

**AWM78**

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

**AWM78 Class 222 - HMAS MELBOURNE (II)**

**File number:** AWM78/222/17

**Title:** AWM78 222/17 - January-December  
1978



RCDIG1073554



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HMAS MELBOURNE  
at Sea

1st February, 1978

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET

HMAS MELBOURNE - REPORT OF PROCEEDINGS -  
JANUARY 1978

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command during the month of January, 1978. Local times are used throughout, the time zone in use being Lima (-11).
2. The first month of 1978 has been a particularly fruitful period for MELBOURNE, which has seen the transition from the effects of an Intermediate Docking and leave period to the restoration of operational skills, both within the ship and within the Carrier Air Group. Operational defects during the month have been minimal. In general all mechanical and electrical systems are functioning normally. Favourable weather conditions, for the most part, have permitted most satisfactory flying training achievements, and it is envisaged that all pilots will have gained the necessary basic day and night deck landing qualifications by the end of the third week of workup. Of some concern during this crucial period in the CAG workup has been the frequent cancellation of planned sorties because of aircraft unserviceability at base.
3. The early part of the month saw a marked increase in the tempo of activities onboard HMAS MELBOURNE as the ship lay at the Fitting Out Wharf, Garden Island. In addition to large numbers of personnel returning from seasonal leave in the first working week of the new year, a considerable number of replacement personnel joined. In the period until 6th January final preparations for sea included a major storing effort and ship's side and flight deck painting. On Friday 6th January a successful basin trial was carried out.
4. At 0900 Monday 9th MELBOURNE was moved cold to number 3 buoy. Shortly after securing to the buoy, embarkation of Avgas commenced from commercial lighters, and was completed during the afternoon. Ammunitioning commenced the following day, Tuesday 10th, and continued until P.M. 11th January. In preparation for proceeding to sea all watchbills were proved, and numerous briefings and harbour drills conducted in the period 9th - 12th January while at the buoy. HMAS MELBOURNE slipped from the buoy at 1600 on Thursday 12th and proceeded to sea to commence shaking down. A number of drills were carried out in the short but beneficial period at sea. The ship returned to Sydney harbour the following day, Friday 13th, to secure to the Fitting Out Wharf at 1135.

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5. After sailing from Sydney at 1000 on Monday 16th, the ship operated in the Sydney/Jervis Bay exercise areas progressing the trials, shakedown and workup programme. Sixty personnel were landed daily in Jervis Bay on 17th, 18th and 20th January for firefighting training at the Jervis Bay fireground. In addition to flying training a number of exercises, including a Casex, OOW manoeuvres and AIO drills, was conducted with HMAS TORRENS and HMAS ONSLOW, the only other major units exercising in the local areas during the first week of workup. The failure of HMAS ONSLOW to meet an exercise commitment on Tuesday 17th caused a SUBMISS operation to be initiated. Shortly before 1300 the same day the operation was terminated when the submarine was surfaced by aircraft participating in the search.

6. With good flying conditions prevalent in the Jervis Bay area throughout the period 17th - 20th January, workup training of the Carrier Air Group progressed most satisfactorily. Maximum deck usage rates in the designated flying periods were seldom achieved because of aircraft unserviceabilities at base, and a number of ship defects, including an arrestor wire problem, reported as Urdef 223/78. Two planned sorties were cancelled. Nevertheless, the number of aircrew qualified in the period was considered to be above average with six VF 805 and three VS 816 pilots achieving day qualification, one VS 816 pilot becoming night qualified and three VF 805 aircrew partly night qualified.

7. On Saturday 21st MELBOURNE carried out log and plotting table calibrations on the Sydney measured distance during the forenoon. Later in the day TORRENS was replenished with fuel and both ships then proceeded to anchor in formation in Jervis Bay at 1725. An internal Operation Awkward was conducted during Saturday evening. The Ship's Company was paraded at Divisions for my inspection during the forenoon of Sunday 22nd.

8. While divisions were still in progress several ship's officers observed a Wessex helicopter ditching in Jervis Bay in the vicinity of Bowen Island at about 1018. Recovery operations were initiated and the first MELBOURNE boat was at the scene within twelve minutes. The crew of the helicopter were unhurt, and were transferred by civilian boats to MELBOURNE while the salvage of the helicopter proceeded using MELBOURNE boats and recovery equipment. The aircraft was towed downwind and beached on Murray's Beach at 1120 where it was hauled above the high water mark. Personnel from the Naval Air Station, Nowra, arrived on the scene shortly afterwards and assumed responsibility for the remainder of the salvage operation.

9. During the afternoon of Sunday 22nd an intership and interpart sports competition was conducted with TORRENS, using facilities ashore and onboard MELBOURNE. Also during the afternoon some 70 Cadet Midshipmen from RANC were given conducted tours of the ship.

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10. Anchor was weighed at 0800 on Monday 23rd and MELBOURNE proceeded out of Jervis Bay to continue the workup. Although the main emphasis was on flying training in this, the second week of workup, numerous other valuable exercises were conducted. These included air and surface gunnery firings, fuel and personnel transfers, and taking TORRENS in tow. On Tuesday 24th MELBOURNE conducted divisional manoeuvres with HM Ships TIGER, RHYL, MOHAWK and ZULU and HMA Ships VAMPIRE and TORRENS. You, Sir, embarked in TORRENS on Thursday 26th immediately before the ship was replenished by MELBOURNE, and remained in the ship until Friday 27th.

11. The recurrence of the arrester wire problem of the previous week caused day flying operations to be temporarily suspended on Monday 23rd while fairing plates were welded to the impact pads. This temporary measure subsequently proved to be successful. Night flying was cancelled on the following day, Tuesday 24th, because of weather conditions at NAS NOWRA. Some A4G and S2E sorties were also lost during the week because of aircraft unserviceabilities. Nevertheless overall progress in the workup of the CAG has been most satisfying, and by the end of the week an additional three VF 805, one VS 816 and four HS 817 pilots had been day qualified. Night qualifications were achieved by four VF 805, two VS 816 and four HS 817 aircrews.

12. Having steamed overnight with TORRENS in company, MELBOURNE led the escort into harbour on Friday 27th, to berth at the Fitting Out Wharf at 0830. At 1000 the Captain, HMAS PERTH called informally to discuss forthcoming operations. During the Australia Day Long Weekend in Sydney the ship was open to visitors on Sunday 29th, and 2630 members of the public toured the ship.

13. Because of other harbour movements and the late arrival of attending tugs, MELBOURNE's departure from Sydney on Tuesday 31st was delayed by some 20 minutes. After clearing the harbour at about 1100 the ship proceeded south to the exercise areas to resume flying training at 1300, and to progress other workup exercises until the end of the month.

HEALTH, WELFARE, CONDUCT and MORALE

14. The health and conduct of the Ship's Company have been most satisfactory. Taking into account the changes in the Ship's Company and also the introduction of a number of new personnel to life at sea, and consequential effects of seasickness, morale has been good. The general bearing and demeanour of the Ship's Company augers well for a successful operational period.

I have the honour to be  
Sir,

Your obedient Servant

*R.C. Swan*

(R.C. SWAN)  
Commodore RAN  
Commanding Officer

Annexes: A. Steaming Return  
B. Exercises

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Annex A to HMAS  
MELBOURNE letter  
1/16/20 dated

21 FEB 1973

STEAMING RETURN

1. Distance Steamed during period 3056.8 miles.
2. Total distance steamed since commissioning 741,980.8 miles.
3. Hours underway during period 243.6 hours.
4. Total hours underway since commissioning 53,230.6 hours.

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Annex B to HMAS  
MELBOURNE letter  
1/16/20 dated

TRAINING EXERCISES

- 1 FEB 1978

Reference: A. AFX1 Chapter 2 Annex 1

| <u>EXERCISE No.</u> | <u>SHORT TITLE</u>                       | <u>NUMBER</u> |
|---------------------|--|---------------|
| 1.                  | <u>SEAMANSHIP AND GENERAL EVOLUTIONS</u> |               |
| 9                   | OOW ENG                                  | 6             |
| 10                  | OOW MANOEUVRES                           | 4             |
| 13                  | LJ STAY (D)                              | 5             |
| 14                  | RAS (L) (D)                              | 3             |
| 19                  | TOW AFT - SUPPLY                         | 1             |
| 20                  | HELO/ILR                                 | 1             |
| 21                  | MANORD                                   | 17            |
| 22                  | CEREMONEX                                | 1             |
| 25                  | SCREENPLAY/STATION MASTER                | 5             |
| 26                  | DEMSWIMTAK                               | 1             |
| 27                  | INTAWKEX                                 | 1             |
| N.N.                | STREAM UNIFOXER                          | 1             |
| N.N.                | DRESS SHIP                               | 1             |
| N.N.                | DITCHED HELO                             | 3             |
| 2.                  | <u>NAVIGATION</u>                        |               |
| 29                  | BLIND PILOTAGE                           | 17            |
| 30                  | MINTRAN                                  | 2             |
| 31                  | FORMATION ANCHORAGE                      | 1             |
| N.N.                | LOG CALIBRATIONS                         | 1             |
| 3.                  | <u>ASW</u>                               |               |
| N.N.                | CASEX A6                                 | 1             |
| N.N.                | INTERNAL SMASHEX                         | 1             |
| N.N.                | SUBMISS                                  | 1             |
| N.N.                | SCARE CHARGE DRILLS                      | 6             |
| 4.                  | <u>AIO</u>                               |               |
| 33                  | ASACEX                                   | 11            |
| 35                  | INTEX                                    | 23            |
| 36                  | GOPEX/RAINEX                             | 3             |
| 37                  | ARRX                                     | 4             |

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| <u>EXERCISE No.</u> | <u>SHORT TITLE</u>        | <u>NUMBER</u> |
|---------------------|---------------------------|---------------|
| 41                  | IFF CHECK A               | 2             |
| N.N.                | INTERSHIP RELVELEX        | 5             |
| N.N.                | INTERNAL NUC PLOT         | 3             |
| N.N.                | TACAN TRIAL               | 1             |
| N.N.                | PROWLEX                   | 1             |
| 5.                  | <u>NBCD</u>               |               |
| 74                  | NBCD COMMEX               | 4             |
| 75                  | CLEANEX                   | 2             |
| 76                  | MONITEX                   | 1             |
| 78                  | MINOR DCX                 | 6             |
| N.N.                | FIRE TRAINING J.B.        | 3             |
| 6.                  | <u>ELECTRONIC WARFARE</u> |               |
| 91                  | EWX 5                     | 1             |
| 100                 | EWX 15                    | 1             |
| 106                 | EWX 22                    | 1             |
| 107                 | EWX 23                    | 2             |
| 7.                  | <u>NAVCOMEX</u>           |               |
| 113                 | NCX 202                   | 5             |
| 114                 | NCX 205                   | 4             |
| 117                 | NCX 252                   | 3             |
| 118                 | NCX 401                   | 12            |
| 123                 | NCX 453                   | 2             |
| 124                 | NCX 454                   | 14            |
| 127                 | NCX 604                   | 11            |
| 133                 | NCX 657                   | 1             |
| 8.                  | <u>GUNNERY</u>            |               |
| 159                 | AACRFX                    | 3             |
| 160                 | SUCRFX                    | 2             |
| 9.                  | <u>AIR - VF805</u>        |               |
| N.N.                | ARRESTS (D)               | 157           |
| N.N.                | ARRESTS (N)               | 48            |
| N.N.                | CATAPULTS (D)             | 153           |
| N.N.                | CATAPULTS (N)             | 52            |
| N.N.                | TOUCH AND GO (D)          | 65            |
| N.N.                | TOUCH AND GO (N)          | 22            |

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| <u>EXERCISE NO.</u> | <u>SHORT TITLE</u> | <u>NUMBER</u> |
|---------------------|--------------------|---------------|
| 10.                 | <u>AIR - VS816</u> |               |
| N.N.                | ARRESTS (D)        | 64            |
| N.N.                | ARRESTS (N)        | 18            |
| N.N.                | CATAPULTS (D)      | 64            |
| N.N.                | CATAPULTS (N)      | 18            |
| N.N.                | TOUCH AND GO (D)   | 21            |
| N.N.                | TOUCH AND GO (N)   | 7             |
| 11.                 | <u>AIR - HS817</u> |               |
| N.N.                | LANDINGS (D)       | 95            |
| N.N.                | LANDINGS (N)       | 27            |

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HMAS MELBOURNE  
at Sea

1st March, 1978

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

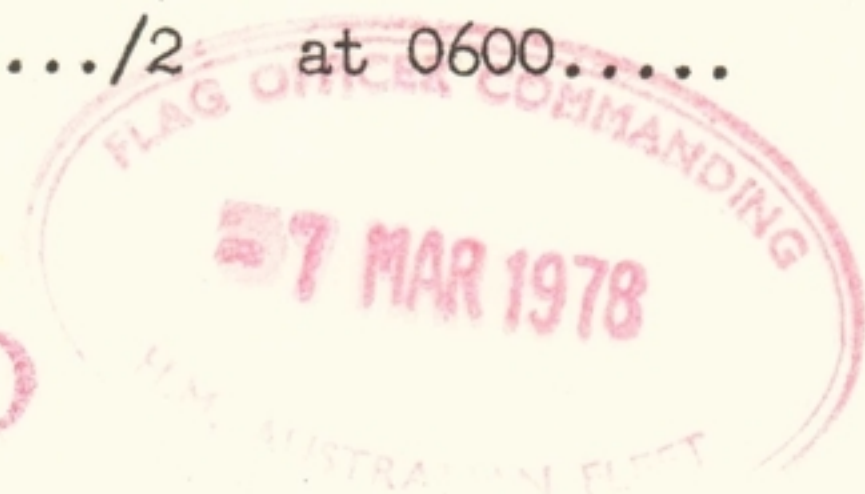
HMAS MELBOURNE - REPORT OF PROCEEDINGS - FEBRUARY 1978

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command during the month of February, 1978. The time zone in use throughout the period was Lima (-11).
2. Not unexpectedly February was another busy and diverse month for MELBOURNE. After spending the initial nine days of the period in the Jervis Bay area conducting workup exercises, including a major internal security exercise, the ship returned to Sydney for a self-maintenance period. Storing, destoring of S2E spares, ship husbandry and maintenance tasks were undertaken in this availability. Additionally, ship's personnel participated in JUC 98 activities throughout the second week. For the final two days of the month MELBOURNE participated in JUC 98 and EAXP serials off the NSW coast.
3. Having sailed from Sydney the previous day, MELBOURNE was continuing her workup in the East Australian Exercise Areas on Wednesday 1st February. This, the third week of workup, contained numerous internal exercises in addition to a number of AIO and seamanship exercises with VAMPIRE. Considerable effort during the week was directed at preparations for the forthcoming Internal Security Exercise Operation IBA. On Friday 3rd the ship's demolitions team and some sixty personnel for firefighting training were landed in Jervis Bay in the morning, and recovered the same evening at 1800.
4. Satisfactory weather conditions for flying training continued into the third week of workup, except that the lack of a moon during nightflying extended all pilots, including those with considerable experience. Day and night flying was conducted on Wednesday 1st and Thursday 2nd, while Friday 3rd was restricted to day flying. Progress in the achievement of aircrew qualifications was such that some deck landing slots could be made available for use by the A4G Training Squadron, VC724. By the end of the week all VF805 pilots requiring night qualification had completed the requisite number of deck landings, and only one VS816 pilot remained to be night qualified. The temporary suspension of Wessex 31B operations on Thursday 2nd lasted some 36 hours but had little effect on flying training. There was some noticeable improvement in serviceability of A4G aircraft compared with the previous two weeks, but the availability of S2E aircraft due to unserviceabilities continued to be of concern.
5. At the ship's request the Fleet Training Group initiated an extensive operation to concurrently exercise MELBOURNE's capabilities for internal security, boarding and Operation Awkward, code named Exercise Operation IBA. MELBOURNE came to anchor in Darling Roads, Jervis Bay, at 1930 Friday 3rd and immediately assumed an Awkward readiness state. Throughout the night surface and sub-surface swimmer attacks were mounted against MELBOURNE by CDT2. The following morning

