

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

**HMAS BRISBANE (II)**

**Item number: 70/5**

**Title: January-December 1972**



AWM78-70/5



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18/6/3352

DEPARTMENT OF THE NAVY

HMAS BRISBANE

Report of Proceedings JAN 72

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D of 0 28/2.

DGOP Ch. 28/2.

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1NM 28/2.

2NM 6/3

3NM 28/2.

4NM 28/2.

SECRETARY 28/2.

C of S 28/2.

DPR 28/2.

AS(NS) (NS55) 28/2.

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- NOTES:
- This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
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  - Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.
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NAVY—CANBERRA		
18	6	3352

HMA FLEET HEADQUARTERS,  
GARDEN ISLAND. N.S.W. 2000.

J.G.

16 February, 1972.

A.F. 1/16/22

The Secretary  
Department of the Navy

HMAS BRISBANE - REPORT OF PROCEEDINGS - JANUARY 1972

1. Forwarded.
2. The GFCS68 continues to present problems, mainly centred in the Radar AN/SPG53. The defects referred to in the enclosure were repaired but defects in range circuits have since been experienced and are being investigated by the Dockyard.

(N.E. McDonald)  
Commodore, RAN  
for Flag Officer Commanding.

Enclosure: HMAS BRISBANE 1/16/2 dated 1 February, 1972.

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1/16/22  
HMAS BRISBANE,  
at Sea.

1/16/2

1st February, 1972

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET.

Sir,

I have the honour to report the proceedings of HMA Ship under my command during the month of January, 1972. All times Zone L (-11).

2. The majority of the month was spent in Sydney with a proportion of the Ship's Company still taking long leave. Pre Workup Training was carried out where it had been possible to arrange it, but the combination of long leave for officers and sailors and the availability of schools and training facilities left several areas of inadequacy which could only be overcome during the workup itself. A change in officer complement of some 70% and sailor complement of some 50% augured a heavy training commitment during the next two months. During the last week of the month the ship was at sea for shakedown.
3. On Saturday, 1st January, BRISBANE lay alongside HMAS YARRA at Cruiser Wharf, Garden Island. During the afternoon, 40 children from a Christian Youth Group visited the ship for a guided tour. On Thursday, 6th January, 65 Legacy boys were shown over the ship and a similar group of girls came onboard on 20th January. On Friday, 7th January, the ship was cold moved to alongside HMAS QUEENBOROUGH while HMAS MELBOURNE left Captain Cook dock and later in the day returned to the original berth. Six officers and eight Tactical operators spent three days in the Fleetwork Trainer at HMAS CERBERUS, 10th - 12th January. Command Team training at HMAS WATSON was conducted from 17th - 21st January. On Monday, 17th January, the ship was cold moved to No. 3 buoy for ammunitioning and it returned alongside on Wednesday, 19th January.
4. At 0900 Monday, 24th January, BRISBANE cast off and proceeded to sea for shakedown. The only major equipment not serviceable was Fire Control System 1 which had problems in the Director and associated AN/SPG 53 radar and the AN/ULQ6A which required a travelling wave tube and none were available as BRISBANE's spare had been given to PERTH. From 2030 to 0010 Tuesday, 25th January, the ship acted as Rescue Destroyer while MELBOURNE carried out flying operations in Jervis Bay.
5. Programmed exercises for the week were carried out in the main despite two days of adverse weather conditions. TACAN trials were aborted but the indications were that it was functioning correctly. A Helo control exercise was cancelled and the internal operation Awkward was less than satisfactory because of weather. The newlyfitted expendable Bathythermograph was tested satisfactorily. The ship was anchored in Jervis Bay from 0030 - 1025 Tuesday, 25th January, 0025, 26th January to 0840, 27th January, and 1805 - 2300, 27th January.

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6. BRISBANE entered Sydney harbour and secured to No. 2 buoy at 1135 Friday, 28th January and remained there until the end of the month. On Saturday, 29th January, BRISBANE was the flagship for the Royal Australian Navy Sailing Association Regatta and some hundred guests were entertained under an awning on the Ikara Deck.

#### MARINE ENGINEERING

7. All maintenance was completed by the 18th January, with the boxing up of 2A boiler, the last of the four to be internally cleaned. Basin trials were conducted with the Starboard Engine on the 17th January and with both engines on Thursday, 20th January. Both trials were most successful. During the week 24th to 28th January, all main and auxiliary machinery performed satisfactorily with the exception of the port main condenser. Salt contamination occurred briefly during manoeuvring on Friday, 28th January and subsequent inspection revealed two slack stay bolts. This defect was made good and no further contamination has occurred. Engineering personnel are responding well to training casualties and the Damage Control Organisation has been exercised with satisfactory results at this stage.

#### WEAPONS ELECTRICAL

8. The setting to work of all systems has proceeded satisfactory during the month except for the GFCS 68. As reported earlier, the AN/SPG 53 scanner unit fitted had been transferred to ~~base~~ and a new unit could not be obtained until 24th December, 1971. This meant that SPG 53 could not be progressed until then and a large number of problems were soon found, as could be expected for a system inoperative for two months. The solution to all problems was greatly complicated by the prior loss of the only trained and experienced SPG53 maintainer and his replacement by an EMWE fresh from course. First attempts to track were possible only four days before sailing for shakedown and good tracking is still not possible. The remainder of the equipment has operated with very few defects and the 16 round gun functioning trial proceeded with only a short hold up on Mount 51. Damage control and repair exercises have taken place daily during the shakedown and parties are now conversant with procedures and correct practices. Log calibration, sonar voice assessment, sonar source level and sensitivity checks have been successfully completed. Equipment serviceability since sailing for shakedown has been satisfactory except for GFCS 68 and the ULQ6A which has yet to have Field Change 5 completed and lacks a travelling wave ~~base~~ <sup>TUBE</sup>.

#### TRAINING

9. A Section 1 Promotion Board planned for mid January was not held due to the absence from the ship of most candidates who were engaged in pre-workup courses. Several sessions of power of command training were conducted however.

Preparation for the February Branch Technical Tests has been progressed by group instruction and private study of the various study packs.

Ordinary Seaman's training has been concentrated on that required for workup and has progressed satisfactorily.

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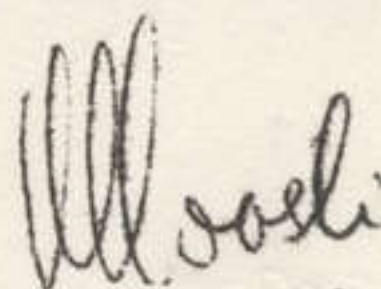
HEALTH, MORALE AND CONDUCT

10. The health of the Ship's Company is good and their conduct satisfactory. The change from long leave and self maintenance to a rather hectic shakedown period has had its unstabilishing effect on some of the Ship's Company but the vast majority have shown eagerness to get the ship back to a high standard of operational efficiency.

I have the honour to be,

Sir,

Your obedient servant

  
(R.G. LOOSLI)  
CAPTAIN, RAN

ANNEXES

- A. Steaming Figures
- B. Exercises for Month of January, 1972

For Information: The Commander, First Australian Destroyer Squadron  
The Commanding Officer, HMAS HOBART  
The Commanding Officer, HMAS PERTH  
Australian Naval Attache, WASHINGTON, D.C.

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**CONFIDENTIAL**STEAMING FIGURES

Total Miles Steamed - January, 1972	670.1
Total Miles Steamed - Since Commissioning	13554.9
Total Hours underway - January, 1972	61 30/60
Total Hours underway - Since Commissioning	11318 13/60

OCCASIONS OF EXCEEDING FAST ROUTEING SPEED

DATE	SPEED KNOTS	DISTANCE MILES
24JAN	20	38.2
27JAN	24	32.4
28JAN	24	35.2

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ANNEX "B"

EXERCISES FOR MONTH OF JANUARY, 1972

GUNNERY EXERCISES

DATE	TIME	EVENT
24JAN	1130-1230	Balloon Tracking
24JAN	1300-1500	AATX (HS125)
24JAN	1500-1700	AATX (Macchi)
24JAN	1600-1800	AATX (HS125) SQT Tracking
24JAN	1800-1900	Gun Functioning Trial
25JAN	1100-1300	AATX SQT (HS 125)
25JAN	1400-1600	AATX SQT (HS125)
26JAN	0800-1100	Landing Party drills and lecture
26JAN	0900-1100	AATX SQT (HS125)
26JAN	1300-1500	AATX (HS125)
26JAN	1500-1700	NGSCX
26JAN	1800-1900	NGSCX
27JAN	0700-1430	Landing party Exercise inc. Weapon firing
27JAN	0900-1100	AATX SQT (HS125)
27JAN	1300-1400	AATX SQT (HS125)
27JAN	1600-1800	AATX SQT (HS125)
28JAN	0800-1000	AATX (HS125)

NB

In addition, surface, AA and NGS drills were practiced on the numerous occasions the ship went to action stations.

SUMMARY

Balloon Tracking	1	1 hour
AATX (for GFCS)	4	8 hours
AATX SQT	7	13 hours
GFT	1	1 hour
Landing Party	2	10.5 hours
NGSCX	2	3 hours

AIO EXERCISES

10-15JAN	PWT - RP's/ASAC's	
17-21JAN	CTT	
	Air Control	12.5 hours
	AARX (external)	10 hours
	AARX (internal)	12 hours
	OP Awkward	1 hour
	NGSCX	2 hours
	Command Central Procedures	2 hours

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## EXERCISES FOR MONTH OF JANUARY, 1972 (Cont'd)

### COMMUNICATIONS EXERCISES

RADIO CENTRAL 6MMX  
3TTX (All OPS one per week)  
1NAVCOMMEX 404 (Internal frequency shifting - UHF)  
1NAVCOMMEX 501 (Crypto)

V/S DEPARTMENT 2NAVCOMMEX 201 (Semaphore)  
2NAVCOMMEX 202 (Flashing)  
1NAVCOMMEX 206 (Directional Flashing Light)  
1 week PWT - WATSON  
1 week PWT Fleetwork Trainer - CERBERUS

EW DEPARTMENT 1 EWX 41  
1 EWX 92 (internal)  
These exercises in addition to WATSON PWT

### NBCD EXERCISES

24JAN	2 Control exercises	3/4hour
	Communications exercise	1hour
	Proving watchbill	1hour
	Minor NBCD Exercise	1hour
25JAN	2 Control exercises	3/4hour
	Major NBCD Exercise	1hour
26JAN	2 Control exercises	3/4hour
	Major NBCD Exercise	1hour
27JAN	Major NBCD exercise	1hour

### SEAMANSHIP

25JAN	ILR and HELLO Winching Demonstration	1hour
26JAN	Internal operation Awkward Jackstay transfer Ras Approaches	1hour

### INTERNAL EXERCISES

<u>ACTION STATIONS</u>	24JAN	a.m.
	25JAN	p.m.
	26JAN	p.m.
	27JAN	p.m.
<u>EMERGENCY STATIONS</u>	24JAN	a.m.
	25JAN	p.m.
<u>LEAVING SHIP STATIONS</u>	24JAN	a.m.
	25JAN	p.m.

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DEPARTMENT OF THE NAVY

18-6-3426

HMAS *BRISBANE*

Report of Proceedings *FEB 72*

*L* AS(NS) *19/4.*

*D of O* *20/4.*

DGOP

*for* DCNS *120/4*

1NM *21/4*

2NM *24/4*

3NM *28/4*

4NM *1/5*

SECRETARY *4/5/72*

*D of S* *1/5*

DPR *8/5*

*D of O* *9.5.72*  
AS(NS) (NS55) *1/5*

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NAVY—CANBERRA		
18	6	3426

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13 APR P.M.

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

10th April 1972

A.F. 1/16/22

The Secretary  
Department of the Navy

HMAS BRISBANE - REPORT OF PROCEEDINGS - FEBRUARY 1972

1. Forwarded.
2. With reference to paragraph 10 the posting of Ordinary Seamen has been resolved in separate communications.
3. The attention of the Commanding Officer has been drawn to the need for brevity in reports of proceedings.
4. The delay in forwarding this report, which was due to mishandling in the registry, is regretted.



(N.E. McDonald)  
Commodore, RAN  
for Flag Officer Commanding

✕ Enclosure:

HMAS BRISBANE 1/16/2 dated 7th March 1972

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1.16.22

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HMAS BRISBANE  
at Sydney  
7th February 1972  
MARLH

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For information:

The Australian Naval Attache  
WASHINGTON D.C.

The Commander,  
FIRST AUSTRALIAN DESTROYER SQUADRON

The Commanding Officer  
HMAS HOBART

The Commanding Officer  
HMAS PERTH

HMAS BRISBANE - REPORT OF PROCEEDINGS  
FEBRUARY 1972

Sir,

1. I have the honour to report the proceedings of H.M.A. Ship under my command during the month of February 1972. All times are Zone L (-11) until 0300, 27th February and then Zone K (-10).

2. The month was spent in work up throughout and steady progress was made in all aspects of returning the ship to full operational status. All weekends except one were spent in Sydney and all week days were spent at sea. Fleet Training Group Officers and Sailors embarked from time to time and were of considerable assistance to ship's Officers. In general the planned exercises were completed from day to day and not many were aborted because of weather or equipment unserviceability.

3. The ship sailed from Sydney at 1015, Tuesday, 1st February, returned to No.2 buoy at 1500 the same day and sailed again at 1020, Wednesday 2nd February, returning at 0800 Friday 4th February to secure alongside West Dock Wall for the week-end. During this week BRISBANE underwent the Training Battle Problem (TBP) and acted as consort for PARRAMATTA's TBP. Because of a large turnover of personnel and a foreshortened shakedown period the TBP showed that the Ship's Company had much to learn and practice during the work up, but that the ship's equipment was generally in a good state. The Gunnery complement devoted the remaining hours of the week to drills in the various modes both in the action state and in defence watches. Two AA firings scheduled were cancelled due to system defects and these defects

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resulted in the ship returning to harbour at 0800 rather than 1200 Friday 4th February. There was no submarine available for A.S.W. exercises during the week and all drills and procedures had to be simulated. The sonar, IKARA and Ship Launched Torpedo (S.L.T.) Systems were all serviceable. Communications personnel were employed in familiarisation drills and procedures. Scheduled exercises were completed and equipment serviceability was good on the whole. Weak areas observed by the Fleet Training Group were rectified. The Action Information Organisation was shown to have a great need for basic training in many areas and although the Sailors were keen to do well they obviously required a lot of exercises. Many of these failings were known before sailing but the TBP highlighted them. The Fleet Direction Assistant (FDA) and his PORP remained onboard after the TBP and provided excellent assistance to the team. Practically all exercises were simulated and progress tended to be slow. The NBCD organisation proved to be basically sound but the TBP showed that there was much to do in familiarising new Sailors with fundamental ship knowledge before progress was to be made. Engineering emergency drills were carried out in slow time and these were dealt with very satisfactorily. Seamanship drills such as man overboard, jackstay transfers, emergency stations etc., were carried out quite satisfactorily. At 1653, on Thursday 3rd February, ABRP2 RUTLEDGE did actually fall over the side while the ship was steaming independently at slow speed and his recovery thoroughly tested the organisation. He was recovered in good time and without after effects. This incident was reported separately.

4. At 0800, Sunday 6th February, the ship was dressed overall on the occasion the Anniversary of the Accession of Her Majesty the Queen. Sailing was delayed on Monday, 7th February, until 1600 so that the defects in the GFCS 68 could be made good. Apart from a brief visit to Port Jackson on Thursday 10th February, to collect a spare part the ship remained at sea in the Sydney/Jervis Bay area until 1445 Friday, 11th February, when the ship secured alongside PARRAMATTA at Cruiser Wharf. The week's programme of exercises was primarily devoted to gunnery, but in the event a number had to be cancelled because of System defects. Three of six planned AATFXs, one SUTF and one starshell firing were cancelled. On the other hand drill and procedure improved markedly and personnel errors which occurred served to ram lessons home. Again, no submarine was available except for a two hour CASEX A1 which was conducted in difficult water conditions and was of limited value. However it did provide contact with a submarine and this was only the second occasion for the ship in some fourteen months. Progress made with communications during the first week was consolidated during this week. Active E.C.M. exercises were arranged with PERTH and PARRAMATTA and provided valuable operating experience with the newly installed modifications to the ULQ-6A deception jammer. Although neither H.A.T.s nor S.A.T.s had been conducted at this stage, some satisfactory results were achieved which boosted confidence in the capabilities of the equipment. On the passive ECM side, opportunity was taken of programmed EWX4 time to check the accuracy of bearing calibration curves of WIR-1. The A.I.O. team made steady progress and the continued assistance

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of the FDA and his PORP was invaluable. Although most exercises had to be simulated the value was there and little was lost because of the lack of live exercises. It had been hoped to be more advanced at this stage but it was obvious that a lot of basic training was necessary. Fire fighting lectures and demonstrations were given regularly to Damage Control personnel and good steady progress was made. Further engine room emergency drills were carried out and a couple of real emergencies were dealt with very capably. On the seamanship side there were two periods of replenishment approaches and jackstay transfers, one towing exercise and two man overboard drills. These were all carried out satisfactorily and progress was made in placing Seaman Chief Petty Officers and Petty Officers in charge of these evolutions. During one jackstay transfer six members of the Joint Services Wing were transferred from PARRAMATTA forward and then transferred back to PARRAMATTA from the after position. After the ship secured alongside PARRAMATTA at Cruiser Wharf on Friday 11th February about 50 Officers and other ranks from the R.A.A.F. ORION Conversion Course visited the ship.

5. BRISBANE cast off at 1000 Monday, 14th February, for the third week of work up and remained in the exercise areas until 1100 Friday, 18th February, when the ship secured alongside Cruiser Wharf. The Gunnery Team settled down well during this week and carried out a successful SUTF, two AATFX, a KOMAREX, a 6 Hour War and an extended period of Naval Gunfire Support. There was time between each exercise to take stock and defence watches gained confidence in their ability. The Gun System performed well generally although during the Naval Gunfire Support Firing one round went in excess of range and landed outside the target area limits. This incident was reported separately. Once again no submarine was available and the only real value for the A.S.W. System lay in carrying out synthetic exercises and EXDAK drills with other ships. As an IKARA firing was programmed on the second day of the following week it was regrettable that so little prior training could be carried out. The communications personnel progressed into more advanced exercises during this week and further areas of weakness became apparent, but in general these were overcome with added training. By the end of the week there was a noticeable improvement in confidence and general cohesion within the department. This week showed definite progress within the A.I.O. as more and more live exercises took place. Surface and A.S.W. plotting reached a satisfactory standard, G.O.P.E.X.s were handled confidently and ARRXs had brought about a good standard of reporting and plotting. Command and Control procedures became smoother as Officers became more familiar and consequently more confident. Equipment had been operating well but the URC-9 UHF Sets were becoming unreliable. The two A.I.C.s gained a lot of practice in interceptions but little in rotary or fixed wing ASW control. Their progress has been pleasing but unfortunately both leave the ship within three months. NBCD exercises intensified during this week with the Fleet NBCDO embarked. The Transit exercise went well and a lot of good instruction was given in Damage Control procedures. The ship was at Defence Stations for 36 hours during the week, and all personnel adapted well. Replenishment approaches, jackstay transfers and one tow took place and again they were all

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carried out well and senior sailors took charge in most instances.

6. BRISBANE cast off at 0900 Monday, 21st February, for the fourth week of work up. The ship spent the week in the exercise areas visiting Jervis Bay briefly to land a suspected appendicitis case at 1450 Tuesday, 22nd February, and again on Wednesday 23rd February when the ship anchored for four hours following a BOARDEX. At 0800, Friday 25th February, the ship secured at No.5 buoy in Sydney to embark F.F.O. and ammunition and sailed again at 1400. There was only one gunnery firing during this week and that was a Naval Gunfire Support exercise. Although a minor defect in the east-west movement of the computer marred the system performance it did allow further consolidation of defence watch firings and confirmed proficiency in drill. Preparations were made for the DISTEX and ISEX programmed for the following week-end and the BOARDEX was carried out well. The cumulative effect of a series of Tartar tracking exercises showed that the team was well drilled and had confidence for the firings to take place the following week. A submarine was available throughout the week and the A.S.W. gained tremendous benefit. On Monday, 21st February, the day was devoted to A.S.W. exercises designed to have the team as well practiced and drilled as possible for the IKARA firing the next day. The firing of IKARA and S.L.T. were postponed on two occasions due to weather conditions and these postponements allowed time for more CASEXs. When the firings did take place on Thursday, 24th February, they were both successful but both were hampered by poor sonar conditions. The week turned into a surfeit of sonar operating after such a long period of virtually none and the crews spent long periods closed up. However they were all pleased to be doing the jobs they were trained for at long last. The AIO benefited greatly by this week of live training and the simulated exercises they had been doing showed its good effect in the generally high standard of plotting achieved. In general the Operations Room team had settled down well and a few weeks of consolidation will weld them into a very satisfactory team. Communications personnel continued to make satisfactory progress and equipment serviceability was reasonable except for the URC-9 U.H.F. sets. Acceptance trials for the ULQ-6A were carried out during the week and these entailed more work than expected because of defects caused by a shore power failure when the ship was alongside. At this stage only one side can be operated at one time due to the lack of a travelling wave tube. NBCD drills continued and another Transit Exercise took place.

7. At 2100, Friday 25th February, BRISBANE, PARRAMATTA and HMNZS TARANAKI anchored in formation in Montagu Roads, Jervis Bay. OTWAY anchored nearby later that night. The next day a Disaster, Internal Security, Demolitions, Operation Awkward and Boarding Exercise commenced and continued until PM Sunday, 27th February. The weather was fine and all aspects of the exercise were most successful. The sailors entered into the spirit of the exercise, control was good and incidents interspersed at

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regular intervals to keep everyone on their toes. A beach barbecue was held to complete the exercise and again the weather remained fine to enable a happy and enjoyable occasion. The planning, briefing and exercising previously led to a well conducted 36 hour exercise which provided many lessons to all should such a setting ever occur in real life.

8. The last two days of the month were spent exercising A.S.W. and practicing Tartar count down drills prior to firings later in the week. Apart from these firings all weapons had now been fired satisfactorily and the Ship's Company had settled down well and were becoming welded into a good team. The ship anchored in Jervis Bay at 1550 on Tuesday, 29th February, to carry out telemetry checks and remained there overnight.

9. The work-up has been comprehensive and demanding. It has achieved its objective at this stage in bringing the ship to a stage where all equipment and weapons have been operated in all their functions, and personnel have made great strides in their ability to carry out their tasks both as individuals and members of a team. Personnel shortages caused by absentees, compassionate leave; specialist medical appointments, and last but far from least, the drafting of nearly one third of the Ordinary Seamen complement without relief has produced difficulties in specific sections of the ship throughout the month. Whilst operational functions suffer to a degree the ship's cleanliness, both internal and external, has tended to suffer more.

## Marine Engineering.

10. Main and auxiliary machinery has functioned satisfactorily throughout the month. Problems associated with connecting to shore power at Cruiser Wharf on 18th February resulted in 1B Turbo generator condensate pump seizing and it was rectified by ship's staff. This incident has been reported separately. The only other defect during the month was a main feed pump governor which has been rectified. The Deputy Marine Engineer Officer, Lieutenant (SD) R. HOLME RAN assumed duties of M.E.O. on 18th February temporarily, as Lieutenant Commander P.R. BOWLER was dispatched on compassionate and advanced seasonal leave. Apart from the training carried out during the work up, individual training has progressed so that 3 Boiler Room Watchkeeping Certificates have been awarded and 6 ME's have passed B.T.T. for LME. Lectures on A.W.C. subjects have also been given to selected sailors.

