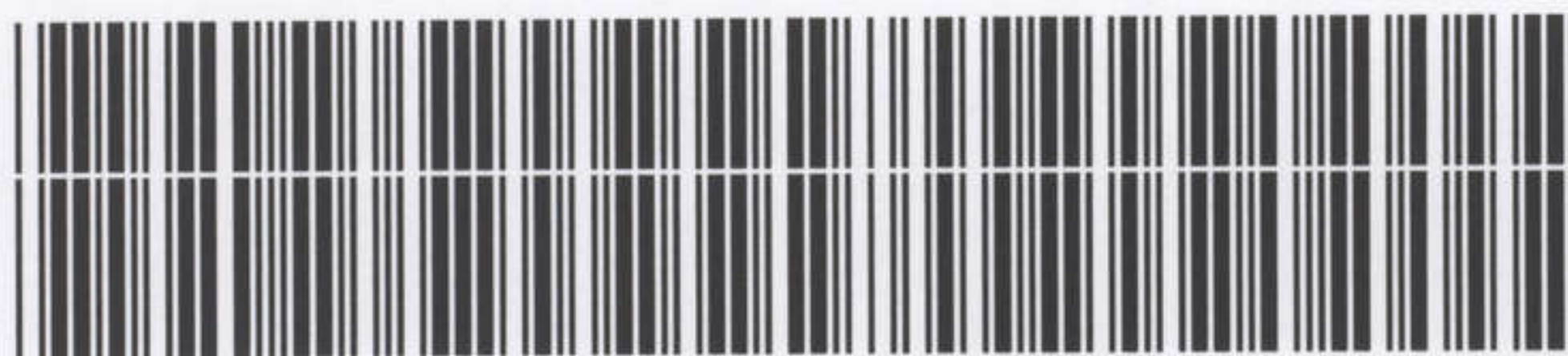


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS BRISBANE (II)

Item number: 70/8 Part 2

Title: January-December 1975



AWM78-70/8PART2

AWM 78

HMAS BRISBANE

[70/8 Part 2]

Duplicate Reports for Feb - August 1975.

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428/3/742 PT

CIRCULATION LIST NO 3 OF 3

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS BRISBANE

Report of Proceedings FEBRUARY 1975

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DGND ²⁴/₄

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DNWD ³⁰/₄

DNSD ³¹/₄

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DNUR ²⁰/₅

DSMR ²¹/₅

DNEP ²²/₅

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CONS ³⁰/₅

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DNRC ⁹/₆

DAW-N ¹¹/₆

DNVGS ¹⁰/₆

DGNHS ¹²/₆

ASRP-N ²⁷/₆

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CIRCULATION LIST NO 2 OF 3

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS BRISBANE Report of Proceedings FEBRUARY 1975

~~DNP~~ 8/4

~~DNLPC~~

~~RNGDFPO~~ 8/4

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~~A/DGNOR~~ 8/4

~~DUN~~ 14/4

~~DTSN~~ 14/4

~~DSAW-N~~ 14/4

~~DNG~~ 15/4

~~DNAP~~ 15/4

~~DNI~~ 18/4

~~DSMP~~ 24/4

~~ASSP-N~~ 27/4

~~INPRO~~

~~DGNES~~ 23 Apr

~~DNPS~~ 24/4

~~DNOP~~ 25/4

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~~DNT~~ 12 May 75

~~DGM-N~~ 22/5

~~DNMP~~ RR. 23/5/75

~~DSP~~ 24/5

~~DNES~~ 27/5

~~DNR~~ 29/5

~~DFSR~~ 31/5

~~ASRP-N (NS55)~~ 30/6

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ROYAL AUSTRALIAN NAVY

④

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359-9111 Extension 3532

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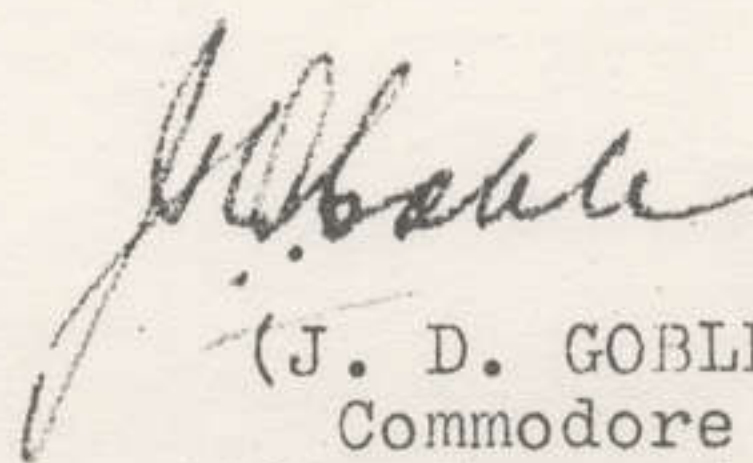
A F. 1/16/22

- 2 APR 1975

The Secretary
Department of Defence (Navy Office)

HMAS BRISBANE - REPORT OF PROCEEDINGS - FEBRUARY 1975

Forwarded.



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

Enclosure:

HMAS BRISBANE Report of Proceedings dated 7th March, 1975

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1.16.2

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HMAS BRISBANE (DDG 41),
at Garden Island.

7th March, 1975

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 - FEBRUARY 1975

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of February, 1975. All times are suffixed by the relevant zone.

2. HMAS BRISBANE was at sea enroute from Darwin to Sydney in company with HMAS STALWART at the beginning of February, having completed Operation Navy Help Darwin on 31st January. Passage was made through the Prince of Wales Channel during the night of 1st/2nd February and both ships steamed south via the Great Barrier Reef Inner Route passing Townsville at midday on Monday 3rd February.

3. At 1735(K) HMAS BRISBANE detached from STALWART and proceeded via the Curtis Channel to carry out Gun Functioning Trials and a Pre-Action Calibration firing north of Harvey Bay in area R 693. Clocks were advanced one hour at 2330(K) to ZoneL(-11); Eastern Summer Time.

4. The Gun Functioning and PAC were conducted successfully at 1110(L) on Tuesday 4th February and an AA Tracking Exercise with the Greentime Air Services Aero Commander was completed at 1230(L). Rendezvous was effected with HMAS STALWART at 1300(L) in position 090 Sandy Cape Light 14 miles and BRISBANE was again detached at 1310(L) to proceed ahead for further exercise serials.

5. Later in the afternoon of Tuesday 4th February I spoke to Radio 4IP (Ipswich) by radio telephone and answered queries on Darwin relief operations. A similar talk scheduled for early on the morning of 6th February with Radio 2UE was abandoned due to communication difficulties.

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6. Three pairs of RAAF Mirage aircraft from No 77 Squadron and No 2 OCU worked with BRISBANE north of Newcastle from 1300(L) on Wednesday 5th February until 1700(L) carrying out intercept and missile tracking exercises. The co-operation of the RAAF was appreciated.
7. The helicopter embarked in STALWART was utilized during the passage back to Sydney to carry out several elementary AA tracking exercises and to check the functioning of the ships radar equipment. Other exercises, as reported in Annex B, were conducted to refresh personnel in procedures and drills prior to an extended period alongside in Sydney for leave and maintenance.
8. BRISBANE rejoined STALWART at 1830(L) on Wednesday 5th February and proceeded in company throughout the night. BRISBANE entered Sydney Harbour at 0650(L) on Thursday 6th February and berthed port side to the Fitting Out Wharf at 0727(L). Leave and Assisted Maintenance began immediately and BRISBANE reverted to 24 hours Notice for Sea.
9. At 0930(L) on Monday 10th February BRISBANE was moved from the Fitting Out Wharf to the South End of the Oil Wharf outboard of HMAS YARRA. A further move to the North End of the Cruiser Wharf occurred at 1400(L) on Tuesday 18th February where BRISBANE remained until the end of the month.
10. From Sunday 23rd to Wednesday 26th I attended a seminar on defence aspects of the Natural Disaster Organisation, held at the National Emergency Services College, Mount Macedon, Victoria. A copy of the seminar report has been forwarded for information under cover of my letter 46.4.4 dated 7th March 1975.

Marine Engineering

11. It was a tribute to the long hours worked by the reduced ships staff during the period spent in Darwin that the passage back to Sydney was largely uneventful. The AMP and leave period now finishing should see the ship and engineering department ready to commence work-up.
12. Most dockyard URDEF's and INDEF's are progressing satisfactorily; the exceptions being where materials are unavailable.

Weapons Electrical Engineering

13. Preparation of the W.E. Department for workup has been progressed throughout the month. Great benefit was derived from the aircraft tracking serials on passage from Darwin. In particular, they demonstrated the need for continued investigation of the SPS-52 radar height measurement defect; URDEF 14/76. Investigation now centres on establishing whether the computer programme matches the antenna.
14. Dockyard assistance with URDEF's and INDEF's, some of them long outstanding, has been given and it is hoped shortly to conduct post-refit trials of the forward emergency diesel generator. For a variety of reasons, these trials have been outstanding since September 1974.

...3/...

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15. Information from the U.S.A. that two oscillators for the Tartar illuminator radars were in course of supply, raises high hopes for the April missile range activation. However, no details are known as yet of the expected date of the oscillators' arrival. CSS Sydney's signal OWR/CKN/KAG 270245Z FEB 75 refers.

16. The health of the Ships Company continues to be good as does their conduct and morale.

(SGD.) M. W. HUDSON

(M.W. HUDSON)
CAPTAIN RAN
COMMANDING OFFICER

Annexes: A. Steaming Figures.
B. Exercises Conducted.
C. Sports Results.
D. Officers Movements.

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ANNEX A TO HMAS BRISLANE
LETTER 1.16.2 DATED
7TH MARCH 1975

STEAMING FIGURES

A. Distance steamed during the month 2337.7
B. Hours underway during the month 124.5
C. Total distance steamed since commissioning 228,438.7
D. Total hours underway since commissioning 18,465
E. Occasions of exceeding fast routeing speed:

<u>Date</u>	<u>Speed</u>	<u>Hours</u>	<u>Remarks</u>
01/06FEB	19.3	57	Passage to Sydney

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ANNEX B TO HMAS BRISBANE
LETTER 1.16.2 DATED
7TH MARCH 1975

EXERCISES CONDUCTED

<u>Date</u>	<u>Time</u>	<u>Exercise</u>
01FEB	0800 - 0900	RELVELEX
01FEB	1000 - 1130	HELO AATX
01FEB	1400 - 1600	EWEX/NAVCOMEX
02FEB	1150 - 1200	HELO TRANSFER
02FEB	1300 - 1500	EWEX/NAVCOMEX
03FEB	0200 - 0400	NAVCOMEX
03FEB	0900 - 1000	BALLOON WINDFIND
03FEB	1015 - 1020	HELO TRANSFER
03FEB	1000 - 1130	RADAR CALS/AATX (HELO)
03FEB	1400 - 1600	RAINFORMEX
04FEB	0100 - 0200	RELVELEX
04FEB	1030 - 1230	AATX/GFT/PAC
04FEB	2100 - 2300	EWEX/NAVCOMEX
05FEB	0800 - 0900	BALLOON WINDFIND
05FEB	1300 - 1700	INTEX/MTX
05FEB	1030 - 1200	AATX
17FEB	-	DAY DIVE (SCREW CLEAN)
20FEB	-	DAY DIVE (SCREW CLEAN)
27FEB	-	DAY DIVE (SHIPS BOAT)

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ANNEX C TO HMAS BRISBANE
LETTER 1.16.2 DATED
7TH MARCH 1975

SPORTS RESULTS

BASKETBALL	Navy Vs North Sydney Tech (1)	Won 83 - 30
CRICKET	Big Ships Vs Des/Escorts (3)	Won 169 - 93

NB - Figures in brackets indicate BRISBANE component of team.

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ANNEX D TO HMAS BRISBANE
LETTER 1.16.2 DATED
7TH MARCH 1975

OFFICERS MOVEMENTS

Left

LCDR P.V. GRAHAM - 21st February 1975 - To KUTTABUL

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428/3/859PT

CIRCULATION LIST NO 3 OF 3

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS

Brisbane

Report of Proceedings March 1975

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DAW-N

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CIRCULATION LIST NO 2 OF 3

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS Brishane Report of Proceedings March 1975

DNE 29/5

DNLFC 29/5

DDCP-N 30/5

DGNOR

A/DGNOR 2/6

DUW 4/6/75

DTSN 5/6

DSAW-N 5/6

DNC 6/6

DNAP 6/6

DNI 10/6

DSMP 11/6

ASSP-N 11/6

DGNES 13 June

DNES 17/6

DNOP 17/6

DGNTE 18/6

DNT 18/6

DGM-N 18/6

DNMF 27/6

DSP 27/6

DNES 30/6

DNR 30/6

DFSR 30/6

ASRP-N (NS55) 7/7

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

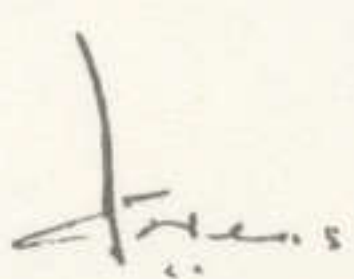
AF 1/16/22

21 MAY 1975

The Secretary
Department of Defence (Navy Office)

HMAS BRISBANE - REPORT OF PROCEEDINGS - MARCH 1975

1. Forwarded.
2. With reference to paragraphs 14 and 20 the ship was steaming on two of its four boilers. A memorandum is being prepared to draw attention to such failures.