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at 0600 the first elements of the ship's landing party began establishing control over the CRESWELL waterfront, against some opposition. As the exercise developed some 120 personnel were landed to extend the exercise to the Jervis Bay airfield, and to carry out the evacuation of nominated civilian personnel. MELBOURNE weighed anchor at 0830 on Saturday, and proceeded out of harbour to intercept HMAS VAMPIRE, representing a terrorist controlled merchant vessel. When intercepted VAMPIRE was boarded, searched and escorted into Jervis Bay to anchor at about 1220. Exercise Operation IBA was terminated at 1230, all objectives having been achieved but not without a number of lessons being learned. Withdrawal of all forces was completed by 1400, at which time members of the Fleet Training Group carried out a hot debrief of the exercise onboard MELBOURNE.

6. The ship remained at anchor in Jervis Bay for the remainder of the weekend. Some sporting and recreational parties were landed on Sunday and short leave was granted to Nowra natives. The Naval Officer in Charge, Jervis Bay, Commodore G. McC. JUDE RAN, the Commanding Officer, HMAS VAMPIRE, Captain N.E. LEE, RAN, and the Captain, HMAS CRESWELL, Captain R.M. BAIRD, RAN, together with a number of the RANC staff officers, masters, and their wives were entertained onboard at luncheon the same day.

7. With the ship in the first degree of readiness MELBOURNE weighed anchor at 0745 on Monday 6th, and proceeded out of harbour with VAMPIRE in company. With HMA Ship's VAMPIRE, SUPPLY, TORRENS, PERTH, VENDETTA and STUART at sea in the Sydney/Jervis Bay exercise areas, the final week of MELBOURNE's workup had somewhat broader horizons than previous weeks. Of the exercises conducted during the period the more interesting were the laying and recovery of a danbuoy, testing of numerous replenishment stations with SUPPLY, and a six hour screening exercise involving six units during which some of the groundwork was laid for forthcoming major exercises.

8. Day and night flying training continued on Monday 6th, Tuesday 7th and Wednesday 8th, with VF805 and VC724 Squadrons being the major flightdeck users. Local weather conditions on Monday 6th caused the cancellation of some night flying sorties, while on Tuesday 7th swell conditions made deck movement interesting for day flying, but outside limits for night qualification training of fixed wing aircrew. Unserviceable aircraft at base continued to degrade the planned sortie utilisation rate on all three flying days. At the end of the Carrier Air Group workup period all VF805 aircrew were qualified to the required level, while several HS817 pilots still required a small amount of further deck time to achieve the desired qualifications. Although S2 Aircraft will not be embarking with the CAG, all except one pilot of VS816 squadron CAG element achieved day and night qualifications.

9. At 0815 on Thursday 9th MELBOURNE entered Sydney harbour and proceeded to the degaussing range at Rose Bay. As the first ship to use the newly laid deep range some concern was initially felt with the shortage of stopping distance at the southern end of the range, but several runs at slow speed permitted a satisfactory safe manoeuvre to be perfected. Ranging was completed at 1350 and the ship proceeded to Garden Island to berth at the Fitting Out Wharf at 1430.

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10. Your flag, Sir, was transferred to MELBOURNE on Friday 10th, and thereafter was flown until Monday 27th when it was transferred to STALWART.

11. During the self maintenance period in Sydney from 10th until 24th February significant technical activities included rectification of defects in the loading chocks (URDEF 225/78) and 5M hydraulic accumulator (INDEF 175/78), replacement of the air warning radar aerial with an LWO4 aerial, and replacement of the FH5 HFDF aerial. For the most part fair weather permitted upper deck maintenance and storing to proceed unhindered, and considerable progress in the continuing war on corrosion was registered.

12. As a security measure MELBOURNE was utilised without incident as a transfer point for the Commonwealth Heads of State of Nauru, New Zealand, Singapore and Tonga returning from Bowral to Sydney by helicopter on Thursday 16th February. The following week, on Thursday 23rd, the Committee for Employer Support of Reserve Forces, supplemented by serving senior officers of all three Services, hosted a reception for some 120 members of the business community. The guest list of acceptances is appended at Annex C.

13. The attendance of MELBOURNE's sizeable command team and other specialist representation at HMAS WATSON in the period 20th - 24th February for JUC 98 lectures, and other briefings and associated tactical games detracted somewhat from the numerous activities requiring attention onboard during the relatively short availability in Sydney. Nevertheless the activities relating to Rules of Engagement on Thursday 23rd were considered to be highly desirable and most beneficial. The continuing practice and content of JUC lecture periods is the subject of separate correspondence.

14. At 1000 on Monday 27th MELBOURNE cast off and proceeded out of harbour. Embarkation of the Carrier Air Group commenced at 1230 the same day and completed some 24 hours later when the final Wessex aircraft recovered onboard, having previously been unserviceable at NAS Nowra. While operating in the Jervis Bay exercise areas for the remainder of the month MELBOURNE participated in Phase 3 of JUC 98, and progressed the tactical workup of the CAG.

Health, Welfare, Conduct and Morale

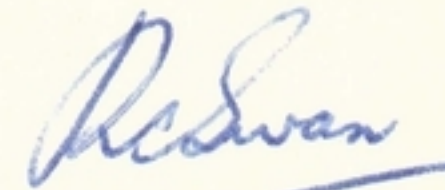
15. The health and morale of the Ship's Company remains satisfactory. Conduct has been generally satisfactory although there has been a higher than average incidence of leave breaking offences.

16. The opportunity was taken on Thursday 23rd in conjunction with Divisions held in Working Dress to educate the Ship's Company on security, alcoholism, the effects of drugs and the availability of short leave while operating in the Sydney/Jervis Bay areas.

I have the honour to be,

Sir,

Your obedient servant



(R.C. SWAN)  
Commodore RAN  
Commanding Officer

Annexes: A. Steaming Return  
B. Exercises  
C. Guest List -- Committee for Employer Support of Reserve Forces Reception.

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Annex A to HMAS  
MELBOURNE letter  
1/16/20 dated - 1 MAR 1978

STEAMING RETURN

1. Distance steamed during period 2421.1 miles
2. Total distance steamed since commissioning 74,4401.9 miles
3. Hours underway during period 188.3 hours
4. Total hours underway since commissioning 53,418.9 hours

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Annex B to HMAS  
MELBOURNE letter  
1/16/20 dated -1 MAR 1978

TRAINING EXERCISES

Reference: AFXI Chapter 2 Annex I

| <u>Exercise No.</u> | <u>Short Title</u>                       | <u>Number</u> |
|---------------------|--|---------------|
| 1.                  | <u>Seamanship and General Evolutions</u> |               |
| 7                   | ISEX                                     | 1             |
| 8                   | BOARDEX                                  | 1             |
| 9                   | OOW ENG                                  | 2             |
| 10                  | OOW MANOEUVRES                           | 3             |
| 11                  | DANLAY RECOVER                           | 1             |
| 12                  | RASAP (D)                                | 2             |
| 13                  | JSTAY (D)                                | 2             |
| 14                  | RAS (L) (D)                              | 3             |
| 20                  | HELO/ILR                                 | 2             |
| 21                  | MANORD                                   | 5             |
| 24                  | SHIP HANDLING                            | 1             |
| 25                  | SCREENPLAY/STATIONMASTER                 | 5             |
| 28                  | AWKEX                                    | 1             |
| NN                  | DIVEX                                    | 4             |
| NN                  | STREAM SPLASH TGT                        | 2             |
| NN                  | CEREMONIAL BEAT RETREAT                  | 1             |
| 2.                  | <u>Navigation</u>                        |               |
| 29                  | BLIND PILOTAGE                           | 10            |
| 30                  | MINTRAN                                  | 2             |
| 31                  | FORMATION ANCHORAGE                      | 1             |
| NN                  | DEGAUSSING                               | 1             |
| NN                  | RADAR CHECK                              | 1             |
| NN                  | NAV COMMUNICATION DRILLS                 | 1             |

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| <u>Exercise No.</u> | <u>Short Title</u>        | <u>Number</u> |
|---------------------|---------------------------|---------------|
| 3.                  | <u>AIO</u>                |               |
| 33                  | ASACEX                    | 8             |
| NN                  | INTERSHIP RELVELEX        | 2             |
| NN                  | AIC TRAINING              | 4             |
| NN                  | INTERNAL NUC PLOT         | 2             |
| NN                  | AACRF                     | 1             |
| NN                  | SCREENEX                  | 1             |
| NN                  | INTERNAL                  | 1             |
| 4.                  | <u>ASW</u>                |               |
| 49                  | CASEX C2                  | 3             |
| 72                  | DEMOLEX                   | 1             |
| NN                  | TORPEDO BANDING DRILLS    | 2             |
| 5.                  | <u>NBCD</u>               |               |
| 78                  | MINOR DCX                 | 2             |
| 79                  | MAJOR DCX                 | 1             |
| NN                  | MINOR HARBOUR DCX         | 13            |
| NN                  | FIRE TRAINING JB          | 1             |
| 6.                  | <u>Electronic Warfare</u> |               |
| 100                 | EWX 15                    | 1             |
| 104                 | EWX 20                    | 2             |
| 106                 | EWX 22                    | 1             |
| 107                 | EWX 23                    | 1             |
| 7.                  | <u>NAVCOMEX</u>           |               |
| 123                 | NCX 453                   | 2             |
| 126                 | NCX 501                   | 2             |
| 133                 | NCX 657                   | 4             |
| 8.                  | <u>Gunnery</u>            |               |
| 159                 | AACRFX                    | 1             |
| 160                 | SUCRFX                    | 1             |
| NN                  | LANDING PARTY             | 1             |
| NN                  | INTERNAL AIR WEPEX        | 1             |

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| <u>Exercise No.</u>    | <u>Short Title</u> | <u>Number</u> |
|------------------------|--------------------|---------------|
| 9. <u>Air - VF805</u>  |                    |               |
| NN                     | ARRESTS (D)        | 133           |
| NN                     | ARRESTS (N)        | 18            |
| NN                     | CATAPULTS (D)      | 126           |
| NN                     | CATAPULTS (N)      | 17            |
| NN                     | TOUCH AND GO (D)   | 165           |
| NN                     | TOUCH AND GO (N)   | 6             |
| 10. <u>Air VS816</u>   |                    |               |
| NN                     | ARRESTS (D)        | 20            |
| NN                     | ARRESTS (N)        | 6             |
| NN                     | CATAPULTS (D)      | 20            |
| NN                     | CATAPULTS (N)      | 6             |
| NN                     | TOUCH AND GO (D)   | 6             |
| NN                     | TOUCH AND GO (N)   | 7             |
| 11. <u>Air - HS817</u> |                    |               |
| NN                     | LANDINGS (D)       | 43            |
| NN                     | LANDINGS (N)       | 71            |

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Annex C to HMAS  
MELBOURNE letter  
1/16/20 dated - 1 MAR 1978

GUEST LIST - COMMITTEE FOR EMPLOYER  
SUPPORT OF RESERVE FORCES RECEPTION

|                           |   |
|---------------------------|---|
| Mr H Alce                 | Managing Director, Tooth & Co Ltd                   |
| Mr H Aston                | Deputy Chairman, Bonds, Coats, Patons Ltd           |
| Mr GWE Barraclough        | Chairman, Arnotts Ltd                               |
| Mr J Barraclough          | Representing Mr Peter Coleman, NSW State Opposition |
| Mr H Barry                | National Sales Co-ordination, TNT                   |
| Mr DJ Bath                | Executive Director, Utah Mining Aust Ltd            |
| Mr NC Beilby              | Chairman, Kreiskler Australia Ltd                   |
| Mr R Bennett              | Manager, NSW General Accident Insurance Corp        |
| Mr JW Bradshaw            | Partner, Peat, Marwick, Mitchell                    |
| Mr TJ Brennan             | Manager, Martin Place Branch, ANZ Banking Corp      |
| Mr VA Brink               | Chief Executive Director, Rothmans                  |
| Mr K Bryden               | Manager, Corporate Affairs, Rheem Australia         |
| Mr AJ Buchan              | Deputy Director General, NSW Education Dept         |
| Mr R Buckland             | Managing Director, Kellogg                          |
| Mr R Cadden               | Section Engineer, Water, Sewerage & Drainage Board  |
| Mr VJ Callinan            | NSW Manager, ICI                                    |
| Mr DM Carment             | Deputy Chairman, Wormald International              |
| Sir Robert Crichton-Brown | Chairman & Managing Director, Edward Lumley & Son   |
| Mr RA Dickson             | Chairman, Dickson, Primer Ltd                       |
| Mr AT Dix                 | Managing Director, Reckitt & Colman Ltd             |
| Mr J Dixon                | NSW President, Metal Trades Association             |
| Mr W Duffield             | Chairman, La Porte Australia Ltd                    |
| Mr RS Elliott             | Managing Director, Commonwealth Banking Corp        |
| Mr A Edwards              | National Chairman CESRF                             |
| Mr JO Fairfax             | Chairman, John Fairfax & Sons                       |
| Mr WL Fesq                | Chairman, Tooth & Co Ltd                            |
| Mr W Finch                | NSW Regional Manager, Chrysler Aust Ltd             |
| Mr M Forsyth              | Chairman, EAC Ltd                                   |
| Mr BC France              | Chairman, Sydney Stock Exchange                     |
| Mr CR Gates               | Managing Director, TRW Aust                         |
| Mr A Glass                | President, Chamber of Automotive Industries NSW     |
| Mr KR Hamilton            | General Manager, Qantas                             |
| Mr AE Harris              | Managing Director, AMPOL                            |
| Mr LJ Hartigan            | Managing Director, Tooheys Ltd                      |
| Mr RE Heasman             | Deputy Group Manager, TNT Ltd                       |
| Mr JD Hendry              | NSW State Manager, Woolworths                       |
| Mr EJ Heath               | Chairman, James Hardie Ltd                          |
| Mr J Hicks                | Chief of Staff, Sydney Morning Herald               |
| Sir Colin Hines           | President, RSL                                      |
| Mr W Holercroft           | Managing Director, Brambles Industries Ltd          |
| Mr JAL Hooke              | Chairman & Chief Executive, AWA A'Asia Ltd          |
| Ms H Hutcheon             | Editor, Vogue Living                                |
| Mr R Hunt                 | NSW State Manager, Peters Ice Cream                 |
| Mr RG Jackson             | General Manager, CSR Ltd                            |
| Mr DN James               | Chairman, Bradken Consol Ltd                        |
| Mr FP Johnson             | Director, World Travel                              |
| Mr RF Jones               | Commercial Director, Vickers Cockatoo Dockyard      |
| Mr LR Jones               | Managing Director, Hawker Pacific Pty Ltd           |