## Weapons Electrical

11. February was a demanding month in which the department finally achieved a good standard of operation and availability of equipment although there were some lengthy problems initially. During the first week the GFCS68 was plagued with a series of intermittent faults which took more than seven days to locate and rectify. Dockyard assistance was sought over the weekend 5th/6th February and two successful A.A.T.X.s were conducted on 8th and 11th February. No T.T.B.s were observed but very few

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horizon bursts occurred either and all shells were seen to pass through the range gate. A defective high voltage box in the SPG53 radar resulted in its replacement by dockyard during the weekend 12th/13th February in addition to curing a fault which induced 15 amp current surges in a circuit fused for 5 amps. No specific reason for this latter fault was found but changing valves in the power supply unit eliminated it. A successful SUTF and NGFSX have since been carried out. An AATFX later in the week gave good track and again all shells were seen to pass through the range gate. It appears that the proximity fuzes may be defective. A series of power failures when attempting to connect and while connected to shore electrical power at the south end of the cruiser wharf caused a number of equipment failures during the weekend 19th and 20th February. Amongst these failures were AN/SPG51C, AN/SPS40, AN/ULQ6, RGPO, AN/SQS23 and several auto bus transfer switches. It is understood that HMAS PARRAMATTA had a similar series of failures at the same berth two weeks previously. A separate report has been forwarded. The IKARA firing on 24th February was a technical success in that the system placed the torpedo where it was supposed to splash, so far as can be ascertained from ship's records. Equipment serviceability for the month is detailed at annex and shows that except for the GFCS68 which had the problems noted above, availability has been good. However, late in the month it was becoming clear that the URC 9 UHF sets had been taken to the limit of their tolerances and major broadbanding was necessary if their availability was to be acceptable. This has been arranged. Tartar tracking exercises have been conducted and the two firings scheduled for next month are looked forward to with confidence.

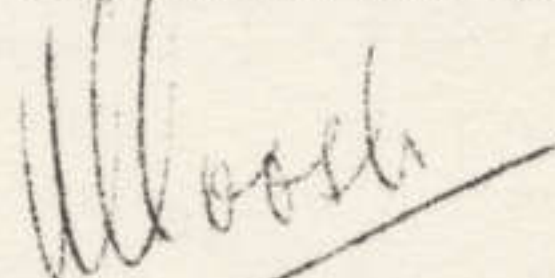
Health, Conduct and Morale

12. The health of the Ship's Company has been good and their conduct satisfactory. The demands of the work up have been shown by the increase in leave breaking since the ship started going to sea and the relatively high number of domestic upheavals which have had to be investigated. I could not say that morale has been high for most of the month, but as the work up has progressed it has become better and I believe it will become more than satisfactory next month,

I have the honour to be,

Sir,

Your obedient servant,



(R.G. LOOSLI)  
CAPTAIN, RAN  
COMMANDING OFFICER

- Annexes:
- A. Steaming Figures
  - B. List of Exercises Carried Out
  - C. Electrical Equipment Availability



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ANNEX ALFA TO  
HMAS BRISBANE  
REPORT OF PROCEEDINGS  
FOR FEBRUARY 1972.

STEAMING FIGURES

TOTAL MILES STEAMED -- FEBRUARY 1972	3,889.4
TOTAL MILES STEAMED -- SINCE COMMISSIONING	139,434.3
TOTAL HOURS UNDERWAY -- FEBRUARY 1972	398 53/60
TOTAL HOURS UNDERWAY -- SINCE COMMISSIONING	11,707 06/60

OCCASIONS OF EXCEEDING FAST ROUTING SPEED

<u>DATE</u>	<u>SPEED</u>	<u>DISTANCE RUN</u>
22ND FEB	20.0	20.0
25TH FEB	20.0	63.0



ANNEX BRAVO TO  
HMAS BRISBANE REPORT  
OF PROCEEDINGS FOR  
FEBRUARY 1972.

WEEK COMMENCING MONDAY 31 JANUARY 1972

	GUNNERY	TAS	AIO	COMMS.	SEAMANSHIP	NBCD	REMARKS
MONDAY 31							
TUESDAY 1	----- TRAINING BATTLE PROBLEM -----						
WEDNESDAY 2	1000-1500	PARRAMATTA'S TRAINING BATTLE PROBLEM					
			INTEX-1½HRS	NAVCOMEX 201-1HR	OOW MANOUVRES-		
			RAINFORM	EWX 92-½HR	7¼HRS.		
			REPORT-2HRS		RAS APPROACHES		
			SPX/RIX -1HR		RAS WITH PARRA-		
			RADIO/RADAR		MATT A.		
			TRIALS -3HRS				
THURSDAY 3	NGSNAVEX) NGSCX ) ARRX ) AATX ) AAMRF )	3½HRS -3HRS -1½HRS -2HRS	RADIO/RADAR TRIALS -7HRS INTEX -1½HRS GOPEX -5HRS ANNULAR SHADEX -2HRS	NAVCOMEX 251 - 2HRS NAVCOMEX 201 -½HR NAVCOMEX 402 -2HRS EWX41 -½HR	OOW MAN.-1HR JACKSTAY (BRISBANE PROVIDE GEAR) -3¼HR	NBCD DRILLS AM/PM	
FRIDAY 4			ANNULAR SHADEX -7HRS				
THURS-3FEB	HELO CONTROLEX	)	EXERCISES MISSED				
FRI -4FEB	NBCD DRILLS, AATX, AAMRF,	)	EARLY RETURN				
	NAVCOMEX 207, GOPEX	)	TO SYDNEY				

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WEEK COMMENCING MONDAY 7 FEBRUARY

	GUNNERY	TAS	ATO	COMMS.	SEAMANSHIP	NBCD	REMARKS
MONDAY 7							
TUESDAY 8	NGSCX/NAVEX-4HR AATX -2" AATFX -1" NGSCX/NGSFX-3"		RADIO/RADAR TRIALS -6HRS INTEX -1½"		JACKSTAY(PARRA- MATTI PROVIDE GEAR) -½HR TOWEX(PARRA- MATTI PROVIDE GEAR) -½HR NIGHT STEAM -2HR		
WEDNESDAY 9	AATX -1HR AATFX -1" AAGDX -1½HR		INDEX -6HRS MTX -2 " ADEX -1½" CAPEX -1½" MTX -1½" RIX -1 " ANNULAR SHADEX -2 "	NAVCOMEX 201-1HR NAVCOMEX402 -2HRS EWX41 - 13/4HRS	OOW MAN.-11/4HR OOW/ENGINE DRILLS -1HR HELO TRANS- FER - 1/4HR	NBCD DRILLS) FIRST AID )AM/PM DRILLS )	MTX-SECURED 1 HR EARLY-RADAR U/s
THURSDAY 10	AATX -1HR AATFX -2"	CASEX A1) CASEX E1)4HRS	MTX ) AAGDX)3HRS	EWX4 6HRS NAVCOMEX251 1½" EWX5 2 "	OOW/ENGINE DRILLS -2HRS	NBCD DRILLS)AM/ FIRST AID )PM DRILLS )	
FRIDAY 11			MTX 2HRS	EWX23 ) NAVCOMEX207)1½HRS NAVCOMEX201)			
<u>EXERCISES MISSED</u>							
FEB 7TH	2xAATFX, NGSCX, 2xAATX,NGSFX, NAVCOMEX451, NAVCOMEX405, INTEX, EWX23, OOW MAN, EWX92	)late departure )from Sydney		FEB8TH NAVCOMEX251(CARRIED OUT INTERNALLY) FEB9TH NAVCOMEX201(206 CARRIED OUT IN LIEU) FEB10TH NAVCOMEX251(CARRIED OUT INTERNALLY) NAVCOMEX207, NEX, STARHELL FIRING, SUTF			

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## WEEK COMMENCING MONDAY 14 FEBRUARY

	GUNNERY	TAS	AIO	COMMS	SEAMANSHIP	NBCD	REMARKS
MONDAY 14	SUTF -3HRS	IKARA EXDAK DRILLS-2HRS SYNTHETIC ASW-3/4HR	CONTROLEX-2HRS MTX -1½" GOPEX -3 "	NAVCOMEX501 EWX7 -2HRS	RAS APPROACHES 2HRS o/cNIGHT STEAM		
TUESDAY 15			RIX/SPX -2HRS ARRX -3HRS INTEX -1½" MTX -3 "	NAVCOMEX451-2HR " 252-2" EWX23 -2"	QOW/ENGINE DRILLS -½HR TOWEX-BRISBANE PROVIDE GEAR JACKSTAY--PARRA--- MATTI PROVIDE GEAR RAS APPROACHES JACKSTAY-BRISBANE PROVIDE GEAR ANNULAR SHADEX-- 2HRS.		
WEDNESDAY 16	AATX -1HR AATFX-2"	EXDAK TRIALS	6 HOUR WAR KOMAREX-2HRS		VERTREP-3 PAX TO PARRAMATTA		
THURSDAY 17	NGSCX)CALLS FOR NGSFX)FIRE ALL DAY.14HRS		INTEX -1½HRS INTEX -2HRS	NAVCOMEX402-2HRS			
FRIDAY 18			AATX -2HRS AATFX -1HR				ENTER HBR 1230
SATURDAY 19							
SUNDAY 20							

EXERCISES MISSED

MONDAY 14TH NGSCX & NGSFX  
THURSDAY 17TH INDEX.



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## WEEK COMMENCING MONDAY 21ST

	GUNNERY	TAS	AIO	COMMS	SEAMANSHIP	NBCD	REMARKS
MONDAY 21		CASEX E1- $\frac{1}{2}$ HR CASEX A2-6HR CASEX E1/A1 4 $\frac{1}{2}$ HRS EXDAK SAT3 2HRS		NAVCOMEX 102-2HRS EWX7 -2 "		NBCD DRILLS AM/PM	
TUESDAY 22		IKARA ALIGN- MENT 6 HRS IKARA FIRING 5HRS CASEX A2/E2 2HRS CASEX C2/A2 3HRS CASEX C2/A2 5HRS EXDAK SAT 1HR	MTX-2HRS INTEX-2HRS	ULQ6 SAT	BOAT TRANSFER FTG(TARANAKI BOAT)		
WEDNESDAY 23	NGSCX) NGSFX) 3 $\frac{1}{2}$ HRS BOARDDEX 2 $\frac{1}{2}$ HRS	IKARA ALIGNMENT 7HRS	GOPEX-4HRS NEX-2HRS	ULQ6 SATS			
THURSDAY 24		IKARA ALIGNMENT 1HR IKARA FIRING 5HRS CASEX C2/E2-1 $\frac{1}{2}$ HR	NEX(CONT)-7HRS INTEX - 1 $\frac{1}{2}$ HR <u>6 HR WAR</u>	NAVCOMEX 405			IKARA-FIRINGS WERE DELAYED BY WEATHER
FRIDAY 25			ANNULAR SHADEX 8HRS. INDEX-1 $\frac{1}{2}$ HRS OPPOSED ONLY SCREEN-2HRS		FORMATION ANCHORAGE. BOAT TRANSFER FTG(OUR BOAT)	NUCLEAR TRANSIT) NBCDEX) 2HRS	ENTER SYDNEY TO EMBARK FTCG. SALLED PM.
SATURDAY 26	DISTEX) AM ISEX ) & BOARDDEX) PM		OP AWKWARD	NAVCOMEX 601) AM " " 252) PM			
SUNDAY 27	ISEX		OP AWKWARD				



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## EXERCISES MISSED WEEK COMMENCING 21ST

MON 21 GOPEX )  
NAVCOMEX201 ) CASEX E1/A1 INSTEAD  
RAS APPROACHES )  
EWX )  
JACKSTAY-TARANAKI )  
RIX/SPX )

WED IKARA FIRING(PEFTH)  
MTX  
FIREFISH FIRING - NGSCX/NGSFX INSTEAD

THUR OOW MANOEUVRES ) .  
CASEX A2 )  
AATX ) IKARA ALIGNMENT & FIRING  
AATFX )



WEEK COMMENCING MONDAY 28TH

	GUNNERY	TAS	AIO	COMMS	SEAMANSHIP	NBCD	REMARKS
MONDAY 28	MTX MTX	IKARA SAT 3 CASEX		NAVCOMEX451			
TUES 29	AARX MTX	CASEX A6		EWX44	RAS APPROACHES JACKSTAY (BRISBANE SUPPLY GEAR)		

EXERCISES MISSED

MON. CASEX A2  
 OOW MANOEUVRES  
 CASEX C2/A2  
 CASEX C2/A2

TUE. NGSCX  
 NGSFX

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ANNEX CHARLIE TO  
HMAS BRISBANE  
REPORT OF PROCEEDINGS  
FOR FEBRUARY 1972.

EQUIPMENT AVAILABILITY

	<u>Equipment</u>	<u>Repair Time</u>	<u>Sched. Maint.</u>	<u>Await Stores</u>	<u>% Availability</u>
ASW	Sonar	0 hours	22	0	97
	Ikara Electronics	7	43	72	82
	Ikara Mechanical	0	19	0	97
GUN	Mount 51	36	140	0	75
	Mount 52	0	36	0	95
	AN/SPG 53	150	24	52	68
	Computer 47/116	65	24	74	77
	System	-	-	-	35
MISSILE	FCS 2	0	48	0	93
	FCS 3	30	48	24	89
	Launcher	0	0	0	100
RADAR	AN/SPS 52	42	20	0	91
	AN/SPS 40	27	48	0	89
	Displays (all types) (12 units)	57	0	720	91
ECM	AN/WLR1	144	0	0	91
	AN/ULQ6 Port	0	0	0	100
	AN/ULQ6 Stbd	0	0	696	0
	RGPO (2 units)	264	48	48	48
COMMS	UHF (9 units)	898	0	744	74
	VHF (2 units)	0	0	0	100
	HF (13 units)	264	0	0	97
	MF (4 units)	0	0	0	100
GYROS	Forward	0	0	0	100
	Aft	5	0	0	99

- Notes: 1.  $\text{Availability} = \frac{\text{Total time} - \text{Down time}}{\text{Total time}}$
2. Down time = Repair time + awaiting stores time + scheduled maintenance time.
3. Total time = Number of hours in month  $\times$  number of units.
4. Scheduled maintenance time includes only maintenance time which caused the unit to be at more than 30 minutes notice for use.
5. System availability is calculated from the times when vital and non duplicated units of the system were not available eg. in the gun system, it is time with both mounts, the radar or the computer not available.
6. Repair time does not include awaiting stores time.



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18-6-3425

DEPARTMENT OF THE NAVY

HMAS *BRISBANE*

Report of Proceedings *MAR 72*

AS(NS)

D of O

DGOF

DCNS

1NM

2NM

3NM

4NM

SECRETARY

D of S

DPR

AS(NS)

(NS55)

HISTORIAN

- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Board Members with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.
  - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.

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*17/4.*



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NAVY—CAREER 4		
18	6	3425

CMR

13 APR P.M.

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

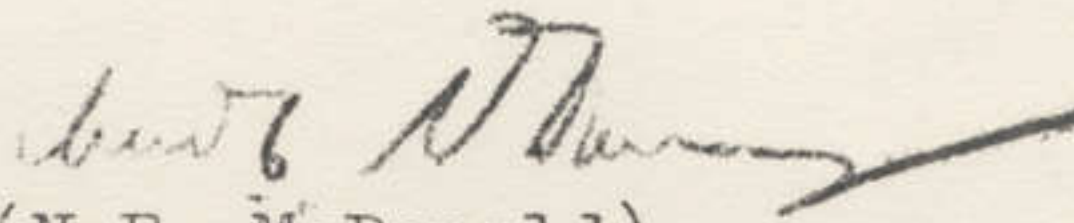
10th April 1972


A.F. 1/16/22

The Secretary  
Department of the Navy

HMAS BRISBANE - REPORT OF PROCEEDINGS - MARCH 1972

1. Forwarded.
2. With reference to gunmount insulation (paragraph 16) the operation of Mount 51 in full auto load was approved, following further improvements to insulation readings reported on 5th April.

  
(N.E. McDonald)  
Commodore, RAN  
for Flag Officer Commanding

 Enclosure:

HMAS BRISBANE 1/16/2 dated 4th April 1972

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1/16/22

1-16-2

HMAS BRISBANE  
at Sydney

- 4 APR 1972

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For information:

The Australian Naval Attache  
WASHINGTON D.C.

The Commander  
FIRST AUSTRALIAN DESTROYER SQUADRON

The Commanding Officer  
HMAS HOBART

The Commanding Officer  
HMAS PERTH

HMAS BRISBANE - REPORT OF PROCEEDINGS  
MARCH 1972

Sir,

1. I have the honour to report the proceedings of H.M.A. Ship under my command during the month of March, 1972. All times are Zone K(-10).
2. The first part of the month was spent in the final stages of work-up which culminated in a Final Battle Problem (FBP) on Thursday, 9th March. BRISBANE then took part in JUC83 between 13th-21st March, and the remainder of the month was spent at Garden Island carrying out self maintenance.
3. The ship was at anchor in Jervis Bay on Wednesday, 1st March, and at 1000 weighed and proceeded towards the Missile Range. BRISBANE's first Tartar missile for 1972 was fired successfully at 1515 and the quick assessment of its performance was satisfactory in all respects. Between 1800-2359 a "six-hour" war took place and, as a trial, two points rather than three were used to set out the track of the surface ships. The trial met with a mixed reception, but it does have its advantages and proposals will be submitted separately.
4. The Secretary, Department of Defence, Sir Arthur TANGE, CBE, and your Chief of Staff, Commodore N.E. MCDONALD, embarked by helicopter at 1005, Thursday, 2nd March. A series of briefings and conducted tours prior to Weapon firings were arranged for Sir Arthur TANGE and in the first instance these were directed to the Tartar Missile System. The second firing of a missile took place successfully at 1132. During the afternoon the ship took part in ASW and AAW exercises and our two guests were transferred by jackstay to PARRAMATTA at 1645.

/...2.

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5. At 0700, Friday, 3rd March, BRISBANE closed PARRAMATTA for jackstay transfer of Sir Arthur and Commodore MCDONALD. Briefings and discussions continued during the forenoon; AA firings at a sleeve target and a CASEX #1, a submarine demonstration, were witnessed by them at 1000 and 1210. The ship proceeded to Sydney on completion of these exercises and secured at the south end of Cruiser Wharf at 1445. So ended the fifth week of work up and all departments felt satisfied with their progress. The two Tartar firings meant that all weapons onboard had been fired successfully and the confidence of those involved in weapon firings had increased markedly. The AA firings were conducted smoothly and with no drill errors, but practically no TTB's resulted even though the shells could be seen to pass through the range gate. The sonar operators had had little practice in operating against a submarine even at this late stage of work up, but as the ship was to take part in JUC83 no concern was felt. NBCD exercises reflected the training and instruction that had been given during the previous 5 weeks and the drills were generally good. The functioning of the Action Information Organisation had improved out of sight.

6. The ship cast off at 0930, Tuesday, 7th March and proceeded to sea to complete the work up prior to the Final Battle Problem(FBP). The weather was rough enough to prevent the target towing ship from leaving harbour with the surface target so the first serial was cancelled. Despite the uncomfortable weather three hours well spent off the NGS range and the firings were most satisfactory. A "six hour" war followed and this was used to consolidate procedures in the Operations Room with emphasis on Weapon Control aspects. No submarine was opposing the surface ships so the war was in the AAW environment only. BRISBANE and her consort, PARRAMATTA, then proceeded to Jervis Bay and anchored at 0100, Wednesday 8th March.

7. As the weather was still rough when dawn broke it was decided to conduct the programmed OOW manœuvres in Jervis Bay. During the afternoon the ship's first attempt at firing at a Delmar Target towed by an A4G took place. Many lessons were learnt in handling a target at 300 knots compared to the normal sleeve speed of 140 knots. The first two flares were sighted too late to engage but the last two were fired on in good time and quite successfully. Further time was spent that night off the NGS range with the object of carrying out modified illumination for the first time. The illumination was successful but a computer defect developed before the HE could be integrated.

8. BRISBANE entered Sydney Harbour briefly the next morning to embark the Fleet Training Group (FTG) headed by your Chief of Staff. The ship departed at 0845 and the remainder of the day until 2155 was spent undergoing the Final Battle Problem. At 2200, after the ship had anchored in Jervis Bay, the observations of the FTG were addressed to ship's officers and it seemed that they were generally satisfied with the ship's performance throughout the day. The FTG disembarked for CRESWELL at 2310 with the exception of your Chief of Staff and the Officer-in-Charge Fleet Training Group, Commander M. WARD RAN, who could be accommodated onboard. The next day, Friday, 10th March, the FTG were embarked in PARRAMATTA

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/...3.



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and BRISBANE acted as consort for her FBP. The ships departed Jervis Bay at 0520 with the intention of completing the FBP so as to arrive in Sydney at 1500. In the event, the FBP was curtailed to complete at 1245, and both ships proceeded into Port Kembla to take on fuel as it was not available in Sydney because of industrial disputes. Both ships berthed No. 6 Jetty South at 1420 and it soon became apparent that fuel would not be available for some hours. It was not until about 1630 that it was possible to be sure that fuel would definitely not be available until the next day. Both ships then cast off as soon as possible and set course for Sydney. BRISBANE secured alongside HMAS VAMPIRE at south end Cruiser Wharf at 1935 and PARRAMATTA secured outboard at 2025.

9. At 1000, Monday, 13th March BRISBANE cast off and proceeded to Port Kembla to obtain fuel. The berth allocated on this occasion was inner north No. 6 Jetty, and as a 20 knot wind was blowing on and the berth necessitated an awkward approach a tug was used to come alongside. PARRAMATTA berthed on the opposite side of the inner jetty at 1330, some 30 minutes after BRISBANE. Fuel was provided on this occasion but it was a long process when fuelling two ships at once. Both ships did not complete until 1700. With a strong wind blowing on it was decided to use two tugs to clear the berth, and this proved to be a wise decision. Lines were cast off at 1740, and the ship finally cleared the harbour at 1805 and proceeded to local exercise areas to commence the Casex Phase of JUC83. Between 2030, Monday 13th March until 2359, Thursday 16th March, the ship took part in 19 Casex's. This gave the sonar operators all the practice they needed and made up for the lack of "in contact" time during the work up. On completion of the last CASEX, BRISBANE in company with HMA ships STUART and PARRAMATTA, proceeded to Sydney for fuel and enroute carried out EWX13.

10. The ship was secured alongside Chowder Bay oil wharf at 0820 Friday 17th March, and later cast off at 1010 to proceed to No. 3 buoy to off-load one Tartar Practice Missile. Squadron Leader K. MERRIGAN, RAAF embarked to observe the ship in an AAW environment during the LONGEX. BRISBANE slipped at 1305 and proceeded out of harbour in company with STUART and PARRAMATTA. The first of three phases of the LONGEX commenced at 1800 and continued until 1230, Saturday, 18th March. This phase required surface ships and aircraft to detect and hold contact with a submarine passing through a designated strait in a cold war situation. The submarine was detected and tracked for some 20-30 minutes on two separate occasions. The next Phase from 1230 until 2359, Sunday 19th March, required surface forces to make a transit in a hostile environment. Attacks could be expected from both air and sub-surface. In the event the ships gained contact and carried out ASW actions on numerous occasions but then proved to be at least two occasions when ships should have gained contact so close did they pass to the submarine. The air activity was most impressive. The strike leaders had taken considerable pains to plan each strike differently from any other so far as direction of approach, height, co-ordination etc., was concerned. There were ten F4E Phantom aircraft available to the opposing force plus 8 Mirage, 3 Macchi and 4 A4G. The strikes came regularly during daylight hours and provided

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excellent training for the ship. Unfortunately SPS-40 radar was unserviceable for the greater part of the time and this made the initial detection and tracking problem so much more difficult. Despite this equipment failure, and the failure during most of this phase and the next of FCS 3, the force acquitted itself moderately well and very few strikes reached the ships without being engaged by CAP, missile or gun. Such exercises are of great value to a DDG and it was unfortunate that HMAS PERTH had not been able to be present during these phases as the allocation of targets between DDG's is a problem area in itself and requires considerable practice.

