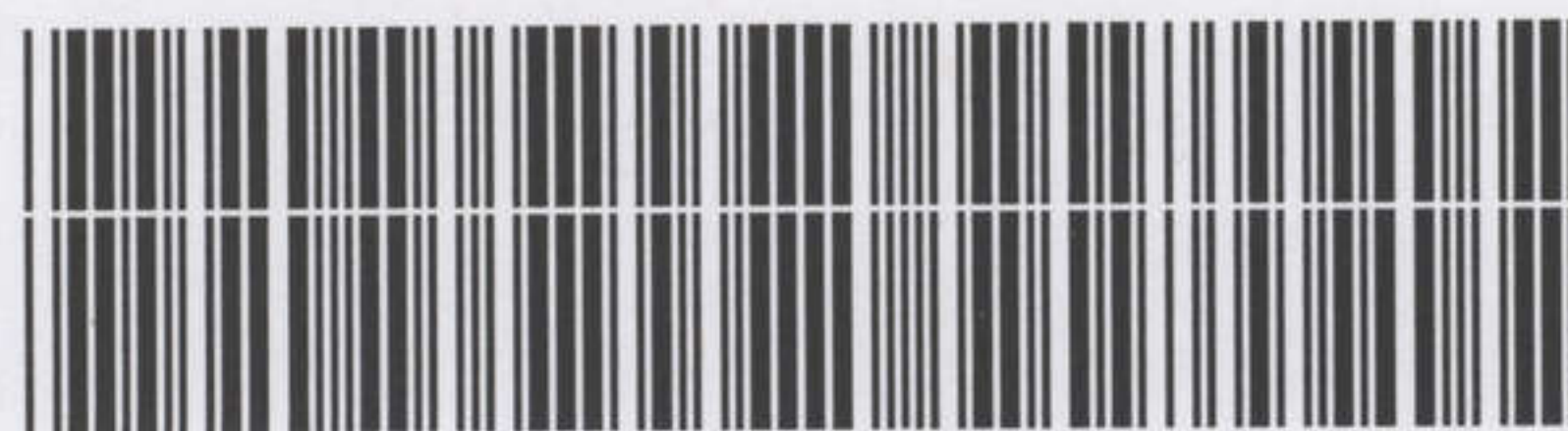


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS YARRA

Item number: 374/16

Title: January-December 1978



AWM78-374/16

[374/16]

Yarra.

Ref P's

Duplicates 1978

AUSTRALIAN WAR MEMORIAL
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I.P.Q. 1/16/1

HMAS YARRA
at Garden Island.

4 FEB 1978

The Flag Officer Commanding
HM AUSTRALIAN FLEET.

For Information:

The Commander
THIRD AUSTRALIAN DESTROYER SQUADRON.

HMAS YARRA - REPORT OF PROCEEDINGS - JANUARY 1978

Sir,

1. I have the honour to report the proceedings of HMAS YARRA under my command for the month of January, 1978.
2. YARRA rang the New Year in at the Cruiser Wharf, Cockatoo Island, continuing her half-life refit. Regrettably, the month was to prove to be somewhat disappointing as scheduled Sea Trials dates could not be met, and the ship was ultimately moved cold from Cockatoo Island by tugs on the 31st January.
3. On the 12th January I called on Captain N. Ralph, DSC, RAN, Commander of the Third Australian Destroyer Squadron.
4. I was present in Cairns from Tuesday 17th January to Friday 20th January to preside over a Board of Enquiry convened to investigate the grounding of HMAS BUCCANEER.
5. Special Sea Dutymen were exercised at a series of harbour drills on Wednesday 18th January. Some faults were detected in procedure and organisation during the exercise, and further drills were conducted on Tuesday 24th January to prove the effectiveness of consequent changes.
6. At 1100, Tuesday 31st January, YARRA was moved by tugs from Cockatoo Island to No. 3 buoy, east of Garden Island. The change in locale was welcomed by the Ship's Company as heralding the completion of YARRA's half-life refit. Morale soared.
7. During the afternoon of the 31st, the ship was swung by tug for the adjustment of the magnetic compass. YARRA remained at No. 3 buoy until the end of the month.

MARINE ENGINEERING

8. January saw steady progress in auxiliary machinery trials, culminating in a Basin Trial on the 25th January. During the month re-trials of C1 and K1 diesel generators and the trial of K2 turbo generator were conducted, thus completing the formal generator trials programme.

YARRA in Bay A

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6 FEB 1978

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NAVY ENGINEERING

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NAVY ENGINEERING - ...

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A total of 23 days were spent with steam raised for auxiliary purposes, several of them over weekends, in an attempt to complete the above trials in the shortest time possible. Despite long hours morale within the department remains high and all personnel look forward to the commencement of SAT(ME).

9. Early in the month a crack was detected in the Starboard Main Engine nozzle box casing while warming through with steam for the first time post-half life refit. The crack propagated from the weld repair of an original casting defect adjacent to the ahead inlet steam thermometer pocket boss. Dye penetrant and radiographic techniques revealed the full extent of the cracking, and arc/air gouging was used to remove the metal in way of the flaw. Weld repair using high-temperature pre-heat and light peining proved successful under pressure test and after facing the cover joint and lapping in the sequential nozzle valves, the engine was turned under steam nineteen days after the defect was discovered.

10. In hindsight, the main engine defect gave the Marine Engineering department much needed breathing space in what has always been an ambitious programme. In fact the final generator trial was not completed until four days after the Main Engine repairs were complete. The high proportion of time spent with steam raised for auxiliary purposes may tell in the maintenance load over the next few months, but there is a high degree of confidence of being able to complete SAT(ME) early in February.

WEAPONS ELECTRICAL ENGINEERING

11. January has been an extremely busy month for the department, with all personnel fully occupied with final trials and preparations for sea.

12. Most set-to-work programmes remain on schedule but recent setbacks in the MRS3 and Ikara areas indicate a review of target dates for completion of Harbour Acceptance Trials in respect of these systems. The Mulloka installation is progressing very well with only minor problems evident or expected at this time.

13. All main supply alternators have now completed trials. However, both turbo driven machines range in voltage by up to 30% when consort is switched from hand to automatic. This defect is currently being investigated by Garden Island Technical Services personnel; the defect is not expected to delay initial sea trials.

SUPPLY

14. X-ray Naval Store (ex Mortar Bomb Room) remains destored pending final inspection and acceptance of new racking installed during refit. It is anticipated that storing will take place early in February commensurate with the ship's programme.

15. Repairs to the Main Galley wiring defects reported previously were completed on the 11th January.

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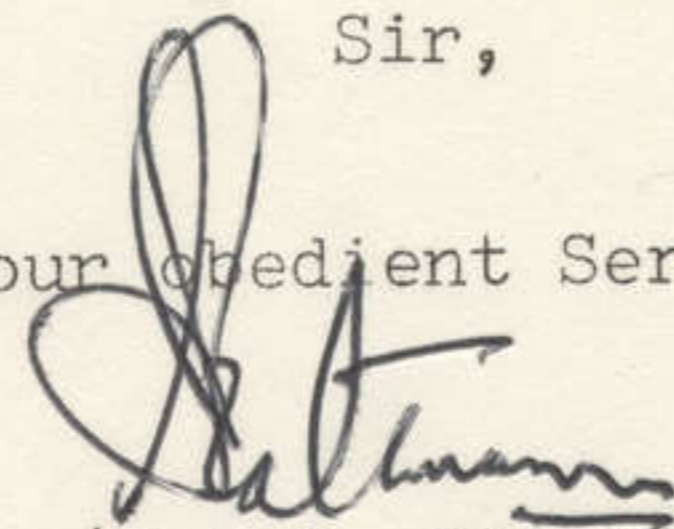
HEALTH, CONDUCT AND MORALE

16. Despite the frustrations of programme delays and the long working hours required of some personnel, particularly in the technical departments, morale in the ship is considered high and a good sense of purpose, directed at the Mulloka trials, seems to exist. Conduct has been satisfactory during the month with an increase in the incidence of minor leave-breaking towards the end of the period at Cockatoo Island. The health of the ship's company is good.

I have the honour to be,

Sir,

Your obedient Servant



(W.S.G. BATEMAN)
Commander RAN
COMMANDING OFFICER

Annexes: A. Steaming Figures
B. Drills, Evolutions and Exercises.

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ANNEX A to HMAS YARRA letter
1/16/1 dated
February 1978.

STEAMING FIGURES

A.	Miles steamed during the month	Nil
B.	Hours underway during the month	Nil
C.	Total distance steamed since first commissioning	483,611.8 miles
D.	Total hours underway since first commissioning	34,038.4 hours
E.	Occasions on which economical speed was exceeded	Nil

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ANNEX B to HMAS YARRA letter
1/16/1 dated
February 1978.

DRILLS, EVOLUTIONS AND EXERCISES

Navigation and Seamanship

16JAN Rig Danbuoy
18JAN SSD Harbour Exercise
Steering Gear Breakdowns
Emergency Procedures
20JAN Exercised Swimmer of the Watch
24JAN SSD Harbour Exercise
26JAN Exercised Emergency Boat
31JAN Exercised Blind Pilotage Team

Marine Engineering

18JAN Major Boiler Room Fire Exercise
Emergency Drills
24JAN Emergency Drills
25JAN Total Steam Failure Exercise

NBCD

Daily DC and Fire Exercise

Weapons Electrical Engineering

15JAN DC Exercise - FWD Hull and Fire Pump.
16JAN DC Exercise - Aft Hull and Fire Pump
Steering Motors
20JAN NBCD COMEX
21JAN DC Exercise - Steering Motors
22JAN DC Exercise - Steering Motors
Main emergency ran
Motor driven FC pump
23JAN DC Exercise - Steering Motors
FWD Hull and Fire Pumo.

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I.R.Q. 1/16/1

HMAS YARRA
at Garden Island.

6 MAR 1978

The Flag Officer Commanding
HM AUSTRALIAN FLEET.

For Information:

The Commander
THIRD AUSTRALIAN DESTROYER SQUADRON.

HMAS YARRA - REPORT OF PROCEEDINGS - FEBRUARY 1978

Sir,

1. I have the honour to report the proceedings of HMAS YARRA under my command for the month of February, 1978.
2. HMAS YARRA embarked trials ammunition at No. 3 buoy on 1st February and on completion was moved by tugs to the Fitting-out Wharf, Garden Island Dockyard, to continue basin trials. In suitably pleasant weather, YARRA cast off at 0900, Friday 3rd February and proceeded under her own power for the first time since recommissioning. This happy occurrence, so early in the month, presaged a full and successful period, in which substantial progress was made towards the achievement of sea acceptance trials.
3. After conducting harbour anchor trials in the vicinity of Shark Point, the ship proceeded to sea, clearing Sydney Heads at 1030. Details of trials completed on this and subsequent days at sea have been reported elsewhere. YARRA conducted a boat transfer in Watson's Bay at 1700, 3rd February to exchange trials personnel and remained at sea overnight. It is hoped that the zeal exhibited by watchkeepers during the first night watches will continue. The ship conducted log calibration runs on the Vaucluse-Bondi measured distance during the forenoon, Saturday 4th February and entered harbour through the weekend sailing fleet to berth at the Fitting-out Wharf at 1300.
4. The ship was moved by tugs to No. 2 buoy on Monday 6th February to receive her outfit of ammunition (except IKARA missiles). Ammunitioning continued on Tuesday 7th February, and on completion YARRA proceeded to the DG range at Rose Bay. During the ranging, Mulloka beam pattern quick looks were conducted unsuccessfully with a work boat at Shark Island. YARRA berthed at the Fitting-out Wharf at 1600.
5. At 0930 on Wednesday 8th February, I had the pleasure of welcoming you, Sir, aboard at the Fitting-out Wharf for a short visit prior to the ship's departure. After you had boarded your barge, Sir, in the vicinity of Bradleys Heads, YARRA proceeded to sea to continue Sea Acceptance Trials. It was again necessary to transfer personnel in Watson's Bay at 1700 before returning to sea for further trials.

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6. On Thursday 9th February, YARRA joined HMAS MELBOURNE at 0700 and accompanied her into harbour. This first occasion of acting in company with MELBOURNE indicated a further milestone in YARRA's progress. YARRA secured to No. 3 buoy at 0835 where the ship was swung for the adjustment of the magnetic compass. At 1220 YARRA slipped and returned to sea to progress IKARA Magazine handling trials, finally berthing at the Cruiser Wharf at 1440 to commence a short self-maintenance period.

7. On Friday 10th February I had the pleasure of lunching with you, Sir. Captain N. Ralph, DSC, RAN Commander of the Third Australian Destroyer Squadron carried out an informal walk around in YARRA on Friday 17th February.

8. YARRA remained at the Cruiser Wharf until 0830, Monday 20th February when the ship proceeded to sea to continue trials. After a satisfactory day the ship returned to harbour, conducting a further unsuccessful Mulloka quick look trial in Rose Bay before berthing at the Cruiser Wharf at 1800.

9. YARRA was moved by tugs to No. 3 buoy on Wednesday 22nd February to embark the IKARA outfit. At 1500 tugs were again required to move the ship to the Oil Wharf to embark the D3 aerial, returning to No. 3 buoy at 1610. YARRA slipped at 0815 the following morning and disembarked the D3 aerial at the Oil Wharf at 0830. At 0910 YARRA proceeded to sea.

10. The day's trials were successfully completed and YARRA returned to harbour at 1645 to conduct another series of Mulloka quick look receiver beam pattern checks. It was necessary to place the noise source (a work boat) at No. 3 buoy and make passing runs in the main channel because of the large number of runs required. WRE Engineers had rectified a wiring problem in the Mulloka receiver prior to this trial which was completed successfully at 1830. After conducting a boat transfer near No. 2 buoy YARRA returned to sea. The ship conducted Main Engine trials throughout the night, and log calibration runs on the Bondi-Vaucluse measured distance during the forenoon of Friday 24th February. YARRA returned to harbour and berthed alongside HMAS SWAN at the Oil Wharf at 1200, Friday 24th February.

11. YARRA was moved by tugs to the Cruiser Wharf at 1400, Monday 27th February, and remained at that berth until the end of the month.

MARINE ENGINEERING

12. February started on an encouraging note for the Marine Engineering Department with the commencement of sea acceptance trials after several weeks of delay and frustration. Refit completion was signified by the signing of Form TM165 on Thursday 2nd February, 1978. Since then a policy of consolidation has been pursued with departmental personnel obviously responding to the challenge of maintaining their own equipment. During the month a total of eight days were spent at sea and machinery reliability seemed to increase with each occasion of sailing.

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The only major items outstanding from the SAT(ME) schedule at the end of the month were Full Forcing Rate trials on both boilers and a Full Power Trial.

13. Major items of concern have been the Main Boiler Feed Regulators, as they are after any refit, but at the end of the period they were functioning well and most defects had been resolved. Other problems have included Main Boiler Registers, Extraction Pump Governors and Starboard Boiler Safety Valves. The return to Garden Island and the accustomed procedures of defect administration have proved a welcome confidence booster and a marked increase in morale is evident. Nevertheless the current shortage of LSMTs is acutely felt with only four out of seven borne. This is due in part to the loss of three sailors to hospital and one for compassionate reasons.

WEAPONS ELECTRICAL ENGINEERING

14. Significant progress was made during the month toward completion of outstanding Harbour and Sea acceptance trials. Many trials had to be repeated before success was achieved; the most notable of these was the IKARA (SAT 6) handling equipment trial which took three attempts before reaching a satisfactory conclusion.

15. The voltage control problem with both turbo driven alternators remains extant but has not as yet delayed the ship's operation. Recent developments in this area are encouraging and it is hoped the defect will be rectified shortly.

16. A full outfit of IKARA ammunition was embarked during the month and system qualification test progress is satisfactory with indications for a successful initial firing (presently planned 7th - 8th March, 1978).

17. Gun functioning and muzzle velocity measurements were successfully completed concurrent with initial sea trials. During investigations into the cause of oil leaks in the mounting's hydraulic systems irregularities were discovered in pipe terminations in the general service system. Solder, used in the pipe jointings, had been injected into the system and caused considerable damage to seals, valves and other components. Further investigation revealed similar contamination in the training and elevation systems. All mounting hydraulic components are being removed; final repair strategy is yet to be decided.

18. Garden Island involvement continues in the EW, JYA plotting, Seacat, IKARA and Gun direction systems. Progress is steady; with the MRS 3 tracker/predictor and gunnery radar successfully completing AA tracking SATS late in the month and now handed over the Ship's Staff.

SUPPLY

19. X-Ray Naval Store (ex Mortar Bomb Room) was stowed during the month, thus completing embarkation of all available repair/replacement parts subsequent to S.O.A.P.

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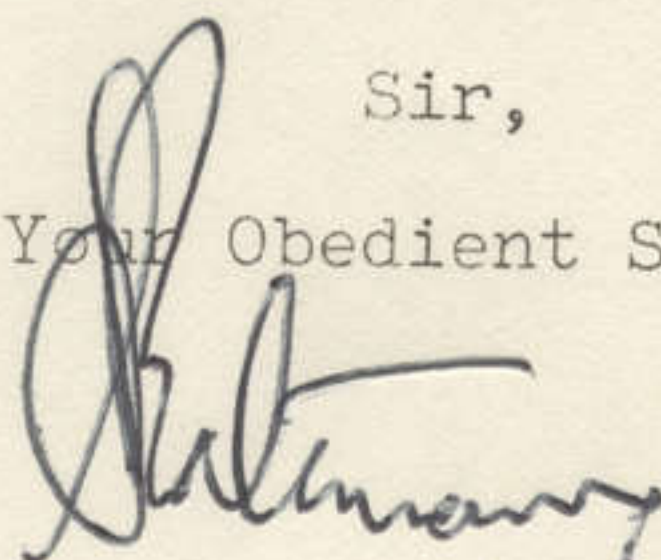
GENERAL

20. Understandably the GID Assessment of the extent of the turret defect was depressing news for the ship, but this was reduced to some extent by the good progress made during the month in other areas. Morale is considered high, health of the ship's company during the month has been good and conduct satisfactory.