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

Enclosure:

HMAS BRISBANE Report dated 5th April 1975

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HMAS BRISBANE (DDG 41),
at Sea.

5th April, 1975.

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 - MARCH 1975

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of March, 1975. All times are zone L(-11) until 9th March then zone K(-10).
2. HMAS BRISBANE was alongside at Garden Island at the beginning of the month undergoing an assisted maintenance period prior to commencing Work-up. I returned from deferred Christmas leave on Monday 3rd March.
3. During the ensuing two weeks the ship was materially readied for Shakedown and Work-up and the ships organisation was tested to ensure that all exigencies could be met. A series of "Teach-in" periods were carried out by each of my sub-specialist officers to familiarize all my officers with various aspects of ship operations and equipment. The "Teach-in" periods have proved most valuable in giving a measure of cross training to my officers enabling them to more fully appreciate the inter relationship between departments and general ship organisation.
4. At 1100 on 5th March I called officially on the Flag Officer Commanding East Australia Area Rear Admiral N.E. McDonald, who returned my call at 1130 on Wednesday 12th March.
5. The following day, Thursday 13th March, Basin trials were successfully carried out and at 1050 Vice Admiral P.A. Watson, Director General of Weapons, MOD (UK) visited BRISBANE for a walk around the engineering and weapons areas. Vice Admiral Watson left BRISBANE at 1155.
6. BRISBANE assumed the duty of Standby Emergency Ship on Friday 14th March and reduced to eight hours notice for sea, relinquishing this duty on Monday 17th March.

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7. After five and a half weeks alongside, BRISBANE cast off and proceeded to No 3 buoy on Monday 17th March to ammunition and fuel before sailing for Shakedown at 1400. Action, Shelter, Emergency and Leaving Ship Stations were exercised on clearing Sydney Harbour followed by Officer-of-the-Watch ship handling practice and Engineer room breakdown drills. Lieutenant Commander D. Neal USN sailed in BRISBANE for DDG familiarisation.
8. On Tuesday 18th March various internal and external exercises were conducted prior to anchoring in C1 anchorage, Jervis Bay, at 1915 where BRISBANE remained until Thursday 20th March. On Wednesday at 0930 I inspected the Ships Company at Ceremonial Divisions.
9. The period at anchor was also utilized for an internal Operation Awkward and ship's staff briefing for the Training Battle Problem. An inflatable life raft and helicopter winching demonstration was carried out on Thursday 20th March.
10. BRISBANE weighed and proceeded at 1040 on Thursday 20th March with all hands at Action Stations. During the remainder of the week general exercises were conducted including the quarterly full power trial. A satisfying speed of thirty two point five knots was achieved during the trial.
11. An exercise ceremonial entry into a foreign port (FLTRAGRIA) was effected on Friday 21st March; BRISBANE coming to No 5 buoy at 0900. The exercise Australian High Commissioner boarded shortly afterwards accompanied by the Naval Liaison Officer and Officer of the Guard from the Royal FLTRAGRIAN Navy, and press representatives. The exercise was most realistically performed by members of the Fleet Training Group. BRISBANE remained at No 5 buoy over the weekend.
12. The first week of Work-Up commenced at 1000 on Monday 24th March when BRISBANE slipped from No 5 buoy and proceeded to sea with HMAS YARRA in company. A minefield transit through a swept channel was exercised in the approaches to Sydney Harbour with the ship closed up at Action Stations.
13. An Executive Air Service Aero Commander towing a sleeve provided the target for an AA firing exercise at 1300 on Monday 24th March; the ship achieving four target triggered bursts from twenty three rounds fired. After a full day of exercises, BRISBANE steamed overnight clear of shipping, arriving in the vicinity of No 2 buoy at 0915 on Tuesday 25th March to embark the Fleet Training Group for the Training Battle Problem.
14. The ship proceeded back to sea for a hectic day of exercises. During one of many incidents generated by the FTG, power was lost on both steaming boilers resulting in almost complete loss of power to the ship.
15. The FTG disembarked in Sydney at 1630 following a hot "wash-up" of the days' events. Weaknesses in areas of the ship were highlighted but I am confident that by the end of Work-Up the Ship will have achieved a high level of operational efficiency.
16. Rendezvous with YARRA was effected at 2300 and both ships steamed in company overnight; YARRA detaching at 0500, on Wednesday 26th March. A Naval Gunfire Support Firing was conducted on the Beecroft Range at 0800 on Wednesday with fair results. Later in the day, at 1500, a surface calibration firing against the Williams Target towed by HMAS BUCCANEER was carried out with accurate fire being reported. At 2230 YARRA rejoined and both ships steamed in company throughout the night entering Sydney Harbour at 0800, on Thursday 27th March. BRISBANE berthed port side to the oil wharf, bows south, at 0830 and remained alongside until the end of the month.

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Marine Engineering

17. The assisted maintenance period concluded with a Basin Trial on Thursday 13th March, along with the Marine Engineering Training Readiness Evaluation. All dockyard work that was feasible was completed during the maintenance period.

18. All systems were proved during the initial period at sea and a successful quarterly full power trial was conducted on Thursday 20th March. The Training Battle Problem showed up areas where attention is needed in the Engineering Department.

Weapons Electrical Engineering

19. Good use was made of the February - March availability and the shakedown week to bring equipments up to operational standards. At the commencement of workup few defects existed apart from those whose rectification depended on the supply of stores.

20. Due to the total steam failure, the Training Battle Problem did not prove to be a test of the performance of the complete Weapons Electrical Department. It did highlight some weaknesses including the need for a set plan when lighting off from black after a total steam failure. This is now being devised. The incident also introduced a degree of realism rarely achieved in battle problems.

21. Preparations for the JEMR Activation in April have been hampered by the lack of stores support for the Tartar system. Notable deficiencies have been the late supply of one AN/SPG-51C CW1 STAMO which was issued to HMAS BRISBANE on 27th March, 1975, after apparently being available in the country since early in the month (my DKN/KOD/OWR 040244Z APR75 refers), and the non supply of the AN/SPG-51C High Voltage cable reported vide Urdef 18/76. This cable is expected at the end of May, however the original defect has occurred twice since initial reporting and could reoccur at any time. Similarly the height inaccuracies of the AN/SPS-52 radar (Urdef 14/76) have not been solved and no further information on the correct computer programme tape on the programme source listing has been received. Other defects have occurred in the Tartar System but all have been repaired and the System is in a good state for the firings in April.

Health, Conduct and Morale

22. Health, conduct and morale have been good.

(SGD.) M. W. HUDSON

(M.W. HUDSON)
CAPTAIN RAN
COMMANDING OFFICER

Annexes: A. Steaming Figures.
B. Exercises Conducted.
C. Officers Movements.

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ANNEX A TO HMAS BRISBANE
LETTER 1.16.2 DATED
5TH APRIL, 1975

STEAMING FIGURES

A.	Distance steamed during the month	1617.6
B.	Total distance steamed since commissioning	230,055.3
C.	Hours underway during the month	210
D.	Total hours underway since commissioning	13,675
E.	Occasions of exceeding fast routeing speed:	

<u>Date</u>	<u>Duration</u>	<u>Average Speed</u>	<u>Remarks</u>
20MAR	1 hour	29	Quarterly full power trial

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ANNEX B TO HMAS BRISBANE
LETTER 1.16.2 DATED
5TH APRIL, 1975

EXERCISES CONDUCTED

<u>Date</u>	<u>Time</u>	<u>Exercise</u>
18MAR	0001 - 0700	Self noise trial
18MAR	0700 - 0900	OOW/Breakdown drills
	0900 - 1030	AATX
	1030 - 1230	MTX
	1200 - 1330	AATX
	1330 - 1700	NGSCX/NAVEX
	1500 - 1700	MTX
19MAR	1030 - 1200	Operation Awkward
	1300 - 2359	GOPEX/RAINFORMEX
20MAR	0900 - 1100	ARRX
	1030 - 1230	MTX
	1300 - 1500	ARRX
	1300 - 1430	AATX
	1800 - 2000	Log calibration
	1800 - 2000	MTX
24MAR	1030 - 1130	OOW/Breakdown drills
	1300 - 1500	AATFX
	1500 - 1600	SUCRF
	1600 - 1800	OOW/Breakdown drills
	1800 - 2000	MTX
	1800 - 2000	NGSCX/NAVEX
25MAR	2000 - 2100	KELTEX
	2200 - 2359	GOPEX/RAINFORMEX
26MAR	0200 - 0400	NAVCOMEX
	0800 - 1100	NGSCX/NAVEX/NGSFX
	1100 - 1300	MTX
	1200 - 1500	ARRX
	1200 - 1400	INTEX
	1300 - 1500	AANDX
	1500 - 1700	SUCAL
	1700 - 1900	MTX
	1800 - 1930	KELTEX
	1900 - 2100	NBCDX
27MAR	0100 - 0400	GOPEX/RAINFORMEX

DIVING OPERATIONS

5MAR	-	Underwater signal practice
14MAR	-	Plugging of intakes
19MAR	-	Sonar Dome inspection

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ANNEX C TO HMAS BRISBANE
LETTER 1.16.2 DATED
5TH APRIL 1975

OFFICERS MOVEMENTS

Joined

10MAR75 LEUT GLEX ORO J.E.GRAY RAN - From HMAS STALWART

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428/3/877PT

CIRCULATION LIST NO 3 OF 3

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS

Brisbane

Report of Proceedings

Apr 1975

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CIRCULATION LIST NO 2 OF 3

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS

Brisbane

Report of Proceedings

Apr 1975

DNP

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ROYAL AUSTRALIAN NAVY

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Telephone:
359-9111 Extension 3532

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

A F. 1/16/22

12 JUN 1975

The Secretary
Department of Defence (Navy Office)

HMAS BRISBANE - REPORT OF PROCEEDINGS - APRIL 1975

Forwarded.

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

Enclosure:

HMAS BRISBANE Report of Proceedings 1.16.2 dated 5th May 1975

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1.16.2

HMAS BRISBANE (DDG 41),
at Garden Island.

5th May 1975

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

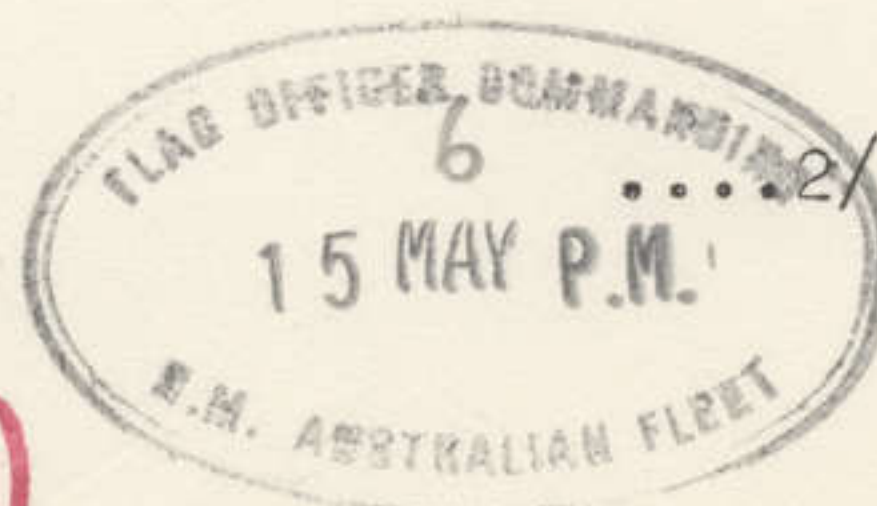
HMAS BRISBANE - REPORT OF PROCEEDINGS - APRIL 1975

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of April 1975. All times are zone K (-10).

2. HMAS BRISBANE was at Garden Island when the month began having spent the Easter Long weekend along side. At 1100 on Tuesday 1st April BRISBANE cast off and proceeded to Jervis Bay. Various exercises were conducted enroute including a successful starshell firing between 1600 and 1700. A minefield transit was exercised on entering Jervis Bay at 1800 and the ship stopped in the vicinity of CI anchorage at 1920. I interviewed exercise local administration officials in connection with an exercise civil disturbance ashore and subsequently the Internal Security Landing Party was landed to provide assistance. BRISBANE sailed from Jervis Bay at 2030 to conduct a Night Starshell Firing.

3. Jervis bay was re-entered at 0830 on Wednesday 2nd April to embark the ISEX party as well as Army personnel who had taken part in the exercise. At 1230 BRISBANE weighed and proceeded to sea to conduct a Naval Gunfire Support firing on the Beecroft Range from 1300 to 1600. An A.A. firing against a sleeve target followed at 1700 before the ship proceeded to Newcastle for co-operation exercises with RAAF Williamtown.



