5
- 5 JAN 1976
H.M. AUSTRALIAN FLEET

2/. 6. At

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6. At 0830K Wednesday 3rd, YARRA cast off and sailed for Sydney. The ship cleared Moreton Bay at 1230K and opened from the coast to conduct trials and exercises. A reasonably active programme was arranged for the passage in order to snap the Ship's Company out of the despondency caused by the drowing tragedy; divisions were paraded at 1430K Wednesday 3rd and during the subsequent 24 hours various drills, exercises and recreational activities were carried out. These included a light mortar firing on the forenoon of Thursday 4th, a forcing trial on one boiler on the forenoon of Thursday 4th and a barbecue on the quarterdeck, for all ranks, on the evening of the same day.

7. Clocks were advanced to zone L (-11) at 2330K Wednesday 3rd. All times hereafter are Eastern Summer Time.

8. During passage south, further investigation was made into the Ships' self-noise which has been a source of concern throughout the Mulloka sea trials in 1975. Scientific staff, having embarked in Brisbane, carried out prolonged investigations and took measurements at different speeds; analysis by RANRL after arrival in Sydney indicates that the noise may not, as previously suspected, be ship generated but rather be engineering or electrical noise within the Mulloka system itself.

9. YARRA berthed port side to South End Cruiser Wharf, Garden Island at 0830 Friday 5th bringing to an end the Ship's forecast seatime for 1975. Approximately half the Ship's Company proceeded on seasonal leave later that day.

10. The funerals of the late ABFC CORBY and ABCK THOMPSON were held with full Naval Honours in Sydney on Friday 5th and Melbourne on Monday 8th respectively. Along with strong representative teams from the Ship, I attended both services.

11. For the remainder of the month, the Ship remained at Garden Island undergoing self maintenance. Despite the absence of a large proportion of the work force on leave and the Christmas festivities, progress has been satisfactory.

MARINE ENGINEERING

12. A 2 hour full forcing rate trial on the starboard boiler was conducted on 4th December while the ship was en route from Brisbane to Sydney. Both full forcing rate and maximum revolutions of 180 RPM were reached.

13. An internal boiler clean on the port boiler was commenced on the 8th and completed on 24th December by the Ship's Staff. The remainder of the month has been utilised to progress defects, repairs, planned maintenance and seasonal leave.

WEAPONS ELECTRICAL

14. On return from Brisbane, YARRA entered into a self maintenance and leave period. Electrical maintenance has progressed satisfactorily with only minor defects to hamper normal work routine. A lack of Ship's Staff during the SMP has reduced the capabilityyto tackle some minor defects. The major of these being the LWO2 Radar Marker Cabinets and LWO2 interference in the HF receiving equipment. All defects are expected to be completed shortly.

.....3/Health

AUSTRALIAN WAR MEMORIAL RCDIG1073320

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HEALTH, CONDUCT AND MORALE

15. The health of the Ship's Company has remained good through December and the very pleasing standard of conduct set during November was maintained throughout the Brisbane visit and the remainder of the month.

16. Morale received a numbing blow early in the month as a result of the unfortunate and previously discussed drownings. However the return to Sydney; seasonal leave; the Christmas festivities; hard maintenance work; and most important of all - time, have all combined to erase the heavy burden felt by all during the early part of the month. Morale has once again achieved a most desireable level.

I have the honour to be

Sir,

Your obedient Servant

(J.S. DICKSON)
Commander, RAN
Commanding Officer

Enclosures: Annex A. - Steaming Figures.
Annex B. - Drills, Evolutions and Exercises.

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

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Annex A to HMAS YARRA
Report of Proceedings
December, 1975

STEAMING FIGURES

A. Miles steamed during month 577.0

B. Hours underway during month 47.0

C. Total distance steamed since first commissioning 463,894.0

D. Total hours underway since first commissioning 32,446.4

E. Occasions on which economical speed was exceeded:-

DATE	SPEED	HOURS	REMARKS
04DEC75	24	2	Annual Full Forcing Trial (One Boiler)

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AUSTRALIAN WAR MEMORIAL RCDIG1073320

DRILLS, EVOLUTIONS AND EXERCISES

General

4. Ship's Company Divisions.
4. Exercised Chain of Command - Senior Sailors In-Charge.
5. OOW Pilot Training.

AIO

4. Synthetic ASW Game (PWO and RP Training).

GUNNERY

5, 8. Funeral Firing Party Drill

TAS

4. Light Mortar Firing.

COMMUNICATIONS

9. NAVCOMEX 204.
11. NAVCOMEX 405.

DIVING

1, 2. Divers helped Water Police to search for two Sailors drowned in Brisbane River.

NBCD

Daily in Harbour, Minor Emergency Party Drills.

TRAINING

4, 5. Category Training.

AUSTRALIAN WAR MEMORIAL RCDIG1073320

AR 5
(1975)

Department of Defence

Folio
1

File Number

N 428	3	1329	

DETAILS OF INFORMATION ANALYSIS

Security Classification

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*NOTE: Please print all entries clearly.

REGISTRATION

Title HMAS YARRA - REPORT OF PROCEEDINGS - DECEMBER 1975

M to ASSP - N. (Name or Designation) D. (Location)

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NAME INDEX

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HMAS YARRA	- ROP DEC. 75.	

LOGGING

Originator	Originator's Reference	Date	Initials
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MC (Signature)

27/1/76 (Date)

AUSTRALIAN WAR MEMORIAL RCDIG1073320

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