11. The last phase was from 2359 Sunday 19th March to 0600 Tuesday 21st March and the surface units were required to transit two straits with known submarine presence. BRISBANE was a High-Value-Target whose successful transit was imperative to the success of the mission. As there had been no opportunity for BRISBANE to carry out a tactical IKARA firing at the beginning of this phase the aims of the surface units were altered to enable BRISBANE the opportunity to gain contact. It was during the passage of SHALLOT STRAIT, about 30 miles east of JERVIS BAY, that sonar contact was gained and IKARA was eventually fired at 1438, Monday, 20th March. It seems likely that the torpedo acquired and homed on the submarine and the firing can be rated a success. The torpedo was recovered undamaged. Air attacks continued during this phase culminating in an attack by all ten F4E just prior to the firing of IKARA. This phase completed with an entry screen into Jervis Bay at 0600, Tuesday, 21st March. After records and observers had been landed BRISBANE, in company with PARRAMATTA, proceeded to Sydney.

12. BRISBANE berthed on West Dock Wall at 1145, Tuesday, 21st March and remained there until the end of the month carrying out self maintenance. On Friday, 24th March, I, and four of my officers attended the wash-up of JUC83 at the Australian Joint Anti-Submarine School. At 0900 on Thursday 23rd March, I called on the Flag Officer Commanding East Australia Area, Rear Admiral W.D.H. GRAHAM, CBE and he returned my call at 1130, Wednesday 29th March.

13. On Saturday, 25th March, 65 children from the St. Matthews Fellowship together with a group of 40 Boy Scouts and Cubs from the 1st Chipping Norton Group visited the ship for a conducted tour.

#### 14. Condition of Ship.

The cleanliness and general appearance of the ship fell back markedly during the two months of work up and the JUC. Fortunately, the requirement for BRISBANE to be at sea for the week prior to Easter to provide training for an ASAC course was taken over by HMAS VAMPIRE and this has enabled the ship to have a much needed self maintenance period in Sydney. The appearance and cleanliness of the ship has improved and many minor items of maintenance have been made good.

#### 15. Marine Engineering.

Main and auxiliary machinery and associated systems have functioned well throughout the month. The level of individual operational expertise in the Engineering Department continued to increase steadily and it is considered that it is now fully capable.

/...5.

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The large back log of Hull and Engineering Planned Maintenance caused by the requirements of the work-up have been significantly reduced during the last ten days of the month.

16. Weapons Electrical.

The availability of weapons electrical equipment has generally been good during the month except for SPS40, IFF and UHF communications which have had a continuous series of problems. The missile firings were all highly successful from the technical view point with small miss distances for both Tartar shots and torpedo run and cut off being heard in the submarine after the IKARA firing. Sonar operated for long periods with only rare and minor defects. A considerable amount of effort has been allocated to raising the insulation readings of both mounts and Mount 52 now leaves little to be desired, while Mount 51 is registering gradual but definite improvement.

17. Training..

The February 1972 Branch Technical Test results were received during the month. The results are as follows:

CANDIDATES	42.
DNA	4.
PASS (FULLY)	7.
PASS (PARTIAL)	22.
FAIL (TOTAL)	9.

It was not possible to effect a properly conceived training programme prior to this BTT due leave and posting disturbances and it is thought that this may have contributed to the relatively low number of full passes. Preparations for the May BTT have progressed during the month, with the various branch questionnaires and study packs being the main vehicles for study. It is expected that there will be some fifty candidates for Leading Rank for the May BTT. Some training has been conducted to prepare candidates for a promotion board to be conducted on passage to Fremantle.

18. Ordinary Seamens Training.

Ordinary Seamens training continued during the month with one hour per day branch training with the exception of the ORDMED's who spent two weeks full time with the Engineering Department before posting out on the 12th March. Branch training has been successful with the 3 ORDMED's and 3 ORDUW's passing well before being posted. Naval knowledge has been good. Progressive tests indicate that the Ordinary Seamen remaining onboard have good branch knowledge.

19. Health, Conduct and Morale.

The health of the Ship's Company has been good and their conduct has been satisfactory. Nearly all the extended absentees of February have returned to the ship and it is expected that there will be less leave breaking in the future. The ten days in harbour at the end of this month to be followed by Easter leave has wrought a noticeable change for the better in morale. The level of morale is now more than satisfactory.

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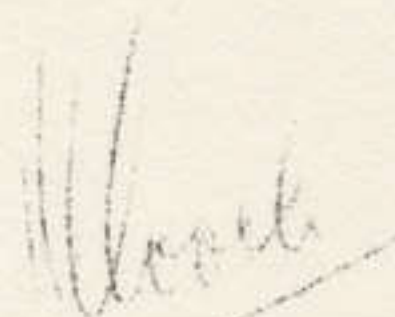
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I have the honour to be,

Sir,

Your obedient servant,



(R.G. LOOSLI)  
CAPTAIN, RAN

Annexes: A. Steaming Figures  
B. List of Exercises Carried Out  
C. Electrical Equipment Availability

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ANNEX ALFA TO  
HMAS BRISBANE  
REPORT OF  
PROCEEDINGS FOR  
MARCH 1972.

STEAMING FIGURES

TOTAL MILES STEAMED-MARCH 1972  
" " " SINCE COMMISSIONING

3,726.6  
143,160.9

TOTAL HOURS UNDERWAY-MARCH 1972  
" " " SINCE COMMISSIONING

311 55/60  
12,019 01/60

OCCASIONS FOR EXCEEDING FAST ROUTING SPEED

<u>DATE</u>	<u>SPEED</u>	<u>DISTANCE RUN</u>
17TH MAR	19.5	97.5
19TH MAR	18.2	90.6
20TH MAR	18.0	76.6
21ST MAR	26.0	78.0

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ANNEX BRAVO  
TO HMAS  
BRISBANE ROP  
FOR MARCH 72

	GUNNERY	AIC	TAS	NAV SEAMANSHIP	NBCD COMMS
1ST MCH	TARTAR FIRING	6 HOUR WAR			
2ND	TARTAR FIRING	ADEX	CASEX C2/A2	OOW MAN. HELO TRANSFER (SIR ARTHUR TANGE) JACKSTAY TRANSFER	NAVCOMEX 451
3RD	AATX AATFX	JACKSTAY TRANSFER CASEX E1			
6TH					
7TH	NGSCX NGSFX	MTX	NAVCOMEX 252 NAVCOMEX 405		
	6 HOUR WAR				
8TH	AATX AATFX NGSCX NGSFX ILLUMINANTS	RAINFORM REPORTING ARY INTEX GCPEX	OOW MAN.		
9TH	BRISBANE FBP				
10TH	PARRAMATTA FBP				
CANCELLATIONS	WED 1ST	OOW MAN) AATX ) LOG CALIBRATIONS AATFX ) INSTEAD	TUE 7TH	SUTF	DUE TO WEATHER
	FRI 3RD	BOLT TRANSFER (CASEX E1 INSTEAD)	WED 8TH	EWX 51 CASEX C2/A5/A2	
	MON 6TH	OOW MAN ) AATX ) SUTF ) NON SAILING AATFX ) CASEX C2/A4 ) CASEX C2/A4/A2)			

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WEEK COMMENCING 13TH MARCH PAGE 2 ANNEX BRAVO

	TAS	COMMS	AIO
13TH)			
14TH)			
15TH)	JUC	EWX13	
16TH)	CASEX		GOPEX
			2359 COMPLETE CASEX PHASE-NIGHT STEAM IN COMPANY TO SYDNEY
17TH)		EWX7/13	
		1800 COMMENCE LONGEX PHASE 1	
18TH)		1130 COMPLETE LONGEX PHASE 1 - ENTERED J.B.	
		1230 DEPARTED JB - COMMENCED LONGEX PHASE II	
19TH)		LONGEX 2359 COMPLETED PHASE II	
20TH)		0001 COMMENCED PHASE III	
		IKABA FIRED	
21ST)		0600 - COMPLETE LONGEX PHASE III	

CANCELLATIONS

13TH	INTEX	REFUELLING PORT KEMBLA
	NEX)	
	EWX13)	PERTH UNAVAILABLE
		SCREENEX PERTH UNAVAILABLE
		2 CASEYES REFUELLING PORT KEMBLA

16TH	SPX	PERTH UNAVAILABLE
------	-----	-------------------

CONFIDENTIAL

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ANNEX CHARLIE TO  
HMAS BRISBANE  
REPORT OF PROCEEDINGS  
FOR FEBRUARY 1972.

EQUIPMENT AVAILABILITY

	<u>Equipment</u>	<u>Repair Time</u>	<u>Sched. Maint.</u>	<u>Await Stores</u>	<u>% Availability</u>
ASW	Sonar	0	9	0	97
	Ikara Electronics	60	0	72	66
	Ikara Mechanical	0	0	0	100
GUN	Mt 51	2	200	0	47
	Mt 52	0	48	0	86
	AN/SPG 53	3	0	0	99
	Computer 47/116	21	48	0	82
	System	0	48	0	86
MISSILE	FCS 2	2	0	0	99
	FCS 3	45	0	70	70
	Launcher	0	0	0	100
	System	0	0	0	100
RADAR	AN/SPS 52	20	9	0	93
	AN/SPS 40	60	0	240	22
	Displays(all types) (12 units)	40	0	25	98
ECM	AN/WIR1	24	0	0	94
	AN/ULQ6(Port)	0	0	0	100
	AN/ULQ6(Starb)	0	0	384	0
	RGPO(2 units)	Not yet installed and trialled			
COMMS	UHF(9 units)	1428	-	48	59
	VHF(2 units)	0	0	0	100
	HF(13 units)	157	0	48	90
	MF(4 units)	0	0	0	100
GYROS	Forward	2	0	0	99
	Aft	0	0	0	100

Notes: 1. Availability =  $\frac{\text{Total time} - \text{Down time}}{\text{Total time}}$

2. Down time=Repair time + awaiting stores time + scheduled maintenance time.
3. Total time=Number of hours in month x number of units
4. Scheduled maintenance time includes only maintenance time which caused the unit to be at more than 30 minutes notice for use.
5. System availability is calculated from the times when vital and non duplicated units of the system were not available eg. in the gun system, it is time with both mounts, the radar or the computer not available.
6. Repair time does not include awaiting stores time.
7. Availability does not include period 22-31 Mar while ship was in self maintenance.

CONFIDENTIAL



18-6-3494

**CONFIDENTIAL**  
DEPARTMENT OF THE NAVY

HMAS

*BRISBANE*

Report of Proceedings

*APR 72*

AS(NS)

*Ch. 16/5*

D of O

*17/5*

DGOP

*CM 17/5*

DCNS

*for CM 17/5*

1NM

*12/5*

2NM

*13/5*

3NM

*14/5*

4NM

*15/5*

SECRETARY

*16/5*

D of S

DPR

*17/5 29/5*

AS(NS)

(NS55)

*1/6 2/6*

HISTORIAN

- NOTES:
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**CONFIDENTIAL**

*18/5*



**CONFIDENTIAL**

105 MAY A.M.

NAVY - CANBERRA

NAVY—CANBERRA

18

6

3494

HMA FLEET HEADQUARTERS,  
GARDEN ISLAND. N.S.W. 2000.

J.G.

12th May 1972

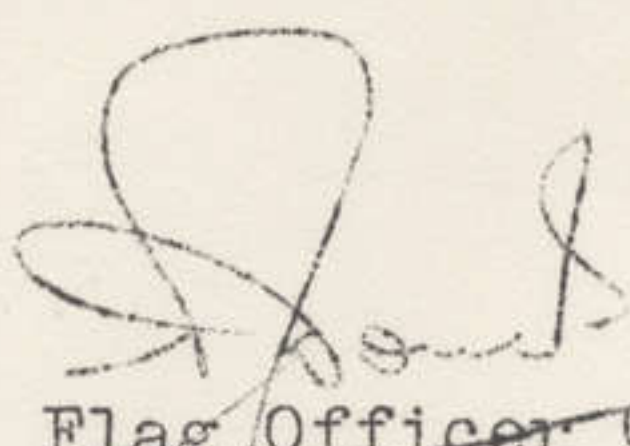
A.F. 1/16/22

The Secretary  
Department of the Navy

HMAS BRISBANE - REPORT OF PROCEEDINGS - APRIL, 1972

1. Forwarded.

2. With reference to paragraph 11, arrangements are being made with RAAF Laverton for further TACAN Trials during the June/July 1973 period. It is expected that repairs to the UHF equipment will be completed during the current availability. The SPS 40 Radar has been repaired in temporary fashion by the Ships Staff. Several stores items are required to ensure reliability. CSS Sydney Messages 210222Z, 190630Z, 190030Z and 120800Z (all April, 1972) refer.

  
Flag Officer Commanding.

Enclosure: HMAS BRISBANE 1/16/2 dated 3 May, 1972.

**CONFIDENTIAL**



1.16.22

C O N F I D E N T I A L

1-16-2

HMAS BRISBANE  
at Sydney

- 3 MAY 1972

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For information:

The Australian Naval Attache  
WASHINGTON D.C.

The Commander  
FIRST AUSTRALIAN DESTROYER SQUADRON

The Commanding Officer  
HMAS HOBART

The Commanding Officer  
HMAS PERTH

HMAS BRISBANE - REPORT OF PROCEEDINGS  
APRIL 1972

Sir,

I have the honour to report the proceedings of HMA Ship under my command during the month of April 1972. Times are Zone K(-10) until 091830K, then Zone I (-9) until 101830I, then Zone H(-8) until 182330H, then Zone I (-9) until 20330I, then Zone K(-10).

2. BRISBANE was alongside West Dock Wall at Garden Island Dockyard until 1000, Thursday 6th April when lines were cast off and the ship proceeded for Fremantle. Enroute through the Sydney/Jervis Bay practice areas surface and A.A. firings were conducted with satisfactory results. Generally fine weather was encountered during the passage but not fine enough to allow much of the upper deck activity which had been planned. HMAS HOBART was met at 0730I, Sunday 9th April, and HMAS SWAN at 1105H, Monday 10th April. At 1015H Monday 10th April gun functioning trials of Mount 51 were carried out in full automatic as insulation readings had reached a satisfactory level.

3. The ship berthed in Fremantle at Victoria Quay at 0905H, Wednesday 12th April. I called on the Naval Officer Commanding West Australia, Commodore P.H. DOYLE, O.B.E., A.D.C. at 1145 and remained for luncheon. One Sea Cadet Officer and 5 Sea Cadets of TS PERTH, which had been named the most efficient unit in Australia for 1971, were embarked for three days as a reward for their efforts. Fuel and stores were taken on during the forenoon and afternoon and BRISBANE cast off at 1600 to proceed to rendezvous with you, Sir, in HMAS MELBOURNE. Unusual propagation conditions enabled freak UHF Communications to be held with MELBOURNE for about 15 minutes when the ships were about 300 miles apart. BRISBANE took station on MELBOURNE at 0755H, Thursday 13th April, and mail was transferred

/...to

- 3 MAY 1972



C O N F I D E N T I A L

-2-

to MELBOURNE by helo and to DUCHESS by heaving line. A rehearsal for the SHOPWINDOW to take place the next day was carried out enroute to FREMANTLE in addition to manoeuvres and replenishment approaches.

4. BRISBANE and DUCHESS detached at 0700H, Friday 14th April, to proceed to the vicinity of the FREMANTLE breakwater to embark press and official guests by boat. 16 Press representatives and 3 special guests boarded BRISBANE and both ships proceeded to join MELBOURNE when she had embarked her guests. The SHOPWINDOW display took place between 1030 and 1245 and all events were completed satisfactorily. BRISBANE's contribution of firing 10 rounds from each mount in automatic operation was appreciated as much by BRISBANE personnel as by the guests. The press seemed completely content with the presentations given them, the guided tours and the SHIPWINDOW display but the resultant publicity in the press was somewhat disappointing although the TV coverage was quite good.

5. BRISBANE berthed astern of MELBOURNE on Victoria Quay at 1520 and DUCHESS secured alongside at 1530. I called on you, Sir, at 1530. Later in the evening I attended the Fleet Reception onboard MELBOURNE. The arrangements for the visit were splendid and the hospitality shown the visiting ships was as warm as the sunny weather. The ship was open to visitors on Sunday, 16th April, and 3000 people came onboard. Ship's sporting teams were able to test their ability against other ships and although they had little success it did them the world of good to participate.

6. At 0900, Monday 17th April, DUCHESS cast off and at 0910 BRISBANE did likewise and proceeded out of harbour to await SUPPLY. At 0950 BRISBANE and DUCHESS formed on SUPPLY to commence the passage to the east and MELBOURNE joined the formation at 1120. Exercises were conducted each day on passage and Officers of the Watch in particular gained valuable experience. On Tuesday 18th April, BRISBANE took a token probe replenishment from SUPPLY while DUCHESS was stationed close on the port bow to enable photographers to gain movie coverage for a replenishment film.

7. DUCHESS detached for Adelaide at 1515, Wednesday 19th April and the remainder of the force continued to Melbourne town. Ships arrived at Port Phillip Heads at 0800, Saturday 22nd April, and, as the intended SHOPWINDOW display had been cancelled because of anticipated foul weather, proceeded direct to berth at Port Melbourne. BRISBANE secured at Inner West Station Pier at 1155. Although the weather turned out to be fine on our arrival it did not last for long and when the ship was open to visitors the next day it was a tribute to the fortitude of the Melbourne people that approx. 2700 braved the elements to see the ship. At 0920, Monday 24th April, you, Sir, came onboard to present the Gloucester Cup to BRISBANE. It was unfortunate that the weather dictated the brief ceremony should be held in the Cafeteria.

8. At 0945, Wednesday 26th April, BRISBANE cast off and proceeded to await SUPPLY to the south of Fawkner Beacon. Both ships cleared the Rip at 1335 and at 1400 BRISBANE closed SUPPLY for probe fuelling trials. Officers from Garden Island Dockyard

...  
/...and RANTAU



C O N F I D E N T I A L

-3-

and RANTAU had been embarked in SUPPLY to observe the trials and they were transferred by jackstay to study the problems in both ships. It is hoped that the reason for the weak link twisting and subsequently parting has been found and that the solution will be easily obtained. 140 tons of FFO was embarked by completion of the trial. At 1655 BRISBANE detached and proceeded to the practice areas off Jervis Bay for gunnery firings at a balloon using the fire control systems for the tartar missile. The next morning BRISBANE entered Sydney Harbour and secured alongside PERTH at the Escort Maintenance Ship berth.

9. The passage to and from Fremantle and the two port visits were of great value to the ship. The Ship's Company settled down to a steady routine, were able to participate in sporting and social activities away from Sydney and leave breaking offences were minimal. The Officers of the Watch all gained valuable experience in station keeping and station changing. Four Ocean Navigation Certificates were obtained by officers under training. There was also time for the Ship's Company to receive lectures and participate in discussions on the Kerr Committee Reports relating to Removals, Expression of Service Pay, and Temporary Rental and Accommodation Allowance.

10. Marine Engineering. Main and auxiliary machinery has functioned well throughout the period with three exceptions. On 12th April the starboard main engine guarding valve by pass valve gland blew out and the valve was back seated. The starboard shaft was trailed for two hours while the unit was shut down and repairs effected. On 21st April whilst refuelling alongside HMAS SUPPLY the steam pressure transmitter failed on 2A Boiler and safety valves lifted. The superheater unloader failed to reseal due to pilot valve leakage. Main plant was cross-connected and 2A Boiler shut down. Station was maintained without difficulty. During the "backdown" prior to probe fuelling trials with SUPPLY on 26th April, the Return Fuel Oil valve on 2B Boiler seized in the maximum delivery position. The Boiler was steamed in Hand Control on the fuel side for the duration of the trial.

11. Weapons Electrical. The backlog of routine maintenance was reduced considerably during the month whilst the ship was on passage to and from Fremantle and few exercises were being carried out. SPS40 radar continued its run of major defects when the antenna motor coupling and the PRF timing generator failed. Both defects were overcome by temporary repairs when it was found that no spares were available. The loss of 3 UHF transmitters, left in Garden Island for repairs, meant that the ship was at times unable to meet its full commitments whilst operating with HMAS MELBOURNE. Further trials of TACAN and IFF have been carried out with MELBOURNE's aircraft, but these have been inconclusive due to equipment deficiencies in both ship and the aircraft. It is probable that both equipments are operating correctly. The efforts of the gun maintainers were fully repaid when both mounts fired in full automatic fire for the shopwindow display off Perth. Both the visitors and new members of the ship's company were visibly impressed by the demonstration.

/...Training.



C O N F I D E N T I A L

-4-

12.     Training.

a.     Command Tests.

A Promotion Board was convened during the month for the examination of Command Test candidates.

For CPO, 7 candidates.....5 passed Part 1  
  5 passed Part 2  
  ...2 DNA

For PO, 16 candidates.....10 passed Part 1  
  10 passed Part 2  
  .....6 DNA

For LS, 20 candidates.....17 passed Part 1  
  19 passed Part 2  
  1 DNA

b.     BTT.


BTT preparation continued during the month with both formal instruction periods and private study employing the study packs and questionnaires.