I Have the Honour to be,

Sir,

Your Obedient Servant



(W.S.G. BATEMAN)
COMMANDER RAN
COMMANDING OFFICER

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

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ANNEX A to HMAS YARRA letter
1/16/1 dated

STEAMING FIGURES

- A. Miles steamed during the month 1,036.7 miles
B. Hours underway during the month 92.2 hours
C. Total distance steamed since first commissioning 484,648.5 miles
D.8 Total hours underway since first commissioning 34,130.6 hours
E. Occasions on which economical speed was exceeded

<u>DATE</u>	<u>TIME</u>	<u>SPEED</u>	<u>REMARKS</u>
3FEB	1 hour	19Kts	Trials requirements.
4FEB	2 hours Various	20Kts Various	Trial requirements Log Calibrations.
8FEB	2 hours 1 hour	20Kts 18Kts	Trial requirements.
9FEB	0.5 hour	19Kts	Trial requirements.
20FEB	Various	Various	Trial requirements.
23FEB	3 Hours	20 Kts	Full Forcing Rate Trial.
24FEB	Various	Various	Log Calibrations.

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Annex B to HMMS YARRA letter
1/16/1 dated

DRILLS, EVOLUTIONS AND EXERCISES

Navigation and Seamanship

3, 4, 8, 9
20, 23, 24 Exercised Blind Pilotage Team

3 FEB Exercised Emergency and Leaving Ship Stations

3 FEB Steering Gear Breakdown Drills
 Demonstration ILR and Inflatable Lifejackets

8 FEB Exercised Emergency and Leaving Ship Stations
 Demonstration ILR and Inflatable Lifejackets

 Exercised Defence Stations
 Exercised Action Stations

 E.R. Breakdown Drills

 Lay Dan Buoy

 Executive Officer Ship handling.

 OOW Ship Handling

 Recover Dan Buoy

20 FEB OOW Man Overboard Drills
 Exercised Swimmer of the Watch

23 FEB Executive Officer Berthing and Departure

 Lay out Towing Gear

 Lay out RAS Gear

Gunnery

3 FEB Gun Functioning Trial

6, 7 FEB Ammunition Ship

8, 9 FEB 3 Series MVME Calibration

20 FEB Balloon Tracking - MRS 3 DYST

23 FEB Balloon Tracking - MRS 3 DYST
 AA Tracking (MACCHI) - MRS 3 DYST

TAS

20 FEB Demonstration Marine Sound Signals

22 FEB Embark Ikara Outfit

NBCD

1 FEB Exercise Fire 2C Fwd Diesel Compartment

2 FEB Exercise Fire Main Galley

6 FEB Exercise Fire 2J Comb Radar Office

8 FEB Close down to 1Z
 NBCD COMDEX

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10 FEB Exercise Fire 3H Refrig. Flat.
11 FEB Exercise Fire Shipwright Workshop
12 FEB Exercise Fire Operations Room
13 FEB Exercise Fire 3H Conversion Machinery Room
Exercise Bomb Threat
15 FEB Exercise Fire Operations Room
16 FEB NBCD COMMEX
19 FEB Exercise Fire Shipwright Shop
20 FEB NBCD COMMEX
Minor NBCDX - Exercise Flood 3cz Storeroom
23 FEB All OOD - Lecture Ikara Magazine Spray System
25 FEB Exercise Fire 3J Switchboard.

MARINE ENGINEERING

1 Post Refit Safety Inspection.
Full Basin Trial Conditions
Breakdown Drills conducted
3 Stearing Gear Breakdown Drills
22 Lecture to Marine Engineering Department on
Operation and Maintenance of IKARA Magazine
Spray System.
23 Exercised Fuelling Party in replenishment
at sea procedures. Rigged to receive fuel
by probe Port side F'o'csle.
Machinery Breakdown Drills
- Both main condensers high water level.
Shut down to turning motors.
Full Forcing Rate Trial - Port Boiler.
23, 24 Helo Fire Party Training - NAS NOWRA
Vibration Analysis Team Training - GID.
24 Steady Steaming Trials.

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I.R.Q. 1/16/1

HMAS YARRA
at Sea.

03 APR 1978

The Flag Officer Commanding
HM AUSTRALIAN FLEET.

For Information:

The Commander
THIRD AUSTRALIAN DESTROYER SQUADRON.

HMAS YARRA - REPORT OF PROCEEDINGS - MARCH, 1978

Sir,

1. I have the honour to report the proceedings of HMAS YARRA under my command for the month of March, 1978. Time zones are as indicated.

2. At the commencement of the month HMAS YARRA was berthed at the Cruiser Wharf, Garden Island, during a short lull in the ship's trials programme. On 1 March, an internally generated exercise bomb threat was received in YARRA and the ship was cleared to permit a thorough search for the very improvised explosive device planted below decks. On 2 March, YARRA proceeded to sea at 1600L to continue trials. After a night of Sonar trials the ship returned to Port Jackson, berthing at 1000L at the Oil Wharf, Garden Island. YARRA fuelled on the afternoon of Friday 3 March, and remained alongside for the weekend.

3. At 0930K on Monday 6 March, YARRA sailed for a fortnight's trials and shakedown period, which was to include a weekend visit to Melbourne. The highlights of the first two days at sea were a period in company with HMAS OVENS on Monday 6 March and a very successful IKARA firing on the morning of Tuesday 7 March.

4. The ship returned to Sydney (after several runs on the Vaucluse - Bondi measured distance) at 1430K on Tuesday 7 March to transfer RANTAU personnel in YARRA's boat from the ship to Watson's Bay Wharf. Once more at sea further trials were conducted, including some Sonar tracking of several large targets of opportunity found at anchor off Port Kembla. YARRA came to anchor in Jervis Bay at 1800K on Wednesday 8 March. Inconclusive Mulloka transmitter beam pattern checks were conducted overnight.

5. The ship weighed at 0600K Thursday 9 March and proceeded to Melbourne. Dieso burning trials and other internal drills were conducted during the passage and, despite adverse weather forecasts, YARRA passed through a tranquil Bass Strait to enter Port Phillip heads at 0800K, Friday 10 March.

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3 APR 1978

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6. During the crossing of Port Phillip Bay YARRA attempted to exchange identities with USS QUEENFISH, then under escort of HMA Ships SNIPE and CURLEW on completion of a visit to Melbourne. YARRA berthed at Station Pier, Port Melbourne, at 1150K Friday 10 March, and at 1500K I called on the Naval Officer-in-Charge, Victoria, Commodore D.H.D. Smyth, RAN.

7. YARRA's visit to Melbourne, during the Moomba weekend, was a pleasant change of scene for the Ship's Company, and proved to be a most suitable first visit of the new commission enjoyed by all. During the visit the Ship's rugby team scored a major victory by winning a Victorian area Joint Service one day knockout competition between ten teams from all three services held at OCS Portsea. Team members subsequently landed to proceed to Sydney at their own expense to participate in the Mens Cup Rugby knockout competition. Full details of the team's success in that competition have been fully reported in the sporting pages of Navy News.

8. YARRA was open to visitors on Saturday 11, Sunday 12 and Monday 13 March (on Saturday as a result of incorrect advertising in a local newspaper). A total of 3,326 people visited the ship during this period.

9. YARRA sailed at 0900K Tuesday 14 March for the passage to Jervis Bay. At 1840K in Bass Strait, shortly after sunset, the port shaft developed a very loud knocking noise. The ship was stopped, but divers could find no evidence of damage to screws, shafts or rudders and the noise had disappeared when the ship got underway again. A subsequent investigation on Friday 31 March was to reveal a light polypropylene line within the rope guard on the port shaft, and a Bass Strait lobster pot is now regarded as the likely noise source.

10. Without further incident YARRA arrived in Jervis Bay at 1200K, Wednesday 15 March. After embarking trials personnel the ship commenced sound ranging. The ranging was completed at 1600K, and after a further successful series of Mulloka beam pattern quick looks, YARRA came to anchor in Jervis Bay at 1910K. 170 Sonar Assessment and further Mulloka transmitter beam pattern checks were attempted overnight but were aborted due to equipment failures.

11. The ship weighed at 0745K on Thursday 16 March and sailed to rendezvous with HMAS OTWAY, for preliminary Mulloka detection trials. These trials, the results of which were encouraging, continued until 1340K on Friday 17 March when OTWAY was detached and YARRA proceeded to Sydney, berthing alongside HMAS VAMPIRE at the Oil Wharf, Garden Island at 1710K, Friday 17 March.

12. During the subsequent week YARRA prepared for work-up. The ship's Training Readiness Evaluation was conducted by Fleet Staff officers on Monday 20 March. The Mulloka Co-ordination Committee was held in GID on Tuesday 21 March, and this included a demonstration of Mulloka onboard YARRA. Command Team training took place at HMAS WATSON on Tuesday 21 and Wednesday 22 March. I had the pleasure, Sir, of welcoming you onboard on Thursday 23 March for an informal walkround of YARRA. This week rather set the pace for work-up.

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13. YARRA remained at the Oil Wharf for the Easter weekend, and sailed in company with HMAS SWAN at 1000K Tuesday 28 March, to commence the shortened work-up. With Fleet Staff observers embarked to assess the ship's training preparedness, YARRA and SWAN exercised throughout the day, and at 1800K YARRA entered Watson's Bay to transfer personnel ashore by boat. The ship returned to sea to rendezvous with SWAN, and work-up continued in the exercise areas south of Sydney. Exercises conducted are included in Annex B.

14. On Wednesday 29 March, YARRA detached and anchored in Jervis Bay at 0800K for Helicopter and Liferaft demonstrations. These completed at 1050K and at 1100K YARRA weighed and proceeded to rejoin SWAN in the exercise area. HMAS VENDETTA joined SWAN and YARRA shortly before midnight on Wednesday 30 March, and exercises continued. At 0400K Friday 31 March, YARRA detached once more, and after laying and recovering a danbuoy in Shoalhaven Bight, proceeded into Jervis Bay. YARRA came to anchor in C1 anchorage at 1145K, and remained at anchor until the end of the month.

Marine Engineering

15. This month saw the ship progress from SATs to work-up with a noticeable increase in watchkeeper confidence and main machinery reliability as the days passed. Early in the period, Dieso burning trials were conducted with assistance from ARL and GID personnel and although Full Forcing Rate on the **Port Boiler** and Full Power were not achieved this did not detract greatly from the considerable data collected. Interim fuel consumption curves have already been produced and fair copies will be forwarded by ARL in due course.

16. For the first half of the month the GID Vibration Analysis team was also onboard conducting the Post Refit Vibration Analysis Survey. A full report on the results of the survey is not yet available, however data collected has already been of assistance in investigating vibration in the Port Main Gearing at high speeds (URDEF 12/81), and highlighting defects on the Turbo Driven Forced Lubrication **Pump** (URDEF 13/81), both extraction pumps, Turbo Driven Fire and Bilge Pump and K2 Turbo alternator circulating water pump bevel drive.

17. Alongside maintenance has been restricted throughout the month by the continued requirement to investigate AVR problems in both Turbo Alternators. Despite this the ship has managed to meet all programmed commitments and departmental morale remains high as work-up progresses.

Weapons Electrical Engineering

18. Work in the department has continued apace throughout the month with most systems handed over to Ship's Staff and functioning satisfactorily; with normal post-refit teething difficulties. Increased sea running has allowed personnel to consolidate maintenance techniques and familiarise themselves with equipment.

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19. Repair strategy for the 4.5 inch gun mount has now been decided with work continuing on an opportunity basis as ship's work-up and trials programmes permit. The project is currently ahead of schedule but, by virtue of sheer extent, is not expected to complete before early 1979. Several other non-Mulloka dependent systems remain in dockyard hands with set-to-work and trial not expected prior to the end of April 1978. The more notable of these are Seacat, EW and the gunnery systems surface fire control equipment.

20. An Ikara System qualifications test was completed during the month culminating in a successful firing 7 March 1978.

21. Phase One Mulloka trials concluded 17 March 1978 with encouraging detection ranges achieved toward the end of the period. However, several sub-sections of the system require significant optimisation prior to the commencement of Phase Two trials 6 May 1978. This optimisation is being effected at sea, during the ship's work-up, by WRE and EMI engineers.

General

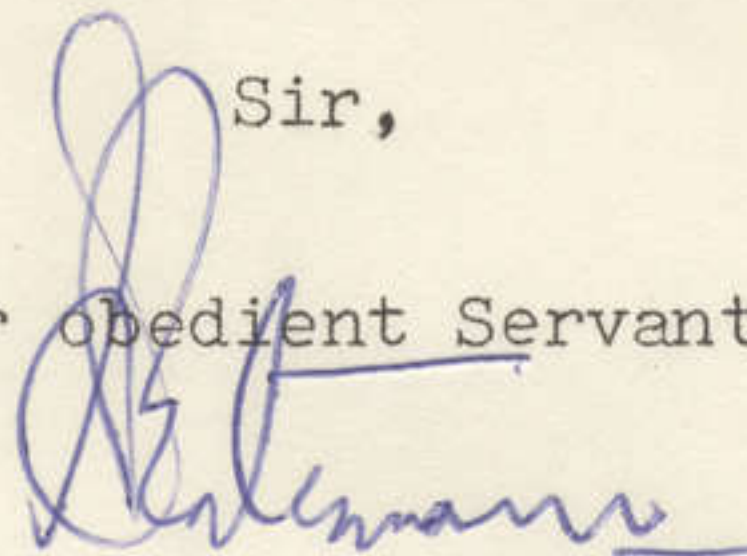
22. March was a good month for YARRA. The transition from the post refit stumblings at the start of the month to the beginnings of a taut organisation at month's end was very marked. It has been particularly pleasing to note an increasing sense of identity in the Ship's Company as the ship has moved towards a more operational state.

23. Morale is considered high and the health of the Ship's Company is good. Conduct and the appearance of the ship are satisfactory.

I have the honour to be,

Sir,

Your obedient Servant


(W.S.G. BATEMAN)
Commander RAN
COMMANDING OFFICER

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

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ANNEX A to HMAS YARRA's letter
1/16/1 dated

03 APR 1978

STEAMING FIGURES

- A. Miles steamed during the month. 3,118.1
B. Hours underway during the month. 248.3
C. Total distance steamed since first
commissioning. 487,766.6
D. Total hours underway since first
commissioning. 34,378.9
E. Occasions on which economical speed was exceeded

<u>Date</u>	<u>Time</u>	<u>Speed</u>	<u>Remarks</u>
7MAR78	1.0	19.5	Dieso Burning Trials
.	2.0	21.0	Dieso Burning Trials
9MAR78	6.9	Various	Full Power Trial
14MAR78	6.8	Various	Vibration Analysis Trial
15MAR78	7.1	Various	Vibration Analysis Trial
28MAR78	4.2	Various	Work-up Exercise requirements.
29MAR78	0.8	23.0	Work-up Exercise requirements.
	2.3	Various	Work-up Exercise requirements.
30MAR78	1.9	Various	Work-up Exercise requirements.

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ANNEX B to HMAS YARRA's letter
1/16/1 dated

DRILLS, EVOLUTIONS AND EXERCISES

03 APR 1978

Navigation and Seamanship

- 2MAR Blind Pilotage
- 3MAR OOW Breakdown Drills
Blind Pilotage
- 6MAR Man Overboard Drills
- 7MAR Defence Stations
Action Stations
Blind Pilotage
MINSTRAN - Visual
- 8MAR Stream Splash Target
Lay Dan
Blind Pilotage
- 9, 10,
15, 16, Blind Pilotage
and 17MAR
- 28MAR Blind Pilotage
MINTRAN - Blind
Defence Stations
Actions Stations
OOW MANS - 2 Ship
Man Overboard Drills
Station Master
- 29MAR Station Master
OOW MANS - 2 Ship
Blind Pilotage
Helo Winching/ILR DEM
Man Overboard Drills
RAS Approaches - Day
Jackstay Transfer
Screen Play
- 30MAR Screen Play
OOW MANS - 3 Ship
Lay Dan
OOW Breakdown Drills
Defence Stations
Action Stations
Shelter Stations
Night RASAP
Night Jackstay
Screen Play
- 31MAR Screen Play
OOW Breakdown Drills
Lay Dan
NGS Navigation
OOW Anchorage
Blind Pilotage

.....2/.

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B2.

Gunnery

6MAR AA Tracking (CM1)
7MAR SUCRFX (.5 inch)
23MAR BOARDEX
28MAR AA Tracking (AA1)
31MAR Naval Gunfire Support (NGI)

TAS

6MAR78 CASEX E1
CASEX A1
7MAR78 Ikara Firing
MINTRAN
8MAR MRS Tracking
15MAR Operation Awkward
16, 17
MAR MRS Tracking
28MAR MINTRAN
CASEX S2A
29MAR CASEX A2 (S)
30MAR CASEX A2 (S)
31MAR Operation Awkward

AIO

20MAR PLOTTEX - HMAS WATSON
21 - 22
MAR Command Team Training - HMAS WATSON
28MAR RAINEX/GOPEX
SPX
29MAR RAINEX/GOPEX
SPX
30MAR ARRX
RAINEX/GOPEX

NBCD

1MAR Bomb Threat Exercise
Exercise Flood - Tiller Flat
5MAR Exercise Fire - Sacat Magazine
6MAR Emergency Stations
7MAR Action Stations - NBCD1Z
NBCD COMMS EX
Minor NBCDX
First Aid EX
11MAR Exercise Flood - Tiller Flat

.....3/.

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B3.

- 15MAR NBCD COMMS EX
16MAR NBCD COMMS EX
Minor NBCDX
20MAR Exercised Flood - 5Cz S.I.S.
Minor Flood - 3N Flat
27MAR Exercised Fire - 01Jz AMP Compartment
28MAR Action Stations - NBCD 1Z
First Aid EX
29MAR Minor NBCDX
30MAR Minor NBCDX
31MAR Fire Fighting Training - Jervis Bay

Marine Engineering

- 7MAR Full Forcing Rate achieved Starboard Boiler
15MAR Main Forced Draught Blower failure.
17MAR Turbo Driven Forced Lub Pump failure.
Main Boiler Emergency shut down.
23MAR Training Readiness Evaluation.
- Loss of Main Feed Pump
- Loss of Sulzer Auxiliary Feed Pump
- F/D Blower failure
- Loss of Main Engine Vacuum
- Main Boiler Water Level fluctuations
- Boiler Room fire
- Loss of Fuel Service Pump
- Total Steam failure
28MAR Turbo Driven Forced Lub Pump failure.
Extraction Pump failure.
Telegraph failure.
29MAR Loss of Steering Motors.
Steering Telemotor failure.
Telegraph failure.
30MAR Main Engine Forced Lubrication System failure.
Steering Telemotor failure.