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|                     |   |
|---------------------|---|
| Mr JC Kelso         | NSW General Manager, McPhersons Ltd   |
| Ms I Konrads        | Editor, Belle Magazine  |
| Mr WC Langshaw      | Director, Dept of Youth and Community Services  |
| Mr LR Lenning       | General Manager, General Public Relations Ltd   |
| Mr CB Lloyd-Jones   | Chairman David Jones Ltd  |
| Mr T McBride        | Corporate Development Manager, Waltons  |
| Mr JEF McKensey     | Commissioner, Rural Bank of NSW   |
| Mr RS McNaughton    | Managing Director, Chloride Batteries Aust Ltd  |
| Mr WG Mair          | NSW State Manager, Humes Ltd  |
| Mr B Manefield      | President, Teachers' Federation of NSW  |
| Mr WA Marr          | Plant Manager, Ford Motor Company   |
| Mr NJ Mason         | Director, Chamber of Manufacturers NSW  |
| Mr BR Meekings      | Chief General Manager, Bradken Consol Ltd   |
| Mr A Mitchell       | Advertising Director, Rothman   |
| Mr HM Miller        | Entrepreneur  |
| Mr JD Nicholls      | NSW State Manager, TAA  |
| Mr DL Ogle          | NSW State Manager CBA Aust  |
| Mr JI Oliver        | Manager, ACI Sydney   |
| Dr E Oriolo         | Chairman, Electric Power Transmission   |
| Mr ES Owens         | Chairman, Concrete Industries (Monier) Ltd  |
| Mr KFB Packer       | Managing Director and Chairman, TV Corporation  |
| Mr BJD Page         | Chairman, MLC Ltd   |
| Mr AG Parker        | Chairman, George Weston Ltd   |
| Mr R Parry          | Secretary, NSW Education Department   |
| Mr RM Porter        | General Manager, GIO  |
| Mr DA Pratten       | Chairman, Comeng Holdings Ltd   |
| Mr E Prebble        | General Manager, TNT Ltd  |
| Mr B Price          | Managing "Director, Hawker de Havilland   |
| Mr HH Ralston       | General Manager, Austral Bronze Crane Copper Pty Ltd  |
| Mr J Reid           | General Manager (Operations) Australia, Thompson Ltd  |
| Mr BC Ryan          | Chairman, Renison Ltd   |
| Mr BJ Sewell        | Secretary, OPSM   |
| Mr BJ Sexton        | Commissioner, Department of Main Roads  |
| Mr P Smith          | Commerical Director, Hawker de Havilland  |
| Mr P Smith          | Personnel Director, Roche Pty Ltd   |
| Mr HM Steel         | Chairman's Representative, Shell Australia  |
| Mr M Stevens        | State Manager, Australia Post   |
| Mr GA Tate          | State Manager, GJ Coles & Co Ltd  |
| Mr K Turley         | Resident Director, Jennings Industries  |
| Mr JW Utz           | Chairman and Chief Executive, Wormald International   |
| Mr J West           | Chief Executive, Reckitt and Colman Ltd   |
| Mr ER Williams      | General Manager (Operations), CBC of Sydney   |
| Mr M Williams       | General Manager, Borg Warner Australia  |
| Mr M Willis         | Upper House NSW State Parliament (also Army Reserve)  |
| Commissioner M Wood | NSW Police Department   |
| Mr SE Worthington   | Chief Manager Staff, Commonwealth Banking Corp  |
| Mr HT Yardley       | Asst State Manager Personnel & Services, ANZ Banking Corp                                     |
| Mr G Alexander      | Manager, Doyle, Dane, Bernbach  |
| Mr B Buckley        | Director of Personnel, QUANTAS Airways  |
| Mr TH Cashian       | Deputy Chief Manager, Staff Development, Staff Department<br>Commonwealth Banking Corporation |
| Mr B Chasling       | Executive Public Relations Manager, Bank of NSW   |
| Alderman Cole       | President, Local Government Association   |
| Mr KG Coles         | Chairman G.J. Coles & Son   |

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- 3 -

Mr R Dean  
Sir Harold Dickson  
Dr RJM Dunlop  
Mr R Ford  
Mr ER Gordon  
Mr F Hall  
Mr AL Harrison  
Miss Judy Humbley  
Miss Sue Johnson  
Mr N McSwan  
Mr LH McKeand  
Mr D McNicol  
Mr I Marshall

Mr C Noble  
Mr P O'Laughlin  
Alderman Leo Port  
Mr AS Reihien  
Mr K Roberts  
Mr P Rutledge  
Mr AN Sanderson  
Mr BJ Tormey  
Mr JM Wallace  
Mr J Waring

Managing Director, Wathan, Curnow & Cocks Pty Ltd  
Chairman, Public Service Board of NSW  
President, Australian Medical Association  
Editor, The Sun Herald  
Commissioner, State Public Transport Commission  
Director, Australian Government Advertising Service  
Editor, Sunday elegraph  
Promotions, Doyle, Dane & Bernbach  
Reporter, Australian Womens Weekly  
Deputy News Editor, AAP-AUP Associated Press  
Group Manager Employee Relations, Union Carbide  
Columnist, Australian Consolidated Press Ltd  
General Manager, Australian Government Advertising Service  
Director Personnel, Amatil Ltd  
Associated Press  
Lord Mayor of Sydney  
Commissioner, State Railways  
Journalist, Daily Commercial News  
Assistant Director, Australian Government Advertising Svc  
National Bank of Australia  
Sales Manager, Alcan Aust Ltd  
President, Maritime Services Board  
Assistant Director (Management) Department of Public Works

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HMAS MELBOURNE  
at sea

1st February 1978

HMAS MELBOURNE OPERATION ORDER 1/78.

HMAS MELBOURNE INTERNAL SECURITY EXERCISE

(SHORT TITLE - EXERCISE OPERATION IBA)

(MELBOURNE TITLE - ENTEBBE TWO)

Times used throughout are L (-11).

References: A.COMAUSELT EXOPORD 5/78 dated 10th January 1978.  
B.EEXP 5/78.

1. This Operation Order is promulgated for information and necessary action.
2. Stringent observance of safety during all phases of the exercise is of paramount importance. Tight control and care of all equipment and small arms at all times is important.

#### SITUATION

3. The past year has seen an escalation of terrorist activity in Brownland. Although the terrorist organisation known as Brownland Liberation Army (BLA) has made little progress in populous areas, it has made significant gains in outlying districts and islands. In some cases it has established control of the population and economy. Where this has occurred, support is being provided to the BLA in the form of gun running, provision of clothing and stores. Latest intelligence indicates that a merchant ship from an outlying island controlled by the BLA has been transporting equipment and stores to the KNIGHTSTOWN area in support of the BLA. Brownland has rejected all offers of assistance from friendly nations. Relations between Brownland and Australia, which are traditionally good, have deteriorated as a result of reluctance on the part of Brown Government to take aggressive counter action against BLA when Australian expatriates and their property have been harmed by BLA terrorists. Many Australians have left Brownland, leaving only one major Australian venture there, a Silver Mine near the airfield at KNIGHTSTOWN Jervis Bay. BLA activity in the Jervis Bay region has increased recently and effective small arms fire in the vicinity of the Jervis Bay airfield has brought down two light aircraft and resulted in the closure of

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the airfield. BLA terrorists have also made frequent attempts to use swimmers to destroy Brown Government shipping, many of which have been successful. Intelligence reports suggest that the BLA is planning a major operation to take control of the Silver Mine on the 6th February, 1978. It has also been reported that the area surrounding Green Patch Port, Jervis Bay, has been mined. All mines are located within 2 cables of Green Patch Point, they are of unknown type and local authorities are unable to deal with them.

ENEMY FORCES

4. Enemy forces are believed to consist of the following,
  - a. A BLA terrorist group consisting of up to 20 full time and 20 part time terrorists, armed mainly with obsolete rifles but with some automatic weapons and grenades. Some of these are known to be trained in underwater swimming operations.
  - b. Some indigenous employees at the Silver Mine who are believed to be sympathetic to the BLA cause.
  - c. Merchant shipping transporting equipment and stores to the BLA.

FRIENDLY FORCES

5.
  - a. HMAS MELBOURNE (with some helicopters embarked - to be confirmed)
  - b. Australian nationals in Jervis Bay area and some Silver Mine employees.
6. The following parties will be landed by HMAS MELBOURNE:
  - a. HQ.
  - b. No.1,2, and 3 platoons.
  - c. Medical section.
  - d. Demolition section.
  - e. Intelligence / Prisoner handling / ATC party.
  - f. Political Officer.

...3/ MISSION

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MISSION

7. a. To evacuate all Australian Nationals from KNIGHTSTOWN, Jervis Bay.
- b. To render assistance as required by the Brown Government authorities as ordered by CTG 327.0.
- c. To board and search merchant shipping suspected of supplying stores and arms to the terrorists.

OUTLINE PLAN

8. Relief operations will be carried out in the following phases:
  - a. Phase 1. - week commencing 30th January 1978, onboard training and detailed briefing.
  - b. Phase 2. - 031930 February 1978. HMAS MELBOURNE anchor in Jervis Bay, 8 cables off the Creswell Breakwater.
  - c. Phase 3. - 040600 February 1978. Initial landing at Creswell marina - establish control of area.
  - d. Phase 4. - land remainder of landing force at the marina
  - e. Phase 5. - establish control of Jervis Bay airfield and prepare airfield for helicopter evacuation flights.
  - f. Phase 6. - land remainder of stores required ashore.
  - g. Phase 7. - 040800 - 040900 escort evacuees from their homes to evacuation point at Jervis Bay airfield.
  - h. Phase 8. - embark evacuees in HMAS MELBOURNE by helicopter (notional)
  - i. Phase 9. - withdraw airfield force to the marina
  - j. Phase 10. - withdraw landing force from marina to HMAS MELBOURNE.

...4/ EXECUTION

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EXECUTION

9. Phase 1.

Details of training programme will be promulgated in the weekly programme amplified by daily orders.

10. Phase 2.

HMAS MELBOURNE will assume Awkward state 3 on anchoring. Operation IBA will commence at 2000 on the 3rd February and complete at 1600 on the 4th February.

11. Phase 3.

Platoon No 1 will be the initial landing party led by Leut HATELY, and will land at the Creswell marina at 0600 using the seaboat and motor cutter. Little opposition is expected as the advantage of surprise should be held by the attacking forces. The SAR wharf landing is to be the initial landing point with the alternative of the Captains wharf if the SAR wharf is blocked. If the landing is hotly opposed the force is to withdraw and attempt to land at the beach near the swimming pool. The marina area is then to be secured and thoroughly searched. The secured area is to be from the beach end of the tennis courts to the beach side of the swimming pool, and inland to the seaward road around the quarterdeck. When the area has been secured the signal for the rest of the force to land is to be given. The marina manager (Mr. NORMAN) should be available and loyal to our force. His employees (approx 4) are of doubtful loyalty and they are to be detained and handed over to the intelligence section when they land. An area is to be set aside for shore HQ and for prisoner handling. The headquarters communications sailor is to land with this platoon and he is to establish HF communications with the ship as early as practicable. Personnel for Phase 3 are to embark in the ships boats at 0530. Boats are to leave for inshore at 0545.

12. Phase 4.

The remainder of personnel to be landed are to be mustered and ready to embark in ships boats by 0530. They are to be mustered in A hangar and are to fall in by parties, platoons and sections of each platoon. They are to be embarked in ships boats under the direction of the ships co-ordinator. Boats available are to be loaded to the maximum number permitted consistent with normal safety requirements. These boats are then to proceed to a position off the breakwater but out of sight of persons ashore. When the landing signal has been passed by No 1 platoon the boats are to proceed inshore, unload and proceed back to the ship as quickly as possible

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for the next load. A shuttle service is then to be run until all personnel are ashore. Boats available for landing follow up personnel will be:

- a. Sea boat
- b. Motor cutter
- c. Captains boat
- d. 2 Hercules.

Personnel are to be embarked in the following order of priority:

1. HQ
2. Medical
3. Intelligence / prisoner handling / ACT
4. Platoon No 2
5. Platoon No 3

13. The ships co-ordinator (Commander Air) is responsible that this operation is carried out as rapidly as safety permits. On completion of Phase 4 all boats are to return to the ship in preparation for Phase 6. On landing section 2 of No 3 platoon is to commence filling sand bags to be placed around the 3 ton truck. This operation is to be supervised by ASLT SHALDERS.