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4. Following an overnight passage to Newcastle BRISBANE berthed starboard side to Merewether Street Wharf at 0730 on Thursday 3rd April. Personnel from the RAAF Base Williamtown and the Air Support Unit were embarked and the ship departed from Newcastle for RAAF/RAN exercises in the practice areas north of Newcastle at 1000. Excellent training and experience for the Jervis Bay Missile Range activation was gained during Thursday 3rd and Friday 4th April; the RAAF providing many Mirage 111c sorties for aircraft control procedures.
5. At 0900 on Thursday 3rd April I called formally on the Lord Mayor of Newcastle, Mrs J. Cummings.
6. BRISBANE berthed starboard side to Merewether Street Wharf, Newcastle, at 1700 on Friday 4th April for a short operational visit. During Saturday 5th April the ship was open to the public; a total of 1462 visited BRISBANE between 1400 and 1700.
7. In order to reach Jervis Bay by 2000 for the JBMR briefing BRISBANE sailed from Newcastle at 1000 on Sunday 6th April. The ship anchored in C1 anchorage in Jervis Bay at 2000, remaining overnight.
8. The first week of the JBMR activation began for BRISBANE at 0625 on Monday 7th April when the ship weighed and proceeded for the Tartar firing area. At 1054 a successful Tartar firing was carried out against a Jindivik target and at 1424 the second of four scheduled firings took place; again a good shot although a minor missile malfunction occurred. These two firings represented the culmination of the Tartar SQT and proved the system to be fully operational. The SQT personnel were disembarked in Jervis Bay at 1600 and BRISBANE proceeded to sea to rendezvous with HMAS DUCHESS for night replenishment approaches and to night steam in company. HMAS VENDETTA joined at 0200 on Tuesday 8th April ships remaining in company throughout the remainder of the night.
9. A free floating dan buoy was laid at 0830 for Officer of the Watch shiphandling practice whilst the missile range staff corrected minor problems with the first Jindivik launch for the day. Launch was achieved a short time later and BRISBANE controlled the firing aircraft for RAN Sidewinder firings until 1310.
10. VENDETTA towed BRISBANE commencing at 1530 on completion of which replenishment approaches on VENDETTA were exercised. Both ships steamed in company throughout the night exercising "Stationmaster".
11. Most of Wednesday 9th April was spent on the JBMR controlling aircraft for both RAN and RAAF Sidewinder and Matra missile firings against Jindivik targets. On completion of the days' range requirements BRISBANE towed VENDETTA under simulated salvage conditions. At 2000 both ships conducted starshell firings using the other as target. VENDETTA remained in company overnight detaching at 0700.

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12. BRISBANE was again on the JBMR at 0730 on Thursday 10th April for RAN/RAAF air to air missile firings which were apparently successful. An AA firing using the five inch gun system was carried out against a sleeve target at 1500 and a free play Night Encounter Exercise followed at 1800 with VENDETTA. The exercise was scheduled to continue until 0800 the following day allowing more than usual scope to both ships.

13. Unfavourable weather on the missile range precluded any Jindivik launching during Friday 11th April and a frustrating day was spent waiting for a break in the weather. At 1100 all activity on the range was cancelled and BRISBANE proceeded back to Sydney to fuel before the end of the working day at Garden Island. The ship entered Sydney Harbour at 1340, berthing port side to HMAS VAMPIRE at the North end of the Cruiser Wharf at 1405.

14. Work-up week four began at 0900 Monday 14th April when BRISBANE cast off and proceeded at Action Stations for the second week of the JBMR activation. By 1300 it was evident that the weather would not permit any Jindivik launchings and the programme for the day was cancelled. BRISBANE carried out internal exercises and an AAW Direction exercise until 1900. At 1400 rendezvous with VENDETTA was effected and a range and inclination exercise was carried out. Both VENDETTA and BRISBANE entered Jervis Bay at 2100 for BRISBANE to pick up SPS52 radar spares only to find that they had not arrived. Still in company both ships sailed from Jervis Bay at 2130 and remained in company until 2359 when VENDETTA was detached.

15. Jervis Bay was again entered at 0600 on Tuesday 15th April to collect the SPS52 spares before sailing again at 0630 for another day of scheduled JBMR operations. OOW manoeuvres with VENDETTA were conducted from 0800 to 0900 when VENDETTA was detached to independently exercise at 0940. Owing to the continuing inclement weather the launch programme was delayed until 1230 when further poor weather caused the cancellation of the remainder of the activation for the day. General exercises were programmed until 1330 when VENDETTA rejoined for OOW manoeuvres and programmed exercise serials. On completion of a short Night Encounter exercise and Starshell firing VENDETTA was detached at 2140 and BRISBANE proceeded into Jervis Bay anchoring at 2300 in C1 anchorage.

16. Representatives from the Department of Manufacturing Industry and twelve cadets from HMAS CRISWELL joined at 0545 and BRISBANE weighed and proceeded at 0600 for another day on the JBMR. It was planned to carry out two Tartar missile firings under operational conditions. At 1110 on Wednesday 16th April you joined the ship by helicopter. It was most frustrating and disappointing to have the poor weather continue throughout the day, leading to the cancellation of all launchings. You departed from BRISBANE by helicopter at 1500.

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17. VENDETTA joined BRISBANE at 1515 and a minefield transit and formation anchorage in Jervis Bay was effected at 1605. A planned demonstration Operation Awkward was cancelled due to weather, however a full scale Operation Awkward was exercised between 1800 and 2100. At 2130 VENDETTA and BRISBANE sailed from Jervis Bay and steamed in company overnight.

18. Once again JBMR operations were scheduled for Thursday 17th April: once again they were cancelled by 1100. As the weather forecast promised little improvement the remaining programme was cancelled and re-scheduled for the following week. BRISBANE rejoined normal exercise serials and carried out an AA firing against a sleeve target, which was shot down, and also a live NGS firing on the Beecroft Range. VENDETTA had joined for the NGS serial on completion of which ships steamed in company overnight to Sydney.

19. BRISBANE, with VENDETTA in company, entered Sydney Harbour at 0740 on Friday 18th April BRISBANE berthing port side to the Oil Wharf on HMAS SWAN at 0805.

20. Following the previous week of cancelled JBMR operations an extension of the range activation was sought and approved until Wednesday 23rd April. BRISBANE cast off and proceeded for JBMR in the Action State at 0830 on Monday 21st April. Having arrived on the range at 1300 a Tartar launch, fired in the full casualty mode, was achieved at 1432. Unfortunately, although all ship systems operated correctly, the missile appeared to lose stabilization and crashed into the sea.

21. Anti Submarine Aircraft Control training and internal exercises occupied the rest of the day with VENDETTA joining at 2110. Ships steamed in company overnight exercising "Stationmaster". VENDETTA was detached at 0600 on Tuesday 22nd April and BRISBANE proceeded to the JBMR for a further day of the activation.

22. At 1200 on Tuesday 22nd April the first Jindivik launch took place after several delays. Unfortunately the target suffered battery failure immediately after launch and attempts were made to recover the Jindivik whilst its emergency power lasted. All attempts were unsuccessful and the target aircraft crash landed in the vicinity of the launch area. At this stage the programme was terminated for the day and BRISBANE proceeded into Jervis Bay to check the forward gyro, which had been wandering some $\pm 3^\circ$, on the Sound Range transits. BRISBANE proceeded to sea again at 1730 for ASAC training in the exercise areas and rendezvous with VENDETTA. An exercise minefield transit and formation anchorage in Jervis Bay was conducted by VENDETTA at 2200. Having embarked several members of your staff BRISBANE and VENDETTA proceeded to sea for a Casex with HMAS OXLEY.

23. VENDETTA was detached to act independently at 0340 on completion of the Casex and at 0600 on Wednesday 23rd April YARRA joined BRISBANE for Mulloka Trials. However as this was the last day of the JBMR activation YARRA was detached to remain in the vicinity until it became clear that the weather would permit a Jindivik launch. The weather at RAAF Williamtown, however, was not suitable for aircraft take off and the range activation period was finally terminated. The protracted periods spent waiting for the weather to clear for target launches have

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been extremely frustrating, and without doubt have affected general progress of the Work-up.

24. A Casex with OXLEY, VENDETTA and YARRA finished at 2000 with a further Casex A1 for Mulloka Trials. YARRA was detached at 2340 when the Casex A1 was completed and BRISBANE steamed alone overnight until 0600 when another Mulloka orientated Casex began with YARRA and OXLEY.

25. A hatch cover fell and almost completely severed the end joint of the thumb of one of my senior electrical sailors at 0940 on Thursday 24th April. BRISBANE withdrew from the Casex and proceeded at 24 knots to Sydney berthing port side to the Oil Wharf at 1100 when the injured man was disembarked for surgical attention.

26. BRISBANE remained at the Oil Wharf over the ANZAC long weekend and was open to the public on ANZAC day; a total of 992 people visited the ship.

27. Following a welcome break over the long weekend BRISBANE proceeded to sea again at 1000 on Monday 28th April with YARRA in company for the final week of Work-up. Until the end of the month the ship remained in Full Defence Watches carrying out exhaustive internal and external exercises to ready the ship in all respects for the Final Battle Problem on Friday 2nd May.

28. At 0935 on Tuesday 29th April BRISBANE successfully fired a practice IKARA missile using OXLEY as target achieving a very accurate torpedo entry. YARRA also fired a practice IKARA missile at OXLEY at 1130 with BRISBANE acting as flank marking vessel.

29. The month ended with 30 hours to go before the Final Battle Problem.

Weapons Electrical Engineering.

30. Despite the setbacks of numerous equipment defects, lack of consorts and a protracted JBMR programme, the work-up is considered to have been successful and the Final Battle Problem on the 2nd May is approached with confidence.

31. Almost all the URDEFs raised during the month have been Ship's Staff defects requiring only stores for their rectification. Supply of the requisite parts has on more than one occasion necessitated robbery action from other authorities. HMAS BRISBANE signals DKN/OWR/KOD 110617Z APR75 and DWJ/OWR 240544Z APR75, and CSS SYDNEY signal OWR 170621Z APR75 refer.

32. Repairs to both gyro compasses, undertaken during the ANZAC Day weekend, are apparently effective and will be reported complete after follow-up consultation with dockyard officers and final tuning. HMAS BRISBANE URDEFs 63/76 and 64/76 refer.

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33. The TARTAR firings, originally planned for 7th April and 16th April, 1975, suffered from bad weather, Jindivik and range defects, lost TONIC tows and missile malfunctions. However for the three missiles actually launched the fire control system performance was satisfactory, as reported in COMTARSEGRU signals KUO/KMR 070936Z APR75 and KUO/KMR 211018Z APR75. The system success of the third shot was particularly pleasing, as it was done in full casualty mode, simulating complete failure of the Weapon Designation System.

34. A work-up IKARA firing was conducted on 29th April and, as reported in HMAS BRISBANE signal KUV 290114Z APR, was apparently successful.

Marine Engineering.

35. Main and auxilliary machinery has generally operated well during the month. Trouble with feed water purity necessitated an internal clean of one boiler early in the month. Although several causes have been eliminated it has not been possible to establish the source of the severe contamination.

36. Maintenance has taken a slightly lower precedence during the final stages of the work-up however the programmed Assisted Maintenance Period in May will ensure that all maintenance outstanding will be completed.

Health, Conduct and Morale.

37. The health, conduct and moral of the Ships Company remain good. The Welfare Committee met during the month.

I have the honour to be,

Sir,

Your obedient servant,

(SGND.) A.W. TOWNSEND

for (M.W. HUDSON)
CAPTAIN, RAN
COMMANDING OFFICER Aor

Annexes: A. Steaming figures.
B. Exercises conducted.
C. Diving operations.

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ANNEX A TO HMAS BRISBANE

LETTER 1.16.2 DATED

5th MAY 1975

STEAMING FIGURES

- A. Distance steamed during the month 5785.7
B. Total distance steamed since commissioning 235,841.0
C. Hours underway during the month 400.30/60
D. Total hours underway since commissioning 14,075.30/60
E. Occasions of exceeding fast routeing speed.