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1/16/1

RESTRICTED

HMAS YARRA
AT PORT ADELAIDE

The Flag Officer Commanding
HM AUSTRALIAN FLEET

7 MAY 1978

For Information:

The Commander
THIRD AUSTRALIAN DESTROYER SQUADRON

HMAS YARRA - REPORT OF PROCEEDINGS - APRIL 1978

Sir,

1. I have the honour to report the proceedings of HMAS YARRA under my command for the month of APRIL 1978. Time zones are as indicated.
2. On Saturday, 1 April, YARRA was at anchor in Jervis Bay, her Ship's Company enjoying a quiet sporting weekend ashore. Ships Company divisions were held during the forenoon of Sunday 2 April, and Mulljka Beam Pattern checks were carried out later that day. The ship weighed at 2200K Sunday 2 April and returned to sea and to work up. YARRA berthed at the Oilwharf, Garden Island, alongside HMAS SWAN at 0815K Monday 3 April in order to refuel.
3. At 1130K YARRA cast off and proceeded to sea in company with HMAS SWAN, YARRA's work-up consort. YARRA and SWAN exercised throughout the day, and were joined by HMAS VENDETTA during the afternoon. Exercises conducted on this and subsequent days of work-up are reported at Annex B. On Tuesday 4 April YARRA experienced the first moderately rough weather of her new commission, which limited the value of programmed OOW station keeping exercises. Accordingly, a formation anchorage was conducted in Jervis Bay for the three ships at 2230K. At 0615K Wednesday 5 April, YARRA and SWAN weighed and returned to sea to continue work-up.
4. On Thursday 6 April, YARRA "went foreign", securing to No. 4 Buoy in the harbour of Fleetragia at 1005K, for a formal visit. Sheik OMAR SHAFF, a member of Fleetragia's royal family was received aboard at 1020K with full ceremonial. So pleased was he with his visit and the general appearance of YARRA that instead of responding by means of a simple audience at the palace, he arranged an attack by underwater swimmers. The Ship's Company of YARRA, intrigued by this novel act of hospitality, defended the ship with great enthusiasm.
5. Having completed the Ceremonial Exercise and Operation Awkward, YARRA remained at No. 4 Buoy (actually in Port Jackson) overnight, and slipped at 0810K Friday 7 April to berth alongside SWAN at the Oil Wharf. The ship remained at the Oil Wharf for the weekend.
6. YARRA sailed at 1000K, Monday 10 April for the final week of her shortened work-up. Swan joined at 1400K, and exercises in company continued. SWAN and YARRA were joined by HMAS HOBART at 2240K on Monday 10 April and the three ships remained in company overnight.

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.....2/.(Para 6 Cont)

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- 6.(Cont.) During the morning of 11 April, HOBART joined in OOW manoeuvres and R.A.S. approaches, as an early start to her work-up, before detaching.
7. Exercises continued in the southern exercise areas during Tuesday 11 April, and VENDETTA joined during the first watch as the Orange Force in a mini-war. She was well received. After a further night in company with HOBART, and a day's exercising with VENDETTA and SWAN, YARRA detached at 2300, Wednesday 12 April and proceeded to Jervis Bay.
8. The ship found anchorage in the earthquake-devastated harbour of Knightstown at 0545K Thursday 13 April. Assistance to the civil population was rendered without delay. As a result of continuing exercise earthquakes, the anchorage unfortunately became untenable, and YARRA weighed at 1049K with a much reduced complement. The ship cruised in Jervis Bay under the Command of the PWO(G), LCDR GLEX PWO P.L. CHAPMAN RAN until 1154K when the tremors(ashore) were judged to have eased. Throughout the Disaster Relief Exercise, which terminated at 1330K, 13 April, the enthusiasm of the Ship's Company once again contributed to the successful completion of a somewhat demanding exercise.
9. YARRA weighed at 1930, Thursday 13 April and sailed from Jervis Bay in company with SWAN. Both ships exercised throughout the night and entered Port Jackson the following morning. YARRA secured to No 4 Buoy, and SWAN to No 5 Buoy, at 0830K. Commodore J.D. STEVENS RAN, and Fleet Staff observers embarked at 0900K to witness YARRA's Post-Workup Evaluation. At 0915K, YARRA and SWAN slipped and proceeded to sea.
10. After the success of the Operation Awkward and the Disaster Relief Exercise, the Ship's performance during the Fleet Training Group's Evaluation was somewhat disappointing. As discussed at the evaluation wash-up, this was a situation where enthusiasm alone was not sufficient; the limitations of the shortened Work-up were apparent in some areas. The long day the day before and the prevailing strong Southerly weather also did not help the situation.
11. YARRA berthed at West Dock Wall at 1555K, Friday 14 April and commenced a week's assisted maintenance period. The ship was moved by tugs to alongside VENDETTA at the North End Cruiser Wharf on the afternoon of Thursday 20 April, and at 1545K on Friday 21 April YARRA cast off and proceeded to sea to passage to Adelaide.
12. The visit to Adelaide had been programmed to permit WRE personnel to expend greater effort on MULLOKA. The week's AMP in Sydney was of necessity somewhat hectic as best use was made of Dockyard facilities in the limited time available. On Friday 21 April, RANRL representatives fitted YARRA with an APOLLON - WANG Satellite Navigation receiver and computer to assist in Mulloka Sea Trials.
13. YARRA was fortunate once again with choice of weather in which to transit Bass Strait. The light airs and calm seas permitted work to progress during passage on ship's husbandry tasks and more importantly, on Mulloka. The 57,000 ton BHP Bulk carrier IRON SUMMERSBY offered a target of opportunity for Mulloka, to allow MURRTE recordings to be made in Bass Strait.

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.....3/.(Para 14)

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-3-

14. Anchorage was found in Antechamber Bay on the North East coast of Kangaroo Island at 1745K, Sunday 23 April. Clocks were adjusted to Zone I/K whilst at anchor, and YARRA weighed to continue passage at 2345I/K.

15. YARRA entered the Port River, Adelaide on the morning of Monday 24 April and berthed at the Mobil Wharf at 0730 I/K to fuel. Whilst at this berth, the Naval Officer In Charge, South Australia, Commander P.M. MULCARE RAN, and Mr E.B. DAVIS, Chief Superintendent of the Advanced Engineering Laboratory Defence Research Centre, Salisbury boarded the ship, and the local press were met on the bridge immediately prior to the ship shifting berth upriver to No 10 Wharf at 1030I/K.

16. YARRA remained at No 10 Wharf, Port Adelaide for the remainder of the month continuing her AMP. In the company of Commander P.M. MULCARE RAN, I called on the Mayor of Port Adelaide, Mr H.C.R. MARTEN on 24 April. The Ship's Company observed Anzac Day at ceremonies in the city and at the Port. On 26 April, again in the company of Commander MULCARE, I called on His Excellency the Governor of South Australia, Mr K. SEAMAN OBE, and on the Deputy Lord Mayor of Adelaide, Alderman J.V.S. BOWEN. The Ship's official reception was held on board on Thursday 27 April, for 50 guests.

17. In addition to a variety of Defence Research Centre and EMI personnel involved with or actually working on Mulloka, YARRA was visited by several organised groups during the Adelaide visit. A large number of school children have visited the ship. On Saturday 29 and Sunday 30 April the ship was open for inspection by the general public, and a total of 2535 people visited. The ship's company have continued to be heavily involved ashore with sporting and social functions.

Weapons Electrical Engineering

18. The department has operated well during a period with activities early in the month centered on work-up and later on the AMP and Mulloka optimisation in Adelaide. That equipment has performed satisfactorily with only minor defects occurring.

19. Work on Mulloka has continued on a 'two shift' basis during the ships Adelaide stay. Progress has been made and several modifications to improve display performance implemented.

Marine Engineering

20. The final two weeks of work-up, while demanding, added further to the competence and confidence of all members of the department. Proficiency was put to an additional and successful test when the ship was called upon to sail, at short notice, from her Jervis Bay anchorage with a significant proportion of the department, including the MEO, ashore engaged in a DISTEX.

21. An alignment check of the Port Main Engine flexible coupling was effected during the Sydney phase of the AMP. The coupling was found defective (URDEF 22/81) and replaced with a repairable spare from MSD as a temporary measure. A new coupling has been ordered. Other major repairs completed during the initial week of the AMP were a new governor fitted to the Turbo driven forced lubrication pump (URDEF 16/81) and overhaul of the starboard extraction pump (URDEF 20/81).

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.....4/.(Para 22)

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22. During the passage to Port Adelaide a full forcing rate trial was attempted on the Port Boiler but aborted because of excessive temperatures. The Adelaide phase of the AMP is progressing satisfactorily with a number of troublesome and long standing defects rectified. An alignment check of the Starboard Main Engine has been completed and the readings are within tolerance.

Supply

23. It was disappointing to note that the two part epoxy decking in the Main Galley showed signs of advanced lifting so soon after the ships half life refit. A 16ft sq section was removed and relaid with FMP assistance between 18 - 20 April during which time the ships company were fed the luncheon and evening meal from HMAS KUTTABUL. It is anticipated that the entire galley deck will need to be relaid during the next major availability.

General

24. April showed a shift in emphasis for YARRA's activities from purely Mulloka - oriented, to the work-up environment. The activities of the month have done much to reinforce the spirit of achievement and identity gained through the ship's experiences since commissioning. YARRA is considered to be, now, in a state ready to contribute considerably to the Mulloka programme.

25. Morale is considered high and the health of the Ship's Company is good. Conduct and the appearance of the ship are satisfactory.

I have the honour to be,

Sir,

Your obedient servant



(W.S.G. BATEMAN)
COMMANDER RAN
COMMANDING OFFICER

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Annexes: A. Steaming Figures.
B. Drills, Evolutions and Exercises.

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Annex A to HMAS YARRA letter
1/16/1 Dated.....

STEAMING FIGURES

7 MAY 1978

- A. Miles steamed during the month. 2934.8
- B. Hours underway during the month. 218.9
- C. Total distance steamed since first Commissioning. 490,701.4
- D. Total hours underway since first Commissioning. 34,597.8
- E. Occasions on which economical speed was exceeded.

<u>Date</u>	<u>Time</u>	<u>Speed</u>	<u>Remarks</u>
3-5 April	Various	Various	Work up
10-14 April	Various	Various	Work-up and evaluation
23 April	2.0 Hours	23.0 Knots	Full Forcing Rate Trial Port Boiler.

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Annex B to HMAS YARRA letter
1/16/1 Dated.....

DRILLS, EVOLUTIONS AND EXERCISES **7 MAY 1978**

Navigation and Seamanship

2 April	Mintran(Blind)	
3 April	Mintran Blind Pilotage Tow Aft (HMAS SWAN) Rasap (Day) OOW Manoeuvres (2 Ship) Rasap (Night) Screenplay	
4 April	Screenplay Man Overboard Tow For'd (HMAS SWAN) Jackstay Transfer (Day) OOW Manoeuvres (3 Ship) Formation Anchorage (3 Ship)	
5 April	Blind Pilotage Helo Transfer Jackstay Transfer (Day) Screenplay	
6 April	Blind Pilotage Ceremonex Awkex	
10 April	Mintran OOW Manoeuvres (2 Ship) Stationmaster	
11 April	Screenplay OOW Manoeuvres (3 Ship) Rasap (Day) Tow Aft (HMAS SWAN) Jackstay Transfer OOW Manoeuvres (2 Ship)	
12 April	Screenplay OOW Manoeuvres (4 Ship) NGS Navigation Rasap (Night) Jackstay Transfer (Night)	
13 April	Distex Rasap (Night) Station Master	
14 April	Screenplay OOW Manoeuvres (2 Ship) Mintran Jackstay Transfer	- Post Work-up Evaluation
21 April	Blind Pilotage	
24 April	Blind Pilotage	

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.....B1/.(Gunnery)

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Gunnery

5 April AA1
NEX

10 April CM1

11 April SUCRFX

12 April NG1
AA4
AACRFX
AA1

14 April Post Work Up Evaluation.

AIO

3 April Rainex/Gopex

4 April SPX
Rainex/Gopex

5 April SPX
ARRX

10 April Rainex/Gopex
Simtex

11 April Rainex/ Gopex
ARRX
Miniwar

12 April Rainex/Gopex
ARRX
IFF Check A

13 April Simtex

14 April Post Work Up Evaluation.

TAS

2 April Mintran

3 April Mintran

4 April Casex S2 (B)

5 April Casex S2 (C)

6 April Awkward Demonstation Operation
Awkward.

10 April Mintran
Casex A 2 (S)

14 April Post Work Up Evaluation

21-24 April Mulloka Trials - Targets of Opportunity.

NBCD

4 April Major NBCDX

5 April Minor NBCDX
First Aid EX.

7 April Ex. Fire MRS 3 Director

8 April Ex. Fire Main Galley

9 April Ex. Flood A/C Compartment.

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.....B2/.(NBCD Cont.)

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NBCD(Cont.)

- 11 April DC Communications
First Aid Exercise
Major NBCDX
- 12 April First Aid Exercise
- 14 April Post Work Up Evaluation
Major NBCDX
First Aid Exercise
NBCD Comms.
- 19 April Ex. Fire Paint Store.

Marine Engineering Breakdown Drills

- 1 April Generator Breakdown Drills
- 4 April Emergency Boiler Shutdown
- 5 April Emergency Boiler Shutdown
- 11 April Feed Water Contamination
- 12 April Emergency Boiler Shutdown
Auxiliary Boiler Operating
- 13 April Emergency Light-off Drills - Proceed to Sea
with one watch only - (DISTEX underway).
- 14 April Fire in Boiler Room
Fire in Engine Room
Flood in Boiler Room
Flood in Engine Room
Emergency boiler shutdown Drills
Main Feed Pump Failure
Sulzer Feed Pump Failure
Fractured Main Engine Lubricating Oil Line
Loss of Boiler Fuel Service Pump.
- 23 April Full Forcing Rate Trial Port Boiler (170 RPM
Acheived)
- 24 April Generator Breakdown Drills
- 25 April Generator Breakdown Drills

Weapons Electrical Engineering Drills

- 1 April TA Breakdown Drill
- 2 April FWD Hull and Fire Pump Emergency Power
- 8 April Steering Motor Emergency Power
- 13 April Aft Hull and Fire Emergency Power
- 22 April Steering Motor Emergency Power
- 24 April Generator Breakdown Drills
- 25 April Generator Breakdown Drills.

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1/16/1

HMAS YARRA
at Garden Island

6th June, 1978

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander
THIRD AUSTRALIAN DESTROYER SQUADRON

HMAS YARRA - REPORT OF PROCEEDINGS - MAY 1978

Sir,

I have the honour to report the proceedings of HMAS YARRA under my command for the month of May, 1978. Time zones are as indicated.

2. At the beginning of the month, YARRA was secured alongside No 10 wharf in Port Adelaide for an assisted maintenance period during which work was progressed on final Mulloka optimisation and modification, prior to the commencement of Phase II of the 1978 Mulloka Sea Trials programme. The ship was honoured at 1200IK on Tuesday, 2nd, by a Mayoral Reception given by the Mayor of Port Adelaide, Mr H.C.R. Marten, for thirty personnel from YARRA and attended by about 150 leading citizens of Adelaide and Port Adelaide. YARRA cast-off and proceeded at 1100IK Sunday, 7th, after spending an enjoyable and profitable two weeks in Adelaide.

3. Clocks were advanced to time zone K(-10) on Monday the 8th. Advantage was taken that day of the relatively quiet time on passage to the East Australian exercise area to conduct self noise trials during the forenoon and a full power trial during the afternoon.

4. During the afternoon of Tuesday the 3rd when off Jervis Bay, YARRA was joined by HMAS OTWAY and commenced single-ship detection trials which lasted overnight making ground to the North. At 0830K the following day when off Sydney Heads, YARRA joined HMAS HOBART, with the Chief of Naval Staff, Vice Admiral A.M. Synnot, AO, CBE, RAN embarked. Sonar trials were conducted in company until 1145K when the Chief of Naval Staff transferred to YARRA by jackstay. Later that day YARRA returned to Sydney and at 1700K the Chief of Naval Staff departed via boat to Kuttabul steps in Garden Island. At 2230K that night YARRA re-joined HOBART and conducted sonar intercept trials until 0300K Thursday the 11th, when HOBART detached.

...../5. Mulloka

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5. Mulloka trials, with HMAS OTWAY, continued until Friday 12th, when YARRA secured Port side to Oil wharf at Garden Island. The ship remained alongside until 1000K the following Monday, when she cast off and proceeded to No 3 buoy to embark two IKARA practice missiles. Ammunitioning was completed by 1130K when YARRA slipped and proceeded to join HMA Ships SWAN and OTWAY for Mulloka trials, enroute to Brisbane.

6. Mulloka trials, in company with SWAN and OTWAY, continued until 0340K Friday the 19th, when the ships entered Moreton Bay. YARRA secured alongside at 0900K that day at No 2 Dalgetys, Brisbane.

7. In company with Commander A.M. Carwardine, RAN and Lieutenant Commander R.R. Fayle, RAN during the forenoon of Friday 19th, I called on the Right Honourable the Lord Mayor of Brisbane, Alderman F. Sleeman; the Honourable W.E. Knox, MLA Deputy Premier and Treasurer of the State of Queensland and Captain P.H. James, RAN, Naval Officer Commanding Queensland. The official cocktail party co-hosted by officers from SWAN, OTWAY and YARRA was held onboard at 1830K that day for 70 official guests.

8. On Saturday the 20th, a memorial service for the late ABFC Curry and ABCK Thompson was held on the quarterdeck conducted by Reverend Pearson, RANR. These two sailors had lost their lives while serving in YARRA during a previous visit to Brisbane, and it was gratifying to see their memorial service attended by so many people, both service and civilians.

9. During Saturday the 20th, combined teams from YARRA, SWAN and OTWAY competed against teams from 6 RAR in twelve different sporting events and were successful in winning the Wells' Trophy, seven events to five. A tremendous spirit of competition pervaded the day's sporting activities particularly when it became apparent that the outcome of the challenge would be close. The tug-of-war became the deciding event and was an absolute cliff-hanger with Army winning the first pull and Navy the last two.