14. Phase 5.

This Phase is to commence when Phase 4 has completed and forces ashore are deployed at the Marina, but in any case no later than 040730. Shore HQ will give the order for this Phase to commence. The assault group will be platoon number 2 led by LEUT McDONALD and section No 1 of platoon No 3. These forces are to embark in the transport provided and proceed along the Wreck Bay road. The escort party on the truck will be section 3 of No 3 platoon. Entry to the airfield is to be via the Green Patch road gate. On entry to the airfield the group is to proceed to take control of the control tower and surrounding buildings and then consolidate its position. Three members of No 1 section No 3 platoon are to hold the Green Patch road gate. The remaining 6 are to take the main gate using assistance from No 2 platoon if necessary. Transport is then to be returned to the Marina.

15. The airfield group is to prepare a helicopter landing area. This is to be approx 100' x 100' and located near the control tower. A perimeter is to be established, as large as possible, to safeguard Helo's from small arms fire. A holding area for evacuees and a prisoner detainment area are also to be prepared and they are not to be within sight of one another.

...6/ 16..Radio

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16. Radio communications are to be maintained with shore HQ at the Marina throughout.

17. When the airfield is considered secure the shore HQ will embark in the transport, move to the airfield and establish ship shore HF communications. Leut McDONALD is to liaise with Mine manager (Mr. QUINN) until the arrival of the HQ section.

18. Phase 6.

The landing of stores and equipment is to commence when boats have been released from Phase 4. Sufficient stores, food and equipment are to be landed to allow the shore party to operate independently of the ship for a period of 36 hours from the initial landing. A stores party of 3 will land in the first stores boat. All stores landed in this Phase will be under the charge of a stores sailor (nominated by the Deputy Supply Office) who will work under the direction of the Beachmaster (Leut NEILD). They are to be held under cover at the Marina area in a position nominated by the Beachmaster.

19. The successful completion of this Phase is to be signalled to shore HQ.

20. Phase 7.

Australian nationals are to be evacuated from their homes between the period 0800 and 0900. Transport available for this task will be one 27 seater bus and a 3 ton truck. There is a possibility that some further transport may be available but this cannot be relied upon. Transport will be controlled by HQ throughout the exercise.

21. A total of 20 people are to be evacuated. Section 3 of No 3 platoon led by ASLT SHALDERS collect and escort evacuees to the airfield. They will be assisted by Mine executives acting as guides.

22. It is anticipated that some of the nationals will be reluctant to leave. In this event all means are to be used to persuade them, stressing that the evacuation has been ordered for their own safety and that they may be in extreme danger. As the evacuees are delivered to the airfield they are to remain in the designated holding area and are not to be permitted to leave it. It is to be emphasised that this is for their own safety.

...7/ 23..Phase 8.

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23. Phase 8.

It is intended that all Australian nationals will be evacuated by helicopter. Shore control of helicopters will be exercised by the intelligence officer / ATCO (LCDR STAINES). Women are to be evacuated first. A helo landing area will be marked out near the central tower.

24. If helicopters are available they will be used to withdraw the airfield holding party. However it is likely that the airfield will need to be held to support the Government Assistance Group in their civil aid tasks.

25. If helicopters are not available all evacuees will be withdrawn from the airfield to the Marina by road and then to MELBOURNE by boat.

26. The alternate embarkation point for all personnel being withdrawn from the airfield will be from the beach at least 2 cables clear of Green patch. This will only be used if it is not possible to reach the Marina area.

27. Phase 9.

The phase will commence when the airfield is no longer required. When ordered all personnel are to embark in the transport provided and are then to proceed to the Marina. An alternative exists for all personnel to be evacuated by helicopter, but it is unlikely that they will be available for this task.

28. Phase 10.

This phase is the withdrawal of all stores and equipment to MELBOURNE. The return of stores will be ordered when it is apparent that the shore tasks are nearly completed. The object is to have all stores re-embarked before landing force personnel leave. This will ensure minimum delay when the withdrawal is ordered. This phase will be under the control of the beachmaster. The last people to be withdrawn are the Marina holding force, No.1 Platoon.

29. It is likely that the ship will be required to provide assistance to the Brownland Government in the form of civil aid. In this event the landing party will remain ashore to act as escorts for the working parties who will be under the threat from the terrorists. The assistance party will be led by LCDR BODDINGTON. All requirements will be co-ordinated by the OIC FORCES ashore (Executive Officer). No member of the working party is to leave the defended areas (airfield and Marina) unless escorted by members of the landing party.

...../8. TRANSPORT

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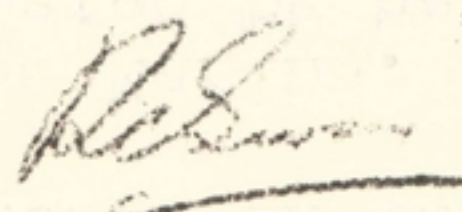
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TRANSPORT

30. A 27 seater bus and a 3 ton truck are allocated to the landing force (drivers provided). No person is to drive this transport unless in possession of a current service driving licence. The truck will be configured as an armed escort vehicle by placing sandbags around the tray. This truck will escort the bus wherever it goes. Throughout the exercise control of the transport is to be exercised by Shore HQ who will allocate it according to priorities at the time. When not required for moving personnel or equipment the truck is to patrol the main road between the Marina and the airfield. No.2 section No.3 platoon will provide the armed party on the truck.

COMMAND SIGNAL

See Annex C and F.



(R.C. SWAN)  
Commodore RAN  
Commanding Officer

Annexes

- A. Intelligence/Photography
- B. Exercise Constraints/Safety
- C. Chain of Command
- D. Timetable of Events
- E. Dress and Equipment
- F. Communications
- G. Boarding Party Instructions
- H. Special Parties
- I. Landing Force Task Summary
- J. Boarding Party
- K. Australian Nationals-Evacuees



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Annex A to  
HMAS MELBOURNE  
OPORDER 1/78

dated 1st February, 1978

INTELLIGENCE/PHOTOGRAPHY

1. The intelligence/prisoner handling party will be led by LCDR STAINES who will be assisted by MIDN STRECZEK and two leading coxswains. They are responsible for the interrogation of all prisoners. An intelligence report is to be submitted on completion of the exercise. All information obtained from prisoners is to be documented and current intelligence passed to shore HQ. Attempts are to be made to discover the following information:

- a. Current size of BLA,
- b. What are their aims,
- c. What do they plan to do,
- d. What do the local population think of them,
- e. What control of the local population do they have,
- f. Where do their supplies come from,
- g. How are they delivered, type of ship speed, etc.,
- h. Details of mining at Green patch,
- i. Where is their leader, who is he,
- j. Details of their organization, command and control etc.,

2. Two photographers are to be landed. One is to remain with shore HQ at the marina and the other is to be attached to the intelligence cell at the airfield. All prisoners are to be photographed and their photographs forwarded with the intelligence report after the exercise. Any other item of interest/intelligence value is also to be photographed.

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Annex B to  
HMAS MELBOURNE  
OPORDER 1/78

dated 1st February, 1978

EXERCISE CONSTRAINTS/SAFETY

1. Special care is to be taken so that the community of HMAS CRESWELL is not disturbed by this exercise. The sole exception to this is the collection of Australian Nationals nominated in the exercise.
2. The area containing the CRESWELL married quarters is only to be entered for the purpose of collecting evacuees. Any party entering the area is to be accompanied by a guide detailed by the exercise mine manager (LCDRE QUINN).
3. The following areas are out of bounds:-
  - a. CRESWELL marine section administration building,
  - b. Bherwerre Ridge facility,
  - c. Jindivik and Turana hangars at JBMR,
  - d. Wreck Bay aboriginal village and surrounding areas,
4. The main road between CRESWELL and JBMR is always to be used unless other instructions are given by shore HQ.
5. Ammunition and Pyrotechnics The only explosive stores which may be landed are blank 7.62mm, M115 and M116 grenade simulators (if available) and 1 inch Very pistol cartridges. The following safety precautions are in force:-
  - a. Blank 7.62mm rounds are not to be fired at persons closer than 25 meters,
  - b. Grenade simulators are to be thrown on to clear ground and not closer than 25 meters to persons not wearing aural protection,
  - c. One inch Very pistol cartridges are not to be fired without the approval of an officer. They are to be fired at high elevation, clear of personnel, trees and overhead obstructions and not within 50 meters of any building.

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The landing force may be required to search personal property/luggage etc. Full respect is to be paid to such property.

Movement of vehicles is to be on formed roads unless otherwise directed by the landing force commander.

8. The area surrounding JBMR is a National Park and native reserve. Damage to flora is to be avoided and no cutting or digging is to take place without the permission of the landing force commander.

9. Vehicles may only be driven by persons holding a current service driving licence.

10. No piece of equipment found ashore is to be used without the permission of the landing force commander, the exercise mine manager, or Head of the Fleet Training Group.

11. Rules of Engagement

a. Disguise, false documentation and impersonation are permitted by exercise terrorists,

b. If challenged correctly and within 25 meters of an armed sailor an infiltrator is to surrender,

c. The principle of minimum force is always to be used in the capture and handling of prisoners,

d. No physical force is to be used against any civilian encountered during the exercise,

e. Impersonation of umpires is not permitted.

12. Safeguard Procedure

Signal or voice messages reporting actual emergencies or dangerous situations are to be prefixed by the word "SAFEGUARD" This also implies an automatic minimise on that circuit.

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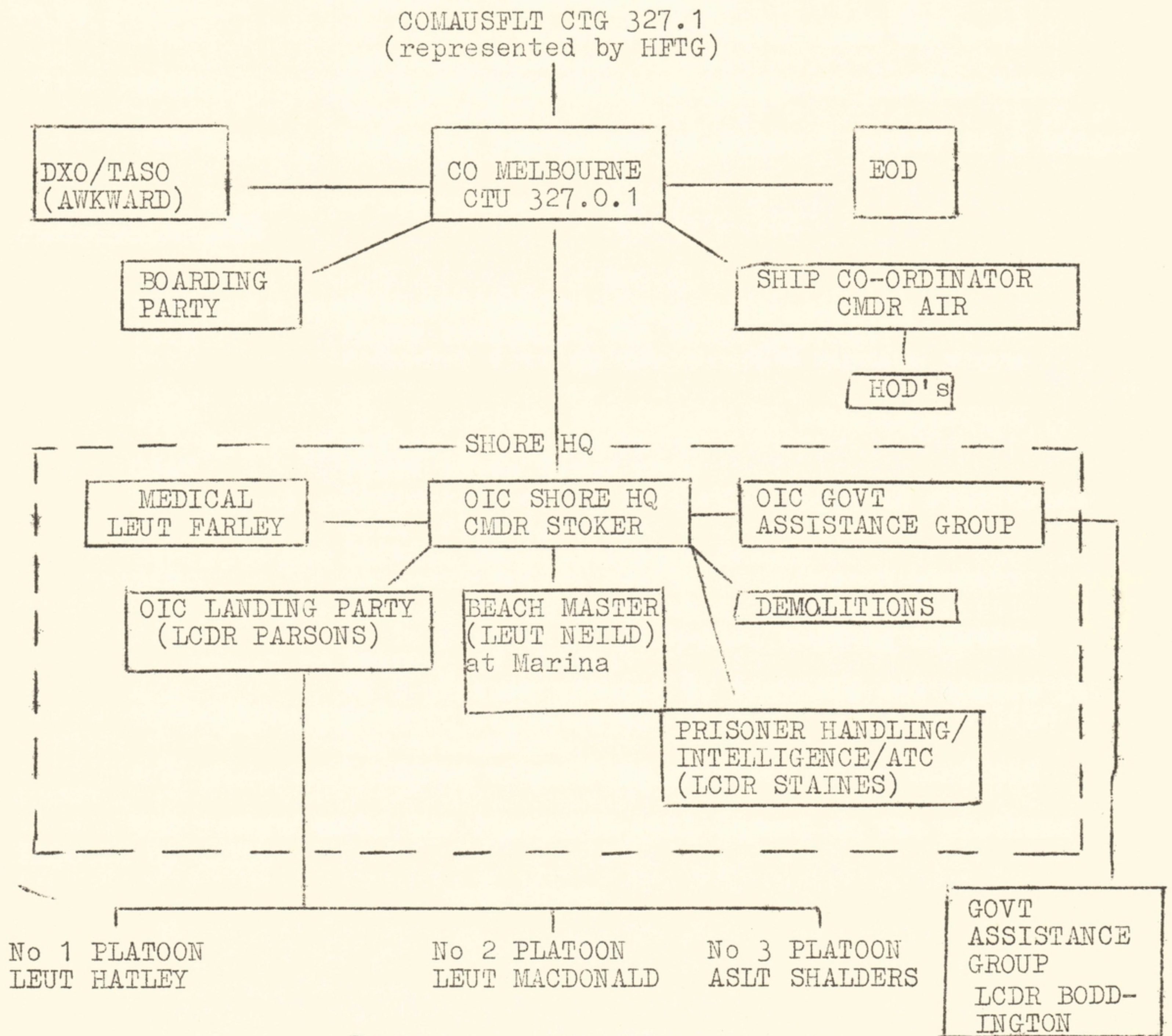


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Annex C to  
HMAS MELBOURNE  
OPORDER 1/78

dated 1st February, 1978

CHAIN OF COMMAND



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Annex D to  
HMAS MELBOURNE  
OPORDER 1/78

dated 1st February, 1978

TIMETABLE OF EVENTS

FRIDAY 03 FEB

|      |   |
|------|---|
| 1300 | Commence final briefings  |
| 1300 | HQ section platoon commanders and OIC's of parties, briefing chapel |
| 1400 | Platoon commanders and OIC's of parties brief their parties         |
| 1800 | Complete laying out of support stores in A hangar                   |

SATURDAY 04 FEB

|           |  |
|-----------|--|
| 0400      | Call the hands   |
| 0415      | Early breakfast for shore parties  |
| 0430      | Commence drawing equipment - gunners store                                     |
| 0500      | Muster A hangar. Fall in by parties  |
| 0530      | No. 1 platoon and Marina HQ communications sailor embark in boats              |
| 0545      | First boats leave ship   |
| 0545      | Commence loading available boats in accordance with priority table             |
| 0600      | Initial landing at the Marina  |
| A/R       | As boats become available commence shuttle service to land remaining personnel |
| A/R       | On completion of personnel landing commence landing of stores                  |
| A/R       | No 2 platoon proceed to airfield and secure it                                 |
| 0800-0900 | Collect evacuees and escort them to airfield for evacuation                    |
| A/R       | Commence evacuating personnel from airfield                                    |

The remainder of the timetable will depend on the problems imposed by HFTG.