13.     Health, Conduct and Morale. The health of the Ship's Company has been good, their morale high and their conduct satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

  
(R.G. LOOSLI)  
CAPTAIN, RAN

Annexes:   A. Steaming Figures  
              B. List of Exercises Carried Out  
              C. Electrical Equipment Availability



C O N F I D E N T I A L

ANNEX ALFA TO  
HMAS BRISBANE  
APRIL 1972 ROP

Total Miles Steamed During APRIL 1972  
" " " Since Commissioning

4794.3  
143955.2

Hours Underway During April 1972  
" " " Since Commissioning

336 28/60  
12355 29/60

Occasions For Exceeding Fast Routing Speed

<u>Date</u>	<u>Speed</u>	<u>Distance Run</u>
6th	20.0	60.0
26th	20.0	160.6



C O N F I D E N T I A L

ANNEX BRAVO TO  
HMAS BRISBANE ROP  
FOR APRIL 1972

## LIST OF EXERCISES

1. 6APR SUTF -1  
6APR SAFA/AATX -1  
10APR GFT -1  
27APR CASUALTY MODE FIRING EXERCISE -1  
27APR SA SHOOT -1  
21APR ADEX -1
2. AIO.  
6APR INTEX 3 hrs  
12APR SPS52 Radar instruction 2 hrs  
18APR SPX(B) 1 hr  
20APR MTX/TACAN/URD4/IFF trials 4 hrs  
21APR ADEX/CAPEX 1 hr  
Helo control/EXDAK checks 4 hrs  
5 periods of station-changing using Bridge/CIC solutions.
3. SEAMANSHIP.  
12APR Executive Officer in command for entering and leaving harbour.  
13APR RAS approaches-MELBOURNE  
Heaving line T/F-DUCHESS  
14APR RAS approaches } for SHOPWINDOW  
Helo T/F }  
18APR RAS approaches } for movie  
Refuelling }  
Helo T/F  
19APR Practice underway refuelling  
20APR Helo T/F  
21APR Underway refuelling  
26APR RAS Practice  
Underway refuelling  
Jackstay T/F-SUPPLY
4. COMMUNICATIONS.  
NAVCOMEX  
17APR 401 (MORSE RECEPTION) OCE  
18APR 401 " " MELBOURNE  
405 (VOICE PROCEDURE) LTO/TO " "  
405( " " LRO/RO " "  
202 (FLASHING RECEPTION) " "  
19APR 401 (MORSE RECEPTION) SUPPLY  
NOTHING HEARD-EXERCISE ABORTED  
251 (FLEETWORK) DUCHESS  
405/409 (VOICE PROCEDURE WITH INTERFERENCE) LTO/TO BRISBANE  
202 (FLASHING RECEPTION) SUPPLY  
20APR 401 (MORSE RECEPTION) MELBOURNE  
EW QUIZ BRISBANE  
405 (VOICE PROCEDURE) MELBOURNE  
21APR 401 (MORSE RECEPTION) MELBOURNE  
EW QUIZ " "  
405 (VOICE PROCEDURE) SUPPLY  
202 (FLASHING RECEPTION) MELBOURNE



C O N F I D E N T I A L

ANNEX CHARLIE TO  
HMAS BRISBANE ROP  
FOR APRIL 1972

EQUIPMENT AVAILABILITY (6-28APR)

	<u>Equipment</u>	<u>Repair Time</u>	<u>Sched. Maint</u>	<u>Await Stores</u>	<u>%Availab- ility.</u>
ASW	Sonar	0	0	0	100
	Ikara Electronics	1	0	0	99
	Ikara Mechanical	0	0	0	100
GUN	Mt 51	45	0	0	92
	Mt 52	0	0	0	100
	AN/SPG53	0	0	0	100
	Computer 47/116	43	0	0	92
	System	43	0	0	92
MISSILE	FCS2	12	0	0	98
	FCS3	86	0	0	84
	Launcher	0	0	0	100
	System	0	0	0	100
RADAR	AN/SPS52	0	15	0	97
	AN/SPS40	81	0	72	71
	AN/SPS10	9	0	0	99
	Displays (all types)	353	0	0	92
	(12 units)				
ECM	AN/WLR1	0	0	0	100
	AN/ULQ6 (port)	0	0	528	0
	AN/ULQ6 (stbd)	0	0	0	100
	RGPO (2 units)	not yet installed and trialled			-
COMMS	UHF (9 units)	0	0	1584	67
	VHF (2 units)	0	0	0	100
	HF (13 units)	48	0	0	99
	MF (4 units)	0	0	0	0
GYROS	Forward	1	0	0	99
	Aft	0	0	0	100

- Notes:
1. Availability =  $\frac{\text{Total time} - \text{Down time}}{\text{Total time}}$
  2. Down time = Repair time + awaiting stores time + scheduled maintenance time.
  3. Total time = Number of hours in month x number of units.
  4. Scheduled maintenance time includes only maintenance time which caused the unit to be at more than 30 minutes notice for use.
  5. System availability is calculated from the times when vital and non duplicated units of the system were not available eg in the gun system, it is time with both mounts, the radar or the computer not available.
  6. Repair time does not include awaiting stores time.
  7. Availability does not include periods 1-5April or 29-30 April while ship was in self maintenance.



18-6-3575

~~CONFIDENTIAL~~

DEPARTMENT OF THE NAVY

HMAS BRISBANE Report of Proceedings MAY '72

AS(NS) 4/7

D of O 5/7

DCNS 6/7

1NM 2/7

2NM 4/7

3NM 6/7

4NM 14/7

SECRETARY 12/7/72

C of S 13/7

DPR

AS(NS) (NS55) 14/7

Historian

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~~CONFIDENTIAL~~





Telephone: J.G.  
350444

**CONFIDENTIAL**  
ROYAL AUSTRALIAN NAVY

3 JUL P.M.

TRY

NAVY—CANBERRA

18 6 3575

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

A F.

1/16/22

26th June, 1972.

The Secretary  
Department of the Navy

HMAS BRISBANE - REPORT OF PROCEEDINGS - MAY 1972

1. Forwarded.
2. A shortage of spare IKARA test missiles prevented the early replacement of the missile returned by BRISBANE for repair. The supply situation will improve later this year.

Flag Officer Commanding.

Enclosure: HMAS BRISBANE 1/16/2 dated 1 June, 1972.

**CONFIDENTIAL**



1.16-22

C O N F I D E N T I A L

1.16.2.

HMAS BRISBANE,  
at Sydney.

1st June, 1972.

Office of the  
Flag Officer Commanding,  
HM AUSTRALIAN FLEET.

For Information:

The Australian Naval Attache,  
WASHINGTON, D.C.

The Commander,  
FIRST AUSTRALIAN DESTROYER SQUADRON.

The Commanding Officer,  
HMAS HOBART.

The Commanding Officer,  
HMAS PERTH.

HMAS BRISBANE - REPORT OF PROCEEDINGS  
MAY, 1972.

Sir,

I have the honour to report the proceedings of HMA Ship under my command during the month of May, 1972. All times are Zone K (-10).

2. BRISBANE was in Sydney for the entire month carrying out self maintenance and granting long leave. The ship was berthed alongside PERTH at the Escort Maintenance Ship berth until Wednesday, 10th May, when she was cold moved to the Cruiser Wharf to allow STALWART to proceed to sea during a SMASHEX. The next day the ship was cold moved back alongside STALWART and PERTH was berthed outboard.

3. Maintenance in all departments has proceeded satisfactorily and considerable progress has been made in spray painting internal spaces. To assist in this programme the ship's company have been victualled in STALWART for two weeks and the arrangement has proved successful.

4. Some 21% of the Ship's Company will be drafted out and reliefs will join during this period so that few of those onboard in 1971 will remain. Awards to 27 members of those onboard during the last deployment to Vietnam were announced by the Naval Board on 5th May.

/....5.





2.

5. Colours were half masted at 1200 Monday, 29th May on the occasion of the death of His Royal Highness the Duke of Windsor.

MARINE ENGINEERING:

6. All boilers were externally cleaned during the period and uptakes have been preserved with aluminium paint. All furnace guards were found to be further deteriorated and are being progressively renewed by the Fleet Maintenance Party. 2A and 2B boilers have been completed and are fully serviceable; 1A and 1B furnace refractory renewal is well advanced. All significant defects and major Planned Maintenance routines have been completed and the Department is well placed to ensure the successful completion of the maintenance period.

WEAPONS ELECTRICAL:

7. The entire month has been spent on maintenance and in almost all areas, planned maintenance is up to date in spite of leave requirements. Tests on the oil systems for GMLS 13 Ikara and both gun mounts showed that the Launcher, Mount 51 upper gun loading system and Mount 52 loader deck system needed oil changes; these have been accomplished satisfactorily. FCS2 missile radar has been the subject of two URDEF's, one to rectify a fault revealed when firing the guns under control of the missile radars and one to trace and rectify a large amount of CWI crosstalk.

A number of sonar transducer elements were found to be below an acceptable insulation level and dockyard assistance has been received to rectify this. No Ikara test missile has been available for most of the month which has meant no DSOT's could be completed, although individual equipment tests have been carried out daily on Ikara and all other equipments. Assistance and co-operation from FMU has been readily given and it has been particularly pleasing to have stable electric power provided at most times throughout the period.

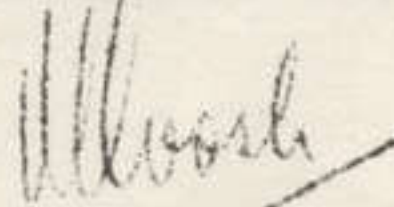
HEALTH, CONDUCT AND MORALE:

8. The health of the Ship's Company has remained good, their conduct satisfactory and morale high.

I have the honour to be,

Sir

Your obedient Servant

  
(R.G. LOOSLI)  
CAPTAIN, RAN

Annex A. Steaming Figures.



Annex Alfa to  
HMAS BRISBANE  
May, 1972,  
Report of Proceedings.

Total Miles Steamed During May, 1972	-
Total Miles Steamed Since Commissioning	143955.2
Hours Underway During May, 1972	-
Hours Underway Since Commissioning	12355 29/60
Occasions For Exceeding Fast Routine Speed	Nil



18-6-3617

**CONFIDENTIAL**

DEPARTMENT OF THE NAVY

HMAS BRISBANE Report of Proceedings June 1972

AS(NS) *21/7*

D of O *24/7*

DCNS *24/7*

1NM *24/7*

2NM *24/7*

3NM *26/7*

4NM *27/7*

SECRETARY *28/8*

C of S *2/8*

DPR *7/8*

AS(NS) (NS55) *16/8*

*Hudsonian*

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**CONFIDENTIAL**

*21/7*





**CONFIDENTIAL**  
ROYAL AUSTRALIAN NAVY

20 JUL A.M.

NAVY—CANBERRA		
18	6	3617

Telephone :  
350444 J.G.

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

A.F. 1/16/22

17th July, 1972.

The Secretary  
Department of the Navy

HMAS BRISBANE - REPORT OF PROCEEDINGS - JUNE 1972

Forwarded.

Flag Officer Commanding.

Enclosure: HMAS BRISBANE 1/16/2 dated 5 July, 1972.

**CONFIDENTIAL**



CONFIDENTIAL

1.16.22

In reply quote 1/16/2

HMAS BRISBANE,  
At Sea.

- 5 JUL 1972

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

For Information:

The Australian Naval Attache,  
Washington.

The Commander,  
First Australian Destroyer Squadron.

The Commanding Officer,  
HMAS PERTH.

The Commanding Officer,  
HMAS HOBART.

HMAS BRISBANE - REPORT OF PROCEEDINGS  
JUNE, 1972

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my command during the month of ~~May~~, 1972. All times are Zone K (-10).

*JUNE*

2. BRISBANE was in SYDNEY until Monday, 19th JUNE carrying out self maintenance and completing long leave. The ship was berthed alongside STALWART at the Escort Maintenance Ship berth until 1000, Thursday 15th JUNE, when she was cold moved to the south end of Cruiser Wharf to embark IKARA telemetry equipment.

3. During this period there was a series of visitors to the ship. On Tuesday, 6th June, the Third Naval Member, Rear Admiral B.J. Castles, C.B.E., came onboard briefly as a part of a farewell visit to the Fleet prior to his retirement. On the same day a group of Army, Air Force and civilian officers of the Defence Joint Medical Stores Sub-committee inspected the medical store facilities onboard. A group of officers from the Central Studies Establishment spent an hour onboard to receive a short briefing of the operational capabilities of the ship and Command and Control procedures. On Friday, 9th June, the Director of Naval Intelligence, Captain J.A. Gledhill, D.S.C., A.D.C., R.A.N., was shown over the ship. Colours were flown at half mast on 5th June on the occasion of the funeral of His Royal Highness, the Duke of Windsor.

4. At 0845 Monday, 19th JUNE, the ship moved under own power to number 3 buoy to embark, Tartar, Ikara and 5inch ammunition. This was completed by 1500, when the ship proceeded to sea with DERWENT in





company to participate in Weapon Training in the local practice areas and to conduct Mk 46 Torpedo firings and Interference Trials. The aim of these trials was to provide data on the possibility of seduction of the Mk 46 Torpedo by friendly surface units operating sonar. Trials were designed to investigate interference as a function of ship range and transducer bearing and range. The torpedoes were to be launched by IKARA, ship launched Torpedo (SLT) tubes and S2E aircraft. The targets were DERWENT initially and then a GRAIDUFF Torpedo Target suspended from a buoy.

5. On Tuesday, 20th June, SLT firings were completed except for one misfire in BRISBANE. These were followed by BRISBANE, PERTH and DERWENT carrying out closing runs on a static Mk 46 head suspended from TRV253 to assess ranges at which ships sonar caused interference to the head. During the previous night it had been found that a defect existed in the IKARA system and the practice missile was suspected. BRISBANE returned to Sydney to have it investigated and secured alongside West Dock Wall at 1730. The fault proved to be in the Ship's system and was quickly rectified which allowed the ship to proceed to sea again at 2030.

6. Further SLT firings were carried out by BRISBANE and PERTH at the GRAIDOFF target without incident during the forenoon of Wednesday 21st June, and these were followed by S2E launched attacks. During the evening IKARA pre firing checks were completed. At 1002 Thursday, 22nd June, a successful long range IKARA firing with Mk 46 torpedo was carried out against a GRAIDOFF target using EXDAK information from PERTH. All functions of the missile appeared normal and the torpedo surfaced within 50 feet of the target. After the torpedo had been recovered by TRV255 BRISBANE carried out a trial with a helicopter aimed at providing a method of determining bearing inaccuracies in sonar data transmitted by the helo's EXDAK. Limited success was achieved and the trial was terminated prematurely by the Trials Officer.

7. Between 1920 and 2030 that night a probe fuelling with SUPPLY was attempted but the weak link on the span wire parted on two occasions before the hose was passed. No further attempts were made as a trial had been programmed for the following week and obviously further investigations were needed. A deep depression moving northward along the New South Wales coast during the night 22/23 June caused the weather to deteriorate to such an extent that all planned weapon training activities on Friday, 23rd June, were cancelled. As a result BRISBANE returned to Sydney with DERWENT in company and, at 1230, secured outboard of YARRA at the south end of Cruiser Wharf.

8. The ship cast off and proceeded to sea for weapon training in the Jervis Bay practice areas at 0830 Monday, 26th June. Seventeen Army Officers from the School of Artillery were embarked off CLARK ISLAND for DDG familiarisation. This culminated in a demonstration NGS Navigation and Control exercise off the Beecroft Range prior to their transfer to the range to observe the ship's firings. Due to a system defect only two and a half firing runs were conducted. The practice was concluded at 1830 when the ship proceeded to anchor in



-3-

9. On Wednesday, 28th June, successful TACAN trials were conducted by ARDU, and Sea Acceptance Trials, for ULQ6 were satisfactory.

11. Marine Engineering.

12. Weapons Electrical.

### 13. Training

Marksman	7
1st class	7
2nd class	14
3rd class	14

[illegible]



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- 4 -

- b. May, 1972 B.T.T. Results Regrettably, the May Branch Technical Tests were held during the mid-winter leave period and, although every endeavour was made to arrange for alternative testing sites, fourteen of the fifty one candidates failed to attend. The remaining thirty seven achieved the following results:

Pass	14
Pass in part	18
Fail	5

- c. August, 1972 B.T.T. and Command Test Training is in progress to prepare candidates for the August B.T.T. and for a Section I Promotion Board to be held early in August. There is a total of fifty four candidates for the B.T.T. whilst sixteen sailors of leading rank and twenty six of the able rank are preparing for the Command Test.

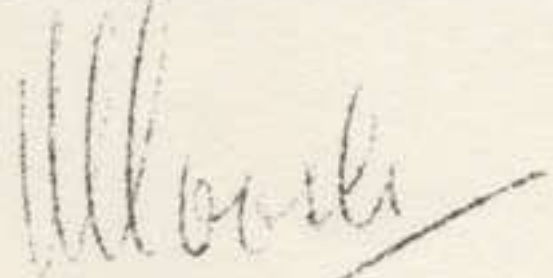
14. Health, Conduct and Morale

The health of the ship's company has been good, their conduct satisfactory and their morale high following a long leave period and generally successful weapons training period.

I have the honour to be,

Sir,

Your obedient servant,

  
(R.G. LOOSLI)  
CAPTAIN, RAN

- Annexes:
- A. Steaming figures
  - B. List of Exercises carried out
  - C. Electrical equipment availability



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ANNEX ALFA TO HMAS BRISBANE  
REPORT OF PROCEEDINGS  
FOR JUNE, 1972.

Total miles steamed during June, 1972	1878.5
Total miles steamed since Commissioning	145833.7
Hours underway during June, 1972	181 33/60
Hours underway since Commissioning	12537 02/60
Occassions for exceeding fast routeing speed	

<u>Date</u>	<u>Speed</u>	<u>Distance run</u>
20JUN	24	48.1
22JUN	24	23.2
28JUN	22	20.1



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ANNEX BRAVO TO HMAS  
BRISBANE REPORT OF  
PROCEEDINGS FOR JUNE,  
1972.

## LIST OF EXERCISES

1. Gunnery

22JUN	SUTF
22JUN	AAGDX
26JUN	NGSCX/FX
27JUN	NGSCX/FX
28JUN	MAX
  
2. A.I.O.

19-23JUN	SLT firings) IKARA firing) as part of sonar interference trial
	Helo EXDAK trial
	INTEX 1½ hours
	AAGDX/MTX 3 hours
26-30JUN	NGSCX/NGSFX 6 hours
	RAINFORM/GOPEX 10 hours
	MTX/AATX/MAX 6 hours
	SPX/RIX 2½ hours
	TACAN trial 2½ hours
	INTEX 1½ hours
	RESDES 12 hours
  
3. Seamanship

19JUN	Emergency and leaving ship stations
20JUN	Jackstay transfer - PERTH
21JUN	RAS approaches, heaving line T/F) PERTH
	Jackstay T/F
22JUN	Helo T/F (two)
	UNREP - SUPPLY
26JUN	Leaving ship and action stations
27JUN	OOW manoeuvres
	UNREP and light jackstay - SUPPLY - incorporating 160° turn
	RAS approaches - WAIKATO
28JUN	Man overboard manoeuvres
29JUN	RAS approaches - WAIKATO
  
4. Communications

19JUN	EWX 13
20JUN	EWX 23
21JUN	ULQ 6 SATS
22JUN	EWX 4
27JUN	ULQ 6 SATS

/.....2



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ANNEX BRAVO continued

- |    |               |                 |   |
|----|---------------|-----------------|---|
| 5. | <u>T.A.S.</u> |                 |   |
|    | 20JUN         | Fired 1 SLT     | ) As part of sonar<br>interference trial          |
|    | 21JUN         | Fired 1 SLT     |   |
|    | 22JUN         | Fired 1 IKARA   |   |
| 6. | <u>Diving</u> |                 |   |
|    | 5JUN          | Diving exercise | ) All divers except one                           |
|    | 15JUN         | Diving exercise | ) (medically unfit) gained<br>90 min diving time. |



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ANNEX CHARLIE TO HMAS  
BRISBANE REPORT OF  
PROCEEDINGS FOR JUNE,  
1972.

## EQUIPMENT AVAILABILITY (19-30 June, 1972)

	<u>Equipment</u>	<u>Repair Time</u>	<u>Sched Maint</u>	<u>Await Stores</u>	<u>% Avail.</u>
ASW	Sonar	2 hours	0	26	90
	Ikara Electronic	20	0	0	93
	Ikara Mechanical	0	0	0	100
GUN	Mount 51	13	0	0	95
	Mount 52	0	0	0	100
	AN/SPG 53	11	0	0	96
	Computer 47/116	1	0	0	99
	System	12	0	0	96
MISSILE	FCS 2	30	0	0	90
	FCS 3	30	0	0	90
	Launcher	0	0	0	100
	System	60	0	0	79
RADAR	AN/SPS 52	1	0	0	99
	AN/SPS 40	1	0	0	99
	AN/SPS 10	2	7	0	97
	Displays	27	0	0	99
	(all types) (12 units)				
ECM	AN/WLR 1	0	5	72	73
	AN/ULQ 6 (Port)	48	0	0	83
	AN/ULQ 6 (Stbd)	0	0	0	100
COMMS	UHF (9 units)	0	0	0	100
	VHF (2 units)	0	0	0	100
	HF (13 units)	0	0	0	100
	MF (4 units)	0	0	0	100
GYROS	Forward	4	0	0	98
	Aft	1	0	0	99

- Notes:
1.  $\text{Availability} = \frac{\text{Total time} - \text{Down time}}{\text{Total time}}$
  2. Down time = Repair time + awaiting stores time + scheduled maintenance time.
  3. Total time = Number of hours in month x number of units
  4. Scheduled maintenance time includes only maintenance time which caused the unit to be at more than 30 minutes notice for use.
  5. System availability is calculated from the times when vital and non duplicated units of the system were not available e.g. in the gun system, it is time with both mounts, or the radar or the computer not available.
  6. Repair time does not include awaiting stores time.
  7. Availability does not include self maintenance period 1-18 June.



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18 - 6 - 3676

DEPARTMENT OF THE NAVY

HMAS BRISBANE

Report of Proceedings July '72

AS(NS) *29/8*

D of C *29/8*

DCNS *29/8*

1NM *29/8*

2NM *29/8*

3NM *29/8*

4NM *29/8*

SECRETARY *29/8*

C of S *29/8*

DPR

AS(NS) (NS55) *29/8*

- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Board Members with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.
  - D. If any matter requires comprehensive treatment on reference to another Branch a new file should be raised, a suitable note being made above.

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Telephone: J.G.  
350444

**CONFIDENTIAL**  
ROYAL AUSTRALIAN NAVY  
24 AUG P.M.

NAVY—CANBERRA

18 6 3676

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

A.F.

1/16/22

21st August, 1972.

The Secretary  
Department of the Navy

HMAS BRISBANE - REPORT OF PROCEEDINGS - JULY 1972

Forwarded.

(A.A. Willis)  
Commodore  
for Flag Officer Commanding.

Enclosure: HMAS BRISBANE 1/16/2 dated 4 August, 1972.

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-16-2

HMAS BRISBANE  
at sea

04 AUG 1972

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For information: The Australian Naval Attache  
WASHINGTON

The Commander  
First Australian Destroyer Squadron

The Commanding Officer, HMAS PERTH

The Commanding Officer, HMAS HOBART

HMAS BRISBANE - REPORT OF PROCEEDINGS  
JULY 1972

Sir,

I have the honour to report the proceedings of HMA Ship under my command during the month of JULY, 1972. All times are Zone K (-10).

2. For most of the month BRISBANE was at sea participating in weapon training, and Joint Unit Course Exercise No. 85. The ship remained in Sydney during the JUC lecture period 17th - 21st July, and during weekends with the exception of 29th - 30th July. The month commenced with the ship alongside South End Cruiser Wharf. On Sunday, 2nd July, 486 members of the public inspected BRISBANE when the ship was opened to visitors. This poor response was particularly disappointing for members of the Ship's Company who had gone to a lot of trouble to prepare a number of interesting static displays for the occasion.

3. At 0920 Tuesday, 4th July, BRISBANE cast off and proceeded to sea to locate and disperse an oil slick. The slick was the result of an oil spillage from SUPPLY during replenishment operations with MELBOURNE the previous evening. At 0950 a QANTAS HS125 aircraft, on task for missile tracking, sighted the slick 16 miles to the east of CROOKHAVEN Light. At 1400 the ship reached the slick and commenced dispersement with TURCO oil emulsifier. The area affected was approximately two miles square and about 1000 gallons of detergent were sprayed on the higher concentrations of oil prior to the ship steaming at high speed through it. By dusk there was little evidence of the oil remaining and BRISBANE proceeded to join HMA Ships MELBOURNE, DERWENT, PERTH, DUCHESS and HMNZS WAIKATO for entry screen operations into Jervis Bay, prior to anchoring.

/...2.

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BRISBANE weighted anchor at 0610 Wednesday, 5th July, and proceeded for departure screen and Anti Aircraft Warfare exercises. A four monthly full power trial was carried out during the afternoon and, on completion, BRISBANE joined PERTH for passage to the WILLIAMTOWN AREA to conduct intercept training with RAAF Mirage aircraft. Enroute the ships searched unsuccessfully for a small fishing boat, which had been since 2000, Tuesday, 4th July, with 2 men onboard. This craft was located by HMAS MELBOURNE the next day.

5. On the morning of Thursday, 6th July, white metal particles were found in the lubricating oil filters and purifier of the port main engine, indicating that the ahead thrust bearing had been wiped, during the full power trial the previous day. It was decided that BRISBANE should return to Sydney to investigate and rectify the defect and an air controller, on loan from HMAS MELBOURNE, was transferred to PERTH by RAAF IROQUOIS. Two Mirage sorties were controlled enroute Sydney but it was a disappointment to be forced to withdraw from an interesting and valuable exercise. The ship berthed on the South End Cruiser Wharf at 1402.