<u>DATE</u>	<u>DURATION</u>	<u>AV SPEED</u>	<u>REMARKS</u>
1APR	3 hrs.	24.3	1/4ly full power trial As required for work-up
3APR	5 hrs.	21.5	
4APR	3 hrs.	22.0	As required for work-up
10APR	4 hrs.	20.0	As required for work-up
11APR	3 hrs.	24.8	Return to Sydney
14APR	1 hr.	20.0	As required for work-up
15APR	1 hr.	20.8	As required for work-up
16APR	1 hr.	22.2	As required for work-up
23APR	1 hr.	20.4	As required for work-up
28APR	1 hr.	20.0	As required for work-up

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ANNEX B. TO HMAS BRISBANE
LETTER 1.16.2 DATED
5th MAY, 1975

EXERCISES CONDUCTED

<u>DATE</u>	<u>TIME</u>	<u>EXERCISE</u>
1 APR	1300-1430 1600-1700 1700-1900 1800 1930-2300	AATX Day Starshell Minefield transit/MTX ISEX SUTFX
2 APR	0001-0600 1300-1600 1600-1800 2000-2200	EWX NGSCX/NAVEX/FX AATFX MTX
3 APR	RAAF Co-operation Exercises	
4 APR	RAAF Co-operation Exercises	
6 APR	1000-2000	GOPEX/RANIFORMEX
7 APR	0730-0930	MTX
8 APR	0200-0600 0330-0500 0730-0830 1040-1050 1130-1200 1530-1615 1530-1630 1900-2000	EWX 4 NAVCOMEX 453 OOW Drills Helo transfer drill OOW Shiphandling TOWEX NAVCOMEX 454 RIX/SPX
9 APR	0500-0600 0700-0800 0800-1200 1030-1035 1530-1800 1600-1800 1900-2000 2130-2359	NAVCOMEX 455 OOW Manoeuvres ARRX Helo transfer drill TOWEX/BOARDX MTX RIX/SPX MODEX
10 APR	1200-1600 1330-1500 1215-1400 1630-1730 1900-2130	GOPEX/RAINFORMEX AATX E/R Breakdowns RAS Approaches NAVCOMEX 501
11 APR	1030-1140	NBCDX
14 APR	1230-1330 1900-2000 2030-2130 2200-2359	AAWDX RIX/SPX NAVCOMEX 453 EWX 23

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PAGE TWO

<u>DATE</u>	<u>TIME</u>	<u>EXERCISE</u>
15APR	0200-0600	Stationmaster/EWX4-6
	0500-0600	NAVCOMEX 455
	0700-0800	00W/ER Drills
	1600-1700	00W Manoeuvres
	1600-1700	NAVCOMEX 454
	1900-2300	NEX
	2300-0200	EWX 5
16APR	0630-0730	Ikara Countdowns
	0800-1600	GOPEX/RAINFORMEX
17APR	0001-0200	EWX 6
	0200-0600	Stationmaster
	0800-1000	MTX/AATX
	0830-1030	EWX 23
	1000-1200	AATFX-sleeve
	1200-1400	MTX/ARRX/INTEX
	1450-1455	Helo transfer drill
	1600-1800	00W Manoeuvres
	1700-1800	Ikara Countdowns
	2100-2359	EWX 7
	2130-2230	NAVCOMEX 451
18APR	0200-0600	Stationmaster
	0400-0600	NAVCOMEX501
	0400-0800	EWX 4-6
21APR	0001-2359	Advanced Comms.
		Monitoring Exercise
	1100-1600	EWX 4-6/GOPEX/RAINFORMEX
	1300-1500	MTX
	1300-1500	NBCDX
	1500-1600	Ikara SAT 2
	1800-2000	MTX
	2100-2230	NAVCOMEX 405
22APR	0001-2359	Advanced Comms.
		Monitoring Exercise
	0001-0200	NAVCOMEX 455
	0200-0600	EWX 23/Stationmaster
	0800-0930	MTX
	0800-1200	ARRX/EWX 4-6
	0830-1000	INTEX
	1130-1230	Ikara SAT 2
	1300-1430	INTEX
	1630-1800	INTEX
23APR	0001-0500	CASEX AS/6
	0001-2359	Advanced Comms./EWX22/
		Monitoring Exercise
	0900-1100	INTEX
	1800-2000	MTX
24APR	0001-1300	Advanced Comms.
		Monitoring Exercise
	0500-0600	NAVCOMEX 453
	0600-1000	CASEX AS/6
	0800-1200	EWX 22/GOPEX/RAINFORMEX
	0800-1000	ASAC Training

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<u>DATE</u>	<u>TIME</u>	<u>EXERCISE</u>
28APR	1300-1800	ASAC Training
	1400-1530	INTEX
	1500-1600	Ikara SAT 2
	1500-1700	MTX
	2100-2359	NEX/Ikara SAT 3
29APR	0001-0140	NEX
	0200-0600	Stationmaster/EWX 4-6
	0600-0700	Ikara SAT 3
	0700-1300	CASEX E10
	0700-1300	ASAC Training
	0900-1300	ARRX
	0900-1030	INTEX
	0900-1100	MTX
	1000-1400	GOPEX/RAINFORMEX
	1300-1600	ARRX
	1400-2000	CASEX C3/ASAC Training
	1400-1530	INTEX
	1400-1600	MTX
	2000-2359	EWX 23
	2100-2200	NAVCOMEX 453
	30APR	0100-0200
0800-1200		SUTFX/EWX 4-6
0800-1200		ARRX/GOPEX/RAINFORMEX
1200-1400		AATV
1300-1700		SUTFX
1800-2359		CASEX C2/EWX 22

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ANNEX C. TO HMAS BRISBANE
LETTER 1.16.2 DATED
5th MAY, 1975

DIVING OPERATIONS

<u>DATE</u>	<u>EXERCISE</u>	<u>REMARKS</u>
4APR	Night Dive	Screw Clearance
16APR	Night Dive	Operation Awkward
19APR	Day Dive	Plug Intakes

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CIRCULATION LIST NO 3 OF 3

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS BRISBANE Report of Proceedings MAY 1975

for DGDM 8/7/75

DND 4/7

DOG OPD 18/4

DEM 15/7

DGNP 17/7

DNQA 17/7

DCND 21/7/75

DNED 24/7

DNCD 24/7

DNWD 24/7

DNSE 28/7

DMED 29/7

DNUR 5/8

DSMR 6/8

DNLP 7/8

DNSE 8/8

DNAE 12/8

DNOI 12/8

DAS 13/8

CONS

PEO(NTS) 19/8

DNRC 19/8

DAW-N 19/8

DNVGS 22/8

DGNHS 25/8

ASRP-N (NS55) 29/8

HISTORIAN

- NOTES:
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CIRCULATION LIST NO 2 OF 3

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS BRISBANE Report of Proceedings MAY 1975

~~DNP~~ 2/7

~~DNLEFC~~ 2/7

~~DDCP-N~~ 3/7

~~DGNOR~~ 4/7

~~A/DGNOR~~ 4/7

~~DUN~~ 7/7/75

~~DTSN~~ 8/7

~~DSAW-N~~ 8/7

~~DNC~~ 9/7

~~DNAP~~ 9/7

~~DNI~~ 11/7

~~DSMP~~ 15/7

~~ASSP-N~~ 17/7

~~DGNPS~~ 17/7

~~DNPS~~ 17/7

~~DNOP~~ 31/7/75

~~DGNTE~~ 22/7

~~DNT~~ 23/7

~~DGM-N~~ 28/7

~~DNMP~~ 1/8/75

~~DSP~~ 28/7

~~DNES~~ 29/7

~~DNR~~ 29/7

~~DESR~~ 29/7

~~ASRP-N (NS55)~~ 12/8

HISTORIAN

- NOTES:
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ROYAL AUSTRALIAN NAVY

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Telephone:

359-9111 Extension 3532

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

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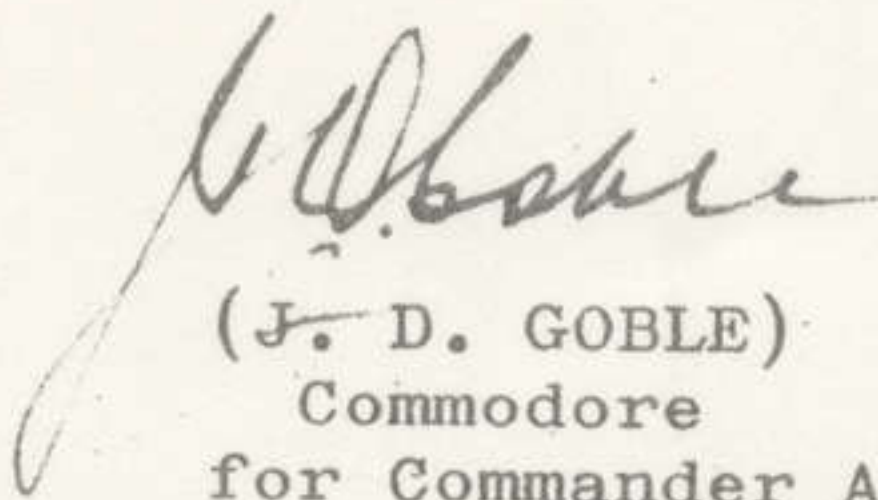
1/16/22

25 JUN 1975

The Secretary
Department of Defence (Navy Office)

HMAS BRISBANE - REPORT OF PROCEEDINGS - MAY 1975

Forwarded.


(J. D. GOBLE)

Commodore
for Commander Australian Fleet

gpo Enclosure:

HMAS BRISBANE Letter 1/16/2 dated 3rd June 1975

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1000-5

NAVY BRISBANE 1000-5 dated 2/10/75 and 3/10/75

do

Enclosure:

For Commander, Australian Fleet
Commander
(J. D. COBLE)

[Handwritten signature]

delivered

NAVY BRISBANE - REPORT OF PROCEEDINGS - MAY 1975

Department of Defence (Navy Office)
The Secretary

25 JUL 1975

VI

1/10/75

300-211 Extension 2225

Enclosure

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NAVY BRISBANE 1000-5

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1.16.2

HMAS BRISBANE (DDG 41).
at Garden Island.

3rd June, 1975

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 - MAY 1975

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of May 1975. Times throughout are zone K(-10).
2. HMAS BRISBANE was in company with HMAS VENDETTA at the beginning of the month steaming overnight in the Jervis Bay exercise areas. Thursday 1st May was the last day of programmed serials before the Final Battle Problem for BRISBANE and the Operational Readiness Evaluation for VENDETTA. General exercises were conducted throughout the day including an AA firing against the Delmar target and a Naval Gunfire Support firing on the Beecroft Range. On completion of the NGS firing BRISBANE entered Jervis Bay, anchoring in B1 anchorage at 2000.
3. Whilst at anchor the opportunity was taken to brief the Command Team from VENDETTA on the forthcoming Battle Problem.
4. At 0545 on Friday 2nd May you joined BRISBANE by boat with the members of your staff who were to observe the Final Battle Problem. BRISBANE and VENDETTA weighed and proceeded at 0555 exercising a minefield transit in the entrance to Jervis Bay.
5. Phase One of the Battle Problem was to support a convoy leaving Jervis Bay in a multi-threat environment and concluded with an NGS firing in support of exercise forces ashore on Beecroft Range.

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6. Phase Two consisted of many threats being ranged against both ships including Air, Submarine and Surface actions as well as a Nuclear transit through a fall-out area. All sections of the ship were extended throughout an extremely active day. BRISBANE and VENDETTA entered Sydney Harbour at 1635 on Friday 2nd May and BRISBANE berthed starboard side to the West Dock Wall at 1700.
7. I was generally pleased with the way in which the ship reacted to the incidents throughout the day. A number of weak areas were apparent which will be rectified during the June period at sea, prior to South East Asian deployment.
8. Fifteen Reserve Sea Cadets joined BRISBANE for annual training on Monday 5th May, remaining onboard until Wednesday 14th May. On Friday 9th May a group of VRAN Radar Plotters toured the operations areas of the ship.
9. I proceeded on seasonal leave at 1600 on Wednesday 7th May returning to the ship on Thursday 22nd May.
10. BRISBANE was moved from the West Dock Wall to the South End Cruiser Wharf at 1100 on Tuesday 13th May, where she remained until the end of the month undergoing an Assisted Maintenance Period.

Weapons Electrical Engineering

11. The value of the FMU Assisted Maintenance Period has been somewhat reduced by restrictions on shore power and the lack of FMU assistance. Of the three weapon defects submitted to FMU, two were rejected through lack of capacity. Fortunately, assistance was found from RANTAU staff for these two defects. In addition, several URDEFs and INDEFs have been taken on by Dockyard.
12. CSS Sydney message OWR/DKH/KOD 280332ZMAY75 dashed hopes for the early supply of a cable assembly needed for Tartar Radar No 2. As mentioned in my March Report of Proceedings, this cable was expected in May, having been on demand since NOV74.
13. CSS Sydney message OWR/DRR/DHD 250558ZMAY75 is the latest request for advice on the supply of programme tapes and listings for radar SPS-52. The absence of these items is preventing resolution of the height inaccuracy problem reported as URDEF 14/76.

Health, Conduct and Morale

14. The health, conduct and morale of the Ships Company has been good.

I have the honour to be,

Sir,

Your obedient servant,



(M.W. HUDSON)
CAPTAIN RAN
COMMANDING OFFICER

Annexes: A. Steaming Figures.
B. Exercises Conducted

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ANNEX A TO HMAS BRISBANE
LETTER 1.16.2 DATED
3RD JUNE 1975

STEAMING FIGURES

- A. Distance steamed during May 481.2
B. Distance steamed since first commissioning 236,322.2
C. Hours underway during May 31.15/60
D. Hours underway since first commissioning 14,106.45/60
E. Occasions of exceeding fast routeing speed

<u>Date</u>	<u>Duration</u>	<u>Average Speed</u>	<u>Remarks</u>
2MAY	5 hours	22.2	Final Battle Problem

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NNEX B TO HMAS BRISBANE
LETTER 1.16.2 DATED
3RD JUNE 1975

EXERCISES CONDUCTED

<u>AIO</u>	<u>DATE</u>	<u>EXERCISE</u>
	1MAY	INTEX ARRX
<u>TAS</u>	1MAY	CASEX A3
<u>GUNNERY</u>	1MAY	AATX/MTX AATX AATFX NGSCX/NAVEX/NGSFX
<u>COMMUNICATIONS</u>	1MAY	NAVCOMEX 451 EWX 4/6 NAVCOMEX 605
<u>FINAL BATTLE PROBLEM</u>	2MAY	

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428/3/996 PT

CIRCULATION LIST NO 3 OF 3

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS BRISBANE

Report of Proceedings JUNE 1975

DGDM 6/8/75

DND 8/8/75 14/8.