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Annex E to  
HMAS MELBOURNE  
OPORDER 1/78

dated 1st February, 1978

DRESS AND EQUIPMENT

Remember - The initial impression made by a landing party is its smartness of bearing and its high standard of dress. Dress is to be as follow:-

Full No 8's (neatly pressed) - boots

Webbing equipment and water bottle

Weapons as appropriate

Caps

AGR's with shell dressings securely attached

Each sailor is to carry:

Water sterilising tablets

Insect repellent

Note pad and writing instrument

A length of rope (codline)

Naval ID Card

HMAS MELBOURNE ID Card (to be issued)

Small quantity of toilet paper

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Annex F to  
HMAS MELBOURNE  
OPORDER 1/78

dated 1st February, 1978

COMMUNICATIONS

1. Portable radios The primary link between shore HQ and the ship, will be HF radio using the portable set TRC-300. Communications from either of the shore HQ's (Marina Section or Airfield) to mobile or other platoons will be through VHF portable PRC-25. Additionally the platoon at the airfield will have three small 'walkie-talkie' type radios Type TMC-214 for use in perimeter control. Numerically the equipment breakdown is as shown below:-

|    |                                  |             |            |
|----|----------------------------------|-------------|------------|
| a. | Airfield HQ                      | 2 x TRC-300 | HF         |
|    |                                  | 1 x PRC-25  | VHF        |
| b. | Platoon No.1<br>(Marina Section) | 1 x PRC-25  | VHF        |
|    |                                  | 1 x TRC-300 | HF (Spare) |
| c. | Platoon No.2<br>(Airfield)       | 1 x PRC-25  | VHF        |
|    |                                  | 3 x TMC-214 | VHF        |
| d. | Platoon No.3<br>(Mobile)         | 1 x PRC-25  | VHF        |

2. Personnel A communications operator (ABRO/ABSIG) will be provided to each HQ and Platoon. He will be fully briefed on the equipment beforehand and will be able to advise non-communications users where necessary. HF portables are equipped with manpack frames and are thus easily moved.

3. Preparation All radios will be tested by 031600L FEB78; new or fully charged batteries will be provided and spare batteries carried where applicable. Because of the requirement to use 2 x TRC-300 during the night of 3FEB78 for Operation AWKWARD communications it may become necessary to land the spare TRC-300 at the Marina Section after the initial landing party goes ashore. This will depend upon the AWKWARD state in force at the time. AWKWARD requirements should not affect the VHF portables for IBA.

4. Emergency Communications An aldis lantern and battery will be landed at the Marina Section to provide emergency ship/HQ Communications if required.

...../2. 5. COMPLAN

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5. COMMPLAN FOR ISEX/DISTEX

|               |           |           |                       |
|---------------|-----------|-----------|-----------------------|
| HF Portables  | Primary   | 2442khz   | Line 679A             |
|               | Alternate | 2690khz   | Line 252A2            |
| PRC-25 (VHF)  | Primary   | 47.20mhz  | Line 371C             |
|               | Alternate | 48.60mhz  | Line 371D             |
| TMC-214 (VHF) | Primary   | 27.34mhz  | Line 371A (channel A) |
|               | Alternate | Channel B |                       |

6. COMMPLAN FOR AWKEX

|                |           |          |                        |
|----------------|-----------|----------|------------------------|
| HF Portables   | Primary   | 3123khz  | Line 253A4             |
|                | Alternate | 3245khz  | Line 253A9             |
| PRC-25 (VHF)   | Primary   | 52.60mhz | Line 372C              |
|                | Alternate | 51.00mhz | Line 372A              |
| Type 634 (UHF) | Primary   | 251.2mhz | Line 369A1 (channel 1) |
|                | Alternate | 253.9mhz | Line 369B1 (channel 2) |

7. COMMPLAN CHANGE The change to an alternate frequency will be ordered by the codewords "GO COLD". To revert to a primary frequency the codewords "GO HOT" will be used. These changes will be ordered by the Base HQ Commander for ISEX/DISTEX and the ship for AWKEX.

| 8. <u>CALLSIGNS</u> | <u>SET 1</u> | <u>SET 2</u> | <u>SET 3</u> |
|---------------------|--------------|--------------|--------------|
| SHIP                | LP           | BZ           | RY           |
| BASE HQ             | LP1          | BZ1          | RY1          |
| Platoon No.1        | LP2          | BZ2          | RY2          |
| Platoon No.2        | LP3          | BZ3          | RY3          |
| Platoon No.3        | LP4          | BZ4          | RY4          |

9. Callsigns will be changed only by order of the Commander ashore at the Base HQ. This will be achieved by the codeword SCATTER plus the callsign set number. e.g. "SCATTER Set 3" means "Change to callsign set number 3."

...../3. 10. During AWKEX

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10. During AWKEX plain callsigns will be used, viz,

MELBOURNE  
Sea Boat  
Cutter  
Captains Boat  
Gemini one  
Gemini two

11. CODEWORDS

The following codewords will be signalled to indicate completion of various phases of the operation:-

| <u>PHASE No</u> | <u>EVENT</u> | <u>CODEWORD</u> |
|-----------------|--------------|-----------------|
| 1               |              | SUNSHINE        |
| 2               |              | MOONLIGHT       |
| 3               |              | SHADOW          |
| 4               |              | TINKERBELL      |
| 5               |              | PETER PAN       |
| 6               |              | CAPTAIN HOOK    |
| 7               |              | LEMONADE        |
| 8               |              | GINGER ALE      |
| 9               |              | ORANGE SQUASH   |

For example "LEMONADE Completed" means Phase 7 completed.

12. AUTHENTICATION The simplest system of challenge and reply will be used. The Keyword is BIRTHDAY which has no repeating letters. The challenge may be any letter. The reply can be either the letter before or after. For example, the authentication of "DELTA" is either "HOTEL" or "ALPHA".

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Annex H to  
HMAS MELBOURNE  
OPORDER 1/78

dated 1st February, 1978

1. The following special parties are created for the duration of Exercise Operation IBA:-

a. Medical Party

LEUT FARLEY  
LS COLE  
LS WHITFIELD  
LS DORAN

b. SHORE HQ

CMDR STOKER  
MIDN McINTOSH  
LEUT NEILD (BEACHMASTER)  
COMMUNICATIONS SAILOR  
CAPTAINS SECRETARY  
plus LANDING PARTY HQ

c. INTELLIGENCE/PRISONER HANDLING/ATC

LCDR STAINES  
MIDN STRECZEK  
LSCOX HUNTER  
LSCOX BELL

d. STORES UNLOADING PARTY

QMG BAILEY, RP ANTONUCCIO, RP CRAIG

e. POLITICAL OFFICER

LCDR SMITH (temporary rank of CMDR)

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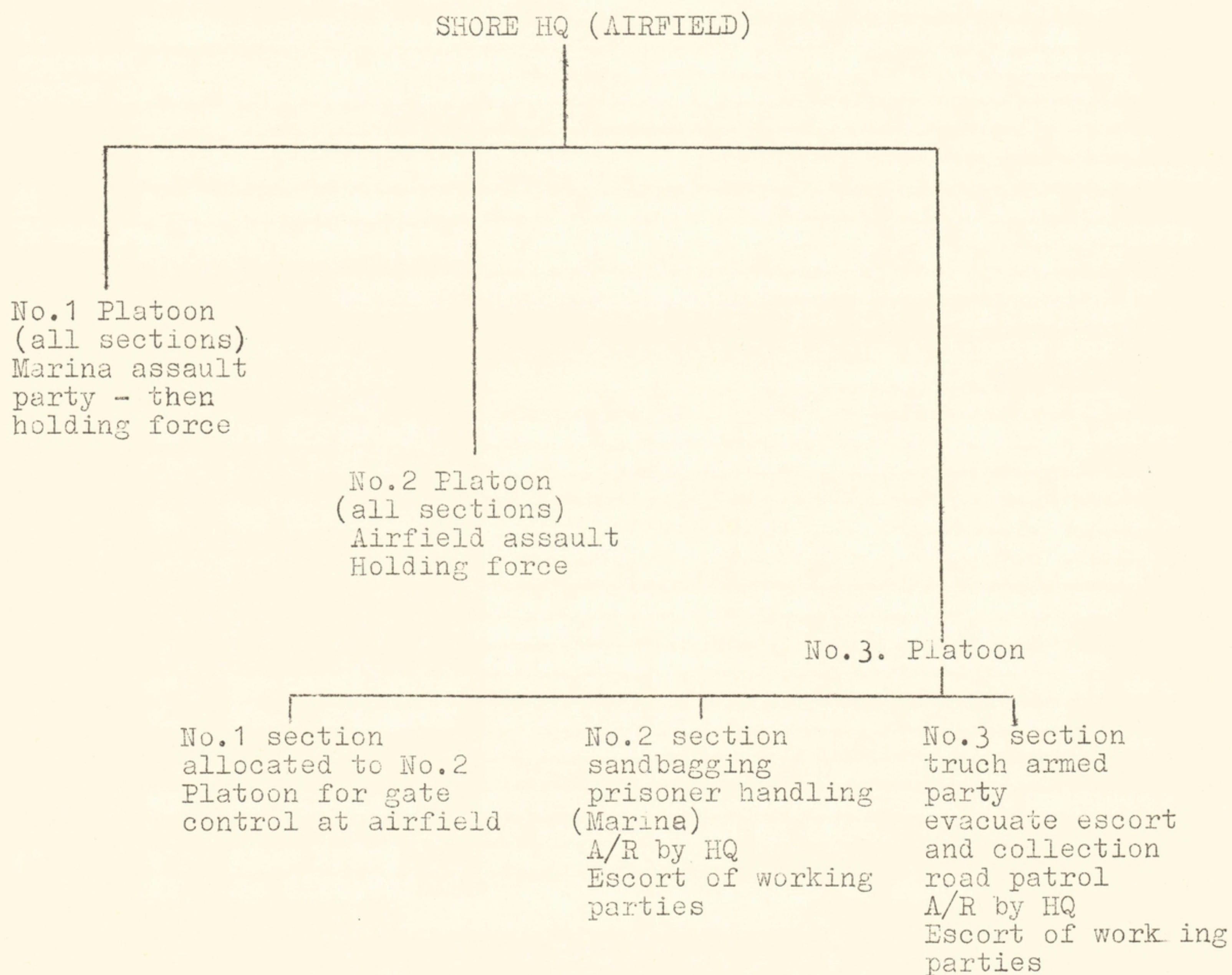


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Annex I to  
HMAS MELBOURNE  
OPORDER 1/78

dated 1st February, 1978

LANDING FORCE SUMMARY



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Annex J to  
HMAS MELBOURNE  
OPORDER 1/78

dated 1st February, 1978.

BOARDING PARTY

INTRODUCTION

1. HMAS MELBOURNE's boarding party may be required in an opposed or unopposed situation during exercise IBA. The boarding party is to be prepared for either situation.

AIM

2. To ensure that any ship approaching Green Patch part in Brownland is not carrying arms or supporting stores for BLA terrorists.

IMPLEMENTATION (UNOPPOSED)

- 3.
- |    |               |   |
|----|---------------|---|
| a. | When piped    | Boarding party muster in A hangar for issue arms and lifejackets.   |
| b. | As directed   | Embark in boat - grapnels, jumping ladder and Aldis lantern required.   |
| c. | On boarding   | (i) Fwd party to bridge to convey orders to command and to inspect ship's papers.<br><br>(ii) Aft party to machinery spaces to check for scuttling attempts and establish communications with bridge. |
| d. | When prepared | Establish communications with HMAS MELBOURNE.   |
| e. | If required   | Additional search party will be requested to search cargo or crew.  |
| f. | As directed   | Disembark and return to ship.   |

.... / 2. IMPLEMENTATION

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IMPLEMENTATION (OPPOSED)

4. a. When piped Muster A hangar
- b. As directed Embark forward and aft party in separate boats. Grapnels, jumping ladders, night sticks and aldis lanterns required
- c. Boarding drill Boats are to proceed (without lights) and to co-ordinate simultaneous arrival - forward party, port side fwd, after party stdb side aft. Anticipate fire hose and small arms "firing" resistance. Simulated firing of small arms only is to be used. Grapnels to secure boats and provide climbing lines, first hands onboard to clear boarding perimeter, second wave rig jumping ladders for balance of partys - boats crews to lie off when embarkation completed
- d. When embarked Tight arrow formation for both parties, coshes at ready forward party proceed to bridge and radio rooms. Aft party to machinery compartments.
- e. Anti-scuttling precautions
1. All men found in machinery compartments to be rounded up and placed under guard. A full search to be made for explosive charges, one member of captured crew to accompany search party.
  2. Electrical power source and distribution to be checked.
  3. SITREPS to be passed to forward party on bridge.
- f. When in Command Establish communications and report to MELBOURNE.
- g. As directed Disembark and return to ship.

COMMUNICATIONS

5. Two PRC-25 (VHF) sets will be used tuned to a frequency of 52.60mhz. One set will be manned in the boat/ship being boarded and the other on the GDP (operator to be provided by communications department). Call signs are to be "BOARDING PARTY" and "MELBOURNE".

.... /3. PERSONNEL

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PERSONNEL

6. As detailed in XOTM 25/78.

DRESS

7. Action working dress (trousers tucked into socks)  
Steel helmets (opposed)  
Caps (unopposed)  
Non slip shoes  
50N lifejacket (slightly inflated)  
Weapons as appropriate  
Torches/nightsticks as appropriate

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Annex K to  
HMAS MELBOURNE  
OORDER 1/78

dated 1st February, 1978

AUSTRALIAN NATIONALS - EVACUEES

The following evacuees are to be escorted from their homes to uplift points between 040800 and 040900 FEB78:-

| <u>NAME</u>           | <u>ADDRESS</u>                               |
|-----------------------|--|
| Mr./Mrs. MACDONNA     | 13 Holliday Cres                             |
| Mr./Mrs. SEARLE       | 16 Morgan Ave                                |
| Mr./Mrs. FOX          | 61 Chambers Road                             |
| Mr./Mrs. JONES        | 28 Benson Road                               |
| Mr./Mrs. SWAN         | 44 College Road                              |
| Joan and Mearle JOHNS | 58 Chambers Road                             |
| Mable WALTON          | Primary School (Teacher)                     |
| Mr./Mrs. DAVIES       | 126 Brown Ave                                |
| Mr./Mrs. ALPIE        | 34 Benson Road                               |
| Rev. John JAMES       | Monestry                                     |
| Alf EURASHI           | Aussie Rules Caretaker<br>Aussie Rules Field |
| James Ceril COX       | 17 Land Pool Avenue                          |

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HMAS MELBOURNE  
at Sea

4 APR 1978

The Flag Officer Commanding  
HM AUSTRALIAN FLEET

For Information:

The Flag Officer Commanding  
HM AUSTRALIAN FLEET (Afloat)

HMAS MELBOURNE - REPORT OF PROCEEDINGS -  
MARCH 1978

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command during the month of March, 1978. Time zones in use are appended where appropriate.