10. The ship was open to visitors on the Sunday of the Brisbane visit from 1400K until 1700K. YARRA proved to be a popular attraction with 2007 persons visiting during these hours.

11. YARRA remained in Brisbane until 1000K on Monday the 22nd, when in company with SWAN and OTWAY she cast off and proceeded for trials on the return passage to Sydney. HMAS SWAN was detached at 0400K on the following Thursday to proceed direct to Sydney.

12. At 0730K Friday 26th, YARRA entered Port Jackson and embarked the Controller Service Laboratories and Trials, Air Vice Marshall R. Noble, AO RAAF by boat transfer in the vicinity of No 2 buoy. Air Vice Marshall Noble remained onboard to witness the days Mulloka trials with OTWAY until YARRA secured alongside the Oil wharf Garden Island at 1430K that afternoon.

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- 3 -

13. On Monday 29th, I had the pleasure Sir of attending your Luncheon onboard the flagship HMAS MELBOURNE.

14. At 0900K the following day YARRA cast off and proceeded in company with HMAS STUART, to join OTWAY, for further Mulloka trials and IKARA firings. An IKARA computer fault necessitated returning to Garden Island at 1550K that day to obtain dockyard assistance (My URDEF 25/81 DML/DTC/DUO 300410 refers). However YARRA was able to cast off and proceed at 2100K that night to re-join STUART and OTWAY, and continue with the trials. Unfortunately adverse weather conditions caused the cancellation of the planned IKARA firings. At the end of the month YARRA was at sea with STUART and OTWAY progressing Mulloka trials in sea conditions rising to rough.

Weapons Electrical Engineering

15. The assisted maintenance period in Adelaide completed on the 7th, with the ship sailing for Phase II Mulloka trials on that day. The period in Adelaide was a successful one from a Mulloka viewpoint. Many major and minor problems were resolved. General ships maintenance also continued during this period. The Phase II Mulloka trials have been reasonably successful so far with encouraging ranges (especially during rough weather) being achieved.

16. Ships staff involvement in Mulloka, has increased with their participation in maintenance trials (part of the maintainability assessment). This involvement has done much to develop skills and improve fault-finding techniques.

17. A scheduled IKARA firing, using Mulloka information, was planned for the 29th, spare day 30th but could not be conducted due to adverse weather conditions.

Marine Engineering

18. The first week of the period saw the department completing a highly successful Maintenance Period in Adelaide. Major tasks completed included the Starboard Main Engine alignment check, eight monthly planned maintenance routines on both Turbo Alternators and cleaning and re-preservation of both Main and Overflow Feed Tanks. The successful utilisation of a 350 KVA Detroit Diesel for shore power and the hire of two 250 cubic feet per minute Atlas Copco 'Silentair' compressors for ship husbandry use were further pleasing features.

19. During passage back from Adelaide to the East Australian Exercise Area, advantage was taken of the ideal weather conditions to conduct the Post Refit Full Power Trial. Mean revolutions of 216 (29 knots) were recorded for the two hour trial, the fastest the ship had achieved in over six (6) years. Although design maximum shaft horse power was not reached, results of the first Full Power trial since conversion of Main Boilers to Dieso Burning were most encouraging and if anything indicated higher fuel economy.

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...../20. Mulloka

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20. Mulloka Sea trials (Phase II) occupied the remainder of the period with no major Marine Engineering defects occurring. A prolonged Dieso fuelling in Brisbane on the 19th was particularly frustrating and this is reported separately.

General

21. The ship's company was addressed during the month on security (with a special emphasis on the need to protect Mulloka trials results) and the dangers of over-indulgence in alcohol.


22. May has been a good month for YARRA. On the operational side, Phase II of the 1978 Mulloka Sea Trials commenced virtually on schedule on the 9th of the month and continued at a satisfactory pace achieving pleasing results during the remainder of the month. Materially there have been few significant defects. From the personnel viewpoint, the month was a happy one with enjoyable port visits to Adelaide and Brisbane and less disciplinary offences. As a consequence, morale in YARRA is considered to be high.

23. The health of the ship's company is good. The appearance of the ship is at present satisfactory but this may deteriorate over the next month as a consequence of the intensive periods of seetime programmed.

I have the honour to be,

Sir,

Your obedient servant



(W.S.G. BATEMAN)
COMMANDER RAN
COMMANDING OFFICER

Annexes: A. Steaming figures.

B. Drills, Evolutions and Exercises.

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Annex A to HMAS YARRA letter
1/16/1 dated 6th June, 1978.

STEAMING FIGURES

- A. Miles steamed during the month 4321.8nm
B. Hours underway during the month 343 hours
C. Total distance steamed since first commissioning 495,023.2nm
D. Total hours underway since first commissioning 34,940.8 hours
E. Occasions on which economical speed was exceeded.

<u>DATE</u>	<u>TIME</u>	<u>SPEED</u>	<u>REMARKS</u>
7 - 8	22	18kts	Fast routing speed from Adelaide.
8	4	28kts	Full Power trial.

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Annex B to HMAS YARRA letter
1/16/1 dated 6th June, 1978.

DRILLS, EVOLUTIONS AND EXERCISES

Navigation and Seamanship

- 8 Exercised Emergency/Leaving ship stations.
- 10 RAS with HMAS HOBART.
- 11 Stationmaster.
- 15 Screenplay.
- 16 OOW Manoeuvres.
- 17 Machinery breakdown drills.
- 18 Screenplay.
- 18 Man overboard exercises.
- 19 Blind pilotage into Brisbane.
- 22 OOW Manoeuvres.
- 23 Exercised Emergency/Leaving ship stations
- 23 RAS with HMAS SWAN.
- 23 OOW Manoeuvres.
- 24 RAS approaches with HMAS SWAN.

NBCD

- 9 NBCDX Communications exercise.
- 9 Minor NBCDX
- 15 Minor NBCDX

AIO

- 9 G.O.PEX RAINEX with HMAS HOBART.
- 9 ARRX with HMAS HOBART.
- 10 G.O.PEX RAINEX with HMAS HOBART.
- 15 SFX with HMAS SWAN.
- 16 G.O.PEX RAINEX HMAS SWAN.
- 16 IFF check A with HMAS SWAN.
- 17 ARRX with HMAS SWAN.
- 18 G.O.PEX RAINEX with HMAS SWAN.
- 24 G.O.PEX RAINEX with HMAS SWAN.
- 24 ARRX with SWAN and HOBART.
- 25 G.O.PEX RAINEX with HOBART.
- 26 Preparations for IKARA firings.
- 26 IFF check A with HMAS STUART

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- 2 -

Communications and Electronic Warfare

- 8 Flashing exercises.
- 9 Flashing exercises.
- 16 NCX 350
- 17 NCX 453
- 18 NCX 455
- 22 EWX 23
- 24 EWX 10
- 25 EWX 24
- 29 Flashing exercise.

Marine Engineering Drills/Exercises

- 8 Post Refit Full Power trial.
- 9 Exercised loss of superheat control on Main Boiler.
- 16 Sea emergency party exercised in cleaning large quantity of water from a compartment on 3 Deck. Boiler Room crew exercised in burst Gauge-Glass drill.
- 23 Exercised Main Boiler Turbo Blower failure.
- 26 Exercised Fuel Service Pump failure.
- 27 Exercised Burst Firemain drill.

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1/16/1

HMAS YARRA
at Garden Island

3rd July, 1978

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander
THIRD AUSTRALIAN DESTROYER SQUADRON

HMAS YARRA - REPORT OF PROCEEDINGS - JUNE 1978

Sir,

I have the honour to report the proceedings of HMAS YARRA under my command for the month of June, 1978. Times throughout are zone Kilo (-10).

2. The ship was at sea off Sydney at the beginning of the month conducting Mulloka Sea trials but rough weather caused the curtailment of these trials. YARRA, in company with HMAS STUART detached from HMAS OTWAY on 1 June, and returned to Sydney, berthing at No 2 wharf Woolloomooloo at 1000. Winds increased during the night, and at 0425, Friday the 2nd it became necessary to send a party of 11 sailors, in the charge of CPOQMG R.P.H.J. Clifford R35829, ashore to assist with the securing of the liner ARCADIA. Sailors from HMA Ships BRISBANE and STUART assisted YARRA's party in their efforts to keep ARCADIA at her berth, astern of YARRA, despite the strong offshore wind.
3. YARRA moved to alongside HMAS HOBART at the Oil Wharf, Garden Island at 1045 Friday the 2nd and remained at that berth until 1000 Tuesday the 6th when HOBART and YARRA sailed in company for further Mulloka trials. After effecting a rendezvous with OTWAY, YARRA and HOBART commenced two-ship detection trials in the exercise areas east of Sydney.
4. Trials continued throughout the week. On Wednesday the 7th, ships divers examined the hull and hull outfits for irregularities, as part of the search for sources of mechanical noise in the sonar. No new damage was found. YARRA secured to No 4 buoy off Garden Island at 2130 on the 7th to embark RANTAU personnel, and important stores. YARRA slipped at 2151 and returned to sea to continue trials.
5. Two Ikara firings were conducted by YARRA on Thursday the 8th using Mulloka information for the firing solution. At 1525, HOBART fired one missile using YARRA's EXDAK data. All firings appeared very successful, and the analysed results are awaited with considerable interest.

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...../6. Trials

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6. Trials with HOBART completed on Friday the 9th when HOBART detached, and YARRA proceeded to Sydney to land RANTAU personnel by boat off Garden Island. YARRA rejoined OTWAY after the transfer, and completed a further series of single ship detection runs on Saturday the 10th. YARRA returned to harbour with OTWAY, berthing alongside HMAS VENDETTA at the Cruiser Wharf at 1600, that day.

7. At 0845, Tuesday the 13th, I had the pleasure, Sir, of welcoming you onboard to witness a day's Mulloka trials. YARRA cast off at 0900 and proceeded to sea to rendezvous with OTWAY. Datum investigations and single ship detection trials were conducted until 1550 when, Sir, you were winched clear of the ship and flown ashore by Seaking helicopter.

8. YARRA and OTWAY then proceeded to the Mulloka Underground, a series of reference points labelled after London Tube stations, for the most important section of the Phase II Mulloka Sea Trials. From the 13th to the 22nd YARRA steamed between the nine reference points, each circuit covering 144 miles, with OTWAY attempting no more than five unalerted attacks per day. Full results of the trial will be reported elsewhere, but the initial, pre-analysis, impression is one of quite spectacular success for Mulloka.

9. Weather throughout the trial was poor, with almost continuous strong wind warnings in force. Winds were periodically in excess of Force 8, and visits to the exposed northeast "stations" were not enhanced by the heavy seas.

10. At 0805, Monday the 19th YARRA secured to No 2 buoy to fuel. OTWAY accompanied YARRA into harbour for the purpose of appraising the results of the free play incidents which had occurred to date. Later that day 1050, YARRA slipped and returned to sea. Embarked to witness the days trials were Rear Admiral N.E. McDonald AO RAN, the Chief of Naval Material, Commodore D.W. Leach, CBE, MVO RAN, DGNOR and Colonel A.T. Hall, OBE, from the staff of the Controller, Service Laboratories and Trials.

11. After a very successful day of Datum Investigations and single ship detection trials conducted in unpleasant weather conditions, YARRA returned to Garden Island to disembark the visitors by boat. At 1800 YARRA was once more at sea as the Mulloka Express. The Unalerted Detection and Classification trial was completed on the morning of Thursday the 22nd, and YARRA berthed alongside VENDETTA at the Cruiser Wharf at 1150 that day.

12. A Family Day was held for the Ship's Company of YARRA on Friday the 23rd. The ship cast off at 1000 and proceeded to sea via Rose Bay, the Western channel, and Manly Cove. The remnants of the previous week's heavy south-east swell made conditions outside somewhat boisterous, and as a result YARRA returned to harbour to anchor in Watsons Bay for lunch. YARRA cruised up harbour and around Cockatoo Island during the afternoon, and berthed alongside VENDETTA at 1500, after a most successful day.

13. YARRA remained alongside VENDETTA at the Cruiser Wharf until 1000, Monday the 26th, then returned to sea. YARRA exercised with OTWAY, and conducted some final Mulloka trials, until Wednesday the 28th. After a short period in company with STUART, YARRA detached at 1040 and returned to Sydney, securing to No 2 Buoy at 1150 on the 28th.

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14. Further Mullaoka beam pattern checks were conducted whilst at the buoy, and on Thursday the 29th, the capability of the sonar to detect underwater swimmers was trialled with the cooperation of Clearance Diving Team 2. YARRA was moved by tugs at 1445, Thursday the 29th to alongside HMAS STALWART at the EMS mooring. On the following day YARRA reverted to 47 hours notice for sea, and commenced an assisted maintenance and leave period.

Marine Engineering

15. This month saw the successful completion of a highly satisfactory initial running period for the Department post Half-life Refit. Despite substantial problems at refit completion the majority have been resolved and Phase II Mullaoka trials have been conducted virtually free from Propulsion defects. This is due in the main to a particularly dedicated team of skilled maintainers backed up by a willing group of junior sailors.

16. However June also brought with it the ship's first really rough weather of the commission and by the end of the month initial signs of hull fatigue were evident (INDEFS 22, 23, 25 and 27 refer). AMP will provide a welcome respite and the opportunity to effect repairs and consolidate on post refit set-to-work still outstanding in some of the less critical areas.

Weapons Electrical Engineering

17. The month of June has been busy and satisfying for the Department. Mullaoka trials continued throughout with a high degree of success achieved. Ships maintainers completed a maintenance trial on the Mullaoka equipment with very encouraging results. All thirty simulated defects applied were cleared, and indications are that long term maintenance is within on-board capability.

18. Three Ikara firings using Mullaoka information were conducted during the month, two by HMAS YARRA and one, using EXDAC, by HMAS HOBART. While final results are not yet to hand, preliminary reports indicate that all firings were successful.

19. The ship is scheduled for an emergency docking to investigate and repair an irregularity in Hull Outfit 15 raising/lowering gear which is binding at the lower limit of travel. Previous inspection by divers confirmed major misalignment between the dome and the ships hull.

20. Other equipment is operating satisfactorily with few exceptions and the assisted maintenance period planned to commence 3rd July, 1978 is expected to resolve most outstanding matters.

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General

21. I addressed the Ship's Company on Thursday 29th June on matters of Road Safety, with particular emphasis on the dangers of alcohol associated with driving.

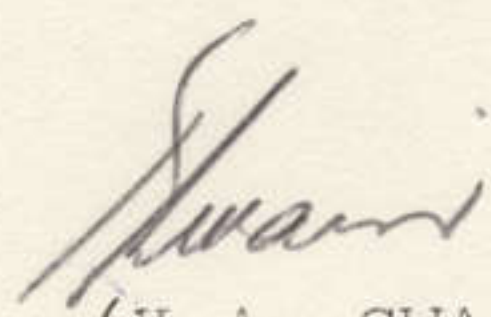
22. YARRA spent most of the month of June at sea, in predominately unpleasant weather conditions, to complete Phase II of the 1978 Mulloka Sea Trials. The success of the trials during the month, however, was keenly felt throughout the ship, and concluded YARRA's first six months of the new commission in a most satisfactory manner. The ability of the ship to sustain such an extended period of fairly intense operations between maintenance periods and in relatively rough sea conditions was particularly pleasing.

23. Morale is considered high with all personnel looking forward to well deserved leave. The conduct and health of the Ship's Company during the month have been satisfactory. The appearance of the ship is also satisfactory.

I have the honour to be,

Sir,

Your obedient servant



(K.A. SWAIN)
LIEUTENANT COMMANDER RAN
for COMMANDING OFFICER AOL

Annexes: A. Steaming figures.

B. Drills, Evolutions and Exercises.

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Annex A to HMAS YARRA letter
1/16/1 dated 31d July, 1978.

STEAMING FIGURES

- A. Miles steamed during the month. 4676.1nm
B. Hours underway during the month. 375.3 hours
C. Total distance steamed since first commissioning. 499,699.3nm
D. Total hours underway since first commissioning. 35,316.1 hours
E. Occasions on which economical speed was exceeded.

<u>DATE</u>	<u>TIME</u>	<u>SPEED</u>	<u>REMARKS</u>
19th	0.5	22kts	Exercise purposes.
21st	2.0	22kts	Passage to Sydney to land injured sailor.

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Annex B to HMAS YARRA letter
1/16/1 dated 3rd July, 1978.

DRILLS, EVOLUTIONS AND EXERCISES

Navigation and Seamanship

1 June Blind Pilotage
6 June Blind pilotage
7 June VERTREP
Blind pilotage
8 June Recover Torpedo
Jackstay transfer - receive gear
9 June Blind pilotage
10 June Blind pilotage
13 June Blind pilotage
VERTREP
18 June Machinery breakdown
Steering gear failure
Man overboard
Gyro failure
19 June Blind pilotage
20 June Machinery breakdown
Steering gear failure
21 June Blind pilotage
22 June Blind pilotage
23 June Blind pilotage
26 June Blind pilotage
27 June Machinery breakdown
Steering gear failure
28 June Blind pilotage

Gunnery

7 June MRS 3 AA Tracking during IKARA Sat 2
21 June Prove Gunnery watchbill - Action stations
23 June .50 cal Machine Gun firings
Throughout the month MRS 3 control teams conducted tracking of Submarine for comparison with Mulloka.

AIO

13 June ARRX, RAINEX/GOPEX
14 June ARRX, RAINEX/GOPEX
15 June ARRX
21 June ARRX
22 June ARRX

NBCD

10 June Minor NBCDX
15 June NBCD COMEX
21 June Major NBCDX
Note: Daily DC exercises carried out in harbour.

TAS

8 June Ikara Firings (2)
22 June Streamed 182

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Annex B continued

Marine Engineering Emergency Drills - JUNE 1978

- 1st Turbo generator failure ('K' T/A).
- 2nd Loss of Main Engine Vacuum - Shutdown to turning motors.
- 13th Port Main Engine astern manoeuvring valve drain valve cover joint leak - shutdown to turning motors and effect repairs.
- 14th Turbo generator failure ('L' T/A).
- 16th Main Boiler feed regulator failure - change to hand feed (Stbd Boiler).
- 19th Emergency shutdown Stbd Boiler.
- 20th No 2 evaporator brine pump failure.
- 21st Main refrigeration plant failure.
- 23rd Main Boiler igniter failure.
- 26th Turbo Generator failure ('K' T/A).
- 27th Fire drill engine room - Lagging fire Port Main Engine.
- 28th Stbd Boiler Main Stop bypass valve failure emergency shutdown to enable turning gear to be inserted - all Diesel generators run on load.