DFM 25/8

DGNE 29/8

DNQA 30/8/8

DGND 29/8/75

DNED 30/8/75

DNCD 2/9

DNWD 2/9

DNSD 3/9

DMED 3/9

DNUR 4/9

DSMR 10/9

DNED 18/9

DNSP 18/9

DNAE 22/9

DNOI 22/9

DAS-N 24/9

CONS 24/9

PEO(NTS) 25/9

~~DNRC~~ 24/9

DAW-N

DNVGS 30/9

DGNHS 6/10

ASRP-N (NS57) 13/10

HISTORIAN

- NOTES:
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428/3/996 PT

CIRCULATION LIST NO 2 OF 3

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS BRISBANE

Report of Proceedings JUNE 1975

DME 6/8.
DNLEPC 9/6/8
DDGP-N 11/8
DGNOR 11/8
A/DGNOR 11/8
DUP 18/75
DTSN 12/8/75
DSAW-N 14/8
DNC 15/8
DNAP 15/8
DNI 20/8
DSMF 21/8
ASSP-N 21/8
DGNES 25 Aug
DNPS 28/8
DNOP 26/8
DGNTL 21/9
DNT 24/9
DGM-N 16/9
DNMF 19/9
DSP 19/9
DNES 19/9
BNR 22/9
DNRF 23/9
DFSR 24/9
ASRP-N (NS55)
HISTORIAN

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8/5/8.



ROYAL AUSTRALIAN NAVY

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Telephone:

359-9111 Extension 3532

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

A F


1/16/22

30 JUL 1975

The Secretary
Department of Defence (Navy Office)

HMAS BRISBANE - REPORT OF PROCEEDINGS - JUNE 1975

1. Forwarded.
2. The requirement to retube No. 2 Distiller combined feed heater and air ejector condenser arose after failure of a number of tubes adjacent to the intermediate tube plate. An attempt by the dockyard to effect in situ repairs was thwarted by a manufacturing fault. The condenser was eventually removed from the ship and was rebuilt thereby delaying departure of the ship for the Far East by 8 days. (COMAUSFLT KNA 090455Z JUL 75 refers).
3. Repairs to 2B2 Blower were completed prior to the ship's departure.


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

ASRP-N
(B)

q/b Enclosure:

HMAS BRISBANE Report 1/16/2 dated 5th July 1975

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INFORMATION ANALYSIS
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HMAS BRISBANE (DDG-41)
At Garden Island

5th July 1975

The Flag Officer Commanding
R.N. 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 1975

Sir,

I have the honour to report the proceedings of HMA Ship under my command for the month of June 1975. Times throughout are zone K (-10).

2. HMAS BRISBANE was undergoing an Assisted Maintenance Period alongside Garden Island when the month began with fifty percent of the Ship's Company on Pre-deployment Leave.
3. At 0855 on Monday 9th June BRISBANE cast off and proceeded to No.3 buoy to embark ammunition. On completion of ammunitioning, at 1605, BRISBANE slipped from the buoy and proceeded to sea for a week of general exercises in the Sydney and Jervis Bay exercise areas. An Anti-Submarine Air Controllers (ASAC) Course and a Principal Warfare Officers (PWO) Australian Familiarization Course were embarked for the period.
4. Surface Launched Torpedo (SLT) firings were conducted between 0800 and 1345 on Tuesday 10th June serving both as a demonstration for the PWO course and as a continuation of the MK.44 torpedo steeraway trials programme. These torpedoes were successfully launched and all appeared to perform satisfactorily.
5. An eight hour war scheduled for the evening of 10th June ended prematurely when identification of the opposing force (HMNZS TARANAKI) was achieved at 2100. BRISBANE then detached from TARANAKI and proceeded for the Newcastle exercise areas to take part in RAAF Mirage/DDG exercises.
6. Wednesday 11th June, from 0900 until 1600, was spent exercising intercept procedures and general Anti-Air Warfare with RAAF Mirage IIIC's from RAAF Williamstown. This was the second time that BRISBANE had worked with RAAF Williamstown in 1975 and again the sorties provided by No.77 Squadron were most valuable.
7. Following departure from the Newcastle area a message was intercepted from Marine Operations in Canberra indicating that a tanker, MV MOBIL JAPAN, required medical assistance for a badly injured seaman. As a medical officer was borne BRISBANE

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. . . . 2/ immediately . . .

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- 2 -

immediately shaped course and increased speed to intercept MOBIL JAPAN. Passage to Jervis Bay was resumed on receipt of your message KAA/KAO 111026Z JUN 75 confirming that VAMPIRE was to carry out the required task. At 0600 on Thursday 12th June BRISBANE joined TARANAKI at anchor in Jervis Bay. The weather had rapidly deteriorated by this time which precluded any serials being carried out during Thursday 12th June.

8. At 2355, Thursday 12th BRISBANE weighed and proceeded in a heavy following sea, entering Sydney Harbour at 0830 and berthing starboard side to the West Dock Wall at 0900 on Friday 13th June.

9. The Queens Birthday long weekend was spent alongside at Garden Island prior to BRISBANE casting off and proceeding to sea at 1000 on Tuesday 17th June. With the ASAC training course again embarked general exercises were conducted in the Sydney/Jervis Bay area during the week and included a valuable Mini-War with VAMPIRE, TORRENS and TARANAKI, a Naval Gunfire Support firing, a Surface Target firing and an Air Target firing.

10. BRISBANE anchored in Jervis Bay at 2100 on Thursday 19th June for Sonar Receiver Sensitivity Trials and sailed again at 0550 on Friday 20th June. Following completion of ASAC training and the Surface firing BRISBANE entered Sydney Harbour at 1330, coming to No.5 buoy at 1445 after some difficulty was experienced in securing the bridle in strong wind conditions.

11. Preparations for your Annual Inspection continued over the weekend of 21st and 22nd June with Departmental Inspections commencing at 0900 on Monday 23rd June. Unfortunately poor weather hampered the completion of some areas of the ship. At 0905 on Wednesday 25th June you inspected BRISBANE at No.5 buoy.

12. Ammunition was embarked on Thursday 26th June however IKARA missiles were not embarked as planned. After many delays the ship was moved cold from No.5 buoy to the port side of HMAS STALWART on HMAS TORRENS at the EMS mooring at 1300 on Friday 27th June.

13. On Monday 30th June, at 0945, BRISBANE was moved from STALWART to the south end of the Cruiser Wharf where she remained until the end of June.

Weapons Electrical Engineering

14. Periodic trials of sonar performance were successfully conducted during the month. The satisfactory figures obtained were validated in use by the good detections obtained when working with a submarine for the benefit of the ASAC course and during the MK.44 Torpedo Steeraway Trial. This latter event provided a long awaited opportunity to prove the torpedo system.

15. Some progress was made on the installation of the new Port Ikara Magazine doors and launcher. It is hoped that not too much setting to work will remain for Ship's Staff on departure from Sydney.

16. GID staff continued work on the Radar Signal Processing Equipment for the Gunnery Radar but as yet RSPE remains not set to work.

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. . . . 3/ Marine

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- 3 -

Marine Engineering

17. During the month the department has been occupied in preparing for Annual Inspection and the forthcoming deployment. Main and Auxiliary machinery has performed well, with the exception of 2132 blower and No.2 distiller; both subject to Urdefs.

18. The distiller continues to be a concern due to the shortage of time for the dockyard to complete retubing of the combined heater fair ejector condenser.

Health, Conduct and Morale

19. The health, conduct and morale of the Ship's Company continues to be good. With very few exceptions all are looking forward to the forthcoming deployment.

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

(SGD.) M. W. HUDSON

(M.W. HUDSON)
CAPTAIN RAN
COMMANDING OFFICER

Annexes: A. Steaming Figures
B. Exercises Conducted

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ANNEX 'A' TO HMAS BRISBANE
LETTER 1.16.2 DATED 5TH JULY 1975

STEAMING FIGURES

- A. Distance steamed during June 1,990.7
B. Hours underway during June 146.0
C. Distance steamed since first commissioning 238,597.8
D. Hours underway since first commissioning 19,275 $\frac{45}{60}$
E. Occasions of exceeding fast routing speeds:

<u>DATE</u>	<u>DURATION</u>	<u>AVERAGE SPEED</u>	<u>REMARKS</u>
10 JUN	2 hours	20.0	Mini-War
11 JUN	6 hours	23.4	To assist MV MOBIL JAPAN
12 JUN	3 hours	20.5	To rejoin EAXP
17 JUN	4 hours	21.4	Mini-War
18 JUN	1 hour	22.3	Mini-War
20 JUN	2 hours	20.0	To make ETA Sydney

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ANNEX 'B' TO HMAS BRISBANE
LETTER 1.16.2 DATED 5TH JULY 1975

EXERCISES CONDUCTED

	<u>DATE</u>	<u>EXERCISE</u>
<u>AIO</u>	11 JUN	RAAF Mirage/DDG Exercise/GOPEX
	17 JUN	ARRX GOPEX
	18 JUN	ARRX INTEX
	19 JUN	GOPEX
<u>TAS</u>	9 JUN	CASEX A2
	10 JUN	CASEX A1 and A2
	17 JUN	CASEX E1 and C2
	18 JUN	CASEX C2 and A2
<u>GUNNERY</u>	10 JUN	MTX
	18 JUN	AAWDX/AATX AAWDX/MTX
	19 JUN	AATX/LATFX NGSCX/NGSFX
	20 JUN	SUTFX and MTX
<u>COMMUNICATIONS</u>	9 JUN	EWX 7
	10 JUN	EWX 5/6 and NCX 453
	11 JUN	NCX 454
	12 JUN	NCX 419
	17 JUN	JOCOMEX (AS) 5
	19 JUN	NAVCOMEX 453
<u>OOW/SEAMANSHIP</u>	10 JUN	Stationmaster OOW Manoeuvres Heaving line transfer
	17 JUN	Light Jackstay
	18 JUN	OOW Manoeuvres
	19 JUN	RAS Approaches/Light Jackstay (2)
<u>OPERATIONS</u>	10 JUN	Mini-War
	10-13 JUN	ASAC training
	17 JUN	Mini-War
	17-20 JUN	ASAC training

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428/3/1059PT

CIRCULATION LIST NO 3 OF 3

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS

BRISBANE

Report of Proceedings

JULY 1975

DGDM 17/1/75

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428/3/1059PT

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DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS BRISBANE

Report of Proceedings JULY 1975

~~DNP~~ 16/9

~~DNLPC~~ 17/9

~~DDCP-N~~ 17/9

~~DGNOR~~

~~A/DGNOR~~ 18/9

~~DUW~~ 19/9

~~DTSN~~ 22/9

~~DSAW-N~~ 22/9

~~DNC~~ 22/9

~~DNAP~~ 30/9

~~DNI~~ 10/10

~~DSMP~~ 8/10

~~ASSP-N~~ 13/10

~~DGNES~~ 13/10

~~DNPS~~ 14/10

~~DNOP~~ 14/10

~~DGNTE~~ 20/10

~~DNT~~ 20/10

~~DGM-N~~ 30/10

~~DNMP~~ 30/10

~~DSP~~ 4/11

~~DNES~~ 13/11

~~DNR~~ 6/11

~~DFSR~~ 7/11

~~ASRP-N (NS55)~~ 14/11

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ROYAL AUSTRALIAN NAVY

Telephone:
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Extension 3532

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

A F

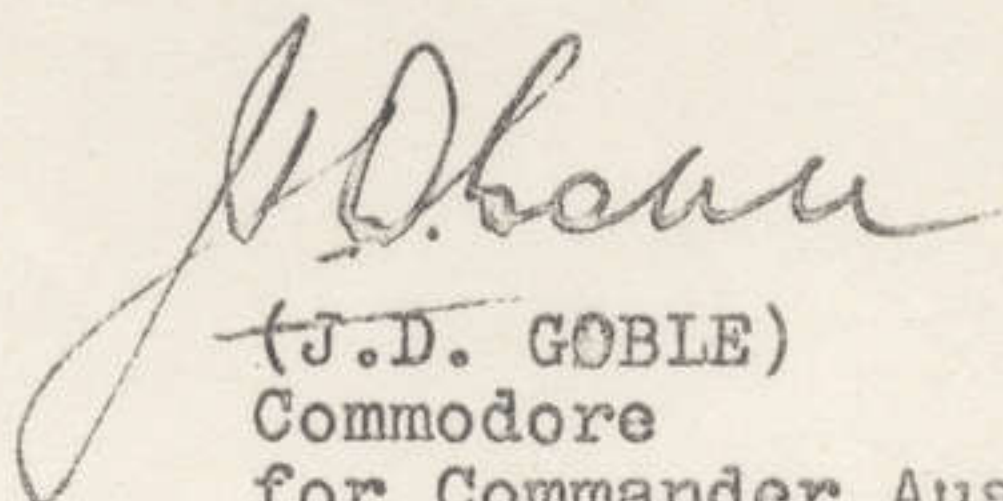
1/16/22

2 SEP 1975

The Secretary
Department of Defence (Navy Office)

HMAS BRISBANE - REPORT OF PROCEEDINGS - JULY 1975

1. Forwarded.
2. The 8 day delay in the ship's departure from Garden Island was caused by the protracted repairs to No.2 distiller combined feed heater and air ejector condenser (COMAUSFLT KNA 090455Z Jul 75). The requirement to retube the heat exchanger arose after failure of tubes adjacent to the intermediate tube plate. An attempt by the dockyard to effect in situ repairs was thwarted by its complex design and the condenser was eventually removed from the ship and rebuilt.
3. The ship completed a successful 4 monthly full power workup on the 8th August 1975, HMAS BRISBANE KNH 080526Z Aug 75 refers.