2. Operating in the East Australia area from 1st until 10th March MELBOURNE participated in Exercise JUC98, together with other Australian, Canadian and New Zealand units. Considerable anti-submarine, surface surveillance and air defence training was achieved during this exercise, the ship's first major activity with the Carrier Air Group embarked since the Intermediate Docking period. An assisted maintenance period in Sydney from 10th until 28th March followed JUC98, during which the ship was readied for the forthcoming deployment to a mid-Pacific multi-national exercise. With other RAN units deploying, MELBOURNE sailed from Sydney on 29th March, and took passage off the east coast of Australia, exercising enroute to the southern end of the Great Barrier Reef at the end of the month.

3. The beginning of March saw MELBOURNE operating in the East Australia exercise areas continuing the tactical workup of the newly embarked Carrier Air Group, and also participating in activities associated with the JUC98 Casex period. Valuable training for ship's teams was provided by three major Casex serials conducted by MELBOURNE on Wednesday 1st and Thursday 2nd. Night steaming in company with nearly all units in the area on both days was utilised to provide continuation training for operations under emission control conditions. Weapon training was the nominated priority for A4G aircraft, and the weapon ranges at Saltash and Beecroft were used to advantage.

4. An FFO heater defect (URDEF 233/78) arose on Thursday 2nd, effectively reducing the ship's acceleration rates with minor ramifications on tactical flying manoeuvres. When coupled with the failure of a catapult steam drain line (URDEF 234/78) early the following day and marginal sea conditions, fixed wing flying was cancelled and the ship proceeded to Jervis Bay to effect repairs to both systems. MELBOURNE anchored in A1 berth at 0900L.

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5. You, Sir, embarked in MELBOURNE by boat from CRESWELL at 1400L on Friday 3rd, and your flag was shifted concurrently. Repairs having been completed, anchor was weighed at 1430L and the ship proceeded to sea to rejoin JUC98. At 1900L a rendezvous was effected with HMCS RESTIGOUCHE, with the Commander, Second Canadian Destroyer Squadron embarked, HMAS SUPPLY and HMAS STUART, all members of MELBOURNE's Task Unit for Phases 4 and 5 of the exercise. Phase 4 of JUC98 commenced at 0001L on Saturday 4th, and defence watches were exercised in MELBOURNE throughout this phase.
6. With the exercise commencing in a period of tension situation, harassment by opposition forces was not long delayed. At 0300L two destroyers (VAMPIRE and VENDETTA) commenced a series of harassment manoeuvres against friendly forces which continued until about 0630L. Harassment and provocation continued throughout Saturday 4th with three Attack class patrol boats (ADVANCE, ATTACK and BOMBARD), RAAF Mirage aircraft and Intelligence Gathering Auxiliaries (BASS and BANKS) maintaining the pressure. A heavy Skyhawk flying programme was maintained during daylight hours to provide aircraft for surface surveillance, combat air patrol and a quick reaction surface strike capability. PERTH, previously delayed by a defect, joined the MELBOURNE Task Unit on Saturday afternoon to considerably enhance the unit air defence capability.
7. Although restrained by the tramtrack nature of the JUC98 plan, some flexibility was created by operating the MELBOURNE and COMAUSDESRON THREE Task Units separately for varying periods. Having operated independently since the start of Phase 4, integration with the second Task Unit, comprising HMAS TORRENS, HMCS PROVIDER, HMNZS WAIKATO and HMCS KOOTENAY, took place at 2000K on Saturday 4th. A torpedo attack on the Task Group during the middle watch on Sunday 5th caused 'hostilities' to be declared.
8. In the ensuing hot-war segment of Phase 4 a very high flying rate was achieved with little difficulty. Several F111 attacks on the force, together with remote surface and ASW actions, provided a most satisfactory, albeit possibly unsuccessful, opposition. The two Task Units separated at 1800K on Sunday 5th and rejoined at 0500K the next day, thereafter remaining integrated. Phase 4 concluded at 1800K on Monday 6th, and the Task Group proceeded into Jervis Bay to anchor in formation in three groups, MELBOURNE's group anchoring at 1930K.
9. Phase 5 of JUC98 commenced at first light on Tuesday 7th with departure operations from Jervis Bay. MELBOURNE weighed anchor at 0630K and operated in the bay to launch a combat air patrol to cover the departure period of the heavy units. Once the high value units cleared the minefield, Task Units proceeded separately to assigned holding areas off the coast. Flying rates were maintained during the day, with particular emphasis on surface surveillance by the Skyhawk aircraft, but no contact was made with the enemy. Utilising a number of deceptive gambits the MELBOURNE Task Unit shifted during the night of 7th/8th March to a new holding area in which the COMAUSDESRON THREE Task Unit had been operating for some eighteen hours. The two Task Units integrated at 0600K on Wednesday 8th.

.../10. Incorporated

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10. Incorporated into the JUC98 scenario was a requirement to conduct live surface strike, SAG and naval gunfire support functions on Wednesday 8th. A hulk target was positioned in the exercise area and MELBOURNE conducted live strikes commencing shortly after 0800K as the first stage of an Air Weapons Turn Around and Load Out Exercise (AWTALOX). The air weapons exercise continued until 1600K during which period aircraft were armed three times. Also during the day escorts were detached as required to carry out surface firings against the hulk target and naval gunfire support on the Beecroft range.
11. After witnessing the launch of MELBOURNE's strike on the hulk target from the helicopters in which they had flown out from NAS Nowra, some twelve senior Public Service officers associated with the RAN Aircraft Carrier Project embarked in the ship. The group included Mr A. Griffith of the Prime Minister's Department, Dr. R.J. O'Neill of the Australian National University, and Mr G.J. Churches of the Department of Defence. Until their departure by helicopter at 1445K the visitors were given a series of briefings, tours and flying demonstrations to illustrate the operational and support capabilities of MELBOURNE and the various facets of operating aircraft on a continuing basis in all weathers in the limited spaces of a ship.
12. The Task Group moved out of the established strike holding area after dark on 8th March, and operated well to seaward for the ensuing, and final, 36 hours of the exercise. Attacks on the force in the period were mounted by F111 aircraft and two submarines, relative successes being debatable until publication of the post-exercise report. All units were replenished in the final stages of the exercise, and five A4G aircraft were detached to NAS Nowra shortly before sunset on Thursday 9th.
13. As with all major exercises numerous successes were registered and an equal number of shortcomings in tactics and organisation was highlighted. Of particular note, during JUC98, was the surveillance capability of the Skyhawk aircraft. With no organic surveillance capability, and with inadequate shore based surveillance support, the A4G was heavily utilised to provide essential coverage. In addition to tracking opposition surface forces, A4G sorties also detected at least three submarines, much to the surprise and chagrin of the underwater foe. Developmental tactics were successfully used by Skyhawk aircraft to improve their capability against the faster F111 aircraft. Both Seaking and Skyhawk serviceability improved markedly after the Carrier Air Group embarked, with squadrons normally maintaining their full availability requirements.
14. JUC98 concluded at 0600K Friday 10th, and the Task Group proceeded to enter Sydney Harbour in four groups. With TORRENS and HMCS RESTIGOUCHE in company MELBOURNE passed the Heads at 0745K and secured to Number 3 buoy at 0815K. After topping up ammunition MELBOURNE slipped from the buoy at 1100K and proceeded to Garden Island to berth at the Fitting Out Wharf. Two Seaking and one Wessex helicopters were detached to NAS Nowra during the forenoon.
15. As expected, the days alongside which followed JUC98 proved to be a particularly active time for all departments preparing for the forthcoming deployment. Storing ship and flight and weatherdecks husbandry placed the usual heavy demands on manpower, which were somewhat increased by the inclement weather which prevailed in Sydney for much of the period.

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.../Also during the period



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Also during the period a number of major operational defects, including the Lox plant (URDEF 235/78), LW02 radar (239/78) and the flight deck impact pads (URDEF 223/78), was rectified. At 0815K on Wednesday 15th the ship was moved cold to Number 3 buoy where defuelling of Avgas was carried out thus completing the removal of support facilities for S2E Tracker aircraft. On completion at 1430K the same day MELBOURNE was returned to her previous berth.

16. A number of other activities made significant demands on personnel availability for essential maintenance during the period. These included a series of compulsory operational briefings, four drug lectures, each for 80 members of the Ship's Company, Training Committee attendance, Personnel Liaison Team presentations for the Ship's Company, and Director General of Naval Personnel Services presentations for most officers.

17. Together with a number of my staff officers I attended the JUC98 post-exercise discussion at HMAS WATSON on Monday 13th. I received the calls of the Commanding Officers of HM Canadian Ships KOOTENAY, Commander B.P. Moore, CF, and RESTIGOUCHE, Commander H.G. Porter, CF on Thursday 16th. The Commander Second Canadian Destroyer Squadron, Captain S.W. Riddell, CF, the Commanding Officers of HMCS PROVIDER, Captain K.M. Young, CF and HMNZS WAIKATO, Captain I.L.S.B. Bradley, RNZN, called on me on Friday 17th. On the same day you, Sir, hosted a luncheon onboard for the Canadian Consul-General, Mr W.G. Pybus, and the Canadian and New Zealand Commanding Officers. You, Sir, hosted a Fleet Reception onboard the flagship on Wednesday 22nd which was attended by 125 host officers from the Fleet, and by some 150 guests from both civil and Service occupations.

18. At about 1900K on Saint Patrick's Day, Friday 17th, a sentry sighted a person swimming away from MELBOURNE and subsequently landing at Mrs Macquaries Point. Operation Awkward procedures were instituted, which culminated in an underwater search of the ship's hull. The cause of the incident was subsequently attributed to a MELBOURNE sailor improperly leaving the ship.

19. At 1000K Wednesday 29th March MELBOURNE cast off and, with HMA Ships PERTH, TORRENS and STUART in company, proceeded ceremonially out of harbour. Once clear of the harbour entrance MELBOURNE was detached to operate independently to conduct flying operations and other necessary refresher drills. In the course of the next three days a concentrated period of flying training was carried out as the ship transitted northwards along the coast of NSW and Queensland. Air weaponry was exercised on the Saltash, Evans Head and Saumarez Reef ranges and A4G night flying took place on 29th and 30th March. During the night of 29th/30th March STUART, MELBOURNE's planned consort until the end of the month, suffered a mechanical defect which caused her withdrawal from the numerous mutual exercises programmed. HMNZS WAIKATO was operated as rescue destroyer during the night of Thursday 30th, detaching shortly after completion of flying to rejoin the main group of ships deploying from the south-west Pacific to the Hawaiian area. At the end of the month MELBOURNE was steaming independently to the south of Frederick Reef towards a rendezvous with other units of her Task Group, planned for Saturday 1st April.

.../20. Health,

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Health, Welfare, Conduct and Morale

20. The health and morale of the Ship's Company have been maintained at satisfactory levels. The incidence of leavebreaking, while not considered to be significant in a company the size of MELBOURNE, has nevertheless been higher than expected in recent months.

I have the honour to be,

Sir,

Your obedient servant



(R.C. SWAN)  
Commodore, RAN  
Commanding Officer

Annexes: A. Steaming Return  
B. Exercises

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Annex A to HMAS MELBOURNE  
letter 1/16/20 dated

**14 APR 1978**

STEAMING RETURN

Distance steamed during period 4198.8 miles

Total distance steamed since commissioning 748,600.7 miles

Hours underway during period 275.7 hours

Total hours underway since commissioning 53,694.6 hours

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Annex B to HMAS MELBOURNE  
letter 1/16/20 dated

TRAINING EXERCISES

4 APR 1978

Reference: A. AFXI Chapter 2 Annex I

| <u>EXERCISE No.</u> | <u>SHORT TITLE</u>                       | <u>NUMBER</u> |
|---------------------|--|---------------|
| 1.                  | <u>SEAMANSHIP AND GENERAL EVOLUTIONS</u> |               |
| 17                  | RAS (L) (N)                              | 2             |
| 21                  | MANORD                                   | 5             |
| 23                  | STEAM UNIFOXER                           | 2             |
| 25                  | SCREENPLAY                               | 2             |
| NN                  | SPLASH TGT                               | 2             |
| NN                  | DITCHED HELO                             | 1             |
| NN                  | DIVEX                                    | 6             |
| 2.                  | <u>NAVIGATION</u>                        |               |
| 29                  | BLIND PILOTAGE                           | 2             |
| 30                  | MINTRAN                                  | 1             |
| 31                  | FORMATION ANCHORAGE                      | 1             |
| NN                  | RADAR CHECK RFX2                         | 1             |
| 3.                  | <u>ACTION INFORMATION ORGANISATION</u>   |               |
| 32                  | SPX                                      | 1             |
| 33                  | ASACEX                                   | 2             |
| 35                  | INTEX                                    | 2             |
| 36                  | GOPEX/SSSC                               | 2             |
| 37                  | ARRX                                     | 3             |
| 39                  | ADEX                                     | 1             |
| NN                  | RELVELEX                                 | 2             |
| NN                  | PLAN GOSSAMER                            | 1             |
| 4.                  | <u>ASW</u>                               |               |
| 49                  | CASEX C2                                 | 3             |
| 5.                  | <u>NBCD</u>                              |               |
| 74                  | NBCD COMMS                               | 1             |
| 78                  | MINOR DCX                                | 3             |
| NN                  | MINOR HARBOUR DCX                        | 17            |
| 6.                  | <u>ELECTRONIC WARFARE</u>                |               |
| 90                  | EWX 4                                    | 1             |
| 104                 | EWX 20                                   | 2             |
| 107                 | EWX 23                                   | 1             |