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1/16/1

HMAS YARRA
at Garden Island

3rd August, 1978

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander
THIRD AUSTRALIAN DESTROYER SQUADRON

HMAS YARRA - REPORT OF PROCEEDINGS - JULY 1978

Sir,

I have the honour to report the proceedings of HMAS YARRA under my command for the month of July, 1978. Times throughout are zone Kilo (-10).

2. At the commencement of the month, YARRA was alongside HMAS STALWART at the EMS mooring, Garden Island, undergoing an Assisted Maintenance and Leave Period. YARRA remained at this berth until the morning of Monday the 10th when the ship was moved by tugs to the outer Captain Cook Dock, and docked down during the afternoon.

3. During the emergency docking required to inspect Hull Outfit 15 to determine why it was jamming before reaching the fully lowered position, opportune examination of Hull Outfit 20 revealed corrosion in the Mulloka transducer. Full details of the corrosion damage have been reported separately. The extent of the corrosion, however necessitated the removal of the transducer staves and array frame for repair. This has disrupted YARRA's programme for the remainder of the year. Ironically the problem with Hull Outfit 15 was found to be quite minor (a piece of wood jammed against the ships hull), and was quickly remedied.

4. YARRA remained in dock until Tuesday the 25th continuing necessary maintenance. That afternoon, after completing an inclining experiment, YARRA was returned by tugs to the EMS mooring, alongside HMAS DERWENT. Here the ship remained until the end of the month.

5. During this period alongside, YARRA was visited by a total of 111 school children from three Sydney Primary Schools. It is considered unfortunate that periods of availability for such tours must of necessity coincide with periods of intense maintenance effort. On Thursday the 20th, a party of 16 personnel from RAAF LRMP Squadrons also visited YARRA, and took more than a cosmetic interest in the ship and her capabilities.

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July

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- 2 -

6. July also saw the first large influx of Officers under training into YARRA. For the first half of the year the accommodation requirements of Mulloka personnel had restricted training billets to three. Two Stage 4 trainees, SBLT SLEX K.R. JOHNSTON, RAN and SBLT SLEX C.J. BLACKNEY, RAN, were posted out during the month, after the award of their Full Bridge Watchkeeping Certificates. They have been replaced by five junior officers, two undergoing Stage 2 training, and three Stage 4.

Marine Engineering

7. The month of July has seen the ship alongside, and in dock for an AMP and an emergency docking for an examination of Hull Outfit 15. Both boilers were externally cleaned with brushes and vacuum cleaners, a most welcome benefit from DIESO conversions. LEUT GLEN ME J.A. WORSTENCROFT relieved LCDR GLEN ME N.F. HELYER as MEO and the AMP provided the opportunity for internal and external inspections of the boilers in conjunction with the Fleet Boiler Inspector, and inspections of main and auxiliary machinery.

8. On completion of the docking, FMU staff carried out an alignment check on the Port Main Engine, which was found to be out of tolerance, the re-alignment to take place in August. An Inclining Experiment was carried out on Tuesday the 25th.

9. FMU, FMP and Ships Staff have made considerable inroads into the defect and Planned Maintenance work lists in the month.

Weapons Electrical Engineering

10. Work on the 4.5" mounting progressed very well during the period and it is expected that YARRA Ships Staff will be able to begin testing and tuning by mid August, 1978.

11. The Seacat system failed to pass the scheduled Sea Qualification Acceptance Trial One during the month however much good work by dockyard and Ships Staff had made good most major defects by the end of the month.

12. Overall the ship's AMP during July has progressed very well with much outstanding work being completed. The Deputy WEEO, Lieutenant GLEN WE J. KERRISON was relieved by Lieutenant GLEN WE A. CAMERON during the month.

General

13. A disappointing month. After the success of previous months it was unfortunate that Mulloka should become unserviceable so soon before JUC 99. The ship is, however, adjusting to the modified programme forecast for the second half of the year, with the Ship's Company eager for a period of operation in the tropics.

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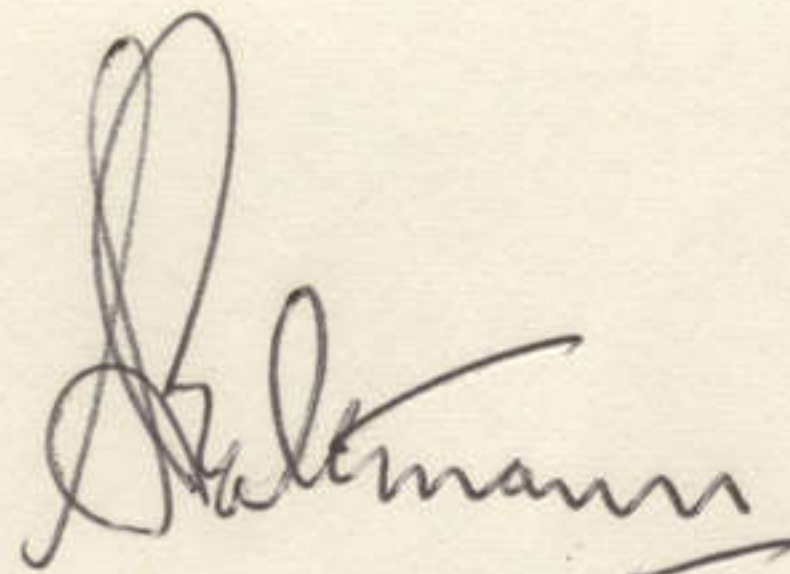
14. The present appearance of the ship shows that despite the leave period a full programme of upper deck maintenance is underway, taking back to bare metal areas which were not completed during the ship's half-life refit due to prohibition of weather deck shot blasting at Vickers Cockatoo Dockyard. Overall the ship is benefiting greatly from the current AMP which after all is the first significant opportunity to make good some of the work outstanding at the conclusion of the half-life refit.

15. The morale, conduct and health of the Ship's Company are satisfactory.

I have the honour to be,

Sir,

Your Obedient Servant



(W.S.G. BATEMAN)
COMMANDER RAN
COMMANDING OFFICER

Annexes: A. Steaming Figures.

B. Drills, Evolutions and Exercises.

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Annex A to HMAS YARRA letter
1/16/1 dated 3rd August, 1978

STEAMING FIGURES

A.	Miles steamed during the month	Nil
B.	Hours underway during the month	Nil
C.	Total distance steamed since first commissioning	499,699.3nm
D.	Total hours underway since first commissioning	35,316.1 hours
E.	Occassions on which econmical speed was exceeded	Nil

Annex B to HMAS YARRA letter
1/16/1 dated 3rd August, 1978

DRILLS EVOLUTIONS AND EXERCISES

NBCD

2nd	Exercise Fire - 2E Diesel
18th	Exercise Fire - Tiller Flat
20th	Exercise Fire - Seacat Magazine
22nd	Exercise Fire - FWD Generator Space
23rd	Exercise Fire - Main Galley
26th	Exercise Fire - Seacat Magazine
28th	Exercise Fire - 3J Main Switchboard
29th	Exercise Fire - Outboard Petrol Stowage
31st	Exercise Fire - Petrol Stowage 1 Deck Aft.

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1/16/1

HMAS YARRA
at Garden Island

1st September, 1978

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander
THIRD AUSTRALIAN DESTROYER SQUADRON

HMAS YARRA - REPORT OF PROCEEDINGS - AUGUST 1978

Sir,

I have the honour to report the proceedings of HMAS YARRA under my command for the month of August, 1978. Times throughout are Zone Kilo (-10).

2. On the 1st August, YARRA was alongside HMAS DERWENT at the EMS mooring, Garden Island, continuing an assisted maintenance period. Work progressed with a tempo similar to the previous month until the ship returned to sea on Monday the 21st.
3. On the 3rd and 4th of the month, YARRA played host to a total of 65 school children from Belmore Primary School.
4. I was absent from the ship in Canberra during the period 15th to 21st August, attending the Chief of the General Staff's 1978 Exercise.
5. On Friday the 18th, at 0900, YARRA was moved by tugs from alongside DERWENT on the port side of HMAS STALWART, to alongside STALWART's starboard side, to permit crane access to the SLR2 EW aerials on the mainmast. Questions about the tested load of STALWART's crane prevented its use, however, and at 1330 YARRA was again moved by tug to alongside HMAS VAMPIRE at South End Cruiser Wharf. A shore side crane was available at this berth to service the aerials. YARRA remained at the Cruiser Wharf for the weekend.
6. At 0935 on Monday 21st, YARRA cast off and proceeded to sea in company with HMAS PERTH and HMNZS CANTERBURY. After a minefield transit exercise, and a period of Officer of the Watch manoeuvres, YARRA settled in to a week of shake down exercises in the East Australian exercise area.
7. During the morning of the 22nd, YARRA's EW equipment satisfactorily passed its sea acceptance trials, and at last became a viable sensor. During the remainder of the month the EW sailors borne have conducted various exercises in an effort to improve their efficiency, and make up for their long period of underemployment in specialist activities.

...../8. The ship

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8. The ship proceeded into Jervis Bay at 0640 on the 22nd to land EW trials personnel. On completion of a boat transfer off Captains Point, YARRA returned to sea to continue exercises.

9. Shortly after 1100 on Tuesday the 22nd, YARRA steamed her half-millionth mile since first commissioning.

10. On the morning of the 23rd, YARRA joined HMAS SUPPLY east of Jervis Bay to await your arrival, Sir, by helicopter from Sydney. Adverse weather conditions, which had developed the previous day regrettably prevented YARRA conducting the planned helicopter transfer. Conditions were in fact to prove too rough even for a transfer with SUPPLY.

11. YARRA continued her shake-down exercises until the morning of Friday the 25th, when, with HMAS SWAN as the other Blue Force unit, the ship conducted a Night Encounter Exercise with an Orange force comprising USS HORNE and USS ROBISON. Somewhat predictably, superior sensor equipment saved the day for the United States forces, and they achieved a slim tactical advantage on engaging at 0324.

12. USS ROBISON detached on completion of the NEX, and YARRA, HORNE and SWAN proceeded in the direction of Sydney to rendezvous with HMA Ships PERTH, and VAMPIRE, and HMNZS CANTERBURY. After a spirited session of Officer of the Watch manoeuvres involving the six ships, YARRA detached to conduct MFDF calibrations off Sydney Heads, while the remaining ships entered harbour.

13. YARRA berthed on the port side of STALWART at 1100 on the 25th and remained at that berth for the weekend. In company with SWAN and CANTERBURY, YARRA cast off at 1050 on Monday the 28th, and returned to sea.

14. For the remainder of the month, YARRA was primarily involved with ASAC training. This provided the opportunity for a great deal of submarine time to be allocated to YARRA; the absence of MULLOKA was sorely felt.

15. On the evening of the 30th, YARRA anchored in Jervis Bay in company with HMAS TORRENS, SWAN and CANTERBURY. The next morning, prior to the commencement of ASAC training, three practice anchorages were conducted in Jervis Bay by the Stage 4 Acting Sub-Lieutenants serving in the ship. After a further day's exercises, YARRA at the end of the month was settling down to a night of Exercise Screenplay with TORRENS, CANTERBURY and VAMPIRE during the night steam north to Sydney.

Marine Engineering

16. The month of August has seen the ship complete its AMP period and commence its shakedown period. This AMP saw the completion of a great deal of defects and maintenance by ships staff, Dockyard, FMP and FMU.

17. During the AMP the Port Main Engine was found to be within tolerance after cleaning of all the chocks and ensuring all washers for the holding down bolts had a 10thou. clearance in the cold state.

...../18. The time

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18. The time at sea during the latter part of the month was to some degree frustrating with a series of breakdowns of motor driven pumps. These defects have absorbed a large amount of maintenance time.

19. YARRA has now finally converted the evaporators over to Ameyal; which should now reduce the maintenance time and water lost from the old blowing down necessary with the citric acid.

Weapons Electrical Engineering

20. The assisted maintenance period, which concluded during the month, was very productive and allowed the rectification of many long standing defects and the completion of a significant number of maintenance routines.

21. Sonar 182 and the ships EW equipment were successfully trialled at sea and further progress made toward the preparation of the Seacat and 4.5 inch gun mount for System Qualification tests. Indications are that 4.5 inch gun Harbour Acceptance Trials should commence in mid October. Unforeseen delays in setting to work the Seacat launcher have resulted in deferment of SQT one until the October AMP.

22. An attempt to rectify the long outstanding voltage surge problem in both turbo alternators was made during the June/July AMP. The defect however, remains unresolved and further work by dockyard is planned for mid-October. Ships staff have taken over set to work of the MRS3 system Box 10 and some progress is being made with FMU assistance; a firm estimate of completion date is not possible at this time.

General

23. Despite the absence of Mulloka, the exercise programme of the last weeks in August has done much to bring the ship out of the inevitable AMP lassitude. The rediscovery of the fact that Sonar type 170 can also track submarines has kept the Operations teams hard at their tasks. After only a shortened workup earlier in the year, this period of weekly exercise running is providing an excellent opportunity to sharpen the ship's offensive skills. The lack of a turret, and Seacat, is, in view of this training opportunity, most unfortunate.

24. The appearance of the ship at present is considered good, bearing testimony to the favourable weather and long hours of weather deck maintenance during the AMP. The morale, conduct and health of the Ship's Company are good.

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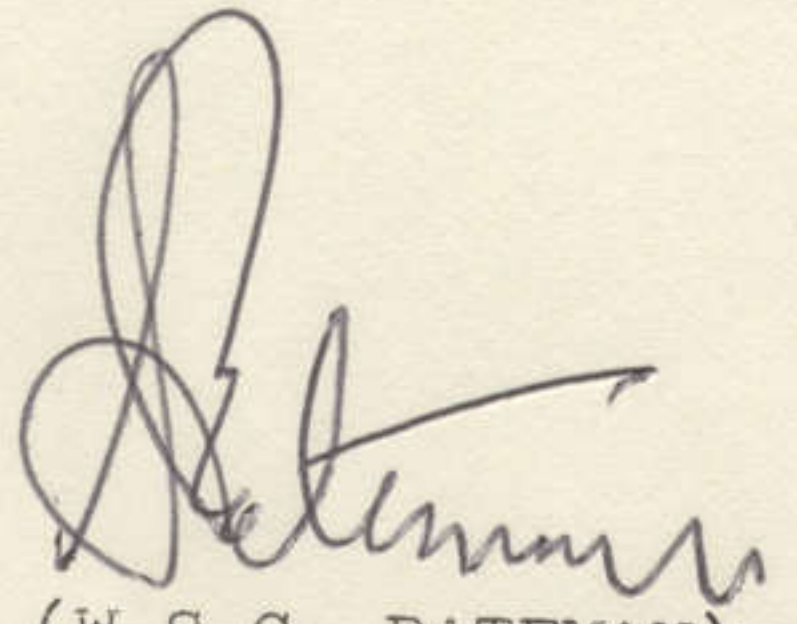
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- 4 -

I have the honour to be

Sir,

Your Obedient Servant,



(W.S.G. BATEMAN)
COMMANDER RAN
COMMANDING OFFICER

Annexes: A. Steaming Figures.

B. Drills, Evolutions and Exercises.

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Annex A to HMAS YARRA letter
1/16/1 dated 1st September, 1978

STEAMING FIGURES

A.	Miles steamed during the month	2,060.0 nm
B.	Hours underway during the month	170.9 hours
C.	Total distance steamed since first commissioning	501,759.3 nm
D.	Total hours underway since first commissioning	35,487.0 hours
E.	Occasions on which economical speed was exceeded	

<u>DATE</u>	<u>TIME</u>	<u>SPEED(knots)</u>	<u>REMARKS</u>
21 AUG	0.6	20	OOW Manoeuvres
21 AUG	0.7	20	OOW Manoeuvres
25 AUG	0.3	24	PROWLEX
28 AUG	1.0	29	182 SATS
29 AUG	0.9	19	EAXP Requirements

Annex B to HMAS YARRA letter
1/16/1 dated 1st September, 1978

DRILLS EVOLUTIONS AND EXERCISES

Seamanship and Navigation

21st Blind pilotage	22nd Blind pilotage
21st RAS APS	22nd OOW Manoeuvres
21st MINTRANS	22nd OOW Manoeuvres (Machinery drills)
21st OOW Manoeuvres	
21st Leaving Ship Stations	
23rd RAS APS	24th OOW Manoeuvres
23rd Screenplay	24th Screenplay
	24th Towex x 2
25th Blind pilotage	28th Blind pilotage
25th OOW Manoeuvres	28th Mintrans
	28th OOW Manoeuvres
29th OOW Manoeuvres	30th Blind pilotage
29th Screenplay	30th RAS APS + Jackstay transfer
29th Vertrep	30th Screenplay
29th JO Ship handling	30th Formation Anchorage
31st Blind pilotage	
31st Screenplay	
31st JO Ship handling	

...../Communications

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Annex B to HMAS YARRA letter 1/16/1
dated 1st September, 1978 continued

Communications

<u>NAVCOMMEX</u>	<u>DESCRIPTION</u>	<u>TACTICAL</u>	<u>NUMBER</u>
201	Semaphore (intership/intraship)		10
204	Flaghoist		9
205	Flag hoist (simulated drill)		6
207	Flashing light (flag hoist)		1
206	Flashing light Directional and non directional		10
251	Basic manoeuvring exercises		2
252	Advanced manoeuvring and screenex		1
305	Flashing light, reading with binocs directional		1
350/202	Flashing light, quiz quotation exercise		2

COMMCEN

402	Voice procedure		1
453	Competitive morse		3
455	Establishing SSB/RATT circuits		3
604	Crypto systems		1
657	Rad haz relay		3
JCOMMEX 8	Distex		1

EWO

EWX4	Bearing accuracy checks		1
EWX10 (MOD)	Analysis reports		1
EWX22	Voice procedure		3

AIO

RAINEX/GOPEX	6
RFX2	1
SIMTEX	1
ARRX	3
PROWLEX	2
SPX	2
NEX	1

TAS

CASEX A1	2
CASEX A2	5
CASEX A3	2
CASEX A4	1
CASEX C2	1
CASEX C3	4

Gunnery

NG 1	4	DSOTS conducted daily since 21 AUG Seacat and 4.5" turret not yet STW Gunnery category training conducted at sea
NG (Harbour ex)	1	
Balloon tracking	3	
NEX (Non-Firing)	1	
AA1 (Non-recorded)	4	
AA1 (Fully recorded)	2	
CM1 (NR)	4	
CM1 (FR)	2	
IKARA SAT 3	2	
IKARA SAT 2	1	

...../B3 NBCD

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- B3 -

Annex B to HMAS YARRA letter 1/16/1
dated 1st September, 1978 continued

NBCD

1st	Exercise Flood	3C Naval Store
3rd	Exercise Flood	Tiller flat
4th	Exercise Fire	Laundry
5th	Exercise Fire	Paint shop
6th	Exercise Flood	Sonar instrument space
9th	Exercise Fire and casualty	Main galley
13th	Exercise casualty	Boilerroom
15th	Exercise Flood	3C Flat
24th	NBCDEX: Loss of power to	Sonar Instrument Space After section Hotel Hull and Fire Pump 2'D'
	Fire in	Captains Flat Seacat deck Below wheelhouse Wardroom galley Ikara Magazine 4'C'
	Flood in	4Ny Naval Store
26th	Exercise Fire	Sonar instrument space
29th	NBCDEX	Flood 4Hz Lighting failure Hotel section Firemain splintered Hotel section Power failure to Hotel Hull and fire pump

Engineering

18th Main refrigeration plant failure
21st Carried out Engine Room/OOW breakdown drills
22nd No 2 Evaporator Brine pump failure
29th Exercised Burst firemain drill
30th Burst gauge glass drill

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HMAS YARRA
at Sea

1/16/1

4th October, 1978

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Commander
THIRD AUSTRALIAN DESTROYER SQUADRON

The Naval Officer Commanding
QUEENSLAND

HMAS YARRA - REPORT OF PROCEEDINGS - SEPTEMBER 1978.