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

Enclosure:

kc HMAS BRISBANE Report of Proceedings 1/16/2 dated
5th August 1975.

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(A)

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INFORMATION ANALYSIS
CENTRE

24th August 1975

HMV2 BRISBANE Report of Proceedings 1/10/75 dated

Re: Proceedings:

1st Commander Australian Fleet
Commander
(1st D. GRIFF)

HMV2 BRISBANE was in receipt of

Home Report on the 24th August 1975 HMV2 BRISBANE

3: The first commander's report was received on 24th August 1975

concerning the first commander's report.

It was noted that the first commander's report was received on 24th August 1975

and the second commander's report was received on 25th August 1975

concerning the first commander's report. The first commander's report was received on 24th August 1975

and the second commander's report was received on 25th August 1975

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and the second commander's report was received on 25th August 1975

HMV2 BRISBANE - REPORT OF PROCEEDINGS - 1/10/75

Department of Defence (HMV2 Office)

The Secretary

1/10/75

2 SEP 1975

CHIEF OF DEFENCE FORCE AUSTRALIA
H.M.V. 1/10/75

HMV2 BRISBANE 2275

HMV2 BRISBANE 2275

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1/16/2

HMAS BRISBANE
at Nagasaki

5th August, 1975

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information:

The Flag Officer Commanding
HM AUSTRALIAN FLEET (Afloat HMAS SUPPLY)

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 1975

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of July, 1975. Times throughout are local.
2. HMAS BRISBANE was alongside at the West Dock Wall, Garden Island, when the month of July began. Final preparations were being completed for departure to South East Asia on Tuesday 8th July. These preparations included a reception onboard at 1830 (-10) on Thursday 3rd July, which you attended, I called on you, Sir, at Fleet Headquarters at 1030 (K) on Tuesday 1st July.
3. On Friday 4th July it became apparent that BRISBANE could not sail as planned on Tuesday 8th July due to complications in the repair of one of the distiller plants. Frustrating delays and seemingly endless repair forecasts kept BRISBANE alongside until Wednesday 16th July.
4. At 1000 (-10) on Wednesday 16th July, BRISBANE cast off and proceeded to sea for passage to Singapore, via Darwin. Exercises planned with the RAAF off Williamtown and again off Townsville did not eventuate following the uncertainty of the sailing date.
5. An uneventful passage was made through the Great Barrier Reef and Torres Strait to Darwin where BRISBANE berthed port side to Stokes Hill Wharf at 1300 (-9½) on Monday 21st July. Although essentially a fuelling stop, bus tours were arranged for BRISBANE personnel to view the reconstruction progress since OPERATION NAVY HELP DARWIN. I also toured the 'Navy' areas and found it little changed from 31st January, 1975.

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6. After fuelling had been completed BRISBANE proceeded to sea at 1630 (-9½) on Monday 21st July and set course for Singapore via Lombok and Sopudi Straits. Excellent weather conditions prevailed enroute and BRISBANE assumed South East Asia duty from HMAS DERWENT at 0001 (-8½) on Thursday 24th July.
 7. In traditional style the 'Crossing the Line' ceremony was performed during the afternoon of Friday 25th July. King Neptune and His court were in excellent form - novices were initiated.
 8. BRISBANE entered Johore Strait at 0630 (-7½) on Saturday 26th July berthing at No. 6 berth Stores Basin, Sambawang, at 0840 (-7½)
 9. Captain T.C. CLACK RN Resident Naval Officer Singapore called informally, at 0900 (-7½) on Saturday, 26th July.
 10. Squadron Leader L.S. Edwards, RAAF, the Joint Services Public Relations Officer based at Butterworth and his photographic assistant, Sergeant D. Hersey, joined at 0800 (-7½) Monday 28th July, to assist with PR coverage of the forthcoming Japanese visit.
 11. At 0830 (-7½) the ship cast off and proceeded to the Armament Depot Wharf, berthing port side to at 0905 (-7½), to off load a quantity of 25 pounder practice ammunition transported from Australia for the Singapore Ministry of Defence.
 12. At 0950 (-7½), Monday 28th BRISBANE cast off from the Armament Depot and proceeded for Nagasaki.
 13. Anti Air Warfare exercises were conducted in the Singapore exercise areas from 1430 (-7½) until 1600 (-7½) on Monday 28th July. The RAAF provided most willing service, detaching five Mirage 111c aircraft from RAAF BUTTERWORTH to RAF TENGAH for strike and intercept serials.
 14. An Internal Security exercise was conducted at 1400 (-7½) on Tuesday 29th July. The aims of the exercise were to heighten the security awareness of the Ship's Company and test our internal organization. Both aims were achieved.
 15. In addition to the normal on passage internal exercises and drills a series of country briefs have been introduced which requires two officers to prepare and present a lecture on the country about to be visited. This is given in separate sessions to the Wardroom and Ship's Company. During the month country briefs have been given on Singapore and Japan.
- Weapons Electrical Engineering
16. A limited Harbour Acceptance Trial of the port Ikara launcher and handling system was successfully conducted prior to sailing as reported in RANTAU message DML 150350Z JUL75. All the minor defects noted by trials personnel have since been made good. Some misalignment of the two new doors was noted during fuelling in Darwin but the degree of misalignment reduced at sea. This will be monitored and a separate report forwarded.
 17. With the assistance of the Inspector (Stores) carried as far as Darwin, the modified validation of fitted equipment has progressed well.

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18. Higher temperatures experienced since leaving Sydney have apparently caused problems in the after gyro compass and the stablized 400 Hz motor generator sets. Measures have been taken to improve ventilation.

19. Some defects to long haul communications and weapon systems arose on leaving Singapore. The radio defects are expected to be rectified on receipt of stores in Japan and the bulk of weapon system defects were made good in time to achieve rare TTB's on a ballon target using both the gun system and one Tartar fire control system.

Marine Engineering

20. At the beginning of the month the dockyard was still labouring on the feed heater of No. 2 distiller, this job ultimately delaying sailing until the 16th July. The additional time was well spent by both ship's staff and dockyard staff correcting a number of minor defects.

21. Between Darwin and Singapore two boilers were water washed and after departure from Singapore the other two were completed.

22. A quarterly full power trial was attempted on Monday 28th July, but had to be aborted when the starboard HP thrust clearance exceeded tolerance at 270 RPM. This will be investigated at the first opportunity and the trial will be repeated. All other machinery continues to perform well.

Health, Conduct, Morale

23. The health conduct and morale of the Ship's Company has been very good.

I have the honour to be,

Sir,

Your obedient servant,

(SGD.) M. W. HUDSON

(M.W. HUDSON)
CAPTAIN RAN
COMMANDING OFFICER

Enclosures: A. Steaming Figures
B. Exercises Conducted
C. Movement Summary

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ANNEX A. to HMAS BRISBANE
Letter 1.16.2 dated
5th August, 1975.

STEAMING FIGURES

A.	Distance steamed during July	5,887.1
B.	Hours underway during July	322.10
C.	Distance steamed since first commissioning	244,484.9
D.	Hours underway since first commissioning	19,597.55
E.	Occasions of exceeding fast routine speed	

<u>DATE</u>	<u>DURATION</u>	<u>AVERAGE SPEED</u>	<u>REMARKS</u>
16-21 JULY	110 hrs.	20.6	Passage Sydney - Darwin
28 JULY	1 hr.	22.5	Quarterly full power trial

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ANNEX B. to HMAS BRISBANE
Letter 1.16.2 dated
5th August, 1975

EXERCISES CONDUCTED

A. Internal Exercises

1. Gunnery	17 July July	PAC Firing .50 Cal. Firing/small arms
	23 July	Gunnery drills
	24 July	Gunnery drills
	28 July	AAROF
	31 July	AAROF/.50 Cal firing
2. TAS	19/20 July 23 July 24 July	PINGEX/reef navigation PINGEX PINGEX
3. Communications	16/31 July	Daily flashing, sema- phore, flaghoisting and signalling
	24 July	NAVCOMEX 451
	25 July	NAVCOMEX 453
	30 July	NAVCOMEX 455
4. Seamanship/General	22 July	Enginroom drills
	23 July	Damage Control/SEAMEX
	29 July	SEAMEX/DC exercise
		SEAMEX, Enginroom
	30 July	drills, OOW Shiphandling
	31 July	SEAMEX, OOW Shiphandling
		SEAMEX, OOW Shiphandling

B. External Exercises

1. AIO	28 July	STRIKEX/AAWDX
2. Communications	22 July	LONG COMEX-TORRENS
	23 July	LONG COMEX-TORRENS
	24 July	OXLEY, OTWAY
	29 July	LONG COMEX-YARRA
		LONG COMEX-DERWENT

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ANNEX C. to HMAS BRISBANE
Letter 1.16.2 dated
5th August, 1975.

MOVEMENT SUMMARY

<u>DATE</u>	<u>PLACE</u>	<u>DURATION</u>
21st July	DARWIN	3½ hrs :
26th July	SINGAPORE	2 days

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428/3/1095 PT

CIRCULATION LIST NO 2 OF 3

DEPARTMENT OF DEFENCE
(NAVY OFFICE)

HMAS

BRISBANE

Report of Proceedings 1-25 AUG 75

DNR 2/10

DNLPC 23/10

DDCP-N 7/10

DGNOR 7/10

A/DGNOR 7/10

DUW 8/10

DTSN 8/10

DSAN-N 9/10

DNC 9/10

DNAP 10/10

DNI 13/10

DSMP 16/10

ASSP-N 20/10

DGNES 20 Oct.

DNER 21/10

DNOF 21/10

DGNTE 27/10

DNT 27/10

DGM-N 27/10

DME 28/10

DSE 30/10

DNES 31/10

DNR 31/10

DESR 31/10

ASRP-N (NS55) 7/11

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ROYAL AUSTRALIAN NAVY

Telephone:
359-9111

Extension 3532

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

26 SEP 1975

AF

1/16/22

The Secretary
Department of Defence (Navy Office)

HMAS BRISBANE - REPORT OF PROCEEDINGS - AUGUST 1975

1. Forwarded.
2. HMAS BRISBANE made successful visits to Nagasaki, Kobe and Yokosuka during the month. The execution of tactical exercises with the USS MIDWAY (CVA 41) group on route from Japan to Hong Kong is creditable. These exercises provided valuable operating experience with the USN.

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

Enclosure:

HMAS BRISBANE Report of Proceedings 1/16/2 dated 25th August 1975

HMAS BRISBANE Report of Proceedings 1/16/2 dated 5th September 1975

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(J. D. COBIE)

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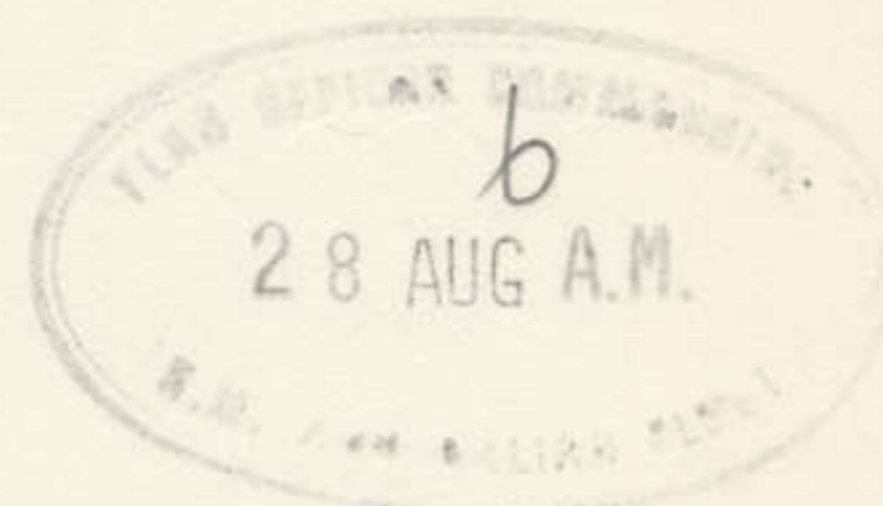
HMAS BRISBANE (DDG-41)
At Hong Kong

25 August 1975

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information: The Flag Officer Commanding,
HM AUSTRALIAN FLEET (AFLOAT)
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 -
1 AUGUST TO 25 AUGUST 1975



Sir,

I have the honour to report the proceedings of HMA Ship under my command for the period 1st August to 25th August 1975. Times throughout are zone I (-9).