6. By Monday, 10th July, the thrust pads had been replaced on the port engine and the lubricating oil system renovated. The report of the full power trial and the subsequent investigations into the wiping of the bearing have been forwarded, references BRISBANE signal 111400Z JULY 1972 and BRISBANE letters 53-3-1 of 18th July and 3rd August 1972. At 1210 BRISBANE sailed in company with PERTH for the weekly practice serials which were to include two Tartar firings. Missile tracking and practice count downs took place enroute Jervis Bay and the ship anchored at 1850 to embark personnel for telemetry checks with the Missile Range. The anchor was weighed at 2130 and the ship proceeded to sea for log calibration and night steaming.

7. On Tuesday, 11th July, PERTH and BRISBANE carried out successfully the first multi-ship missile high profile firing on the Australia Station. The Jindivik towed two tonics and PERTH fired first to achieve a maximum range interception on the target and on destruction of her missile, BRISBANE fired one to achieve an intercept at approximately 12,000 yards. The success was a reflection of the excellent drill and competence of both ships' teams. The remainder of the day was spent in carrying out programmed weapon training and at 0800 the next day BRISBANE was back in the firing box ready for a low profile Tartar firing. There was a delay in the launch of the Jindivik and PERTH wished to replace BRISBANE as first ship to fire so that she could complete other practices later in the day. As a consequence BRISBANE passed the forenoon on the measured mile and waited for the second launch. In the event the Jinkivik suffered minor damage on landing and BRISBANE's firing was postponed.

8. At 1500 Wednesday, 12th July, BRISBANE entered Jervis Bay to embark His Excellency, the Administrator of the Commonwealth of Australia, Major General Sir Rohan Delacombe, K.C.M.G., K.B.E., C.B., D.S.O. During his brief visit His Excellency witnessed manoeuvres by BRISBANE and PERTH and heaving line transfers; was briefed on the IKARA system and given demonstrations of loading a missile on the launcher and a simulated firing using EXDAK. He then spent some 45 minutes inspecting the ship

/...3.



Internally and talking to members of the Ship's Company. At 1830 he disembarked to HMAS MELBOURNE in Jervis Bay. The ship returned to sea to the measured mile but not all of the beacons were lit so it was decided to anchor in Jervis Bay for the remainder of the night.

9. At 0530 Thursday, 13th July, the ship sailed for the measured mile and log calibrations were completed by 0730. At 0945 the second Tartar firing at a Jindivik flying at 50 feet was carried out and again the success reflected the competence of the personnel and the effectiveness of the system. The rest of the day was spent in weapon practices and the ship entered Sydney Harbour and secured at no.4 buoy at 0700 to embark Ikara and Tartar missiles. The ship moved hot alongside South End Cruiser Wharf at 1215 and remained alongside until Monday 24th July. Officers and sailors attended the JUC85 lecture period at the Australian Joint Anti-Submarine School (AJASS).

10. At 1000 on Monday, 24th July BRISBANE cast off and proceeded in company with MELBOURNE, PERTH and VAMPIRE to participate in JUC 85. Until 2359 on Thursday, 27th July, BRISBANE was involved in almost continuous Casexs, operating with RAAF SP2H and P3B aircraft, Naval S2E aircraft, and Wessex helicopters, aimed at improving co-operation between units while detection classification and tracking exercises were carried out with OVENS and USS SALMON. A tactical Ikara firing was carried out on Tuesday, 25th July. The firing itself was technically a success but the target proved to be non submarine. The torpedo functioned normally and surfaced after its run but after about three minutes it sank and was not recovered as BRISBANE was some three miles distant at time of firing. The 28th and 29th July were devoted to preparing for the AAW and Surface Action phases of the Longex. It was disappointing that the national petrol strike reduced the aircraft participation in these exercises and later in the Longex. The Weapon Training phase of the JUC completed when the Task Group came to anchor in Jervis Bay at 1815 on Saturday, 29th July.

11. The Longex commenced for BRISBANE at 2200 on Saturday, 29th July when the ship weighed and proceeded in company with MELBOURNE to act covertly some 150 miles off the coast. This phase of the exercise lasted until 0600 on Monday 31st July. BRISBANE was stationed some 50 miles to the South West of MELBOURNE during the daylight hours of Sunday, 30th July controlling CAP aircraft against shadowers, and acting as a radar decoy for MELBOURNE. Monday, 31st July was spent defending MELBOURNE against striking RAAF PHANTOM aircraft while she launched A4G SKYHAWK strikes against Beecroft Range. The month concluded with BRISBANE and MELBOURNE simulating two KYNDA Class CIGM moving to an attacking position against a convoy represented by SUPPLY, PERTH and VAMPIRE.

## 12. MARINE ENGINEERING

All main and auxiliary machinery has functioned well throughout the period with one notable exception, the port main engine. During a work-up to full power on 5th July 1972 the port HP/IP thrust and adjusting block ahead bearing pads wiped. The bearing was repaired and investigations were carried out during the following week to ascertain the cause of the failure. Lubricating oil supply was proved adequate and no evidence of boiler priming was found. During the work-up to full power on 5th July automatic transfer valve assembly operation occurred late at 250 rpm rather than at the normal 225 rpm. Trials were conducted on 18th July to

/...4.



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investigate what effect late transfer has on application of axial thrust. These trials indicated that should late transfer occur the rate of application of axial thrust is increased between 140 and 300 %, and can cause the thrust bearing to fail. The transfer valve air operation assembly was found to be unserviceable and has been refitted. Further trials on 28th July show axial loads on the port engine to compare with the starboard engine and the port engine now transfers at 225 rpm.

13. WEAPONS ELECTRICAL.

The month has been marked by the effort put into making successful the two Tartar firings on 11th and 13th July and the Ikara firing on 25th July. In each case the missiles and systems operated correctly in all respects and well repaid the maintenance efforts made. Some minor difficulties have been experienced with both gyro compasses but these are now resolved. These systems have been very reliable and the series of unrelated problems spread over two weeks came as a surprise. Test firings of 30 rounds of 5" practice ammunition confirmed that the VT fuses are not operating correctly. My signals DTG13052Z and 290140Z JUL refer. The trials of the 5" shell fitted with a British type fuse were completed by Inspector of Naval Ordnance and Defence Scientific Laboratories without any problems so it is hoped that US fuse stocks will soon be replaced by the highly reliable British type.

14. TRAINING

Training continued during the month for the Section 1 Command Test to be conducted in early August. Five classes have been formed comprising 18 Candidates for Petty Officer and 27 for Leading Rank. Squad drill training has been conducted in harbour whilst PT and preparation for the other facets of the Test have been undertaken at sea. Eleven able sailors have been given instruction and examined in practical seamanship whilst gunnery practical examinations have been undertaken by 8 of them. Some elements are yet to be completed, but a high pass rate is expected. Two TAS sailors successfully completed the BTT Refresher Course at HMAS WATSON during the month. A total of 56 candidates will attempt the August 1972 BTT and preparation is being effected by branch instruction and the use of the various study packs.

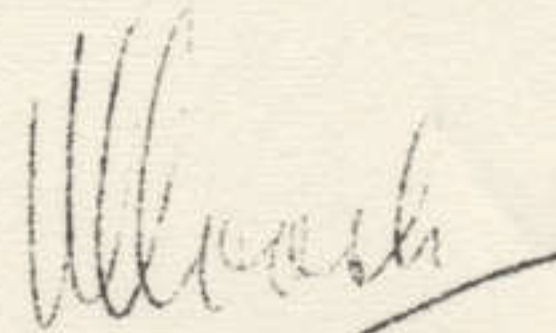
15. HEALTH, CONDUCT AND MORALE.

The health of the Ship's Company has been good, their conduct satisfactory and morale high.

I have the honour to be,

Sir,

Your obedient servant,



(R.G. LOOSLI)  
CAPTAIN, RAN



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ANNEX ALPHA TO HMAS BRISBANE  
REPORT OF PROCEEDINGS FOR  
JULY 1972.

TOTAL MILES STEAMED DURING JULY 1972 - 3,973.0  
TOTAL MILES STEAMED SINCE COMMISSIONING - 149,806.7  
HOURS UNDERWAY DURING JULY 1972. - 303 49/60  
HOURS UNDERWAY SINCE COMMISSIONING - 12,840 51/60.

OCCASIONS FOR EXCEEDING FAST ROUTING SPEED

<u>DATE</u>	<u>SPEED</u>	<u>DISTANCE RUN</u>
05 JULY	32	48.4
10 JULY	20	38.6
13 JULY	26	22.2
	22	21.5
14 JULY	22	20.3
24 JULY	21	20.6
31 JULY	20	20.0

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ANNEX BRAVO TO HMAS  
BRISBANE REPORT OF  
PROCEEDINGS FOR JULY 1972.

EQUIPMENT AVAILABILITY (1 - 31 JULY 1972)

	<u>EQUIPMENT</u>	<u>REPAIR TIME</u>	<u>SCHED MAINT</u>	<u>AWAIT STORES</u>	<u>% AVAILABILITY</u>
ASW	Sonar	0	9	0	99
	Ikara Electronic	40	8	7	93
	Ikara Mechanical	0	4	0	99
GUN	Mount 51	6	0	50	93
	Mount 52	0	0	0	100
	AN/SPG 53	4	0	0	99
	Computer 47/116	1	0	0	99
	System	5	0	0	99
MISSILE	FCS 2	24	0	0	97
	FCS 3	21	0	0	97
	Launcher	0	0	0	100
	System	21	0	0	97
RADAR	AN/SPS 52	1	0	0	99
	AN/SPS 40	20	0	17	95
	AN/SPS 10	4	0	0	99
	Displays (All Types) (12 Units)	202	0	0	98
ECM	AN/WLR 1	72	0	0	91
		(Band 9 only)			
	AN/ULQ 6 (Port)	0	0	0	100
	AN/ULQ 6 (Stbd)	0	0	0	100
COMMS	UHF (9 units)	0	0	0	100
	VHF (2 units)	0	0	0	100
	HF (13 units)	72	0	144	98
	MF (4 units)	0	0	0	100
GYROS	Forward	8	0	0	99
	Aft	16	0	0	98

- Notes:
1. Availability =  $\frac{\text{Total time} - \text{Down time}}{\text{Total time}}$
  2. Down time = Repair time + awaiting stores time + scheduled maintenance time.
  3. Total time = Number of hours in month x number of units.
  4. Scheduled maintenance time included only maintenance time which caused the unit to be at more than 30 minutes notice for use.
  5. System availability is calculated from the times when vital and non duplicated units of the system were not available eg., in the gun system, it is time with both mounts, or the radar or the computer not available.
  6. Repair time does not include awaiting stores time.

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ANNEX CHARLIE TO HMAS  
BRISBANE REPORT OF  
PROCEEDINGS FOR  
JULY 1972.

LIST OF EXERCISES

1.

GUNNERY

04 JULY AAGDX  
NGSCS  
10 JULY MTX(4)  
11 JULY SALVO TARTAR SAMEX WITH PERTH  
NGSFX  
NEXT INCLUDING STARHELL FIRING  
12 JULY NGSFX  
MTX(3)  
13 JULY LOW LEVEL TARTAR SAMEX  
AATFX  
VT FUSE TEST FIRING  
27 JULY AATX  
28 JULY ADEX  
SUTF  
AATFX  
29 JULY AATX  
ADEX  
VT FUSE TEST FIRING

2.

AIO

4 - 6 JULY DEP/ENTRY SCREEN  
ARRX 4 HRS  
JARRX 15 HRS  
MTX 3 HRS  
AAGDX 5 HRS  
ADEX 2 HRS  
HELO CONTROL 3 HRS  
MIRAGE CONTROL 2 HRS  
10-14 MTX 2 HRS  
JARRX 5 HRS  
ARRX 2 HRS  
NEX 10 HRS  
SCREENEX 3 HRS  
2 TARTAR SHOTS 5 HRS  
21 JULY JUCEX BRIEF - AJASS  
24-31 JULY CASEX PHASE/LONGEX PHASE - JUCES 85.

3.

COMMUNICATIONS

4 JULY NAVCOMES 501  
11 JULY EWX 5  
12 JULY NEX  
13 JULY NAVCOMEX 401  
24 JULY EWX 6  
26 JULY EWX 6  
27 JULY NAVCOMEX 401  
28 JULY NAVCOMEX 501  
JULY NAVCOMEX 201 (4)  
NAVCOMEX 206 (2)  
NAVCOMEX 252 (4)

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<u>TAS</u>		
5 JULY	HELO EXDAK TRIAL	
24 JULY	ASAC/EXDAK DRILLS	2 1/2 HRS
	CASEX C2	2 1/2 "
25 JULY	CASEX A3	2 "
	CASEX C2/E12	2 1/2 " (1 IKARA FIRING)
	ASAC/EXDAK DRILLS	1 1/2 "
	CASEX C2	2 1/2 "
	CASEX A5	2 "
	CASEX A1	1 "
	CASEX C2	2 1/2 "
26 JULY	CASEX C2	2 1/2 "
	CASEX A4	2 1/2 "
	CASEX B1/2	2 "
27 JULY	CASEX A4/E12	2 "
	CASEX C2/E12	2 1/2 "
	CASEX C2/E2	2 1/2 "
	CASEX A2	1 "
	CASEX A4	2 1/2 "
	CASEX C2	2 1/2 "
29 JULY- 03 AUG	LONGEX PHASE CASEX C3	

5.

<u>SEAMANSHIP</u>	
10 JULY	JACKSTAY (PERTH)
12 JULY	HEAVING LINE TRANSFER (PERTH) XO IN COMMAND
14 JULY	XO IN COMMAND FOR HOT MOVE TO ALONGSIDE BERTH
26 JULY	RAS (SUPPLY)
28 JULY	JACKSTAY (MELBOURNE)

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18-6-3761

DEPARTMENT OF THE NAVY

HMAS BRISBANE Report of Proceedings AUGUST 1972

AS(NS) 27/10

D of 27/10

DCNS 27/10

1NM 27/10

2NM 27/10

3NM 27/10

4NM 27/10

SECRETARY 27/10

C of S 27/10

DPR 27/10

AS(NS) (NS55) 22-11-72

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27/10/72





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23 OCT 1972

NAVY REGISTRY

Telephone:

350444

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ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA

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

A.F.

1/16/22

23rd October, 1972

The Secretary  
Department of the Navy

HMAS BRISBANE - REPORT OF PROCEEDINGS - AUGUST 1972

1. Forwarded.
2. With reference to paragraph 11 additional information concerning the repairs carried out to the After Gyro have been provided in BRISBANE's Message DTG 041830Z SEP 72.

(A.A. Willis)  
Commodore  
for Flag Officer Commanding

Enclosure:

HMAS BRISBANE Report dated 4th September 1972

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1-16-22  
GPS  
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HMAS BRISBANE  
at sea

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

- 4 SEP 1972

For information:

The Australian Naval Attache  
WASHINGTON

The Commander, FIRST AUSTRALIAN DESTROYER SQUADRON

The Commanding Officer, HMAS PERTH

The Commanding Officer, HMAS HOBART

HMAS BRISBANE - REPORT OF PROCEEDINGS  
AUGUST 1972

Sir,

I have the honour to report the proceedings of HMA Ship under my command during the month of August, 1972. Times are Zone K(-10) until 182330K then Zone L (-11) until 212330L then Zone M (-12) until 222359M then Zone Y (+12) until 242330 then Zone Z (+11) until 282330X then Zone W (+10).

2. At the beginning of the month BRISBANE was participating in the Longex Phase of Joint Unit Course Exercise (JUCEX) No. 85. BRISBANE was in company with HMAS MELBOURNE flying your Flag, Sir. Both ships were simulating KYNDA Class CIGM moving to an attacking position against a convoy represented by H.M.A. Ships SUPPLY, PERTH and VAMPIRE. The attack was partially effective and lessons were learnt of the difficulties in shadowing by passive means. All ships formed into one force at 0800, 1st August, and Phase III - a convoy transit in multi threat environment - commenced. There was less activity during this phase than had been planned because of the effect of the national petrol strike on supplies for the RAAF. During a replenishment with SUPPLY the weak link on the span wire supporting the hose with probe connection parted whilst still pumping. The spillage was minimal but it was distressing that all the efforts put into improving the auto tension winch in SUPPLY earlier in the year seemed to have wrought no improvement.

3. The culmination of Phase III was an opposed entry into Jervis Bay during the morning of Thursday 3rd August. The end of this phase at 0630 was also the end of the JUCEX and MELBOURNE, SUPPLY, PERTH and BRISBANE proceeded to Sydney. The ships entered the Heads in formation at 1400, and BRISBANE secured on the port side of STALWART at the E.M.S. berth. I attended the post exercise discussion of JUCEX 85 at the Australian Anti Submarine School on Thursday 10th August and it was

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apparent that the exercise had been of considerable value to all participants.

4. On Monday, 7th August, about 200 relatives and friends of the ship's company came onboard for a Harbour Families Day. The day proved to be a success and, while the event did not have the attraction of the ship being at sea, I believe that many mothers of small children were relieved it remained alongside. The ten days alongside STALWART allowed maintenance to proceed well and storing in preparation for the coming employment to be completed. At 0815, Monday, 14th August, the ship was shifted cold to a buoy to embark IKARA missiles, torpedoes and ammunition. It was a busy day but everyone worked with a will and at 1515 the ship was shifted cold to berth on the northern end of Cruiser Wharf.

5. At 0955, Thursday, 17th August, BRISBANE cast off to the accompaniment of waves and good wishes from a large number of families on the wharf and proceeded in company with MELBOURNE and PERTH. An AA firing was carried out off Sydney and while there were few T.T.B.s the drill was very good and all shells were seen to pass through the range gate on radar. The ships then set course for Pearl Harbour into uncomfortable weather which remained with the force for more than two days. Thereafter the weather was generally fine and the ship's company enjoyed the opportunity to get out in the hot sunshine again.

6. Exercises were carried out nearly every day on passage and these were of great benefit to the ship. Officers under training have gained confidence in handling the ship during manoeuvres and station changing, and procedures and drills were seen to improve with the passing of each day. There were opportunities to practice shadowing techniques, to exercise air defence drills and, in particular, to practice EXDAK and IKARA procedures with helicopters and ships. SUPPLY joined the force on Wednesday 23rd August having sailed from Sydney some 36 hours late because of mechanical defects. BRISBANE replenished from SUPPLY on 23rd, 28th and 29th August using probe and NATO breakable spool connections. Mail was landed at Nadi, Fiji, by aircraft from MELBOURNE on three occasions and two deliveries were received. Later in the passage mail was landed the day before arrival at Pearl Harbour and mail from Australia received. Chaplains came onboard by helicopter each Sunday and Chaplain R.C. LOVITT RAN spent four days with the ship.

7. Phase I of the trials to ascertain internal and external interference to Exdak Channels were carried out on passage in accordance with the instructions contained in your letter AF 52/46/17 dated 14th July 1972 and Navy Office letter 1626/207/139(DWED) of 8th October 1971. The trials were lengthy but established that similar external and internal interference was experienced by both BRISBANE and PERTH. A full report will be forwarded on completion of Phase II which is scheduled to take place on passage Pearl Harbour to Yokosuka in September.

8. STUART joined the force at 0800 Monday, 28th August, and on this day you, Sir, paid a flying visit to the ship and the Fleet Medical Officer, A/Commander I.S. WHITEHEAD, RAN, gave general assistance to the Sick Berth Staff onboard. During the two days STUART was with the force the exercises were mainly designed to familiarise her with procedures which would be used during the forthcoming RIMPAC exercise. At 0700 Wednesday, 30th August

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The Commander Anti Submarine Forces, Pacific, Vice Admiral E.P. AURAND, U.S.N. joined the Flagship by helicopter and PERTH, BRISBANE and STUART executed manoeuvres in formation by way of greeting. Ships then proceeded into Pearl Harbour and BRISBANE berthed on USS CARPENTER (Commander C.T. O'Niell, U.S.N.) at Berth B24. The ship was shifted cold at 0930 on 31st August, 1972 to berth alongside STUART when PERTH proceeded to sea for calibrations on the FLEET OPERATIONAL READINESS ACCURACY CHECK SITE.

## CONDITION OF SHIP

9. Internally the ship is well on the way to readiness for the annual inspection next month. Progress on the upper deck has been slower than hoped due to a combination of weather and relatively high speeds needed during exercises to maintain the speed of advance. Any speed over 15 knots seems to have produced spray on the upper deck.

## 10. MARINE ENGINEERING

All main and auxiliary machinery has operated satisfactorily during the month. Planned maintenance is up to date and the only problem within the department exists in the engines of the whale boat and personnel boat. It is expected that both cylinder heads have cracked. Lieutenant Commander P.V. GRAHAM, RAN assumed the duties of Marine Engineering Officer on 14th August, 1972.

## 11. WEAPONS ELECTRICAL

Generally all systems have performed well throughout the month. One AA shot at a sleeve and two at balloons using the Tartar missile fire control systems were satisfactory. Considerable interference with UHF communications circuits was caused by SPS40 towards the latter end of the passage to Pearl Harbour. A lot of man hours was spent searching the mast for possible sources of re-radiation and it is believed that all have now been removed. Although the interference virtually disappeared it returned again after a heavy downpour of rain and it still disappears and re-appears at random. Much of the braiding on cables has rotted (IMDEF 66/73 refers) and it seems that will be a major item in the next refit. On the last day of the month an oil leak in the rotor case of the after gyro and a defective follow up amplifier placed it out of service. (URDEF 96/73 refers). It is anticipated that the Ship Repair Facility will make good the defect before Exercise RIMPAC 72 commences.

## 12. TRAINING.

A concentrated programme of instruction for Command Test candidates was carried out during the first week of the month culminating in a test on Thursday, 10th August for a total of 34 candidates. Results were as follows:

	<u>CANDIDATES</u>	<u>OVERALL PASS</u>	<u>PART FAILURE</u>
For Petty Officer	11	8	3
For Leading	23	20	3
Rank			

The interest in Branch Technical Tests has not waned as, with the exception of those sailors who do not wish to be advanced, all eligible candidates in the ship attempted the August 1972 Tests - a total of 51 candidates.

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3.


HEALTH, CONDUCT AND MORALE

The health of the ship's company has been generally good except that 45 have suffered to some degree from a virus infection that stays with the individual for about four days. The conduct of the ship's company has been satisfactory and their morale has had a satisfactory boost with the arrival in Pearl Harbour as it is a first visit for many onboard.

I have the honour to be,

Sir,

Your obedient servant,

  
(R.G. DOOSLI)  
CAPTAIN, RAN

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Annex A to HMAS BRISBANE  
Report of Proceedings for  
August, 1972.

A. Distance steamed during the month 6107.1 miles  
B. Distance steamed since commissioning 155913.8 miles  
C. Hours underway during the month 427 42/60 hours  
D. Hours underway since commissioning 13268 33/60 hours

E. (occasional) exceeding fast routeing speed

DATE	SPEED	DISTANCE RUN
1AUG	22	42.2
21AUG	20	40
	22	21.4
23AUG	20	159.9
29AUG	20	39.5

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## EQUIPMENT AVAILABILITY - AUGUST 1972

ANNEX BRAVO TO HMAS  
BRISBANE REPORT OF  
PROCEEDINGS FOR  
AUGUST 1972.