.../B-2

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| <u>EXERCISE No</u> | <u>SHORT TITLE</u>      | <u>NUMBER</u> |
|--------------------|-------------------------|---------------|
| 7.                 | <u>NAVCOMEX</u>         |               |
| 118                | NCX 401                 | 4             |
| 123                | NCX 453                 | 2             |
| 125                | NCX 455                 | 2             |
| 127                | NCX 604                 | 1             |
| 133                | NCX 657                 | 1             |
| 8.                 | <u>GUNNERY</u>          |               |
| NN                 | AIR WEAPON LOADING      | 4             |
| NN                 | 40/60 LOAD/TRACK DRILLS | 9             |
| 9.                 | <u>AIR - VF805</u>      |               |
| NN                 | ARRESTS (D)             | 150           |
| NN                 | ARRESTS (N)             | 17            |
| NN                 | CATAPULTS (D)           | 160           |
| NN                 | CATAPULTS (N)           | 17            |
| NN                 | TOUCH AND GO (D)        | 39            |
| NN                 | TOUCH AND GO (N)        | 13            |
| 10.                | <u>AIR - HS817</u>      |               |
| NN                 | LANDINGS (D)            | 164           |
| NN                 | LANDINGS (N)            | 52            |

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HMAS MELBOURNE  
at Garden Island

23 JUL 1978

Flag Officer Commanding  
HM AUSTRALIAN FLEET

HMAS MELBOURNE - REPORT OF PROCEEDINGS

JUNE 1978

Sir,

1. I have the honour to report the proceedings of HMA Ship under my command for the month of June, 1978. Local times are used throughout, the time zone in use being KIL0 (-10).
2. At 0825 Thursday 1st MELBOURNE was moved cold from the Fitting Out Wharf to the Oil Wharf to allow the passenger liner ARCADIA access to a heavy crane. On the 2nd MELBOURNE slipped from the Oil Wharf at 0950 completing a cold move to the Fitting Out Wharf at 1040. MELBOURNE remained alongside the Fitting Out Wharf until the 26th.
3. MELBOURNE was moved cold from the Fitting Out Wharf to No 3 Buoy at 0830 on the 26th to carry out de-ammunitioning. This was successfully completed by 1530; however, as arrangements had already been made for the return to the Fitting Out Wharf on the 27th MELBOURNE remained at the buoy overnight. At 1000 Tuesday the 27th the ship returned to the Fitting Out Wharf and remained alongside until the end of the month.
4. At 0015 on the 11th it was reported by the Garden Island main switchboard that a bomb threat call had been received. While the threat did not specifically name MELBOURNE but referred to the "big ship" action was immediately initiated to evacuate the ship and search for any possible device. The search revealed nothing untoward and at 0730 it was decided that the call was a hoax and the ship returned to normal. My message RTT 101600Z JUN 78 refers.
5. Similarly, at 2245 on the 19th the ship received a bomb threat call stating that it would go off in 15 minutes. The ship was evacuated, the Naval and State Police were called and a search was initiated. The search did not reveal anything unusual and at 2325 it was decided that the call had been a hoax and any further action was suspended. My message RSD 191450Z JUN 78 refers.
6. During the month the three main galleys were taken off line for 10 days each to allow a ship's staff working party to overhaul all equipment. While keeping all operational equipment serviceable with the ship at 24 hours notice for steam a range of tests and trials have been completed by ships staff in preparation for the refit. Dockyard investigations have been initiated on the following problem areas:
  - a. HF interference with AN/SPN-35A radar;
  - b. 'P' sight gyros for the MDLA; and,
  - c. installation of replacement IFF MK 12.

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...../7. The tank



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7. The tank cleaning programme taken on during the hull maintenance period is nearly completed and the result will be most beneficial towards the life extension of MELBOURNE. The tank cleaning parties have now been discontinued with the exception of a 20 man continuation party which will be employed on final completion work. The attitude of the sailors employed in this dirty work in confined spaces has been outstanding and a credit to all concerned.

8. On the 15th the ships company was briefed on drug abuse, safety and with particular emphasis, the security of the ship during refit and the driving of motor vehicles after the intake of alcohol.

9. The Commanding Officer, Commander N.J. Stoker, RAN proceeded on leave on the 19th. The Executive Officer Commander M.J. Astbury, RAN has acted as Commanding Officer for the remainder of the month.

10. Health, Welfare, Conduct and Morale

The health of the Ship's Company has remained satisfactory. Morale remains high and conduct has been satisfactory.

I have the honour to be,

Sir,

Your obedient servant



(M.J. ASTBURY)  
Commander, RAN  
Commanding Officer

Annexes: A. Steaming Return  
B. Training Exercises

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Annex A to  
HMAS MELBOURNE  
letter 1/16/20  
dated **3 JUL 1978**

STEAMING FIGURES FIGURES FOR THE MONTH OF JUNE

1. Hours underway 3.0
2. Distance Steamed 0
3. Total hours underway since commissioning 54,594.6

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Annex B to  
HMAS MELBOURNE  
letter 1/16/20  
dated -3 JUL 1978

TRAINING EXERCISES

EXERCISE

SHORT TITLE

NUMBER

No

NN

MINOR HARBOUR DCX

30

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HMAS MELBOURNE  
at Garden Island.

1 AUG 1978

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET.

HMAS MELBOURNE - REPORT OF PROCEEDINGS

JULY 1978

Sir,

1. I have the honour to report the proceedings of HMAS MELBOURNE, under my command, for the month of July, 1978.
2. Throughout the month the ship has remained alongside the Fitting Out Wharf, Garden Island Dockyard, and reverted to 47 hours notice for sea on the 6th. The hull maintenance programme has continued with preservation being progressed in spaces prepared during June. Upper deck and ship's side maintenance has also progressed satisfactorily in the favourable weather conditions prevailing.
3. The Refit Conference was held on the 10th and the refit commenced on the 17th. Although some refitting work commenced prior to the beginning of the refit the general progress has been slow. Difficulties in finalising the refit package and problems in allocating workmen have occurred. These problems have arisen from the limited financial resources available for the large amount of defects and the requirement to replan the work to maximise dockyard capacity.
4. Financial and labour constraints have resulted in a number of significant items being deleted from the defect lists. The majority of these items, listed at Annex C, will be undertaken by Ship's staff but to the detriment of a large number of minor items of maintenance and ship husbandry.
5. Validation of Ship fitted equipments commenced on the 11th and is being conducted by a team of 8 Ship's staff and one stores inspector. Progress to date is very pleasing.
6. On the 19th and 21st you, Sir, hosted luncheons onboard the latter being attended by Admiral Sir Henry Leach, KCB, Commander-in-Chief Fleet, Royal Navy.
7. On the 25th and 26th I attended the Personal Services Conference chaired by Director General Naval Personal Services and delivered a paper on Personal Services at work in the Fleet. Lieutenant T.C. Mussared RAN contributed to a paper given by Divisional Officers from the Fleet. The conference proved to be a valuable forum for exchanging ideas on matters affecting the welfare of personnel.

.../8. The health

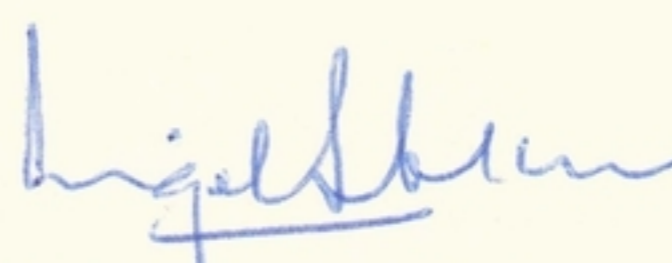


8. The health of the Ship' Company has remained satisfactory although there was a minor outbreak of Gastroenteritis during the period 3rd to 7th. Moral remains high and the conduct of the Ship's Company has been satisfactory.

I have the honour to be,

Sir,

Your obedient servant



(N.J. STOKER)  
Commander, RAN  
Commanding Officer

- Annexes:
- A. Steaming Figures.
  - B. Training Exercises.
  - C. Items deleted from Refit Package or unresolved.



Annex A to  
HMAS MELBOURNE  
letter 1/16/20  
dated 1 AUG 1978

STEAMING FIGURES FOR THE MONTH OF JULY

1. Hours underway 0
2. Distance steamed 0
3. Total hours underway since commissioning 54,597.6
4. Total distance steamed since commissioning 762,748.1 miles



Annex B to  
HMAS MELBOURNE  
letter 1/16/20  
dated 1 AUG 1978

TRAINING EXERCISES

| <u>EXERCISE No.</u> | <u>SHORT TITLE</u> | <u>NUMBER</u> |
|---------------------|--------------------|---------------|
| N/N                 | Minor Harbour DCX  |               |
|                     | Fire               | 29            |
|                     | Flood              | 2             |



Annex C to  
HMAS MELBOURNE  
Letter 1/16/20  
dated 1 AUG 1978

ITEMS DELETED FROM REFIT PACKAGE OR UNRESOLVED

Marine Engineering.

1. a. N5 Diesel Generator
- b. Main Air Conditioning
- c. 50% Main refrigeration
- d. 60% Turbo Generators
- e. Distilling plant
- f. Hangar Spray pumps
- g. Hull and fire pumps
- h. Fresh water circulating pumps
- i. Repairs to non pressurised pipes

Weapons Electrical.

2. a. Repairs and modifications to Mirror Deck Landing Aid
  - b. Decision regarding manner of implementing A&A to fit IFF Mk 12
  - c. Replacement of 40/60 mountings
  - d. Likelihood of defects arising in mainmast wiring resulting from installation of updated navigation lights and IFF Mk 12 antenna
3. Three defects exist in 40/60 mountings which, while not making the mountings inoperative, will, if unattended, leave the ship with a high risk of future failure.



HMAS MELBOURNE  
at Garden Island

4 September, 1978

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET.

HMAS MELBOURNE - REPORT OF PROCEEDINGS  
AUGUST, 1978

Sir,

1. I have the honour to report the proceedings of HMAS MELBOURNE, under my command, for the month of August, 1978. Throughout August the ship has remained at 47 hours notice for sea, alongside the Fitting Out Wharf, Garden Island.
2. Progress of the Main Refit is adequate, although problem areas are already evident. From the ship's point of view the critical paths would appear to be refurbishment of the steam catapult, refitting of the arrestor units and repairs and work on the main boilers. Initial manning-up was somewhat curtailed by additional unexpected work in other ships, principally HMAS BRISBANE and HMAS VAMPIRE. However, by the end of the month, the manning situation had improved considerably.
3. Removal of side bars in the catapult trough is proceeding at a much slower rate than had been expected, due to a large number of fitted bolts having been found seized. Although the catapult work is now behind schedule, the dockyard considers that the deadload trials date can still be achieved. It is also not expected that lining up of the new catapult track covers will delay the mid-September docking down date.
4. As might be anticipated in an old ship, there is considerable capacity for growth in hull work, despite a very large "take-on". Ultimately the amount of structural work undertaken will be determined by the number of boilermakers available.
5. In the Weapons Electrical Engineering Department, uncertainties remain concerning the provision of a reliable vertical reference for the MDLA, growth in required electrical cable replacement arising from surveys and work in hand, the success expected of maintenance of the automatic telephone exchange and also the projected installation of updated navigational lights.
6. The Ship's Staff component of refit work is progressing satisfactorily.
7. On the 14th Air Marshall Sir Alister Murdoch KBE, CB, Mr Smith and Mr Hewson, members of the committee of Reference and its Secretariate into Defence Forces Pay, toured the ship to inspect, at first hand, the living and working conditions experienced by personnel during a refit. This unit was followed on 17th by Mr <sup>Murdoch</sup> Mean, Lieutenant-Colonel Harris and Major Ashton, members of the Defence Industrial Board, who viewed similar aspects of conditions onboard.



2.

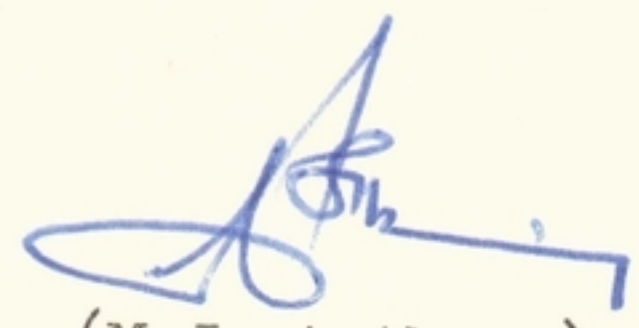
8. On the 17th you, Sir, hosted a luncheon onboard attended by Air Vice Marshall J.I. Adams, CBE, DFC, AFC, Air Officer Commanding Operational Command.

9. On the 31st filming resumed onboard for the ABC Television series titled "Patrol Boat". Approximately 15 officers and sailors from MELBOURNE's Ship's company have been included as extras in the filming.

Health, Welfare, Conduct and Morale.

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

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

  
(M.J. Astbury)  
Commander RAN  
Commanding Officer

Annexes: A. Steaming figures.  
B. Training exercises.



Annex A to  
HMAS MELBOURNE  
letter 1/16/20  
dated 4th September, 197

STEAMING FIGURES FOR THE MONTH OF AUGUST

1. Hours underway 0
2. Distance steamed 0
3. Total hours underway since commissioning 54,597.6
4. Total distance steamed since commissioning 762,748.1 miles.



Annex B to  
HMAS MELBOURNE  
letter 1/16/20  
dated 4th September, 1978.

TRAINING EXERCISES

| <u>EXERCISE No.</u> | <u>SHORT TITLE</u> | <u>NUMBER</u> |
|---------------------|--------------------|---------------|
| N/N                 | Minor Harbour DCX  |               |
|                     | Fire               | 31            |
|                     | Flood              | 1             |



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HMAS MELBOURNE  
at Garden Island.

4th October, 1978.

1.16.20.

The Flag Officer Commanding  
HM AUSTRALIAN FLEET.

HMAS MELBOURNE - REPORT OF PROCEEDINGS  
SEPTEMBER, 1978

Sir,

1. I have the honour to report the proceedings of HMAS MELBOURNE, under my command, for the month of September, 1978. Throughout the month the ship has remained at 47 hours notice for sea, alongside the Fitting Out Wharf, Garden Island.
2. Refitting of the ship is now nearing peak manning and visible progress engenders greater confidence that the planned milestones will be met. Unfortunately dockyard ability to undertake work revealed by surveys is limited by lack of finance as all but 9 % of refit finance had been committed at 30th September.
3. In the Weapons Electrical Engineering Department satisfactory progress has been made on the dockyard work package and there is no indication that work taken on will not be completed by target dates. The installation of Mark 12 I.F.F. due to commence in early October and with an estimated 95 days activity will become the critical path of the electronic area. Delays in letting contract work of up to seven weeks has upset plans to have only one third of the ventilation fans ashore at any one time. Over 50% of these fans are now with contractors and the warmth of early spring is adversely affecting habitability.
4. An industrial dispute has prevented the ship's docking, which was scheduled for Wednesday the 20th. The revised date for docking has not yet been established but a delay until late October could be tolerated without serious affects on the refit completion date. GMGID Messages DWK 210907 SEP 78 and DWK 252255Z SEP 78 are relevant. Apart from work delayed by the postponed docking, refit progress in the Marine Engineering Department is satisfactory. The catapult refitting delays mentioned in the August Report of Proceeding have now been largely overcome by rescheduling work.
5. The ships staff component of refit work is progressing very well although work on the ship's side is hindered by the shortage of paint stage catamarans. In addition the noise level generated by pneumatic hammers and grinders has caused some unrest amongst dockyard workmen and this is as yet not satisfactorily resolved. With the large amount of ship husbandry programmed for Ship's Staff, lack of an equitable solution will result in an increasing back-log of work.