2. On Friday 1st August 1975 BRISBANE was at sea, on passage from Singapore to Nagasaki, in the vicinity of the Macclesfield Banks in the South China Sea. During the PM of Friday 1st Tropical Storm NINA developed approximately 500 miles to the east of the Philippines and commenced moving slowly westwards. At this stage it was not considered any threat to BRISBANE's passage but a warning signal was sent to the Australian Defence and Naval Attache, Tokyo, alerting him to the possibility of some change to our ETA, Nagasaki if the situation changed. NINA was reclassified as a Tropical Typhoon in the early hours of Saturday 2nd and continued its westerly course, but at an increased speed. At this time its position was approximately 350 miles to the east of the ship. Speed was increased to keep well ahead of NINA which continued to deepen and generate extremely rough seas and winds in excess of 150 knots. Considerable thought was given to the advisability of continuing northwards as there was the possibility of being caught in the dangerous semi-circle. However at this stage frequent weather forecasts were being received from Hong Kong, Guam and Okinawa. All indicated a very high pressure over Japan would force NINA to continue westwards, and this it did, accelerating rapidly. At no time was BRISBANE closer than 250 miles to the eye but very rough seas and winds up to 45 knots were experienced throughout the afternoon and night of the 2nd. This was most unfortunate as it undid much of the hard work put into preparing the ship for her forthcoming Japanese visits.

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3. Throughout Sunday 3rd Brisbane continued to outpace NINA and by that evening more sheltered water was found 60 miles southwest of Nagasaki.

4. BRISBANE followed a broad zig-zag course overnight arriving off the approaches to Nagasaki at 0730 on Monday 4th August. A pilot was embarked before entering Nagasaki harbour at 0820, where BRISBANE berthed starboard side to Dejima Wharf at 0900. The Defence and Naval Attache Tokyo, Captain P.M. Rees RAN, met the ship on berthing and boarded with Quarantine and Immigration officials.

5. At 0950 I left the ship and called formally on his Excellency the Governor of Nagasaki Prefecture, Mr Kanichi Kubo, at 1000; the President of Nagasaki Chamber of Commerce and Industry, Mr Hirokichi Yamada, at 1030; the Commanding Officer JSDF Nagasaki Detachment, Colonel Hisato Nagabuchi, at 1110; the Mayor of Nagasaki, Mr Yoshitaki Morotani, at 1150, and then returned onboard at 1220. My Executive Officer, Lieutenant Commander A.W. Townsend RAN, called formally on the Chief, Nagasaki Prefecture Police Headquarters, Mr Hovi Kawasaki, at 1000; the Chief, Nagasaki Police Station, Mr Tadayoshi Abiru, at 1020; the Chief Nagasaki Maritime Safety Agency (Port Captain), Mr Shigeo Tsuboyama, at 1045; the Chief, Nagasaki Customs, Mr Osamu Kunihiro, at 1110 and the Chief, Nagasaki Harbour Bureau, Mr Shigemi Yoshitomi, at 1130.

6. I received return calls onboard commencing at 1230, all callers remaining to lunch. In addition I entertained to lunch the Chief, Nagasaki Prefecture Police Headquarters and the Chief, Nagasaki Customs from whom my Executive Officer had received return calls. At 1830 on Monday 4th August an official Cocktail Party was held onboard for eighty local people. The Ikara Magazine deck, with awning spread, proved an ideal entertaining area in the warm evening hours.

7. On Tuesday 5th August the Wardroom entertained twenty five local people to lunch. Guests were representatives from the Japanese Maritime Self Defence Forces (JMSDF), the Nagasaki Port Authority, Nagasaki Customs and Immigration, the Nagasaki Police and the Nagasaki Prefecture.

8. Also on Tuesday 5th a number of children from local orphanages and their teachers visited the ship from 1000-1100. Brisbane was open to the public from 1400-1700 the same day with a total of 750 people coming onboard.

9. At 1800 on Tuesday 5th the Executive Officer and myself were formally entertained to dinner by officials of the Nagasaki Prefecture, Nagasaki City, Nagasaki Chamber of Commerce and the Joint Defence Agency.

10. Apart from the formal hospitality given and received in Nagasaki ships personnel participated in a large amount of sport, principally softball, and details are contained at Annex 'D'. Tours were also arranged to Unzon National Park and to Mitsubishi Shipyard. The latter could not fail to impress. Since my last visit to Nagasaki in 1971, when in command of HMAS VENDETTA, Mitsubishi Heavy Industries have completed their new dockyard to the south of the harbour entrance at Koyagi. Apart from the

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most modern ship building techniques the major item of interest at Koyagi is the new ship building dock. Some interesting statistics on this dock are:

- a. Length - 3248 feet
- b. Width - 328 feet
- c. Depth - 48 feet
- d. Building Capacity - 1,000,000 DWT
- e. Major Cranes - Two 600 Ton Goliath Cranes.

11. At the time of our visit three tankers were under construction in this dock. Two of 250,000 DWT and one of 450,000 DWT. It was also interesting to hear from Mr Yosushi Ichikawa, Director and Manager of Mitsubishi Heavy Industries, that they were having great difficulty in obtaining orders because of the oil crisis and also that the general trend in the oil trade was for smaller tankers. In addition, as Nagasaki relies on ship building for most of its economy a number of projects had been redirected from Mitsubishi Shipyards elsewhere.

12. On the evening of Wednesday 6th August my wife and I entertained the following to dinner:

- Mr & Mrs Yasushi Ichikawa - Manager Mitsubishi Heavy Industries
- Mr & Mrs Toraichi Matsumoto - Mayor of Omura City
- Mr & Mrs Yorimichi Suzuki - President, Nagasaki Broadcasting Corporation.

13. The 7th August was a quiet day with no official functions.

14. After a most worthwhile and enjoyable visit BRISBANE cast off and proceeded from Nagasaki at 0800 on Friday 8th August. The pilot was disembarked outside the harbour limits at 0840 and BRISBANE shaped course for Kobe. An Annual Full Power Trial was attempted during the afternoon of the 8th, however poor visibility conditions were encountered and the trial was abandoned. Sufficient time was spent at full power to qualify for a Quarterly Full Power Trial.

15. BRISBANE entered Shimonoseki Strait, eastbound, at 1500 on Friday 8th August and with a favourable tidal stream negotiated the strait without incident, entering the Inland Sea at 1600. Despite the incredible density of traffic good time was made through the various sections and Traffic Separation areas of the Inland Sea. Kurusima Kaikyo was negotiated at 0200, 9th August with an estimated following flood stream of 8 knots.

16. Having passed through Akashi Strait, just west of Kobe, BRISBANE embarked a pilot off the Quarantine anchorage, Kobe, and proceeded into harbour. The ship berthed port side to the Overseas Terminal at No.4 pier at 0845 on Saturday 9th August. BRISBANE was again met by DNA Tokyo, as well as by two charming young Japanese girls, dressed in traditional style, who presented flowers to the ship. A daughter of the Ships Agent, Mr Henry Tabuchi, was one of the flower girls.

17. I proceeded ashore at 0930 to call officially on His

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Excellency the Governor of Hyogo Prefecture, Mr Takitada Sakai, at 0945; the Chief, Prefectural Police Headquarters, Mr Jin Hara, at 1010; the Mayor of Kobe, Mr Tatsuo Miyazaki, at 1040; the Hanshin Sub Area Commander JMSDF, Rear Admiral Uichiro Maeda, at 1125 and then returned onboard at 1210. My Executive Officer called separately on the Commandant 5th District Maritime Safety Agency, Mr Gyoso Kanematsu, at 0940; the Chief, Kobe Water Police, Mr Shizuo Nakata, at 1000; the Chief, Kobe Maritime Safety Agency (Port Captain), Mr Atsushi Sato, at 1020; the Chief, Ikuta Police, Mr Shigenobu Nakajima, at 1045 and returned onboard at 1115.

18. The Australian Consul General, Osaka, Mr Ray Percival called on me at 1215 followed by my return callers at 1230. All stayed for lunch.

19. At 1200 the Wardroom entertained a cross section of 25 local officials and JSDF officers at lunch on the Ikara Magazine deck.

20. BRISBANE was opened to the public on Sunday 10th August from 1400 until 1700 and a total of 2,571 people toured the ship. The response was far better than in Nagasaki largely due to a more active advertising effort by the local Prefectural Liaison Officers.

21. At 1000, Monday 11th August, as in Nagasaki, a group of 106 orphans and 10 of their teachers visited the ship. They appeared to enjoy themselves.

22. Also at 1000, Monday 11th August I was interviewed by Miss M. Koizumi of the Kobecco Magazine. This is a local glossy magazine of the Woman's Weekly type and I look forward with interest to the results of our discussions.

23. At 1200, Monday 11th August the Australian Consul General (Osaka) Mr Ray Percival, my Executive Officer and I were officially entertained ashore to lunch by officials of the local Prefecture and City.

24. The ships official Cocktail Party was held onboard on the evening of the 11th and was attended by 80 guests. Following this reception my wife and I entertained the following to a formal dinner onboard:

Mr & Mrs Itoh	- Itoh Industries
Rear Admiral & Mrs Maeda	- Commander, Hanshin Sub Area
Mr & Mrs Collis	- Australian Consul (Commercial).

25. During the visit to Kobe a number of sporting events were played and details are at Annex 'D'. In addition bus tours were arranged to surrounding tourist attractions such as the historic City of Kyoto. A tour was also arranged to Mitsubishi Dockyard where a number of JMSDF submarines are currently undergoing refit.

26. Following a rewarding stay of five days in Kobe, BRISBANE cast off and proceeded at 0800 on Thursday 14th August. The pilot was disembarked outside the harbour breakwater and course was set for Yokosuka. BRISBANE chopped to United Nations Operational Control at 0001 on Friday 15th August and the UN

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flag was hoisted at the masthead at this time.

27. The passage to Yokosuka was uneventful and was made in good weather conditions. BRISBANE entered Yokosuka harbour at 0840 and berthed port side to No.2 Pontoon berth at 0900 on Friday 15th August. A small US Naval band played on the wharf as BRISBANE secured alongside.

28. At 0930 I left the ship and called on Rear Admiral Paul H. Speer, Commander US Naval Forces Japan, at 0940; Captain H.T. Dietrich JNR, Commander Fleet Activities Yokosuka, at 1010; Vice Admiral Teiji Nakamura, Commander in Chief Self Defence Fleet, at 1045; Vice Admiral Yoshitatsu Sudo, Commandant Yokosuka Regional District Headquarters, at 1115; Mr Minakichi Kosano, President Yokosuka Chamber of Commerce and Industry, at 1145; Mr Kazuo Yokoyama, Mayor of Yokosuka, at 1210 and then returned onboard at 1240 to receive return calls. The Executive Officer called on Mr Tatsuo Komazawa, Chief of Police Yokosuka, at 1030. I entertained return callers to lunch onboard and the Wardroom entertained both USN and JMSDF personnel at lunch on the Ikara Magazine deck.

29. The Commanding Officer USS PARSONS, Commander G.A. Fulk, called on me at 1500 on Friday 15th August and I returned his call at 1600 onboard PARSONS. PARSONS had volunteered to act as host ship to BRISBANE following her recent visit to Sydney.

30. At 1830, Friday 15th August my officers and I attended a reception hosted by the Commandant, Yokosuka Regional District JMSDF, Vice Admiral Sudo. There were a small number of USN Officers present but it was principally an RAN/JMSDF gathering. It was a most convivial affair and I took the opportunity of arranging with the JMSDF Fleet Commander, Vice Admiral Nakamurah, for myself and a number of my officers to visit one of their DDH's. Also present was Vice Admiral Toki, Commander Submarine Flotilla Two, who invited me to visit one of his submarines. These visits form the subject of a separate report.

31. At 1130, Saturday 16th August His Excellency the Australian Ambassador, Mr K.C.O. Shann, accompanied by the Secretary Department of Defence, Sir Arthur Tange, and the Australian Defence and Naval Attache, Captain P.M. Rees visited the ship and stayed for lunch.

32. Brisbane was open to members of the USN, JMSDF and their families from 1400-1700 on Saturday 16th and Sunday 17th August. Approximately 500 people visited the ship.

33. An official Cocktail Party was held on the Ikara Magazine deck at 1830, Saturday 16th August for 80 guests, most of whom were USN or JMSDF officers and their wives.

34. On Sunday 17th August the Ship's Company of USS PARSONS and their families arranged a picnic lunch for the junior sailors from BRISBANE. This very kind gesture was most enjoyable for all concerned and much appreciated.

35. At 0930, Monday 18th I called formally on the Commander, United States Seventh Fleet, Vice Admiral Hayward. During this call tentative arrangements were made to operate with units of the

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USS MIDWAY (CVA-41) Group on our departure from Yokosuka on Wednesday 20th.