Sir,

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

2. On Friday the 1st, YARRA was at sea in company with HMA Ships TORRENS and VAMPIRE, and HMNZS CANTERBURY, completing a week of exercises in the Sydney - Jervis Bay area. After being joined by HMA Ships SWAN and OTWAY, all ships entered Port Jackson in company, YARRA berthing at 0757 alongside HMAS DERWENT at the EMS mooring, Garden Island.

3. The ship remained at this berth for the weekend. On Sunday the 3rd, a group of nine young adults from Kuringai Rotoract visited the ship. At 1125 on the following Monday, YARRA proceeded to sea to conduct primarily ASAC training exercises in the southern exercise areas.

4. YARRA anchored in Jervis Bay at 2350 on Wednesday the 6th, prior to HMAS PERTH's Operational Readiness Evaluation the next day. At 0627 the following morning, YARRA sailed a notional convoy through the exercise minefield at the entrance to Jervis Bay. PERTH and her Task unit screened the convoy's departure and provided escort for the first stage of the passage north.

5. On completion of the departure phase, YARRA returned to the more mundane pursuit of ASAC training. Exercises continued throughout the day, and the following morning YARRA was in company with DERWENT off Sydney Heads.

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5.(Cont). At 0823, a SMASHEX initiating signal was received in the ship, and YARRA proceeded with all despatch towards the datum with DERWENT.

6. The conduct of the SMASHEX has been reported elsewhere. The exercise completed at 1315, and YARRA proceeded to recover her dan buoy, laid at the datum during the early stages of the exercise. Weather conditions had deteriorated considerably during the day, from sunny weather with light breezes to a Force 8 southerly gale and heavy rain squalls. Location and recovery of the dan buoy were effected at 1555, and the ship then returned to harbour.

7. YARRA berthed alongside HMAS SUPPLY at the Oil Wharf, Garden Island at 1715 on Friday the 8th. At that berth, on Monday the 11th, 45 officers from the Army Staff College were embarked for a sea day in the company of VAMPIRE. After watching from a distance as VAMPIRE conducted barrage and light mortar firings, the officers were disembarked at 1630 by boat as the ship lay at anchor in Jervis Bay.

8. VAMPIRE and YARRA exercised over night during the return passage to Sydney, and in company with DERWENT the following morning embarked members of the Industrial Mobilization Course in the vicinity of No 4 buoy, off Garden Island. All three ships returned to Sydney that afternoon, and the guests were returned to shore by boat, having witnessed a series of exercises similar to those of the preceding day.

9. YARRA remained at sea for the remainder of the week, participating in EAXP activities. Rough weather, and unserviceabilities in other ships caused the cancellation of several programmed events. On Thursday the 14th, YARRA took part in HMNZS CANTERBURY's Operational Readiness Evaluation, in a somewhat less noble capacity than in PERTH's Operational Readiness Evaluation of the previous week. After acting as the target for a throw-off surface firing exercise, YARRA continued exercising until the following morning, when the ship berthed alongside CANTERBURY at the Oil Wharf, Garden Island.

10. On Monday the 18th, the preliminary briefing of TU327.3.1 for exercise IN CONCERT was delivered on board YARRA. On the following day, at 1130, the ship cast off and proceeded North in preparation for the Australian Defence Force major Joint exercise of 1978.

11. Early on Wednesday the 20th, a sailor collapsed suffering from an illness precipitating heavy blood loss and requiring his urgent hospitalization. Accordingly, the ship proceeded to the nearest port, Coffs Harbour, coming to anchor off the southern breakwater at 0555. The patient was transferred by boat to a waiting ambulance ashore, and at 0845 YARRA weighed and continued passage. The cooperation from local authorities, particularly police and hospital staff, with this Medevac was very good indeed and a appropriate expression of appreciation was made later by telegram.

.... /12 YARRA.

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12. YARRA anchored overnight on Thursday the 21st in the Lee of Lady Musgrave Island, and on Friday proceeded into Gladstone Harbour. The ship berthed at No 3 Auckland Point at 0950; the advanced arrival time necessitated by other harbour movements.

13. The Ship's Company enjoyed a very pleasant weekend in Gladstone despite (or because of) the Queensland brewery strike. The local clubs and societies extended every hospitality to YARRAs ashore, and a total of 2883 visitors inspected the ship during two open days.

14. My officers and I entertained some of the citizens of Gladstone at an official cocktail party on Friday evening. The State member for Port Curtis, Mr W. PREST, MLA and the Mayor of Gladstone, Alderman B. JOHNSON were among those attending.

15. YARRA departed Gladstone at 0900 on Monday the 25th, for a fast passage to Townsville. Once clear of Gladstone Harbour, a Quarterly Security lecture was delivered to the Ship's Company.

16. The ship berthed at No 2 wharf in Townsville Harbour at 0805 on Tuesday the 26th. In harbour were HMA Ships IBIS, CURLEW and BETANO, who with YARRA, constituted TU327.3.1 for exercise IN CONCERT. At 0930 I received calls from the Commanding Officers of the three ships, LCDR W.R. THOMPSON RAN, LCDR S.D. BROWN RAN and LEUT L.G. CORDNER RAN.

17. Exercise In Concert commenced for the Task Unit at 1200 on Tuesday, when IBIS and CURLEW commenced MCM exercises in the approaches to Townsville, and an element of Clearance Diving Team One, embarked in BETANO, began harbour clearance operations within the harbour itself. During the afternoon, I attended a luncheon at Lavarack Barracks with the Commander, 3rd Independent Task Force, Brigadier R.L. BURNARD, AM. Later that day I attended the 3rd Independent Task Force briefing for Phase One of the exercise, essentially a Command Post Paper action phase.

18. Phase One continued on Wednesday, and during the afternoon Commodore N.E. LEE RAN visited YARRA to observe the conduct of the exercise onboard. In the evening I entertained with my officers the following senior officers to dinner onboard.

Major General M BRADBURY, AO, CBE	- General Officer Commanding, Field Force Command.
Major General J.I. WILLIAMSON	- Deputy Chief of the General Staff.
Brigadier R.L. BURNARD, AM	- Commander, 3 ITF.
Brigadier R.G. WILLIAMS	- Commander, Field Force, NZ Army.
Group Captain P. SCULLY	- Officer Commanding, RAAF Townsville.

.../19 YARRA

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19. YARRA embarked 27 Army personnel from 2/4 RAR on the morning of Thursday the 28th, and proceeded to sea at 1000 for a naval familiarisation cruise for these Army personnel. While continuing to process exercise message traffic, YARRA passaged to the Whitsunday Island area and anchored for several hours that evening in Happy Bay, in the lee of Long Island. The ship weighed at 2230 and returned to Townsville for final exercise preparations, arriving at 0805 on Friday the 29th.

20. YARRA remained in harbour overnight on Friday, and TU327.3.1 sailed in company at 0900 on Saturday for Phase 2, the joint operations action phase of IN CONCERT. A variety of exercises were conducted during the day for the benefit of all four ships, and after BETANO detached at 1400, YARRA, IBIS and CURLEW continued in company until the end of the month.

Marine Engineering

21. The month of September has seen the ship complete the last two weeks of its shake down period and then steaming north to the exercise IN CONCERT commitments. During this time the machinery has performed well, with very few defects. Ships staff have been able to handle any problems encountered and the ship has met all her commitments. Morale in the department is high.

22. The Deputy Marine Engineering Officer, CPOMTP4 B. STEPHENS, posted out of the ship in Townsville prior to his discharge. He will be missed after five years in HMAS YARRA, but his relief, CPOMTP4 R. CASEY, should achieve the same loyalty from the Department as his predecessor.

Weapons Electrical Engineering

23. The ship has been almost continuously running throughout the period and the majority of equipment has operated satisfactorily.

24. Significant progress has been made by ships staff on the long term defects in the 4.5 inch mount. The mounting was trained and elevated under power during the month and indications are that it will be ready for Harbour Acceptance Trials in Mid October; Gun functioning and Sea Trials are expected to begin later in the month.

25. The current exercise commitment for YARRA (In Concert) has produced a challenging and realistic scenario for the department. Equipment is being kept on line for long periods in high ambient temperature conditions; this is especially the case with the communications equipment. Problems have occurred, but have been largely of a minor nature, and quickly repaired.

General

26. September has provided YARRA with an interesting range of operational activities, from Work-up consort to participant in a major Joint exercise. A month of almost continuous running gives evidence of pleasing mechanical reliability, and the enthusiasm with which the Ship's Company have greeted Exercise In Concert should ensure a satisfactory result in the month of October. Needless to say, the tropical climate of North Queensland was much appreciated after the Southern winter.

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...../27 Morale.

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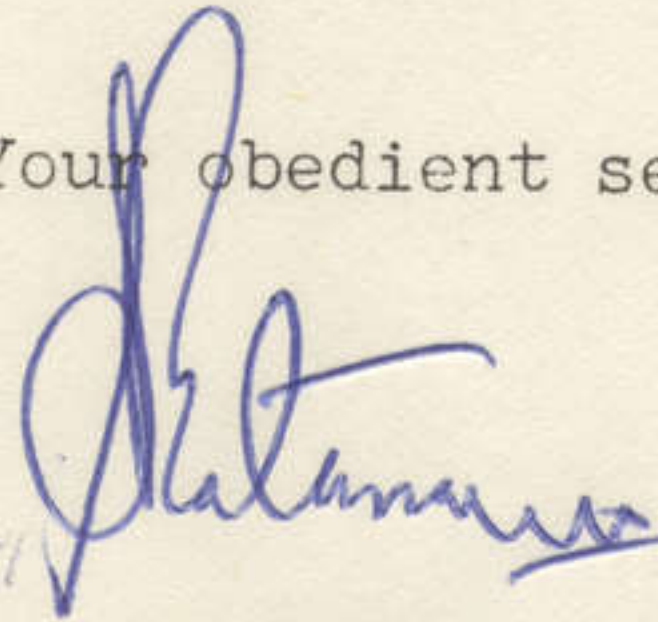
-5-

27. Morale in YARRA is considered high at the end of the month with all personnel enjoying the change of scenery and the new challenge. The conduct and health of the Ship's Company has been good and the appearance of the ship is likewise good.

I have the honour to be,

Sir,

Your obedient servant



(W.S.G. BATEMAN)
COMMANDER RAN
COMMANDING OFFICER

A. Steaming Data
P. Drills, Exercises and Evolutions

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Annex A to HMAS YARRA
letter 1/16/1 dated
4th October 1978

STEAMING DATA

A. Miles steamed during the month 4077.9nm
B. Hours underway during the month 330.816
C. Total distance steamed since first
commissioning. 505837.2nm
D. Total hours underway since first
commissioning. 35817.816

Occassions on which economical speed was exceeded:

<u>DATE</u>	<u>TIME</u>	<u>SPEED</u>	<u>REMARKS</u>
8 September	1.2	28kts	Smashex
8 September	1.0	26kts	Return to Sydney on completion of Smashex.
25 September	16.5	19.5kts	Gladstone to Townsville - Fast passage required for exercise In Concert breifing.
28 September	6.3	21.0kts	Exercise in Concert .

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Annex B to HMAS YARRA
letter 1/16/1 dated
4th October 1978.

DRILLS, EVOLUTIONS AND EXERCISES

Navigation and Seamanship

1 September	Blind Pilotage Screenplay
4 September	Blind Pilotage
5 September	Screenplay RAS Approaches (2) OOW Manoeuvres Machinery Breakdown
6 September	Blind Pilotage Screenplay OOW Manoeuvres (2)
7 September	Blind Pilotage
8 September	Blind Pilotage Screenplay Smashex laid Dan Buoy
11 September	Blind Pilotage (3) OOW Manoeuvres
12 September	Blind Pilotage (4) Screenplay OOW Manoeuvres (2) Man Overboard
13 September	Screenplay OOW Manoeuvres
14 September	Screenplay
15nSeptember	Blind Pilotage
19 September	Blind Pilotage
21 September	Blind Pilotage
22 September	Blind Pilotage (2)
25 September	Blind Pilotage
26 September	Blind Pilotage
28 September	Blind Pilotage
29 September	Blind Pilotage First Lieutenant ship handling
30 September	Blind Pilotage OOW Manoeuvres (2) RAS Approaches (2) Boardex Towex Screenplay First Lieutenant ship handling

...../Gunnery

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Gunnery

11 September

AA1

6,11,12 September

ADEX

14 September

NG1

7 September

HMAS PERTH ORE

14 September

HMNZS CANTERBURY ORE - YARRA
target for throw off shoot.

TAS

6 September

Casex C3 - PERTH(OCS) SWAN
CANTERBURY OVENS, 1 SEA KING

Casex C2 - YARRA(OCS) OVENS
1 S2, 1 SEA KING

7 SEPTEMBER

PERTH ORE - PERTH, SWAN, CANTERBURY,
OVENS, YARRA

Casex A2 (2) - YARRA, OVENS

Casex A2 (2) - YARRA, DERWENT, OVENS

IKARA SAT 2 - DERWENT

8 September

Prowlex - YARRA, DERWENT, OVENS

Casex A2 - YARRA, DERWENT, OVENS

SMASHEX - ONSLOW, DERWENT, PERTH,
VAMPIRE, CANTERBURY, OVENS, ORION,
BUCCANEER, BOMBARD, ADVANCE.

11 September

IKARA SAT 3 - DERWENT, YARRA

13 September

Casex A2 - YARRA, DERWENT, OVENS

IKARA SAT 3 - DERWENT

Casex E10 - DERWENT, YARRA, OVENS

Casex A3 - YARRA, CANTERBURY,
VAMPIRE, OVENS

Casex C1 - YARRA, OVENS, 1 S2

Marine Engineering Drills

7 September

Loss of number 2 Evaporator Brine
Pump.

13 September

Lube Oil Contamination.

21 September

Loss of Feed Regulator Boiler
Hand Feed.

29 September

Loss of N Hull and Fire.

30 September

Loss of Number 1 Evaporator
Aquair Pumps.

Communications (V/S)

NCX 201 Semaphore (15)

NCX 202 Flashing (15)

NCX 204 Flag Hoisting/ simulated
drill (4)

...../Radio

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Radio

6 September
12 September
13 September
20 September
21 September

NCX 652 YARRA(OCS) SWAN
NCX 652 SUPPLY(OCS) YARRA
NCX 651 YARRA(OCS) STALWART
NCX 453 YARRA(OCS) TORRENS
NCX 350 PERTH(OCS) YARRA

E.W.

5 September

6 September
7 September
8 September
12 September

EWX 22
EWX 4

EWX 10
EWX 10 modified
EWX 22

EWX 10
EWX 22

NBCD

02 September
03 September
04 September

16 September
17 September
27 September
29 September
30 September

Fire in Pyro **Technics** locker
Flood in 4A Airconditioning Plant
Emergency Stations
Leaving Ship Stations
Helicopter recovery drill

Fire Forward Diesel Space 2C
Fire Ships Office
Fire Paint Shop
Fire Petrol Stowage 1 deck stb side
Emergency in HMAS BETANO
emergency party transferred.

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HMAS YARRA,
At Sea.

2 November, 1978

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

For Information:

The Commander,
Third Australian Destroyer Squadron.

The Naval Officer Commanding,
QUEENSLAND.

HMAS YARRA - REPORT OF PROCEEDINGS
OCTOBER 1978

Sir,

I have the honour to report the proceedings of HMAS YARRA under my command for the month of October, 1978. Time zones kept are as indicated.

2. At the commencement of the month, YARRA was in North Queensland Waters, participating in Exercise IN CONCERT with HMA Ships IBIS, CURLEW and BETANO. A period of in company exercises was conducted until 0200K on the 1st of the month when ships detached to conduct the surveillance and support phase of the exercise.
3. The post exercise report for Exercise IN CONCERT has been forwarded separately. The exercise was considered most successful from YARRA's point of view, presenting, as it did, some new challenges to those normally encountered by a DE. Until 3rd October, YARRA and the remainder of TU327.3.1 conducted operations in support of 3 ITF ashore. Exercises for YARRA included the control of minor war vessels conducting surveillance and patrol operations in coastal waters, the landing of troops on two off shore islands to capture coastwatchers, and a period of simulated Naval Gunfire Support on the beaches north of Townsville. The ship remained in Defence watches throughout Phase Two of IN CONCERT.
4. YARRA returned to Townsville at 1312K on Tuesday 3rd to land Army personnel and to refuel. At 1522K, on completion of fuelling, YARRA detached from TU 327.3.1 and commenced passage to Brisbane.
5. At 0638K on Wednesday 4th, YARRA suffered a Starboard Main Circulating Pump failure. After four hours stopped for investigation of this defect the ship proceeded to Brisbane accepting that slow speed operation of the starboard main engine was not possible. The following morning, prior to entering the Brisbane River, the starboard shaft was locked, and YARRA completed her passage up the river on the port shaft only. Repair of the

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circulating pump was completed during the following days alongside in Brisbane.