	<u>EQUIPMENT</u>	<u>REPAIR TIME</u>	<u>SCHED MAINT</u>	<u>AWAIT STORES</u>	<u>% AVAIL- ABILITY</u>
ASW	Sonar	0	0	0	100
	Ikara Electronic	3	0	0	99
	" Mechanical	5	0	0	99
Gun	Mt 51	0	0	0	100
	Mt 52	0	0	0	100
	AN/SPG 53	0	0	0	100
	Computer 47/116	0	0	0	100
	System	-	-	-	100
Missile	FCS2	4	0	0	99
	FCS3	0	0	0	100
	Launcher	0	0	0	100
	WDE	0	0	0	100
	System	-	-	-	100
Radar	AN/SPS52	5	4	0	86
	AN/SPS40	8	3	0	97
	AN/SPS10	45	0	0	90
	Displays (all types) (12 units)	211	0	0	96
ECM	AN/WLR1	0	0	0	100
	AN/LUQ6 Port	0	0	0	100
	" " Stbd	0	0	0	100
COMMS	UHF (9 units)	192	0	264	88
	VHF (2 units)	0	0	0	100
	HF (13 units)	20	0	0	99
	MF (4 units)	0	0	0	100
Gyros	Forward	0	0	0	100
	Aft	24	0	120	62

- NOTES: 1.  $\text{Availability} = \frac{\text{Total time} - \text{Down time}}{\text{Total time}}$
2. Down time = Repair time + awaiting stores time + scheduled maintenance time.
3. Total time = Number of hours in month x number of units.
4. Scheduled maintenance time included only maintenance time which caused the unit to be at more than 30 minutes notice for use.
5. System availability is calculated from the times when vital and non duplicated units of the system were not available eg., in the gun system, it is time with both mounts, or the radar or the computer not available.
6. Repair time does not include awaiting stores time.
7. Period from 3-16 August (SMP) is not considered in the above figures.

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Annex <sup>C</sup> to HMAS BRISBANE  
Report of Proceedings for  
August, 1972.

## EXERCISES CARRIED OUT

### Gunnery

1AUG to 3AUG	JUC Longex
17AUG	AATFX
19AUG	Landing party drills
21AUG	Shadowex
	ADEX (2)
23AUG	ADEX
	GFT (mounts on MFCS versus balloon)
	NEX
24AUG	ADEX
	.50 cal firings
28AUG	AATX (versus balloon)
	GFT (mounts on MFCS versus balloon)
	ADEX (2)
29AUG	ADEX

### T.A.S.

Defence watch sonar operating	57 hours (LONGEX)
Sydney Casex C35	7 of 2½ hours duration
PME tapes	2 hours for each UC sailor

### C.I.C.

1AUG to 3AUG	Longex phase JUC 85
17AUG	Radar Cals
18AUG	RAAF shadowex
	EXDAK interference trial (detached)
19AUG	shadowex on HMAS MELBOURNE and PERTH
21AUG	ARRX
	ADEX
	Casex C25 (2 serials)
	GOPEX
22AUG	GOPEX
	Helo screenex
	Rescue destroyer
	ARRX
23AUG	ARRX
	NEX (orange force)
24AUG	Casex C25 (2 serials)
	ADEX
	ARRX
	IFF/TACAN check
25AUG	MTX/INTEX
	GOPEX
	ADEX
	C25
	Screenex (with helos)
26AUG	Sonar self noise trials

28AUG...../2

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28AUG	ADEX (2 serials)
	Screenex (with helos)
	Casex C35
	GOPEX (16 hours)
29AUG	Casex C35
	ADEX
	JAMMEX

Seamanship

1AUG	Replenishment - fuel
3AUG	Replenishment - fuel
17AUG	OOW manoeuvres
19AUG	Man overboard muster
	Survivor rescue drills
	OOW manoeuvres
20AUG	OOW station changing
	OOW manoeuvres
22AUG	OOW manoeuvres
	Replenishment approaches - OOW take charge
23AUG	Replenishment - fuel
25AUG	Replenishment - heavy jackstay
26AUG	OOW station changing
27AUG	OOW manoeuvres
28AUG	Replenishment - fuel
	OOW manoeuvres
29AUG	Replenishment - fuel
	OOW manoeuvres

N.B.C.D.

18AUG	Minor NBCDEX
22AUG	Minor NBCDEX

Communications

	No. carried out
NAVCOMEX 201	6
202	5
203	1
251	6
405	4
401	3
402	1
455	1
EWX 5	2
22	2
23	1
Shadowex	1
Dawn Encounter	1
JAMMEX	1

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18/6/3823.

DEPARTMENT OF THE NAVY

HMAS BRISBANE

Report of Proceedings

SEPT. 72

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ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	3823

Telephone :  
350444 CMR

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


20th November, 1972



A.F. 1/16/22

The Secretary  
Department of the Navy

HMAS BRISBANE - REPORT OF PROCEEDINGS - SEPTEMBER 1972

1. Forwarded.
2. The defect mentioned in paragraph 15 of the enclosure which precluded successful IKARA firings at RIMPAC is still unresolved. An investigation will be carried out by GID when the ship returns to Australia.
2. An assurance has been received from BRISBANE that the visit by the Hughes Aircraft engineers mentioned in paragraph 16 was at the Company's expence.

  
(A.A. Willis)  
Commodore  
for Flag Officer Commanding

  
 Enclosure:

HMAS BRISBANE Letter 1/16/2 dated 5th October, 1972

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16-2

HMAS BRISBANE  
at Yokosuka

- 5 OCT 1972

The Flag Officer Commanding  
HM Australian Fleet

For information: The Australian Naval Attache, WASHINGTON  
The Commander, First Australian Destroyer Squadron  
The Commanding Officer, HMAS PERTH  
The Commanding Officer, HMAS HOBART

HMAS BRISBANE - REPORT OF PROCEEDINGS  
SEPTEMBER - 1972

Sir,

I have the honour to report the proceedings of HMA Ship under my command during the month of September, 1972. Times are Zone W(+10) until 211830(W) then Zone Z (+11) until 231830(X) then Zone Y (+12) until 242359(Y) then Zone M(-12) until 271830(M) then Zone L(-11) until 291830(L) then Zone K (-10).

2. At the beginning of the month BRISBANE was alongside STUART at Berth B23, Pearl Harbour. At 0830, 1st September the ship proceeded to sea under the command of the Executive Officer, Lieutenant Commander A.M. CARWARDINE, RAN, and, on clearing the harbour, steamed to the Fleet Operational Readiness Accuracy Check Site (FORACS). All equipment checks programmed were completed with the exception of the SPG53A radar which went unserviceable as the ship arrived on site, and the IKARA guidance because the portable fin shipped from Australia for this alignment was unserviceable. Poor sonar conditions and a succession of rain storms obscuring the beacons extended the time on the range until 1830. I rejoined the ship at 1725 by helicopter having remained in Pearl Harbour to attend the briefings on the forthcoming RIMPAC exercise. BRISBANE returned to Pearl Harbour and proceeded via the north channel to berth on USS LLOYD THOMAS in Berth B22 at 2035.

3. During the Labor Day week-end which followed, briefings were given on the procedures to be used on the Pacific Missile Range Facility (PMRF) and Officers of all ships participating in RIMPAC were encouraged to visit ships of other navies for familiarisation tours. The inter ship visits were disappointing as no-one came to BRISBANE and only three of my Officers found themselves free to visit the Canadian ships to learn about DESJEU and Sonar type 505.

4. ASWEX RIMPAC 72 commenced on Tuesday, 5th September, and continued until Friday, 15th September. Forces were divided into Blue and Orange with some ships and aircraft changing their colour for selected phases. The Blue Underway Replenishment Group (URG) consisted of USS PONCHATOUA, HMCS PROVIDER and HMAS SUPPLY. It was supported by two aircraft carriers, USS TICONDEROGA and HMAS MELBOURNE, and escorts from

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four nations viz: US Ships GOLDSBOROUGH, O'CALLAHAN, MORTON, ALBERT DAVID, MELLON (Coastguard); HM Canadian Ships GATINEAU, QU'APPELLE, HM New Zealand Ship OTAGO and HMA Ships PERTH, BRISBANE and STUART. Land based air support for Blue forces was provided by No. 5 Squadron R.N.Z.A.F., No. 11 Squadron, R.A.A.F., VP407 R.C.A.F. and VP6 U.S.N. A multi threat environment was created by Orange forces. The submarine force consisted of HMCS RAINBOW, USS SEADRAGON, and USS FLASHER representing November/Foxtrot class submarines and Charlie/Echo/Juliet class submarines during different phases. The surface force consisted of US Ships CHARLES BERRY and JOHN R. PERRY representing KRESTA CLASS CLGM and KOTLIN CLASS DDG. The air forces were made up of EB47, F102 and F4, and P3B aircraft representing BADGER B, MIG 21 and BEAR aircraft. The Task Force was under the command of COMMANDER ANTI SUBMARINE WARFARE FORCES PACIFIC, Vice Admiral E.P. AURAND, while you, Sir, and the COMMANDER ANTI SUBMARINE WARFARE GROUP THREE, Rear Admiral C.J. SIEBERLICH shared the duties of Officer in Tactical Command at sea.

5. Phase I of the exercise was an opposed sortie from Pearl Harbour followed by a transit towards the PMRF at Basking Sands, KAUAI. BRISBANE cast off at 1130 Tuesday, 5th September, and cleared harbour along with other escorts forming the departure screen. The screen was formed by 1400 in readiness for the sortie of the High Value Targets at 1630. BRISBANE did not gain any sonar contacts during the departure phase but during the transit towards KAUAI two good long range unalerted contacts were made and prosecuted.

6. PHASE II, which commenced at 1200 Wednesday, 6th September, was a 6 hour out-of-action phase to allow submarines to re-position to the north of KAUAI for the Broad Ocean passage. During this time group photographs were taken and Electronic Warfare (EW) demonstrations were given by USS BERRY. This ship had embarked a van containing electronic equipment capable of simulating the complete KOTLIN and KRESTA radar suites, and the demonstration was of great value to the operators onboard.

7. When the photographers were finished with the group at 1430 MELBOURNE, PERTH and BRISBANE were detached to proceed to the PMRF west of KAUAI for Phase V operations. This phase was not sequential to the other phases but extended throughout the exercise period. Ships and aircraft were allocated specific periods on the three dimensional range and a total of 107 weapons were planned to be fired during RIMPAC 72. While the ships were on passage overnight 6th/7th September OTAGO reported the sighting of three red flares. ASWEX RIMPAC was suspended from 0100 until 1000 while the safety of all submarines was confirmed. The suspension delayed PERTH and BRISBANE's arrival on the range until 1030, and with such a late start it would have been extremely difficult to complete the programmed firings for the day. The firings programmed were two IKARA and three Surface Launched Torpedoes (SLT) each ship. In the event PERTH had a defect in the guidance aerial and could not fire IKARA, but she was able to discharge all three SLT. It was decided to allow the two S2E aircraft from TICONDEROGA to release their weapons first before attempting IKARA firings. The difficulties associated with poor sonar conditions and aircraft unserviceability delayed completion of these firings until about 1245. BRISBANE attempted to fire IKARA with a MK 46 torpedo on EXDAK information from helicopters at 1356. Sequence failed and it is considered that the missile was defective (My message DTG 080100Z Sep 72 refers). Another attempt was made to fire IKARA with a MK44 torpedo at 1659 on ship sonar information but again sequence failed - this time a defect in shipboard equipment. (My message DTG 081000Z Sept 72 refers). In between these attempts PERTH closed

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the target, USS SEA DRAGON, and fired three SLTs. At 1705 BRISBANE closed for SLT firings. The MK 46 firing had to be aborted because contact was lost just before the point of release and when contact was regained the target was too close. The current drill requires some amendment to avoid abortions in these circumstances and recommendations will be forwarded separately. There was then just sufficient time left to fire one MK 44 SLT and this was subsequently assessed a miss. The submarine was then brought to the surface and PERTH and BRISBANE proceeded at 1900 to join MELBOURNE to the north of the range. It was a most frustrating and disappointing day.

8. Phase III had commenced at 1800, 6th September, and would continue until 1830, Monday, 11th September. This was a training phase in the nature of a broad ocean passage in a multi-threat environment with constraints of position and time on surface forces so as to generate the maximum number of incidents. Surface forces were grouped with either TICONDEROGA, MELBOURNE or the URG and there were daily detachments and attachments to and from the PMRF. During the night of 7th/8th September MELBOURNE, PERTH and BRISBANE closed the force to the north west giving support from outside 30 miles in Situation Bravo. Integration with the URG was achieved at 0600 when TICONDEROGA and her attendant screen moved away to support the force in Situation Bravo. She continued to operate in this role for the remainder of Phase III. BRISBANE only gained one good long range contact on a submarine during this phase. Stand off attacks were carried out while BRISBANE remained outside the torpedo danger zone and then OTAGO was directed onto the contact for close action. Air strikes and co-ordinated surface and sub surface launched missile attacks were mounted and repelled through a heavy EW environment. It was unfortunate that the rules allowed the surface threat to close the URG and remain in close proximity without retiring after an engagement. This situation detracted from the training value gained from this type of threat. Phase III concluded at 1830 on Monday, 11th September, when ships formed up for Phase IV of the exercise.

9. Blue Force intentions were largely deceptive and the force was split into two - a TICONDEROGA group and a MELBOURNE group. Each group initially retired north of latitude 26° N and were separated east-west by about 80 miles at 2359 Monday, 11th September. With the object of entering Pearl Harbour unmolested by air, surface or sub-surface attack the TICONDEROGA group split even further so that ships were rarely closer than 20 miles until the closing stages. BRISBANE was used to provide air defence for TICONDEROGA - at first from 25 miles distant and then from 6 miles after 1700 the next day. A mission policy of total silence was imposed and I found it difficult to keep in any way up to date with the overall situation and was limited to what could be gleaned from electronic warfare equipment and intercept which were inevitably stale. At the commencement of this phase two USN destroyers were detached from the TICONDEROGA group to act deceptively by simulating electronically the TICONDEROGA. After proceeding well clear they were to cease transmissions and then close MELBOURNE so that she could impose silence and let the same destroyers move away electronically simulating MELBOURNE. Rear Admiral SEIBERLITZ (COMASWGRU3) visited BRISBANE on Tuesday, 12th September and it was interesting to hear his views on deceptive measures. Even after the wash up I was still decidedly hazy as to the effectiveness of the deceptions. Certainly TICONDEROGA and BRISBANE were never attacked from the air, surface or subsurface, though TICONDEROGA may have been the target of a submarine in the final stages of the entry to Pearl Harbour.

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10. On the completion of Phase IV at 2359 Thursday, 14th September, MELBOURNE, PERTH and BRISBANE set course for the PMRF. The two DDGs arrived off the southern end of the range at 0600 and MELBOURNE provided helicopter support from some 20 miles to the east. BRISBANE's IKARA firing was aborted due to a sequence failure in the shipboard equipment and the cause is still not known as DSOTs immediately following the failure were successful and have continued to be so. My message DTG 152230Z refers. PERTH fired two IKARA, one appeared normal in all respects when fired on helicopter Exdak information but the second, fired on BRISBANE's sonar information failed to release or cut down. BRISBANE fired one SLT MK44 in between PERTH's IKARA firings. At 1200, PERTH and BRISBANE departed for Pearl Harbour and BRISBANE berthed outboard of USS REEVES at B24 berth at 1840.

11. The ship remained in Pearl Harbour for five days during which time the ship shifted berth to alongside B24 when REEVES departed for Vietnam. The "Hot Wash-up" took place on Wednesday, 20th September and one gained the impression that all units who participated in RIMPAC 72 gained a lot of valuable experience and learnt valid lessons. At 0820 Thursday, 21st September, the ship cast off and proceeded to sea, in company with MELBOURNE, SUPPLY and PERTH for passage to YOKOSUKA, JAPAN. Trials and exercises were programmed enroute under the name of Exercise "Half Way Hop". BRISBANE conducted the outstanding EXDAK interference trial required to determine the degree of degradation of EXDAK information when known interfering emitters were transmitting. The report is being prepared and will be forwarded shortly. At 1630 Saturday, 23rd September, PERTH and SUPPLY detached to open to approximately 150 miles and simulate a shadowing KRESTA and attendant tanker. Strikes were planned for and delivered on Tuesday, 26th September and forces rejoined Wednesday, 27th September.

12. At 0815 on Tuesday, 26th September your staff officers were transferred by jackstay in uncomfortable conditions to conduct Departmental Inspections. They were returned progressively throughout the day by helicopter. At 0845 on Wednesday, 27th September you, Sir, transferred by helicopter, to carry out your inspection of BRISBANE. On completion of your inspection you addressed the ship's company and then returned to the Flag Ship by helicopter at 1610.

13. The remainder of the month was spent carrying out exercises, and trials. On 28th and 29th September further EXDAK trials were conducted by PERTH to determine polar diagrams of ships and helos. The final day of the month saw Divisional manoeuvres with the DDGs acting as Divisional Commanders for SUPPLY and MELBOURNE. This was an enlightening experience.

## 14. MARINE ENGINEERING.

All main and auxiliary machinery has operated satisfactorily throughout the month. The personnel boat engine was opened in Pearl Harbour and the cylinder head found to be cracked in seven places and it is suspected that the cylinder block is also cracked. (My letter 18-13-1 of 16th September) The repairs were considered to be beyond ship's staff but as the Ship Repair Facility, Pearl Harbour, estimated the cost to repair as \$11,000 the boat is untouched and a spare engine has been sea freighted to Singapore for fitting there.

## 15. WEAPONS ELECTRICAL.

The month of September was undoubtedly the worst month this year for the Weapons Electrical Department in terms of equipment problems. On 1st September the ship went to the FORACS range and before the checks started

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the SPG 53A gun radar high voltage box failed. No spare was carried so the radar could not be checked. Similarly the after gyro had not been repaired and was not available for the checks. The IKARA firings on the PMRF were failures due to one missile failing its test on sequence completion and the other experiencing a sequence fail due to a relay failure. After the four successful firings earlier in the year, these consecutive failures were disappointing to say the least. The third IKARA firing on 15th September was also a failure when "MQO Ready" dropped off at sequence start. The reason for this is not known and advice sought and received from Australia has not shed light on the problem. (URDEF 98/73).

16. On 9th September, SPS 52 radar showed a fault in the computer. Despite intensive efforts by ship's staff, little progress was made in diagnosing the exact fault and the radar remained unavailable for the remainder of the RIMPAC exercise. On arrival in Pearl Harbour 15th September, the assistance of the local Hughes representative was gained and he, together with ship's staff, worked some 18 - 20 hours a day to attempt to correct the fault. By late 18th September it was becoming clear that there was little chance of the existing team solving the problem and a call was made to California to consult direct with Hughes engineers. It was eventually arranged that an SPS 52 specialist would be flown to Hawaii for BRISBANE and he arrived some 30 hours before the ship sailed. In the time available he, too, was unable to find the fault. As he left, he mentioned that the last time Hughes had a fault of this nature, it took a year for it to be corrected. With this cheering news, ship's staff continued investigations alone and on 26th September were able to pronounce the fault rectified.

17. Whilst in Pearl Harbour, advantage was taken of MOTU 1 to gain maintenance information on URD 4 and URC 9. Much information was gained and the procedures suggested have already proved their worth. It is intended to make formal proposals separately and as a result, it is hoped that UHF communication problems will be considerably lessened in the future. EXDAK trials have been conducted with MELBOURNE's helos and PERTH towards the end of the month and results so far are interesting and well worth the effort involved. Rough analysis of the results will be reported separately with detailed analysis being carried out elsewhere. At the end of the month equipment serviceability is again quite good with IKARA alone unserviceable due to lack of knowledge. One URC 9, the after capstan and a KY 8 are unavailable due to lack of spares which are expected shortly.

## 18. TRAINING.

Ship's employment has allowed little time for formal training this month. Eight able seamen passed their practical gunnery tests and 21 able seamen are under training for seamanship practical tests to be conducted in October. A total of 51 candidates have commenced training for a Section 1 Command Test to be conducted in October.

## 17. HEALTH, CONDUCT AND MORALE.

The health of the Ship's Company has been good and their conduct satisfactory. Hawaii was found to be expensive but the ship's company enjoyed themselves nevertheless. The cancellation of the prospected visit to Maui because of the requirement to return to the PMRF caused little regret as most sailors had made friends in OAHU and MAUI was an unknown quantity. From all accounts SUPPLY enjoyed their visit immensely. With the annual

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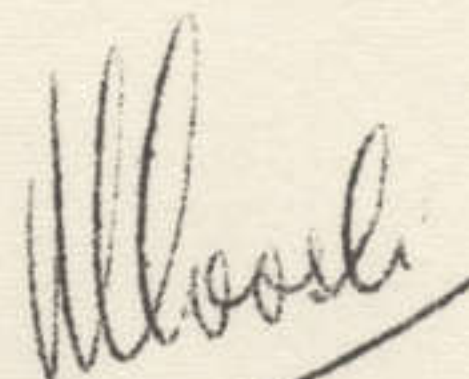
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inspection and the major exercise behind them the ship's company's morale is high as they eagerly anticipate the forthcoming visits to Japan and Subic Bay.

I have the honour to be

Sir,

Your obedient servant.



(R.G. LOOSLI)  
CAPTAIN, RAN

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ANNEX A TO HMAS BRISBANE  
REPORT OF PROCEEDINGS  
FOR SEPTEMBER, 1972

- A. DISTANCE STEAMED DURING THE MONTH: 7,470.3 miles
- B. " " SINCE COMMISSIONING: 163,384.1 miles
- C. HOURS UNDERWAY DURING THE MONTH: 494 59/60
- D. " " SINCE COMMISSIONING: 13,763 32/60
- E. OCCASIONS FOR EXCEEDING FAST ROUTEING SPEED:

<u>DATE</u>	<u>SPEED</u>	<u>DISTANCE RUN</u>
01SEP	22	22
06SEP	20	39.2
07SEP	19.5	58.3
	21	40.6
08SEP	20	112.5
10SEP	21	20.2
12SEP	25	123.6
14SEP	22	42.0
	24	43.9
23SEP	20	19.2
28SEP	20	40.0

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ANNEX BRAVO TO HMAS  
BRISBANE REPORT OF  
PROCEEDINGS FOR  
SEPTEMBER, 1972

## EQUIPMENT AVAILABILITY

	<u>Equipment</u>	<u>Repair Time</u>	<u>Sched Maint</u>	<u>Await Stores</u>	<u>% Availabilit</u>
ASW	Sonar	0	0	0	100
	Ikara Electronics	387 (Note 7)	0	96	33
	Ikara Mechanical	0	0	0	100
GUN	Mount 51	0	0	0	100
	Mount 52	2	0	0	99
	AN/SPG-53	30	0	86	84
	Computer 47/116	6	0	0	99
	System	30	0	0	84
MISSILE	FCS2	40	0	0	94
	FCS3	43	0	0	94
	Launcher	0	0	0	100
	WDE	0	0	0	100
	System	8	0	0	99
RADAR	AN/SPS 52	424	24	0	38
	AN/SPS 40	14	22	0	95
	AN/SPS 10	32	0	0	96
	Displays (All types) (12 units)	175 (Note 8)	0	0	98
ECM	AN/WLR1	26	0	0	96
	AN/ULQ6 (Port)	0	0	0	100
	AN/ULQ6 (Stbd)	0	0	0	100
COMMS	UHF (9 units)	273	720	0	85
	VHF (2 units)	0	0	0	100
	HF (13 units)	48	0	0	93
	MF (4 units)	0	0	0	100
GYROS	Forward	0	0	0	100
	Aft	136	0	0	81

- Notes:
1. Availability =  $\frac{\text{Total time} - \text{Down time}}{\text{Total time}}$
  2. Down time = Repair time + awaiting stores time + scheduled maintenance time.
  3. Total time = Number of hours in month X number of units.
  4. Scheduled maintenance time includes only maintenance time which caused the unit to be at more than 30 minutes notice for use.
  5. System availability is calculated from the times when vital and non duplicated units of the system were not available e.g. in the gun system, it is time with both mounts, or the radar or the computer not available.
  6. Repair time does not include awaiting stores time.
  7. Port system serviceable all month except for 15 hours, starboard system passed DSOTS all month except for 4 hours but fails to fire a missile.
  8. 173 hours for DDI alone while SPS 52 was unserviceable and no maintainer was available for DDI.