36. At 1200, Monday 18th I entertained to lunch Captain T. Fujii, Commander Escort Division 51, Captain Yukio Isshiki, Commanding Officer JDS HIEI (DDH142) and Captain Tetsuto Hashimoto, Commanding Officer JDS HARUNA (DDH141). The following day, accompanied by three of my Heads of Departments, I visited JDS HIEI for lunch and tour. This visit is the subject of a separate report (BRISBANE letter S7/4/11 dated 22 August 1975 refers).
37. At 1400, Monday 18th, as arranged by Vice Admiral Tadatoshi Toki, Commander Submarine Flotilla Two, I was taken on an inspection tour of the Japanese Submarine KUROSHIO (SS570). This also forms the subject of my letter S7/4/11 dated 22 August 1975.
38. The final official function in Yokosuka was a reception given by COMFLEACTS Yokosuka and the JMSDF at the Yokosuka Officers Club on Monday 18th August at 1830. The hospitality shown during BRISBANE's visit has been exceptional and the co-operation in all areas has been excellent.
39. Whilst alongside, the facilities of the USN Fleet Training Group, West Pacific, were enlisted to provide an AAW trainer system (RAVIR) which links into the ships operations room to provide realistic targets for AAW training. This facility was used on Monday 18th and again during the forenoon of Tuesday 19th August.
40. Captain R.W. Burnett RAN joined BRISBANE at 2130 on Tuesday 19th August for passage to Hong Kong, prior to relieving me in command on Monday 25th August.
41. BRISBANE cast off and proceeded to sea at 1000 on Wednesday 20th August carrying out a check degaussing run on departure from Yokosuka harbour. At 1100 on Wednesday BRISBANE chopped back to your Operational Control and proceeded to a rendezvous with USS WORDEN for AAW exercises with USS MIDWAY. Rendezvous was effected at 1300 and at 1500 AAW exercises began. Many strikes were launched for the exercise, providing excellent real targets and conditions for the duration of the serial. On completion of the strike phase at 1645 Air Intercepts and Fighter Control exercises were carried out until 1730 followed by missile tracking until 1900. This was a most useful afternoon of co-ordinated exercises.
42. Poor weather with rising seas and the presence of tropical depression, later Typhoon, RITA forced the cancellation of planned underway replenishment hook-ups with USS WICHITA and USS WHITE PLAINS on Friday 22nd. In order to avoid the major effects of RITA, BRISBANE proceeded west into the Eastern Sea and set course for Hong Kong, via the Taiwan Straits.
43. Although some rough weather was encountered avoiding RITA the remainder of the passage to Hong Kong was uneventful. A successful race meeting was held on the Ikara deck during the afternoon of Saturday 23rd and a Ship's Company Barbeque lunch was held on MT52 deck at midday on Sunday 24th. Both events were enjoyed by all.

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44. The ship passed through Lie Yue Mun Passage at 0900, Monday 25th August and berthed starboard side to the North Arm, HMS TAMAR at 0940.

45. Captain Burnett assumed command at 1100, Monday 25th August.

Marine Engineering

46. During the month the ship has mostly steamed auxiliary in harbour allowing minor maintenance to be progressed. A successful Quarterly Full Power Trial was conducted on leaving Nagasaki. However due to poor weather conditions the Annual Full Power Trial could not be completed.

47. Although floating debris has not been a problem in Japanese ports considerable difficulty was experienced in making feed water in Kobe due to industrial pollutants in the water.

Weapons Electrical Engineering

48. Stores to repair URDEF 83 (URT-23V radios), URDEF 84 (SPG-51C radar) and URDEF 86 (URD-4 DF set) were received in Kobe on 13th August, after considerable delay in Customs clearance.

49. When the ship was opened to visitors on the 5th August in Nagasaki, an unexpected offer of help was received from Mr. Bennie Woyke, a Northern Ordnance representative assisting the installation of GMLS MK13 in the JDS TACHIKAZE. Mr Woyke's diagnostic skills were made use of in locating a minor defect in BRISBANE's launcher, enabling repair by Ship's Staff.

50. The USN's RAVIR (Radar Video Recorder) Trainer was used during the visit to Yokosuka. Although primarily a training aid for the AAW team, the device was of interest and benefit to maintainers.

51. Arcing around the supply fuzes of the internal communications switchboard on 22nd August required its isolation to effect repairs to the fuze holder screw threads. The eyeless, earless and toothless state of the ship for a period of about 90 minutes demonstrated graphically the vulnerability of modern warships to damage to converted power supplies.

Health, Conduct and Morale

52. The health, conduct and morale of the Ship's Company continues to be good.

53. I leave BRISBANE with some regret but consider it has been one of the most satisfying periods in my Service career.

I have the honour to be,

Sir,

Your obedient servant,

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M.W. Hudson
(M.W. HUDSON)

CAPTAIN RAN

COMMANDING OFFICER

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- Annexes:
- A. Steaming Figures
 - B. Exercises Conducted
 - C. Movement Summary
 - D. Sporting Results

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ANNEX 'A' TO HMAS BRISBANE
LETTER 1/16/2 OF 25 AUG 75

STEAMING FIGURES

- A. Distance steamed during period 1-25 August - 3,822.6
B. Distance steamed since first commissioning - 248,307.5
C. Hours underway during period 1-25 August - 217.25
D. Hours underway since first commissioning - 19,804.80
E. Occasions of exceeding fast routeing speed:

<u>DATE</u>	<u>DURATION</u>	<u>AVERAGE SPEED</u>	<u>REMARKS</u>
2 AUG	2Hrs	20	Avoiding Typhoon NINA
8 AUG	5Hrs	25.5	Quarterly Full Power Trial
8 AUG	3Hrs	20	Transit of Inland Sea
20 AUG	5Hrs	21.9	To make R/V USS WORDEN and during AAWDX
20-22 AUG	35Hrs	20	Avoiding Typhoon RITA

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ANNEX 'B' TO HMAS BRISBANE
LETTER 1/16/2 OF 25 AUG 75

EXERCISES CONDUCTED

<u>DATE</u>	<u>TIME</u>	<u>EXERCISE</u>
<u>AIO</u>		
18 AUG	0830-1200	Synthetic AAWRX/AAWDX with RAVIR trainer
19 AUG	0830-1200	Synthetic AAWRX/AAWDX with RAVIR trainer
20 AUG	1500-1630	AAWDX - USS WORDEN/AIRWING 5
	1630-1730	INTEX - USS MIDWAY F4's
	1830-1945	INTEX - USS MIDWAY F4's

GUNNERY

20 AUG	1630-1945	MTX - USS MIDWAY F4's
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DIVING

20 AUG	1830-1845	Day dive at sea
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COMMUNICATIONS

1 AUG	NAVCOMEX 201/210
2 AUG	NAVCOMEX 201/210
4 AUG	NAVCOMEX 453
5 AUG	NAVCOMEX 453/454
6 AUG	NAVCOMEX 453/454
7 AUG	NAVCOMEX 202
12 AUG	NAVCOMEX 201
14 AUG	NAVCOMEX 201/202
19 AUG	NAVCOMEX 202
18/19 AUG	EW Practical Training FLTRAGRU YOKOSUKA

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ANNEX 'C' TO HMAS BRISBANE
LETTER 1/16/2 OF 25 AUG 75

MOVEMENT SUMMARY

<u>ARRIVE</u>	<u>PLACE</u>	<u>DEPART</u>	<u>REMARKS</u>
4 AUG	NAGASAKI	8 AUG	Visit
9 AUG	KOBE	14 AUG	Visit
15 AUG	YOKOSUKA	20 AUG	Visit
25 AUG	HONG KONG	-	Visit/SMP

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ANNEX 'D' TO HMAS BRISBANE
LETTER 1/16/2 OF 25 AUG 75

SPORTING RESULTS

<u>DATE</u>	<u>VENUE</u>	<u>SPORT</u>	<u>OPPOSITION</u>	<u>NUMBER PLAYERS</u>	<u>RESULTS</u>
4 AUG	NAGASAKI	Softball	Vs MITSUBISHI	12	Lost 12-5
4 AUG	NAGASAKI	Basketball	Vs MITSUBISHI	15	Lost 10-2
4 AUG	NAGASAKI	Volleyball	Vs MITSUBISHI	10	Lost 3-0
6 AUG	NAGASAKI	Softball	Vs CUSTOMS	16	Won 12-2
6 AUG	NAGASAKI	Softball	Vs JDS TACHINAZE	13	Won 12-8
6 AUG	NAGASAKI	Rugby	Vs MITSUBISHI	20	Lost 32-12
11 AUG	KOBE	Softball	Vs JMSDF	14	Lost 12-8
11 AUG	KOBE	Rugby	Intermess	40	MTPs Won 12-0
13 AUG	KOBE	Softball	Vs JMSDF	14	Lost 16-15
15 AUG	YOKOSUKA	Softball	Vs JMSDF	11	Lost 14-13
15 AUG	YOKOSUKA	Volleyball	Vs USS PARSONS	8	Won - Forfeiture
16 AUG	YOKOSUKA	Softball	Vs "WAVES"	14	Won 14-10
16 AUG	YOKOSUKA	Softball	Intermess	30	5&2 Club Won 15-10
17 AUG	YOKOSUKA	Volleyball	Vs JMSDF	10	Lost 3-0
17 AUG	YOKOSUKA	Basketball	Vs USS PARSONS	12	Won 58-53
18 AUG	YOKOSUKA	Softball	Vs USS OKLAHOMA CITY	14	Won 16-12
19 AUG	YOKOSUKA	Tennis	Vs YOKOSUKA TENNIS CLUB	8	Social
19 AUG	YOKOSUKA	10 PIN BOWLS	Vs "WAVES"	10	Won 3-2

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HMAS BRISBANE
at Hong Kong

5th September, 1975

The Flag Officer Commanding
HN AUSTRALIAN FLEET

For Information: The Flag Officer Commanding
HM AUSTRALIAN FLEET (AFLOAT)

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
25th-31st AUGUST 1975

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the period 25th August, to 31st August, 1975. Times throughout are zone I (-9).
2. I assumed command of HMAS BRISBANE at 1100 on Monday 25th August after BRISBANE had berthed starboard side to the North Arm, HMS TAMAR, at 0940.
3. At 1100 on Tuesday 26th August I called officially on the Commodore Hong Kong, Commodore J.A.G. EVANS, RN, and at 1130 on the Australian Commissioner, Mr. Douglas WHITE.
4. Upper deck maintenance was hampered by rain on the first five days of the period, but the weather cleared on 31st August and Susie's side party began work in earnest.
5. During the forenoon of Wednesday 27th August, the ship's diving team dived at the request of HMS TAMAR, on the wreckage of a helicopter which had crashed in the harbour. Despite very poor conditions for diving (the location was close to a sewage outlet) a number of pieces of wreckage were retrieved.
6. BRISBANE was challenged to a Rugby match by the Hong Kong Rugby Club 1st XV, in order that the colony side, which contains several ex-international players, could obtain match practice before a game against the touring Wales side in September. The game generated a great deal of interest and enthusiasm both onboard and ashore and was played at the Hong Kong Rugby Club ground, Happy Valley, at 1930 on Friday 29th August. The score of Colony 14 Brisbane nil was considered by all to reflect a very good effort on the Ship's part especially as they had had little recent practice.

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7. BRISBANE remained alongside North Arm at the end of the month, continuing the two week period of self maintenance.

Marine Engineering

8. Self maintenance began on arrival in Hong Kong with some minor assistance being provided by the Fleet Maintenance Unit at HMS TAMAR. Contract labour has started bilge cleaning under the direction of Man Che (Fred Man); so far an excellent job has been done.

Weapons Electrical Engineering

9. The more rapid supply of spares in Hong Kong has enabled work to begin on significant defects all of which should be rectified before departure from Hong Kong.

Health, Conduct and Morale

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

I have the honour to be,

Sir,

Your obedient servant,

SGA R.W. BURNETT
(R.W. BURNETT)
CAPTAIN RAN
COMMANDING OFFICER

Enclosures: Annex A. - Steaming Figures
Annex B. - Exercises Conducted
Annex C. - Movement Summary

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ANNEX 'A' TO HMAS BRISBANE
LETTER 1/16/2 OF 5 SEP 75

STEAMING FIGURES

A. Distance steamed during period 25-31 August	- Nil
B. Distance steamed since first commissioning	- 248,307.5
C. Hours underway during period 25-31 August	- Nil
D. Hours underway since first commissioning	- 19,804.80
E. Occasions of exceeding fast routeing speed	- Nil

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ANNEX 'B' TO HMAS BRISBANE
LETTER 1/16/2 OF 5 SEP 75

EXERCISES CONDUCTED

	<u>DATE</u>	<u>TIME</u>	<u>EXERCISE</u>
<u>GENERAL</u>	29 AUG	1700-1800	Riot Crowd for HMS WASPERTON sea inspection
<u>DIVING</u>	26 AUG	0930-1130	Hull Inspection
	27 AUG	0930-1130	Day dive to attempt recovery of ditched helicopter remains
	27 AUG	1330-1530	Preliminary dips and plugging intake to permit removal of underwater valve.

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ANNEX 'C' TO HMAS BRISBANE
LETTER 1/16/2 OF 5 SEP 75

MOVEMENT SUMMARY

<u>ARRIVE</u>	<u>PLACE</u>	<u>DEPART</u>	<u>REMARKS</u>
25 AUG	HONG KONG	-	Visit/SMP

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