6. YARRA berthed alongside HMAS MORETON at 1145K on Thursday 5th, the first destroyer-sized ship to do so for several years. YARRA's visit to Brisbane coincided with Navy Week and was to prove to be, of necessity, a busy weekend for the entire Ship's Company.

7. During the afternoon of Friday 6th, accompanied by the Commanding Officers of HMA Ships IBIS and CURLEW, I called on the following dignitaries:

His Excellency, Commodore Sir James Ramsay, KCMG, CBE, DSC, Governor of Queensland.

The Honourable V.B. Sullivan, MLA, Minister for Primary Industries, representing the Premier of Queensland.

The Right Honourable the Lord Mayor of Brisbane, Alderman F. Sleeman.

Captain P.H. James, RAN, Naval Officer Commanding, QUEENSLAND.

8. A large detachment of YARRA's Officers and Ship's Company joined naval personnel based in Brisbane and the Ship's Company of IBIS and CURLEW at a Navy Week Commemoration Service held in ANZAC Square on Sunday 8th. The address at this service was delivered by the Honourable D.J. Killen, MP, the Minister for Defence. The annual Seafarer's Service, attended by His Excellency the Governor of Queensland, Commodore Sir James Ramsay, KCMG, CBE, DSC., was held in St John's Cathedral after the Commemoration Service.

9. YARRA was open to visitors on Saturday 7th and Sunday 8th, and attracted a total of 1,462 visitors. Several organised groups also visited the ship during the period alongside. The Queensland Navy Week Reception was held on board YARRA on Monday evening. Almost three hundred guests attended this function, which was catered for by both YARRA and MORETON. His Excellency the Governor of Queensland, was present at this Reception which concluded with a Beating of the Retreat ceremony conducted by the RANR Band from MORETON and a guard from YARRA.

10. At 1000K on Tuesday 10th, YARRA cast off and proceeded to Sydney. That afternoon, to seaward of Cape Moreton, a service was held on board YARRA for the scattering of the ashes of the late LCDR W.W. O'LOUGHLIN, RAN (Ret'd).

11. At 0815K on Thursday 12th, after an uneventful passage from Brisbane, YARRA berthed starboard side to the North End Cruiser Wharf at Garden Island to commence a short AMP. The ship was fuelled by lighter the following Monday, and maintenance continued (especially on weapons systems) throughout the week.

12. At 0200K Sunday 22nd, clocks were advanced one hour to Zone Lima (-11).

13. YARRA remained at the cruiser wharf until 0900L, Tuesday 24th when the ship proceeded to sea for Gun functioning and recovery trials, and for Seacat firings in the Sydney JB Area. Regrettably, Gun recovery trials were unsuccessful, and adverse weather conditions prevented a JINDIVIK launch later in the week for Seacat firing. HMAS VAMPIRE joined each evening during the week to exercise in company overnight during her work-up.

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14. On Friday 27th, VAMPIRE and YARRA entered harbour and YARRA berthed at the Fitting Out Wharf, Garden Island, at 0831L. YARRA remained at this berth until Tuesday 31st.

15. During the evening of Sunday 29th, a bomb threat was received in the ship from an anonymous telephone caller. The threat, reported elsewhere, was assessed as a hoax.

16. At 1300L, Tuesday 31st, YARRA cast off and proceeded to sea to attempt further Seacat firings. After an unsuccessful FM12 calibration trial YARRA proceeded to Jervis Bay coming to anchor in C1 anchorage at 2000L. Yarra remained at anchor in Jervis Bay, in rising southerly winds and rain squalls, until the end of the month.

MARINE ENGINEERING

17. The month of October has seen the Department fluctuate from one extreme to the other. A sheared gear wheel on the Starboard Main Circulating Pump caused by the jamming of the impeller by a piece of rope saw the Starboard Main Engine unavailable for manoeuvring (URDEF 47/81) on entering Brisbane. A further mishap of the running of the Port Turning Motor with no lubricating oil supply resulted in reversion to 24 hours notice for sea (HMAS YARRA DAU/KOY 060935Z OCT'78) while ship's staff examined the Port Main Engine and Gearing Bearings for damage. No damage was sustained and after a concerted effort by ship's staff, the ship was able to leave Brisbane on time with both Main Engines free of defects.

18. An AMP in Garden Island enabled the completion of outstanding P.M. routines and the overspeed trip trials on all auxiliary machinery except the Turbo Generators and Fans.

19. The remainder of the month has seen the Department meet its commitments and progress preparations for the Annual Inspection.

WEAPONS ELECTRICAL ENGINEERING

20. Progress on the repairs to the 4.5" mounting continued during the month and the equipment was presented for Harbour Acceptance Trials on Wednesday 18th. Gun functioning and recovery trials were commenced on Tuesday 24th, but aborted after 18 rounds fired, due to leaking re-coil cylinders on both guns and a condition causing the training recovery to be out of tolerance. Defects are being repaired by ship's staff and trials will be re-programmed when all faults are rectified. Progress up until the end of the month has been encouraging with re-coil cylinder repair complete and other defects in hand.

21. Seacat System Qualification Test was re-commenced and preparations for a firing on Wednesday 25th were made. A system defect prevented firing that day and subsequent attempts have been unsuccessful due to unfavourable weather conditions. The system is fully serviceable and it is hoped that a firing will take place (weather permitting) early next month.

22. The remainder of equipment has operated satisfactorily with minimum downtime.

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GENERAL

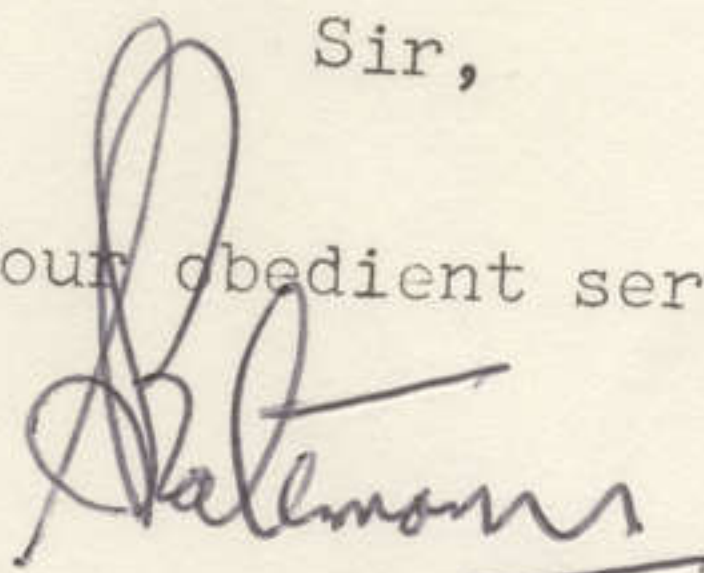
23. The success of Exercise IN CONCERT began the month on a high note. The subsequent failure of the ship to complete Gun Functioning trials and Seacat firings has been all the more disappointing in the light of that earlier success. The variety of locale offered in the coming months, however, should do much to alleviate this. The Ship's Company are presently working to the immediate goal of the annual inspection scheduled for Wednesday 29th November, with good morale and pleasing enthusiasm.

24. The conduct and health of the ship's company have been good during the month and an address has been given on the dangers of alcohol abuse. The appearance of the ship is satisfactory.

I have the honour to be

Sir,

Your obedient servant



(W.S.G. BATEMAN)
COMMANDER, RAN
COMMANDING OFFICER

- Annexes: A. Steaming Data.
B. Drills, Exercises and Evolutions.

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Annex A to HMAS YARRA letter
1/16/1 dated 2 November, 1978.

STEAMING DATA

A. Miles steamed during month	-	2,841.7nm
B. Hours underway during month	-	215.5
C. Total distance steamed since first commissioning	-	508,678.9nm
D. Total hours underway since first commissioning	-	36,033.3

Occasions on which economical speed was exceeded:

<u>DATE</u>	<u>TIME</u>	<u>SPEED</u>	<u>REMARKS</u>
01 OCT	.5	22kts	Exercise IN CONCERT - attacked by Mirage aircraft.
01 OCT	2.4	20kts	Exercise IN CONCERT - transit to NGS mission.
02 OCT	.75	20kts	Exercise IN CONCERT - return to Townsville to embark Army Personnel.
02 OCT	.75	22kts	Exercise IN CONCERT - return to Townsville to embark Army Personnel.
02 OCT	4.3	20kts	Exercise IN CONCERT - Townsville to Holbourne Is.
03 OCT	3.0	20kts	Exercise IN CONCERT - Brook Is to Townsville.
04 OCT	2.0	21kts	Townsville to Brisbane. Slow speed limitation STBD shaft.

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Annex B to HMAS YARRA letter
1/16/1 dated 2 November, 1978.

DRILLS, EXERCISES AND EVOLUTIONS

NAVIGATION AND SEAMANSHIP

- 01 OCT - Station Master
Blind Pilotage (2)
- 02 OCT - Blind Pilotage (4)
- 03 OCT - Blind Pilotage (2)
- 05 OCT - Blind Pilotage
- 10 OCT - Blind Pilotage
- 11 OCT - Man Overboard
- 12 OCT - Blind Pilotage
- 25 OCT - Vertrep
J.OOW ship handling
Screenplay
Steering Gear breakdown
Man Overboard
RAS APS - light jackstay (2)
OOW Mans
- 26 OCT - Screenplay
Vertreps (2)
Man Overboard
- 27 OCT - Screenplay
OOW Mans
Blind Pilotage
- 31 OCT - Blind Pilotage (2)

MARINE ENGINEERING

- 08 OCT - Loss of Main Circulating Pump
- 10 OCT - Loss of Feed Regulator
Burst Firemain in Boiler Room
- 24 OCT - Loss of Turbo Generator

A.I.O.

- 01-03 OCT Plotting Exercise - IN CONCERT
- 25 OCT - RAINEX/GOPEX
- 26 OCT - IFFA
- 24 OCT - ARREX
- 26 OCT - ADEX - SIMTEX

GUNNERY

- 02 OCT - NGS
- 24 OCT -- Gun Functioning and Recovery Trials
CM1
AA1
- 25 OCT - CM1 (2)

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...../B2

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26 OCT - NG1
CM1
AA1 (2)
BARFEX

TAS

24 OCT - CASEX B1 (4)
CASEX C2 (5)
25 OCT -- CASEX A2 (5)
26 OCT - CASEX C2 (5)

N.B.C.D.

01 OCT - Action Stations - attacked by Mirage. 1Z
01-03 OCT Defence Watches closed-up - Exercise IN CONCERT. 2Y
10 OCT - Emergency and Leaving Ship stations.
12 OCT - Fire in Gunners Store
13 OCT - Fire Seacat Console
16 OCT - Fire Main Galley
18 OCT - Fire Shipwrights Shop
19 OCT - Fire Canteen Flat
22 OCT - Oil leak shell room
24 OCT - Emergency and Leaving Ship stations
25 OCT - Major NBCD Exercise. 1Z
27 OCT - Fire 3M Mess
28 OCT - Fire OPS Room
Bomb threat received. D.C. Z

COMMUNICATIONS

E.W.

17 OCT - J.COMMEX 9
18 OCT - J. COMMEX 9
23 OCT - EWEX 22
EWEX 10MOD
EWEX 23

RADIO

4 OCT - NAVCOMEX 604
5 OCT - NAVCOMEX 651
24 OCT - NAVCOMEX 453
26 OCT - NAVCOMEX 453
NAVCOMEX 652
27 OCT - NAVCOMEX 453
NAVCOMEX 657

V/S

5 OCT -- NAVCOMEX 201
202
9 OCT - NAVCOMEX 252
205
26 OCT - NAVCOMEX 201
202
31 OCT - NAVCOMEX 201
202

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HMAS YARRA,
At Sydney.

4 December, 1978

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET

For Information:

The Commander,
THIRD AUSTRALIAN DESTROYER SQUADRON.

The Naval Officer-in-Charge,
VICTORIA.

The Naval Officer-in-Charge,
SOUTH AUSTRALIA.

HMAS YARRA - REPORT OF PROCEEDINGS - NOVEMBER 1978

Sir,

I have the honour to report the proceedings of HMAS YARRA under my command for the month of November, 1978. Time zones kept are as indicated.

2. On Wednesday 1st of November, YARRA was at anchor in Jervis Bay, awaiting moderation of the weather sufficient to permit Seacat SQT firings against a Jindivik - towed target. The morning however dawned miserably, with low cloud, high wind and steady rain. YARRA weighed at 1230L and proceeded to sea to sample the weather conditions outside the Bay. The wind remained unsuitable for Jindivik launch, unfortunately, and YARRA returned to anchor in Jervis Bay at 1600L
3. On Thursday 2nd, the ship weighed at 0651L and proceeded to sea in much improved weather conditions. In the exercise areas to seaward of Jervis Bay, a preparatory tracking exercise for the Seacat aimers was conducted, and at 1028L the first Seacat missile of the commission was fired. A failure of the second Tonic towed target however, prevented a second missile firing. At 1145L trials personnel were transferred by helicopter to shore, and YARRA commenced a fast passage to Geelong.
4. The ship passed through the Rip at the entrance to Port Phillip Bay the following morning at 1015L and berthed alongside Cunningham Pier in Geelong Harbour at 1400L. During the afternoon the ship received 580 visitors while open for public inspection. At 1500L I called on the Mayor of Geelong, Councillor H. Glover.

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5. Although YARRA's visit to Geelong was primarily to assist with the Legacy Jubilee conference, the visit coincided with Geelong's annual "Springding" festival. The ship's berth at Cunningham Pier placed the ship prominently amidst the festival celebrations, and the interest in YARRA displayed by the people of Geelong was most pleasing. If YARRA's experience is any guide, the presence of a major fleet unit at future Geelong "SPRINGDING" festivals, which are to become annual events during the weekend preceeding the Melbourne Cup, would be beneficial both for the citizens of Geelong and for the RAN.
6. On Saturday 4th, YARRA proceeded into Port Phillip Bay with members of the Legacy Conference embarked. YARRA steamed from 1300L to 1600L returning near the saluting point for yachts and launches participating in the opening day regatta sail past of the Royal Geelong Yacht Club. YARRA berthed at Cunningham Pier once more, and remained at that berth for the rest of the weekend. A most pleasant visit for all personnel ensued, due to a large extent to the close liaison and assistance provided by Mr T. Daniel, of the Geelong Regional Tourist Authority.
7. At 1030L on Monday 6th, YARRA cast off and proceeded to Melbourne. Embarked for the passage were the families of some of the ship's company resident in Victoria. After a tour of Port Phillip Bay YARRA berthed at Station Pier, Port Melbourne at 1430L. At 1530L I proceeded ashore to call on the Naval Officer in Charge, Victoria CDRE K.W. Shands, OBE RAN.
8. YARRA was open for public inspection on the following day (Melbourne Cup Day) and a total of 1542 visitors were welcomed onboard. The ship remained at her berth until 0900L on Wednesday 8th, then cast off and commenced passage to Adelaide.
9. At 1815L clocks were retarded to zone KL and at 1837KL Gun Functioning Trials were successfully carried out on the 4.5" turret. The firings were conducted in the western approaches to Bass Strait, in steadily deteriorating weather conditions.
10. After a somewhat uncomfortable passage, YARRA entered Adelaide harbour at 1250 KL and berthed at No12 wharf in the inner harbour at 1410 KL, on Thursday 9th, for a ten day AMP, and for Mulloka maintenance.
11. At 1100 on Friday 10th, in the company of the Naval Officer in Charge, South Australia, CMDR P.M. Mulcare RAN, I called on the mayor of Port Adelaide, Mr H.C.R. Marten.
12. Ceremonial Divisions were held on board at 1400 on Friday 10th, as preparation for YARRA's Annual Inspection. That evening, an official reception was held on board, attended by the Honourable T.M. Casey, State Minister for sport and recreation, and Mrs Casey, Councillor and Mrs A.J. Watson (Representing the Lord Mayor of Adelaide), Mr and Mrs H.C.R. Marten, Mayor of Port Adelaide, and other guests.

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13. YARRA remained at No 12 wharf for the following week continuing ship's husbandry tasks and working in all departments towards the goal of the annual inspection. The advantages of an isolated wharf, without the usual interruptions associated with an assisted maintenance period in Sydney, permitted work to progress at a most satisfactory rate. The ship was, however, subject to frequent visits from school groups throughout this period. The primary reason for the visit to Adelaide was to permit greater access to the ship for Mulloka maintenance. During this period, personnel from the Defence Research Centre, Salisbury, and from EMI, continued work on the Mulloka Sonar equipment on board. Significant repair and modification tasks were completed whilst alongside.
14. On Tuesday 14th, I hosted a luncheon on board for Mr H.C.R. Marten, Mr Justice Jacobs of the Supreme Court of South Australia, Mr K. Barclay, Regional Director of the Department of Transport, and Commander Mulcare.
15. HMAS STALWART entered Adelaide harbour at 1000KL on Wednesday 15th, and at 1440KL, I called on her Commanding Officer, Captain E.V. Stevens, RAN. STALWART's presence in Adelaide did much to take the pressure of school visits away from YARRA, permitting upper deck maintenance to proceed unhindered.
16. The following day, at 1200KL, I attended a reception by the Mayor of Port Adelaide, Mr H.C.R. Marten. The reception was also attended by several YARRA Officers, and the Commanding Officer and Officers of STALWART. On Friday 17th, I entertained at lunch Mr E. Davis, the Superintendent of AEL, Defence Research Centre, Mr J. Lamprey, the Principle Engineer of the same department and Dr R. Potter, General Manager of EMI.
17. On Sunday 19th, at 1000KL, YARRA proceeded to sea in company with STALWART. Embarked in both ships were families of those members of the ship's companies resident in Adelaide and some local citizens of prominence. YARRA disembarked her guests at No 3 wharf, Outer Harbour, but a strong onshore wind prevented STALWART from landing her visitors by boat. STALWART accordingly proceeded clear of the Outer Harbour Breakwater and came to anchor. YARRA then berthed port side to STALWART's starboard side, and ferried the visitors back to No 3 wharf in the Outer Harbour at 1312KL. When all guests were clear of the ship YARRA rejoined STALWART and both ships commenced passage to Sydney.
18. A series of exercises on passage were conducted by both ships during the subsequent two days. At 1330L on Tuesday 21st, YARRA received a light jackstay from STALWART and several personnel were transferred. After a series of Officer of the Watch manoeuvres, YARRA detached and steamed ahead to Jervis Bay, coming to anchor at 2308L that night.
19. The following morning, after embarking RANTAU personnel YARRA weighed and proceeded to sea to complete Seacat SQT firings. Some difficulty was experienced with the Jindivik target, but at 1443L one missile was successfully fired, to be followed by a second at 1452L. YARRA conducted log calibration trials for the rest of the afternoon, at the Jervis Bay measured mile, before coming to anchor in Jervis Bay at 1925L.