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ANNEX CHARLIE TO  
HMAS BRISBANE  
REPORT OF PROCEEDINGS  
FOR SEPTEMBER, 1972

EXERCISES - SEPTEMBER, 1972

5-15th AIO  
21st RIMPAC 72.  
22nd Departed Pearl Harbour for YOKOSUKA  
MTX  
TACAN/URD4 checks  
INTEX  
EXDAK Interference Trial  
23rd EXDAK Interference Trial  
Commenced SHADWEX (MAG V'S PERTH/SUPPLY)  
24th Annual Departmental Inspection  
RESDES  
Completed SHADOWEX  
27th Range Advantage Trial  
COMAUSFLT Divisions & Inspection  
EXDAK Polar diagram/range trial  
28th RESDES  
29th EXDAK Polar diagram/range trial  
MTX  
EXDAK mutual interference trial  
INTEX  
Synthetic ARRX (Higher Ranks Training)

5-15th GUNNERY  
28th ASWEX RIMPAC 72  
1600 Upper Winds Balloon Track  
1700 G.F.T. to prove W.P. corrections  
29th 0830 MTX  
1430 DEX  
30th 0830 .50 cal firings.

21st COMMUNICATIONS  
22nd NAVCOMEX 402  
EWX 1  
NAVCOMEX 404  
NAVCOMEX 401  
27th EWX 23  
28th NAVCOMEX 401  
EWX 2  
NAVCOMEX 501  
29th NAVCOMEX 251  
NAVCOMEX 405  
NAVCOMEX 401

NAVCOMEX 201 and 202 daily 21st to 30th

1st GENERAL  
21, 23, 26, X.O. in command - proceeded to sea  
29 and 30th O.O.W. manoeuvres  
30th Divisional Manoeuvres

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NBCD

Tested P250 pumps  
Tested foam proportioners  
DC Controlex

TAS

22, 23, 29, and	
30th	EXDAK checks
22, 23, 27 and	
29th	EXDAK trials
5 - 15th	RIMPAC
22 and 29th	CASEX C2S

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18-6-3859

DEPARTMENT OF THE NAVY

HMAS BRISBANE

Report of Proceedings OCTOBER '72

AS(NS) 28/11 (recd. ASNS 25/11)

D of 28/12

DCNS 28/12

CNS 28/11

CNP 28/11

CNTS 28/11

CNWS 28/11

SECRETARY 28/11

C of S 28/11

DPR 28/11

AS(NS) (NS55) 16/1/73

- NOTES:
- A. This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
  - B. The report will be given again to Board Members with Director's comments if there is any matter of special interest in those comments.
  - C. Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.
  - D. If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

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20/12/72





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ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA		
18	6	3859

Telephone :  
350444 J.G.

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

A.F. 1/16/22

14th December, 1972

The Secretary  
Department of the Navy

HMAS BRISBANE - REPORT OF PROCEEDINGS - OCTOBER 1972

1. Forwarded.
2. Though the IKARA defect mentioned in paragraph 12 will be the subject of a Garden Island Dockyard investigation, it is unlikely to prejudice TURANA trials.

(A.A. Willis)  
Commodore  
for Flag Officer Commanding.

Enclosure:

HMAS BRISBANE letter 1/16/2 dated 3 November, 1972.

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-16-2

HMAS BRISBANE  
at Singapore

- 3 NOV 1972

The Flag Officer Commanding  
HM Australian Fleet

For information: The Australian Naval Attache,  
WASHINGTON  
The Commander,  
1st Australian Destroyer Squadron  
The Commanding Officer  
HMAS PERTH  
The Commanding Officer  
HMAS HOBART

HMAS BRISBANE - REPORT OF PROCEEDINGS  
OCTOBER, 1972

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of OCTOBER, 1972. Times are Zone K(-10) until 011830K, then Zone I (-9) until 101830I, then Zone H(-8) until 292015H, then Zone GH(-7½).

2. At the beginning of the month BRISBANE was on passage from PEARL HARBOUR to YOKOSUKA in company with MELBOURNE, SUPPLY and PERTH. Ships participated in exercises and trials programmed under the name of Exercise "HALF WAY HOP". During the night of 1/2 October S2E aircraft from MELBOURNE conducted a shadowing exercise against HMAS DERWENT joining from HONG KONG. This culminated in an A4 strike after dawn on Monday, 2nd October. EXDAK mutual interference trials, divisional manoeuvres and a final replenishment from SUPPLY were completed during the day. The Task Group chopped to United Nations operational control at 0500 Tuesday, 3rd October, and later entered YOKOSUKA where BRISBANE berthed outboard of PERTH on Number 10 Pier at 1100.

3. About 50 Officers and Sailors went on bus tours to TOKYO and places of interest. These were thought to be well worth the cost and enabled them to see as much as possible in the limited time available. A great amount of money was spent in the American Post Exchanges as most considered the prices to be lower or as low as any other place in the Far East. On Wednesday, 4th October, the passage of tropical storm KATHY was causing concern as it could well cross the intended track of PERTH and BRISBANE enroute SUBIC BAY. You, Sir, decided that the ships should delay their sailing and it was not until the forenoon of Saturday 6th October that the ships eventually departed. The hospitality offered the Officers and Sailors was very warm throughout our stay and the visit was well enjoyed. The delay in sailing did not upset the Sailors in any way as it allowed more time for making purchases ashore and sight seeing.

4. At 0850, Saturday, 7th October, BRISBANE cast off and proceeded in company with PERTH for passage to SUBIC BAY. A high speed of advance was required and exercises and trials of a non delaying nature were programmed under the name of Exercise "STAND EASY". Internal Damage Control exercises were conducted on Monday, 9th October while Tuesday, 10th October was devoted to continuing EXDAK interference

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ials. Kite flying fever spread through the ship during the passage and culminated in a contest held on Sunday, 8th October. There must have been more than 60 kites attempting to get airborne at some time during the day but only about 20 survived to be judged in the contest. The next night a boxing tournament was staged. There were 17 well matched bouts of three one minute rounds and it was a difficult task for the judges to choose the best exponent of boxing for the night. The spectators enjoyed the entertainment and appreciated the good standard of boxing displayed and the courage shown by individual boxers. BRISBANE and PERTH passed through the BALINTANG STRAIT into the SOUTH CHINA SEA during the forenoon of Tuesday, 10th October. After an overnight passage down the west coast of LUZON the ships arrived off GRANDE ISLAND at the entrance to SUBIC BAY at 0940 the next day. AN-ULQ6 calibration trials were carried out on the ULM range south of GRANDE ISLAND. BRISBANE then entered harbour and berthed starboard side to on PERTH at ALAVA pier at 1255. At 1600 I accompanied the Commanding Officer, FMAS PERTH Captain R.H. PERCY, RAN, to call on the Commander Naval Forces, Phillippines, Rear Admiral J.H. DICK.

5. Both ships remained at SUBIC BAY under self maintenance until Sunday, 15th October. Satisfactory shore power and steam were not available so the ship steamed auxiliary on one boiler. The Ship Repair Facility was asked to carry out repairs to the after capstan and the after gyro and this was done without any difficulty. It appeared that the capacity would have been available at SUBIC had the ship required it to any greater extent. Two aircraft carriers had departed SUBIC just prior to our departure; so that the presence or otherwise of these ships could well dictate the capacity free for other ships. The supply of stores at SUBIC was better than PEARL HARBOUR or YOKOSUKA and some items which had not been available in Australia for months were obtained here. Overall, some 50 per cent of the stores BRISBANE needs have been obtained from U.S. sources during this cruise. A detailed report is being prepared. The ship's company thoroughly enjoyed the visit, and all departments had their beach barbeques which were well catered for by the Special Services. Our host ship, USS SANTA BARBARA (Captain M. JOHNSON, USN), went out of their way to provide hospitality. A successful joint cocktail party was given by PERTH and BRISBANE on Friday, 13th October.

6. At 0850 Sunday, 15th October, BRISBANE cast off and proceeded in company with PERTH to rendezvous with HMA Ships MELBOURNE, DERWENT, VAMPIRE, SUPPLY, STALWART, TEAL, CURLEW and SNIPE, under your command, Sir. A group photograph in close company was attempted but unfortunately a power failure in the Flagship at the penultimate moment forced cancellation. The Task Group then entered MANILA BAY by passing south of CORREGIDOR ISLAND and proceeded to the assembly anchorage for SEATO Exercise "SEA SCORPION".

7. Exercise "SEA SCORPION" was conducted between 16th and 28th October and was divided into two parts. Phase I, (16-24 Oct) was a workup of forces both in harbour and at sea (18-24 Oct) in preparation for Phase II, a Maritime Transit (25-28 Oct). I was a Task Unit Commander for the Exercise with HMS WHITBY, HMNZS WAIKATO, USS MARVIN SHIELDS and HMS DEVONSHIRE (23-24 Oct) making up the Task Unit. The work up in harbour consisted of a series of communications and AIO procedural exercises. BRISBANE also conducted a Task Unit briefing for Commanding Officers and officers responsible for AIO, Communications, Anti Submarine Warfare and Anti Aircraft Warfare, to familiarise each other with equipment fits and operating peculiarities of the various ships. This briefing was particularly worthwhile and and was followed by a luncheon to allow officers to get to know each other. The workup at sea consisted of ship manoeuvres, AA firings, Surface firings, and ASW, Screening and Air Defence Exercises. Gunnery targets were provided by COMNAVBASE SUBIC, air strikes by F5 aircraft of the PHILIPPINE AIR FORCE and HMAS ONSLOW was

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the submarine target for ASW exercises. This phase concluded on Tuesday, 24th October, with a mini war having the same scenario as the maritime transit. It was unfortunate that the second submarine allocated, USS TROUT, was withdrawn at short notice from the exercise as this caused last minute rescheduling resulting in four ship casexes in poor sonar conditions. On completion of the Mini-war at 1200, Tuesday, 24th October, the Australian units formed up for a successful group photograph before entering MANILA BAY. Ships anchored at the head of the channel that had been cleared by the mine countermeasures forces while the sea workup phase was in progress.

3. PHASE II of SEA SCORPION commenced at 0300, Wednesday 25th October with an opposed departure from MANILA BAY by way of a cleared channel through a minefield. Then followed a transit of a convoy supported by a Naval Task Force and LRMP aircraft in a multi threat situation. The convoy was represented by RFA GREEN ROVER and HMAS SUPPLY screened by USS DEWEY, HMA Ships VAMPIRE and DERWENT, HMS DEVONSHIRE, HMNZS WAIKATO, HTM Ships PINKLAO and TACHIN and RPS QUEZON. The Naval Task Force consisted of MELBOURNE screened by BRISBANE and PERTH, HMS CHARYBDIS and WHITBY, and USS MARVIN SHIELDS. The Task Group, under your tactical command, Sir, was supported by a Maritime Air Group consisting of P3 ORION aircraft of the Royal New Zealand Air Force and US Navy, SP-2H NEPTUNES of the Royal Australian Air Force, Royal Air Force NIMROD aircraft, and E1A/E2B AEW aircraft. The Task Force was commanded by Rear Admiral J.H. DICK, US Navy. The threat was provided by ONSLOW representing an 'R' class submarine and F5 aircraft of the Philippine Air Force. As one submarine and two motor patrol boats had been withdrawn from the opposing forces two surface attack groups were introduced to this phase and consisted of initially CHARYBDIS and DERWENT and later PERTH and WAIKATO. They represented two KOTLIN class DDG and provided an interesting threat for the aircraft to locate and strike and for the escorts to counter. BRISBANE acted as Screen Commander for the Naval Task Force until 0930 Friday, 27th October, when CHARYBDIS took over and BRISBANE detached to fuel. The Naval Task Force operated in situation BRAVO, giving support to the convoy from a distance of 30-50 miles until Saturday, 28th October when the Task Group integrated for a final replenishment prior to the end of the exercise at 1600. After steaming during the night of 28/29th October BRISBANE entered MANILA BAY in company with MELBOURNE, CHARYBDIS, PERTH, VAMPIRE and DERWENT and anchored in the vicinity of the SOUTH BREAKWATER off MANILA at 0900. A post exercise discussion and closing ceremony were held at the PHILIPPINE Naval Headquarters during the afternoon. Immediately after the closing ceremony all units sailed for Exercise "GROUNDWORK".

9. Exercise "GROUNDWORK", an ANZUK exercise, which continues until Friday, 3rd November, is an opposed transit of a carrier force from MANILA BAY to SINGAPORE. The force consists of the units that sailed from MANILA BAY on Sunday, 29th October together with RFA GREEN ROVER. LINCOLN, WHITBY and WAIKATO join after the end of the month. Opposing the transit is ONSLOW who is neutral until he commits an act of aggression and an Air Force made up of Royal Air Force NIMROD, Royal New Zealand Air Force ORION P3B, Nos. 3 and 7 Squadrons Royal Australian Air Force MIRAGE, HUNTERS from 140 Squadron Singapore Air Defence Command, PHANTOMS of 54 Squadron Royal Air Force and CANBERRAS from the Royal Navy Fleet Requirements Unit. Surface force opposition is made up of Royal Malaysian Navy Ships KD GEMPITA, HANDALAN, PENDEKAR, SRI SARAWAK, SRI PERAK, SRI JOHOPE, SRI KELEWANG, SUNDANG and Singapore Maritime Command (SMC) Patrol Craft. The Royal Malaysian Navy (RMN) FPBs represent SS12 fitted units while the RMN Patrol Craft represent EXOCET fitted units. SMC Patrol Craft represent STYX fitted vessels. HMS WHITBY and HMNZS WAIKATO represent an opposition SAG until 0800 on Wednesday, 1st November. The firing practice ranges of PU AUR, PENOR, and PULAU YU, represent surface to surface sites equipped with land based SHADDOCK SSN-3 missiles.

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10. Up until 1600 Tuesday, 31st October, the Carrier Task Group steamed in a dispersed formation using a restricted EMCON plan in an attempt to evade and confuse the shadowing aircraft.

11. MARINE ENGINEERING.

All main and auxiliary machinery has operated satisfactorily during the month and planned maintenance is almost entirely up to date. The forward boilers were water washed externally on passage to SUBIC BAY. Heavy deposits were removed from the top after end of 1B boiler economiser and several areas of corroded uptake plating were patched; otherwise the boilers were in a satisfactory condition. The after two boilers will be cleaned externally early next month.

12. WEAPONS ELECTRICAL.

Practically all outstanding planned maintenance was completed during the period in YOKOSUKA and SUBIC BAY, although few spares were available from the USN stores depots in these bases. As a result of the maintenance, all equipment not awaiting spares was fully available at the start of Exercise "SEA SCORPION". Unfortunately, the exceptionally high sea water temperatures (85-90°F) together with brilliant sunshine during the period 16-26 October, over-taxed the air conditioning and contributed to the failure of two radar displays, both IFT's and a series of problems with SPS52 due to overheating. On receipt of advice that the next refit had been deferred by 10 months, a total of 5 URDEFS AND 17 INDEFS were raised by the WE department to ensure the accomplishment of work necessary to keep the ship operational for the extended period. It had been intended to leave these 22 defects until the May '73 refit, but it was considered unwise to defer them any further. Despite intensive investigations, no further progress has been made in finding the fault which aborted the IKARA firings in September. Concern is felt that, until the fault is found and rectified, the TURANA trials scheduled for next year may be prejudiced. My message 300434Z OCT 72 refers.

13. TRAINING.

Results of the August 1972 BTT were received during the month as follows:

	<u>CANDIDATES</u>	<u>PASS</u>	<u>PARTIAL PASS</u>	<u>FAIL</u>
Seaman	14	11	2	1
Communications	10	4	4	2
Supply	4	2	-	2
Engineering	13	7	4	2
Electrical	12	4	7	1
TOTAL	53	28	17	8

Application has been made for a total of 51 candidates for the November 1972 BTT and training is progressing through the media of study guides and questionnaires as well as formal instruction on a branch basis. Seamanship practical examinations continue to be hampered by the lack of available boats but it is expected that all will be completed by 10th November, 1972. A total of 21 candidates are under instruction.

14. Forty-four candidates have attempted the Section 1 Part 2, Duties and Responsibilities exam, and only four were unsuccessful. The Part 1 Command Test planned for the middle of the month was abandoned due to the lack of preparation time available subsequent to the ship's stay over in YOKOSUKA. The Tests will now be conducted in SINGAPORE during the first week of November.

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15.

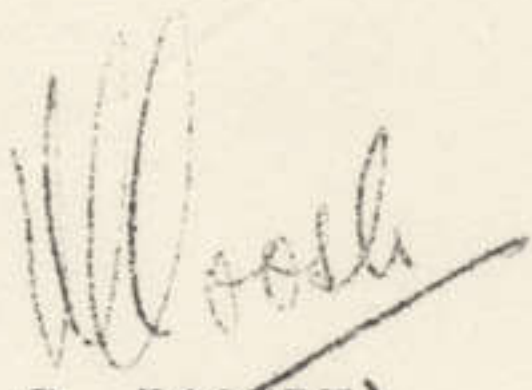
HEALTH, CONDUCT AND MORALE.

Having not had any cases of venereal disease until arrival in the Philippines it was disappointing, although not surprising, to have 18 recorded this month. There are signs that viral influenza may be returning to the ship but there have been few cases so far. The conduct of the Ship's Company has been satisfactory and the small number of leave breaking offences this month has been most pleasing. Having had three different ports for recreational leave this month and being well on the way towards home, morale remains high.

I have the honour to be,

Sir,

Your Obedient Servant

  
(R.G. LOOSLI)  
CAPTAIN, RAN

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ANNEX ALPHA TO HMAS  
BRISBANE REPORT OF  
PROCEEDINGS FOR  
OCTOBER, 1972

FIGURES FIGURES

- A. Distance steamed during the month 6,274.8  
B. " " since commissioning 169,658.9  
C. Hours underway during the month 456 07/60  
D. " " since commissioning 14,219 39/60  
E. Occasions for exceeding Fast Routeing Speed:

<u>DATE</u>	<u>SPEED</u>	<u>DISTANCE RUN</u>
02OCT	20	37.7
11OCT	20	52.9
15OCT	24	40.3
25OCT	20	38.8
	22	21.1
27OCT	20	58.5
28OCT	22	21.8
31OCT	22	23.3
	22	21.1

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ANNEX BRAVO TO  
HMAS BRISBANE REPORT  
OF PROCEEDINGS FOR  
OCTOBER, 1972.

EXERCISES CARRIED OUT DURING  
THE MONTH

COMMUNICATIONS

02OCT      EWX1  
            EWX2  
09OCT      EWX23  
10OCT      EWX3  
16OCT      EWX1  
            NAVCOMEX404  
            NAVCOMEX501  
            NAVCOMEX404  
17OCT      EWX2  
            NAVCOMEX501  
            NAVCOMEX404  
18OCT      EWX3  
  
5 x NAVCOMEX202  
2 x NAVCOMEX201  
2 x NAVCOMEX405  
2 x NAVCOMEX251

AIO

1-2OCT EXERCISE HALFWAY HOP  
7-10OCT EXERCISE STAND EASY  
18-28OCT EXERCISE SEA SCORPION  
29-31OCT EXERCISE GROUNDWORK

TAS

02OCT      EXDAK MUTUAL INTERFERENCE TRIAL 1½HRS  
09OCT      UNDERWATER TELEPHONE TRIALS      1HR  
10OCT      EXDAK TRIALS      5½HRS  
19OCT      CASEX A4/5/17      7HRS  
21OCT      CASEX B3      3HRS  
            CASEX C1      3HRS  
22OCT      CASEX B3      3HRS  
            CASEX B5      2½HRS  
24OCT      CASEX B5 (MINI WAR)      4HRS  
25-28OCT      CASEX B5 (TRANSIT PHASE)

GUNNERY

20OCT      0630 BALLOON TRACKING  
            0900-1200 SUTF - SAG procedures  
            1200 BALLOON TRACKING  
            1430-1500 AATX (S2)  
            1515-1600 AATFX (SLEEVE)  
            1630-1730 AATX (TDU-22)  
21OCT      1000-1300 SUTX - SAG approaches  
22OCT      1430-1700 ADEX

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page 2 to ANNEX BRAVO

23OCT 0530 BALLOON TRACKING  
0700-0800 AATX S2/SLEEVE  
0800-0900 AATX A4/TDU-22  
0900-1200 ADEX  
1200 BALLOON TRACKING  
1300-1445 AATX/AATFX S2/SLEEVE  
1500-1600 AATFX A4/TDU-22

25OCT EXERCISE SEA SCORPION

DIVING

12OCT SHIPS SIDE SEARCHES (11 HOURS)  
HULL CHECK  
13OCT BOTTOM DIVING (6 HOURS)  
17OCT FIT STRAINERS (1½ HOURS)  
20OCT DISSEMBLE STRAINERS (1 HOUR)

NBCD & SEAMANSHIP

9OCT MAJOR DC EXERCISE  
19OCT TRANSFER WELDING EQUIPMENT TO WHITBY  
27OCT RAS APPROACHES  
28OCT RAS APPROACHES  
31OCT EXECUTIVE OFFICER IN COMMAND FOR RAS WITH GREEN ROVER.

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ANNEX CHARLIE TO HMAS  
BRISBANE REPORT OF  
PROCEEDINGS FOR  
OCTOBER, 1972.

## EQUIPMENT AVAILABILITY

	<u>Equipment</u>	<u>Repair Time</u>	<u>Sched Maint</u>	<u>Await Stores</u>	<u>% Availability</u>
ASW	Sonar	3	14	0	98
	Ikara Electronics	755 (Note 7)	3	0	49
	Ikara Mechanical	11	2	0	91
GUN	Mount 51	2	16	0	95
	Mount 52	11	0	0	99
	AN/SPG 53	3	0	0	99
	Computer 47/116	4	0	0	99
	System	-	-	-	99
MISSILE	FCS 2	10	24	0	96
	FCS 3	6	18	10 (Note 8)	96
	Launcher	0	0	0	100
	WDE	16	0	0	98
	System	-	-	-	95
RADAR	AN/SPS 52	83	0	24	86
	AN/SPS 40	4	0	0	99
	AN/SPS 10	6	0	0	99
	Displays (All types) (12 units)	221	48	264	94
ECM	AN/WLR 1	24	0	0	97
	AN/ULQ 6 (Port)	60	0	0	92
	AN/ULQ 6 (Stbd)	0	0	480	36
COMMS	UHF (9 units)	108	0	696	88
	VHF (2 units)	0	0	0	100
	HF (13 units)	24	0	144	94
	MF (4 units)	0	0	0	100
GYRO	Forward	1	4	0	99
	Aft	0	36	0	95

- Notes:
1. Availability =  $\frac{\text{Total time} - \text{Down time}}{\text{Total time}}$
  2. Down time = Repair time + awaiting stores time + scheduled maintenance time.
  3. Total time = Number of hours in month x number of units.
  4. Scheduled maintenance time includes only maintenance time which caused the unit to be at more than 30 minutes notice for use.
  5. System availability is calculated from the times when vital and non duplicated units of the system were not available e.g. in the gun system, it is time with both mounts, or the radar or the computer not available.
  6. Repair time does not include awaiting stores time.
  7. Stbd system considered defective all month (744 hours) even though DSOTS pass, since no reason has been found to account for firing failures in September.
  8. Temporary, non standard power supply in use, correct type not available.