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2.

6. On Friday the 1st I attended the Commanding Officers meeting held at Fleet Headquarters which was followed by a luncheon for Commanding Officers in the Fleet onboard HMAS MELBOURNE, hosted by you, Sir. On Wednesday 27th, accompanied by the Executive Officer and the Warrant Officer Coxswain, I visited the First Military Corrective Establishment to view the facilities there for offenders and received a briefing from the Commandant on the aim and achievements of the establishment.

7. Rear Admiral M.P. Reed, AO, Chief of Naval Technical Services visited MELBOURNE on Tuesday 5th to view the refitting progress first hand.

8. The health of the ships company has been satisfactory, morale is good despite the difficult conditions onboard and conduct is satisfactory. During the month the Ship's Company has been addressed on aspects of security, drugs, alcohol and smuggling of cigarettes.

*N.J. Stoker*

(N.J. STOKER)  
Commander, RAN  
Commanding Officer

Annexes:

- A. Steaming figures.
- B. Training exercises.

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Annex A to  
HMAS MELBOURNE  
letter 1.16.20  
dated 4th October, 1978.

STEAMING FIGURES FOR THE MONTH OF SEPTEMBER

|    |  |                 |
|----|--|-----------------|
| 1. | Hours under way                            | NIL             |
| 2. | Distance steamed                           | NIL             |
| 3. | Total hours underway since commissioning   | 54,597.6        |
| 4. | Total distance steamed since commissioning | 762,746.1 miles |

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Annex B to  
HMAS MELBOURNE  
letter 1.16.20  
dated 4th October, 1978.

TRAINING EXERCISES

| <u>EXERCISE No.</u> | <u>SHORT TITLE</u>                    | <u>NUMBER</u> |
|---------------------|---------------------------------------|---------------|
| N/N                 | Harbour DCX                           | 29            |
| N/N                 | Major fire and evacuation<br>exercise | 1             |
| N/N                 | Boat coxswain training                | 35 hours      |

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HMAS MELBOURNE  
at Garden Island

1st November, 1978

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET

HMAS MELBOURNE - REPORT OF PROCEEDINGS  
OCTOBER, 1978

Sir,

1. I have the honour to report the proceedings of HMAS Melbourne, under my command, for the month of October 1978. On Monday 16th Melbourne was moved cold from the Fitting-Out Wharf, Garden Island Dockyard, into inner Captain Cook Dock. The twenty seven day delay in docking the ship was the result of industrial unrest within the dockyard together with a ban placed on the handling of warships by commercial tugs. On Friday 20th docking down was completed and the dock dried out. Notice for sea remained at forty seven hours throughout the month.

2. Refit progress during the month has been marred by industrial disputes within the dockyard which involved walk-outs by members of three major unions for varying periods of time. Although dockyard productivity improved after the ship docked down there are now a number of critical areas where significant progress is required during the period until Christmas to ensure timely completion of the refit. The area of greatest concern is the After Machinery Space where the replacement of superheater tubes in the boilers is proceeding slowly and where the work package on boiler casings continues to increase.

3. Large areas of wastage have been identified in the boiler uptakes and the affect of undertaking essential repair work is being assessed but is likely to result in slippage of the refit completion date. Refurbishment of the arrestor system is also proving to be a bigger task than originally estimated and this work may also affect the refit completion date.

4. Satisfactory progress continued in Weapons Electrical production work throughout the month. The late acceptance of work in some areas, in particular the IFF MK12 installation, automatic telephone exchange and replacement of MKV40/60 mountings will create peak activities in November and December although all tasks remain within the overall critical path.

5. Ships staff refit work is progressing very well in conjunction with a major ship husbandry programme on the Flight deck, Island structure and weather deck spaces. Internally, refurbishment of messdecks, heads and bathrooms is proceeding very satisfactorily although painting out is being hampered in some areas by slow progress in retiling decks.

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6. At present habitability throughout the ship is poor due to the high noise level caused by pneumatic tools, the inconvenience caused by the spray painting programme and the absence of ventilation fans undergoing overhaul by the contractors. In addition, senior sailors are required to mess in the junior sailors forward cafeteria due to the catapult refurbishment programme which has necessitated closing both senior sailors cafeterias.

7. Throughout the month investigations continued into assessing the systems and equipments where refurbishment and spares backing will be required to ensure the ship can operate satisfactorily into the 1980's. In addition a review of workshop facilities and manning required to support the operation of S2G aircraft in the future has been progressed. Validation of fitted equipments and support spares for the ship has continued and assistance has been provided to HMAS Albatross to progress validation of aircraft fitted equipments.

8. Surgeon Rear Admiral J.A. Lloyd AO QHS visited Melbourne on Monday 16th and inspected the Sickbay, communal spaces and some messdecks.

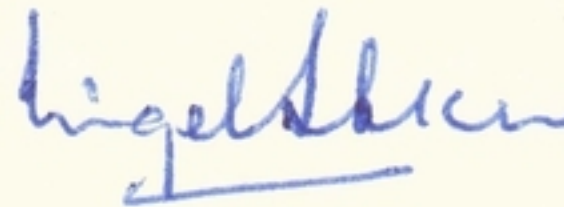
9. On Tuesday 24th, in support of Fire Prevention Week, the New South Wales Fire Brigade demonstrated use of a 'Simons Snorkel' firefighting vehicle to place firemen on the Island structure and evacuate 'patients' to the dockside. The demonstration was filmed by the TV media.

10. The health of the Ships Company is good and conduct satisfactory. Despite the difficult conditions for everyone onboard morale is high and the Ships Company has demonstrated a most impressive attitude to their work.

I have the honour to be,

Sir,

Your obedient servant



(N.J. STOKER)  
Commander, RAN  
Commanding Officer

Annexes:

- a. Steaming Figures
- b. Training Exercises.

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Annex A to  
HMAS MELBOURNE letter 1/16/20  
Dated 1st November, 1978

STEAMING FIGURES FOR THE MONTH OF OCTOBER

|    |  |                 |
|----|--|-----------------|
| 1. | Hours under way                            | 0.40            |
| 2. | Distance steamed                           | Nil             |
| 3. | Total hours underway since commissioning   | 54,598.0        |
| 4. | Total distance steamed since commissioning | 762,746.1 miles |

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Annex B to  
HMAS MELBOURNE  
letter 1/16/20  
Dated 1Nov78

TRAINING EXERCISES

| 1. <u>Exercise No.</u> | <u>Short Title</u> | <u>Number</u> |
|------------------------|--------------------|---------------|
|                        | Harbour DCX        | 31            |

2. One officer and 4 junior communications sailors participated in the naval component of Exercise 'IN CONCERT'. Personnel have also been provided to assist with MHQ manning for exercise "SANDGROPER" and for HMAS Vampire's Workup.

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1.16.20

HMAS MELBOURNE  
at Garden Island

1st December, 1978

The Flag Officer Commanding,  
HM AUSTRALIAN FLEET

HMAS MELBOURNE - REPORT OF PROCEEDINGS

NOVEMBER, 1978

Sir,

1. I have the honour to report the proceedings of HMAS MELBOURNE under my command, for the month of November, 1978. Throughout the month Melbourne has remained in Captain Cook Dock where the increasing heat of summer, shortage of ventilation and lack of access to a breeze have made conditions unpleasant for all onboard. Your Flag, Sir, was shifted to Melbourne on Friday 3rd.
2. As a result of investigations after docking it was decided to fully restore the bearing of the port tail shaft. The time required for this task has necessitated deferring the undocking date until 13th February, 1979 and the refit completion date until 27th March, 1979. Within this new time frame the refit has proceeded satisfactorily although growth has continued in hull and electrical repair work and in B1 and B2 boiler superheater supports. A number of activities remain critical to timely refit completion even with the amended date and regular overtime work. Good progress has been made in refurbishing accommodation and communal spaces throughout the month but progress with tiling has continued to be slow and this has affected painting out activities.
3. On Thursday 9th the New South Wales Electrical Contractor and Electricians Licensing Committee visited the ship and inspected wiring tasks undertaken by ETP category sailors. The Committee is investigating the granting of civilian electricians licences to naval electrical branch personnel.
4. Melbourne acted as host ship for the visit to Sydney by USS Kinkaid (Commander Parker T. Finch JNR USN) from 6th to the 13th. Numerous social and sporting activities were pursued and the visit appeared to be a success despite the inclement weather which generally prevailed. Personnel who visited Kinkaid were most impressed by the capability and facilities of that ship.
5. On Saturday 11th I attended the Remembrance Day Ceremony at the Cenotaph, Martin Place, Sydney. Despite very wet weather the ceremony was impressive and the guards paraded by the three Services very smart.
6. You, Sir, entertained Rear Admiral N.D. Anderson CBE, Chief of Naval Staff, New Zealand, at lunch onboard on Monday 27th and on Tuesday 28th you entertained Admiral and Mrs Anderson at dinner onboard.
7. Four Officers and Five Senior Sailors attended a Naval symposium for junior personnel, at HMAS Penguin on Wednesday 29th. Accompanied by three Heads of Departments I attended the first day of the Naval symposium at HMAS Watson on Thursday 30th.

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-2-

8. The health of the Ships Company remains good although the heat and high noise level has resulted in several cases of stress and irritability. Morale is good and the Ships Company remains cheerful despite the difficult conditions onboard.

I have the honour to be,

Sir,

Your obedient servant

  
(N.J. STOKER)  
Commander RAN  
Commanding Officer

Annex: A. Steaming figures  
B. Training Exercises

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Annex A to  
HMAS MELBOURNE letter  
1/16/20 dated  
1st December, 1978.

STEAMING FIGURES FOR THE MONTH OF NOVEMBER

|    |   |           |
|----|---|-----------|
| 1. | Hours underway                                      | NIL       |
| 2. | Distance Steamed                                    | NIL       |
| 3. | Total hours underway since <del>commissioning</del> | 54,598.0  |
| 4. | Total distance steamed since commissioning          | 762,746.1 |

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Annex B to  
HMAS MELBOURNE letter  
1/16/20 dated  
1st November, 1978.

TRAINING EXERCISES

| 1. | <u>Exercise No.</u> | <u>Short Title</u>                    | <u>Number</u> |
|----|---------------------|---------------------------------------|---------------|
|    | N/N                 | Harbour DCX                           | 29            |
|    | N/N                 | Major fire and<br>evacuation exercise | 1             |

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HMAS MELBOURNE  
at Garden Island.

- 1 JAN 1979

The Flag Officer Commanding  
HM AUSTRALIAN FLEET.

HMAS MELBOURNE - REPORT OF PROCEEDINGS

DECEMBER, 1978

Sir,

1. I have the honour to report the proceedings of HMAS MELBOURNE, under my command, for the month of December, 1978. MELBOURNE remained in Captain Cook Dock throughout the month and refit progress was quite pleasing. A high level of dockyard manning was achieved until the Christmas holiday period and there were few industrial problems.

2. A number of activities remain critical to the refit completion date and these include repair to the starboard main gearbox, renewal of corroded boiler uptakes and repairs to all boilers. Progress with refitting the port tailshaft has been very pleasing and the re-boring of the stern tube appears to have been very successful, thus the planned undocking date should be achieved. Unfortunately the steady progress with the catapult was interrupted during the month when it was found that the power cylinders would not seat correctly on their sliding feet. Action has been commenced to rectify the problem but an undesirable delay has resulted.

3. Habitability onboard improved significantly during the month as ventilation fans were re-installed and painting out completed in the majority of messdecks and kit-locker flats. Difficulties have continued with messing the Ships Company due to tiling work in 4E Junior sailors cafeteria and catapult refitting work in both senior sailors cafeterias and galley. Despite these problems all personnel onboard celebrated Christmas Day with traditional fare and enjoyed themselves.

4. The validation team completed the physical validation of fitted equipments during the month and has now been disbanded except for a few personnel required to complete the paperwork.

5. Accompanied by three Heads of Departments I attended the second day of the Naval Symposium at HMAS WATSON on the 1st of the month. Your Flag, Sir, was struck on the 17th when you proceeded on seasonal leave.

6. The health of the Ships Company remains satisfactory and morale is good. I addressed all personnel on matters of security, drugs, alcohol and

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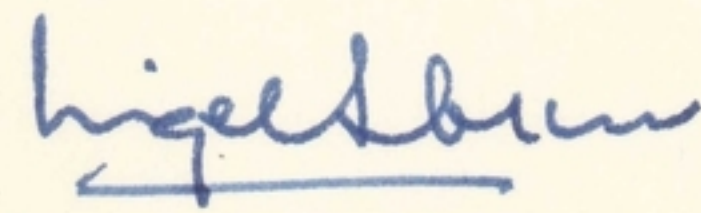
2.

driving prior to the Christmas holiday period. Never-the-less, one sailor died during the month as a result of a motor cycle accident and another was critically injured in a motor vehicle accident.

I have the honour to be,

Sir,

Your obedient servant,



(N.J. STOKER)  
Commander, RAN  
COMMANDING OFFICER

Annex:

- A. Steaming Figures
- B. Training Exercises.

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**RESTRICTED**

Annex A to  
EMAS MELBOURNE letter  
1/16/20 dated  
1st January, 1979.

STEAMING FIGURES FOR THE MONTH OF DECEMBER

|    |  |           |
|----|--|-----------|
| 1. | Hours underway                             | NIL       |
| 2. | Distance steamed                           | NIL       |
| 3. | Total hours underway since commissioning   | 54,598.0  |
| 4. | Total distance steamed since commissioning | 762,746.1 |

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Annex B to  
HMAS MELBOURNE letter  
1/16/20 dated  
1st January, 1979

TRAINING EXERCISES

| <u>Exercise No.</u> | <u>Short Title</u> | <u>Number</u> |
|---------------------|--------------------|---------------|
| N/N                 | Harbour DCX        | 31            |

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