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20. YARRA weighed at 2227L, Wednesday 22nd, and proceeded to sea to rendezvous with HMAS TORRENS. The rendezvous was effected at 0200L the following morning, and both ships exercised in company throughout the night while making ground towards Sydney. Both ships entered harbour later in the morning, and at 0925L YARRA berthed on TORRENS at the South End Cruiser Wharf, Carden Island.

21. On Friday 24th YARRA was moved by tugs to alongside HMAS VAMPIRE at the North End Cruiser Wharf just as you, Sir, were boarding her for her annual inspection. YARRA remained at this berth for the weekend.

22. The departmental inspections for YARRA's annual inspection commenced at 0900L on Monday 27th, conducted by squadron and some fleet staff officers. During the day YARRA was moved by tugs to alongside South End Cruiser Wharf, and later, to alongside HMAS STUART at North End Cruiser Wharf. YARRA remained at this berth until the end of the month.

23. Departmental inspections continued on the following day and on Wednesday 29th, Captain M.D. Jackson RAN, the Commander Third Australian Destroyer Squadron, conducted YARRA's formal annual inspection.

MARINE ENGINEERING

24. The month of November has seen the ship complete one SMP in Adelaide for Mulloka maintenance. The engineering department had the loan of two sailors from PARRAMATTA for the period. The only large defect of the month - a fractured glissard valve in the port fuel pump (URDEF 51/81) was repaired during this time. A large amount of maintenance and repairs of minor defects were completed, then a large effort was put into preparing compartments for the annual inspection.

WEAPONS ELECTRICAL ENGINEERING

25. A successful 4.5" gun functioning trial was conducted on passage from Melbourne to Adelaide on Wednesday 8th. Other mounting defects are being progressed.

26. The Seacat system has now passed system qualification test and is fully operational. The provisional results from the three firings conducted appear most satisfactory.

27. The Mulloka system underwent an intensive period of modification and repair during the ship's stay in Adelaide. The modification trials conducted were successful. The system is now operational with the exception of the transducer which is still under repair following its removal, after corrosion damage was discovered in July 1978. The sonar system can and will be used in the MURRTE mode for operator training until the transducer is replaced during the February/March intermediate docking.

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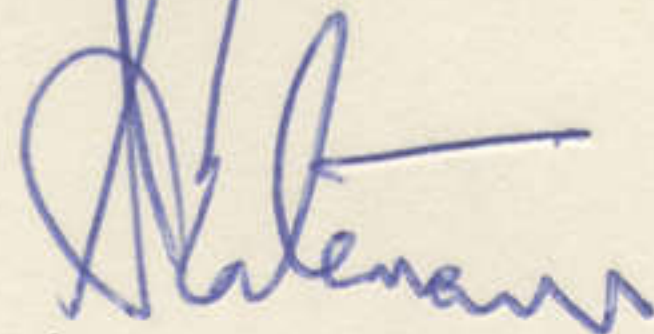
28. With successful firings of the 4.5" gun and the Seacat system, and the completion of YARRA's annual inspection for 1978, November has proved to be a month of considerable achievement for YARRA's ships company. After much hard work in the preceding months, YARRA's first overseas cruise of the new commission, to New Zealand in December, is being keenly anticipated.

29. Morale in YARRA is considered high at the end of the month. The conduct and health of the ship's company ~~has~~ *have* been very good during the month and the appearance of the ship after the preparation work for the annual inspection is likewise of high standard.

I have the honour to be,

Sir,

Your obedient servant



(W.S.G. BATEMAN)
COMMANDER, RAN
COMMANDING OFFICER

- Annexes: A. Steaming Data.
E. Drills, Exercises and Evolutions.

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Annex A to HMAS YARRA
letter 1/16/1 dated
4th December 1978

STEAMING DATA

A.	Miles steamed during month	2467.0
B.	Hours underway during month	153.9
C.	Total distance steamed since first commissioning.	511,145.9
D.	Total hours underway since first commissioning.	36,187.2

Occassions on which economical speed was exceeded:

<u>DATE</u>	<u>TIME</u>	<u>SPEED</u>	<u>REMARKS</u>
02 November	16.75Hrs	20 Kts	Fast passage to Geelong
04 November	.8 Hr	24 Kts	Legacy Sea Day Geelong
21 November	1.5 Hrs	20 - 26 Kts	Log Calibrations

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Annex B to HMAS YARRA
letter 1/16/1 dated
4th December 1978

DRILLS, EXERCISES AND EVOLUTIONS

Seamanship and Navigation

01 November	Blind Pilotage (2)
02 November	Blind Pilotage Vertrep
03 November	Blind Pilotage
04 November	Blind Pilotage (2)
06 November	Blind Pilotage (2)
08 November	Blind Pilotage
09 November	Blind Pilotage
19 November	Blind Pilotage OOW Manouvers Screenplay (2)
20 November	Screenplay OOW Manouvers (3) RAS Approaches Jackstay
21 November	Screenplay OOW Manouvers RAS Approaches Jackstay Blind Pilotage
22 November	Blind Pilotage Log Calibrations
23 November	Blind Pilotage Screenplay RAS Approaches OOW Manouvers
<u>Gunnery</u>	
01 November	CM1
02 November	CM1
08 November	CM2 - Live Seacat firing Gun Functioning Trials
21 November	Balloon Tracking
22 November	CM1 CM2 - Live Seacat firings (2)

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20 November ASAC Training (2)
R.F.X. 2
FM 12 Calibrations

Communications

08 November NCX 201
202
09 November NCX 201
202
10 November NCX 201
202
20 November NCX 201
202
252
401
453
21 November NCX 201
202
252
23 November NCX 201
202
24 November NCX 201
202

Diving

01 November Day Dive
14 November Day Dive

NBCD

25 November Exercise Fire Tiller Flat
29 November Exercise Fire E.W. Equipment Room

Marine Engineering

02 November Loss of Feed Regulator
08 November Loss of Port Fuel Pump

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1/16/1

HMAS YARRA,
At Hobart.

17 December 1978

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET

For Information:

The Commander,
Third Australian Destroyer Squadron

HMAS YARRA - REPORT OF PROCEEDINGS

1ST - 17TH DECEMBER, 1978

Sir,

I have the honour to report the proceedings of HMAS YARRA under my command for the period 1st - 17th December, 1978. Time zones kept are as indicated.

2. At the commencement of the month, YARRA was berthed alongside HMAS STUART at the North End Cruiser Wharf. The ship remained at this berth until 0835L on Monday 4th, when tugs were employed to move the ship cold, to alongside HMAS BRISBANE at the South End Cruiser Wharf. That afternoon, at 1330, YARRA cast off and proceeded to sea, to passage to New Zealand.

3. The passage to Wellington was dedicated to Junior Officer's Navigation and Seamanship training. At 1630L on Tuesday 5th, the ship was stopped to conduct 170 square beam pattern checks. The passage continued at 1700L.

4. Time zone M was kept from 0100M on Wednesday 6th, and landfall was made at 1725M on Thursday 7th, on Cape Farewell. YARRA continued through the Cook Strait overnight, advancing clocks a further hour at 0100(-13) on Friday 8th. YARRA berthed at Aotea Quay, in Wellington harbour, at 0700(-13) that morning. After fuelling, the ship proceeded to the Overseas passenger terminal, berthing there at 0957(-13).

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5. At 1006(-13) I received the call of Group Captain G. Dyke, DFC, RAAF, the Australian Defence Representative in New Zealand. During the morning, accompanied by Group Captain Dyke, I called on the Australian High Commissioner, Mr L.H. Border, MVO, the Deputy Chief of the New Zealand Naval Staff, Commodore R.H.L. Humby, the Mayor of Wellington Mayor M. Fowler, the Chairman of the Wellington Harbour Board, Mr H.A. James, and the Harbour Master, Captain D.W. Galloway. In lieu of return calls I entertained these gentlemen at lunch in YARRA.

6. During the evening, an official reception was held on board, attended by:

The Deputy High Commissioner, Mr G.S.F. Harding and Mrs Harding,

The Deputy Chief of the Defence Staff, Air Commodore D.E. Jamieson, OBE, and Mrs Jamieson,

The Deputy Secretary of Defence, Mr D.B.G. McLean, and Mrs McLean,

The Deputy Chief of the Naval Staff, Commodore R.H.L. Humby, and Mrs Humby,
and other citizens of prominence.

7. A variety of sporting and social activities were arranged for the ship's visit. Twenty of the Ship's Company were billeted in the homes of families in the Wairarapa region for the duration of the visit. YARRA was open for inspection on both Saturday 9th and Sunday 10th, and was visited by a total of 1,212 people.

8. YARRA's first overseas visit of her new commission was enthusiastically received by the Ship's Company. The excellent organisation afforded by both the staff of the Australian Defence Representative, and the Royal New Zealand Navy ensured the success of the weekend.

9. YARRA returned to sea at 1000(-13) on Monday 11th, and made passage down the west coast of the South Island to Milford Sound. The ship spent two hours transiting the Sound on the afternoon of Tuesday 12th while the Ship's Company absorbed its remarkable beauty.

10. YARRA continued her passage at 1510(-13) on Tuesday 12th, to Hobart. In somewhat less favourable weather conditions, the journey was made without incident and landfall was made on Tasman Island Light at 0130L on Friday 15th.

11. The ship entered the Port of Hobart later in the morning to berth at Selfs Point fuelling Wharf at 0830L. At 0930L, accompanied by the Naval Officer-in-Charge, Tasmania, Lieutenant Commander K. Flindell, RAN, I proceeded ashore to call on the Master Warden, Marine Board of Hobart,

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Mr J. Harris, His Excellency, the Governor of Tasmania, Sir Stanley Burbury, KCVO, KBE, and the Lord Major of Hobart, Alderman D.R. Plaister, MBE.

12. On completion of fuelling, at 1140L, YARRA proceeded to Elizabeth Street Pier, and berthed on the southern side at 1215L. YARRA was planned to remain at this berth until Monday 18th.

13. During the evening of Friday 15th, my officers and I entertained some of the citizens of Hobart, at YARRA's official reception on board.

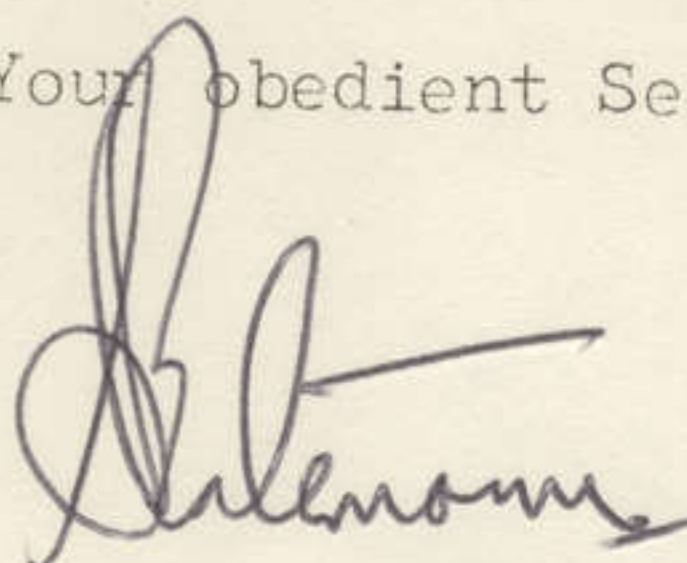
14. On Monday, 18th December, command of HMAS YARRA was assumed by Commander H.J. DONOHUE, RAN.

15. During the period 1st - 17th December, the conduct of the Ship's Company of HMAS YARRA was satisfactory and morale good. The appearance of the ship is good.

I have the honour to be,

Sir,

Your obedient Servant



(W.S.G. BATEMAN)
COMMANDER, RAN
COMMANDING OFFICER

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HMAS YARRA
at Garden Island.
2nd January, 1979.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET

For information: The Commander,
THIRD AUSTRALIAN DESTROYER SQUADRON

HMAS YARRA - REPORT OF PROCEEDINGS
18TH - 31ST DECEMBER, 1978

Sir,

I have the honour to report the proceedings of HMAS YARRA under my command for the period 18th - 31st December, 1978. Times throughout are Zone Lima (-11).

2. On Monday 18th I assumed command of HMAS YARRA from Commander W.S.G. Bateman, RAN. YARRA was berthed on the southern side of Elizabeth Street Pier, Hobart.

3. At 1015 YARRA cast off and proceeded down river to North West Bay, at the northern entrance to the D'Entrecasteaux Channel, to conduct a scattering of ashes ceremony for the late Commander D.W. Falconer, RAN, and the late Commander F.G. Morrell, RAN. The ceremony was attended by the immediate families of the officers, and was conducted by the Reverend E. Beavan assisted by the Reverend R. McLaren and the Reverend J. Pettiman. These guests were transferred to M.V. EGERIA on completion of the service at 1200, and YARRA proceeded into Storm Bay.

4. A short session of man overboard drills was conducted from 1225 to 1310 before commencing passage to Sydney. That afternoon, in the vicinity of Mistaken Cape, a fishing vessel of Asian appearance was detected apparently stopped within the Declared Fishing Zone. YARRA closed to investigate, and stopped a short distance from the vessel, HOYO MARU No. 67 at 1745. The ship was marked 'RESEARCH VESSEL' on both sides of her hull, but was nevertheless stationary 1.8nm inside the DFZ with fishing gear unstowed and ready for use. A FISHREP signal was accordingly raised and YARRA continued her passage. Subsequently, information was received advising that the vessel was indeed licenced to take fish in Australian waters and was engaged in research activities in conjunction with the CSIRO.

5. YARRA continued north to Bass Strait in steadily deteriorating weather conditions and made the crossing to the mainland with a fresh gale blowing from the South West. Once in the lee of Green Cape, in southern New South Wales, the effect of the wind was lessened.

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6. YARRA entered Sydney Harbour at 0730 on Wednesday 20th, securing to No. 3 buoy off Garden Island at 0805. I addressed the Ship's Company shortly afterwards before deammunitioning commenced. By working through the lunch period, deammunitioning was completed at 1330. I regret to report that a 4.5" shell was lost overboard during deammunitioning and is the subject of a separate report.

7. At 1405 YARRA slipped and proceeded to Garden Island, berthing alongside HMAS DERWENT at West Dock Wall at 1430. YARRA remained at this berth, preparing for the forthcoming Intermediate Docking period, through the Christmas season until the end of the year.

8. Approximately 50% of the Ship's Company proceeded on Christmas leave on Friday 22nd. Christmas Day onboard was quiet, however a happy and relaxed family atmosphere prevailed when the traditional Christmas dinner was served to the remaining Ship's Company, family guests and friends on tables set up on the Quarterdeck.

MARINE ENGINEERING

9. The month of December has seen YARRA enjoy a trip to Wellington, New Zealand, and Hobart, spending a weekend in each city before returning to Sydney for Christmas and maintenance periods.

10. No major defects occurred during the period, and the steady steaming was enjoyed by the Department after the year's trials and exercises.

WEAPONS ELECTRICAL ENGINEERING

11. The primary activity for the early part of the month was the preparation of the defect list for the Intermediate Docking period scheduled for February - March 1979. All systems were critically reviewed and the appropriate defect action taken.

12. Preparations for the 1979 MULLOKA trials began with the removal of a large number of printed circuit cards from the equipment, and their despatch to the Defence Research Centre in South Australia for modification. These cards and other modified components will be re-fitted into the MULLOKA equipment, during the Intermediate Docking period, in readiness for the commencement of the formal trials programme in April, 1979.

GENERAL

13. Morale is considered high with the Ship's Company being very ready for a well deserved Christmas break. The conduct and health of the Ship's Company is satisfactory and the appearance of the ship is good.

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14. All personnel are looking forward to YARRA becoming a fully operational fleet unit next year.

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



(K.A. SWAIN)
Lieutenant Commander RAN
Commanding Officer (AOL)

Annexes: A. Steaming Data
B. Drills, Exercises and Evolutions.

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ANNEX A TO HMAS YARRA LETTER
1/16/1 DATED 2nd JANUARY 1979.

STEAMING DATA

- A. Total distance steamed during the Month 3332.7 nm
B. Total hours underway during the Month 230.4
C. Total distance steamed since First Commissioning 514478.6 nm
D. Total hours underway since First Commissioning 36417.6
E. Occasions on which Economical speed was exceeded:

<u>DATE</u>	<u>TIME</u>	<u>SPEED</u>	<u>REMARKS</u>
11/12 DEC	25.3 hrs	19 kts	Passage from Wellington to Milford Sound to maintain SOA of 18 kts

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ANNEX B TO HMAS YARRA LETTER
1/16/1 DATED 2nd JANUARY, 1979

DRILLS, EXERCISES & EVOLUTIONS

SEAMANSHIP & NAVIGATION

4 DEC Blind Pilotage
6 DEC Man overboard
7 DEC Mon overboard (2)
8 DEC Blind Pilotage
11 DEC Blind Pilotage
12 DEC Blind Pilotage
13 DEC OOW Manoeuvres (3)
14 DEC OOW Manoeuvres (2)
15 DEC Blind Pilotage
18 DEC Blind Pilotage
Man overboard
20 DEC Blind Pilotage

NBCD

1 DEC Exercise Fire Conversion Machinery Room
8 DEC Exercise Fire Shipwright Shop

DIVING

20 DEC Operations Sydney

MARINE ENGINEERING

11 DEC Loss of Feed Regulator
18 DEC Loss of Port Fuel Pump

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