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18/6/3953

DEPARTMENT OF THE NAVY

HMAS

BRISBANE

Report of Proceedings

Nov. '72

AS(NS)

D of O

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CNTS

CNSM

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C of S

DPR

AS(NS)

(NS55)

- NOTES:
- This copy is circulated so that Board Members may see these reports soon after they reach Navy Office.
  - The report will be given again to Board Members with Director's comments if there is any matter of special interest in those comments.
  - Circulation lists numbers 2 and 3 are referred to Directors and Heads of Branches.
  - If any matter requires comprehensive treatment or reference to another Branch a new file should be raised, a suitable note being made above.

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9/2/73





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ROYAL AUSTRALIAN NAVY

- 7 FEB 1973

NAVY REGISTRY  
MELBOURNE

NAVY - CANBERRA

18

6

3953

Telephone :  
350444 J.G.

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

A F. 1/16/22

4th January, 1973.

The Secretary  
Department of the Navy

HMAS BRISBANE - REPORT OF PROCEEDINGS - NOVEMBER 1972

1. Forwarded.
2. Repairs to the brickwork and brickpans of 2A Boiler are being undertaken during the current availability. The defects in the replacement boat engine are being investigated further.

(A.A. Willis)  
Commodore  
for Flag Officer Commanding.

Enclosure:

HMAS BRISBANE 1/16/2 dated 5 December, 1972.

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1-16-2

HMAS BRISBANE  
at Sydney

The Flag Officer Commanding  
HM Australian Fleet

For information: The Australian Naval Attache, WASHINGTON  
The Commander, 1st Australian Destroyer Squadron  
The Commanding Officer, HMAS PERTH  
The Commanding Officer, HMAS HOBART

HMAS BRISBANE - REPORT OF PROCEEDINGS  
NOVEMBER, 1972

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of November, 1972. Times are Zone GH(-7½) until 111815GH, then Zone G(-7) until 202330G, then Zone H(-8) until 212330H, then Zone I(-9) until 222330I, then Zone K(-10) until 252330K, then Zone L(-11).

2. At the beginning of the month BRISBANE was participating in Exercise GROUNDWORK - an ANZUK exercise briefly described in my Report of Proceedings for last month. The Carrier Task Group had steamed in a dispersed formation until 1600 Tuesday, 31st October, using a restricted EMCON plan in an attempt to evade and confuse shadowing aircraft.
3. Following a replenishment from RFA GREEN ROVER during the afternoon, 31st October, the group split into two units. GREEN ROVER, PERTH and VAMPIRE moved about 50 miles to the east while MELBOURNE and her screen of BRISBANE, DERWENT and CHARYBDIS continued south to carry out air strikes on enemy positions. Surface action against WHITBY and WAIKATO took place during the early morning, 1st November, and these two ships then became friendly and joined the GREEN ROVER group to the east.
3. At 1350, BRISBANE gained sonar contact with a submarine which proved to be ONSLOW acting in a neutral role. After maintaining clear contact for about 30 minutes ONSLOW simulated the firing of a torpedo and this invited immediate attack by an S2E and BRISBANE. Contact was maintained for a further 30 minutes and IKARA and surface launched torpedo attacks were simulated. BRISBANE then rejoined the screen and DERWENT took over the contact. This was the only known submarine contact of the exercise.
4. At 1800 BRISBANE and DERWENT detached to join PERTH and VAMPIRE. This group swept to the south west during the night with the aim of destroying the SS-N-3 sight at PU AUR at 0800, 2nd November. No contact was made with LINCOLN, representing a KYNDA, during the passage but at about 0430 Fast Patrol Boats (FPB) made good use of a heavy rain cloud to conceal their approach and attacked the group. During daylight hours, 2nd November, BRISBANE and DERWENT carried out naval gunfire support firings and surface firings alternating with PERTH and VAMPIRE in the allocated areas. All four ships re-grouped at about 1710 and proceeded north to rejoin MELBOURNE.

/...Throughout



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Throughout the night the force was attacked by FPBs who used the weather and dense merchant shipping as cover for their activities. This was followed during the forenoon by air attacks and although they were well executed there were disappointingly few when related to the order of battle available to the opposition. All R.A.N. units passed through Johore Strait and berthed at the ANZUK naval basin at 1515, Friday, 3rd November.

5. The ship remained alongside until Saturday, 11th November carrying out self maintenance and giving the maximum recreational leave possible. It was the first suitable occasion for the ship's company to participate in a feast of sporting activity and they took advantage of it. A Mini-Olympiad brought all ships into competition in Rugby, Soccer, Volleyball, Basketball, Squash, Cross-country, Swimming, Waterpolo and Golf. BRISBANE had varying success and finished fourth in the competition. A lot of challenges in Rugby and Australian Rules were thrown up and accepted and interpart competitions were played on spare days. There still seemed to be a lot of money available in the ship to make purchases ashore and, incredibly, more and more parcels arrived onboard each day.

6. At 0830 Saturday, 11th November, the ship cast off and proceeded in company with DERWENT for SURABAJA. The passage was uneventful and the ships arrived off No. 5 buoy at the entrance to the channel at 0600, Monday, 13th November. A pilot and TNI-AL liaison officer were embarked by both ships and after nearly three hours berthed at MADURA pier at 0900. DERWENT berthed outboard of BRISBANE 10 minutes later. Some 200 or more sailors from the Indonesian ships who were to participate in Exercise CAKRAWALA BARU were fallen in on the jetty and a band was playing as BRISBANE berthed. A very obviously friendly welcome.

7. During the forenoon I made official calls in company with the Commanding Officer, HMAS DERWENT, Commander M.D. JACKSON, RAN. Those called on were Vice Admiral SYAMSUL BAHRI (TNI-AL Fleet Commander); the Chief of Staff to Rear Admiral SUBEKTI, Commanding General, Naval District IV, Colonel SETIJO: the City Mayor, Mr SOEKOTJO: and the Commander of the Naval Base, Colonel SUTOJO. The next day Admiral SYAMSUL BAHRI returned my call and then stayed to luncheon. At the same time approximately 20 TNI-AL officers from ships and from shore establishments were entertained to luncheon by the Wardroom Officers. During that evening about 100 guests came onboard to a reception given by both ships onboard BRISBANE. It was pleasing that most of those named on the guest list attended and that many brought their wives. It was a very happy occasion.

8. On Wednesday, 15th November, in company with the Commanding Officer DERWENT, I met you, Sir, and Mrs Dovers at JUANDA Airport and later attended a luncheon given by Admiral SYAMSUL BAHRI in your honour. Admiral SYAMSYL also held a reception that night in your honour and Commanding Officers and all off-duty Officers from both ships attended. The highlight of the reception was an exhibition of Indonesian dancing. Apart from this official entertainment there were quite a few parties of officers shown over ships of the other navy; discussions on the forthcoming exercise took place; Communications exercises were held daily; and sporting events, Indonesian Vs Australian were played in a cordial atmosphere.

9. At 0730 Thursday, 16th November, officers and sailors from both navies assembled on the wharf for the opening ceremony of Exercise CAKRAWALA BARU. This commenced with the ceremony of colours and was followed by an address by Admiral SYAMSUL and then you, Sir. Differences in drill and orders given by the Parade Commander were resolved with little fuss but the rehearsals carried out on the previous days were absolutely necessary. The ceremony took longer than anticipated and it was not until 0900 that the first RIGA Class DE cast off - 30 minutes later than scheduled. The RIGAs cast off

/...in the

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-3-  
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in the order NUKU (Major SAIRAN), JOS SOEDARSO (Major PRIHADI SOEDARTO) and LAMBUNG MANGURAT (Major DJUHARA BARMAWI). DERWENT followed these ships and it is a measure of the efficiency and shiphandling ability of the Indonesians that BRISBANE was able to cast off at 0916. SORONG (Major NOER SJAIFULLAN), an ex Yugoslavian oiler, and RATULANGI (Major SUSANTO), a Don Class Submarine tender, followed BRISBANE out of harbour at a slower speed.

10. Thus commenced Phase II of the exercise. For two days the ships proceeded on passage to the island of BALI via SAPUDI STRAIT. Simple manoeuvres and screening exercises only were achieved on the first day. During Friday, 17th November, both BRISBANE and DERWENT replenished F.F.O. from SORONG, DERWENT exercised jackstay transfer with RATULANGI and the Indonesian ships fired close range weapons at starshell targets provided by DERWENT. In conjunction with these activities and during the night screening exercises were conducted using Bent Line screens only. At 0500 Saturday, 18th November, further manoeuvres took place during the final approach to LABUAN AMUK, a remote east coast anchorage on BALI island. BRISBANE anchored in 21 fathoms at 0925. A post exercise discussion took place in RATULANGI which you, Sir, and Admiral SYAMSUL attended. The comments made were frank and constructive. That evening a reception was held onboard BRISBANE for the officers of the ships which had participated in the exercise. It was well attended, a very happy occasion.

11. At 0820, Monday 20th November, BRISBANE with DERWENT in company weighed and proceeded for passage to SYDNEY. The ships passed through WETAR STRAIT during the evening of 21st November and continued to a planned rendezvous with SUPPLY in the ARAFURA SEA at 0730 Thursday, 23rd November. In the event SUPPLY was delayed leaving DARWIN and rendezvous was effected at 2040 Wednesday 22nd November. BRISBANE and DERWENT replenished fuel at 0830 Thursday, 23rd November and I transferred to SUPPLY for Commanding Officer (Designate) experience leaving my Executive Officer LCDR A.M. CARWARDINE in command. On the return trip on the jackstay, Captain P.M. REES, RAN joined BRISBANE for his Commanding Officer (Designate) experience. Both ships topped up with fuel and I returned to BRISBANE at 0615 Friday, 24th November just prior to passing the Carpentaria Light Vessel. BRISBANE and DERWENT then continued to SYDNEY and SUPPLY proceeded to PORT MORESBY. The passage down the east coast of Australia was uneventful and marred only by the inclement weather during the final 24 hours. The only event of interest was a very successful Ship's Concert performed on the evening of 24th November, to a capacity audience. It was capped by a Miss BRISBANE 1972 Contest which brought forth six beauties. Both ships arrived in SYDNEY at 1130 Tuesday, 28th November for customs clearance (BRISBANE at number 5 buoy, DERWENT at number 4 buoy). The ships moved to alongside Cruiser Wharf at 1400 to be greeted by a large gathering of families and friends.

12. The ship was moved cold to number 2 buoy at 0815, Wednesday 29th November to disembark IKARA Missiles. This task was completed by 1300 and the ship returned by cold move to Cruiser Wharf at 1510. The remainder of the month was spent alongside with half of the ships company on long leave.

13. MARINE ENGINEERING

All main and auxiliary machinery has operated satisfactorily during the month. 2A and 2B boilers were water washed and inspected externally during the self maintenance period in Singapore. They were found to be in a satisfactory condition except that the brickpans and brickwork of 2A will require renewal in the near future. A re-conditioned engine was fitted in the Personnel Boat by Sembawang Shipyard and although the boat has run less than 12 hours problems are already being experienced with lubricating oil pressure and numerous oil leaks. The Annual Full Power Trial programmed for

/...27th November

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27th November had to be cancelled because of adverse weather and it is now intended to carry it out in February 1973.

14. WEAPONS ELECTRICAL

The month was a welcome change for the department in that there were virtually no exercises programmed to use WE equipment. Indeed, from early on the 3rd until the 22nd a total clam was enforced so that most equipment was placed in "standby". It was pleasing to find that all equipments radiated satisfactorily when the clam was lifted. However, the ship's programme did allow considerable progress to be made with planned maintenance and it was practically up to date when the ship arrived in SYDNEY.

15. TRAINING

A total of 45 candidates attempted the November Branch Technical Tests - 15 for CPO and 30 for Leading Rank. The candidates had been well prepared by departmental instruction and private study. A Section 1 Command Test was conducted alongside in Singapore for 21 candidates. There were seven candidates for each of the CPO, PO and Leading Ranks and all were successful. Practical seamanship tests have been completed, enabling 13 Able Seamen to qualify for the higher rank.

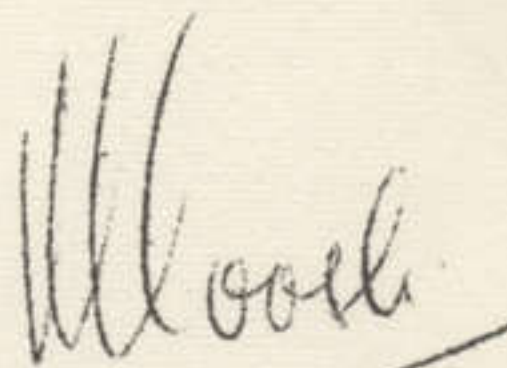
16. HEALTH, CONDUCT AND MORALE

The health of the Ship's Company has been good, their conduct satisfactory and their morale high with the arrival in SYDNEY for long leave.

I have the honour to be,

Sir,

Your obedient servant.

  
(R.G. LOOSLI)  
CAPTAIN, RAN

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ANNEX A TO HMAS BRISBANE  
REPORT OF PROCEEDINGS FOR  
NOVEMBER, 1972

STEAMING FIGURES

- A. Distance steamed during the month 5345.8  
B. Total distance steamed since commissioning 175004.7  
C. Hours underway during the month 352 4/60  
D. Total hours underway since commissioning 14571 43/60  
E. Occasions for exceeding Fast Routeing Speed:

<u>DATE</u>	<u>SPEED</u>	<u>DISTANCE RUN</u>
01NOV	21	296.6
	24	66.5
	22	44
02NOV	21	41.4
	22	22
03NOV	23	23

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ANNEX B TO HMAS BRISBANE  
REPORT OF PROCEEDINGS  
FOR NOVEMBER 1972

## GENERAL

02NOV 2 HEAVING LINE TRANSFERS (N.O.)  
11NOV OOW STATION CHANGING  
12NOV JACKSTAY TRANSFER (N.O.)  
OOW STATION CHANGING  
OOW MANOEUVRES  
16NOV MANOEUVRES  
SCREENEX  
17NOV RAS (L) - R.I. SORONG  
SCREENEX  
18NOV MANOEUVRES  
22NOV RAS (L), JACKSTAY - SUPPLY  
23NOV RAS (L), JACKSTAY - SUPPLY  
25NOV JACKSTAY TRANSFER  
HEAVING LINE TRANSFER  
22/23NOV XO IN COMMAND

## AIO

1-3NOV EXERCISE GROUNDWORK

## GUNNERY

02NOV 0900-1200 NGSFX  
1600-1800 SUTF  
24NOV 1415-1445 SUGFT  
27NOV 1030-1100 AAGFT

## TAS

1-3NOV DEFENCE WATCH OPERATING  
01NOV 1 HR IN CONTACT - ONSLOW

## DIVING

09NOV DEEP DIVING AND MOORING CHECK SINGAPORE STRAIT - 7HRS  
10NOV DIVING SUITABILITY TESTS, ANZUK NAVAL STORES BASIN - 4HRS  
13NOV FIT STRAINERS - SURABAJA - 6HRS  
15NOV REMOVE STRAINERS - SURABAJA - 1½HRS  
18NOV HULL SURVEY - LAPUMAN AMUK - 1½HRS

## COMMUNICATIONS

1-3NOV EXERCISE GROUNDWORK  
13-15NOV HARBOUR COMMS. DRILLS  
16-18NOV EXERCISE CAKRAWALA BARU  
27NOV RRX TAPES

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ANNEX C to HMAS BRISBANE  
REPORT OF PROCEEDINGS FOR  
NOVEMBER 1972.

EQUIPMENT AVAILABILITY

	<u>Equipment</u>	<u>Repair Time</u>	<u>Schedule Maint.</u>	<u>Await Stores</u>	<u>% Availability</u>
ASW	Sonar	0	0	0	100
	Ikara Electronics	720 (note 7)	0	0	50
	Ikara Mechanical	0	0	0	100
GUN	Mount 51	16	0	0	98
	Mount 52	0	0	0	100
	AN/SPG 53	25	0	0	96
	Computer 47/116	0	0	0	100
	System	25	-	-	96
MISSILE	FCS 2	0	0	240	67
	FCS 3	0	0	0	100
	launcher	0	0	0	100
	WDE	0	0	0	100
	System	0	0	0	100
RADAR	AN/SPS 52	51	24	0	90
	AN/SPS 40	0	0	0	100
	AN/SPS 10	0	0	0	100
	Displays (All types) (12 units)	34	0	720	91
ECM	AN/WLR 1	0	48	0	93
	AN/UIQ 6 (Port)	0	0	0	100
	AN/UIQ 6 (Stbd)	0	0	720	0
COMMS	UHF (9 Units)	720	192	0	86
	VHF (2 Units)	0	0	0	100
	HF (13 Units)	360	0	0	96
	MF (4 Units)	0	0	0	100
GYRO	Forward	0	0	0	100
	Aft	0	0	0	100

Notes:

1. Availability =  $\frac{\text{Total time} - \text{Down time}}{\text{Total time}}$
2. Down time = Repair time + awaiting stores time + scheduled maintenance time.
3. Total time = Number of hours in month x number of units.
4. Scheduled maintenance time includes only maintenance time which caused the unit to be at more than 30 minutes notice for use.
5. System availability is calculated from the times when vital and non duplicated units of the system were not available e.g. in the gun system, it is time with both mounts, or the radar or the computer not available.
6. Repair time does not include awaiting stores time.
7. Starboard system considered defective all month (720 hours), even though DSOTS pass, since no reason has been found to account for firing failures in September.

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18-6-3940.

DEPARTMENT OF THE NAVY

HMAS

BRISBANE

Report of Proceedings

DEC '72

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CNSW

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DDR

AS(NS)

(NS55)

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ROYAL AUSTRALIAN NAVY

NAVY—CANBERRA

18 6 3940

20 JAN 1973

Telephone:  
350444

J.G.

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

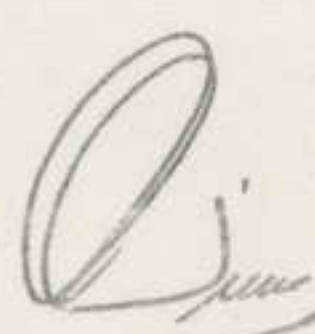
23rd January 1973

A.F. 1/16/22


The Secretary  
Department of the Navy

HMAS BRISBANE - REPORT OF PROCEEDINGS - DECEMBER, 1972

1. Forwarded.
2. With reference to the fire reported in paragraph 5 the initial report from HMAS BRISBANE indicated that a Naval Police investigation revealed that no suspicious circumstances existed. Fleet Staff inspected the damage and found it to be of a superficial nature only.

  
(A.A. Willis)  
Commodore  
for Flag Officer Commanding.

Enclosure:

 HMAS BRISBANE 1/16/2 of 3 January, 1973.

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16-2

HMAS BRISBANE (DDG 41)  
At Sydney

- 3 JAN 1973

The Flag Officer Commanding  
HM Australian Fleet

For information: The Australian Naval Attache, WASHINGTON

The Commander, 1st Australian Destroyer Squadron

The Commanding Officer, HMAS PERTH

The Commanding Officer, HMAS HOBART

HMAS BRISBANE - REPORT OF PROCEEDINGS  
DECEMBER, 1972

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of December, 1972. Times are Zone L (-11) throughout.

2. BRISBANE was alongside the Cruiser Wharf, Garden Island, for the entire month carrying out self maintenance and granting long leave. Maintenance in all departments has proceeded satisfactorily with assistance from both Dockyard and the Fleet Maintenance Party.

3. I joined BRISBANE on Monday, 18th December and assumed command from Captain R.G. LOOSLI on Tuesday, 19th December. I called on you, Sir, at 1000 on the same day. Captain LOOSLI departed at 0900, and assumed command of SUPPLY the following day.

4. During the month, inspections of IKARA and C.I.C. arrangements were made by Government Aircraft Factory and Weapons Research Establishment personnel prior to fitting equipment, in January, for TURANA trials. These trials are programmed for February and April. A successful investigation by Dockyard into the apparent malfunction of IKARA during RIMPAC 72 was also completed.

5. On Wednesday, 13th December, a small oil slick drifting into the Garden Island Basin from the vicinity of the Oil Wharf was dispersed by the ships' companies of BRISBANE and TORRENS. (BRISBANE 130205Z DEC 72 refers). A small smouldering fire in the IKARA radome was extinguished at 0830, Thursday, 28th December. Apart from a quantity of communications stationary which was destroyed, only superficial damage was sustained. A separate report is being prepared. (BRISBANE 2803228Z DEC 72 refers).

/...6. At 1130,



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-2-

6. At 1130, Tuesday, 19th December representatives from the UNIROYAL tyre company presented the ship with a flag depicting a steel cat above the inscription Fighting 41. This flag was flown during unreprs on the recent deployment.

7. Colours were halfmasted at 1000 Thursday, 28th December, on the occasion of the funeral of the late HARRY S. TRUMAN, former President of the United States of America.

8. MARINE ENGINEERING.

All URDEFS and most of the outstanding INDEFS have been taken in hand by the Dockyard and progress to date is very satisfactory. The brick pans in 2A boiler are being renewed, 1B boiler uptakes patched and all boiler furnaces extensively repaired with castable refractory. Hull and Engineering defects, and Planned Maintenance items are well in hand by ship's staff and Fleet Maintenance Party.

9. WEAPONS ELECTRICAL.

All systems were under maintenance for the month and expected progress has been made in both dockyard and ship's staff areas. It is expected that all important defects will be cleared by the time of sailing for shakedown. The problems associated with the attempted IKARA firing in September have now been resolved after a large amount of effort by the Dockyard and the fortuitous recurrence of an intermittent fault during DSOTS.

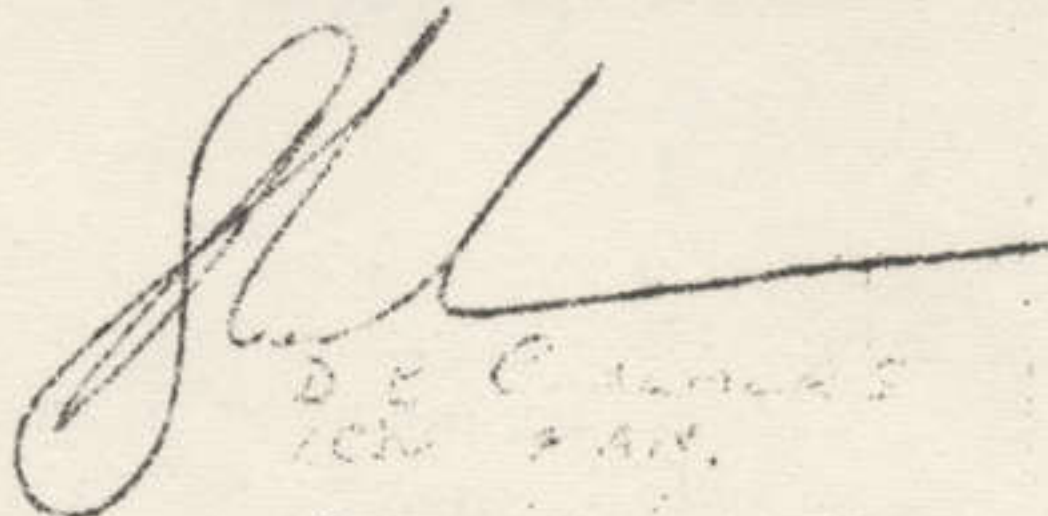
10. HEALTH, CONDUCT AND MORALE.

The health of the ship's company has remained good, their conduct satisfactory, and morale high.

I have the honour to be,

Sir,

Your obedient servant.



(PETER M. REES)  
CAPTAIN, RAN  
COMMANDING OFFICER

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ANNEX A TO HMAS BRISBANE  
REPORT OF PROCEEDINGS  
FOR DECEMBER, 1972.

STEAMING FIGURES

A	Total Distance Steamed during the month	NIL
B.	Total Distance Steamed since commissioning	175004.7
C.	Hours underway during the month	NIL
D.	Hours underway since commissioning	14571 43/60.

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